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**SECTION 4.6 OF CHAPTER 4**  
**SECOND AVENUE SUBWAY**  
**PHASE 1A ARCHAEOLOGICAL ASSESSMENT**

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**July 15, 2002**

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- 4.3-7f *Area of Potential Archaeological Sensitivity.* East 100<sup>th</sup> Street to East 95<sup>th</sup> Street and Block 1646. Sanborn 2001.
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- 4.5-1 *A New and Accurate Plan of the City of New York in the State of New York in North America.* Second Avenue, North Street to Rivington Street. Taylor Roberts 1797.
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- 4.5-3a *Map of the City of New York Extending Northward to 50<sup>th</sup> Street.* Second Avenue, East Seventh Street to East Houston Street. Dripps 1852.
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- 6.2-1 *Topographical Atlas of the City of New York, Including the Annexed Territory.*  
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- 6.2-6 *Atlas of the City of New York.* Detail of Block 98 and Peck Slip. Robinson 1885.
- 6.2-7 *Atlas of the City of New York, Borough of Manhattan. From actual surveys and official plans.* Detail of Block 98 and Peck Slip. Bromley 1897.
- 6.2-8 *Land Book of the Borough of Manhattan, City of New York.* Detail of Block 98 and Peck Slip. Bromley 1926.
- 6.2-9 *Area of Potential Archaeological Sensitivity.* Block 98 and Peck Slip. Sanborn 2001.
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- 6.3-1 *Afbeeldinge van de Stadt Amsterdam in Nieuw Neederlandt.* Castello 1660.
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- 7.1-3 *The New-York Directory and register for the Year 1789.* McComb 1789.
- 7.1-4 *A New and Accurate Plan of the City of New York in the State of New York in North America.* Vietnam Veterans Plaza. Taylor Roberts 1797.

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- 7.1-5 *Topographical Map of the City and County of New York*. Vietnam Veterans Plaza. Colton 1836.
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- 7.2-1 *Insurance Maps*. Kips Bay Shaft Site. Sanborn 2001.
- 7.2-2 *Farm Maps*. Note the Elbert Kip house, barn and dock, with Kips Bay and stream at upper right. Randel 1820.
- 7.2-3 *Maps of the City of New York*. Note Elbert Kip house in APE. Perris and Hutchinson 1850/51.
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- 7.3-1 *Insurance Maps*. St. Vartan Park Shaft Site. Sanborn 2001.
- 7.3-2 *Atlas of the City of New York, Borough of Manhattan*. St. Vartan Park Shaft Site. Lots 1-8, 56-63 and the west half of Lot 55 are in APE. Bromley 1902.
- 7.3-3 *Topographical Atlas of the City of New York, Including the Annexed Territory*. St. Vartan Park Shaft Site APE. Viele 1874.
- 7.3-4 *Farm Maps*. Note the Van Tuyl residence within the APE and old Kip residence just south of the APE. Randel 1820.
- 7.3-5 *Area of Potential Archaeological Sensitivity*. St. Vartan Park Shaft Site. Sanborn 2001.

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- 7.4-1 *Farm Maps*. East 66<sup>th</sup> Street Shaft Site. Randel 1820.
- 7.4-2 *Map of the City of New York North of 50th Street*. East 66<sup>th</sup> Street Shaft Site. Dripps 1851.
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- 7.4-5 *Atlas of the City of New York, Borough of Manhattan*. East 66<sup>th</sup> Street Shaft Site. Bromley 1955.
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- 7.5-1 *Insurance Maps*. Block 1792. Sanborn 2001.
- 7.5-2 *Map of the City of New York and Island of Manhattan as laid out by the Commissioners*. Block 1792. Bridges 1807-1811.
- 7.5-3 *Atlas of the Entire City of New York*. Block 1792. Bromley 1879.
- 7.5-4 *Topographical Map of the City and County of New York*. Block 1792. Colton 1836.
- 7.5-5 *New York City, County, and Vicinity*. Block 1792. Dripps 1867.
- 7.5-6 *Atlas of the Borough of Manhattan*. Block 1792. Hyde 1913.
- 7.5-7 *Insurance Maps*. Block 1792. Sanborn 1951.
- 7.5-8 *Area of Potential Archaeological Sensitivity*. Block 1792. Lots 22 through 25 lack historic archaeological sensitivity. Sanborn 2001.

7.6

- 7.6-1 *A Plan of the City of New York From an Actual Survey*. Lyne 1730.
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- 7.6-3 *The New-York Directory and register for the Year 1789*. McComb 1789.

7.6-4 *A New and Accurate Plan of the City of New York in the State of New York in North America.* Old Slip. Taylor Roberts 1797.

7.6-5 *New York City, County, and Vicinity.* Old Slip. Dripps 1867.

7.6-6 *Atlas of the City of New York.* Old Slip. Robinson 1893.

7.6-7 *Atlas of the Borough of Manhattan.* Old Slip. Bromley 1916.

7.6-8 *Area of Potential Archaeological Sensitivity.* Old Slip. Sanborn 2001.

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7.7-1 *Insurance Maps.* Second Avenue Train Yard. Sanborn 2001.

7.7-2 *Diagram of Historic Block Numbering.* Second Avenue from the Harlem River to East 127<sup>th</sup> Street. Sanborn 2001.

7.7-3 *Map of the City of New York and Island of Manhattan as laid out by the Commissioners.* Second Avenue from the Harlem River to East 125<sup>th</sup> Street. Bridges 1807-1811.

7.7-4 *New Harlem village Plot, 1670.* Second Avenue, East 127<sup>th</sup> to East 125<sup>th</sup> Streets. Romer and Hartman 1981.

7.7-5 *British Headquarters Map.* Second Avenue from the Harlem River to East 125<sup>th</sup> Street. 1782.

7.7-6 *Farm Maps.* Ingraham estate. Second Avenue between East 127<sup>th</sup> and East 126<sup>th</sup> Streets. Randel 1820.

7.7-7 *Map of the City of New York Extending Northward to 50th Street.* Second Avenue between East 128<sup>th</sup> and East 125<sup>th</sup> Streets. Dripps 1851.

7.7-8 *New York City, County, and Vicinity.* Second Avenue Train Yard APE. Dripps 1867.

7.7-9 *Atlas of the Entire City of New York.* Second Avenue Train Yard, East 129<sup>th</sup> Street to East 125<sup>th</sup> Street. Bromley 1879.

7.7-10 *Insurance Maps.* Block 1803. Sanborn 1896 (top), Sanborn 1911 (bottom).

7.7-11 *Area of Potential Archaeological Sensitivity.* Second Avenue, Harlem River Drive to East 125<sup>th</sup> Street. Sanborn 2001.

Area of Sensitivity	Potential Resource Type	Approximate Resource Depth Below Grade	Proposed Actions and Impacts
<b>Chapter 4.6 Forsyth Street Option, Delancey to Canal Streets, Including Sara Delano Roosevelt Park</b>			
Blocks 418, 419, 302 North (305), and 302 - Sara Delano Roosevelt Park, and Forsyth, Grand and Canal Streets	Precontact	15-24'	<p>Shallow Chrystie Option: Cut and cover 0-25 to 40' Impact, SDR Park, Grand &amp; Canal Streets.</p> <p>Forsyth Street Option: Cut and cover 0-80 to 85' Impact for Grand Street Station in Forsyth Street, Grand Street, and SDR Park, Delancey to Hester Street. Mining through soil in SDR Park and Forsyth Street between Hester and Canal Streets, and in Canal Street at 70' to 85' below the surface: No Impact.</p> <p>Impact from Vent Shaft Unknown: Potential Impact</p>
Blocks 418, 419, 302 North (305), and 302 - Sara Delano Roosevelt Park, and Forsyth Street, Delancey to Grand Street	17 <sup>th</sup> – 18 <sup>th</sup> c. Residential and Fortification Features	14-33'	Shallow Chrystie Option: Cut and cover 0-25 to 40' Impact, SDR Park, Grand & Canal Streets.

Area of Sensitivity	Potential Resource Type	Approximate Resource Depth Below Grade	Proposed Actions and Impacts
			<p>Forsyth Street Option: Cut and cover 0-80 to 85' Impact for Grand Street Station in Forsyth Street, Grand Street, and SDR Park, Delancey to Hester Street. Mining through soil in SDR Park and Forsyth Street between Hester and Canal Streets, and in Canal Street at 70' to 85' below the surface: No Impact.</p> <p>Impact from Vent Shaft Unknown: Potential Impact</p>
<p>Blocks 418, 419, 302 North (305), and 302 - Sara Delano Roosevelt Park, and the west side of Forsyth Street, Delancey to Canal Street</p>	<p>19<sup>th</sup> c. Residential Features</p>	<p>0-33'</p>	<p>Shallow Chrystie Option: Cut and cover 0-25 to 40' Impact, SDR Park, Grand &amp; Canal Streets.</p> <p>Forsyth Street Option: Cut and cover 0-80 to 85' Impact for Grand Street Station in Forsyth Street and SDR Park, Delancey to Hester Street. Mining through soil in SDR Park and Forsyth Street between Hester and Canal Streets at 70' to 85' below the</p>



Area of Sensitivity	Potential Resource Type	Approximate Resource Depth Below Grade	Proposed Actions and Impacts
			<p>surface: No Impact.</p> <p>Impact from Vent Shaft Unknown: Potential Impact</p>
<p>Block 418 Lots 5-10</p>	<p><u>Unrecorded Historic</u> <u>Burials—St.</u> <u>Stephens Episcopal</u> <u>Church</u></p>	<p>0-20'</p>	<p>Shallow Chrystie Option: Cut and cover 0-25 to 40' Impact, SDR Park, Grand &amp; Canal Streets.</p> <p>Forsyth Street Option: Cut and cover 0-80 to 85' for Grand Street Station in Forsyth Street and SDR Park (east side), Delancey to Hester Street: No Impact. Involves reconstruction of existing Chrystie Street Grand Street Station and connection in park between Forsyth and Chrystie Streets: Potential Impact. Mining through soil in SDR Park and Forsyth Street between Hester and Canal Streets at 70' to 85' below the surface: No Impact.</p> <p>Impact from Vent Shaft Unknown: Potential Impact</p>

#### **4.6 FORSYTH STREET OPTION, DELANCEY TO CANAL STREETS, INCLUDING SARA DELANO ROOSEVELT PARK**

##### **4.6.1 Study Area Description**

This APE includes the area of Sara Delano Roosevelt Park and the Forsyth Street roadbed and its sidewalks for the south side of Delancey Street to the south side of Canal Street. The APE for Sara Delano Roosevelt Park consists of four former separate blocks that were razed and consolidated in the 1930's for construction of Sara Delano Roosevelt Park. At that time, Broome Street and Hester Street were closed to through traffic and Chrystie Street was widened by 30 feet to the east, defining the western boundary of Sara Delano Roosevelt Park. Forsyth Street was widened by approximately 20 feet to the west, defining the eastern boundary of Sara Delano Roosevelt Park. The Sara Delano Roosevelt Park APE presently includes Blocks 419, 418, 302 north and 302 south (Figure 4.6-1). Until the 1970s, the northern section of Block 302 was designated as Block 305 and will heretofore be referred to as such. The APE also includes the Grand Street roadbed between Block 419 and former Block 305 (now Block 302 north) and the Canal Street roadbed and its sidewalks between Forsyth and Chrystie Streets.

##### **4.6.2 Existing Conditions**

###### ***4.6.2.1 Precontact Archaeological Potential***

###### **Known Sites in the Vicinity**

No previously inventoried precontact sites were noted in proximity to the APE. However, a habitation site called "Schepmoes" was recorded at about East 10<sup>th</sup> Street and Second Avenue in association with a Native American trail (Grumet 1981). The area of the APE is also located in the immediate vicinity of an area of land called "Werpoes" by Native Americans, as recorded in a land patent from 1651 (Stokes 1928: 72). Therefore, it is possible that habitation or other sites were located in the vicinity of the APE.

###### **Archaeological Potential**

The APE is located on relatively flat meadowland with no hills immediately nearby, and a freshwater source was located 1,600 feet from the southernmost part of the APE (Figure 4.6-2). The area would have been habitable, yet other riverine and estuarine environments located outside of the APE held more advantageous precontact resources, which included areas where hunting, fishing and collecting of shellfish would have occurred. Additionally, surrounding outcrops and hills located beyond the area of the APE would have provided better shelter or protection for local inhabitants and may have been more likely habitation areas than the area of the APE itself. However, the lack of identified potential resources in the area of the APE does not preclude the existence of precontact era archaeological remains.

Soil borings indicate that the APE contains a layer of fill ranging between 10 to 22 feet beneath the surface, largely ranging from 14 to 15 feet below grade, that either represents

building demolition debris or added fill introduced in the mid-19<sup>th</sup> century (see Appendix 4.6.7.2). If this level is introduced fill, it could have protected the precontact surface from later intrusions, except for where deep shafts may have been excavated, such as 19<sup>th</sup> century wells. Subsurface precontact resources such as middens (trash heaps) could have substantial depth (up to perhaps 5'), and so there exists the possibility of encountering such resources. The likelihood of encountering any surface remains--for example, habitation sites--is low, given post-contact disturbances from the 17<sup>th</sup> century onward. Nineteenth century development may not have disturbed the potential precontact surface, given the depth of the fill layer. Overall, sensitivity for precontact resources is moderate for the park, Forsyth, Grand, and Canal Streets, and potential resources may lie below the fill between about 11 to 27' below grade. Areas of sensitivity by block are listed below.

**Block 419** and the adjacent Forsyth and Broome Street roadbeds was open, flat, meadowland in precontact times and was located about 2,500 feet from a fresh water source (Viele 1865). Currently it is covered by approximately 15 feet of fill (see Appendix 4.6.7.3). The area was farmed during the 17<sup>th</sup> and 18<sup>th</sup> centuries, and later the area was developed during the 19<sup>th</sup> century. Farming practices would have created about a foot of disturbance to the precontact surface, but if 15 feet of fill were later added, this would have protected the precontact area from any further disturbance. The only exception would be potential wells which may have penetrated the fill, as the water table was recorded at 27 feet below the surface; wells from any era would have to be at least as deep. The area is thus moderately sensitive for precontact remains from about 16 to 21 feet below grade.

**Block 418** and the adjacent Forsyth and Grand Street roadbeds was also open, relatively flat meadowland in precontact times and was about 2,200 feet to the northeast of a fresh water source (Viele 1865). There is currently approximately 14 to 15 feet of fill below the surface, but the fill level deepens to 22 feet near the intersection of Chrystie and Grand Streets. The area was farmed in the 17<sup>th</sup> and 18<sup>th</sup> centuries. Farming would have created a plow zone of about a foot in depth that would have minimally disturbed the precontact surface. At the end of the 18<sup>th</sup> century, British fortifications were built over the block that included a wall and small fort; these would also have impacted the area. The area was then developed during the 19<sup>th</sup> century. If fill levels represent added material, then it may have served to protect precontact surfaces from disturbance during the 19<sup>th</sup> and 20<sup>th</sup> centuries. Water levels have been recorded as deep as 33 feet below grade in the area, so it is possible that historic era wells would have extended into the potential precontact surface, but this would have been in limited areas. Therefore, this block is low to moderately sensitive for precontact remains between about 15 and 20 feet below grade in general, and from about 23 to 28 feet below grade at the corner of Chrystie and Grand Streets.

**Former Block 305 (now Block 302 north)** and the adjacent Forsyth and Hester Street roadbeds was open, gently sloping meadowland prior to historical development and was relatively close to a fresh water source, located about 1,800 feet southwest of the APE (Viele 1865). The block is currently covered by about 14 to 22 feet of fill, the deepest fill layers occurring near Chrystie and Grand Streets. The area was farmed in the 17<sup>th</sup> and 18<sup>th</sup> centuries. Farming would have created a plow zone extending about a foot deep that would have minimally disturbed the precontact surface. The area was subsequently developed

during the 19<sup>th</sup> century, and it is possible that added fill may have protected deeply buried precontact levels from later disturbance. However, historic era wells may have impacted precontact levels, as the water level is currently recorded at about 33 feet below grade. Impacts may have also extended below fill in the area of Lot 6, where the 19<sup>th</sup> through 20<sup>th</sup> century structure on the lot is shown with a sub-cellar as well as a basement, which would have impacted levels below the fill, potentially eliminating precontact archaeological sensitivity in this location. Therefore, the area is moderately sensitive for precontact remains between about 15 to 20 feet below grade in general and between about 23 to 28 feet below grade at the corner of Chrystie and Grand Streets.

**Block 302 (now Block 302 south)** and the adjacent Forsyth and Canal Street roadbeds was open, relatively flat meadowland in precontact times and was close to a fresh water source, located about 1,600 feet southwest of the APE (Viele 1865). Currently, it is covered by an average of about 18 feet of fill, ranging between 15 to 20 feet in depth across the block. A historic plow zone around a foot deep may have minimally disturbed the precontact surface. The area was then developed during the 19<sup>th</sup> century. It is possible that added fill would have protected precontact levels from subsequent disturbance. One exception would be in the areas of Lots 21 and 22, where the 19<sup>th</sup>-20<sup>th</sup> century structures on the lots are shown with sub-cellars as well as basements that may have extended below fill levels, potentially eliminating precontact archaeological sensitivity in this location. Also, where historic era wells may have been sunk, these could have impacted the precontact living surface, since they were probably as deep as the water table, which is currently reported at 33 feet below grade. Therefore, the area is moderately sensitive for precontact remains between about 19 and 24 feet below grade.

#### *4.6.2.2 Historical Archaeological Potential*

##### **Known Sites in the Vicinity**

The site file search reported one historic feature in or near the APE: an 18<sup>th</sup> century fortification shown on British Headquarters maps within the APE (1782, 1797; Appendix 4.6.7.2). Furthermore, the British Headquarters map shows a fortification wall with an attached fort or garrison on its south side just north of Grand Street between Chrystie and Forsyth Streets on Block 418 in the APE (Ibid.). No other potential historic sites were reported in or near the APE.

##### **Archaeological Potential**

Documentary research found that the APE is potentially sensitive for 18<sup>th</sup> and 19<sup>th</sup> century resources related to fortifications, dwellings, and churches. Furthermore, there is a remote possibility of the APEs sensitivity for burials. Specific details of archaeological potential are described for each block below.

**Block 419** and the adjacent Forsyth and Broome Street roadbeds were farmed during the 17<sup>th</sup> and 18<sup>th</sup> centuries, first under the Dutch, and then as part of the Delancey Farm. In the 18<sup>th</sup> century a structure is shown on several historic period maps, two of which place the structure

within the APE (Grim 1744; Ratzer 1767). This structure appears to be small, possibly an outbuilding associated with the Delancey Farm, as it is consistently recorded on maps that show the farm and it is aligned off of an access road that defines the southern boundary of some of the Delancey farmlands (Figure 4.6-2). Maps portray it at the approximate intersection of Forsyth Street and Broome Street, possibly up to 150 feet north of the intersection within the Forsyth roadbed (Grim 1744; Ratzer 1767). While the outbuilding (or perhaps barn or separate residence) is undocumented, Stokes records the following information about the main Delancey residence, located just north of the APE at Chrystie and Delancey Streets on Block 425. The Delancey residence was erected by May Bickley prior to 1724 and purchased by Delancey from Dr. Brune Bickley in 1733 (Stokes 1918: 949). The residence is said to have been in "ruinous condition" in 1791, and demolished by 1799 (Ibid.). This would support the contention that the structure shown within the APE in 1744 and 1767 is also associated with the Delancey farm since it is no longer shown on maps post-dating 1799. Therefore, the entire block and adjacent Forsyth and Broome Street roadbeds are moderately sensitive for 17<sup>th</sup> and/or 18<sup>th</sup> century Delancey farm buildings or features beneath the fill from about 15 to 27 feet below grade, the depth of the water table, particularly near the intersection of Forsyth and Broome Streets and north about 150 feet along Forsyth Street.

In the 19<sup>th</sup> century, the block was lotted and developed. In this area, sewer lines were installed by 1868, and water lines were available by at least 1842 (Endicott 1842). Structures predating these utilities would have relied upon wells, cisterns, and privies. There is the potential for 19<sup>th</sup> century resources, specifically wells, cisterns or privies, to exist in yard areas that were open until the construction of the park in the 1930s. Small open yard areas were present in back of Lots 2-4, 8, 9, 26, 28-32 and 34-37. Therefore, Block 419 and the west side of Forsyth Street are moderately sensitive for possible 19<sup>th</sup> century subsurface remains in the former open yard areas detailed above which would now be located from the surface down to at least 27 feet below the surface, the depth of the water table, and possibly deeper.

**Block 418** and the adjacent Forsyth and Grand Street roadbeds was also farmed during the 17<sup>th</sup> and 18<sup>th</sup> centuries before the streets were laid out; first under the Dutch, and then as part of the Delancey Farm. At the end of the 18<sup>th</sup> century, British fortifications were constructed just north of Grand Street that included a wall and a small fort adjoined to its south side, directly between Chrystie and Forsyth Streets (British Headquarters Map 1782, 1797). While these fortifications were razed by the 19<sup>th</sup> century, subsequent development may have included adding fill, which may have protected earlier deposits. If the fill, which is reported as extending from the surface down to about 14 feet below grade, represents the addition of strata, then early resources may have been protected from 19<sup>th</sup> and 20<sup>th</sup> century development. However, some potential 19<sup>th</sup> century features, such as deep wells, cisterns or privies, could have extended below the fill, impacting discrete sections of potentially sensitive levels. Therefore, the entire block and adjacent Forsyth and Grand Street roadbeds are potentially sensitive for 17<sup>th</sup> or 18<sup>th</sup> century remains below the fill from about 14 to 27 or 33 feet below grade, the depth of the water table, and the southern two thirds of the block is also highly sensitive for 18<sup>th</sup> century remains of fortifications at a similar depth.



In the 19<sup>th</sup> century, the block was subdivided into individual building lots. In this area, sewer lines were installed by 1868, and water lines were available by at least 1842 (Endicott 1842). Structures predating these utilities would have relied upon wells, cisterns, and privies. On many of these lots, small open yard areas remained undeveloped behind and/or adjacent to residential and/or commercial structures. Specifically, open yards stood vacant on the interior ends of Lots 1-6, 8-12, 16-21 and 23-26. These lots are sensitive for potential 19<sup>th</sup> century shaft features from the surface down to the water table within Block 418 and in the western side of Forsyth Street, which was reported between about 27 to 33 feet below grade, and possibly deeper.

There is also the minimal potential for historic period burials on what were formerly Lots 6-10 and the back of Lot 5, particularly on Lots 5 and 6. These lots comprised the St. Stephen's Episcopal Church yard during the first half of the 19<sup>th</sup> century, and individuals were reportedly buried in vaults within the church. However, records have shown that the main cemetery associated St. Stephen's Church was located outside of the APE, at then 1st Street between First and Second Avenues, and the church vault burials and cemetery remains were moved to a cemetery in Brooklyn (Inskeep 2000). While there are no records indicating that burials occurred on the church property outside of the vaults beneath the structure, there is the remote possibility that some individuals were buried within the yard area. Therefore, Lots 5-10 of the APE on Block 418 are potentially sensitive for these historic resources from the surface down to about six feet below the fill, which extends between about 14 and 15 feet below grade.

**Former Block 305 (now Block 302 north)** and the adjacent Forsyth and Hester Street roadbeds were also farmland during the 17<sup>th</sup> and 18<sup>th</sup> centuries, under the Dutch, and then as part of the Delancey Farm. Subsequently, after the adjacent streets were laid out and the block was subdivided, it was heavily developed in the 19<sup>th</sup> century. In this area, sewer lines were installed by 1868, and water lines were available by 1842 (Endicott 1842). Structures predating these utilities would have relied upon wells, cisterns, and privies. Boring logs report between 14 and 22 feet of fill below grade in the streetbed. If fill represents added strata, it may have served to protect earlier resources as 19<sup>th</sup> and 20<sup>th</sup> century development would most likely have not penetrated below the fill layer. However, it is likely that the structure on Lot 6, which had a sub-cellar as well as a basement, could have disturbed levels below the fill. There is also the potential for 19<sup>th</sup> century resources, such as wells, cisterns or privies, to exist where yards were left undeveloped until the construction of the park in the 1930s. Small open yard areas were present on the interior ends of Lots 1, 3-13, 17 and 23-32.

In sum, the block is moderately sensitive for 17<sup>th</sup> or 18<sup>th</sup> century unmapped farm-related resources which potentially lie beneath 14 feet of fill to a depth of 33 feet below grade. The block and west side of Forsyth Street is also moderately sensitive for potential 19<sup>th</sup> century shaft features which could extend from the surface down to the water table, which was reported at about 33 feet below grade, and possibly deeper.

**Block 302 (now Block 302 south)** and the adjacent Forsyth and Canal Street roadbeds were farmland during the 17<sup>th</sup> and 18<sup>th</sup> centuries, under the Dutch, and then as part of the Delancey

Farm. Subsequently the block was lotted and developed in the early 19<sup>th</sup> century. In this area, sewer lines were installed by 1868, and water lines were available by at least 1842 (Endicott 1842). Structures predating these utilities would have relied upon wells, cisterns, and privies. Currently, boring logs report between 15 to 20 feet of fill below grade on the block. If fill represents added material, then 19<sup>th</sup> and 20<sup>th</sup> century development may not have impacted potentially sensitive strata below the fill layer, except for in the area of Lots 21 and 22, where the structures had sub-cellars as well as basements which could have been deeper than the fill. There is the possibility that 19<sup>th</sup> century shaft features, such as wells, cisterns or privies, could exist in yard areas that were open until the construction of the park in the 1930s. Small open yard areas were present in back of former Lots 1, 3-5, 8, 18, 19 and 21-30.

Therefore, Block 302 is moderately sensitive for unmapped 17<sup>th</sup> or 18<sup>th</sup> century farm-related resources which may lie beneath 15 feet of fill to a depth of 33 feet below grade. The block and west side of Forsyth Street are also moderately sensitive for 19<sup>th</sup> century shaft features from the surface down to about 33 feet below grade, the depth of the water table, in the former open yard areas mentioned above. Wells from the 19<sup>th</sup> century would have probably extended to the water level, recorded to be about 33 feet below the surface, and possibly deeper.

#### 4.6.3 Summary of Archaeological Potential

The entire APE, consisting of Sara Delano Roosevelt Park, Forsyth, Grand, and Canal Streets, is considered to be moderately sensitive for precontact resources at a depth of about 15' to 24' below the surface. There is also the potential for 17<sup>th</sup> and 18<sup>th</sup> century resources throughout the APE (except on Forsyth Street between Grand and Canal Streets and on Canal Street between Chrystie and Forsyth Streets) below the fill which ranges in depth between about 14 and 23 feet below grade, and possibly deeper, depending on the depth of possible wells. Sara Delano Roosevelt Park and the west side of Forsyth Street are also moderately sensitive for shaft features associated with mid-19<sup>th</sup> century dwellings from the surface down to about 33' below grade or deeper where former blocks were developed. Each block is summarized individually below.

**Block 419** and the adjacent Forsyth Street roadbed are considered moderately sensitive for precontact remains between about 16 and 21 feet below grade. They are moderately sensitive for 17<sup>th</sup> and 18<sup>th</sup> century remains commencing at an estimated depth of 15 feet below grade to approximately 27 feet below grade, and in particular, an 18<sup>th</sup> century structure associated with the Delancey Farm could be located near or just north of the intersection of Forsyth and Broome Streets. The block and west side of Forsyth Street are also moderately sensitive for 19<sup>th</sup> century shaft features from the surface down to about 27' below grade in areas of former open yards prior to the construction of the park located in the rear areas of Lots 2-4, 8, 9, 26, 28-32 and 34-37.

**Block 418** and the adjacent Forsyth and Grand Street roadbeds are considered moderately sensitive for precontact remains between about 15 and 20 feet below grade. They are also moderately sensitive for 17<sup>th</sup> and 18<sup>th</sup> century remains between 14 and 27 or 33 feet below

grade, and highly sensitive for late 18<sup>th</sup> century fortifications north of Grand Street. The block and west side of Forsyth Street are also moderately sensitive for 19<sup>th</sup> century remains from the surface and below, particularly for shaft features such as wells, privies and cisterns in areas of former open yards located in the rear areas of Lots 1-6, 8-12, 16-21 and 23-26. Historic wells could extend from the surface down to 33 feet below grade and possibly deeper. The block is also minimally sensitive for unrecorded burials on Lots 1-5, the area of the former St. Stephen's Episcopal Church, from the surface down to 19 or 20 feet below grade.

**Former Block 305 (now Block 302 north)** and the adjacent Forsyth Street roadbed are moderately sensitive for precontact remains between about 15 and 20 feet below grade. Block 305 is also moderately sensitive for 17<sup>th</sup> and 18<sup>th</sup> century remains from about 14 to 33 feet below grade. The block and west side of Forsyth Street are also moderately sensitive for 19<sup>th</sup> century remains from the surface down to about 33 feet below grade, particularly for shaft features such as wells, privies and cisterns in areas of former open yards located in the rear areas of Lots 1, 3-13, 17 and 23-32. Historic wells could extend to 33 feet below grade, and possibly deeper.

**Block 302 (now Block 302 south)** and the surrounding Forsyth and Canal Street roadbeds are moderately sensitive for precontact remains between about 19 and 24 feet below grade. Block 302 is also moderately sensitive for 17<sup>th</sup> and 18<sup>th</sup> century remains between about 15 to 33 feet below grade. The block and west side of Forsyth Street are also moderately sensitive for 19<sup>th</sup> century remains from the surface down to about 33 feet below grade, particularly for shaft features such as wells, privies and cisterns in areas of former open yards located in the rear areas of Lots 1, 3-13, 17 and 23-32. Historic wells could reach depths of 33 feet or deeper.

#### **4.6.4 Proposed Project Impacts**

Sara Delano Roosevelt Park, Forsyth, Grand and Canal Streets within the APE have the potential for precontact resources at a depth of between about 15 and 24 feet below grade. Under the Shallow Chrystie Option (SYSTRA Drawing CR-04, March 8, 2002), cut and cover excavations on Chrystie Street would impact potential resources in some areas of this APE, since cut and cover work would extend east into Sara Delano Roosevelt Park, Grand and Canal Streets. Under the Forsyth Street Option (SYSTRA Drawing CT-04, March 1, 2002), mining through soil is proposed in Sara Delano Roosevelt Park, Forsyth Street between Hester and Canal Streets, and on Canal Street between Forsyth and Chrystie Streets to build the subway tunnel. This work would occur at a depth of about 70 to 85 feet below grade, and would have no impact on potential precontact resources, since potential precontact resources are located at depths shallower than 30 feet below grade. However, if ventilation shafts or pedestrian access entails excavations from the street down to the tunnel, potential precontact resources in these discrete locations may be impacted. Cut and cover construction to build the Grand Street Station on Forsyth Street between Delancey and Hester Streets at a depth of 0 to 85 feet below grade would also impact potential precontact resources in Forsyth Street and in the eastern end of Sara Delano Roosevelt Park. In addition, construction of the Grand Street Station on Forsyth Street would involve cut and cover work to reconstruct the



existing Grand Street Station on Chrystie Street as well as a below grade connection in Sara Delano Roosevelt Park between the proposed Forsyth Street Station and the Chrystie Street Station, potentially affecting precontact resources on Chrystie Street and in the western and middle portions of Sara Delano Roosevelt Park.

Much of Sara Delano Roosevelt Park and the adjacent Forsyth, Grand, and Canal Street roadbeds are also potentially sensitive for 17th or 18th century farm related resources at a depth of approximately 14 to 27 or 33 feet below grade and for 19<sup>th</sup> century residential and commercial features that may extend from the surface down to about 33 feet below grade. Lots 5-10 of Block 418 are also sensitive for historic burials associated with St. Stephen's Episcopal Church from the surface down to approximately 19 to 20 feet below grade. There would be impacts on potential precontact resources under the Shallow Chrystie Option in Sara Delano Roosevelt Park and Grand and Canal Streets. Under the Forsyth Street Option, mining through soil in Sara Delano Roosevelt Park, Forsyth Street between Hester and Canal Streets, and on Canal Street between Forsyth and Chrystie Streets at a depth of about 70 to 85 feet below grade would have no impact on potential historic-period resources since resources are anticipated at much shallower depths. However, if ventilation shafts or pedestrian access entails excavations from the street down to the tunnel, potential historical resources in these discrete locations may be impacted. Cut and cover construction to build the Grand Street Station on Forsyth Street between Delancey and Hester Streets would impact potential historic-period resources from the surface down to approximately 33 feet below grade in Forsyth Street and in Sara Delano Roosevelt Park. Reconstruction of the Grand Street Station on Chrystie Street and construction of a below grade connection in Sara Delano Roosevelt Park would also impact potential resources on Chrystie Street and in Sara Delano Roosevelt Park.

#### 4.6.5 Recommendations

It is possible that the APE was occupied or otherwise used by Native Americans during the precontact period. The APE was occupied during the historic period. There is a moderate likelihood that precontact resources, if they were present, still exist underneath the fill that covers the APE. Additionally there is a moderate to high likelihood that 17<sup>th</sup> to 19<sup>th</sup> century historic remains exist in that same area, and a moderate likelihood that 19<sup>th</sup> century remains exist in, and below, the fill itself.

Although the likelihood that precontact resources would have survived the 19<sup>th</sup> and 20<sup>th</sup> century development of this part of the APE is considered moderate to minimal, there is a possibility that undisturbed pockets of the precontact and contact landscape may remain beneath fill that varies in depth below grade. Prior impacts also varied in depth. The possibility that *in situ* precontact and contact period resources may exist in this part of Manhattan dictates further investigation of subsurface conditions. While the probability of finding intact, significant precontact resources eligible for inclusion on the National Register of Historic Places is remote, the scant possibility should be corroborated by evidence from

additional soil borings.<sup>1</sup> Analyzing the soil borings to be undertaken for construction design purposes would provide additional information in order to better assess subsurface conditions, and would serve to help identify the presence of markers typically associated with a precontact presence. The absence of definitive signs of a Native American presence, and/or the presence of a habitable living surface buried beneath the fill would suggest that no potential remains. Soil borings would also allow archaeologists to better determine the potential depth of historical period resources. Because one section of the APE (Block 418, Lots 5-10) is potentially sensitive for burial shafts, soil borings are not recommended for that area. Test borings will have to be conducted in abutting areas.

If additional soil borings indicate potential precontact or historic sensitivity, then a subsurface testing plan may be warranted to test potentially sensitive areas if they are to be impacted.

Additional documentary study may be recommended in order to refine historic occupation and use, and to aid in the formulation of a specific subsurface testing plan. This intensive level of study would provide contextual information in which to assess potential resources.

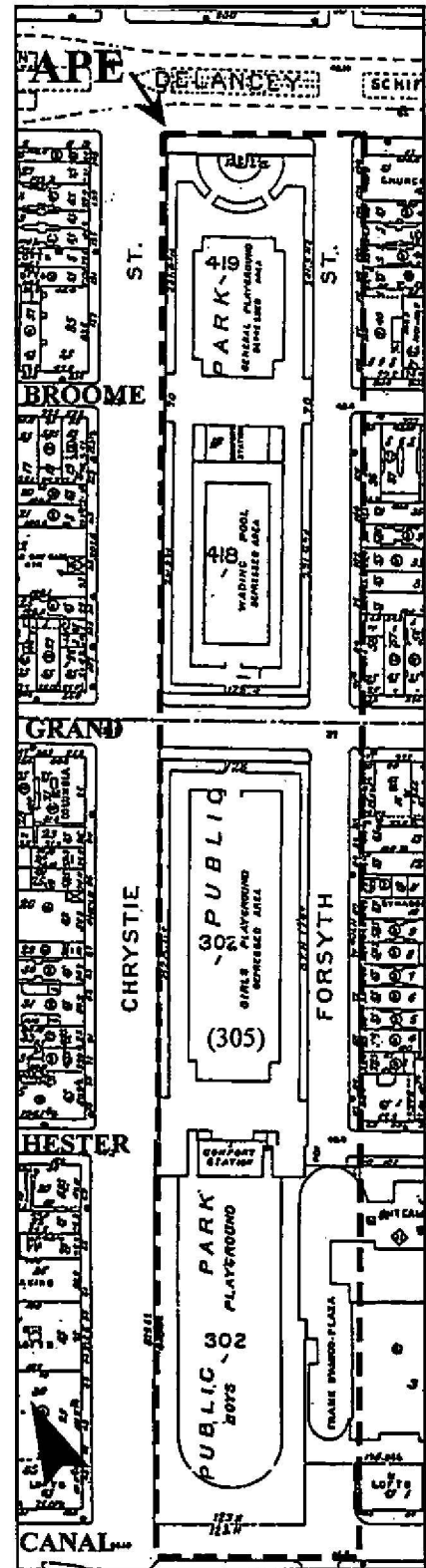
Areas identified as potentially sensitive for archaeological resources would be prioritized for testing based on their potential to yield significant information and address meaningful research issues according to National Register criteria. Where subsurface testing is indicated, its goal would be to establish the presence or absence of cultural resources, their horizontal and vertical extent, site integrity, and their potential significance as defined by eligibility for inclusion on the National Register of Historic Places.

If significant resources are found and avoidance of impacts is possible, then that avoidance is considered a viable mitigation alternative. If the avoidance of adverse impacts to potentially National Register eligible archaeological resources is not possible, then appropriate mitigation procedures could take the form of construction monitoring, further excavations, or finally, archaeological data recovery. It is possible, however, that given the wide range of areas identified as archaeologically sensitive, that some archaeological resources (with the exception of burials, which would either be avoided or fully mitigated) would not be excavated as part of the project's mitigation program, resulting in potentially adverse impacts to archaeological resources.

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<sup>1</sup>Soil borings to be undertaken for construction design purposes will be taken in coordination with an archaeologist. Preferably, continuous tube samples down to 15' below the bottom depth of fill would further assess subsurface conditions in potentially sensitive areas.

**4.6.6 Figures and Photographs**



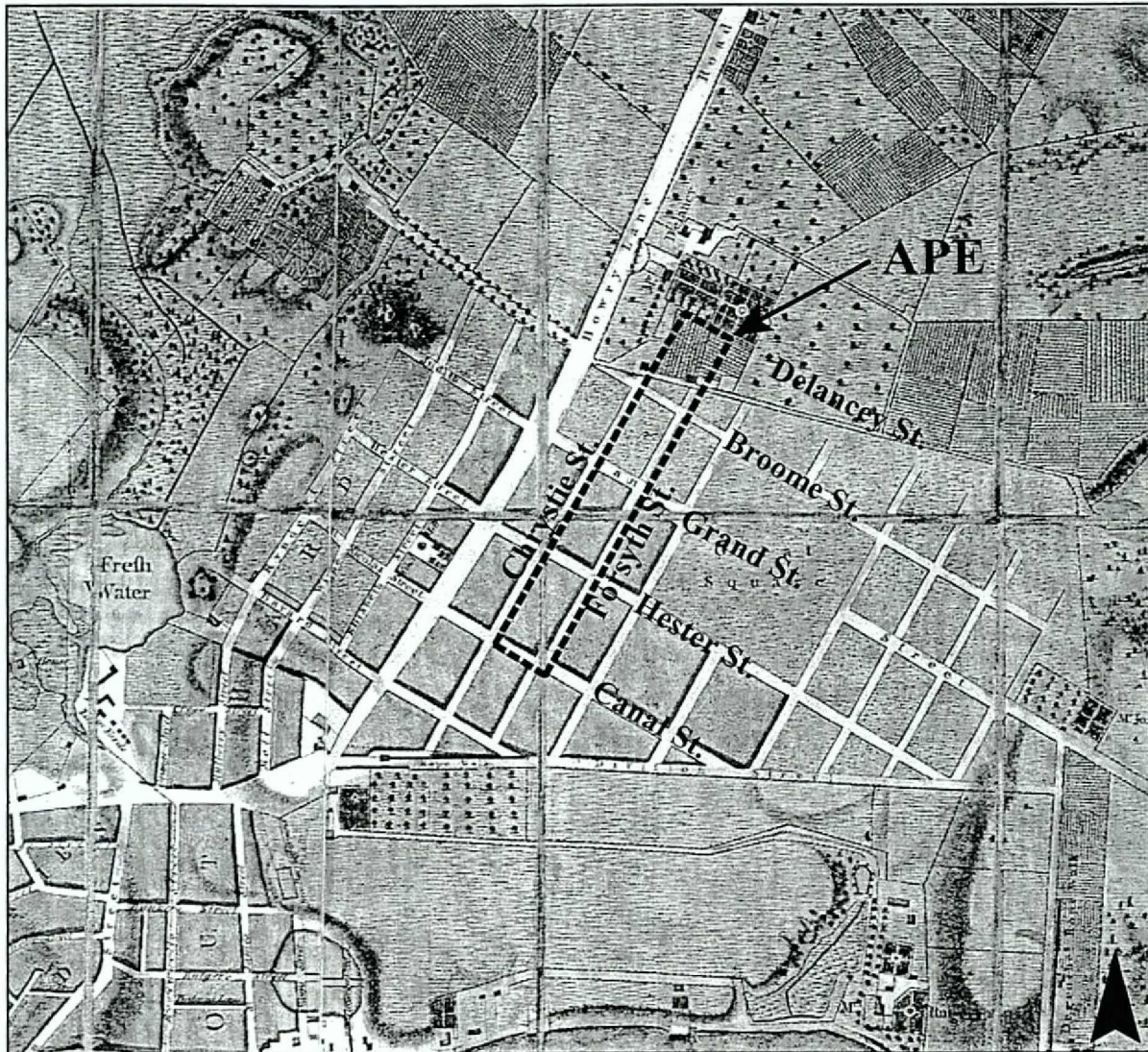
**FIGURE 4.6-1**

*Insurance Maps.*

Sara Delano Roosevelt Park and Forsyth Street APE, including former Blocks 419, 418, 305 and 302. Sanborn 2001.

Approximate Scale: 1/2 inch = 120 feet





**FIGURE 4.6-2**

*Plan of the City of New York. Sara Delano Roosevelt Park APE.  
Ratzer 1766/67.*

No Scale.



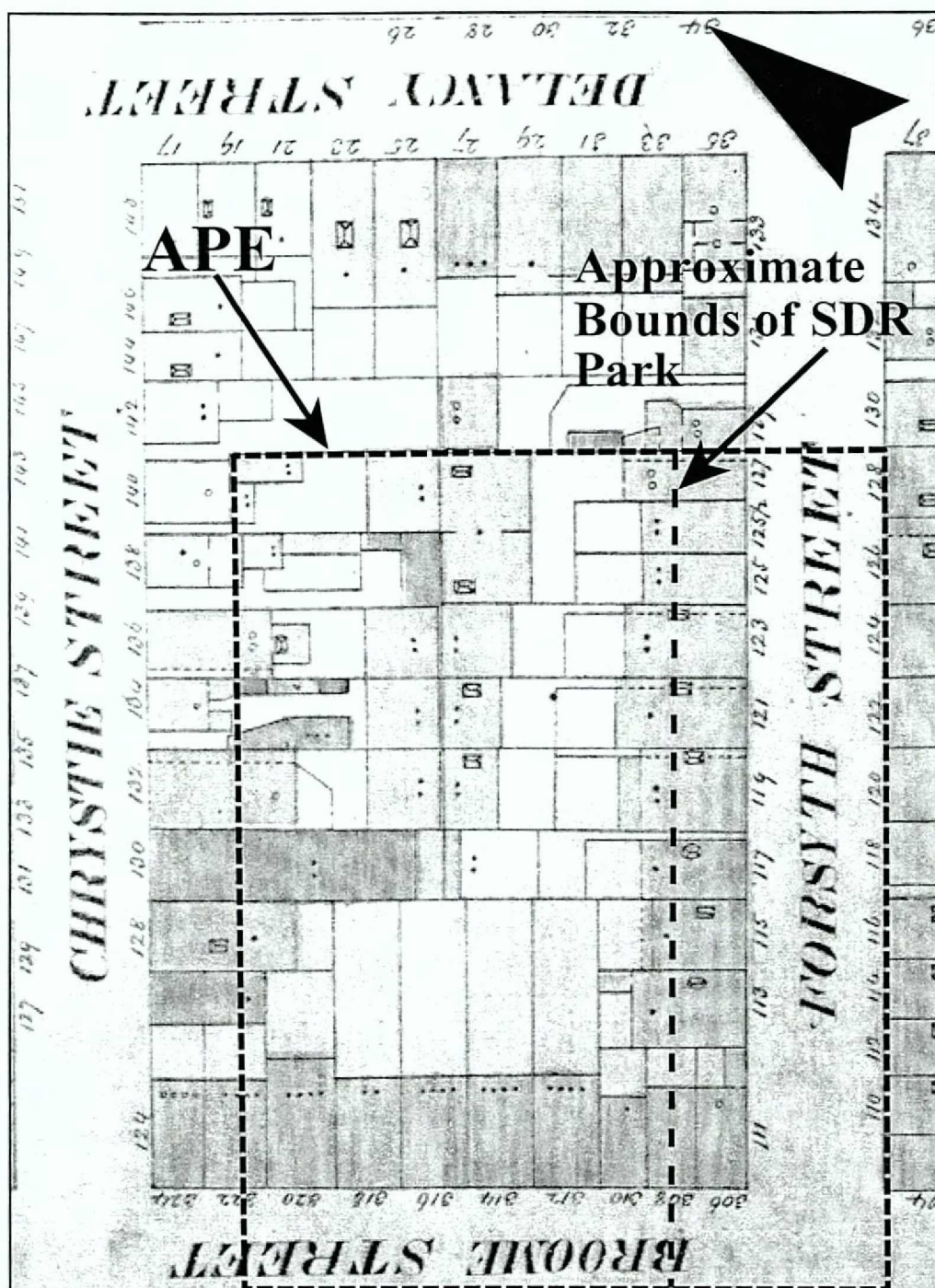


FIGURE 4.6-3

*Maps of the City of New-York.* Block 419. Perris 1857-62.

Approximate Scale: ½ inch = 30 feet

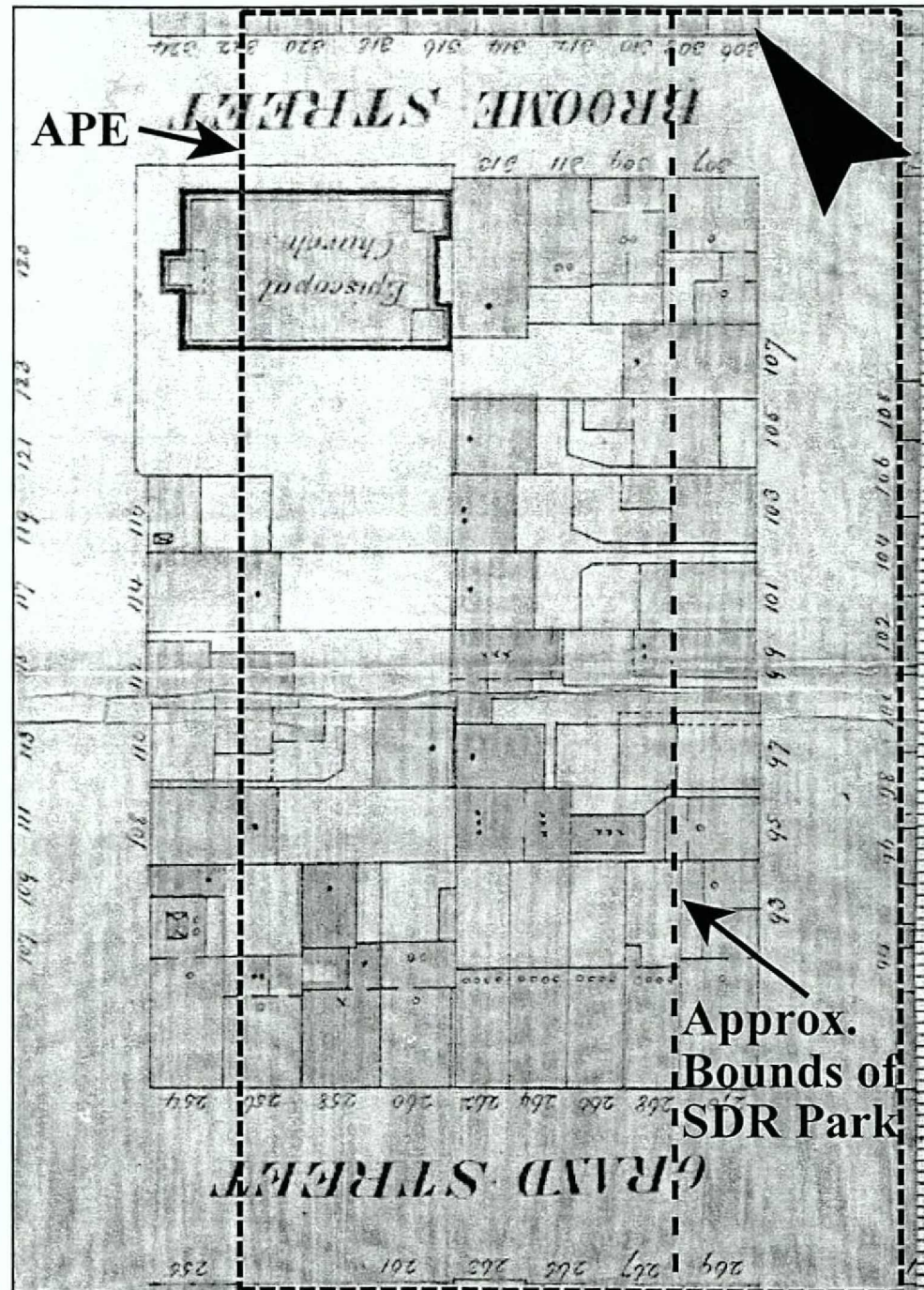


FIGURE 4.6-4

*Maps of the City of New-York.* Block 418. Perris 1857-62.

Approximate Scale:  $\frac{1}{2}$  inch = 30 feet



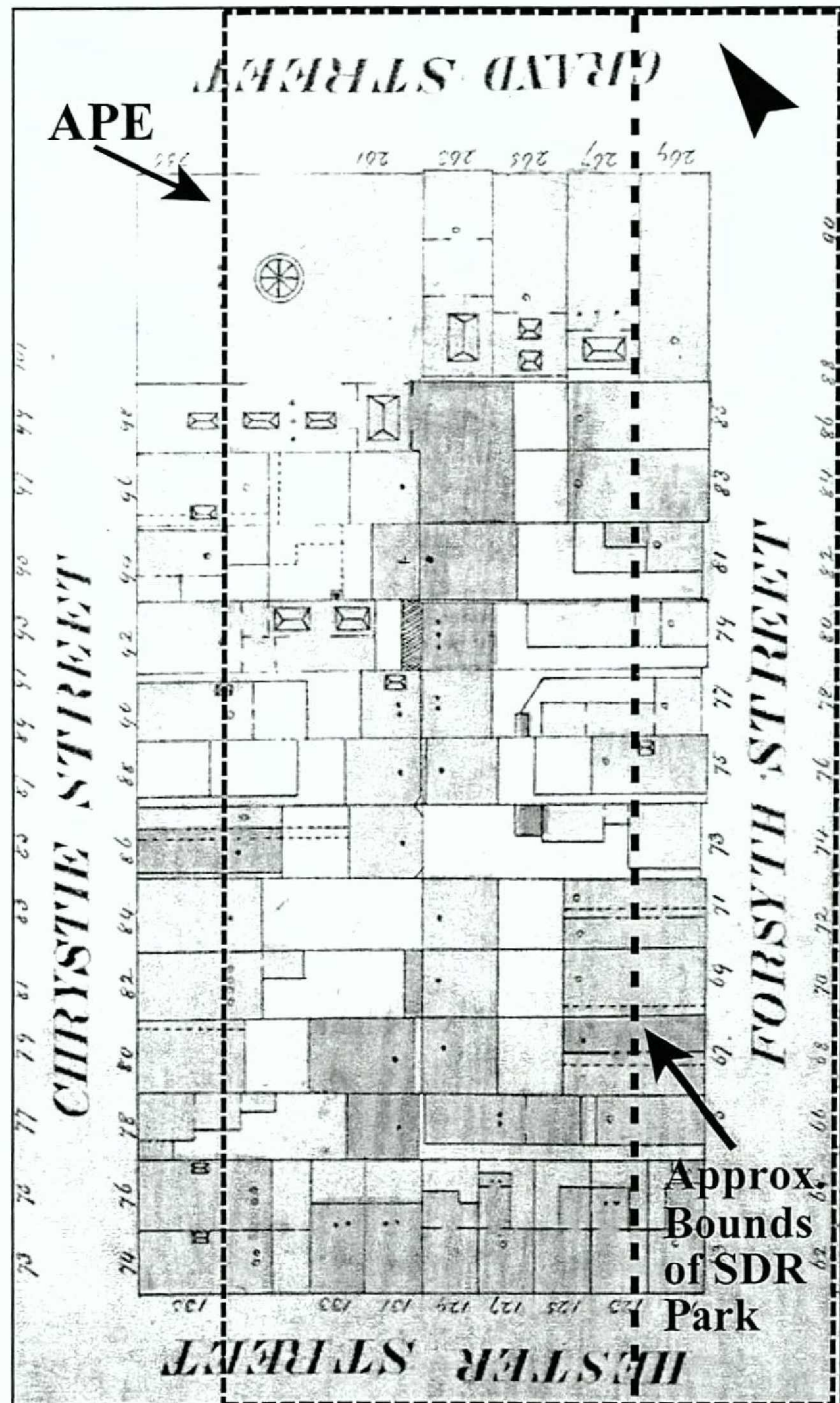


FIGURE 4.6-5

Maps of the City of New-York. Block 305. Perris 1857-62.

Approximate Scale: 1/2 inch = 40 feet



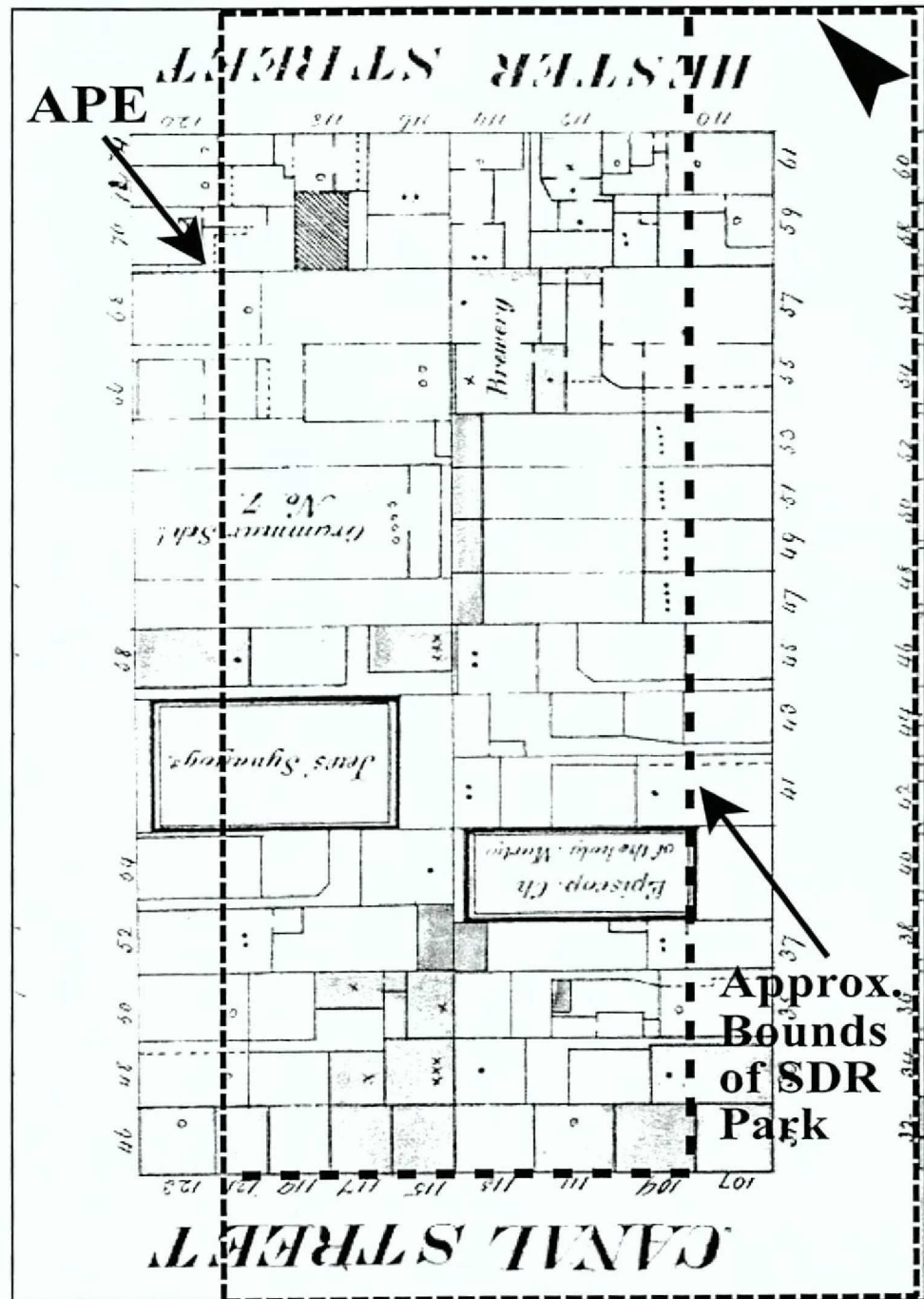


FIGURE 4.6-6

Maps of the City of New-York. Block 302. Perris 1857-62.

Approximate Scale: 1/2 inch = 40 feet

Section 4.6  
Photos 01/27

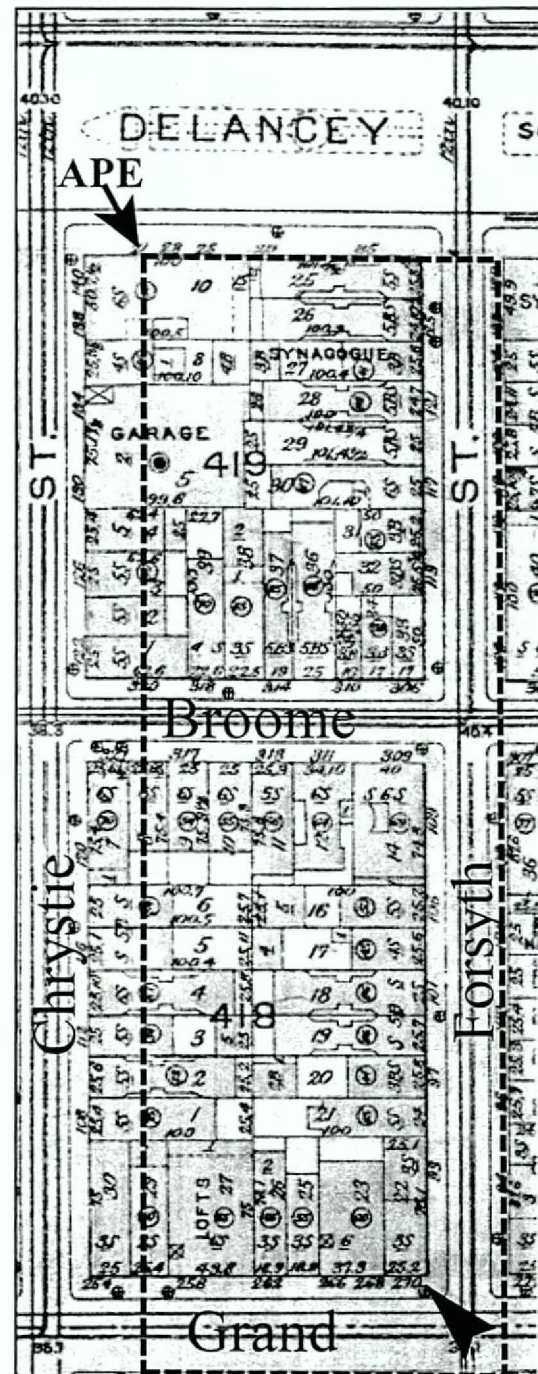


FIGURE 4.6-7

*Atlas of the City of New-York, Borough of Manhattan.*  
Blocks 419 and 418. Bromley 1925.

Approximate Scale: ½ inch = 60 feet



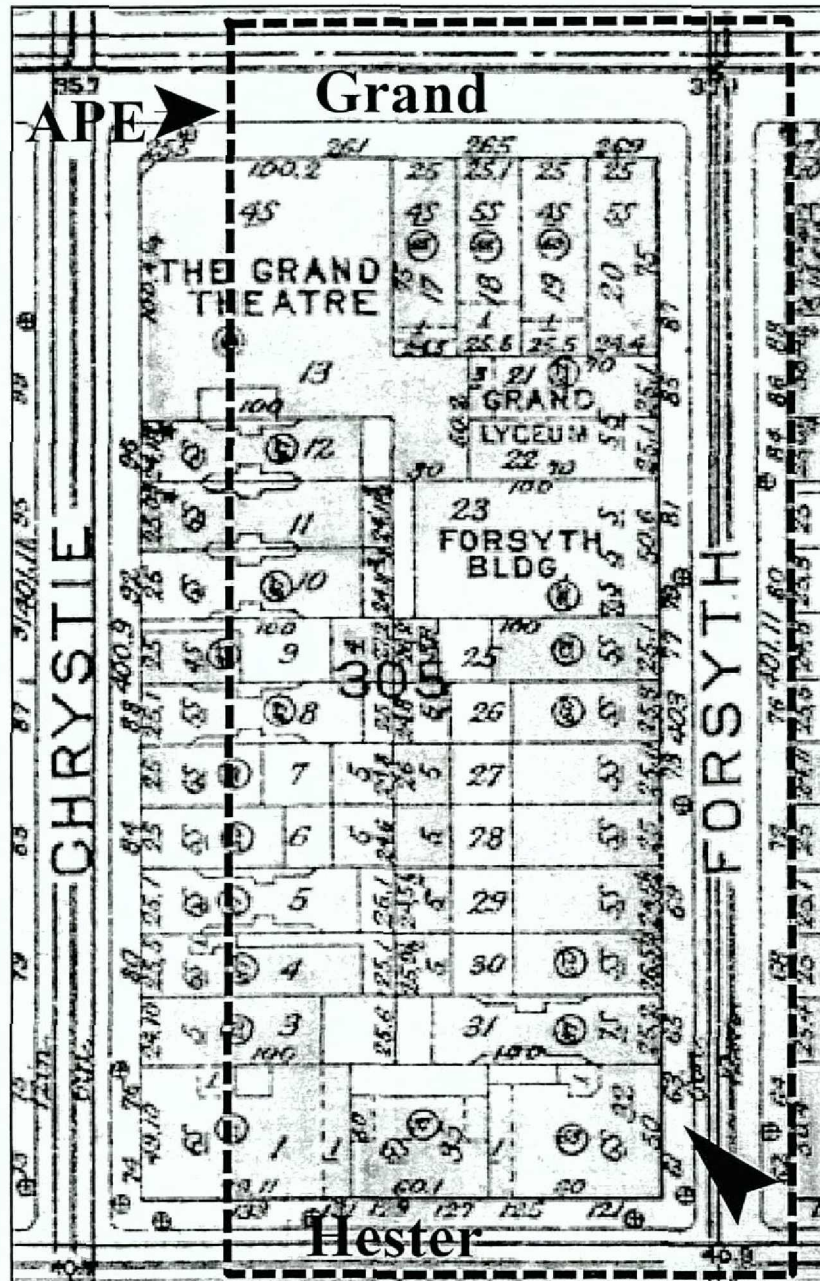


FIGURE 4.6-8

*Atlas of the City of New-York, Borough of Manhattan.*  
Block 305. Bromley 1925.

Approximate Scale:  $\frac{1}{2}$  inch = 35 feet

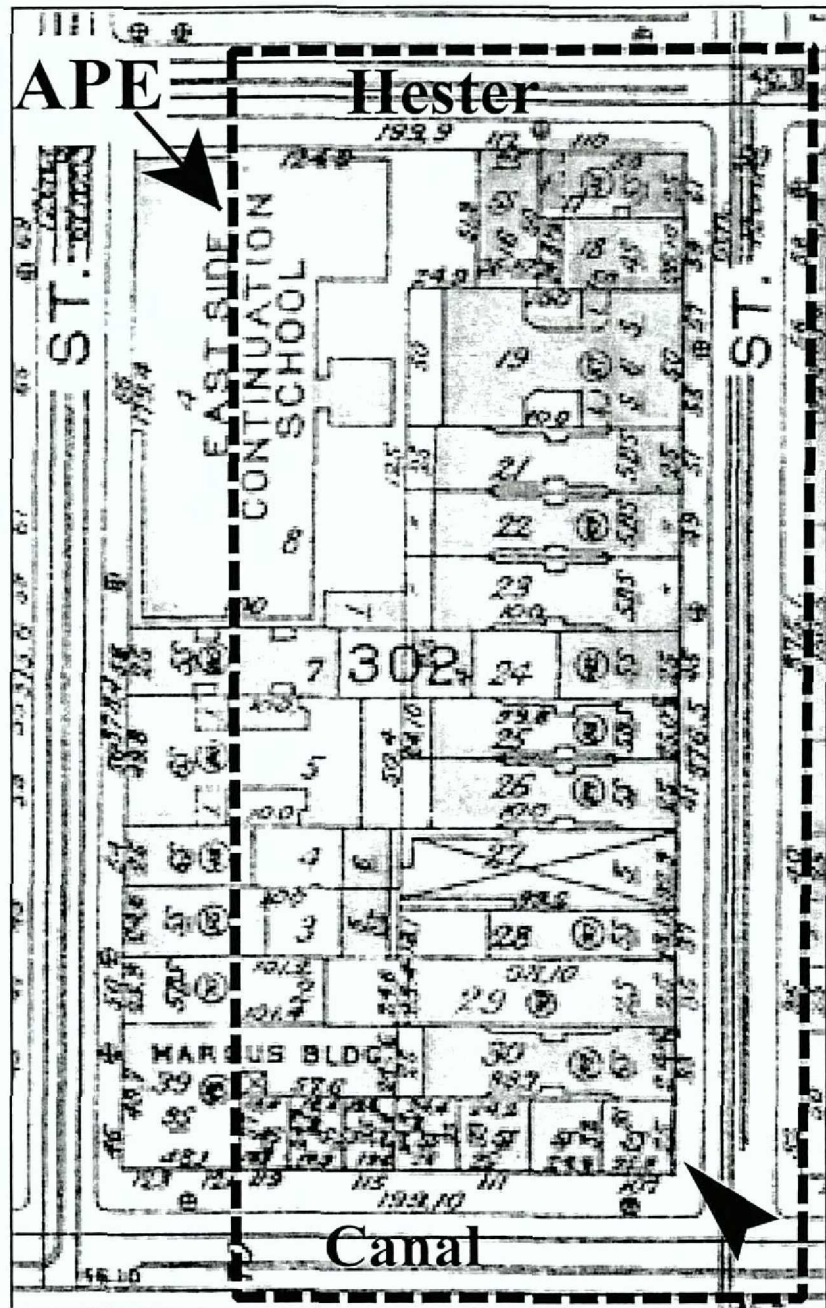
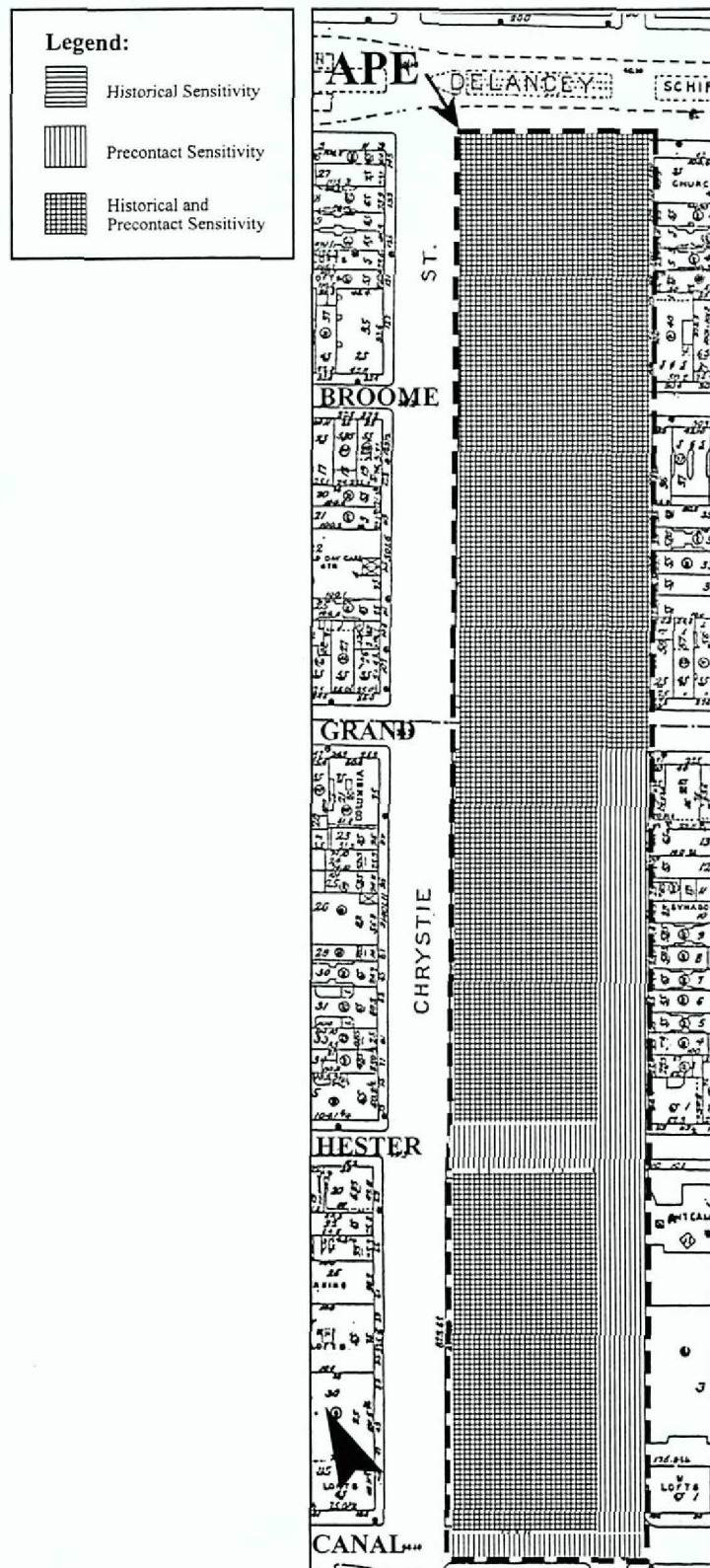


FIGURE 4.6-9

*Atlas of the City of New-York, Borough of Manhattan.*  
Block 302. Bromley 1925.

Approximate Scale: 1/2 inch = 35 feet





**FIGURE 4.6-10**  
*Area of Potential Archaeological Sensitivity. Forsyth Street*  
*and Sara Delano Roosevelt Park between Delancey and Canal Streets.*  
 Sanborn 2001.

Approximate Scale: ½ inch = 120 feet





Photograph 4.6-1: Sara Delano Roosevelt Park, historic Block 419. From the northeast corner of Chrystie and Delancey Street, facing southeast.



Photograph 4.6-2: Sara Delano Roosevelt Park, historic Block 419. From the northwest corner of Forsyth and Broome Streets, facing northwest toward sunken ball court.



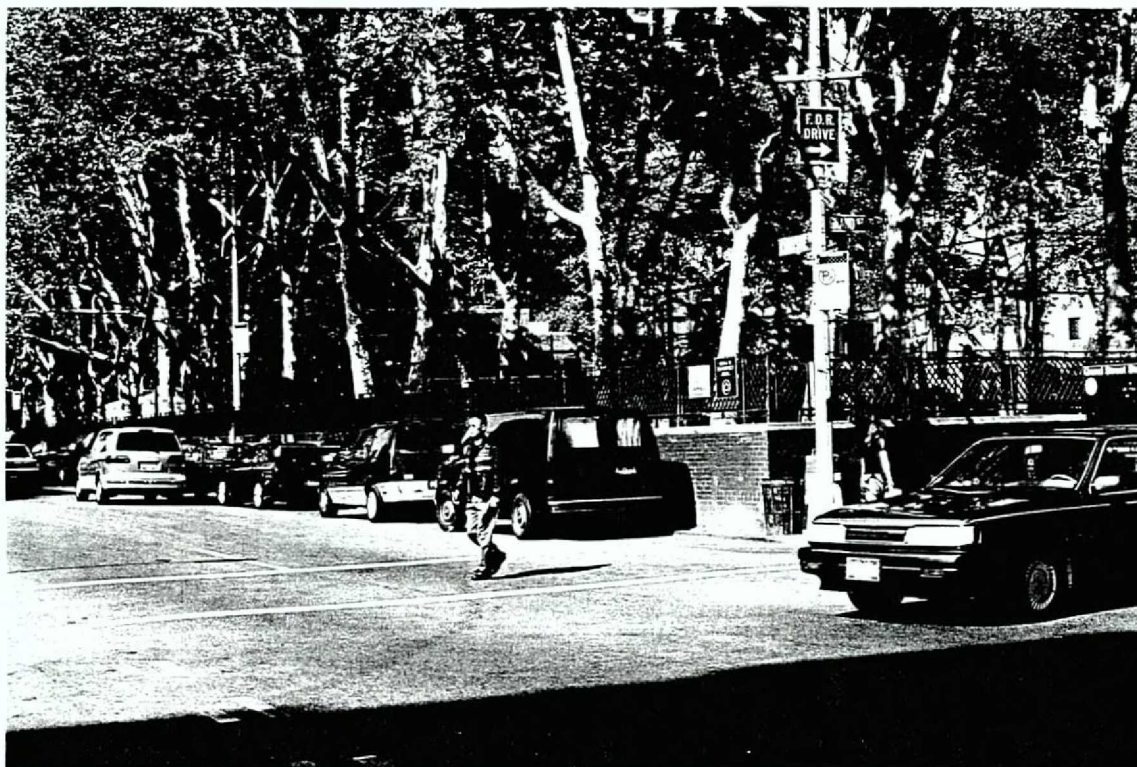


Photograph 4.6-3: Sara Delano Roosevelt Park, historic Block 418. From the northwest corner of Forsyth and Broome Streets, facing southwest.

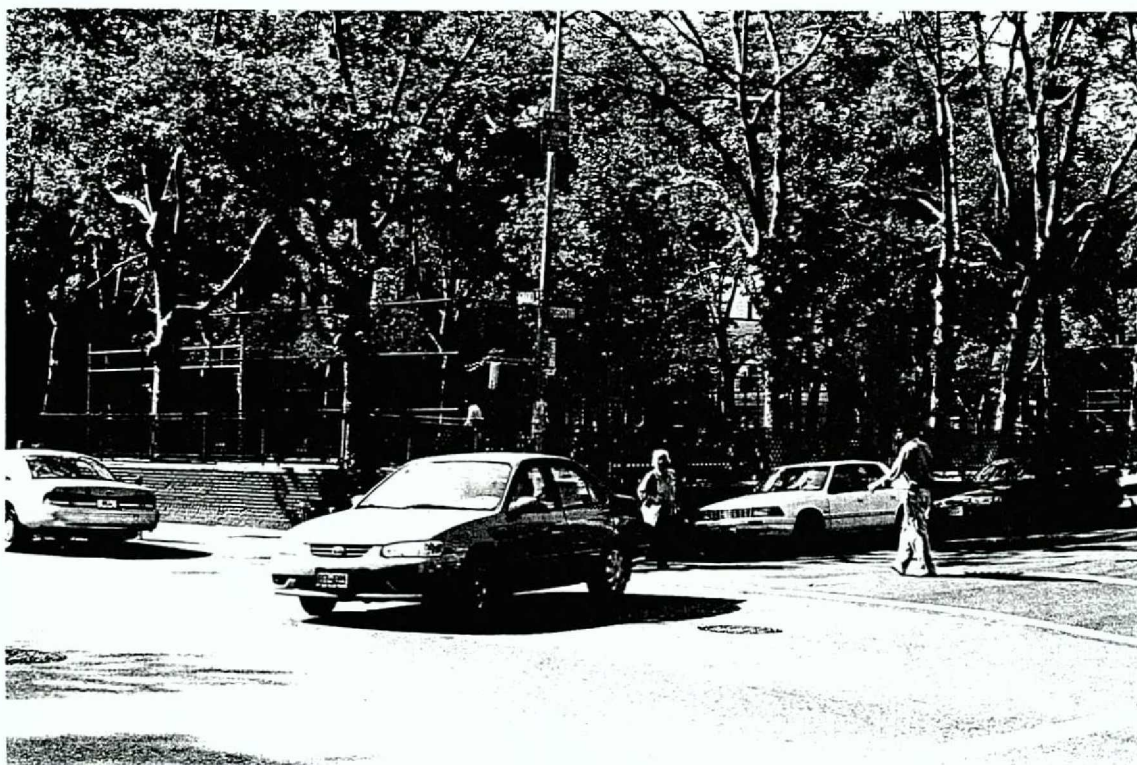


Photograph 4.6-4: Broome Street between historic Blocks 419 and 418. From the northwest corner of Chrystie and Broome Streets, facing east.



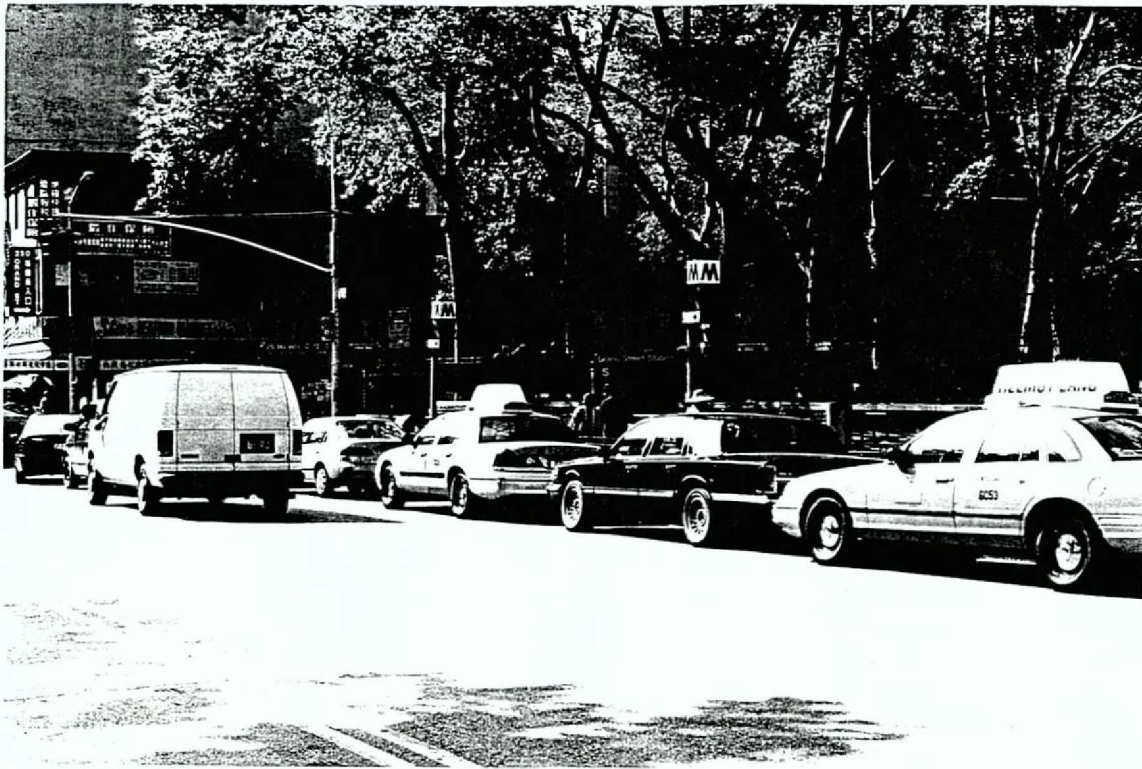


Photograph 4.6-5: Sara Delano Roosevelt Park, historic Block 418. From the southwest corner of Grand and Chrystie Streets, facing northeast.

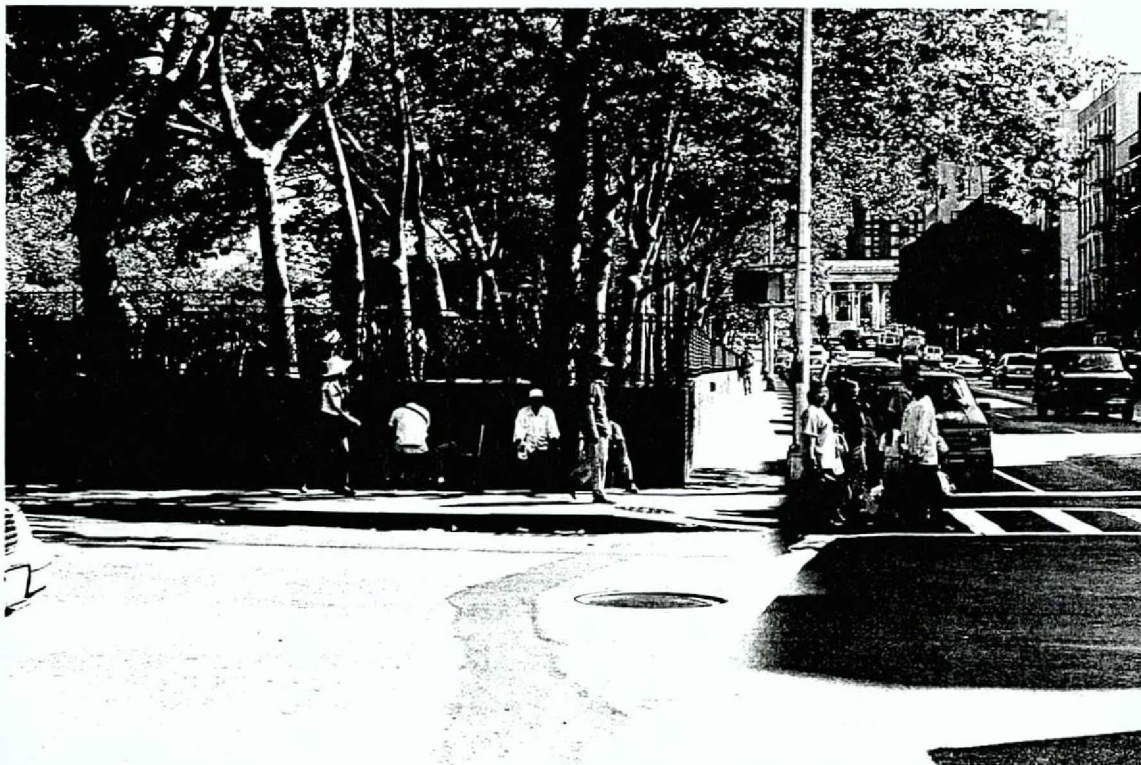


Photograph 4.6-6 Sara Delano Roosevelt Park, historic Block 418. From the southeast corner of Grand and Forsyth Street facing northwest.



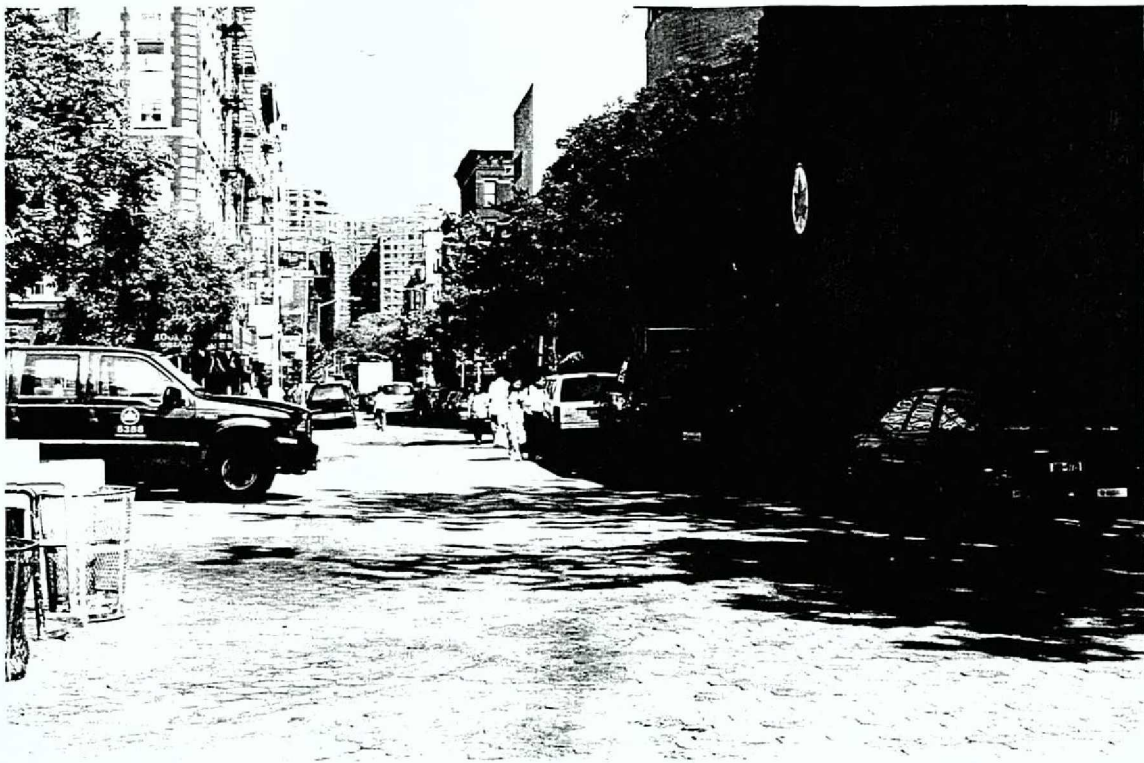


Photograph 4.6-7: Grand Street between Chrystie and Forsyth Streets. Note two subway entrances on north side of Grand Street. Facing northwest.



Photograph 4.6-8: Sara Delano Roosevelt Park, historic Block 305. From the northeast corner of Grand and Chrystie Streets, facing south.





Photograph 4.6-9: Hester Street between Chrystie and Forsyth Streets. From Chrystie Street, facing east.

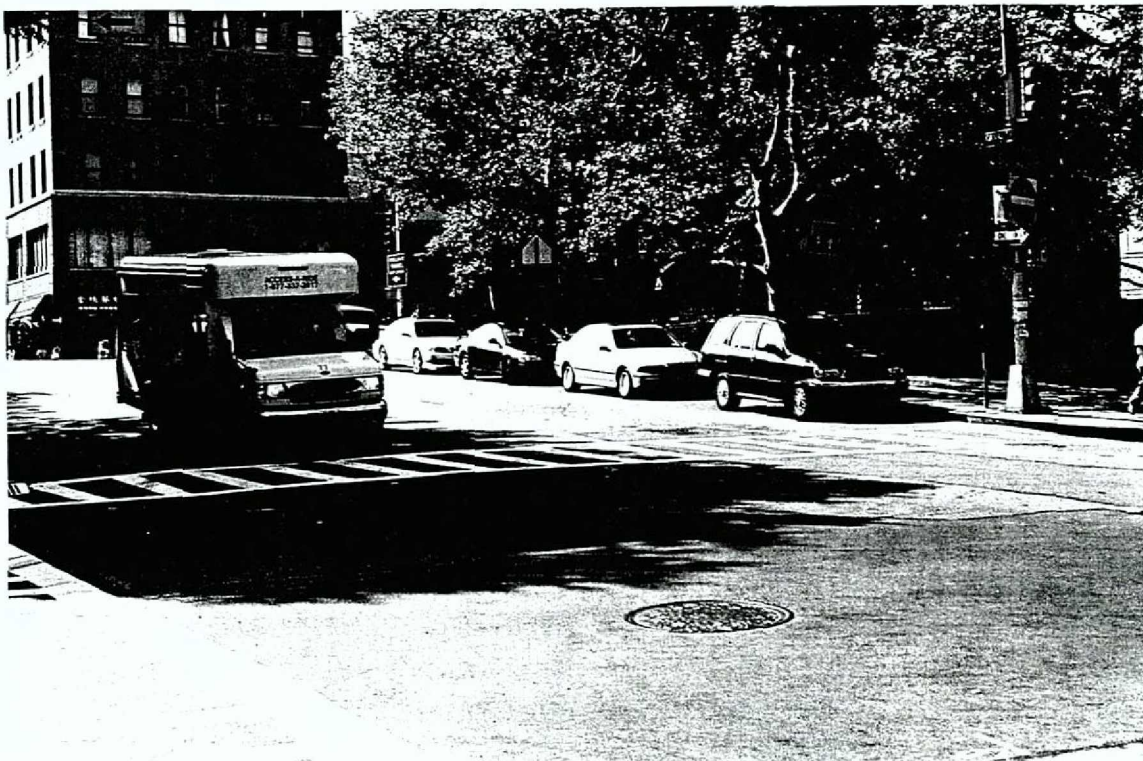


Photograph 4.6-10: Sara Delano Roosevelt Park, historic Block 302. From the northeast corner of Forsyth and Hester Streets, facing southwest.





Photograph 4.6-11: Sara Delano Roosevelt Park, historic Block 302. From Forsyth and Canal Streets, facing north.



Photograph 4.6-12: Sara Delano Roosevelt Park, historic Block 302. From the southeast corner of Canal and Forsyth Streets, facing northwest.

#### **4.6.7 Appendices**

##### **4.6.7.1 Documentary Assessment of APE**

#### **Block 419:**

The Sara Delano Roosevelt Park APE includes the western portion of Block 419, bounded by Delancey Street to the north, Forsyth Street to the east, Chrystie Street to the west, and Block 418 of Sara Delano Roosevelt Park to the south (the block to the east, outside the APE and bounded by Delancey, Broome, Forsyth and Eldridge Streets is also denoted as Block 419)(Figure 4.6-1). Included in the APE is the former Broome Street roadbed at the southern end of the block, which is present on either side of the block but does not pass through the park. Broome Street was a through-way before the block was re-developed as a park in 1930. The Forsyth Street roadbed and its sidewalks between Delancey and Broome Streets is also included in the APE. Block 419 as originally developed contained 57 lots; however, when Delancey Street was widened in the beginning of the 20<sup>th</sup> century, the northern 100 feet of the block were razed. The former lots that are part of the current APE include Lots 25-29, the east of Lots 1-10, and the extreme south side of Lot 24. All of the lots facing Chrystie Street (Lots 1-10) were truncated by approximately 30 feet on the west side when Chrystie Street was widened during the construction of the park (see Section 6.1). All of the lots facing Forsyth Street (Lots 25-33) were truncated by approximately 20 feet on the east side when Forsyth Street was widened during construction of the park.

#### ***Cartographic History:***

##### **Grim Plan 1744:**

The APE appears to be in farmlands, possibly orchards associated with the residence of "J. Delancy's Farm" located outside of the APE to the northwest. An outbuilding is shown on the plan that, if the plan is precise, would have been located approximately at the current location of Forsyth Street at or slightly north of Broome Street, in the Forsyth Street roadbed. The structure is rectangular and is associated with another outbuilding to the northeast which appears to be outside of the APE. Both structures are accessed from a lateral road running east off of the old Bowery Road to Boston, which is the current location of Bowery. This access road is in the approximate location of Broome Street today. Other than fences shown along the roads, there are no other structures within this section of the APE.

The APE here is located about 2,500' northeast of the Collect Pond, a source of fresh water. The APE is also around 2,800' outside of the walled section of Manhattan to the south.

##### **Maerschallck 1755:**

The High Road to Boston (later Bowery) is present, and streets are laid out on the west side of Bowery including St. Stephen's Street (later Broome Street) and Judith's Street (later Grand Street). However, these streets are not shown extending east past Bowery into the area of the APE. There are no structures shown within the APE.

- Maerschallck 1755: The High Road to Boston (later Bowery) is present, and streets are laid out on the west side of Bowery including St. Stephen's Street (later Broome Street), Judith's Street (later Grand Street) and Hester's (sic) Street. However, these streets are not shown extending east past Bowery into the area of the APE. There are no structures shown within the APE.
- Montresor 1766: Bowry Lane (sic) is present, as are Chrystie Street and Forsyth Street (unlabeled), but no road is shown in the location of Broome Street east of Bowery. There is a road shown along the south side of the Delancey farm estate that appears to be in the approximate location of Delancey Street. A major road labeled "Road to Crown Point" heading toward the East River from Bowery is shown between the current locations of Broome Street and Grand Street. There are no structures indicated within the APE.
- Ratzer 1767: Figure 4.6-2. Bowry Lane (sic) is shown, as are Chrystie Street, Forsyth Street, and Broome Street (the last three unlabeled as such). An additional street is shown heading northeast from Bowery at Broome Street. North of this angled street, the area is shown as fields and structures associated with the Delancey Farm. Just north of Broome Street on Forsyth Street is an outbuilding that appears to fall within the APE, located in the southeast corner of a field. If the map is proportionally correct, the structure's current location would be around 150' north of Broome Street in the Forsyth Street roadbed. This may be the same structure shown in a similar location on the Grim Plan (1744). There is also a structure that appears to be located in the Chrystie Street roadbed, just north of Broome Street, which would be just outside of the APE to the west.
- British Headquarters Map 1782: This particular map is not highly detailed, but the area of the APE is shown. A fortification wall is indicated running east-west just north of Grand Street with an attached structure on its south side between Chrystie Street and Forsyth Street. The street that angles off of Broome Street from Bowery is indicated (see Ratzer 1767). A small fortification on a knoll is located at approximately Delancey Street and Forsyth Street, possibly just east of Forsyth Street outside of the APE. The area north of the palisade in general is not shown with much development and no structures are shown in this section of the APE.
- Directory Plan 1789: Nearly all of the streets surrounding the APE are now labeled, including First Street (later Chrystie Street), Second Street (later Forsyth Street), and Bayard's Lane (later Broome Street). Delancey Street is not shown in any form, although the lane angling north from Broome Street and Bowery is still shown. A structure associated with the Delancey Farm is still shown at Chrystie Street and Broome Street, although as also shown on Ratzer 1767, it appears to fall just outside of the APE. Other structures associated with the Delancey Farm that fell within the APE on previous maps are no longer indicated (Grim



1744; Ratzer 1767). Overall, the area north of Broome Street is shown undeveloped.

**British Headquarters**

**Map 1797:**

This map is very like the earlier 1782 version. Fortifications are found just south of the APE between Broome Street and Grand Street. One structure is shown at the approximate location of Broome Street and Chrystie Street, on the north side of a road that flanks the south side of the Delancey farm. This structure appears to fall just west of the APE. A small fort is located between the current locations of Broome Street and Delancey Street that may fall within the APE in the Forsyth Street roadbed, but also may be just east of the APE. There is one structure shown at the southwest corner of Forsyth Street and Broome Street.

**Taylor Roberts 1797:**

First Street (later Chrystie Street), Second Street (later Forsyth Street), Delancey Street and Bullock Street (later Broome Street) are shown. There are no structures indicated within this section of the APE. The freshwater pond is still present about ten blocks southwest of the APE.

**Bridges 1807:**

First (Chrystie) Street, Second (Forsyth) Street, Delancey Street and Broom (sic) Street are shown. A structure in the southwest corner of the block is labeled St. Stephen's Church. This is likely in error, as the church is shown one block south on all maps and atlases other than this (e.g. Commissioner's Plan 1811; Hooker 1829; Colton 1836; Dripps 1852). The Collect Pond is not shown on this map.

**Commissioner's Plan**

**1811:**

This plan is similar to Bridges except Broome Street is depicted with its current spelling.

**Hooker 1829:**

All modern street spellings are used on this map: Chrystie Street, Forsyth Street, Delancey Street and Broome Street.

**Colton 1836:**

This map is similar to Hooker 1829.

**Tanner 1836:**

This map is the same as Colton 1836.

**Bradford 1838:**

This map is the same as Colton 1836.

**Mitchell 1846:**

This map is the same as Colton 1836.

**Dripps 1852:**

This is the first map to show the block fully developed. A total of 57 structures are shown. Within the APE, 29 structures face the street while 12 are located on the interior of the block. All structures that face Delancey Street will be razed when the street is widened to make way for the Centre Street subway loop and do not fall within the APE. Within the APE, most lots on Broome Street have large yards behind structures. Most lots on Chrystie Street and Forsyth Street have yards separating street-facing from structures on the interior of the block.

**Colton 1856:**

No structures are shown on this map, but a transportation line is shown running along Chrystie Street, outside of the APE.

**Perris 1857-62:**

Figure 4.6-3. This is the first depiction of lots with street numbers and structural details. No lot numbers are given here. Details are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*129 Forsyth Street (24)* Less than a one foot wide strip along the southern side of the lot is included in the APE. Along the south side a brick commercial building faces the street, with a small wood frame structure behind it, and a second outbuilding behind the wood frame structure. A small yard is present at the back.

*127 Forsyth Street (25)* This lot shows a brick commercial building with a large L-shaped yard behind it leading to a large conjoined brick structure that spans Lots 25 and 26.

*125 ½ Forsyth Street (25 and 26)* This brick structure spans two lots with a yard behind it.

*125 Forsyth Street (26)* This brick structure is equal to that on 125 ½ Forsyth.

*123 Forsyth Street (27)* This lot has a brick structure in front with a medium-sized yard behind it and another brick structure at the back.

*121 Forsyth Street (28)* This lot has the same structures as Lot 27.

*119 Forsyth Street (29)* This lot has the same structures as Lot 27, but with an additional narrow wood frame structure at the back of the main structure.

*117 Forsyth Street (30)* This lot has a brick structure with an alleyway along the north side leading into an open yard and a small brick structure at the back of the lot. The yard takes up more than half of the lot.

*115 Forsyth Street (31)* This truncated lot has a brick structure taking up two thirds of the lot with a small wood frame structure against the back of the building and a small yard.

*113 Forsyth Street (32)* This lot is the same size as Lot 31, with a slightly larger brick structure and a wood frame structure taking up the northwest corner of the lot. There is also a small yard.

*111 Forsyth Street/306 Broome Street (33)* This lot has a commercial brick building at the corner and a wood frame structure on Forsyth Street with a small yard in the northwest corner of the lot.

*308 Broome Street (34)* This small lot has a brick structure with a smaller yard.

*310 Broome Street (35)* This lot has the same layout as Lot 34.

*312 Broome Street (36)* This long lot has a brick structure that takes up less than half of the lot with a large open yard in back.

*314 Broome Street (37)* This lot has the same layout as Lot 36.

*316 Broome Street (38)* This lot has the same layout as Lot 36.

*318 Broome Street (39)* This lot has the same layout as Lot 36.

*320 Broome Street (1, 2 and 3)* This lot is not as deep as Lots 36-39, and has a brick structure slightly larger than those on the lots just mentioned. A yard takes up less than half of the lot.

*322 Broome Street (1 and 2)* This small lot has a brick structure and a smaller yard in back.

*324 Broome Street/124 Chrystie Street (1 and 2)* This lot has a commercial brick structure and smaller yard.



*140 Chrystie Street (10)* This lot has several structures: a wood frame structure faces the street with an alleyway passing along the south side to an interior yard. Two brick structures abut the back of the wood frame building and another brick structure is located at the back of the lot.

*138 Chrystie Street (9)* This lot also has several structures: a commercial wood frame structure faces the street with an alley passing along the south to a smaller interior yard. Smaller structures abut one another along the north edge of the lot behind the wood frame structure, including a small brick building, a narrow frame structure, a narrow outbuilding and another outbuilding at the back of the lot.

*136 Chrystie Street (8)* This lot has a commercial brick structure facing the street with a smaller attached brick structure behind it. A small yard separates this structure from a brick building at the back of the lot.

*134 Chrystie Street (7)* This lot has many structures, beginning with a commercial wood frame structure facing the street. A narrow alleyway along the south side of the lot leads to two smaller attached wood structures at the back of the main structure. Along the north side of the back of the lot are three small outbuildings, the middle of which is coded as "special hazard." A larger, irregularly shaped building along the south side of the lot is also coded "special hazard." At the back of the lot is a larger brick building. Yard space is constricted due to the many structures.

*132 Chrystie Street (6)* This lot has a large commercial brick building with a yard separating it from a smaller brick structure at the back.

*130 Chrystie Street (5)* This lot is entirely covered by structures, most of which is labeled "special hazard." while the very back of the lot is plain brick.

*128 Chrystie Street (4)* This smaller lot has a brick structure and small yard in back.

*126 Chrystie Street (3)* This very small lot is entirely covered by a structure coded as "special hazard."

Mitchell 1860:

This map is the same as Colton 1856.

Vielé 1865:

This topographic map shows the APE to lie within relatively flat meadowlands. Sewer pipes are shown on Delancey Street, Broome Street and Forsyth Street. The Collect Pond is depicted on this map.

Delancey Farm Map  
1865:

This map shown proposed block and lot divisions; while blocks are consistent with prior and subsequent depictions, lots depicted here are not representative of development shown on other maps and atlases. There are no structures indicated within the APE; however, a notable building, namely the "Residence of Jas. Delancey, Esq., Governor of the Province" is shown in the southeast corner of Block 425, at the corner of Delancey Street and Chrystie Street. This is consistent with much earlier maps showing the area as Delancey's Farm (e.g. Grim

1744; Ratzer 1767), and thus lends support to the assertion that early structures noted within the area of this APE are probably outbuildings associated with this farm.

Vielé 1874:

This map is similar to Vielé 1865.

Bromley 1879:

This atlas shows schematized lots with alternative numbers. No structures of note are shown within the APE, but transportation lines are shown on Forsyth Street as well as on Chrystie Street (outside of the APE). Additionally, a fire hydrant is indicated at the west corner of Forsyth Street at or just above Broome Street.

Robinson 1885:

This map does not have quite the detail as Perris 1857, and uses the same lot numbers as Bromley 1879. There is one fire hydrant shown in front of 127 Forsyth Street and one shown in front of 316 Broome Street, but the fire hydrant indicated on Bromley (1879) at the corner of Forsyth Street and Broome Street is not shown. Transportation lines are shown on Forsyth Street within the APE and on Chrystie Street just outside of this APE.

Differences or additional details about the lots or structures are listed below, with lot numbers in parentheses.

*129 Forsyth Street (24)* The lot is shown with a stone-faced structure covering around three quarters of the lot.

*119 Forsyth Street (29)* The narrow wood frame structure at the back of the main structure shown on Perris (1857) is not indicated. This is likely due to the lack of detail on this atlas.

*115 and 113 Forsyth Street (31 and 32)* Again, the smaller wood frame structures are not depicted here.

*111 Forsyth Street/306 Broome Street (33)* This lot is now shown with a brick structure covering its entirety.

*320, 322 and 324 Broome Street/122 and 124 Chrystie Street (1 and 2)* What were formerly three structures facing Broome Street are now two structures facing onto Chrystie Street (122 Chrystie Street did not previously exist). 122 and 124 Chrystie Street correspond to modern Lots 1 and 2.

*140 and 138 Chrystie Street (10 and 9)* These lots are depicted with many structures on the Perris (1857) map, but are now shown simplified, and the main structures that were shown as wood frame are now shown as brick.

*134 Chrystie Street (7)* This lot is now shown entirely covered by a stable.

*130 Chrystie Street (5)* This lot is now shown entirely covered by a brick building that is mostly a stable.

*128 and 126 Chrystie Street (4 and 3)* These lots are shown as equal in size as 124 Chrystie Street (Lot 2), with equally small brick structures and very small back yards.

Robinson 1893:

Hydrants are shown in front of 127 Forsyth Street, at the corner of Forsyth Street and Broome Street, and in front of 316 Broome Street.

Few changes have occurred in the lots, they are noted below with lots in parentheses:

*127 and 125 Forsyth Street (25 and 26)* Where there used to be three street-facing structures, now there are two brick structures covering the entire lots.

*121 and 119 Forsyth Street (28 and 29)* These lots are now entirely covered by brick structures.

*134 Chrystie Street (7)* The back end of the wood frame stable is now shown to be brick.

**Sanborn 1894:**

This map includes specific information about each lot, including use of structure and number of stories. Fire hydrant locations are the same as noted on Robinson 1893. Six inch pipes are depicted on Forsyth Street and on Broome Street, each of which is 50 feet wide.

Details or changes about specific lots are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*129 Forsyth Street (24)* The commercial/residential structure has five stories.

*127 Forsyth Street (25)* The residential structure on this lot has five stories and a small yard in back.

*125 Forsyth Street (26)* This lot has the same configuration as Lot 25.

*123 Forsyth Street (27)* The front of the lot has a three story mixed commercial/residential structure and the back structure also has three stories. There is no open yard space.

*121 Forsyth Street (28)* This lot has the same layout as Lot 25.

*119 Forsyth Street (29)* This lot has the same layout as Lot 25.

*117 Forsyth Street (30)* The two residential structures on the lot have three stories each.

*115 Forsyth Street (31)* The structure on this lot has three stories.

*113 Forsyth Street (32)* The commercial/residential structure facing the street has three stories, while a small structure in back along the north side of the lot has one story.

*111 Forsyth Street/306 Broome Street (33)* There are two small buildings at 111 Forsyth Street, one facing the street with two stories, and the other behind it with one story. Both of these structures are interconnected with each other and to the structure below at the corner of Forsyth and Broome Streets, which is a mixed commercial/residential structure of three stories. There is no open yard space on this lot.

*308 Broome Street (34)* The three story building on this lot is classified as a dwelling of first-class construction.

*310 Broome Street (35)* The three story residential structure on this lot has a small yard in back with a small one story structure in the southwest corner of the yard that abuts the main structure.

*312 Broome Street (36)* This lot has the same layout as Lot 25.

*314 Broome Street (37)* This lot has the same layout as Lot 25.

*316 Broome Street (38)* This lot has a three story commercial/residential structure at the front of the lot that connects to three smaller structures in back, one is three stories and the other two are one story each.

*318 Broome Street (39)* Two connected four story commercial/residential structures occupy this lot.

*320 Broome Street/122 and 122 ½ Chrystie Street (1)* This lot is entirely covered by a five story commercial/residential structure.

*140 Chrystie Street (10)* This complex lot has a variety of structures, including a three story commercial/residential structure in front with a one story structure attached to the back, a small yard, and a three story residential structure in back.

*138 Chrystie Street (9)* Two four story commercial/residential structures then a one story structure occupy the front of the lot, with a smaller five story residential structure in back behind a small yard.

*136 Chrystie Street (8)* The four story structure at the front of the lot is labeled "Mission &c." Two one story structures are attached to it. A four story residential structure occupies the back of the lot, with a small yard.

*134 Chrystie Street (7)* The lot is entirely covered by a stable which is largely one story, while the back of the lot has two stories.

*132 Chrystie Street (6)* A five story residential/commercial structure occupies the front of the lot while a four story residential structure is located at the back of the lot. What may be a covered walkway connects the two buildings through the middle of a small yard.

*130 Chrystie Street (5)* This lot is largely covered by a commercial two story structure of first-class construction, with a small two story section in the very back that is wood frame.

*128 Chrystie Street (4)* A five story residential structure occupies most of the lot.

*126 Chrystie Street (3)* A five story commercial/residential structure occupies most of the lot.

*124 Chrystie Street (2)* A five story commercial/residential structure occupies most of the lot.

Bromley 1897:

The block appears the same as depicted on previous maps and atlases (Sanborn 1894; Robinson 1893). Additionally, transportation lines and pipes are indicated on Broome Street and Forsyth Street. While this atlas is less detailed about some aspects of the structures on individual lots, basements are shown for the first time.

Basements are indicated for structures on all lots on Forsyth Street within the APE except Lot 24 (129 Forsyth Street) and all lots on Broome Street except for Lot 1 (320 Broome Street/122 Chrystie Street). No structures on Chrystie Street are shown with basements. In sum, the lots with basements include Lots 25-39.

There is no indication of a 122 ½ Chrystie Street in existence as shown previously.

**Sanborn 1905:**

Delancey Street has been widened by 100 feet, truncating the block to the current boundaries of the APE. Additional details and changes to lots are described below, with lot numbers in parentheses.

*129 Forsyth Street (24)* This map does not indicate that any portion of this lot remains (although see later Bromley atlases).

*123 Forsyth Street (27)* The front structure is indicated as a synagogue. The back structure is indicated as exclusively residential, with three stories and a basement.

*119 Forsyth Street (29)* A 'Job Printer' occupies the basement of this structure.

*117 Forsyth Street (30)* This lot is now covered by a commercial/residential six story structure.

*111 Forsyth Street/306 Broome Street (33)* None of the structures on this lot are indicated with basements.

*312 Broome Street (36)* The structure houses a "Chinese Laundry."

*316 Broome Street (38)* There is now a one story structure at the back of the lot indicated as a "Hall."

*320 Broome Street/122 Chrystie Street (1)* This lot is shown with a basement, labeled "Drugs."

*136 Chrystie Street (8)* The four story structure at the front of the lot is labeled "Mission." The four story residential structure in back is shown with a basement.

*134 Chrystie Street (7)* The stable is labeled "Wagon House."

*132 Chrystie Street (6)* Two small one story structures flank either side of the walkway connecting the front structure with the back structure. The back residence is shown with a basement.

*130 Chrystie Street (5)* This structure is labeled "Boarding" and is shown with a basement.

*128 Chrystie Street (4)* This residential structure is shown with a basement.

**Bromley 1911:**

The lots on this atlas are unchanged from Bromley 1897, although the configuration of the block has changed to reflect the widening of Delancey Street, cutting into the APE. New street numbers are shown on Delancey Street, including 21 and 25 Delancey Street (associated with the north side of Lot 10). Changes are noted below, lot numbers in parentheses:

*129 Forsyth Street (24)* A very small strip along the north side of Lot 25 is erroneously labeled Lot 26; it should be Lot 24.

*123 Forsyth Street (27)* The lot now is indicated with a three story structure with a basement in front, a yard, and a three story structure in back. The structure previously identified as a synagogue is not labeled.

*140 and 138 Chrystie Street/21 and 25 Delancey Street (9 and 10, now 10)* What used to be two structures is now one six story brick structure with a small square yard located along the south side of the combined lot.

**Hyde 1913:**

This atlas shows different details compared with previous maps and atlases. On the south side of Delancey Street, the sidewalk is shown about 20 feet wide; on the west side of Forsyth Street, the sidewalk is 10 feet wide, on the east side of Forsyth Street, the sidewalk is 15 feet wide; on Broome Street, the sidewalks are 15 feet wide. Along Forsyth Street, one railway line is indicated as owned by the "Met. St. Ry. Co." Sewer lines, 4' x 2'8" brick, are indicated on the east side of Forsyth Street and the south side of Broome Street. Additionally, 12" water mains are shown on the west side of Forsyth Street and 12" and 6" water mains are shown on the north side of Broome Street. No street numbers are given along Delancey Street. Details and changes on specific lots are noted below, lot numbers in parentheses:

*129 Forsyth Street (24)* The dimensions of the remainder of this lot are indicated as 0.6 1/4' at the west side and 0.10 1/8' at the east side.

*127 Forsyth Street (25)* This structure is indicated with a central stoop facing the street.

*125 Forsyth Street (26)* This structure is indicated with a central stoop facing the street.

*123 Forsyth Street (27)* The front structure is indicated with only two stories, a central stoop facing the street. The back structure is indicated with four stories.

*121 Forsyth Street (28)* This structure is indicated with a central stoop facing the street.

*119 Forsyth Street (29)* This structure is indicated with a central stoop facing the street.

*115 Forsyth Street (31)* The structure has a stoop on the north side facing the street.

*113 Forsyth Street (32)* This structure has a stoop on the north side facing the street.

*111 Forsyth Street/306 Broome Street (33)* This structure is indicated as a "Saloon or a Hotel with Liquor License." No basements are indicated.

*308 Broome Street (34)* There is a stoop on the west side of the structure facing the street. No basement is indicated.

*310 Broome Street (35)* There is a stoop on the west side of the structure facing the street. No basement is indicated.

*312 Broome Street (36)* This structure is indicated with a central stoop facing the street.

*314 Broome Street (37)* This structure is indicated with a stoop on the west side facing the street.

*316 Broome Street (38)* The front structure is a "Saloon or a Hotel with Liquor License" with a stoop on the west side facing the street. In back, the wood frame structure is indicated as a "Shed or Old Building."

*318 Broome Street (39)* This structure is shown with a stoop on the west side facing the street.



*138 (formerly also 140) Chrystie Street (10, formerly also 9)* This lot is largely covered by a six story structure with three smaller sections that are one story.

*134 Chrystie Street (7)* This lot is still covered mostly by a one story wood frame building.

*130 Chrystie Street (5)* This lot is still covered largely by a two story structure indicated as a stable, with a small wood frame section in back.

*128 Chrystie Street (4)* This residential structure has a central stoop facing the street, outside of the APE.

**Bromley 1916:**

The APE on this atlas is very similar to Bromley 1911 and Hyde 1913. Fire hydrants are found in the following locations: two in front of Lot 26 (125 Forsyth Street), one in front of Lot 33 (306 Broome Street/111 Forsyth Street), and one in front of Lot 38 (316 Broome Street). Differences in the lots are noted below, with lot numbers in parentheses:

*123 Forsyth Street (27)* The entire lot is again labeled as a synagogue. The back structure is shown with a basement.

*308 Broome Street (34)* This structure is indicated with a basement.

*310 Broome Street (35)* This structure is indicated with a basement.

*316 Broome Street (38)* The back structure has two stories. There is no open yard space on the lot.

*136 Chrystie Street (8)* The back structure has a basement.

*132 Chrystie Street (6)* The back structure has a basement.

**Sanborn 1922:**

This map is too dark to discern much detail about the lots within the APE themselves, which are similar in layout to Bromley 1916. An additional high-pressure fire hydrant is located on the east side of Forsyth Street near Broome Street. A 6" water pipe and a 12" high-pressure water pipe are shown on Forsyth Street, and a 12" water pipe and a 20" high-pressure water pipe are shown on Broome Street. Additional street addresses are given along Delancey Street and are indicated below:

*37, 35, 33, 31, 29 and 27 Delancey Street/129 and 127 Forsyth Street (24 and 25)* There is no structure associated with the remaining former Lot 24 (129 Forsyth Street). 37, 35, 33, 31 and 29 Delancey Street are associated with the one structure on Lot 25, which is also 127 Forsyth Street. A new small structure now takes up the back of the lot, which is labeled 27 Delancey Street.

**Bromley 1925:**

Figure 4.6-7. This is the last atlas described here showing the block prior to preparations for the construction of the Sara Delano Roosevelt Park. Lot details, specifically remaining open yard spaces are described below, with lot numbers in parentheses:

*129 Forsyth Street (24)* No structures are present on the remainder of the lot and Delancey Street addresses are associated with Lot 25 to the south.

*29 and 35 Delancey Street/127 Forsyth Street (25)* 29 Delancey Street is associated with a one story structure that takes up the back of Lot 25, while a larger structure takes up the rest of Lot 25. Airshafts are located on the north and south sides of the building

*125 Forsyth Street (26)* There is still a small yard at the very back of this structure which also has airshafts on the north and south sides of the building.

*123 Forsyth Street (27)* This lot still houses a synagogue with a yard in between the front and back structures.

*121 Forsyth Street (28)* A small yard is still present at the back of the lot, as well as airshafts along the north and south sides of the structure.

*119 Forsyth Street (29)* A small yard is present in back and airshafts along the north and south sides of the structure.

*117 Forsyth Street (30)* A yard is present in back as well as a small enclosed yard on the south side.

*115 Forsyth Street (31)* A small yard is present in back.

*113 Forsyth Street (32)* A very small yard is present in the southwest corner.

*111 Forsyth Street/306 Broome Street (33)* No yard space is present.

*308 Broome Street (34)* A small back yard is present.

*310 Broome Street (35)* A small back yard is present.

*312 Broome Street (36)* A small back yard is present as well as airshafts along the east and west sides of the structure.

*314 Broome Street (37)* A small back yard is present as well as an airshaft along the east side of the structure.

*316 Broome Street (38)* No yard space is present.

*318 Broome Street (39)* A medium-small yard is present

*320 Broome Street/122 Chrystie Street (1)* No yard space is present

*140 and 138 Chrystie Street/25, 23 and 21 Delancey Street (10)* There is only a small yard space along the south side.

*136 Chrystie Street (8)* A small yard space is present between the front and back structures.

*130, 132 and 134 Chrystie Street (5, once also 6 and 7)* This lot is now covered entirely by a two story brick garage. Of the structures that once occupied this lot, only the smaller building in the back of Lot 6 had a basement. Lot 6 (132 Chrystie Street) used to have open yard between its front and back structures and Lot 7 (134 Chrystie Street) never had structures with basements.

*128 Chrystie Street (4)* This lot has a small yard in back. The structure on this lot has never been shown with a basement.

*126 Chrystie Street (3)* This lot has a small yard in back.

*124 Chrystie Street (2)* This lot has a small yard in back.

**Bromley 1930:**

The block is shown completely cleared of all development. Broome Street still appears to be present along the south side of the block. A rectangle is defined in the middle of the block with the following dimensions:



Delancey Street, 126.2 1/2.

Forsyth Street, 241.5 3/8.

Chrystie Street, 241.4 5/8.

Broome Street, 126.5 7/8.

**Bromley 1934:**

The block has now been redeveloped as the Sarah (sic) Delano Roosevelt Park. Broome Street is no longer a thoroughfare, as the park crosses Broome Street to the south. The park is 160 feet wide east-west. Chrystie Street is shown approximately 30 feet wider than previously, this 30 feet cutting into Block 419, former Lots 1-10. Forsyth Street is shown approximately 20 feet wider than previously, this 20 feet cutting into Block 419, Lots 25-33. In the center of the former block, one edge bordering the former location of Broome Street, a large rectangular section is labeled "General Playground, Depressed Area." This would include interior areas of former Lots 1-7 and 28-39. The area is 160 feet north-south by 100 feet east-west. What appears to be a semi-circular walkway is indicated at the north end of the block, facing onto a 20 foot wide sidewalk on Delancey Street. Seventy foot wide entrances to the park are located on the east and west sides of the park where Broome Street once crossed. There is no longer a sidewalk shown on the west side of Forsyth Street.

**Sanborn 1951:**

The area is labeled "Sara D. Roosevelt Parkway." No further details are given about the area of the APE within Block 419. Two fire hydrants are shown on the west side of Forsyth Street near Delancey Street while another is shown on the east side of Forsyth Street near Broome Street.

**Bromley 1967:**

The APE is depicted here the same as on Bromley 1934, except the area is labeled "Public Park."

**Bromley 1974:**

The APE is the same as shown on Bromley 1967. Additionally, dimensions are given: Delancey Street 126.2 1/2', Forsyth Street 241.5 3/8', and Chrystie Street 241.4 5/8'. The dimensions along Forsyth and Chrystie Streets extend from Delancey Street to the entrances to the park at Broome Street, which are measured at 70 feet each.

**Sanborn 2001:**

Figure 4.6-1. The APE is the same as depicted on Bromley 1974.

**Street Elevation Table:**

Data Source	Delancey Street and Forsyth Street	Broome Street and Forsyth Street	Delancey Street and Chrystie Street	Broome Street and Chrystie Street
1865 Vi���	40'	40'	41'	38'
1885 Robinson	40.8'	40.8'	40.9'	38.2'
1897-1974 Bromley	40.1'	40.4'	40.1'	38.3'
2001 Sanborn	40.1'	40.4'	40.1'	38.3'

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

### Tax and Directory Table:

Note: Lot numbers are shown in parentheses after the street address.

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
BLOCK 419: Chrystie, Delancey, Forsyth, and Broome Streets								
127 Forsyth Street (25) (Second St. in 1808)	no info.	James Roosevelt	John Scott	Henry Ketcham	Sylvanus Warren, provisions	Francis O. Connor	Fredk. Mook	Frank. ? Mook
125 1/4 Forsyth Street (25 and 26) (Second St. in 1808)	no info.	Richard Varick	no info.	Henry Ketcham	no info.	Francis O. Connor	Fredk. Mook	Frank. ? Mook
125 Forsyth Street (26) (Second St. in 1808)	no info.	Henry King	Henry King	Henry Ketcham, Francis B. O. Connor pencilled on side	F. C. Guinand, cutter, W.B. Harris, car man, Samuel Gautier, boarding	Francis O. Connor	Fredk. Mook	Frank. ? Mook
123 Forsyth Street (27) (Second St. in 1808)	no info.	Davis	Peter Davis	Trimble	David Trimbley, carpenter, Charles Francis, sadler, Joseph Cambell, hatter, --- Wade, shoemaker REAR Nathaniel Brown (col'd), porter, Isaiha Hodge (col'd), porter, Henry Johnson (col'd), porter, George Smith (col'd), porter, James Hamilton (col'd), watr	S. R. & C. W. Trembly	S. R. & C. W. Tremble	S. R. & C. W. Trimble
121 Forsyth Street (28) (Second St. in 1808)	no info.	Alby Perry	Morris Hicks	Peter B. Knapp	George Richards, hatter, B.W. Patterson, butcher,	C. Walker	C. Walker	C. Walker

**Second Avenue Subway - Phase 1A Alternative Archaeological Assessment**

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
					H. A. Bennett, Mary Ganmyer, dressmaker, Nicholas Bellow, Manuel, Gibbs, paper carrier, Jacob Wasner, car man REAR Theodore Sangee, cases, Joseph Kehl, musician, Joseph Huber, tailor			
119 Forsyth Street (29) (Second St. in 1808)	no info.	Robert Allen	James Heathingto n	Est. Jas. Hethingto n	Huson Langstroth, carpenter REAR Emeline McClusky, Indress, William Bushe, cutter David Jones, machinist, Wolfgang Heid, musician	William Langstraw	Wm. Langstraw	William Longstraw
117 Forsyth Street (30) (Second St. in 1808)	no info.	James Roosevelt	Abner White	Peter Asten	George Tappen, jr. locksmith, James Haggett, locksmith, C. W. Lovejoy, dry goods REAR Joseph Priest, printer, Susan E. Priest, nurse, Mary Barnore	Peter Aston	Peter Aston	Peter Asten
115 Forsyth Street (31) (Second St. in 1808)	no info.	Thom. Lathen, unfinished	Wm. Fox	Est. Jacob Apley	Edward Storey, porterhouse	Est. of Jacob Apley	Est. Jacob Appleby	Est. Jacob Appleby
113 Forsyth Street (32) (Second St. in 1808)	no info.	George P. Powell	James Heathingto n	Peter Asten	Julia Hall, boarding	Peter Aston	Peter Aston	Peter Asten
111 Forsyth Street/ 306 Broome Street	no info.	no info.	no info.	no info.	no info.	no info.	no info.	no info.

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
(33) (Forsyth Street was Second Street in 1808)								
308 Broome Street (34)	no info.	James Hetherington, Boyne, Reid  Henry Brown (owner/occu- pant of a ½ lot)	James Heathington	Henry Clauson (308 Broome Street) Est. Jas Hethering- ton pencilled on side  John Hoff (308 ½ Broome Street)	Henry Clausen, grocer (308 Broome Street)  F. P. Ryan, physician, James Whitehorn, artist, Ferdinand Settenfelt (308 ½ Broome Street)	Henry Clauson (308 Broome Street)  Richard Sands (308 ½ Broome Street)	F. Heumer (308 Broome Street)  Mr. Nichols (308 ½ Broome Street)	T. Huner (308 Broome Street)  Carl Nichols (308 ½ Broome Street)
310 Broome Street (35)	no info.	Elizabeth Hawk	James Heathington	Priscilla Bradford, S. S. Brainard, juror	Ann Sands	Richard Sands	Mr. Nichols	Carl Nichols
312 Broome Street (36)	no info.	Thompson & Gaines	Mark Wickham	Est. Isaac Wigham	Jane Haviland	Mary L. Whigham	Mary L. Whigham	Mary L. Whigham crossed out, replaced with Charles E. Oswald
314 Broome Street (37)	no info.	John Harmony	Paul Techman	Doctor Anderson , Saml. P. Howe, juror	A. A. Gould	Samuel Holmes	Geo. R. Kigiman (crossed out), trustee	L. H. Hibner
316 Broome Street (38)	no info.	George Shaffer	Mary Wickham, Richard Bartlett	Est. James Wigham	William Paul, Michael McCormick	William Pane	Geo. Schultz	W. E. Burkhart
318 Broome Street (39)	no info.	Wool Howard	Mary Wickham, Wm. Cook	Est. James Wigham	Eliza P. Dodge	Mrs. E. P. Dodge	Annie Mahon	Annie Mahon
320 Broome Street (1, 2 and 3)	no info.	John H. Cornell	Doctor Vanarsdale	Peter Van Arsdale	Peter Van Arsdale, physician	Peter Van Arsdale	Peter Van Arsdale	no info.
322 Broome Street (1 and 2)	no info.	Rose	Doctor Vanarsdale, Doctor Davis	Peter Van Arsdale	H. W. Williams, physician	Peter Van Arsdale	Peter Van Arsdale	no info.
324 Broome Street/ 124 and 122 Chrystie Street (1 and 2) (Chrystie St. was First St. in 1808)	no info.	William Arment (Chrystie Street)	Doctor Vanarsdale (324 Broome Street)	Peter Van Arsdale (324 Broome Street)	J. M. Burnett, drugs (324 Broome Street)  Ellen S. Kelly (124 Chrystie Street)	Peter Van Arsdale (324 Broome Street)	Peter Van Arsdale (324 Broome Street)	W. B. Parsons (124 and 122 Chrystie Street)
140 Chrystie	no info.	Henry	Daniel	Charles	James Scott,	Charles	Nathaniel	N. Wash-

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
Street (10) (First Street in 1808)		Wickes	Clark	Washburn	bootmaker, Albert Elliot (col'd), brdng	Washburn	Washburn	burne
138 Chrystie Street (9) (First Street in 1808)	no info.	Richard Varick	Peter D. Collins	William Brown	Fanny Weldon (col'd), Sarah Browne	Mr. Brown	Geo. Dotzert	Cha. P. Weise
136 Chrystie Street (8) (First St. in 1808)	no info.	Richard Varick	Henry Harris	S. R. & G. W. Trembly	S. R. & G. W. Tremley, tin roofers	S. R. & G. Trembly	John Dimon	John Diamond
134 Chrystie Street (7)	no info.	Joseph Smith, unfinished	Joseph Smith	Edward Latham	Mary Reilley, candies, Edward Lathan (col'd), carpenter, Jane Demenus	Edward Latham	E. Latham	E. Latham
132 Chrystie Street (6) (First St. in 1808)	no info.	Charles Carle Thomas Rop	George A. Morril	Peter Van Arsdale	Edward McManus, grocer	E. M. Fanning	Mr. Fanning	Mr. Fanning
130 Chrystie Street (5) (First St. in 1808)	no info.	Richard Varick, John Harmony pencilled on side	M. H. Underhill	Moses Carmute	stables	William Cogswell	Wm. Cogswell	Wm. Cogswell
128 Chrystie Street (4) (First St. in 1808)	no info.	S. Kidmon & Harifs	T. Williams	John Bromberg er	William Miley, bookbinder Ellen Kadell, tailoress	Edward Brown	Ed. Brown	Edward Brown
126 Chrystie Street (3) (First St. in 1808)	no info.	Susanah Brown	no info.	no info.	stables	no info.	no info.	W. B. Parsons

Note: No lots on Delancey Street from the 19<sup>th</sup> century are included in the present APE. For the 1808 tax assessment records, there are few or no ward, lot or street addresses provided, neither are owners/occupants from the 1820 records mentioned on the same streets in the 1808 records. Thus in 1808, the lots may have been under entirely different ownership or occupancy, exempt from taxes, or vacant.

### ***Precontact Sensitivity:***

The area of Block 419 (including the former Broome Street roadbed) and the adjacent Forsyth Street roadbed was open, flat meadowland in precontact times and was about 2,500 feet from a fresh water source (Viele 1865). The area would have been suitable for habitation or use; although there is no prior evidence for sites in the immediate vicinity of the APE. A habitation site called "Schepmoes" was recorded about 14 blocks north of the APE at approximately East 10th Street and Second Avenue in association with a Native American trail (Grumet 1981). Additionally, the area is in the immediate vicinity of a piece of land called "Werpoes" by Native Americans, as recorded in a land patent from 1651 (Stokes 1928: 72). It is likely that specific habitation sites or activity areas would have been located in the vicinity.



Post-contact activities have occurred that would have likely disturbed precontact remains. This includes farming, which occurred during the 17<sup>th</sup> century under the Dutch West India Company and during the 18<sup>th</sup> century when the area was James Delancey's farm (Stokes 1928; Grim 1744; Delancey Farm Map 1865). Plowing would not have disturbed more than about one foot beneath the surface. An outbuilding associated with the Delancey Farm appears to be located within the APE, under the Forsyth Street roadbed just north of Broome Street (Figure 4.6-2, Ratzer 1767), foundations or cellars of which or associated subsurface features such as wells, cisterns or privies would have disturbed the precontact surface. Any potentially existing precontact archaeological resources are more likely to be subsurface features such as storage pits, or trash pits, commonly called middens.

Soil Boring C6-14 (Raymond International Inc., 1974) indicates that the precontact surface in general may be located under at least 15 feet of fill. In all likelihood this fill episode is associated with the development that occurred during the first half of the 19<sup>th</sup> century when the block was first defined and occupied. If fill was added, then the majority of 19<sup>th</sup> and 20<sup>th</sup> century development may not have impacted the precontact surface, as even structures with basements may not have impacted levels below the fill. However, the water table has been observed as deep as 27 feet below the surface (see Appendix 4.6.7.3), and so 19<sup>th</sup> century wells could have extended that deep, or deeper, potentially disturbing buried precontact levels. Numerous structures had open yards throughout the 19<sup>th</sup> century, where such wells may have been located. The APE is thus considered to be moderately sensitive for precontact remains below the fill, between about 16 and 21 feet below grade.

#### ***Historical Sensitivity:***

This APE falls within farmlands associated with the Bouwery parcels administered by the Dutch West India Company during the 17<sup>th</sup> century (Stokes 1918). In particular, most of the APE falls within Bouwery No. 4, within a section assigned by Director Kieft to Bastiaen on March 26, 1647 (Ibid.). The southeast corner of the APE is located in a section assigned to Gerrit Jansen in 1645.

During the 18<sup>th</sup> century, the entire parcel became part of James Delancey's Farm (Figure 4.6-2, Ratzer 1767; Grim 1744; Delancey Farm Map 1865; Stokes 1918). The "Residence of Jas. DeLancey, Esq., Governor of the Province" is shown in the southeast corner of Block 425, at the corner of Delancey Street and Chrystie Street, outside of the APE to the north (Delancey Farm Map 1865; Stokes 1918). The DeLancey residence was erected by May Bickley prior to 1724 and purchased by DeLancey from Dr. Brune Bickley in 1733 (Stokes 1918: 949).

The Grim and Ratzer maps (1744; 1767, Figure 4.6-2) indicate a structure associated with the Delancey Farm that appears to be located within the Forsyth Street roadbed in proximity to Broome Street. On the Grim map, it appears to be located close to, if not at, the current location of Broome Street, while on Ratzer the structure appears to be around 150 feet north of Broome Street (Ibid.). Both portray it as located on the north side of an access road that angles off of Bowery and heads northeast of the current orientation of Broome Street. It is

not clear what the function of this structure was, as it was about 200 feet away from the main Delancey residence. It could be another residence or it could be a farm-related structure such as a barn. If it were a residence, there would likely be associated wells, cisterns or a privy. It is possible that the structure had a cellar. Given the location of the structure relative to the road, if these features still exist, they would most likely be located to the north, east or west of the structure, and thus possibly within the APE.

The residence of James Delancey (outside of the APE) was demolished by 1799 (Stokes 1918: 949), and Lower Manhattan up to and including the APE was fully gridded by 1797 (Taylor Roberts). Maps do not show specific development on the block prior to 1852, when the block is shown fully developed with 41 structures shown within the APE, but the fact that the block was shaded on earlier maps suggests that development predates this (Dripps 1852). Property assessments dating from 1820 indicate that the area was occupied from at least that time onwards (see tax table, above). Nineteenth century occupancy of the block is mixed, including a few professionals as well as proprietors, skilled workers, and laborers (see 1851 Directory information, tax table, above). Many structures also had stores on their first floors (Figure 4.6-3, Perris 1857-62; Sanborn 1894). The 1865 Viele map shows that sewers were available by the mid-19<sup>th</sup> century, and it is likely that at least some landowners could afford to tap into this public utility. However, for those who could not, wells and privies were viable options during the 19<sup>th</sup> century and it is likely that some existed in the open yard spaces, which are detailed below.

By the beginning of the 20<sup>th</sup> century, Delancey Street was widened 100 feet to the south, defining the present northern boundary of the APE (Sanborn 1905). Then between 1925 and 1930 the block was cleared of all structures, and it was re-developed as the Sara Delano Roosevelt Public Park by 1935 (Bromley). While Delancey Street was maintained as a thoroughfare, Broome Street was closed by the park between Forsyth and Chrystie Streets. Chrystie Street was widened by about 30 feet to the east, defining the west boundary of the park and this APE. Forsyth Street was widened by about 20 feet to the west, defining the east boundary of the park. Entrances to the park are located off of Delancey Street between Chrystie and Forsyth Street as well as on Chrystie and Forsyth Streets where Broome Street intersects them on either side. The center of the park was initially indicated as a 'Depressed Area', which probably does not exceed the depth of pre-development fill discussed below (Bromley 1934).

Soil Boring C6-14 (Raymond International Inc., 1974) indicates that the precontact surface may be located beneath 15 feet of fill, which is probably associated with the development that occurred during the first half of the 19<sup>th</sup> century when the block was first defined and occupied. However, the water table has been observed as deep as 27 feet below the surface (see Appendix 4.6.7.3), so 19<sup>th</sup> century wells may have penetrated through the fill to at least that depth.

Along Forsyth Street, two transportation lines were once present, and one was part of the 'Met. St. Ry. Co.' railway. These would not have impacted the APE. Sewer lines, 4' x 2'8" brick, were depicted on the east side of Forsyth Street and the south side of Broome Street (Hyde 1913). A WPA Subsurface Conditions Map (Map No. 85, 1937) details clusters of

utilities under both Forsyth and Broome Streets. The utilities under both streets include electricity ducts, gas and water pipes and postal cables, all of which are located five feet or less beneath the surface of the roadbed and were not located under the sidewalk at the time. The sewer line is shown in the middle of the street and is considerably deeper, located 10 feet below the surface on Forsyth Street and 15 feet below the surface on Broome Street. The utilities do not appear to have impacted the pre-fill surface.

Ultimately, many lots had small open yard areas prior to the construction of the park. Larger yards were present on Lots 27 (123 Forsyth Street) and Lot 39 (318 Broome Street), while smaller yards were present on 125, 121, 119, 117, 115, and 113 Forsyth Street (Lots 26, 28, 29, 30, 31 and 32); 308, 310, 312 and 314 Broome Street (Lots 34, 35, 36 and 37); and 138, 136, 128, 126 and 124 Chrystie Street (Lots 9, 8, 4, 3 and 2). Structures on Lots 25, 26, 28, 29, 36 and 37 also had narrow airshafts along the sides of the buildings which may have afforded open areas on the ground (Bromley 1925; Sanborn 1905). Any of these areas have the potential to hold shaft features such as wells or privies from the 19<sup>th</sup> century or earlier. These potential 19<sup>th</sup> century features would have extended through the fill layer, while earlier remains would probably be located beneath the fill.

Additionally, some lots never had structures with basements, all of which are located on Chrystie Street. These areas include the entire area of Lots 10 and 9 at 140 and 128 Chrystie Street, the front of Lot 8 at 136 Chrystie Street (a structure previously located at the back of this lot had a basement), Lot 7 at 134 Chrystie Street, the front of Lot 6 at 132 Chrystie Street (the back structure had a basement), and Lot 3 at 126 Chrystie Street (Sanborn 1905). These areas are less likely to have disturbed any possible earlier shaft features from the 17<sup>th</sup> or 18<sup>th</sup> centuries, even though these remains may have been protected by the later addition of fill.

In sum, the APE including Block 419 and the surrounding Forsyth and Broome Street roadbeds, is moderately sensitive for pre-19<sup>th</sup> century historic remains in its entirety, given that the pre-19<sup>th</sup> century surface may be protected by 15 feet of fill, which would only have been impacted by 19<sup>th</sup> and 20<sup>th</sup> century intrusions such as wells (only a 19<sup>th</sup> century intrusion) or particularly deep basements. There is particular sensitivity near the corner of Forsyth and Broome Streets for a structure from the 18<sup>th</sup> century associated with the Delancey Farm. For 19<sup>th</sup> century features such as wells or privies, the APE is moderately sensitive in former open yard areas on Lots 2-4, 8, 9, 26, 28-32, and 34-37.

**Block 418:**

The Sara Delano Roosevelt Park APE includes the western portion of Block 418, bounded by Broome Street, which defined the block to the north prior to 1930, Forsyth Street to the east, Chrystie Street to the west, and Grand Street to the south (the block to the east, not included in the APE and bounded by Broome, Grand, Forsyth, and Eldridge Streets, is also denoted as Block 418) (Figure 4.6-1). The Forsyth Street roadbed between Broome and Grand Streets is included in the APE. Broome Street was once a throughway but currently does not pass through the park. The former area of Broome Street is discussed along with Block 419 in the preceding section. The block as originally developed contained 30 lots (Bromley 1897), although former Lots six through ten and part of Lot five were property of St. Stephen's Church throughout most of the 19<sup>th</sup> century (e.g. Perris 1857-62; Figure 4.6-4). All of the lots facing Chrystie Street (Lots 1-7 and 30) were truncated by approximately 30 feet on the west side when Chrystie Street was widened during the construction of the park. It is thus likely that most, if not all, of former Lots 7 and 30 are not included in this section of the APE, as they would lie under the current Chrystie Street roadbed (outside of this APE but discussed in Chapter 6.1). All of the lots facing Forsyth Street (Lots 14-22) were truncated by approximately 20 feet on the east side when Forsyth Street was widened during construction of the park. This APE also includes the area of the Grand Street roadbed between Forsyth and Chrystie Streets.

***Cartographic History:***

- Grim Plan 1744: The APE appears to be in farmlands possibly associated with the residence of "J. Delancy's Farm" located outside of the APE to the northwest. A lateral road in the approximate location of Broome Street today runs east off of the old Bowery Road to Boston, which is the current location of Bowery. Other than fences shown along the roads, there are no other structures within this section of the APE. The APE here is located about 2,200' northeast of the Collect Pond, a source of fresh water. The APE is also around 2,500' outside of the walled section of Manhattan to the south.
- Maerschallck 1755: The High Road to Boston (later Bowery) is present, and streets are laid out on the west side of Bowery including St. Stephen's Street (later Broome Street) and Judith's Street (later Grand Street). However, these streets are not shown extending east past Bowery into the area of the APE. There are no structures shown within the APE.
- Montresor 1766: Bowry Lane (sic) is present, as are Chrystie Street and Forsyth Street (unlabeled), but no road is shown in the location of Broome Street east of Bowery. A major road labeled "Road to Crown Point" heading toward the East River from Bowery is shown between the current locations of Broome Street and Grand Street. North of this road appear to be ploughed fields, the land south of this road appears to be vacant. There are no structures indicated within the APE. Just west of Bowery, Broome Street ends at a large hill.



- Ratzer 1767:** Figure 4.6-2. Bowry Lane (sic) is shown, as are Chrystie Street, Forsyth Street, Broome Street (unlabeled) and Grand Street (labeled). There are no structures indicated on the area of Block 418, which appears to be vacant farmland. One block east of Grand Street, outside of the APE, is a two-block by two-block area labeled "Great Square."
- British Headquarters Map 1782:** This particular map is not highly detailed, but the area of the APE is shown. A fortification wall is indicated running east-west just north of Grand Street with an attached structure on its south side between Chrystie Street and Forsyth Street, again just north of Grand Street. The street that angles off of Broome Street from Bowery is indicated, but not Broome Street itself (see Ratzer 1767). Within the APE, the area north of the palisade is not shown with any development.
- Directory Plan 1789:** Nearly all of the streets surrounding the APE are now labeled, including First Street (later Chrystie Street), Second Street (later Forsyth Street), Bayard's Lane (later Broome Street), and Eagle Street (later Grand Street). The area of the APE is not shown with any specific structures but is indicated as developed.
- British Headquarters Map 1797:** This map is very similar to the earlier 1782 British Headquarters Map. A fortification wall is located within the APE between Broome Street and Grand Street, with a small garrison located on the south side of the wall just north of Grand Street between Forsyth and Chrystie Streets. Broome Street itself is not indicated on this map and there is no other development shown on this map other than the fortifications.
- Taylor Roberts 1797:** First Street (later Chrystie Street), Second Street (later Forsyth Street), Bullock Street (later Broome Street) and Grand Street are shown. There is one structure indicated within this section of the APE, at the northwest corner of Chrystie and Broome Streets. The freshwater pond is still present about ten blocks southwest of the APE.
- Bridges 1807:** First (Chrystie) Street, Second (Forsyth) Street, Broom (sic) Street and Grand Street are shown. A structure labeled St. Stephen's Church is shown in the southwest corner of the block to the north. This is likely in error, as the church is shown on the northwest corner of this block on all maps and atlases other than this (e.g. Commissioner's Plan 1811; Hooker 1829; Colton 1836; Dripps 1852). The Collect Pond is not shown on this map.
- Commissioner's Plan 1811:** This plan is similar to Bridges 1807 except Broome Street is indicated with the current spelling. A large structure in the northwest corner of Block 418 is labeled St. Stephen's do., probably indicating diocese. It is probably significant that Broome Street was known as St. Stephen's Street in 1855 (Maerschallck).
- Hooker 1829:** All modern street spellings are used on this map: Chrystie Street, Forsyth Street, Broome Street and Hester Street. St. Stephen's Church

is shown as a large structure at the corner of Broome and Chrystie Streets.

Colton 1836:

This map is similar to Hooker 1829.

Tanner 1836:

This map is the same as Colton 1836.

Bradford 1838:

This map is the same as Colton 1836.

Mitchell 1846:

This map is the same as Colton 1836.

Dripps 1852:

This is the first map to show the block fully developed. A total of 39 structures are shown. Within the APE, three structures comprise St. Stephen's Church, which is indicated as Episcopalian. An additional 27 structures face the street while nine more are located on the interior of the block. Most interior structures are on lots that face Chrystie Street or Forsyth Street. Most lots have medium-sized yards. St. Stephen's Church has as much open area as buildings, mostly located south of the cathedral on Chrystie Street.

Colton 1856:

St. Stephen's Church is shown on this map, as well as a transportation line running along Chrystie Street (outside of the APE) and a transportation line on Grand Street (within the APE).

Perris 1857-62:

Figure 4.6-4. This is the first depiction of lots with street numbers and structural details. No lot numbers are given here. Details are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*307 Broome Street (14)* This lot is shown with three connected frame structures facing both Broome Street and Forsyth Street, two of which are commercial. A smaller L-shaped yard is present in the southwest corner of the lot.

*309 Broome Street (13)* This lot has four inter-connected structures: two small brick structures side by side in front and two larger frame structures side by side in back. A yard is present and the buildings are coded as commercial.

*311 Broome Street (12)* This lot has a commercial brick structure with a small yard in back.

*313 Broome Street (11)* This lot is entirely covered by a brick structure

*315-321 Broome Street/118 Chrystie Street (6-10) [plus back half of 116 Chrystie Street (5)]* These lots are the property of an Episcopal Church (indicated as St. Stephen's on earlier maps and atlases). The cathedral is located in the area of Lots 7-10, not quite extending to the edges of the block. The area of Lot 6 and the back of Lot 5 are shown as open areas. The area of 321 Broome Street (Lot 7) is outside of the APE).

*107 Forsyth Street (15)* This lot has a brick structure facing the street while the back half of the lot is open yard.

*105 Forsyth Street (16)* This lot has two frame structures, the first of which is set back from the street by around ten feet. An alleyway passes along the southern side of the lot to a small yard space and a brick building at the back of the lot.

*103 Forsyth Street (17)* This lot is configured similarly to 105 Forsyth Street, except that the first frame structure fronts directly onto the street.

*101 Forsyth Street (18)* This lot has a frame structure fronting onto the street, an alleyway along the north side of the lot leading to a medium yard, and a brick building at the back of the lot.

*99 Forsyth Street (19)* This lot has a frame structure in the northeast corner of the lot with a smaller brick structure adjoining it in back. An alleyway along the south appears to be shared with 97 Forsyth Street. At the back of the lot behind a small yard are several adjoining structures indicated as frame structures housing "special hazards."

*97 Forsyth Street (20)* This lot has two adjoining frame structures in front and appears to share an alleyway with 99 Forsyth Street to the north. A small yard separates the front structures from a brick structure at the back labeled "special hazards."

*95 Forsyth Street (21)* Two adjoining commercial frame structures face the front of the lot and an alleyway along the north side leads back to three frame structures housing "special hazards." There is little open yard space.

*93 Forsyth Street (22)* This small area houses two frame structures, one of which is commercial, the other adjoins a similar frame structure at 270 Grand Street. A small yard is present west of this address.

*270 Grand Street (22)* This address houses a commercial frame structure that adjoins one of the structures at 93 Forsyth Street.

*268 Grand Street (23)* This lot houses a commercial brick structure with a small frame structure in back and a yard.

*266 Grand Street (24)* A commercial brick structure occupies the front half of this lot and a yard is present in the back half.

*264 Grand Street (25)* A commercial brick structure occupies the front half of this lot and a yard is present in the back half.

*262 Grand Street (26)* A commercial brick structure occupies the front half of this lot and a yard is present in the back half.

*260 Grand Street (27)* This lot has a commercial frame structure facing the street with a very narrow alleyway along the east side. A commercial brick structure adjoins the frame structure, and another small frame structure is located along the east side of the back of the lot. A small yard is present.

*258 Grand Street (28)* This lot is largely covered by structures labeled "special hazards." The front structure is frame while the back structures are brick. A small yard occupies the northeast corner of the lot.

*256 Grand Street (29)* A commercial frame structure occupies the front of the lot, with two smaller brick structures adjoining behind. A medium yard is present at the back of the lot.

*254 Grand Street (30)* This lot is outside of the APE.

*116 Chrystie Street (front half) (5)* This "half lot" has a frame structure at the front and open yard behind it. The rest of Lot five is part of St. Stephen's Church.

*114 Chrystie Street (4)* This lot has a brick structure in the front half, and open yard in the back half.

*112 Chrystie Street (3)* Two frame structures occupy the front half of the lot, with an alleyway on the north side leading to open yard in the back.

*110 Chrystie Street (2)* Four adjoining frame structures occupy the front of this lot, with an L-shaped yard separating them from a brick structure at the back.

*108 Chrystie Street (1)* This lot has a brick structure in the front, with a yard that takes up over half of the back of the lot.

Mitchell 1860:

This map is the same as Colton 1856.

Vielé 1865:

This topographic map shows the APE to lie within relatively flat meadowlands. Sewer pipes are shown on Broome Street, Forsyth Street, and Grand Street. The Collect Pond is depicted on this map.

Delancey Farm Map  
1865:

This map shows proposed block and lot divisions; while blocks are consistent with prior and subsequent depictions, lots depicted here are not representative of development shown on other maps and atlases. There are no structures indicated within the APE.

Vielé 1874:

This map is similar to Vielé 1865.

Bromley 1879:

This atlas shows schematized lots with alternative numbers. No structures of note are shown within the APE, and specifically St. Stephen's Church is not indicated. A transportation line is shown on Forsyth Street, two on Grand Street, and one on Chrystie Street (outside of the APE). Additionally, a fire hydrant is indicated at the corner of Forsyth Street and Grand Street.

Robinson 1885:

This map does not have quite the detail as Perris 1857, and uses the same lot numbers as Bromley 1879. Fire hydrants are shown in front of 101 Forsyth Street, 270 Grand Street and 260 Grand Street. Transportation lines are the same as shown on Bromley 1879.

Differences or additional details about the lots or structures are listed below, with lot numbers in parentheses.

*307 Broome Street (14)* This lot is shown entirely covered by frame structures.

*313 Broome Street (11)* This lot is shown with a yard behind the brick structure.

*315, 317, 319 and 321 Broome Street (7, 8, 9 and 10)* These four lots were once the location of the cathedral of St. Stephen's Episcopal Church; now there are brick structures occupying the front of each lot with a smaller yard in back of each. 321 Broome Street is outside of the APE.

*105 Forsyth Street (16)* The front structure is shown to be brick.

*103 Forsyth Street (17)* The front structure is shown to be brick.



*99 Forsyth Street (19)* This lot is shown almost entirely covered by a brick structure, with a narrow yard along the southwest side.

*95 Forsyth Street (21)* This lot is shown with a brick structure covering more than half of the lot with a yard in back.

*93 Forsyth Street (22)* This small area is shown covered by a brick structure.

*262 Grand Street (26)* The brick structure covering most of this lot is labeled "A. Jewell, Confectioner."

*258 Grand Street (28)* This lot is almost entirely covered by structures.

*256 Grand Street (29)* This lot is entirely covered by structures.

*254 Grand Street (30)* This lot (outside of the APE) is labeled "John Wilkins, Grocer."

*118 Chrystie Street (6)* This lot was once part of the property of St. Stephen's Church; now it houses a brick structure on the front half and an open yard in back.

*116 Chrystie Street (5)* The back half of this lot was once part of the property of St. Stephen's Church; now the front half of the lot has a brick structure and an open yard is present in back.

*112 Chrystie Street (3)* A brick structure is now present at the front of the back, with a yard separating it from another brick structure at the back of the lot.

*108 Chrystie Street (1)* The brick structure on this lot takes up most of the area, leaving only a small yard in back.

**Robinson 1893:**

Hydrants are shown in front of 101 Forsyth Street, and in front of 260 and 270 Grand Street. No changes have occurred on lots, except that the frame structures at 97 Forsyth Street and 270, 260, 258 and 252 Grand Street are shown with stone facing.

**Sanborn 1894:**

This map includes more information about each lot, including use of structure in some cases and number of stories. Fire hydrants are shown in front of 101 Forsyth Street and 258 Grand Street. Six inch pipes are depicted on Forsyth Street and on Grand Street. Forsyth Street is 50 feet wide, while Grand Street is shown as 70 feet wide. Details are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*307 Broome Street/109 Forsyth Street (14)* 307 Broome Street is a residential/commercial three story structure, while 109 Forsyth Street is two stories (residential/commercial) in front with a one-story section in back with a very small yard.

*309 Broome Street (13)* A three story residential/commercial structure occupies the front of the lot with a smaller one story structure in back.

*311 Broome Street (12)* This lot has a three story residential/commercial brick structure.

*313 Broome Street (11)* This lot has a five story residential structure.

*315 Broome Street (10)* This lot has a six story structure (store or dwelling) of first-class brick construction.

*317 Broome Street (9)* This is a residential/commercial six story structure.

*319 Broome Street (8)* This is a residential/commercial six story structure.

*321 Broome Street (7)* This lot is outside of the APE.

*107 Forsyth Street (15)* This is a three story residential structure with a smaller one story structure adjacent in back.

*105 Forsyth Street (16)* This is a five story structure (store or dwelling) of first-class brick construction. In back is a five story residential structure

*103 Forsyth Street (17)* This is a four story residential/commercial structure. In back is a four story residential structure.

*101 Forsyth Street (18)* This is a six story residential/commercial structure.

*99 Forsyth Street (19)* This is a five story residential structure.

*97 Forsyth Street (20)* This is largely covered by three story adjoined commercial/residential structures. In back is a two story brick warehouse of third-class construction.

*95 Forsyth Street (21)* A five story commercial/residential structure occupies most of the lot, with three small one story structures around the perimeters of the back of the lot.

*93 Forsyth Street (22)* This address comprises a three story commercial/residential structure.

*270 Grand Street (22)* This address houses a three story commercial/residential structure. Together with 93 Forsyth Street, the lot is entirely covered.

*268 and 266 Grand Street (23 and 24)* These lots are covered by structures, including two story commercial/residential structures facing the street and a mixture of one and two story structures in the back of the lots.

*264 Grand Street (25)* Three story commercial/residential structures cover most of the lot.

*262 Grand Street (26)* The lot is covered by a three story brick structure of second-class brick construction facing the street and a two story residence at the back of the lot. A steam boiler is present at the back of the lot as well.

*260 Grand Street (27)* This lot is covered by a six story brick residential building.

*258 Grand Street (28)* This lot is covered by a six story brick residential building.

*256 Grand Street (29)* This lot is covered with structures, including a four story commercial/residential structure facing the street and one and two story structures in back.

*254 Grand Street (30)* This lot is outside of the APE.

*118 Chrystie Street (6)* This lot has a five story commercial/residential structure.

*116 Chrystie Street (5)* This lot has a five story commercial/residential structure.

*114 Chrystie Street (4)* This lot has a four story commercial/residential structure.

*112 Chrystie Street (3)* This lot has a five story commercial/residential structure in front, a yard, and a five story residential structure in back.

*110 Chrystie Street (2)* This lot is almost entirely covered by a five story commercial/residential structure. Smaller one story sections are present along the north and south sides and a small yard is present at the back of the lot.

*108 Chrystie Street (1)* This lot has a five story brick store or dwelling, of first class construction.

Bromley 1897:

The block is depicted similarly as on previous maps and atlases (Sanborn 1894; Robinson 1893). Additionally, transportation lines and pipes are indicated on Grand Street and Forsyth Street. Six inch utility pipes are shown on Forsyth Street, 12 inch pipes on Grand Street. While this atlas is less detailed about some aspects of the structures on individual lots, basements are shown for the first time. Added details are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*309 Broome Street (13)* The three story structure has a basement.

*311 Broome Street (12)* The three story structure has a basement.

*107 Forsyth Street (15)* The three story structure has a basement.

*101 Forsyth Street (18)* The structure, previously described as having six stories, is shown as a five story structure with a basement.

*99 Forsyth Street (19)* The five story structure has a basement.

*97 Forsyth Street (20)* The three story building has a basement.

*270 Grand Street (22)* The structure at this address is shown with a stone facade.

*268 and 266 Grand Street (23 and 24)* The structure facing the street on these two lots is indicated to have 2 ½ stories.

*256 Grand Street (29)* The structure facing the street is shown with a stone front.

*118 Chrystie Street (6)* The five story structure has a basement.

*116 Chrystie Street (5)* The five story structure has a basement.

*114 Chrystie Street (4)* The four story structure has a basement.

Sanborn 1905:

Forsyth Street is shown as 50 feet wide and Grand Street is shown as 70 feet wide. Fire hydrants are shown directly in front of 101 and 99 Forsyth Street and across the street from 107 and 109 Forsyth Street. Another two hydrants are located at the intersection of Grand and Forsyth Streets, one on the northwest corner and one on the southeast corner. Another hydrant is located between 258 and 260 Grand Street. The final hydrant in this section of the APE is across the street from 262 and 264 Grand Street. Additional details and changes to lots are described below, with Bromley 1897 lot numbers in parentheses.

*311, 309 and 307 Broome Street/109 and 107 Forsyth Street (12, 13, 14, 15)* What used to be four structures and lots split among three addresses on Broome Street and two addresses on Forsyth Street are now two large buildings, each composed of interconnecting sections. 311 Broome Street is a large stone faced six story structure with a basement, and is utilized as a mixed commercial and residential building. The structure at the corner of Forsyth and Broome Street is composed of many sections, and has six stories with a basement. It is also has stone facing and is mixed commercial and residential. The corner of the structure is labeled "Carpenter B." The address 107 Broome Street is not used. Small open areas are located behind both structures to the south.

*313 Broome Street (11)* This five story structure is now indicated with a basement, mixed commercial/residential use, and is labeled "Carpenter B."

*101 Forsyth Street (18)* This structure is indicated as having six stories and a basement and is labeled "Upholstering B."

*97 Forsyth Street (20)* The structure at the back of this lot is labeled "Cooperage."

*93 Forsyth Street (22)* This address comprises a three story structure now shown with a basement.

*268 and 266 Grand Street (23 and 24)* The street facing structures on these lots are indicated as two stories with attics.

*262 Grand Street (26)* The two story section of the building towards the back of the lot is still shown housing a steam boiler, here labeled "UPR-BLR." The structure surrounding the boiler is tin-clad and additionally labeled "Job-Printer."

*260 Grand Street (27)* The six story building on this lot is now shown with a basement, mixed residential/commercial use, and is labeled "Stock 5.6." See 258 Grand Street, below.

*258 Grand Street (28)* The six story building on this lot is now shown with a basement, mixed residential/commercial use, and is labeled "Stock of Lamps, Vases &c." Communication is indicated between this structure and 260 Grand Street, see above.

*256 Grand Street (29)* The front facing structure is labeled "Photo."

*118 Chrystie Street (6)* The structure is labeled "Bakery."

*114 Chrystie Street (4)* The structure on this lot now has six stories.

Bromley 1911:

There are few differences from earlier Bromley and Sanborn maps and atlases. Changes are noted below, with lot numbers in parentheses:

*313 Broome Street (11)* There is no basement indicated, though one was noted on the previous map.

*311 Broome Street/309 Broome Street and 109 Forsyth Street (now 12 and 14)* Each of these two structures are indicated to have seven stories instead of six stories and a basement, as was indicated on the previous map.

*101 Forsyth Street (18)* The structure is indicated with five instead of six stories.

*95 Forsyth Street (21)* There is no basement indicated, though one was noted on the previous map.

*270 Grand Street (22)* There is no basement indicated, though one was noted on the previous map.

*266 and 268 Grand Street (now 23)* What were previously two structures that were two stories each with attics are noted as one six story structure.

*258 and 260 Grand Street (now 27)* There are no basements indicated, though they were noted on the previous map.

*114 Chrystie Street (4)* There is no basement indicated, though one was noted on the previous map.

Hyde 1913:

This atlas shows different details compared with previous maps and atlases. On Forsyth Street, the sidewalks are shown about 15 feet wide; on Grand Street, the sidewalks approach 20 feet wide. Two lines indicated as part of the "Met. St. Ry. Co." are shown running on Grand Street with one line turning north along Forsyth Street. Sewer lines, 4' x 2'8" brick, are indicated on the west side of Forsyth Street and the south side of Grand Street. Additionally, 12" water mains are shown on the west side of Forsyth Street and a 20" water main is shown on the north side of Grand Street. Hydrants are shown in the same locations as previous maps, with an additional hydrant in front of 309 Broome Street. Details and changes on specific lots are noted below, lot numbers in parentheses:

*309 Broome Street (14)* The structure is indicated on this side as a saloon or hotel with liquor license. It is shown with six stories as opposed to seven, as was indicated on the previous map.

*311 Broome Street (12)* The structure is shown with six stories as opposed to seven, as was indicated on the previous map. It is also shown with a central stoop.

*313 Broome Street (11)* This structure is shown with a central stoop.

*107/109 Forsyth Street (14)* The structure at 109 Forsyth Street has a small one story frame addition that juts into the street near the corner of Forsyth and Broome Street. A central stoop fronts onto Forsyth Street as well. It is shown with six stories as opposed to seven, as was indicated on the previous map.

*101 and 99 Forsyth Street (18 and 19)* These two structures are indicated with six stories and no basement, unlike previous maps which show them with basements and five stories. Additionally, each building has a central stoop.

*97 Forsyth Street (20)* This structure has a stoop facing the street on the north end. The back structure is shown with three stories.

*270 Grand Street (22)* This structure is now shown as a brick building.



*266 and 268 Grand Street (23)* This structure is now shown as a brick building with a stone front.

*264 Grand Street (25)* The lot is now covered with structures, the back of which is a one story frame building.

*254 Grand Street (29)* This structure is indicated as a frame building with a brick or stone foundation in the front half, the back half is entirely brick.

Bromley 1916:

The APE on this atlas is very similar to Bromley 1911 and Hyde 1913. Differences in the lots are noted below, with lot numbers in parentheses:

*101 and 99 Forsyth Street (18 and 19)* These structures are indicated with basements.

*97 Forsyth Street (20)* The back structure is now labeled as two stories with a basement instead of three stories with no basement.

*270 Grand Street (22)* The structure at this address is shown as a frame building instead of brick.

*258 and 260 Grand Street (27)* The structure on these lots is labeled "Lofts."

Sanborn 1922:

*256 Grand Street (29)* This structure is shown entirely made of brick. This section of the map is too dark to discern any detail about the lots within the APE themselves, which are similar in layout to Bromley 1916.

From west to east, two 12 inch water pipes and a 12 inch high-pressure water pipe are shown on Forsyth Street, and from north to south, a 20 inch water pipe and a 12 inch high-pressure water pipe are shown on Grand Street.

Bromley 1925:

Figure 4.6-7. This is the last atlas described here showing the block prior to preparations for the construction of the Sara Delano Roosevelt Park. Lot details, specifically remaining open yard spaces are described below, with lot numbers in parentheses:

*309 Broome Street/109 Forsyth Street (14)* This lot is entirely covered with structures.

*311 Broome Street (12)* There is still yard space at the very back of and the southeast side of the lot, and about a thirty foot long section along the west side of the lot.

*313 Broome Street (11)* There is a small yard at the very back of the lot.

*315, 317 and 319 Broome Street (10, 9 and 8)* Each has a back yard comprising about one fourth of the lot.

*321 Broome Street/120 Chrystie Street (7)* This lot is covered by a structure.

*105 Forsyth Street (16)* There is a small yard between the front and back structures and a very small yard behind the back structure.

*103 Forsyth Street (17)* There is a medium sized yard between the front and small back structures.

*101 and 99 Forsyth Street (18 and 19)* Each of these lots has a small yard at the back as well as smaller airshafts along the north and south sides of the structures, each of which have basements.

*97 Forsyth Street (20)* A small yard is present between the front and back structures, both of which have basements. A very narrow one story structure without a basement is present along the north side of the back structure.

*95 Forsyth Street (21)* About a third of this lot is open yard in back.

*93 Forsyth Street (22)* This address, comprising the north half of Lot 22, is covered by a structure.

*270 Grand Street (22)* This address, comprising the south half of Lot 22, is covered by a structure.

*268, 266, 264 and 262 Grand Street (23, 25 and 26)* These lots are all shown with small yards in back.

*262, 260 and 258 Grand Street (29 and 27)* These lots are entirely covered by structures.

*118 and 116 Chrystie Street (6 and 5)* These two lots each have a structure with a basement facing the street and a yard covering about the back half of the lot.

*114 Chrystie Street (4)* This lot has a very small yard in back and small airshafts along the north and south sides of the structure.

*112 Chrystie Street (3)* This lot has a small yard between the front and back structures.

*110 Chrystie Street (2)* This lot has a very small yard in back and small airshafts along the north and south sides of the structures.

*108 Chrystie Street (1)* This lot has a small yard at the back of the lot.

Bromley 1930:

The block is shown completely cleared of all development. Grand Street still appears to be present along the south side of the block. A rectangle is defined in the middle of the block with the following dimensions:

Broome Street, 126.5 7/8.

Forsyth Street, 291.6 5/8.

Chrystie Street, 291.9 7/8.

Grand Street, 125.

Bromley 1934:

The block has now been redeveloped as the Sarah (sic) Delano Roosevelt Park. Broome Street is no longer a thoroughfare, but Grand Street still passes through. The park is 160 feet wide east-west. Chrystie Street is shown approximately 30 feet wider than previously, this 30 feet cutting into Block 418 over former Lots 1-7 and 30, completely covering former Lots 7 and 30. Forsyth Street is shown approximately 20 feet wider than previously, this 20 feet cutting into Block 418 over Lots 14-22.

The majority of the park within this section of the APE is taken up by a rectangular wading pool labeled "Depressed Area" which measures 75 feet east-west by 175 feet north-south. The area of the depressed

wading pool is over the interior sections of Lots 1-6, 9-12, 16-21 and 23-27. Much of the impacted areas were formerly open yards.

Just north of the wading pool is an area labeled "Comfort Station." A rectangular pathway circumnavigates the pool and comfort station with exits onto the former area of Broome Street and one onto Grand Street mid-block. The sidewalk on Grand Street is still present on both sides of the street, and it appears that a transportation line is also still present on Grand Street as well as Forsyth Street. The sidewalk on the west side of Forsyth Street is no longer present.

**Sanborn 1951:**

The area is labeled "Sara D. Roosevelt Parkway." The comfort Station near the northern end of the block is shown as 120 feet east-west by around 45 feet north-south, one story with a basement. It appears it would have impacted the area of former Lots 8-12 towards Broome Street. Several fire hydrants are indicated on this map: two on the east side of Forsyth near Broome Street, one on the west side of Forsyth mid-block, and one on each corner of the intersection of Forsyth and Grand Streets. Another four hydrants are found on Grand Street, two on the north side and two on the south side, of these two are located at the intersection of Grand and Chrystie Streets.

**Bromley 1967:**

The APE is depicted here the same as on Bromley 1934, except the area is labeled "Public Park."

**Bromley 1974:**

The APE is the same as shown on Bromley 1967. Additionally, dimensions are given: Forsyth Street 291.6 5/8, and Chrystie Street 291.9 7/8 and Grand Street 125.4. The dimensions along Forsyth and Chrystie Streets extend to the entrances to the park where Broome Street meets it on either side.

**Sanborn 2001:**

Figure 4.6-1. The APE is the same as depicted on Bromley 1974.

**Street Elevation Table:**

Data Source	Broome Street and Forsyth Street	Grand Street and Forsyth Street	Broome Street and Chrystie Street	Grand Street and Chrystie Street
1865 Vielé	40'	37'	38'	35.7'
1885 Robinson	40.3'	37'	38.2'	35.5'
1897-1974 Bromley	40.4'	37.1'	38.3'	35.7'
2001 Sanborn	40.4'	37'	38.3'	35.7'

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

### Tax and Directory Table:

Note: Lot numbers are shown in parentheses after the street address.

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
BLOCK 418: Broome, Forsyth, Chrystie, and Grand Streets								
309 Broome Street (13)	no info.	Daniel Mack?	Robert Mack	M. Mc Chain	Leonard Sinfalt, tinsmith, Fred'k Liepoth, bootcrimpe,r Wm. Calkpreener, cabntmkr, William Kimball, carpente,r Peter Ewalt, bootmaker	John Mc Chain	Smith D. Bellows	Smith D. Bellows
311 Broome Street (12)	no info.	Daniel Mack?	Robert Mack	M. Mc Chain	J. O. Smith, butche,r Peter Ewald, shoemaker, Ann Northwood, tailoress, John Scott, sawmaker, Henry Smith, carpenter, Henry Eidar, tailor, Crestean Buroch, tailor	John Mc Chain	John Mc Chain	J. M. Chain
313 Broome Street (11)	no info.	John Pratzner?	J. G. Pratzner	M. G. Pratzer	J. T. P. Smith, gauger, J. B. Drummond, car man	A. Y. Pringle	A. Y. Pringle	A. Y. Pryngle
315 Broome Street (10)	no info.	no info.	St. Stephens Church	St. Stephens Church	St. Stephens Church	St. Stephens Church	Frederic k Fink	F. Finck
317 Broome Street (9)	no info.	no info.	St. Stephens Church	(St. Stephens Church)	St. Stephens Church	(St. Stephens Church)	Frederic k Fink	F. Finck
319 Broome Street (8)	no info.	no info.	St. Stephens Church	(St. Stephens Church)	St. Stephens Church	(St. Stephens Church)	Frederic k Fink	F. Finck

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
109 Forsyth Street/ 307 Broome Street (14) (Forsyth Street was Second Street in 1808)	Hicks & Cornwell (Second Street)	Leonard Lawrenc e, James Van Curen (Forsyth Street)	Charles Graham, James Rile (109 Forsyth Street)	Chas. Graham (307 Broome Street)	James Bryan, porterhouse (307 Broome Street)  Joseph Silva, oysters, Richard Carran, mason, J. H. Bishop, clerk, Elizabeth Storey, John Faucett, whitesmith, J. F. Vortman, jeweller, Louis Bernhard, tailor (109 Forsyth Street)	John Mahoney (307 Broome Street)	John Gerken (307 Broome Street)	John Torker (307 Broome Street)
107 Forsyth Street (15) (Second Street in 1808)	Jamison Cox	Jameson Cox	Wm. Fox	James Hillman	Albert Spencer, medicines	A. Y. Pringle	A. Y. Pringle	A. T. Pringle
105 Forsyth Street (16) (Second Street in 1808)	Widow Shafer	Widow Shafer	Jamison Cox	Jameson Cox	Anne Cox	Ann E. Cox	Ann E. Cox	Annie E. Cox
103 Forsyth Street (17) (Second Street in 1808)	Widow Shafer	Widow Shafer	Wm. M. Stillwell, F. Bogarders	William M. Stillwell	Richard Hallowran, druggist, Richard Hornsey, tailor, Henry Biggins, die sinker REAR Daniel Raferty, cabtnmkr, Richard McKenny, laborer, Walter O'Shea, packer, Conrad Halmg, tailor, Leopold Habrailgel, tailor, Charles Bihjuin, cabinetmkr, Louis Weimberg, tailor	Joseph Silva	Chas. Falbach, military Mch 11/69 H.S.J.	C. B. Falbrach



**Second Avenue Subway - Phase 1A Alternative Archaeological Assessment**

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
101 Forsyth Street (18) (Second Street in 1808)	Henry Carvier, Joseph Ferris, Mr. Palmer	Andrew Wheeler	Acter Civill	Est. A. Austin	Anderson Bogart, hatter, Catherine Hickey, nurse, Clarissa Ladd, nurse REAR Pingus Pingusson, segrs, Richard McCarthy, ship carpenter, Alex Whitelaw, soap boiler, James McKinnon, fireman, Patrick Lyons, porter, Solomon Levi, tailor, Frederick Wahr, tailor, Sarah Hunt, shoebinder, Henry Frank, tailor Phillip Shilling, shoemaker	Anderson Bogart	Anderso n Bogart	Anderson Bogart
99 Forsyth Street (19) (Second Street in 1808)	see 101 Forsyth Street above	Andrew Wheeler	Henry Quiripel, Executor to the Estate of Courvoisie r	John Oakley	Utel West, coppersmith, Jacob Vanhovenberg h, painter	Daniel West	Danl. West	Daniel West
97 Forsyth Street (20) (Second Street in 1808)	Wm. L. Bove, James Smith	Daniel Bartinet	Heirs of T. Underhill	John Oakley	Jane Bell, Susan Sarine, Benjamin Hicks, builder REAR Henry Bullwinkle, putty, James St. John, jack screws, D. S. Stewart, carver, J. T. Welling, boxmaker	Benjamin W. Hicks	Benj. W. Hicks	Benjamin W. Hicks
95 Forsyth Street (21) (Second Street in 1808)	Alexande r Fink	Mrs. Mincers, Heirs of Alexand er Fink	John Gardener	Mrs. Millner	no info.	Isaac Stevens	Isaac Stevens, military Jan 19 <sup>th</sup> 1869	Isaac Stevens

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
93 Forsyth Street (22) (Second Street in 1808)	Alexander Fink	Mrs. Mincers, Heirs of Alexander Fink	no info.	no info.	John Hook, billiards, Lester Loyd, daguerotypist, M. A. Nicholson, B. Laventhorp, tailor, Lewis Zerronner, liquors, Jacob Fauth, paper carrier, Michael Egan, carpenter REAR Isaac Stephens, carpenter, Christian Laux, cabinetmaker, Henry Dorr, cabinetmaker	no info.	no info.	no info.
120 Chrystie Street/ 321 Broome Street (7) (Chrystie Street was First Street in 1808)	no info.	St. Stevens Church (property referred to as 114-120 Chrystie Street, corresponding to 118 and 120 Chrystie Street)	St. Stephens Church	St. Stephens Church	St. Stephens Church  Jobst Myer, grocer Adam Stark, shoemaker (323 Broome Street, at Chrystie Street)	(St. Stephens Church)	Frederick Fink (321 Broome Street)	F. Finck (321 Broome Street)
118 Chrystie Street (6) (First Street in 1808)	no info.	see 120 Chrystie Street above	St. Stephens Church	St. Stephens Church	St. Stephens Church	(St. Stephens Church)	Louis Vertenheimer	Louis Vertheimer
116 Chrystie Street (5) (112 Chrystie Street in 1820, First Street in 1808)	Mr. Ogden & Co.	Andrew Ogden	no info.	no info.	J. J. Dean, undertaker	Vestry of St. Stephens Church	Louis Vertenheimer	John Laser
114 Chrystie Street (4) (110 Chrystie Street in 1820, First Street in 1808)	Mr. Ogden & Co.	Andrew Wheeler	Mr. Morgan Agent	Jay Jarvis	Margaret Hunt, Ezra Frost, dry goods	Jay Jarvis	Mr. Spall	Mrs. Shucks
112 Chrystie Street (3) (108 Chrystie Street in 1820, First Street in 1808)	Andrew Minucc	Andrew Wheeler	Wm. M. Stilwell	William M. Stilwell, minister deduction	(Rev.) W. M. Stilwell	Est. Wm. Stillwell	Mr. Reinhart	Mrs. Spall
110 Chrystie Street (2) (106 Chrystie Street in 1820, First Street in 1808)	Mr. Lawrence	Lancaster Burling, John L. Robinson	Lancaster Burling, Robert Giles Jr.	Lancaster Burling	D. R. Mangarm, dry goods	Lancaster Burling	E. O. Burling	Mr. Spall

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
108 Chrystie Street (1) (104 Chrystie Street in 1820, First Street in 1808)	Alexander Fink	Alexander Fink	Mrs. Fink	Elizabeth Fink	Margaret Fink, James Jones  John Klein, weaver (106 Chrystie Street)  James Thompson, fruits (104 Chrystie Street)	Margaret Fink	Margaret Fink	Mr. Reinhardt crossed out, Morris Alexander penciled at side
270 Grand Street (22) (252 Grand Street in 1834 and 1844)	no info.	see below	John Minuse, James Weir, Square Sacket	Joseph Jackson	no info. (although see 104 and 106 Chrystie Street above)	George Peck	Wm. Runk	William Runk
268 Grand Street (23) (250 Grand Street in 1834 and 1844)	no info.	see below	James Lounsberry, R. C. Folger	James Lounsberry	Elias Combs, fancy store	James Lounsberry	James Lounsberry	William Lounsberry
266 Grand Street (24) (248 1/2 Grand Street in 1834 and 1844)	no info.	see below	Mrs. Ennefs, E. F. Bakers	John Brinkley	James Weir, apothecary	James Wier	James Wier	James Weir
264 Grand Street (25) (248 Grand Street in 1834 and 1844)	no info.	see below	Benjamin Andrews, E. M. Dolbeare	Benjamin Andrews, Noah Stoddard, juror	Noah Stoddard, dry goods, Stephen Underhill	Benjamin Andrews	Benj. Andrews	Benjamin Andrews
262 Grand Street (26) (246 Grand Street in 1834 and 1844)	no info.	see below	James Lounsberry, John Crawford	James Lounsberry	Nathan Solomon, capmaker, David Stineberg, dentist	James Lounsberry	Jas. Lounsberry	James Lounsberry crossed out, Alfred Jewell penciled in
260 Grand Street (27) (244 Grand Street in 1834 and 1844)	no info.	see below	Edwin Fink	William B. Corning	Barnett Aaron, segars, Moses Hart, pedler	William Corning	Wm. Corning	William Corning
258 Grand Street (28) (242 Grand Street in 1834 and 1844)	no info.	see below	Edwin Fink	Catharine Ketcham	O. F. Wentworth, confectioner REAR John De Young	Jacob Wall	Jacob Wall	Jacob Wall
256 Grand Street (29) (240 Grand Street in 1834 and 1844)	no info.	see below	Samuel Sparks	Henry Norris, Benjamin Aloro, juror	G. H. Perryman, artificial flrs, Albro Brothers, grocers, George Albro	Henry Morris	Henry Morris	Henry Morris
254 Grand Street (30) (238 Grand Street in 1834 and 1844)	no info.	see below	James Lounsberry	James Lounsberry	Nehemiah Lounsberry, carpets, J. L. Marsh, clerk, James Johnson, Thomas Whitlock, sashmaker	James Lounsberry	James Lounsberry	James Lounsberry crossed out, John Wilkin penciled in

## **Second Avenue Subway - Phase 1A Alternative Archaeological Assessment**

Note: For 1820 tax assessment records, no street addresses or lot numbers are given for Broome Street, Grand Street, or most of Chrystie Street. Three lots on Grand Street are listed, all associated with Alexander Fink, with Noah Pratt, Elias Smith and Jacob Frost as jurors. For 1808 tax assessment records, there are few ward, lot or street numbers. No owners or occupants listed in the 1820 records are on the 1808 records for Broome Street or Grand Street, although an Alexander Fink is mentioned once on Grand Street. Lots may have entirely different owners or occupants, exempt from taxes, or vacant.

### ***Precontact Sensitivity:***

The area of Block 418 and the adjacent Forsyth and Grand Street roadbeds was open, relatively flat meadowland in precontact times and was about 2,200 feet to the northeast of a fresh water source (Viele 1865). The area would have been suitable for habitation or use; but no sites have been recorded specifically in the immediate vicinity of the APE. The area is in the immediate vicinity of an area of land called "Werpoes" by Native Americans, as recorded in a land patent from 1651 (Stokes 1928: 72), and a habitation site called "Schepmoes" was recorded to the north of the APE at approximately East 10th Street and Second Avenue (Grumet 1981). Native American habitation sites or other activity areas were likely present in the general area during the precontact era.

However, post-contact activities since then would have likely disturbed precontact remains to some degree. This includes farming, which occurred during the 17<sup>th</sup> century under the Dutch West India Company and during the 18<sup>th</sup> century when the area was James Delancey's farm (Stokes 1928; Grim 1744; Delancey Farm Map 1865). However, plowing would not have disturbed more than about one foot beneath the surface, but as such, it is very unlikely that surface scatter or other surface remains from the precontact era would still exist. Thus, if any precontact era archaeological remains still exist, they would be more likely to be subsurface remains such as storage or trash pits.

Soil Boring C6-14 (Raymond International Inc., 1974, also see Appendix 4.6.7.3) indicates that there is fill extending below grade to about 14 to 15 feet in depth, and there is up to 22 feet of fill near the corner of Chrystie and Grand Streets (Boring R, Appendix 4.6.7.3) which would be associated with 19<sup>th</sup> century development. If the precontact surface lies buried beneath the fill, assuming the fill represents introduced strata, then 19<sup>th</sup> and 20<sup>th</sup> century development may not have impacted potential precontact levels, as even structures with basements may not have extended more than 15 feet below the surface. However, the water table has been observed as deep as 33 feet below the surface (see Appendix 4.6.7.3), and so 19<sup>th</sup> century wells may have extended to that depth. Therefore, the APE is considered to be moderately sensitive for precontact remains from about 15 to 20 feet below grade for much of the APE, and from about 23 to 28 feet below grade at the corner of Chrystie and Grand Streets.

### ***Historical Sensitivity:***

This area falls within farmlands associated with the Bouwery parcels administered by the Dutch West India Company during the 17<sup>th</sup> century (Stokes 1918). In particular, the APE is located in a section assigned to Gerrit Jansen in 1645. During the 18<sup>th</sup> century, the entire parcel became part of James Delancey's Farm (Figure 4.6-2, Ratzer 1767; Grim 1744; Delancey Farm Map 1865; Stokes 1918). No particular structures are shown within the APE during these times, but this does not preclude the possibility of their existence.

By 1766 there is a major road that passes through the APE from Bowery to the East River; on the Montresor map (1766) the road is labeled "Road to Crown Point." North of this road the land is indicated as farmlands, and south of the road appears to be vacant land. The Ratzer map which came out the following year indicates the block in its present form, albeit the streets are not all named (Figure 4.6-2, 1767).

At the end of the 18<sup>th</sup> century, when Manhattan was under British occupation, fortification walls passed directly through the APE (British Headquarters Map 1782, 1797). The palisade is shown running east-west just north of Grand Street. An attached fortification structure or garrison is shown attached to the south side of the wall north of Grand Street directly between Forsyth and Chrystie Streets. The structure is shown as two nearly touching L-shaped walls. The structure and wall are located within the southern two thirds of the block.

Lower Manhattan, up to and including the APE, was fully gridded by 1797 (Taylor Roberts). While in 1797 the fortification wall is not shown, a structure is depicted at the northwest corner of the block (Ibid.). Further maps do not show development on the block prior to 1852, except for the presence of St. Stephen's Episcopal Church, which is indicated on the northwest corner of the block on the Commissioner's Plan of 1811. A brief history of the church states that the congregation first came together in 1805 and built the church soon afterwards, holding its last service in 1866 (Inskeep 2000: 173-4).

The church had an associated cemetery that was located several blocks north, at (then) First Street between First and Second Avenues, outside of the APE. More specifically, First Street, which opened in 1817, is stated as having "passed through the cemeteries of St. Stephen's Protestant Episcopal Church (at Broome and Christie Streets [referring to the location of the Church, not the cemetery]) and of the Methodist Congregation" (Greenwald 1933). Burials were also conducted in the cathedral vaults of St. Stephen's Church as well. However, all remains from the cemetery and the church vaults were ultimately removed and transferred to Cypress Hills Cemetery in Brooklyn (Inskeep 2000).

However, there is the remote possibility that there are burials within the APE, (Lots 5-10, 118-120 Chrystie/321-315 Broome Streets), as it cannot be assumed that there were never any burials on the church grounds (Lots 6 and the back half of Lot 5 in particular, which were open yard areas at 118 and 120 Broome Street). However, since burials from the vaults beneath the church were reportedly removed, and would have been easily accessible, it is fairly unlikely that these burials still remain. Conflicting with historical reports that the church was built in 1802, the 1797 Taylor Roberts maps shows a structure on the northwest corner of the block, in the church's location, and Broome Street was named St. Stephen's Street 50 years earlier (Maerschallck 1855).

By 1852, the block is shown as fully developed with 39 structures (Dripps 1852). Property assessments dating from 1808 indicate that Chrystie and Forsyth Streets were lotted for development by that time, and lots on Broome and Grand Streets were taxed by 1820 (see tax table, above). Many structures are later shown with stores on their first floors (Figure 4.6-4 Perris 1857-62; Sanborn 1894). The occupants of the block by the mid-19<sup>th</sup> century included



as many skilled as non-skilled workers (see 1851 Directory information, tax table, above). The Viele map (1865), shows that sewers were available by mid-century, and while many structures probably had indoor plumbing, some may have continued to depend on wells and privies. During the 19<sup>th</sup> century, it is likely that wells or privies were present in some of the open yard spaces at the time, which are detailed below.

Between 1925 and 1930, all structures on the block were razed (Bromley). In the next five years, the block was re-developed as the Sara Delano Roosevelt Public Park (Bromley 1935). Broome Street was blocked off by the park, but Grand Street remained a thoroughfare. Chrystie Street was widened by about 30 feet to the east, defining the west boundary of the park and this APE. Forsyth Street was widened by about 20 feet to the west, defining the east boundary of the park. The center of the park was initially indicated as a "Depressed Area," which probably did not extend below reported fill levels discussed below (Bromley 1934).

Soil Boring C6-14 (Raymond International Inc., 1974) indicates that the predevelopment surface, if it remains, would be located under about 15 feet of fill. However, the water table has been observed as deep as 33 feet below the surface (see Appendix 4.6.7.3), and so wells are likely to have reached that depth.

Along Grand Street, two transportation lines have been indicated as part of the "Met. St. Ry. Co." railway, one line of which turns onto Forsyth Street (Colton 1856; Hyde 1913). These would not have impacted the APE. Sewer lines, measuring 4' x 2'8" and made of brick, were indicated on the east side of Forsyth Street and the south side of Grand Street (Hyde 1913). WPA Subsurface Conditions Maps (Map No. 85, 1937; Map No. 73, 1939) detail clusters of utilities under both Forsyth and Grand Streets. The utilities under both streets include telephone and electricity ducts, gas and water pipes and postal cables, all of which are located five feet or less beneath the surface of the roadbed and were not located under the sidewalk at the time. The sewer line is shown in the middle of the street and is considerably deeper, located ten feet below the surface. The utilities do not appear to have impacted levels below the fill.

Overall, several lots on the block had small open yards prior to the construction of the park. Larger yards were present on Lots 10, 9 and 8 (315, 317 and 319 Broome Street), Lots 17 and 21 (103 and 97 Forsyth Street), and Lots 6 and 5 (118 and 116 Chrystie Street). Smaller yards were present on Lots 12 and 11 (311 and 313 Broome Street), Lots 16, 18, 19 and 20 (105, 101, 99 and 97 Forsyth Street), Lots 4, 3, 2 and 1 (113, 112, 110 and 108 Chrystie Street) and Lots 23, 24, 25 and 26 (268, 266, 264 and 262 Grand Street). Structures on Lots 2, 4, 18 and 19 also had narrow airshafts along the sides of the buildings which may have afforded open areas on the ground (Bromley 1925; Sanborn 1905). Any of these areas have the potential to hold shaft features such as wells or privies from earlier buildings on the block dating from the 19<sup>th</sup> century or earlier. These potential 19<sup>th</sup> century features may be located within the fill layer, while earlier remains would probably be located beneath the fill, although 19<sup>th</sup> century wells would pass below the fill layer to encounter water.

Additionally, many lots never had structures with basements; in sum, only 13 structures had basements at all. The lots without basements include Lots 10, 9, and 8 (315, 317 and 319 Broome Street), Lots 14, 16, 17, 21 and 22 (109, 105, 103, 95 and 93 Forsyth Street), Lots 7, 3, 2 and 1 (120, 112, 110 and 108 Chrystie Street), and Lots 23, 24, 25, 25, 29 and 30 (268, 266, 264, 262, 256 and 254 Grand Street). These areas are less likely to have disturbed any possible earlier shaft features from the 17<sup>th</sup> or 18<sup>th</sup> centuries, even though these remains would probably have been protected by fill.

In sum, the APE including Block 418 and the surrounding Forsyth and Grand Street roadbeds is moderately sensitive for potential pre-19<sup>th</sup> century historic remains in its entirety, if in fact the pre-19<sup>th</sup> century surface is located beneath and protected by between 15 and 22 feet of fill. More specifically, the southern two thirds of the block is highly sensitive for fortifications from the end of the 18<sup>th</sup> century, including a small fort as well as a wall (British Headquarters Map 1782, 1797).

For 19<sup>th</sup> century features such as wells or privies, the APE is moderately sensitive in former open yard areas on Lots 1-6, 8-12, 16-21 and 23-26 within the fill level from the current surface down to at least the depth of the water table, which lies about 33 feet below grade. There is also the moderate to minimal potential for historical burials on the back of Lot 5, all of Lots 6-10, and particularly the yard areas of Lots 5 and 6, which were associated with St. Stephen's Church during the first half of the 19<sup>th</sup> century. While the St. Stephen's cemetery was located off-site and all burials were reportedly relocated, there is the possibility that there may have been unrecorded burials on the church grounds. The APE is potentially sensitive for these historic resources from the surface down to about six feet below the fill, which extends to between about 14 and 15 feet below grade here.

**Former Block 305 (now Block 302 north):**

The Sara Delano Roosevelt Park APE includes the northern portion of Block 302, formerly known as Block 305, bounded by Grand Street to the north, Forsyth Street to the east, Chrystie Street to the west, and Block 302 south of Sara Delano Roosevelt Park (Figure 4.6-1). Included in the APE is the former Hester Street roadbed, which was once a through-way between Forsyth and Chrystie Streets but currently does not extend through the park. The Forsyth Street roadbed between Grand and Hester Streets is also included in the APE. The Grand Street roadbed between Forsyth and Chrystie Street is discussed in the preceding section which addresses Block 418. Block 305, as originally developed, contained 37 lots. All of the lots facing Chrystie Street (Lots 1-13) were truncated by approximately 30 feet on the west side when Chrystie Street was widened during the construction of the park in the 1930s. All of the lots facing Forsyth Street (Lots 20-32) were truncated by approximately 20 feet on the east side when Forsyth Street was widened during the construction of the park.

***Cartographic History:***

Grim Plan 1744: The APE appears to be in farmlands possibly associated with the residence of "J. Delancy's Farm" located outside of the APE to the northwest. A lateral road between the approximate locations of Grand and Hester Streets today runs east off of the old Bowery Road to Boston, the current location of Bowery. This road would have crossed the northern section of the APE. What appears to be a small pond is shown on the eastern side of Bowery at this lateral road, located a few hundred feet from the western side of the APE. Other than fences shown along the roads, there are no other structures within this section of the APE.

The APE here is located about 1,800 feet northeast of the Collect Pond, a source of fresh water. The APE is also around 2,000 feet outside of the walled section of Manhattan to the south.

Maerschallck 1755: The High Road to Boston (later Bowery) is present, and streets are laid out on the west side of Bowery including Judith's Street (later Grand Street) and Hester's (sic) Street. However, these streets are not shown extending east past Bowery into the area of the APE. There are no structures shown within the APE.

Montresor 1766: Bowry Lane (sic) is present, as are Chrystie, Forsyth, Grand and Hester Streets (unlabeled). There are no structures indicated within the APE, which is shown as vacant land.

Ratzer 1767: Figure 4.6-2. Bowry Lane (sic) is shown, as are Chrystie Street, Forsyth Street (both unlabeled), Grand Street and Hester Street (labeled). There are no specific structures indicated on the APE, but shaded which may indicate it is developed. One block east of Grand Street, outside of the APE, is a two-block by two-block area labeled "Great Square."

British Headquarters

- Map 1782: This particular map is not highly detailed, but the area of the APE is shown. A fortification wall is indicated running east-west just north of Grand Street. Within the APE, there is a row of structures indicated along the east side of Chrystie Street between Grand and Hester Streets.
- Directory Plan 1789: Nearly all of the streets surrounding the APE are now labeled, including First Street (later Chrystie Street), Second Street (later Forsyth Street), Eagle Street (later Grand Street), and Pump Street (later Hester Street). A note regarding Pump Street: the same street was called Hester Street on the west side of Bowery throughout the historic period into the present (including the present Directory Plan). The street south of Hester Street was temporarily called Pump Street, and is now Canal Street. There are no specific structures indicated in the APE, but the area is shown as developed.
- British Headquarters Map 1797: This map is somewhat similar to the earlier 1782 British Headquarters Map. Fortifications are found just north of the APE between Broome Street and Grand Street. However, only one structure is indicated within the APE, on the corner of Forsyth and Grand Streets.
- Taylor Roberts 1797: First Street (later Chrystie Street), Second Street (later Forsyth Street), Grand Street and Eagle Street (later Hester Street) are shown. Structures are shown on each of the corners of the block except for the southeast corner, with two additional structures on Chrystie Street and another structure on Forsyth Street. The freshwater pond is still indicated about eight blocks southwest of the APE.
- Bridges 1807: First (Chrystie) Street, Second (Forsyth) Street, Grand Street and Hester Street are shown. No structures are indicated in the APE, few are shown on the map. The Collect Pond is not shown on this map.
- Commissioner's Plan 1811: The APE is the same on this plan as shown on Bridges.
- Hooker 1829: All modern street spellings are used on this map: Chrystie Street, Forsyth Street, Grand Street and Hester Street.
- Colton 1836: This map is similar to Hooker 1829.
- Tanner 1836: This map is the same as Colton 1836.
- Bradford 1838: This map is the same as Colton 1836.
- Mitchell 1846: This map is the same as Colton 1836.
- Dripps 1852: This is the first map to show the block fully developed. A total of 59 structures are shown. Within the APE, 37 structures face the street while 22 are located on the interior of the block. Nearly all of the lots have yards and all but one lot have structures on them.
- Colton 1856: This map is the same as Colton 1836.
- Perris 1857-62: Figure 4.6-5. This is the first depiction of lots with street numbers and structural details. No lot numbers are given here. Details are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*269 Grand Street (20)* The lot is entirely covered by a brick structure with commercial use.

*267 Grand Street (19)* This lot is almost entirely covered with a brick structure.

*265 Grand Street (18)* This lot is nearly entirely covered with a commercial structure, with only a very narrow open area in back.

*263 Grand Street (17)* A commercial frame structure occupies the front of the lot with a brick section in back and a very narrow open area at the very back of the lot.

*261-255 Grand Street/98 Chrystie Street (13)* This large corner lot is entirely covered by a store or warehouse.

*85 Forsyth Street (21)* This lot has a commercial brick structure at the front with a smaller open yard and warehouse or store space in back that connects to the lot to the south (Lot 22) and is connected in back with the large structure in Lot 13 (see above).

*83 Forsyth Street (22)* This lot has a commercial brick structure at the front equal to that on Lot 21 (above) with a smaller open yard and warehouse or store space in back that connects to the lot to the north (Lot 21) and is connected in back with the large structure in Lot 13 (see above).

*81 Forsyth Street (23)* This lot has a commercial frame structure in the northeast corner with a smaller brick building immediately behind it. A large alley on the south side leads into a larger back yard. In back is a brick structure labeled "Special Hazards."

*79 Forsyth Street (24)* Two commercial frame structures are present along the north side of the lot with open alley space south and west of them. In the very back of the lot is a brick structure labeled "Special Hazards."

*77 Forsyth Street (25)* Three interconnected commercial frame structures plus an additional outbuilding are present along the south side of the lot. An alleyway along the north side leads into a small yard and a brick structure at the very back of the lot.

*75 Forsyth Street (26)* A commercial brick structure is present at the front of the lot with an alleyway along the south side leading to an open yard and another brick structure at the back of the lot.

*73 Forsyth Street (27)* Three frame structures and an outbuilding are present along the north side of this lot. An alleyway along the south side leads to open yard space in the back.

*71 Forsyth Street (28)* Commercial brick structures are present at the front of the lot with a yard separating them from another smaller brick structure in back.

*69 Forsyth Street (29)* A commercial brick structure at the front of the lot is separated from another brick structure at the back by a yard.

*67 Forsyth Street (30)* A commercial brick structure at the front of the lot is half labeled "Special Hazards" (on the north side). A yard separates this structure from another brick structure in back.



*65 Forsyth Street (31)* This lot has a sequence of brick structures, the front structure is labeled commercial. An alleyway is present along the south side with small open spaces behind the front structure and along the back of the lot.

*63 Forsyth Street/121 Hester Street (32)* This lot has three small commercial structures: two are frame and one is labeled "Special Hazards." A small yard area is present in the northwest corner.

*123 Hester Street (33)* This small lot has a frame structure in front and a smaller brick structure adjoining it in back with a small yard.

*125 Hester Street (34)* This lot has two small frame structures and a small yard in back.

*127 Hester Street (35)* Two interconnected frame structures and a very small brick structure occupy this lot, which has a small L-shaped yard.

*129 Hester Street (35)* Two interconnected frame structures occupy this lot which has a small yard in back.

*131 Hester Street (35)* This lot has a brick structure in front and a small yard in back.

*133 Hester Street (37)* This lot has a brick structure in front and a small yard in back.

*135 Hester Street/74 Chrystie Street (1)* This lot has a commercial brick structure that occupies most of the lot with a small yard on the east side.

*96 Chrystie Street (12)* This lot has a commercial brick structure facing the street, a yard, and another brick structure in back.

*94 Chrystie Street (11)* This lot has five interconnected frame structures in front and along the north side with another frame structure in the back that is labeled "Special Hazards." Open yard area is present along the middle-south side.

*92 Chrystie Street (10)* This lot has a large commercial brick structure over most of the lot, a small yard and another small structure in back.

*90 Chrystie Street (9)* A commercial brick structure faces the street with an alleyway along the north side that leads to a yard and another brick structure at the back of the lot.

*88 Chrystie Street (8)* This lot has a frame structure in front, an alleyway along the south side leading to a larger yard and a brick structure at the back of the lot.

*86 Chrystie Street (7)* This lot has a commercial brick structure in front that is labeled "Special Hazards" along its south side with a small alleyway on the south side as well. There appears to be a wooden structure that connects this structure through an open yard to a brick structure in the back of the lot.

*84 Chrystie Street (6)* This lot has a brick structure facing the street that is less than half the size of the lot and open yard in back.

*82 Chrystie Street (5)* This lot has a commercial brick structure in front with a smaller brick structure attached, a medium sized yard, and a small outbuilding along the back of the lot.

*80 Chrystie Street (4)* This lot has a brick structure at the front, a yard, and a brick structure labeled "Special Hazards" at the back of the lot, with a very narrow open area at the very back.

*78 Chrystie Street (3)* This lot has four interconnected frame structures in the front, a medium sized yard, and a brick structure in back labeled 'Special Hazards'.

*76 Chrystie Street (2)* This lot has a commercial brick structure that occupies most of the lot with a small yard in back.

Mitchell 1860:

This map is the same as Colton 1836.

Vielé 1865:

This topographic map shows the APE to lie within relatively flat meadowlands. Sewer pipes are shown on Grand Street, Chrystie Street and Forsyth Street. The Collect Pond is depicted on this map.

Delancey Farm Map  
1865:

This map shown proposed block and lot divisions; while blocks are consistent with prior and subsequent depictions, lots depicted here are not representative of development shown on other maps and atlases. There are no structures indicated within the APE.

Vielé 1874:

This map is similar to Vielé 1865.

Bromley 1879:

This atlas shows schematized lots with alternative numbers. Within the APE, the large structure in the northwest corner is labeled "Lord & Taylor Dry Goods." Two elevated transportation lines are shown on Grand Street. Additionally, a fire hydrant is indicated at the northwest corner of Forsyth Street and Hester Street.

Robinson 1885:

This map does not have quite the detail as Perris 1857, and uses the same lot numbers as Bromley 1879. There is one fire hydrant shown in front of 81 Forsyth Street, one in front of 63 Forsyth Street, and one shown in front of 135 Hester Street. Transportation lines are shown on Grand Street.

Differences or additional details about the lots or structures are listed below, with lot numbers in parentheses.

*269 Grand Street (20)* The structure has stone facing.

*263 Grand Street (17)* This lot, comprised of a small frame and larger brick structure, is labeled "J. T. McGuire Dry Goods."

*261-255 Grand Street/98 Chrystie Street (13)* This large corner structure is labeled "Lord & Taylor Dry Goods," and is connected with 85 and 83 Forsyth Street (Lots 21 and 22). The corner structure itself has stone facing.

*85 and 83 Forsyth Street (21 and 22)* These lots are joined with the Lord & Taylor on the northwest corner of the block. The structure on these lots is brick.

*81 and 79 Forsyth Street (23 and 24)* These two lots have two large structures, one frame and one brick, both are stables. They are joined by a smaller brick structure between them along the south side of the

lots. Connecting with the two lots on the west that face Chrystie Street (Lots 10 and 11), these four lots are labeled "W. H. Silberhorn & Bros. Pork Packers."

*77 Forsyth Street (25)* The structure is shown as brick.

*73 Forsyth Street (27)* A brick structure is shown at the front of the lot with a yard and another brick structure in back.

*123 Hester Street (33)* The structure is shown as brick.

*94 and 92 Chrystie Street (11 and 10)* These two lots are covered by a brick structure, and together with Lots 23 and 24 to the east, are labeled "W. H. Silberhorn & Bros. Pork Packers."

*90 Chrystie Street (9)* This shows the front structure as frame.

*84 Chrystie Street (6)* The brick structure at the front of the lot has stone facing and there is an additional brick structure at the back of the lot. There is a small yard between the structures.

*80 Chrystie Street (4)* The structure at the back of the lot is a stable.

*78 Chrystie Street (3)* The lot now has a large stone-faced building on most of the lot with a yard in back.

Robinson 1893:

Some changes have occurred in the lots, they are noted below with lots in parentheses:

*269 Grand Street (20)* This structure is shown as just brick.

*259, 257 and 255 Grand Street/98 Chrystie Street (13)* "Lord & Taylor Dry Goods House" is linked to 79-85 Forsyth Street (see below).

*85, 83, 81 and 79 Forsyth Street (21, 22, 23 and 24)* These four lots are covered by a brick structure that is part of "Lord & Taylor Dry Goods House" on Lots 12 and 13 at the corner of Broome and Chrystie Streets. Lots 23 and 24 are no longer stables.

*96 Chrystie Street (12)* This structure is shown with stone facing.

*94 and 92 Chrystie Street (11 and 10)* These two lots are no longer labeled "Pork Packers."

*88 Chrystie Street (8)* This lot was previously shown with a frame structure in front and a brick structure in back with a yard in between; now there is one brick structure that covers most of the lot with a small yard in back.

Sanborn 1894:

This map includes different information about each lot, including number of stories for each structure and use in some cases. Fire hydrant locations are the same as noted on Robinson 1893. Six inch pipes are depicted on Forsyth Street and on Hester Street; each street is 50 feet wide.

Details or changes about specific lots are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*269 Grand Street/87 Forsyth Street (20)* The structure has five stories.

*267 Grand Street (19)* The structure has four stories

*265 Grand Street (18)* The structure is a class-D store or warehouse (first-class construction) with five stories in front, one and two stories in back.

*263 Grand Street (17)* The structure has four stories.

*261-255 Grand Street/98 and 100 Chrystie Street (13)* The majority of this structure is four stories, it is five stories at 98 Chrystie Street and is three stories in the southeast corner where it connects to 85-79 Forsyth Street.

*85, 83, 81 and 79 Forsyth Street (21, 22, 23 and 24)* These four lots are connected to the larger structure in Lot 12 and have interconnected structures that are largely four stories, with smaller sections in the northwest corner that are three, two and one story.

*77 Forsyth Street (25)* The structure at the front is five stories and the structure in back is three stories.

*75, 73, 71, 69 and 67 Forsyth Street (26, 27, 28, 29 and 30)* Each of these lots has a five story structure in front and a smaller five story structure in back with a yard in between.

*65 Forsyth Street (31)* This lot has a five story structure in back, with a sequence of smaller structures in back against the north side of the lot which are one, five and four stories.

*63 Forsyth Street/121 Hester Street (32)* At 63 Forsyth Street the structures are two or one story, while 121 Hester Street has a two story structure.

*123 Hester Street (33)* This lot has a two story class-g frame structure of First-class construction with smaller two and one story structures along the west side.

*125 Hester Street (34)* This lot two structures with two stories and a smaller one story structure along the east side.

*127, 129 and 131 Hester Street (35)* Four interconnected seven story class-b warehouses of second-class construction occupy most of this lot.

*133 Hester Street (37)* A class-e three story store or dwelling of second-class construction occupies most of this lot.

*135 Hester Street/74 Chrystie Street (1)* A four story structure occupies most of the lot with a small one story structure on the east side facing Hester Street.

*96 Chrystie Street (12)* A four story stone faced structure occupies this lot which is interconnected with Lots 11 and 10, which together are labeled "Provisions."

*94 Chrystie Street (11)* This structure has five stories in front and three stories in back with a steam boiler in the back northeast corner. Together with Lots 12 and 10, it is labeled "Provisions."

*92 Chrystie Street (10)* This structure is four stories in front and one, two and three stories in back. There may be steam boilers at the back of the lot. Together with Lots 11 and 12, it is labeled "Provisions."

*90 Chrystie Street (9)* There is a four story structure at the front of the lot and a three story structure at the back of the lot.

*88 Chrystie Street (8)* A class-D five story store or dwelling of first-class construction occupies most of the lot.

*86 Chrystie Street (7)* A six story structure occupies the front of the lot and a five story structure is present at the back of the lot.

*84 Chrystie Street (6)* A stone-faced five story structure occupies the front of the lot and another smaller five story structure is present at the back of the lot.

*82 Chrystie Street (5)* A three story structure is present at the front of the lot and a five story structure occupies the back of the lot.

*80 Chrystie Street (4)* A three story structure occupies the front of the lot while a small class-g one story frame store or dwelling of first-class construction is present immediately behind it on the south side of the lot. At the back is a class-d two story store or dwelling of first-class brick construction.

*78 Chrystie Street (3)* A stone-faced five story building occupies most of the lot.

*76 Chrystie Street (2)* A class-e four story store or dwelling of second-class brick construction occupies most of the lot.

Bromley 1897:

The block appears similarly as depicted on previous maps and atlases (Sanborn 1894; Robinson 1893).

Details or changes about specific lots are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*263 Grand Street (17)* This structure is shown with a metal front.

*121 Hester Street (32)* This structure is shown as frame construction with a brick front or foundation.

*125 Hester Street (34)* This structure is shown as frame construction with a brick front or foundation.

*82 Chrystie Street (5)* The front structure on this lot is shown with three stories and a basement. It is the only structure on the block shown with a basement.

*80 Chrystie Street (4)* The back structure is indicated to be a stable.

Sanborn 1905:

Many changes have occurred in the northern section of the APE. Lord & Taylor no longer occupies Lots 12 and 21-24 and a variety of new establishments now occupy those spaces. This map is particularly detailed with identified structures, and many buildings are indicated with basements. These additional details and changes to lots are described below, with lot numbers in parentheses.

*269 Grand Street (20)* This building has a basement and a sub-cellar and houses a synagogue as well as a store and light manufacturing.

*267 Grand Street (19)* This structure has a basement and houses a store and light manufacturing.



*265 Grand Street (18)* This structure has a basement in all areas except for the very back of the lot and houses dwellings and a restaurant.

*263 Grand Street (17)* This structure has a basement except for at the very back of the lot and houses a store and light manufacturing.

*261-255 Grand Street/98 Chrystie Street (13)* This large corner lot which once housed a Lord & Taylor Dry is now largely home to "The Grand Theater." Only a small structure at 261 Grand Street has a story in the first floor and light manufacturing. All areas of the lot have basements except for a small area at the front of 98 Chrystie Street. The Grand Theater has the following notes: "Heat: steam, Lights: gas & elec., four stand pipes...water tank, 5,500 gallons capacity." The stage is located along the east side of the lot and asbestos is indicated.

*85 and 83 Forsyth Street (21 and 22)* Once part of the Lord & Taylor Dry Goods store, these two lots house bowling alleys and stories on the first floor, dance halls and lodge rooms on the upper floors. All structures on the lot have basements except for a small two story structure in the middle of Lot 21.

*81 and 79 Forsyth Street (23 and 24)* These lots were also part of the Lord & Taylor Dry Goods store, but now house a large independent structure with a basement. The first floor and basement house Turkish baths, the second floor houses a synagogue, the third floor, a steam laundry; and the fourth floor, a collar and cuff factory. A steam boiler is shown in front of 81 Forsyth Street

*77, 75, 73 and 71 Forsyth Street (25, 26, 27 and 28)* Each of these lots has a mixed commercial/residential structure in front and a dwelling in back with a yard in between. No structures are depicted as having a basement. Lot 25 has a small structure in the back yard and Lots 26 and 27 each have two small structures in the back yards.

*69 and 67 Forsyth Street (29 and 30)* Each of these lots has a mixed commercial/residential structure in front with a basement and a dwelling in back with a yard in between. The front structure at 67 Forsyth Street houses a bakery. Both have small structures in the back yard.

*65 Forsyth Street (31)* The structure on this lot has a basement.

*63 Forsyth Street/121 Hester Street (32)* The structure at 63 Forsyth Street has a basement. The lot at 121 Hester Street is shown as a Chinese Laundry. It is unclear if it has a basement.

*123 and 125 Hester Street (33 and 34)* What used to be several frame structures now appears to be several interconnected structures, the details of which are unknown. There appears to be a small yard present at the back of these lots.

*127, 129 and 131 Hester Street (35)* The warehouse formerly on this lot is no longer depicted; the lot appears empty.

*133 Hester Street (37)* The structure on this lot houses a synagogue and has a basement.

*135 Hester Street/74 Chrystie Street (1)* The structures on this lot have no basements.

*96 Chrystie Street (12)* The structure has a basement and houses a bakery.

*94 and 92 Chrystie Street (11 and 10)* These two structures have basements.

*90 Chrystie Street (9)* The front structure has no basement but the smaller structure at the back of the lot does have a basement.

*88 Chrystie Street (8)* The structure that occupies most of the lot has a basement.

*86 Chrystie Street (7)* The front and back structures are shown with basements. The front structure is labeled "Paints B."

*84 Chrystie Street (6)* The front structure has a basement, the back structure does not.

*82 Chrystie Street (5)* The structure has a basement.

*80 Chrystie Street (4)* The main structure has a basement and now extends over most of the lot, covering the previous yard and leaving a small yard in back where previously there was a small structure.

*78 Chrystie Street (3)* The structure does not have a basement.

*76 Chrystie Street (2)* The structures on this lot do not have basements and the front structure is a Chinese Laundry.

Bromley 1911:

The lots on this atlas are depicted more simply than on the Sanborn's map of 1905, but nonetheless reflect most changes and add a few. Notably, there are no basements indicated for any structures here except for two back structures at 86 and 84 Chrystie Street (Lots 7 and 6). Changes are noted below, lot numbers in parentheses:

*163 Forsyth Street/121, 123 and 125 Hester Street (32, 33, 34 and 35)* The structures once here are shown as a single six story brick structure labeled Lot 32. A small yard is present in the northwest corner of the combined lot.

*127, 129 and 131 Hester Street (35)* This lot which was shown empty on the previous map has a brick structure covering most of it.

*133 and 135 Forsyth Street/ 76 and 74 Chrystie Street (37, 1 and 2)* These lots are shown entirely covered by a brick structure labeled as Lot 1.

*140 and 138 Chrystie Street/21 and 25 Delancey Street (9 and 10, now 10)* What used to be two structures is now one six story brick structure with a small square yard located along the south side of the combined lot.

Hyde 1913:

This atlas shows different details compared with previous maps and atlases. Sidewalks are shown about 15 feet wide on both sides of Forsyth and Hester Streets. A 4'x 2'8" brick sewer line is indicated on the east side of Forsyth Street and the south side of Hester Street. Additionally, 6" and 12" water mains are shown on the west side of Forsyth Street and water mains are shown on the north side of Hester Street. Fire hydrants are depicted in front of the following addresses:

265 Grand Street; 87, 81, 71 and 63 Forsyth Street; and 121 and 131 Hester Street.

Details and changes on specific lots are noted below, lot numbers in parentheses:

*265 Grand Street (18)* This structure houses the "Unique Theatre."

*261-255 Grand Street/98 Chrystie Street (13)* The entrance to 'The Grand Theater' is located on Grand Street.

*85 and 83 Forsyth Street (21 and 22)* There is a stoop along the south front of 85 Forsyth Street.

*77 Forsyth Street (25)* The structure at the back of the lot is no longer indicated.

*69 Forsyth Street (29)* The front structure has a hotel or saloon with a liquor license.

*63 Forsyth Street/121, 123 and 125 Hester Street (formerly 32, 33 and 34--now 34)* This lot has a stoop at 63 Forsyth Street at the north side of the lot.

*127, 129 and 131 Hester Street (35)* The brick structure at this lot has a central stoop.

*133 and 135 Hester Street/74 and 76 Chrystie Street (37, 1 and 2--now 1)* This large structure has a stoop at 76 Chrystie Street. A small yard is present along the north side in the center of the combined lots.

*82 and 80 Chrystie Street (5 and 4)* These structures have central stoops facing the street.

*78 Chrystie Street (3)* This structure has a stone facade.

Bromley 1916:

The APE on this atlas is very similar to Bromley 1911 and Hyde 1913. Again, very few buildings are shown with basements. The only structure shown with a basement is an interior building at 77 Forsyth Street. Differences in the lots are noted below, with lot numbers in parentheses:

*85 and 83 Forsyth Street (21 and 22)* These two lots house a structure called the Grand Lyceum. The back structure on the lots is combined and is connected to the Grand Theatre at the corner of Chrystie and Grand Streets.

*81 and 79 Forsyth Street (23 and 24)* These two lots house a large structure now labeled the Forsyth Building.

Sanborn 1922:

This map is too dark in places to discern detail about some of the lots within the APE themselves, which are similar in layout to Bromley 1916 but with the added detail of Sanborn 1905 where most structures are shown with basements. A 6" water pipe and a 12" high-pressure water pipe are shown on Forsyth Street, and a 12" water pipe, 6" water pipe and a 12" high-pressure water pipe are shown on Hester Street. Additional street addresses are given along Delancey Street and are indicated below:

*269-263 Forsyth Street (20, 19, 18 and 17)* Each of these structures houses some light manufacturing as well as a store.

*83 Forsyth Street (22)* This structure houses a Provisions store.

**Bromley 1925:**

*86 Chrystie Street (7)* This structure houses some light manufacturing as well as a store and dwelling. The structure in back is shown with a basement.

Figure 4.6-8. This is the last atlas described here showing the block prior to preparations for the construction of the Sara Delano Roosevelt Park and is largely identical to the 1916 Bromley atlas. Lot details, specifically remaining open yard spaces are described below, with lot numbers in parentheses:

*269, 267 and 265 Grand Street (20, 19 and 18)* There is no yard space on any of these lots.

*263 Grand Street (17)* There is a very small yard at the back of this lot.

*261-255 Grand Street/98 Chrystie Street (13)* The "Grand Theatre" covers nearly all of this lot plus the back of 85 and 83 Forsyth Street. A very small open space is present along the central south side of the lot.

*85 and 83 Forsyth Street (21 and 22)* There is no open space on this lot and the structure at the back of the lot connects with the Grand Theatre on Lot 13.

*81 and 79 Forsyth Street (23 and 24)* The Forsyth Building takes up most of the lots, leaving a very narrow yard at the very back.

*77, 75, 73, 71, 69 and 67 Forsyth Street (25, 26, 27, 28, 29 and 30)* Each of these lots has a structure in front and back with a small yard in between. The structure at the back of Lot 25 (77 Forsyth Street) is shown with a basement; it is the only structure shown with a basement on the entire lot (contrast with Sanborn's maps).

*65 Forsyth Street (31)* The structure on this lot has a small yard in back of it, and open areas on the north and south sides of the building.

*63 Forsyth Street/121, 123 and 125 Hester Street (32, once also 33 and 34)* The structure covers most of these lots, leaving a small yard in the northwest corner of former Lots 33 and 34.

*127 and 129 Hester Street (35)* There is a yard at the back of this large lot.

*131, 133 and 135 Hester Street/74 and 76 Chrystie Street (1, once including 37, 1 and 2)* 131 Hester Street appears to be part of Lot 1, and only a small square yard exists on the north side in back of 133 Hester Street.

*96, 94 and 92 Chrystie Street (12, 11 and 10)* These structures each have a small yard in back and small airshafts along the north and south sides of the buildings.

*90 Chrystie Street (9)* There is a yard between the front and back structures on this lot as well as a very narrow alleyway along the north side of the front structure.

*88 Chrystie Street (8)* The lot has a small yard at its back and narrow airshafts along the north and south sides of the structure.

*86 and 84 Chrystie Street (7 and 6)* Both lots have yards between the front and back structures.

*82 Chrystie Street (5)* The lot has a small yard behind the main structure, and narrow airshafts along the north and south sides of the structure.

*80 Chrystie Street (4)* There is a yard at the back of this lot as well as a very narrow alleyway along the north side of the front structure that does not open onto the street

*78 Chrystie Street (3)* The lot has a medium to small-sized yard in back.

Bromley 1930:

The block is shown completely cleared of all development. A rectangle is defined in the middle of the block with the following dimensions:

Grand Street, 125,

Forsyth Street, 391.1 3/5,

Chrystie Street, 390.0 1/2.

Hester Street, 125.

Bromley 1934:

The block has now been redeveloped as the Sarah (sic) Delano Roosevelt Park. Hester Street is no longer a thoroughfare, as the park crosses Hester Street to the south, although Grand Street still passes through on the north side of the block. The park is 160 feet wide east-west. Chrystie Street is shown approximately 30 feet wider than previously, cutting into the east side of former Lots 1-13. Forsyth Street is shown approximately 20 feet wider than previously, cutting into Lots 20-32. In the center of the former block, a large rectangular section is labeled "Girls Playground, Depressed Area." This would include interior areas of former Lots 2-31. The area is 310 feet north-south by 100 feet east-west. A walkway surrounds the park with an opening onto Grand Street mid-block. The sidewalk on Grand Street is still present but there is no sidewalk indicated on Chrystie or Forsyth Streets bordering the park.

A 70 by 80 foot Comfort Station is located south of the Girls Playground, the northern 15 feet of which are centered over the former area of the Hester Street roadbed. The rest of the Comfort Station is located on Block 302 to the south.

Sanborn 1951:

The area is labeled "Public Park." The Comfort Station indicated on Bromley 1934 is shown with a basement. There are hydrants noted at the corner of Grand and Chrystie Street (high pressure), Forsyth and Grand Street, mid-block on Forsyth Street on the west side (high pressure), one mid-block on Forsyth Street on the east side, and hydrants on all corners within the APE except the south east at Hester and Forsyth Streets (the northwest corner hydrant is high pressure).

Bromley 1967:

The APE is depicted here the same as on Bromley 1934, except the area is labeled "Public Park."

Bromley 1974:

The APE is the same as shown on Bromley 1967, except for the block has been relabeled as part of Block 302 which is immediately to the



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south. Additionally, dimensions are given: Grand Street 125, Forsyth Street 828.1 1/8+ and Chrystie Street 828.6+. The dimensions along Forsyth and Chrystie Street extend from Grand Street to Canal Street. Figure 4.6-1. The APE is the same as depicted on Bromley 1974 and is labeled Block 302 along with the block to the immediate south.

Sanborn 2001:

Street Elevation Table:

Data Source	Grand Street and Forsyth Street	Hester Street and Forsyth Street	Grand Street and Chrystie Street	Hester Street and Chrystie Street
1865 Viéle	37'	40.9'	35.7'	44'
1885 Robinson	40.8'	40.8'	40.9'	38.2'
1897-1974 Bromley	40.1'	40.4'	40.1'	38.3'
2001 Sanborn	40.1'	40.4'	40.1'	38.3'

Tax and Directory Table:

Note: Lot numbers are shown in parentheses after the street address.

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
BLOCK 302/305: Grand, Forsyth, Chrystie, and Hester Streets								
269 Grand Street (20) (251 Grand Street in 1844 and 1834)	no info.	see below	P. T. & T. C. Cumberin g	James Snyder	J. P. Carter, barber, Richard Nixon, liquors (also see 87 and 89 Forsyth Street at Grand Street)	Henry Robinson	Henry Robinson	Henry Robinson
267 Grand Street (19) (249 Grand Street in 1844 and 1834)	no info.	see below	Miller & Stoutenburg	Miller & Hortenbur g	W. J. Wood, bakery	B. Bornhard	B. Bornhard	B. Bernhard
265 Grand Street (18) (247 Grand Street in 1844 and 1834)	no info.	see below	John W. Degraw	John D. Welsh	W. & J. Simpson, pawnbrokers, John Littledale, variety	S. Bradford	Wm. H. Bradford	J. Bertrand
263 Grand Street (17) (245 Grand Street in 1844 and 1834)	no info.	see below	Samuel Wignall	Samuel Wignall	E. H. Panne, variety, R. E. Roberts, stationery REAR W. S. Pierson, carpenter	S. Bradford	John E. McGuire	John F. Maguire

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
261-255 Grand Street/98 Chrystie Street (13) (243, 241, 239, 239 1/2, and 237 Grand Street in 1844 and 1834, Chrystie Street was First Street in 1808)	Mann Gerarden (98 First Street)	see below  Francis H. Dominick, Seth Corwin (Chrystie Street) Thomas Hays (98 Chrystie Street)	Samuel Wignall (243 Grand Street) Daniel Goodman (241 Grand Street) John Lane (239 Grand Street) Heirs of T. Domonic k, John H. Hankin (237 Grand Street) Heirs of T. Hays (98 Chrystie Street)	Samuel Wignall (243 Grand Street) Frederick Munden (241 Grand Street) Hopkins & Hanley (239 and 239 1/2 Grand Street) John F. Bailey (237 Grand Street) Deritt Bishop (98 Chrystie Street)	W. H. Smith, lamps, G. R. Soloman, professor, G. R. Soloman, milliner (261 Grand Street) Salmon Bankman, ribbons (259 Grand Street) vacant lot (257 Grand Street) James Thompson, fruits, William Spencer, coals, Samuel Pim, agent (255 Grand Street) now building (98 Chrystie Street) Anthony Churchill (col'd), smith, J. R. Goungs, smith (100 Chrystie Street at Grand Street)	Lord & Taylor	Lord & Taylor	Lord & Taylor

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
85 Forsyth Street (21) (Second Street in 1808)	Enoch Hoyt	Enoch Hoyt  Stephen Peck Martin Luff	John M. Luff	Ann Gilbert	Wm. Harris, confectioner, William Gleeson, shoemaker, N. B. Walker, barber, John Carey, fruit, J. W. Jennings, jeweller, Patrick McGrane, framemkr (87 and 89 Forsyth Street at Grand Street, also see 269 Grand Street) David Hickey, grocer, Joseph Hadlock, carpenter, Peter Ennis, tinman, Thomas Wainright, barber, John McCarty, joiner, — — Millan REAR Bridget Farley, Salmon Parmele, mason, Ann Joyce, washing, John McHugh, scalemaker (85 Forsyth Street)	Ann Goelet	Ann Goelet	A. Goetlet
83 Forsyth Street (22) (Second Street in 1808)	John Edenton	Enoch Hoyt	Jeremiah Lowland	Ann Gilbert	Patrick Healy, grocer, Thomas White, butcher, Daniel Lomergan, tailor, Francis Dinsella, clerk, Richard Moore, carpenter REAR John Rogers, laborer, Michael McMahon, shoemaker	Ann Goelet	Ann Goelet	A. Goetlet

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
81 Forsyth Street (23) (Second Street in 1808)	Francis Dominick	Edward Messen	Mary Watson	Andrew Surrie crossed out, R. E. Mount penciled in	Denis Carey, shoemaker, Jennett Betts, J. H. Betts, builder, Thomas Seaman, tailor, John Longley, chairmaker REAR Wm. Lavinus, chairmkr, Grub & Laun, cabinetmakers, Henry Grub, John Laun	Richard E. Mount	Lord & Taylor	Lord & Taylor
79 Forsyth Street (24) (Second Street in 1808)	Conrad Jordan, Isaac Dreamer, Mr. Peacock, Mr. Gable	Conrad Jordan	Conrad Jordan	R. E. Mount	Peter Esdale, boilermaker REAR Thomas Toomy, shoemk, Hugh Gibney, bootmaker, Mary McEnery, Thomas Fenton, carpenter, J. A. Lucas, frame maker	Richard E. Mount	Lord & Taylor	Lord & Taylor
77 Forsyth Street (25) (Second Street in 1808)	Jacob Michels, Mr. Ford, Mr. Roosevelth	George Dominick, William Hupick	J. W. Domonic k	John B. Overton, Juror	John Schynberger, shoemaker, John Molaf, tailor, Thomas McCormick, architect, H. F. Deaves, rulemaker, Mary A. King, Susan Theol, seamstress REAR Francis Lapier, James Boyce, caster, James McHvena, tailor, G. F. Seethwill, butcher, James Keefe, laborer, John Storer, engineer, John Hume, wireworker	John B. Overton	Adam Nell	Adam Wall

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
75 Forsyth Street (26) (Second Street in 1808)	Mr. Kitcher, Mr. Place	Heirs of Wm. Shatrell	John Shamboro ugh	John Shamburg h, juror Wetteran	J. B. Wetteran, grocer, Isabelin Akers, Edward Weber, musician, James Vansicklin, framemaker, Charles Mende, musician, Frederick Bargner, musician REAR Jacob Lotz, shoemaker, George Dobbs, machinist, Frederick Freitag, shoemaker, Jacob Shiebla, tailor, W. C. Scott, bricklayer, Patrick Golden, car man, John Kisar, laborer	John B. Wetteran	John B. Wetteran	John P. Wellman
73 Forsyth Street (27) (Second Street in 1808)	John Banta, William Cornwall	George Lorillard, William Mathews	Heirs of G. Lorillard	Peter Lorillard	Mary Northrop, sewing, Peter Pitcher, bookbinder, John Wheeler, porter REAR Thomas Waldo, Oliver Petit, fish	Peter Lorillard crossed out, J. B. Wetteran penciled in	John B. Wetteran	John P. Wellman
71 Forsyth Street (28) (Second Street in 1808)	Widow Bradford	Christian Ritter, Edward Welsh, Joseph Elmer	Christian Ritter	Christian Ritter	Michael Donohoe, carpenter, John Hamler, roller	John B. Wetteran	John B. Wetteran	Charles Van Hoff
69 Forsyth Street (29) (Second Street in 1808)	Widow Bradford	Christian Ritter	Youngs Ritter	Christian Ritter	H. A. James, boxmaker REAR Dugan & Jacobs, metals, William Dugan, George Jacobs	James B. Brady	James B. Brady	James B. Brady



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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
67 Forsyth Street (30) (Second Street in 1808)	Henry Singer	Henry Singer	Youngs Ritter	Christian Ritter	S. Hiler & Co., stair rods, H. A. James, saw mill, Gerhard & Saxe, opticians, J. Gerhard, Charles Saxe, Cornelius Hurly, framemaker, Henry Kneip, turner, Alanson Goldon, framemaker, F. DeWilde, saw mill, George Birks, ales REAR John Myrick, boxmaker, Otis Bridges, sash & blinds, Samuel Sigler, looking glasses	James B. Brady	James B. Brady	James B. Brady
65 Forsyth Street (31) (Second Street in 1808)	Harry Brown	George Jacobs	James R. Whiting	John Walker	Pole Rapp, shoemaker, REAR John Wogar, boxmaker, Peter Neushwemler, grocer, Charles Seale, confectioner, France Peckla, machinist, William Ilanca, bookbinder, Frederick Funk, tailor, Daniel Barihet, shoemaker, George Kendgt, saddler	John Walker	Catharine Walker	Catherine Walker
63 Forsyth Street/121 Hester Street (32) (Forsyth Street was Second Street in 1808)	no info.	Baldwin & Falkmeier, Martin Luff, artillery (121 Hester Street)	Doct. Baldwin, Wm. Vanzant (121 Hester Street)	Est. Dr. Baldwin (121 Hester Street)	John Reisky, butcher (63 Forsyth Street)  J. H. Reiski & Co., butchers, Joseph Hundt, August Reiski, Julia Cook, boarding (121 Hester Street)	Mr. Hund (121 Hester Street)	Fredk. Rollwagon (121 Hester Street)	John Falconer (121 Hester Street)

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
96 Chrystie Street (12) (First St. in 1808)	Jacob Lob	Francis F. Dominick	John Baldwin	John Baldwin	now building	Simon Stiger	Simon Stiger	Henry Silverhor n
94 Chrystie Street (11) (First St. in 1808)	J. Frasher	Samuel Buckbee, Harmony	John Baldwin	Henry Silverhor n	Henry Silverhorn, butcher	Henry Silverhorn	Henry Silverhorn	Henry Silverhor n
92 Chrystie Street (10) (First St. in 1808)	John Linderman	Mrs. Colles	Hannah Linderman	Hannah Lindman	Agnes Hammond	Henry Silverhorn	Henry Silverhorn	Henry Silverhor n
90 Chrystie Street (9) (First St. in 1808)	Alexander Lankeneau	Widow Spier, William Patten	G. Shrad y	John Shrad y	Cornelius Luby, grocer	John Schrady	John Schrady	John Schrady
88 Chrystie Street (8) (First St. in 1808)	Cornelius Schuyler	Huron Betts, Thomas Mason	Heirs of H. Betts, G. Douglas	William Pinchbac k, George Douglas, juror	Elizabeth Gatly, boarding	William Pinchback	Wm. Pinchback	Wm. Pinchbac k
86 Chrystie Street (7) (First St. in 1808)	Jacob Cocks, Mr. Callender	James Warner, Richard Lankinaw	Charles Anderson	Henry Ketcham	Elizabeth E. Stone, fancy store	Amos Beldon	S. W. Devoe & H. Koenig	H. Koenig
84 Chrystie Street (6) (First St. in 1808)	Widow Bradford	Widow Bradford	John Turner	John Turner	H. N. Wilhelm, physician, Herman Spangenberg, instrument maker	L. Gamprecht	L. Gamprecht	H. Koenig
82 Chrystie Street (5) (First St. in 1808)	Widow Bradford	George Hansen	Mrs. Patten, Wm. Dodge	William Patten	Charles Wagoner, boatman	Thomas Jackson	Thos. T. Jeremiah	Thos. T. Jeremiah
80 Chrystie Street (4) (First St. in 1808)	Gilbert Haight	Gilbert Haight	Peter McCarthe y, G. Gorum, James A. Dellinger	Andrew Gassner	S. R. Strickland, engineer, A. B. Nicoley, clerk, Richard Mitchell, clerk	Est. of Peter Gasner	John Rowe	John Rowe
78 Chrystie Street (3) (First St. in 1808)	Nicholas Conklin	Nicholas Conklin	Nicholas Conklin	Lucretia Conklin	J. B. Marven, optician	John G. Henry	John G. Henry	J. Heifner
76 Chrystie Street (2) (First St. in 1808)	no info.	John W. Lenning	no info.	Blunt & Syms	John Neuschwander, bootmkr	William J. Syms	Wm. J. Syms	Wm. J. Syms
74 Chrystie Street/ 135 Hester Street (1) (Chrystie St. was First St. in 1808)	Widow Hoffman, Henry Gable (74 First Street)	Widow Hoffman, (Hester Street)	no info.	Blunt & Syms (74 Chrystie Street)	Anthony Gockern, grocer (74 Chrystie Street)  Mathias Benst, bootmaker, Charles Ernervine, hatter (72 Chrystie Street)	William J. Syms (74 Chrystie Street)	Wm. J. Syms (74 Chrystie Street)	Wm. J. Syms (74 Chrystie Street)

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
123 Hester Street (33)	no info.	Faulkineer & Baldwin, Couperth waite, Isaac Lennings	Doct. Baldwin	Est. Dr. Baldwin	Sarah Jones, F. B. Williams	Mr. Hund	Fredk. Rollwagon crossed out, Mr. Falkner penciled in	John Falconer
125 Hester Street (34)	no info.	Faulkineer & Baldwin, Job Couperth waite	Doct. Baldwin	Est. Dr. Baldwin	W. L. Borrowes, clerk, Henry White	Mr. Hund	Fredk. Rollwagon crossed out, Mr. Falkner penciled in	John Falconer
127 Hester Street (35)	no info.	Faulkineer & Baldwin, George W. Dean, Joseph Hadie	Doct. Baldwin	Martin Luff	Pia Brothers & Schnueriger & Co., pewter factory, Andrew Pia, Peter Pia, John Pia, Francis Schnueriger	F. Rollwagon	Fredk. Rollwagon	F. Rollwage n
129 Hester Street (35)	no info.	Faulkineer & Baldwin, Samuel Kepam, artillery	Doct. Baldwin, David Grenoch	Martin Luff	(refused)	J. B. Little	Mr. Falkner (Agt)	Mr. Faulkner
131 Hester Street (36)	no info.	Widow Hoffman	Martin Luff	Martin Luff	Lewis St. John, Catherine Duffey, teacher	Mrs. Luff	Mrs. Luff	Mrs. Luff
133 Hester Street (37)	no info.	Widow Hoffman	Martin Luff, David Sampson	Martin Luff	Elizabeth Bluff, Anthony Cocklan, grocer	Mrs. Luff	Mrs. Luff	Mrs. Luff

Note: The 1820 tax assessment records give no ward, street or lot numbers for the lots on Grand Street. The owners/occupants of the south side of Grand Street are listed as follows, from Chrystie to Forsyth Street: Susan Carr, Robert Hockett, Frances Dominick (with John Redman), Mrs. Ferris, William M. Lomer (with Cromley), and Silas Newman. The 1808 tax assessment records also give few corresponding ward, street or lot numbers. Names can be matched from later records in some cases, but for Grand Street and Hester Street, there were no owners/occupants registered in 1808 that were then listed in 1820. This could imply that lots were either under different ownership or occupancy, exempt from taxation, or vacant.

### ***Precontact Sensitivity:***

The area of former Block 305 (now Block 302 north) and the adjacent Forsyth Street and former Hester Street roadbeds was open, gently sloping meadowland in precontact times and was close to a fresh water source, located about 1,800 feet southwest of the APE (Viele 1865; see Ratzer 1766/67, Figure 4.6-2). Although no sites have been recorded specifically in the immediate vicinity of the APE, the area would have been suitable for habitation or use. A parcel of land called "Werpoes" by Native Americans, as recorded in a land patent from 1651, is identified in the immediate vicinity of the APE (Stokes 1928: 72), and a habitation site called "Schepmoes" was additionally recorded to the north of the APE at approximately East 10th Street and Second Avenue (Grumet 1981).

Activities and development since the colonial era would have likely disturbed precontact remains to some degree. Farming was prevalent in the area during the 17<sup>th</sup> century under the Dutch West India Company and in the 18<sup>th</sup> century, when the area of the APE was included as part of James Delancey's farm (Stokes 1928; Grim 1744; Delancey Farm Map 1865). However, plowing is not likely to have disturbed the ground to a depth of more than about one foot. As such, it is very unlikely that surface scatter or other surface remains from the precontact era would still exist. If any precontact era archaeological remains survived, they would be more likely to be subsurface features such as storage or trash pits.

Soil borings within the APE (see Borings 6 through 11, Engineering Services 1981, and Borings O, R, U and Y, Engineering Services 1984, Appendix 4.6.7.3) indicate that the majority of the APE is underlain by about 14 feet of fill, which is probably associated with 19<sup>th</sup> century development. Additionally, a boring from the northwest corner of the block (Boring R) shows 22 feet of fill. However, since it is now known if fill represents the disturbance from historical activities versus added strata, the fill is conservatively assumed to have been added with potential precontact levels buried beneath it. In this scenario, the majority of 19<sup>th</sup> and 20<sup>th</sup> century development would not, then, have impacted the precontact surface, as even structures with basements may not have impacted 14 feet below the surface, and less likely 22 feet below the surface. However, the water table has been observed as deep as 33 feet below the surface (see Appendix 4.6.7.3), and so 19<sup>th</sup> century wells would have to penetrate to that depth. The APE is thus considered to be moderately sensitive for precontact remains from about 15 to 20 feet below grade for the majority of the APE, and 23 to 28 feet below grade in the northwest corner of the block at Chrystie and Grand Streets.

#### ***Historical Sensitivity:***

During the 17<sup>th</sup> century, Block 305 and the adjacent Forsyth Street and former Hester Street roadbeds were part of farmlands associated with the Bouwery parcels administered by Director Kieft of the Dutch West India Company (Stokes 1918). In particular, the APE is located in a section assigned to Gerrit Jansen in 1645. The APE became part of James Delancey's Farm in the 18<sup>th</sup> century, but it is unclear if the area of the block was farmed (Figure 4.6-2, Ratzer 1767; Grim 1744; Delancey Farm Map 1865; Stokes 1918). No particular structures are shown within the APE during these centuries, but this does not preclude the possibility of their existence. By 1766, the APE appears to be vacant, and is not depicted as farmland (Montresor 1766). In 1767, a map shows the block in its present form, however the streets are not all named (Figure 4.6-2, Ratzer 1767). At the end of the 18<sup>th</sup> century, British fortification walls passed directly through the block to the north, just north of Grand Street (Block 418), with an attached garrison or fortification structure (British Headquarters Map 1782, 1797). By the end of the century, the fortifications are no longer shown (Taylor Roberts 1797).

Lower Manhattan, up to and including the APE, was fully gridded by 1797 and structures are shown at this time on all corners of the block except the southeast, with two additional structures on Chrystie Street and another structure on Forsyth Street (Taylor Roberts 1797). By 1852, the block is shown as fully developed with 59 structures (Dripps 1852). Property assessments dating from 1808 indicate with certainty that Chrystie and Forsyth Streets were

occupied by that time, and Grand and Hester Streets were lotted for development by at least 1820 (see tax table, above). Many structures are later shown with stores on their first floors (Figure 4.6-5 Perris 1857-62; Sanborn 1894). The occupants of the block by the mid-19<sup>th</sup> century included as many skilled as non-skilled workers (see 1851 Directory information, tax table, above). The Viele (1865) map shows that sewers were available by mid-century, and while many structures in the APE probably had indoor plumbing, some may have continued to depend on wells and privies. During the 19<sup>th</sup> century, it is likely that wells or privies were present in some of the open yard spaces at the time, which are detailed below.

Between 1925 and 1930, all structures on the block were razed (Bromley). Within the next five years, the block was re-developed as the Sara Delano Roosevelt Public Park (Bromley 1935). Hester Street between Forsyth and Chrystie Streets was closed by the park, but Grand Street remained a thoroughfare. Chrystie Street was widened by about 30 feet to the east, defining the west boundary of the park and this APE. Forsyth Street was widened by about 20 feet to the west, defining the east boundary of the park. The center of the park was initially indicated as a "Depressed Area," but was not depressed more than six to eight feet so this would not have extended below the depth of fill, discussed below (Bromley 1934).

Soil borings within the APE (see Borings 6 through 11, Engineering Services 1981, and Borings O, R, U and Y, Engineering Services 1984, Appendix 4.6.7.3) indicate that it is possible that the predevelopment surface is covered by about 14 feet of fill, which is probably associated with the development that occurred during the first half of the 19<sup>th</sup> century when the block was first defined and occupied. Additionally, a boring from the northwest corner of the block (Boring R) shows 22 feet of fill below grade. Furthermore, the water table has been observed as deep as 33 feet below the surface (see Appendix 4.6.7.3), suggesting that potential wells dating to the 19<sup>th</sup> century are likely to have reached that depth. These wells may have been constructed through the layer of fill.

Sewer lines, 4' x 2'8" brick, were indicated on the east side of Forsyth Street and the south side of Hester Street (Hyde 1913). WPA Subsurface Conditions Maps (Map No. 85, 1937; Map No. 73, 1939) detail clusters of utilities under Forsyth Street. The utilities include electricity ducts, gas and water pipes and postal cables, all of which are located five feet or less beneath the surface of the roadbed and were not located under the sidewalk at the time. The sewer line is shown in the middle of the street and is considerably deeper, located ten feet below the surface. The utilities do not appear to have impacted levels below fill. No WPA maps are available that show the depths of the utilities under Hester Street, but other maps also note a 12" water pipe, 6" water pipe and a 12" high-pressure water pipe on Hester Street (Sanborn 1922, 1951). It is likely that the configuration of these utilities are similar to that of Forsyth, Broome and Grand Streets, where most utilities are relatively close to the surface, with sewer lines buried more deeply. Overall, it is not likely that the utilities noted here are found beneath the fill layer.

Overall, most lots had small to moderately-sized yard areas prior to the construction of the park. Yards were present on Lot 17 (263 Grand Street), Lots 23, 24, 25, 26, 27, 28, 29, 30, and 31 (81, 79, 77, 75, 73, 71, 69, 67 and 65 Forsyth Street), Lots 13 (south side), 12, 11, 10, 9, 8, 7, 6, 5, 4, 3 and the north of Lot 1 (98, 96, 94, 92, 90, 88, 86, 84, 82, 80, 78 and 76



Chrystie Street) and Lots 32 (northwest corner) and 35 (125, 127 and 129 Hester Street). Structures on Lots 5, 8, 10, 11, 12 and 31 also had narrow airshafts along the sides of the buildings which may have afforded open areas on the ground (Bromley 1925; Sanborn 1905). Any of these areas have the potential to hold shaft features such as wells or privies from earlier buildings dating from the 19<sup>th</sup> century or earlier. These 19<sup>th</sup> century features would be located within and probably beneath the fill layer, while earlier remains from the 18<sup>th</sup> or 17<sup>th</sup> centuries would probably be located beneath the fill.

Some lots never had structures with basements. The lots include Lots 26, 27 and 28 (75, 73 and 71 Forsyth Street), Lots 3 and 1 (78, 76 and 74 Chrystie Street), and Lots 32 (west two-thirds) and 35 (123, 125, 127, 129 and 131 Hester Street). Additionally there are some lots with more than one structure where only one has a basement. Structures without basements are found on Lot 25 (77 Forsyth Street) where only the back structure is shown with a basement, Lots 29 and 30 (69 and 67 Forsyth Street), where only the front structures are shown with basements, Lot 9 (90 Chrystie Street) where only the back structure has a basement, and Lot 6 (84 Chrystie Street), where only front structure has a basement. These areas are more likely to have undisturbed shaft features predating the 19<sup>th</sup> century development. The structure at 269 Grand Street (Lot 6) is listed with a sub-cellar as well as a basement, and is more likely to have disturbed levels below the fill, impacting potential 17<sup>th</sup> and 18<sup>th</sup> century remains, if any existed.

In sum, Block 305 is moderately sensitive for pre-19<sup>th</sup> century historic remains in its entirety except for Lot 6, given that the pre-19<sup>th</sup> century surface may lie buried beneath about 14 feet of fill with up to 22 feet of fill near the northwest corner. It may be that only 19<sup>th</sup> shaft features such as wells or particularly deep basements would have impacted the 17<sup>th</sup> and 18<sup>th</sup> century landscape, which may lie beneath the fill. For 19<sup>th</sup> century features such as wells or privies, Block 305 is moderately sensitive in former open yard areas on Lots 1, 3-13, 17 and 23-32. These potential resources may be present from the surface down to the approximate depth of the water table at 33 feet below grade, and possibly deeper.

**Block 302:**

The Sara Delano Roosevelt Park APE includes the southern portion of Block 302, formerly the entirety of Block 302 until it merged with Block 305 to the north (Figure 4.6-1). Heretofore this block will be referred to as Block 302. It is bounded by Block 305 (now Block 302 north) of Sara Delano Roosevelt Park to the north, Forsyth Street to the east, Chrystie Street to the west, and Canal Street to the south. The Forsyth Street roadbed between Hester and Canal Streets and Canal Street roadbed between Forsyth and Chrystie Streets adjacent to the block are included in this APE. Hester Street was once a throughway but currently does not pass through the park; it is discussed in the preceding section that addresses Block 305. The current APE includes former Lots 1-38, with Lot 39 falling outside of the APE to the west. Lots 1-8 facing Chrystie Street were truncated by approximately 30 feet on the west side when Chrystie Street was widened during the construction of the park in the 1930s; Lots 17-31 facing Forsyth Street were truncated by approximately 20 feet on the east side when Forsyth Street was widened during construction of the park; Lot 39 at the corner of Chrystie and Canal Streets was completely covered over by the widening of Chrystie Street and Lot 38 on Canal Street was also partially truncated by the widening of Chrystie Street during construction of the park.

***Cartographic History:***

- Grim Plan 1744:** The APE appears to be in farmlands possibly associated with the "J. Delancy's Farm" located outside of the APE to the northwest. A lateral road angling to the northeast from the approximate location of modern Canal Street runs off of the old Bowery Road to Boston, the current location of Bowery. Other than fences shown along the roads, there are no structures within this section of the APE. The APE here is located about 1,600 feet northeast of the Collect Pond, a source of fresh water. The APE is also around 1,800 feet outside of the walled section of Manhattan to the south.
- Maerschallck 1755:** The High Road to Boston (later Bowery) is present, and streets are laid out on the west side of Bowery including Hester's (sic) Street and Nicholas Street (later Canal Street). However, these streets are not shown extending east past Bowery into the area of the APE. There are no structures shown within the APE.
- Montresor 1766:** Bowry Lane (sic) is present, as are Chrystie, Forsyth, Hester and Canal Streets (unlabeled). There are no structures indicated within the APE, which is shown as vacant land. Structures are shown, however, on the west side of Chrystie Street and the south side of Canal Street, outside of the APE.
- Ratzer 1767:** Figure 4.6-2. Bowry Lane (sic) is shown, as are Chrystie Street, Forsyth Street (both unlabeled), Hester Street and Nicolas Street (later Canal Street) (labeled). There are no specific structures indicated on the APE, although the area is shaded which suggests it is developed.
- British Headquarters**

- Map 1782: This particular map is not highly detailed, but the area of the APE is shown. A fortification wall is indicated running east-west just north of Grand Street. Within the APE, a row of structures is shown along the east side of Chrystie Street between Hester and Canal Streets.
- Directory Plan 1789: Nearly all of the streets surrounding the APE are now labeled, including First Street (later Chrystie Street), Second Street (later Forsyth Street), Pump Street (later Hester Street), and Fishers Street (later Canal Street). Note that Canal Street was also temporarily called Pump Street. The area of the APE has no specific structures indicated, but is shown as developed.
- British Headquarters Map 1797: This map is similar to the earlier 1782 British Headquarters Map. Fortifications are found north of the APE between Broome Street and Grand Street. A row of structures is shown along the east side of Chrystie Street between Hester and Canal Streets within the APE.
- Taylor Roberts 1797: First (later Chrystie) Street, Second (later Forsyth) Street, Eagle (later Hester) Street and Pump (later Canal) Street are shown. Development is indicated all along Chrystie Street and at the corner of Hester and Forsyth Streets. The freshwater pond is shown about seven blocks southwest of the APE.
- Bridges 1807: First (Chrystie) Street, Second (Forsyth) Street, Hester Street and Pump (Canal) Street are shown. The Collect Pond is not shown on this map.
- Commissioner's Plan 1811: This plan is similar to Bridges.
- Hooker 1829: The following street names are used on this map: Chrystie Street, Forsyth Street, Hester Street and Walker (previously Pump, later Canal) Street. An unidentified structure is shown fronting on Chrystie Street mid-block.
- Colton 1836: This map is similar to Hooker 1829, except that two structures are shown mid-block on Chrystie Street.
- Tanner 1836: This map is similar to Hooker 1829. The structure on Chrystie Street is labeled as an Independent Methodist church.
- Bradford 1838: This map is the same as Colton 1836.
- Mitchell 1846: This map is the same as Tanner 1836.
- Dripps 1852: This is the first map to show the block fully developed. A total of 56 structures are shown. Within the APE, 40 structures face the street while 16 are located on the interior of the block. Within the APE, many lots facing Forsyth Street have large yards behind structures. On Chrystie Street, two large structures are identified, one as "Public School No. 7", the other as "Temple of the Imanuel."
- Colton 1856: This map is similar to Tanner 1836.
- Perris 1857-62: Figure 4.6-6. This is the first depiction of lots with street numbers and structural details. All modern street names are used: Hester, Chrystie, Forsyth and Canal Streets. No lot numbers are given here. Details are

listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*110 Hester Street/61 Forsyth Street (17)* This lot is covered by a commercial frame structure at the corner and a sequence of smaller frame structures facing onto Hester Street. A small open yard is present in the southwest corner of the lot.

*112 Hester Street (16)* This lot has a sequence of three structures labeled "Special Hazards" along the east side of the lot, the front of which is frame, the second two are brick. There is an additional frame structure at the very back of the lot. There is a small alleyway along the west side of the lot opening onto a small yard.

*114 Hester Street (15)* Three interconnected commercial structures are present along the west side of the lot, the first two are frame and the back structure is brick. A narrow alleyway passes along the east side of the street-facing structure that leads to a small yard along the east side of the lot.

*116 Hester Street (8)* A brick structure takes up more than half of this lot with open yard in back.

*118 Hester Street (8)* A commercial frame structure occupies the front of the lot with another structure taking up most of the back except for a narrow yard along the east side.

*120 Hester Street/74 Chrystie Street (8)* This is a very narrow lot with a commercial frame structure covering most of it. The structure lies outside of the APE.

*59 Forsyth Street (18)* This lot has two commercial frame structures in the front with a brick structure at the back. An alleyway along the south side of the lot leads to an open yard and there is additional open space on the north side of the brick structure.

*57 and 55 Forsyth Street (19 and 20)* A large commercial brick structure occupies the front of these two lots while a series of interconnected structures labeled "Special Hazards" are located at the back of the lots. Constructed of both wood and brick, these back buildings are labeled "Brewery."

*53, 51, 49 and 47 Forsyth Street (21, 22 and 23)* Each of these lots has a brick structure in front and a much smaller outbuilding at the back of the lot with a substantial yard between the structures.

*45 Forsyth Street (24)* A frame structure at the front of the lot has an alleyway along the south side that leads to an open yard and a brick building at the back of the lot.

*43 Forsyth Street (25)* A frame structure at the front of the lot has an alleyway along the south side that leads to a small yard and a smaller frame structure along the north side of the lot, another small yard, and two small frame structures at the back of the lot.

*41 Forsyth Street (26)* A brick building at the front of the lot is separated from a smaller brick building at the back of the lot by a yard.

*39 Forsyth Street (27)* This lot houses a large brick building set back from the street by about 25 feet labeled "Episcop. Ch. of the Holy Martyrs."

*37 Forsyth Street (28)* This narrow lot has a frame structure in front and a large open yard with a small outbuilding at the back of the lot.

*35 Forsyth Street (29)* A commercial frame structure occupies the front of the lot, then a sequence of small frame structures plus an outbuilding, then an open yard and another frame structure at the back of the lot.

*33 Forsyth Street (30)* This lot has a brick structure with a narrow alleyway along the north side leading to an open yard and another brick structure at the back of the lot.

*31 Forsyth Street/107 Canal Street (31)* This small square lot is entirely covered by a commercial brick building.

*109 Canal Street (32)* A brick structure covers this small square lot.

*111 Canal Street (33)* A commercial brick structure covers this small square lot.

*113 Canal Street (34)* This small square lot is depicted as vacant.

*115 Canal Street (35)* A brick structure covers this very small lot.

*117 Canal Street (36)* A brick structure covers this very small lot.

*119 Canal Street (37)* This very small lot is depicted as vacant.

*121 Canal Street (38)* A brick structures covers this very small lot.

*123 Canal Street/46 Chrystie Street (39)* A commercial brick structure covers this small square lot, which is outside of this APE.

*72 Chrystie Street (8)* This narrow lot has a commercial frame structure in front and a yard in back. The structure lies outside of this APE.

*70 Chrystie Street (8)* This lot has a sequence of frame structures with a narrow alleyway along the south side and a small yard in back.

*68 Chrystie Street (8)* This lot has a commercial brick structure in front and a large yard in back.

*66 Chrystie Street (8)* Two interconnected frame structures are present at the front of the lot. An alleyway along the north side leads to a small yard and a larger commercial brick structure.

*60-64 Chrystie Street (8)* This area is occupied by a large brick structure labeled "Grammar Schl. No. 7." Open yard areas are present on the north and south sides of the structure and a narrow area is present at the very back of the structure. A very small frame structure is depicted in the northeast corner.

*58 Chrystie Street (7)* A brick structure labeled "Special Hazards" is shown at the front of the lot with a narrow alleyway along the south side of the structure leading to an open yard and a frame structure in back also labeled "Special Hazards." Additional open yard space is present on the south side of the frame building.



*56 Chrystie Street (5)* This large lot has a brick structure labeled "Jews Synagog" (sic) that is set back from the street by about ten feet. There is also a small yard in back of the structure.

*54 Chrystie Street (4)* A frame structure occupies the front of the lot with a narrow alleyway along the south side of the lot leading to an open yard and a brick structure at the back of the lot. There is also a narrower alley along the north side of the frame structure.

*52 Chrystie Street (3)* A brick structure is present at the front of the lot with a small frame structure attached. A yard is present behind with a small outbuilding in the back of the lot.

*50 Chrystie Street (2)* A commercial frame structure is present at the front of the lot with open yard space and three interconnected frame structures in the back that are labeled "Special Hazards."

*48 Chrystie Street (1)* A commercial frame structure is present at the front of the lot with two connected frame structures in back labeled "Special Hazards." A yard is present between them.

Mitchell 1860:

This map is the same as Colton 1856.

Vielé 1865:

This topographic map shows the APE to lie within relatively flat meadowlands. Sewer pipes are shown on Canal Street, Broome Street and Forsyth Street. The Collect Pond is depicted on this map.

Delancey Farm Map

1865:

This map shown proposed block and lot divisions; while blocks are consistent with prior and subsequent depictions, lots depicted here are not representative of development shown on other maps and atlases. There are no notable structures indicated within the APE.

Vielé 1874:

This map is similar to Vielé 1865.

Bromley 1879:

This atlas shows schematized lots with alternative numbers. Two transportation lines are shown on Canal Street. Additionally, a fire hydrant is indicated at the northwest corner of Canal and Forsyth Streets. The "Grammar Sch. No. 7" and "Synagogue" are shown on Chrystie Street, as is the "P. E. Ch." on Forsyth Street, as indicated on Perris 1857-62.

Robinson 1885:

This map does not have the same level of detail as Perris 1857, and uses the same lot numbers as Bromley 1879. There are additional fire hydrants shown in front of 47 Forsyth Street and 112 Canal Street (south side). The hydrant previously shown at the corner of Canal and Forsyth Streets is shown slightly west on Canal Street. Transportation lines are still shown on Canal Street.

Differences or additional details about the lots or structures are listed below, with lot numbers in parentheses.

*45 Forsyth Street (24)* The main structure is shown as brick.

*43 Forsyth Street (25)* A stone-faced structure occupies over half of the lot.

*39 Forsyth Street (27)* The lot is shown entirely covered by a brick structure labeled "Holy Martyrs- P. E. Ch."

*113 Canal Street (34)* A brick structure covers this lot.

*119 Canal Street (37)* A stone-faced structure covers this lot.

*70 Chrystie Street (8)* A brick structure is shown on this lot.

*68 Chrystie Street (8)* A wood frame stable is present at the back of this lot.

*60-64 Chrystie Street (8)* The "Grammar Sch. No. 7" has expanded on its north and south sides, leaving open yard areas in the northeast corner, north side and southwest corner.

*56 Chrystie Street (5)* The "Jewish Synagogue" still occupies this lot.

*54 Chrystie Street (4)* The front structure is now shown as brick.

*52 Chrystie Street (3)* A brick structure is present at the front of the lot with a small frame structure attached. A yard is present behind with a small outbuilding in the back of the lot.

*50 Chrystie Street (2)* Only a brick structure in front is now shown on the lot.

*48 Chrystie Street (1)* Only a brick structure in front is now shown on the lot.

Robinson 1893:

Few changes have occurred in the lots, they are noted below with lots in parentheses:

*114 Hester Street (15)* The lot now houses a brick structure

*116, 118 and 120 Hester Street/74 through 60 Chrystie Street (8)* The Grammar School No. 7 has expanded to cover all of these former addresses; the given addresses are 118 Hester Street and 66 Chrystie Street. A large brick structure covers most of the extra-large lot with alleyways along the east side on Hester Street and south side on Chrystie Street leading to individual yard areas in back.

*53, 51, 49 and 47 Forsyth Street (21, 22 and 23)* What used to be four brick structures have now been rebuilt as three brick structures with very small yard areas in back.

*39 Forsyth Street (27)* The "Holy Martyrs P. E. Ch." is again indicated set back from the street.

*35 Forsyth Street (29)* The frame structure at the front of the lot has brick foundations.

*56 Chrystie Street (5)* The "Jewish Synagogue" still occupies the lot.

Sanborn 1894:

This map includes specific information about each lot, including use of structure in some cases and number of stories. Fire hydrant locations are the same as noted on Robinson 1893. Six inch pipes are depicted on Forsyth Street and on Broome Street, each of which is 50 feet wide. Details or changes about specific lots are listed below with street numbers as shown, with lot numbers from Bromley 1897 in parentheses:

*110 Hester Street/61 Forsyth Street (17)* The structures on this lot are one, two and three stories.

*112 Hester Street (16)* The structure has five stories.

*114 Hester Street (15)* This is a class-D six story structure of First-class brick construction.

*116, 118 and 120 Hester Street/ 60-74 Chrystie Street (8)* The Grammar School No. 7 is largely composed of four story structures with several very small one story structures along the walls of two interior yards. Two steam boilers are indicated in the center of the structure.

*59 Forsyth Street (18)* This is a four story structure.

*57 and 55 Forsyth Street (19 and 20)* Front and back structures on each of these lots are five stories. The front structure at 55 Forsyth Street is First-class brick construction (store or dwelling).

*51, 49 and 47 Forsyth Street (21, 22 and 23)* The address 53 Forsyth Street is not associated with any structure on this map. Each structure is six stories and the structure on Lot 22 at 49 Forsyth Street is First-class brick construction (store or dwelling).

*45 Forsyth Street (24)* The front structure is five stories, the back has four stories.

*43 Forsyth Street (25)* The structure has three stories in front and one story at the back of the structure.

*41 Forsyth Street (26)* This large structure has five stories.

*39 Forsyth Street (27)* This structure is labeled "Church of the Holy Martyrs (Episcopal)."

*37 Forsyth Street (28)* This five story structure is First-class construction (store or dwelling).

*35 Forsyth Street (29)* This lot has a sequence of one, two and three story structures with only a very small open area along the south side near the back..

*33 Forsyth Street (30)* A six story structure covers most of the lot with small one story structures on either side.

*31 Forsyth Street/107 Canal Street (31)* A five story brick structure of First-class construction (store or dwelling) covers this lot.

*109, 111, 113, 115, 117, 119 and 121 Canal Street (32, 33, 34, 35, 36, 37 and 38)* Four, five or six story structures cover each of these lots.

*113 Canal Street (Lot 34)* is a brick structure of first-class construction.

*58 Chrystie Street (7)* The building has five stories.

*56 Chrystie Street (5)* The "Synagogue" has a tin roof.

*54 Chrystie Street (4)* Both front and back structures have six stories.

*52 Chrystie Street (3)* Both front and back structures have five stories.

*50 and 48 Chrystie Street (2 and 1)* Both structures have five stories.

**Bromley 1897:**

The block appears similar to previous maps and atlases (Sanborn 1894; Robinson 1893). Some street numbers have changed on Forsyth Street: Lot 19 was previously called 57 Forsyth Street and Lot 20 was 55 Forsyth Street on Sanborn's 1894 and no 53 Forsyth address existed. Now, Lot 19 is called 55 Forsyth Street, Lot 20 is 53 Forsyth Street and there is no 57 Forsyth Street.

While this atlas is less detailed about some aspects of the structures on individual lots, basements are shown for the first time. Structures with

Sanborn 1905:

basements include the main structures at 48 and 50 Chrystie Street (Lots 1 and 2) and at 55 through 47 and 43 Forsyth Street (Lots 19-23 and 25).

The former site of the Church of the Holy Martyrs at 39 Forsyth Street (Lot 27) now houses a large brick stable.

Further details are provided on this map. Six inch water pipes are present on Forsyth Street and both a 20 inch and a 12 inch water pipe are shown on Canal Street. Forsyth Street is 50 feet wide while Canal Street is 75 feet wide. Additional details and changes to lots are described below, with lot numbers in parentheses.

*110 Hester Street/61 Forsyth Street (17)* This commercial/residential structure has a basement.

*112 Hester Street (16)* This commercial/residential structure has no basement.

*114 Hester Street (15)* This lot is now empty space that opens onto one of the yards associated with the Public School just west of it.

*116, 118 and 120 Hester Street/ 60-74 Chrystie Street (8)* The Public School No. 7 has no basements indicated.

*59 Forsyth Street (18)* This commercial/residential structure has a basement.

*57 and 55 Forsyth Street (19 and 20)* The commercial/residential structures that cover most of these two lots have basements.

*51, 49 and 47 Forsyth Street (21, 22 and 23)* Each commercial/residential structure has a basement. 51 Forsyth Street (Lot 21) houses a bakery.

*45 Forsyth Street (24)* The front structure is commercial/residential, the back structure exclusively residential, and neither has a basement.

*43 and 41 Forsyth Street (25 and 26)* Each of these large commercial/residential structures has a basement.

*39 Forsyth Street (27)* This former church is now labeled "Livery" and has a basement.

*37 Forsyth Street (28)* This commercial/residential structure has no basement.

*35 Forsyth Street (29)* The front structure is commercial/residential and the back structure is just commercial; no structures on the lot have basements.

*33 Forsyth Street (30)* This large commercial/residential structure is shown with a basement..

*31 Forsyth Street/107 Canal Street (31)* This corner structure has a basement and is labeled "Al. Floors."

*109, 111, 113, 115, 117 and 119 Canal Street (32, 33, 34, 35, 36 and 37)* All structures on these lots have basements. All have commercial use, and all are dwellings as well except for Lot 37 which is exclusively a store. 109 Canal Street appears to have an independent electric plant and 115 Canal Street houses a bakery.

*121 Canal Street and 123 Canal Street/46 Chrystie Street (38 and 39)* This combined structure has a basement and houses a store as well as light manufacturing. An independent electric plant is indicated in the building and a steam boiler is shown in front of the structure (outside of the APE).

*58 Chrystie Street (7)* The commercial/residential building has no basement.

*56 Chrystie Street (5)* The "Synagogue" has no basement indicated. Further details are as follows: Heat: stoves, lights: gas.

*54 Chrystie Street (4)* The front commercial/residential structure has a basement while the rear residential structure does not.

*52 Chrystie Street (3)* Neither the front nor the back structure has a basement.

*50 and 48 Chrystie Street (2 and 1)* Both commercial/residential structures have basements.

Bromley 1911:

The details on this atlas are virtually unchanged from Bromley 1897, only reflecting a few major changes seen on the previous Sanborn map (1905), including the razing of the structure at 114 Hester Street. Basements are depicted the same as on the previous Bromley atlas (1897) and do not reflect the Sanborn's data.

Hyde 1913:

This atlas shows different details compared with previous maps and atlases. Sidewalks are 10 feet wide, on the south side of Hester Street and both sides of Forsyth Street, and the sidewalk approaches 15 feet wide on both sides of Canal Street. Along Canal Street, two transportation lines are shown. Sewer lines, 4" x 2"8" brick, are indicated on the east side of Forsyth Street and the south side of Canal Street. Additionally, 6" and 12" water mains are shown on the west side of Forsyth Street and 20" water mains are shown on the north side of Canal Street. Details and changes on specific lots are noted below, lot numbers in parentheses:

*114 Hester Street (15)* A staircase is shown on the west side of the lot that leads to a yard associated with the "Public School No.7." It appears that the yard is walled off from the street.

*116, 118 and 120 Hester Street/ 60-74 Chrystie Street (8)* The "Public School No. 7" has two more staircases that lead to the structure on Hester Street that fall within the APE.

*59 Forsyth Street (18)* This structure has two large staircases in front.

*51, 49 and 47 Forsyth Street (21, 22 and 23)* Each structure has a central stoop.

*43 Forsyth Street (25)* This structure has a central stoop.

*39 Forsyth Street (27)* This structure is still indicated as a stable.

*37 Forsyth Street (28)* This structure is indicated as a "Saloon or Hotel with Liquor License."

*35 Forsyth Street (29)* The back two structures on this lot are still shown to be frame, while the front is brick.



*121 Canal Street and 123 Canal Street/46 Chrystie Street (38 and 39)*  
Both of these lots are shown to be vacant. Again, Lot 39 is outside of the APE.

*56 Chrystie Street (5)* The site of the former Synagogue is shown with a six story brick structure indicated to have a store on the first floor taking up most of the lot. There is a small yard in back and small enclosed yards on each side of the structure.

Bromley 1916:

The APE on this atlas is very similar to Bromley 1911 and Hyde 1913. More structures are shown with basements than on earlier Bromley atlases or Hyde 1913, but fewer basements are indicated than on the previous Sanborn map: In sum, structures with basements are shown on Lots 2, 21, 22, 23, and 24.

An additional fire hydrant is located on the east side of Forsyth Street near Hester Street, and there are no fire hydrants shown on the south side of Canal Street. The Manhattan Bridge Plaza just south of Canal Street (outside of the APE) is shown fully developed.

Differences in the lots are noted below, with lot numbers in parentheses:

*121 and 123 Canal Street /46 and 48 Chrystie Street (39; formerly 38, 39 and 1)* What was formerly two small lots facing Canal Street and a larger lot facing Chrystie Street have been combined into one. A large nine story brick structure labeled "Marcus Bldg." covers the entire lot.

Sanborn 1922:

The lots are depicted are similar in layout to Bromley 1916. An additional fire hydrant is located on the south side of Canal Street about mid block. 12" and 6" water pipes and a 12" high-pressure water pipe are shown on Forsyth Street, and a 20" and 12" water pipe and a 16" high-pressure water pipe are shown on Canal Street.

Additional lot details are described below, with lot numbers in parentheses:

*57 and 55 Forsyth Street (19)* The structure on this combined lot houses light manufacturing as well as dwellings and a store.

*51 and 49 Forsyth Street (21 and 22)* Each of these structures has a sub-cellar as well as a basement.

*39 Forsyth Street (27)* This structure is labeled "Livery & Boarding."

*35 Forsyth Street (29)* This lot is now entirely covered by structures; the front half has a basement, while the back half does not. It is indicated as a having a stable and is labeled "Boarding."

*121 and 123 Canal Street/46 and 48 Chrystie Street (39)* These combined lots appear to form one structure, but it is blackened out on this map.

*56 Chrystie Street (5)* This lot which once housed a Synagogue is now shown with a six story structure on it with two smaller one story sections on the north and south sides. All parts of the structure are shown with basements.

Bromley 1925:

Figure 4.6-9. This is the last atlas described here showing the block prior to preparations for the construction of the Sara Delano Roosevelt

Park and is largely identical to the Bromley 1916 atlas. Lot details, specifically remaining open yard spaces are described below, with lot numbers in parentheses:

*110 Hester Street/61 Forsyth Street (17)* A very small airshaft is present along the south side of the lot.

*112 Hester Street (16)* There is no yard space here.

*114 Hester Street (15)* This lot is entirely empty, although it once was entirely covered by a brick structure.

*116, 118 and 120 Hester Street/ 60-74 Chrystie Street (8)* The former Public School No. 7 is now labeled "East Side Continuation School." There are two large open yards in the back of the lot as well as an alleyway passing along the south side from Chrystie Street.

*59 Forsyth Street (18)* A small yard is present at the back of the lot.

*57 and 55 Forsyth Street (19)* A yard is present at the back of the lots as well as two small enclosed yards on the north and south sides of the structure.

*51, 49 and 47 Forsyth Street (21, 22 and 23)* Each structure has a small yard in back as well as small enclosed airshafts along the north and south sides of the structures.

*45 Forsyth Street (24)* A yard is present between the back and front structures and a very small airshaft is shown behind the back structure..

*43 and 41 Forsyth Street (25 and 26)* Each of these structures has a small yard in back and small airshafts along the north and south sides of each structure.

*39 Forsyth Street (27)* There are two narrow enclosed alleyways in back of the structure: one along the south side and one that wraps around the north side to the back.

*37 Forsyth Street (28)* There is a yard in back of this narrow structure.

*35 Forsyth Street (29)* There is only a very small open area at the back of the lot.

*33 Forsyth Street (30)* There is a small yard in back and narrow airshafts along the north and south sides of the structure.

*31 Forsyth Street/107 Canal Street (31)* There is no yard space.

*109, 111, 113, 115, 117 and 119 Canal Street (32, 33, 34, 35, 36 and 37)* No yard spaces are present on these small lots.

*121 Canal Street and 123 Canal Street/46 and 48 Chrystie Street (39)* There is no yard space on this combined lot.

*58 Chrystie Street (7)* There is a yard in back and two square air vents along each side of the structure (north and south).

*56 Chrystie Street (5)* This lot has a yard in back and an enclosed yard on the north and the south sides of the structure.

*54 and 52 Chrystie Street (4 and 3)* Each lot has a yard between the front and back structures and a very small space between the back structure and the back of the lot.

*50 Chrystie Street (2)* This lot has a yard in back.

- Bromley 1930: The block is shown completely cleared of all development. A rectangle is defined in the middle of the block with the following dimensions:  
Hester Street, 124.6 3/4,  
Forsyth Street, 366.11 3/4,  
Chrystie Street, 367.8 1/2,  
Canal Street, 123.11.
- Bromley 1934: The block has now been redeveloped as the Sarah (sic) Delano Roosevelt Park. Hester Street is no longer a thoroughfare, as the park crosses Hester Street to the north. The park is 160 feet wide east-west and ends in a semi-circle on the south side. Chrystie Street is shown approximately 30 feet wider than previously; thus, former Lots 2-8 are truncated by 30 feet on the west, Lot 1 is entirely gone, and Lot 39 is truncated by just a few feet on its west side. There do not appear to be any sidewalks. Forsyth Street is shown approximately 20 feet wider than previously, cutting into Lots 17-31. The center of the former block is labeled "Boys Playground." This would include interior areas of former Lots 1-30 (Lot 1 being part of the more recently combined Lot 39). The area is 335 feet north-south by 110 feet east-west. A 20 to 25 foot wide walkway runs around the park with a narrower additional section at the southern end of the park (possibly a barrier) facing Canal Street. A one-story Comfort Station is located at the northern end of the former block, partially located over the former area of Hester Street. It measures about 70 feet east-west by 40 feet north-south. Around 15 feet of the comfort station is located over the northeast corner of the former school at the front of Lot 8 facing Hester Street, the front of Lots 15 and 16, and the very back of Lot 17.
- Sanborn 1951: The area is labeled "Sara D. Roosevelt Parkway." No further details are given about the area of the APE within Block 302.
- Bromley 1967: The APE is depicted here the same as on Bromley 1934, except the area is labeled "Public Park."
- Bromley 1974: The APE is the same as shown on Bromley 1967.
- Sanborn 2001: Figure 4.6-1. Forsyth Street has been almost entirely blocked off by the Frank D'Amico Plaza, which is adjacent to an Intermediate School on Block 301 to the east. Two large structures impinge onto the east side of the former Forsyth Street roadbed.

**Street Elevation Table:**

Data Source	Hester Street and Forsyth Street	Canal Street and Forsyth Street	Hester Street and Chrystie Street	Canal Street and Chrystie Street
1865 Vi���	40.9"	43.7"	44"	45.10"
1885 Robinson	40.7"	45.5	40.5"	46.8"
1897-1974 Bromley	40.9"	45.7"	40.7"	46.10"
2001 Sanborn	40.9"	45.7	40.7"	46.10

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

### Tax and Directory Table:

Note: Lot numbers are shown in parentheses after the street address.

LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
BLOCK 302: Hester, Forsyth, Chrystie, and Canal Streets								
110 Hester Street/ 61Forsyth Street (17) (110 Hester Street was 124 Hester Street through 1851. Forsyth Street was Second Street in 1808)	Widow Hoffman (61 Second Street)	no info.	Heirs of Engle Friend, N. Eberhard crossed out, belongs to troop (61 Forsyth Street)	N. Eberhard, Frances Rampen penciled in (61 Forsyth Street)	James Curran, tailor, Nathaniel Dougherty, clerk (120 Hester Street at Forsyth Street) C. W. Sherwood, grocer (122 Hester Street at Forsyth Street) Henry Whitty, grocer, George Pferre, tailor (124 Hester Street) [compare with] Henry Wittlie, grocer, George Pfarre, tailor, Peter Mutter, clocks (61 Forsyth Street)	Mrs. Eberhardt (61 Forsyth Street)	John G. Otto lessee (61 Forsyth Street)	J. G. Otto (61 Forsyth Street)
112 Hester Street (16) (126 Hester St. through 1851)	no info.	Angel Freund	Heirs of E. Friend	Est. M. Eberhard	Christian Miller, fish, Philip Schaefer, confectioner	Mrs. Eberhard	P. Pfeifer	P. Pfeifer
114 Hester Street (15) (128 Hester St. through 1851)	Engle Friends	John Heckes	Heir of E. Friend	Nicls. Gondim	Margarite Scheffmeyer, lqrs	Mr. Scheffmeyer	Mrs. Scheffmayer	Mrs. Schiffinger
116 Hester Street (8) (130 Hester St. through 1851)	Charles Burth	Charles Bunk	Heirs of E. Friend	Anthony Rampen	Charles Hicks, John Maginn, pilot	F. Rollwagon	F. Rollwagon	T. Rollwagen
118 Hester Street (8) (132 Hester St. through 1851)	Wm. Lawrence	Angel Freund	Heirs of E. Friend	Francis Rampen	Jacob Boehringer, butcher	Jacob Bockringer	Jacob Bockringer	Jacob Bockringer
120 Hester Street/ 74 Chrystie Street (8) (First St. in 1808)	Widow Hoffman, Henry Gable (74 First Street)	no info.	David Brombush (74 Chrystie Street)	no info.	Info	no info.	no info.	no info.

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
59 Forsyth Street (18) (Second St. in 1808)	Conrad Fordan, Isaac Tangburn	Ditmer Rutz, S. Campbell	Mrs. McAddams	Elizabeth Gorden	Thomas Naughten, tailor, Robert Day, stevedore REAR Roger Adams, porter, George Cook, printer, Ernest Malgenk, shoemaker, Jacob Thickneder, tailor, Thomas Smith, painter	Stephen Brooker	C. Freunet	C. Freeman
57 (now 55) Forsyth Street (19) (Second Street in 1808)	John McAdams, Dr. Weed	Widow M. Adams	Heirs of R. Landearer	Est. Richard Sampkert	Charles Halpich, physician, Auguste Reisky, butcher	E. Richter	Green & Mitchell	Green & Mitchell
55 (now 53) Forsyth Street (20) (Second Street in 1808)	Joseph Clark, Mr. Walker	Marshall	Francis Ramppin	Frances Rampen	Erhard Richter, brewery	E. Richter	Green & Mitchell	Green & Mitchell
53 (now the north part of 51 only) Forsyth Street (north part of 21) (Second Street in 1808)	Mr. Shearer, Mr. Funk	Marshall	Heirs of A. B. Woodruff, Abraham Vorris	Est. A. B. Woodruff, Charles Tallman, juror	Charles Talman, Ann Shanan	Est. of A. B. Woodruff	Est. E. B. Woodruff crossed out, Mortimer Porter penciled in	Mortimer Porter
51 (now part of 49 and 51) Forsyth Street (21/22) (Second Street in 1808)	Widow Shearman, Mr. Cunningham	Widow Hannah Shermer	Heirs of A. B. Woodruff, Thos. Bodle	Est. A. B. Woodruff, J. R. Noyes, juror	Augustus Bogart	Est. of A. B. Woodruff	Est. E. B. Woodruff crossed out, Mortimer Porter penciled in	Mortimer Porter
49 (now part of 47 and 49) Forsyth Street (22/23) (Second Street in 1808)	James Forrest	James Deforest	Heirs of A. B. Woodruff, T. H. Nappier	Est. A. B. Woodruff, Thomas Lewis, juror	Henry Burr, hatter	Est. of A. B. Woodruff	Est. E. B. Woodruff crossed out, Mortimer Porter penciled in	Mortimer Porter
47 (now the south part of 47 only) Forsyth Street (south part of 23) (Second Street in 1808)	Mr. Agnus, Joseph Wolf	Oce Wiley	Heirs of A. B. Woodruff, Wm. M. Hitchcock	Est. A. B. Woodruff, W. Philips, juror	Wells Phillips, shoes	Est. of A. B. Woodruff	Est. E. B. Woodruff crossed out, Mortimer Porter penciled in	Mortimer Porter



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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
45 Forsyth Street (24) (Second Street in 1808)	Richard Van Voorhis, Wm. Ryan	William Rhine	Wm. Ryan	Est. William Ryan	James Ryen, carpenter, William Jones, printer REAR William Dalton, sailmkr, William Shott, goldsmith, John Taylor, engineer, Albert Shaplier, soap, Albert Strotman, clerk, Edward Dalton, sailmaker, John Armans, ship carpenter	Charles Rodman	Chas. Redman, military	Chas. Redman
43 Forsyth Street (25) (Second Street in 1808)	Rowlin Powell	John Forbes	John W. Degraw	James Rogers	Edwin Labras, gilder, Ann Adams, vests, Frederick Shoemaker, barkpr REAR Stephen Sheppard, mahy, Fanny McKibbon, tailoress, Samuel Bradfield, shoes	James Rogers	Henry Bischoff	Henry Bickhoff crossed out, Elise Lenor penciled in
41 Forsyth Street (26) (Second Street in 1808)	Richard Smith, Robert Furlong, Mr. Brush, Mr. Burlis	Richard Smith	Richard Smith	Capt. Rodgers	Abner Squire, J. D. Squire, Edwin Hillyer, clothing REAR F. Hofflich, carpenter, John Jockel, George Jockel, tailor, Catherine Jockel	James Rogers	James Rodgers	James Rodgers
39 Forsyth Street (27) (Second Street in 1808)	Nathaniel Hunt, John Hitchcock, Peter Chapple, Joseph Banter, Mr. Watts	Nathaniel Hunt, Isaac Keeler, William J. Stevenson, Charles Cox	Nathan Hunt	Est. Nathaniel Hunt	Charlotte Baldwin, teacher, Charles Henry, James Clark, pilot REAR James Mitchell, glazier	Meeting House	Meeting House	Church of the Holy Martyrs
37 Forsyth Street (28) (Second Street in 1808)	see 39 Second Street above	Nathaniel Hunt, Thomas F. Williams	Nathan Hunt, Peter B. Devan	Joseph West, juror	Andrew Chadcayne, tailor, C. N. Cogswell, P. G. Fowler, dress cutter	Joseph West	Joseph West	A. Lutz

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
35 Forsyth Street (29) (Second Street in 1808)	Capt. Ripley, Capt. Pennick	Stephen James, Joseph Hatches, Samuel Mashatt	Geo. Stephenson	Geo. G. Stevenson, Thomas Fardo, juror	John Hodgins, grocer, George Zinck, sausages, William Lowry, police, Christon Carstens, baker, L. Eveson, locksmith, Mathew Mooney, tailor, Stephen Cronin, tailor, John Doherty, tailor REAR Patrick Hogan, laborer, Donald McLeod, Mary Holden, washing, H. Wooliston, gasfitter, Charles Neidzuidzky, tailor	Mr. Beekman	Mr. Beckman	Mr. Beekman
33 Forsyth Street (30) (Second Street in 1808)	T. Fowler	Widow Davis	Mrs. Davis	Est. Hugh Taylor	Edmund Concklin, butcher, Abraham Riker, shoes, C. B. Pearson, fancy store REAR Fr'cis. Schnueriger, toys, James Bell, workman, James Brennan, laborer Edward Brennan, machinist	J. A. Ronalds	J. A. Ronalds	J. A. Ronalds
31 Forsyth Street/ 107 Canal Street (31) (Forsyth Street was Second Street in 1808, 107 Canal Street was 228 Walker Street in 1834 and 1844)	no info.	Anthony Hicks (31 Forsyth Street)	Charles Cashman, E. Wetmore, artillery (228 Walker Street)	Charles Cashman, Enoch Gessing, juror (228 Walker Street)	Ignatz Benning, grocer (31 Forsyth Street)	Charles Cashman (107 Canal Street)	Chas. Cashman (107 Canal Street)	Charles Cushman (107 Canal Street)
72 Chrystie Street (8) (First Street in 1808)	David Brombush, Mr. Dill	David Brombush	Joseph Miller	David Brombush (72 Chrystie Street)  Mathias Bentz (72 ½ Chrystie Street)	Mathias Benst, bootmaker, Charles Ernervine, hatter  NOTE: 72 Chrystie Street is listed on the opposite side of Hester Street	Jacob Bochringer crossed out, Jacob Neidlinger penciled in (72 Chrystie Street) Mathies Bentry crossed out, Jacob Bochringer penciled in (72 ½ Chrystie Street)	Jacob Bochringer (72 and 72 ½ Chrystie Street)	Jacob Bockringer (72 (72 and 72 ½ Chrystie Street)

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
70 Chrystie Street (8) (First Street in 1808)	Leonard Fisher, John Bostwick	Leonard Fisher	Heirs of Mrs. Fisher	Louisa Fisher	Patrick McCaully, tailor, W. J. White, smith	Mr. McCulloch	Jacob Bochringer	Jacob Bockringer
68 Chrystie Street (8) (First Street in 1808)	Henry Shearer	Zebuland Grant	Amos Willet	Amos Willet	Sarah Browne, boarding, William Pennoyer, tailor	Jacob Bochringer	Jacob Bochringer	Jacob Bockringer
66 Chrystie Street (8) (First Street in 1808)	Martin Litenbeck, Mr. Taget	Martin Lydebeek	R. P. Bunker	Saml. P. Mott	Jacob Nightlinger, car man, James Reilly, upholsterer, Mary Huddon	Samuel F. Mott	Saml. F. Mott	Clinton Graham
64 Chrystie Street (8) (First Street in 1808)	Mr. Beamer	David Dreamer	Public School	Public School	Sarah A. Bunker, school, W. H. Reuck, school	Public School	Public School	Public School
62 Chrystie Street (8) (First Street in 1808)	Widow Cline	Lohn Kline, David Dyke	Public School	Public School	Sarah A. Bunker, school, W. H. Reuck, school	Public School	Public School	Public School
60 Chrystie Street (8) (First Street in 1808)	Jacob Marsh, Michael Thuler	Jacob Hatch	Public School	Public School	vacant lot	Public School	Public School	Public School
58 Chrystie Street (7) (First Street in 1808)	Peter Crawbuck, John Tiers	Peter Crawbuck	Mordica Mires	M. Mires	John Egan, boarding Rynard Vollmer, baker	John Eagan	Mr. Fatman, Est. W. B. Miles	Est. H. Bellons
56 Chrystie Street (5) (First Street in 1808)	John Keyser	William Reynolds	Methodist Church	Methodist Church	Temple Imanuel (Rev.) G. W. Cohen	Jews Meeting House	Jews Meeting House	Jews Meeting House
54 Chrystie Street (4) (First Street in 1808)	Nathaniel Hunt, Henry Banks	Nathaniel Hunt	Nathaniel Hunt, G. H. Clapman	Est. M Hunt	Elisha Fitzgerald, machinist, John Barker, smith, James Perry, machinist	Mr. Miller	Mr. Miller	Mr. Miller
52 Chrystie Street (3) (First Street in 1808)	Widow How	Charity How	Daniel Kingsland	H. Cathn. Kingsland	Anne Gordon, boarding	John Schort	John Huff	John Huff
50 Chrystie Street (2) (First Street in 1808)	no info.	John Quackinbush, Samuel Townesend	Wm. Lard	Lewis B. Reed	J. H. Wilson, cutter, P. P. Dibney, carpenter, Maria Wilson, confectionery	Lewis Reed	Mr. Brannigan	Philip Jackberg, crossed out
48 Chrystie Street (1) (First Street in 1808)	John Quackinbush, G. C. Quackinbush, Captain Mufsey, Mr. Shearman	John Quackinbush	Wm. Lard	Lewis B. Reed	Patrick McKeever, grocer	Lewis Reed	Fredk. Reichter	F. Lichtor

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LOCATION	1808	1820	1834	1844	1851 Directory	1858	1869	1876
46 Chrystie Street/123 Canal Street (39) (123 Canal Street was 212 Walker Street in 1844 and 1851)	James Dominick	Thomas Cooper, John Montonges, Freeman Smith (46 Chrystie Street)	Henry Kling (46 Chrystie Street)	R. Shields (212 Walker Street)	Patrick Leahy, liquors (44 and 46 Chrystie Street, see 212 Walker Street below) F. W. Grevel, physician, Julius Alexander, segars, Henry Grogan, confectioner (210 Walker Street at Chrystie Street) Patrick Leahy, liquors (212 Walker Street)	William Quinn (123 Canal Street)	Henry Kinzing (123 Canal Street)	Henry Kenzing (123 Canal Street)
109 Canal Street (32) (226 Walker Street in 1834 and 1844, 64 Pump Street in 1820 and 1808)	Mr. Purdy, Mr. Fisher	Jacob Purdy	Peter Lorillard, Joseph Desemus	E. S. Spencer	no info.	William L. Spencer vacant	Wm. A. Spencer	William A. Spencer
111 Canal Street (33) (224 Walker Street in 1851, 1844 and 1834, 66 Pump Street in 1820 and 1808)	Wm. Adams (66 Pump Street) Francis Gance (listed between 66 and 68 Pump Street)	John Gantz	Heirs of J. Gantz	Est. M. F. Gautz, Martin Bennet penciled in	Theodore Iverg, porterhouse, Martin Bennett, carpenter	Est. A. M. Z. Bennett	Evelina Spriggins	Evelina Spriggins
113 Canal Street (34) (222 Walker Street in 1851, 1844 and 1834, 68 Pump Street in 1820 and 1808)	David Camm (68 Pump Street) Francis Gance (listed between 66 and 68 Pump Street)	John Gantz	F. Rampen	Francis Rapen, Bussey penciled in	Charles Miller, boarding	Charles Bockert vacant	E. Obeslander crossed out, Military 1869 H.S.J. Friedrich Haag penciled in	Frederick Haag
115 Canal Street (35) (220 Walker Street in 1851, 1844 and 1834, 70 Pump Street in 1820 and 1808)	Seth Kneeland, John Fowles, Ellis McKay, John McMannus	John Gantz	Mrs. Graves	Ann Graves	Moses Coleman, capcutter, James Dewhurst, carpenter	Ann Graves vacant	Henry Kinzing	Henry Kenzing
117 Canal Street (36) (218 Walker Street in 1851, 1844 and 1834, 72 Pump Street in 1820 and 1808)	see 70 Pump Street above	John Gantz	Heirs of Mrs. Wheeler	William F. Mott	Percy Hackstaff, dressmaker, John Bradburn	William F. Mott vacant	Mr. Laurence	Mr. Laurence
119 Canal Street (37) (216 Walker Street in 1851, 1844 and 1834, 74 Pump Street in 1820 and 1808)	see 70 Pump Street above	John Gantz	George Smith	George Smith	George Smith, silverplater, George Mountjoy, silversmith	George Smith vacant	Geo. Smith	Elizabeth Zubrod
121 Canal Street (38) (214 Walker St. in 1844 and 1834, 76 Pump St. in 1820 and 1808)	see 70 Pump Street above	John Gantz	Heirs of Mrs. Wheeler	William F. Mott	James Hopkins, painter	William F. Mott vacant	Henry Kinzing	Henry Kenzing

## **Second Avenue Subway - Phase 1A Alternative Archaeological Assessment**

Note: The current area of 47, 49 and 51 Forsyth Street (Lots 21, 22 and 23) was divided among four lots during the 19<sup>th</sup> century (47, 49, 51 and 53 Forsyth Street).

### ***Precontact Sensitivity:***

The area of Block 302 and the adjacent Forsyth and Canal Street roadbeds was open, relatively flat meadowland in precontact times and was close to a fresh water source, later known as the Collect Pond, located about 1,600 feet southwest of the APE (Viele 1865; see Ratzer 1766/67, Figure 4.6-2). Although no precontact sites have been recorded specifically in the immediate vicinity of the APE, the area would have been suitable for habitation or use. An area of land called "Werpoes" by Native Americans, as recorded in a land patent from 1651, is identified in the immediate vicinity of the APE (Stokes 1928: 72), and a habitation site called "Schepmoes" was additionally recorded to the north of the APE at approximately East 10th Street and Second Avenue (Grumet 1981).

Since the colonial era, farming activities and development would have likely disturbed precontact remains to some degree. During the 17<sup>th</sup> century under the Dutch West India Company, farming was prevalent in the area and in the 18<sup>th</sup> century the area was part of James Delancey's farm (Stokes 1928; Grim 1744; Delancey Farm Map 1865). However, plowing is not likely to have disturbed the ground to a depth of more than about one foot. While it is very unlikely that surface scatter or surface remains from the precontact era would still exist, subsurface remains such as storage or trash pits could have survived.

Soil borings within the APE (see Borings 1-5, Engineering Services 1979, Appendix 4.6.7.3) indicate that the APE has an average of 18 feet of fill (ranging from 15 to 20 feet), which is probably associated with 19<sup>th</sup> century development. Below this are levels which may represent the precontact living surface. In this scenario, the majority of 19<sup>th</sup> and 20<sup>th</sup> century development would not, then, have impacted the precontact surface, as even structures with basements may not have impacted 18 feet below the surface. However, the water table has been observed near adjacent blocks around 25 feet below the surface and as deep as 33 feet below the surface in the immediate vicinity (see Appendix 4.6.7.3), and so 19<sup>th</sup> century wells would have to penetrate to that depth. There may have been open yards on lots developed in the 19<sup>th</sup> century where such wells would probably have been located. The APE is thus considered to be moderately sensitive for precontact remains from about 19 feet below grade to about 24 feet below grade for the majority of the APE.

### ***Historical Sensitivity:***

During the 17<sup>th</sup> century, Block 302 and the adjacent Forsyth and Canal Street roadbeds were part of farmlands associated with the Bouwery parcels administered by Director Kieft of the Dutch West India Company (Stokes 1918). The very northwest corner of the APE is located in a section of Bouwery No. 4 assigned to Gerrit Jansen in 1645, while the rest of the block is located within Bouwery No. 5, assigned to Cornelis Claes Swits in 1645. The APE became part of James Delancey's Farm in the 18<sup>th</sup> century, but it is unclear if the area of the block was actively farmed (Figure 4.6-2, Ratzer 1767; Grim 1744; Delancey Farm Map 1865; Stokes 1918). No structures are shown within the APE during the 17<sup>th</sup> or 18<sup>th</sup> centuries, but this does not preclude the possibility of their existence.



By 1766, the APE appears to be vacant, and is not shown as farmland (Montresor 1766). In 1767, a map shows the block in its present form, and structures are depicted along the east side of Chrystie Street between Hester and Canal Streets and at the corner of Hester and Forsyth Streets by 1797, however the streets are not all named (Figure 4.6-2, Ratzer 1767; British Headquarters Map 1797; Taylor Roberts 1797). One or two structures are shown during the early part of the 1800s on Chrystie Street, and Tanner 1836 identified the southern structure as an Independent Methodist Church (Hooker 1829; Colton 1836; Tanner 1836). It may be that there was more development on the block by this time, but the lack of detail on early 19<sup>th</sup> century maps leaves this questionable. However, property assessments dating from 1808 indicate with certainty that Chrystie, Hester, Forsyth and Canal Streets were lotted for development, and possibly occupied by that time (see tax table, above).

The block is shown as fully developed with 56 structures by the middle of the 19<sup>th</sup> century (Dripps 1852). Two large structures on the east side of Chrystie Street include a Public School and a Synagogue labeled "Temple of the Imanuel" (Ibid.). An Episcopalian Church is shown on Forsyth Street, labeled "Episcopal Church of the Holy Martyrs" (Figure 4.6-6; Perris 1857-62). Many structures are later shown with stores on their first floors (Ibid.; Sanborn 1894). The Episcopal Church is converted to a stable by 1897 (Bromley) and the Synagogue ceases to be used as such by 1913 (Hyde). The school however increases in size to take up nearly on quarter of the block (see Figure 4.6-9; Bromley 1925).

The occupants of the block by the mid-19<sup>th</sup> century included both skilled and non-skilled workers (see 1851 Directory information, tax table, above). Additionally, Viele (1865) indicates that sewers were present by mid-century. Many structures probably had indoor plumbing installed, but some may have continued to depend on wells and privies which were utilized prior to the availability of sewer and water. During the 19<sup>th</sup> century, it is likely that wells or privies were present in some of the open yard spaces at the time, which are detailed below.

Between 1925 and 1930, all structures on the block were razed (Bromley). Within the next five years, the block was re-developed as the Sara Delano Roosevelt Public Park (Bromley 1935). Hester Street was decommissioned between Chrystie and Forsyth Streets, but Canal Street remained an open thoroughfare. Chrystie Street was widened by about 30 feet to the east, defining the west boundary of the park and this APE. Forsyth Street was widened by about 20 feet to the west, defining the east boundary of the park.

Soil borings within the APE (see 1-5, Engineering Services 1979, Appendix 4.6.7.3) indicate that the majority of the APE is underlain by about 18 feet of fill (ranging from 15 to 20 feet), which is probably associated with the development that occurred during the first half of the 19<sup>th</sup> century. Borings do not indicate whether 18 feet of fill was added, or if 18 feet of the pre-development surface was impacted, so, conservatively, it is assumed that fill was added. The water table has been observed as deep as 25 feet below the surface within the APE and 33 feet below the surface in the immediate vicinity (see Appendix 4.6.7.3), and so wells from the 19<sup>th</sup> century are likely to have reached that depth. These 19<sup>th</sup> century wells would have been constructed through the layer of fill.

Along Canal Street, two transportation lines were shown, and brick sewer lines, measuring 4" by 2"8", were indicated on the east side of Forsyth Street and the south side of Canal Street (Hyde 1913). WPA Subsurface Conditions Maps (Map No. 85, 1937; Map No. 73, 1939) detail clusters of utilities under Forsyth Street just north of the APE, which are extrapolated for this part of the APE. The utilities include electricity ducts, gas and water pipes and postal cables, all of which are located five feet or less beneath the surface of the roadbed and were not located under the sidewalk at the time. The sewer line is shown in the middle of the street and is considerably deeper, located ten feet below the surface. The utilities do not appear to have impacted depths below the fill. No WPA maps are available that show the depths of the utilities under Canal Street, but other maps also note a 20" and 12" water pipe and a 16" high-pressure water pipe on Canal Street (Sanborn 1922, 1951). It is likely that the configuration of these utilities are similar to that of Forsyth, Broome and Grand Streets, where most utilities are relatively close to the surface, with sewer lines buried more deeply. Overall, it is not likely that the utilities noted here are found beneath the fill layer.

Several lots had open yard areas prior to the construction of the park. Larger yards were present in back of Lot 8 which housed a school (specifically behind 60-66 Chrystie Street, and not including 114 Hester Street, which formerly housed a structure). Midsized to small yards were present on the former Lots 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29 and 30 (59, 57, 55, 51, 49, 47, 45, 43, 41, 39, 37, 35 and 33 Forsyth Street), and Lots 7, 5, 4, 3, and 1 (58, 56, 54, 52 and 50 Chrystie Street). Additionally, airshafts were located along the sides of structures on Lots 7, 17, 21, 22, 23, 25, 26 and 30 (Bromley 1925; Sanborn 1905). Any of these areas have the potential to hold shaft features such as wells or privies from earlier structures dating from the 19<sup>th</sup> century or earlier. Nineteenth century features would be located within the fill layer, while earlier remains from the 18<sup>th</sup> or 17<sup>th</sup> centuries would most likely be located beneath the fill.

Nearly half of the lots lacked structures with basements. The lots without any basements include Lots 16 and 15 (112 and 114 Hester Street), the large Lot 8 (116, 118 and 120 Hester Street/72, 70, 68, 66, 64, 62 and 60 Chrystie Street), Lots 24 and 37 (45 and 37 Forsyth Street), Lots 7 and 3 (58 and 52 Chrystie Street), and Lots 32, 33, 34, 35, 36 and 37 (109, 111, 113, 115, 117 and 119 Canal Street). Additionally there are some lots with more than one structure where only one has a basement. Structures without basements are found at the back of Lot 29 (35 Forsyth Street) and at the back of Lots 54, 50 and 48 (54, 50 and 48 Chrystie Street). These areas are less likely to have disturbed any possible earlier shaft features from the 17<sup>th</sup> or 18<sup>th</sup> centuries, even though these remains would have more likely than not been protected by fill.

Two lots had structures with sub-cellars as well as basements; these were Lots 21 and 22, located at 51 and 49 Forsyth Street respectively. Depending on the depth of the combined sub-cellar and basement, these areas are more likely than any others to have experienced disturbances below the fill.

In sum, Block 302 is moderately sensitive for pre-19<sup>th</sup> century historic remains in its entirety, below the ca.18 feet of fill. Only 19<sup>th</sup> century shaft features such as wells or particularly deep basements and possibly the sub-cellars on Lots 21 and 22 would have impacted the

## **Second Avenue Subway - Phase 1A Alternative Archaeological Assessment**

precontact or 17<sup>th</sup> and 18<sup>th</sup> century landscape, if it is in fact buried beneath the fill. In this scenario, these early historical archaeological remains would be found only beneath the fill layer, at about 18 feet beneath the surface. For 19<sup>th</sup> century features such as wells or privies, Block 302 is moderately sensitive in former open yard areas on Lots 1, 3-5, 8, 18, 19 and 21-30 and would be present in the fill layer from the current surface down to at least the depth of the water table, which lies between about 25 and 33 feet below grade.

**4.6.7.2      *Site File Search Results, NYCLPC, NYSOPRHP and NYSM***

# SITE FILE SEARCH RESULTS

Project Name 2<sup>nd</sup> Ave. Subway HAA Project Number 2362 Client Historical Perspective  
 City New York Town \_\_\_\_\_ County New York  
 Worksheets Central PK, Brooklyn, Jersey City  
 Conducted by: K.C. Date 10.1.01

NEW YORK STATE MUSEUM

# Sites

7

SHPO

# Sites

24 19

<del>4059</del> X	*Missing	A061.01.0191 -	# 30 = British Line
<del>4060</del> X		A061.01.01282 X	# 31
<del>4061</del> X		A061.01.01272 X	
<del>4062</del> X		A061.01.01284 X	(note: # 30 + # 31 -
<del>4063</del> X		A061.01.01283 X	the only info from SAPO
<del>4064</del> X		1 - A061.01.1271 X	was that NYAC did a
<del>4065</del> X		2 - A061.01.0044 X	survey in the 1970's
		3 - A061.01.0623 X	2nd found historic remains.
		4 - A061.01.06763 X	no other info was found.)
		5 - A061.01.0001 -	
	209 Water St. South Street NYAC Support HP	6 - A061.01.00604 X	NYAC = New York
		A061.01.01304 X	Archeological Council.
		A061.01.01285 X	
	*Missing	A061.01.07671 -	
	* 576 Broom St. Historic Site	A061.01.09530 X	
		A061.01.01286 X	
		A061.01.01541 X	
		A061.01.00542 X	
		A061.01.09531 X	

According to Cynthia Blakemore  
 @ SHPO



~~Read's~~ Checked

South Street Seaport Historic District  
209 Water Street

→ 7 previous surveys w/in Radius

Oliver Tree # 115416 - 115418 # 115419 - 115420 # 115421 - 115422 # 115423 - 115424 # 115425 - 115426 # 115427 - 115428 # 115429 - 115430 # 115431 - 115432 # 115433 - 115434 # 115435 - 115436 # 115437 - 115438 # 115439 - 115440 # 115441 - 115442 # 115443 - 115444 # 115445 - 115446 # 115447 - 115448 # 115449 - 115450 # 115451 - 115452 # 115453 - 115454 # 115455 - 115456 # 115457 - 115458 # 115459 - 115460 # 115461 - 115462 # 115463 - 115464 # 115465 - 115466 # 115467 - 115468 # 115469 - 115470 # 115471 - 115472 # 115473 - 115474 # 115475 - 115476 # 115477 - 115478 # 115479 - 115480 # 115481 - 115482 # 115483 - 115484 # 115485 - 115486 # 115487 - 115488 # 115489 - 115490 # 115491 - 115492 # 115493 - 115494 # 115495 - 115496 # 115497 - 115498 # 115499 - 115500 # 115501 - 115502 # 115503 - 115504 # 115505 - 115506 # 115507 - 115508 # 115509 - 115510 # 115511 - 115512 # 115513 - 115514 # 115515 - 115516 # 115517 - 115518 # 115519 - 115520 # 115521 - 115522 # 115523 - 115524 # 115525 - 115526 # 115527 - 115528 # 115529 - 115530 # 115531 - 115532 # 115533 - 115534 # 115535 - 115536 # 115537 - 115538 # 115539 - 115540 # 115541 - 115542 # 115543 - 115544 # 115545 - 115546 # 115547 - 115548 # 115549 - 115550 # 115551 - 115552 # 115553 - 115554 # 115555 - 115556 # 115557 - 115558 # 115559 - 115560 # 115561 - 115562 # 115563 - 115564 # 115565 - 115566 # 115567 - 115568 # 115569 - 115570 # 115571 - 115572 # 115573 - 115574 # 115575 - 115576 # 115577 - 115578 # 115579 - 115580 # 115581 - 115582 # 115583 - 115584 # 115585 - 115586 # 115587 - 115588 # 115589 - 115590 # 115591 - 115592 # 115593 - 115594 # 115595 - 115596 # 115597 - 115598 # 115599 - 115600 # 115601 - 115602 # 115603 - 115604 # 115605 - 115606 # 115607 - 115608 # 115609 - 115610 # 115611 - 115612 # 115613 - 115614 # 115615 - 115616 # 115617 - 115618 # 115619 - 115620 # 115621 - 115622 # 115623 - 115624 # 115625 - 115626 # 115627 - 115628 # 115629 - 115630 # 115631 - 115632 # 115633 - 115634 # 115635 - 115636 # 115637 - 115638 # 115639 - 115640 # 115641 - 115642 # 115643 - 115644 # 115645 - 115646 # 115647 - 115648 # 115649 - 115650 # 115651 - 115652 # 115653 - 115654 # 115655 - 115656 # 115657 - 115658 # 115659 - 115660 # 115661 - 115662 # 115663 - 115664 # 115665 - 115666 # 115667 - 115668 # 115669 - 115670 # 115671 - 115672 # 115673 - 115674 # 115675 - 115676 # 115677 - 115678 # 115679 - 115680 # 115681 - 115682 # 115683 - 115684 # 115685 - 115686 # 115687 - 115688 # 115689 - 115690 # 115691 - 115692 # 115693 - 115694 # 115695 - 115696 # 115697 - 115698 # 115699 - 115700 # 115701 - 115702 # 115703 - 115704 # 115705 - 115706 # 115707 - 115708 # 115709 - 115710 # 115711 - 115712 # 115713 - 115714 # 115715 - 115716 # 115717 - 115718 # 115719 - 115720 # 115721 - 115722 # 115723 - 115724 # 115725 - 115726 # 115727 - 115728 # 115729 - 115730 # 115731 - 115732 # 115733 - 115734 # 115735 - 115736 # 115737 - 115738 # 115739 - 115740 # 115741 - 115742 # 115743 - 115744 # 115745 - 115746 # 115747 - 115748 # 115749 - 115750 # 115751 - 115752 # 115753 - 115754 # 115755 - 115756 # 115757 - 115758 # 115759 - 115760 # 115761 - 115762 # 115763 - 115764 # 115765 - 115766 # 115767 - 115768 # 115769 - 115770 # 115771 - 115772 # 115773 - 115774 # 115775 - 115776 # 115777 - 115778 # 115779 - 115780 # 115781 - 115782 # 115783 - 115784 # 115785 - 115786 # 115787 - 115788 # 115789 - 115790 # 115791 - 115792 # 115793 - 115794 # 115795 - 115796 # 115797 - 115798 # 115799 - 115800 # 115801 - 115802 # 115803 - 115804 # 115805 - 115806 # 115807 - 115808 # 115809 - 115810 # 115811 - 115812 # 115813 - 115814 # 115815 - 115816 # 115817 - 115818 # 115819 - 115820 # 115821 - 115822 # 115823 - 115824 # 115825 - 115826 # 115827 - 115828 # 115829 - 115830 # 115831 - 115832 # 115833 - 115834 # 115835 - 115836 # 115837 - 115838 # 115839 - 115840 # 115841 - 115842 # 115843 - 115844 # 115845 - 115846 # 115847 - 115848 # 115849 - 115850 # 115851 - 115852 # 115853 - 115854 # 115855 - 115856 # 115857 - 115858 # 115859 - 115860 # 115861 - 115862 # 115863 - 115864 # 115865 - 115866 # 115867 - 115868 # 115869 - 115870 # 115871 - 115872 # 115873 - 115874 # 115875 - 115876 # 115877 - 115878 # 115879 - 115880 # 115881 - 115882 # 115883 - 115884 # 115885 - 115886 # 115887 - 115888 # 115889 - 115890 # 115891 - 115892 # 115893 - 115894 # 115895 - 115896 # 115897 - 115898 # 115899 - 115900 # 115901 - 115902 # 115903 - 115904 # 115905 - 115906 # 115907 - 115908 # 115909 - 115910 # 115911 - 115912 # 115913 - 115914 # 115915 - 115916 # 115917 - 115918 # 115919 - 115920 # 115921 - 115922 # 115923 - 115924 # 115925 - 115926 # 115927 - 1

7 Telco Block - S. St. Support Historic District - 1983

CENTRAL PARK QUADRANGLE

MAP A

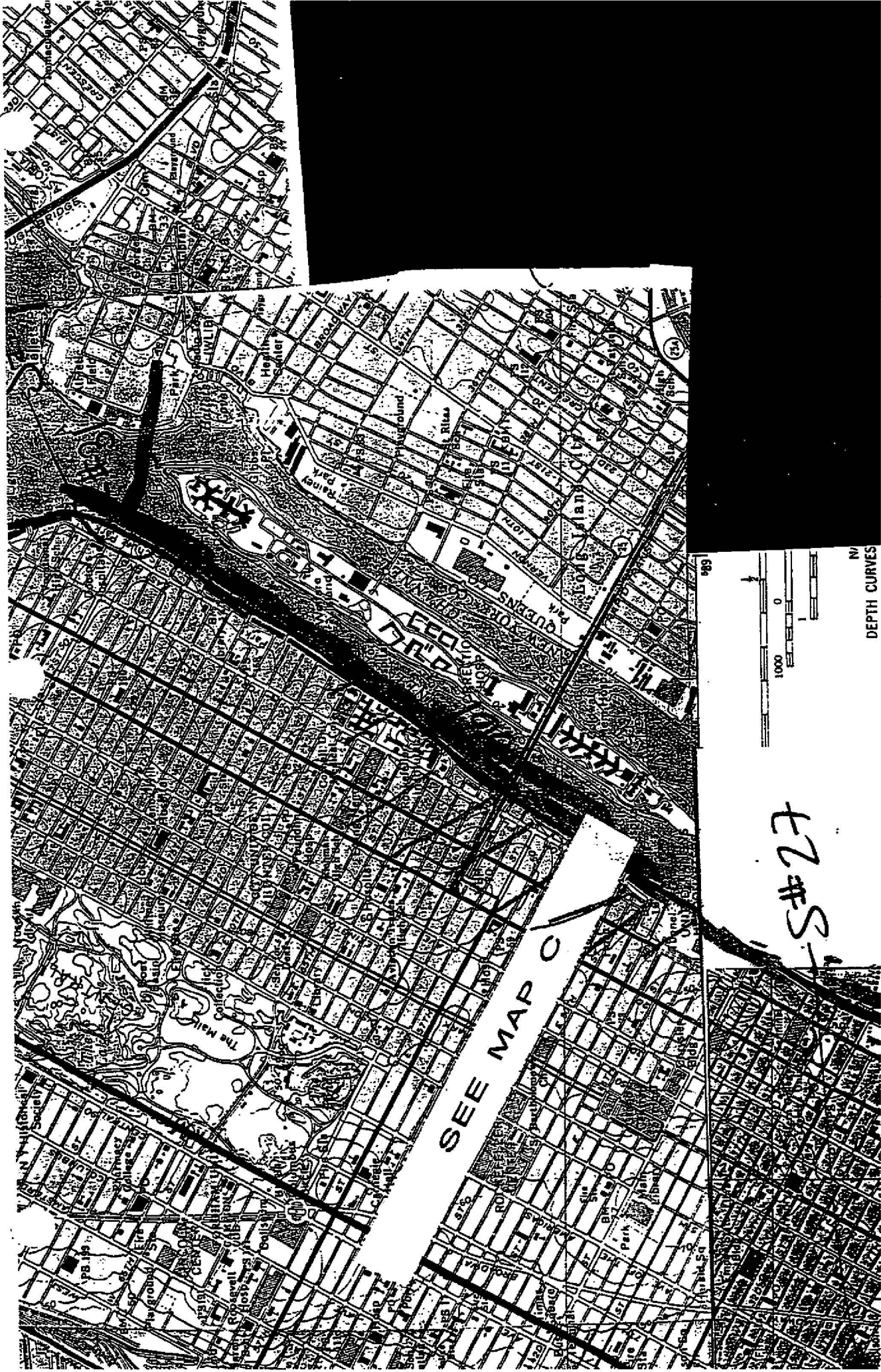
CENTRAL PARK QUADRANGLE

MAP B

SEE MAP A

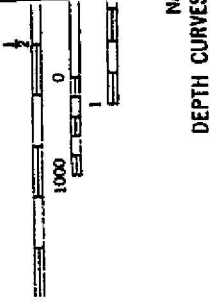
RAL

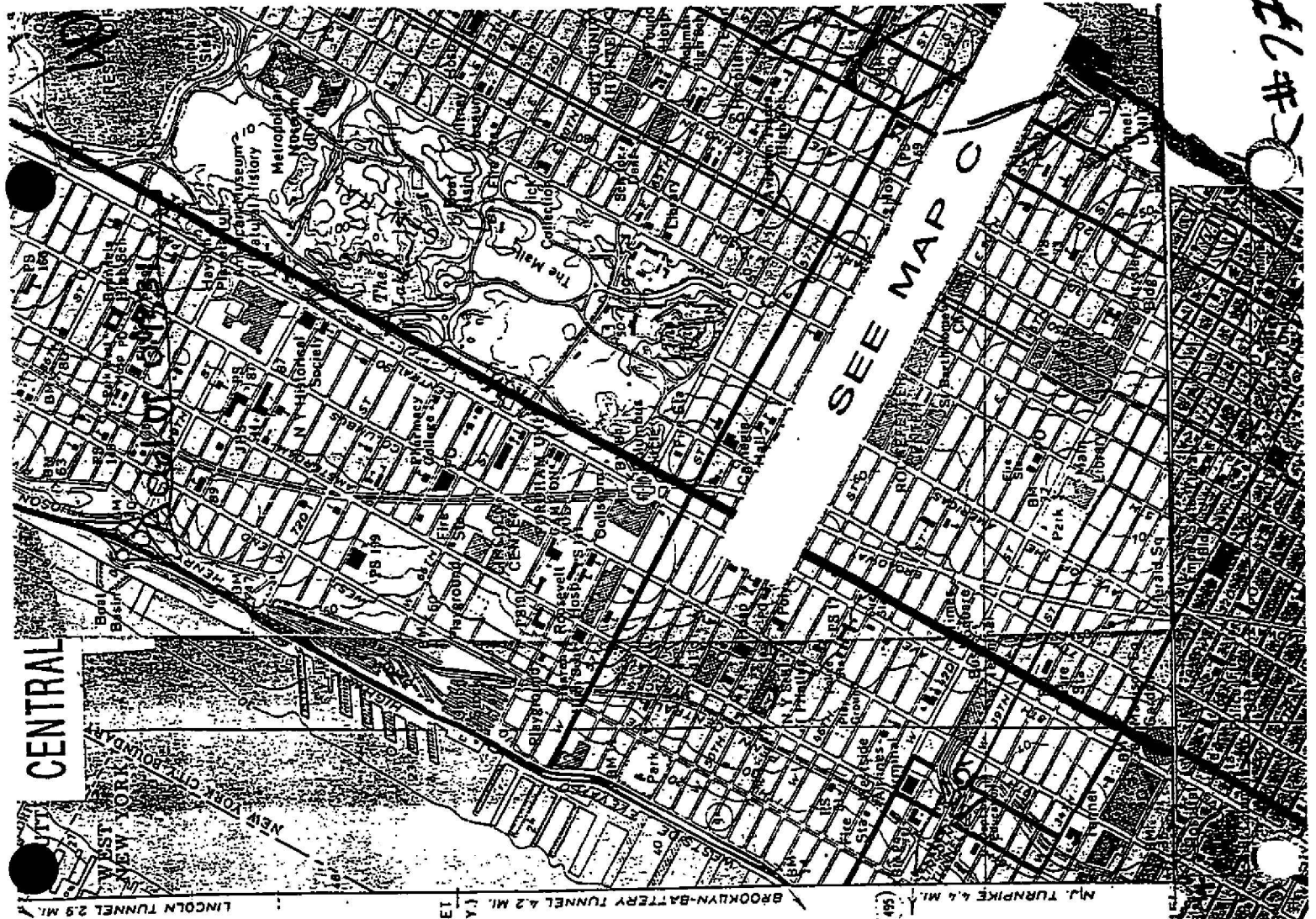




SEE MAP C

S-27





CENTRAL

SEE MAP C

200 000 FEET  
(IN. Y.)

BROOKLYN-BATTERY TUNNEL 4.2 MI.

M.J. TURNPIKE 4.4 MI.

LINCOLN TUNNEL 2.9 MI.



#77



S#  
#25.

S#28

#1  
S#

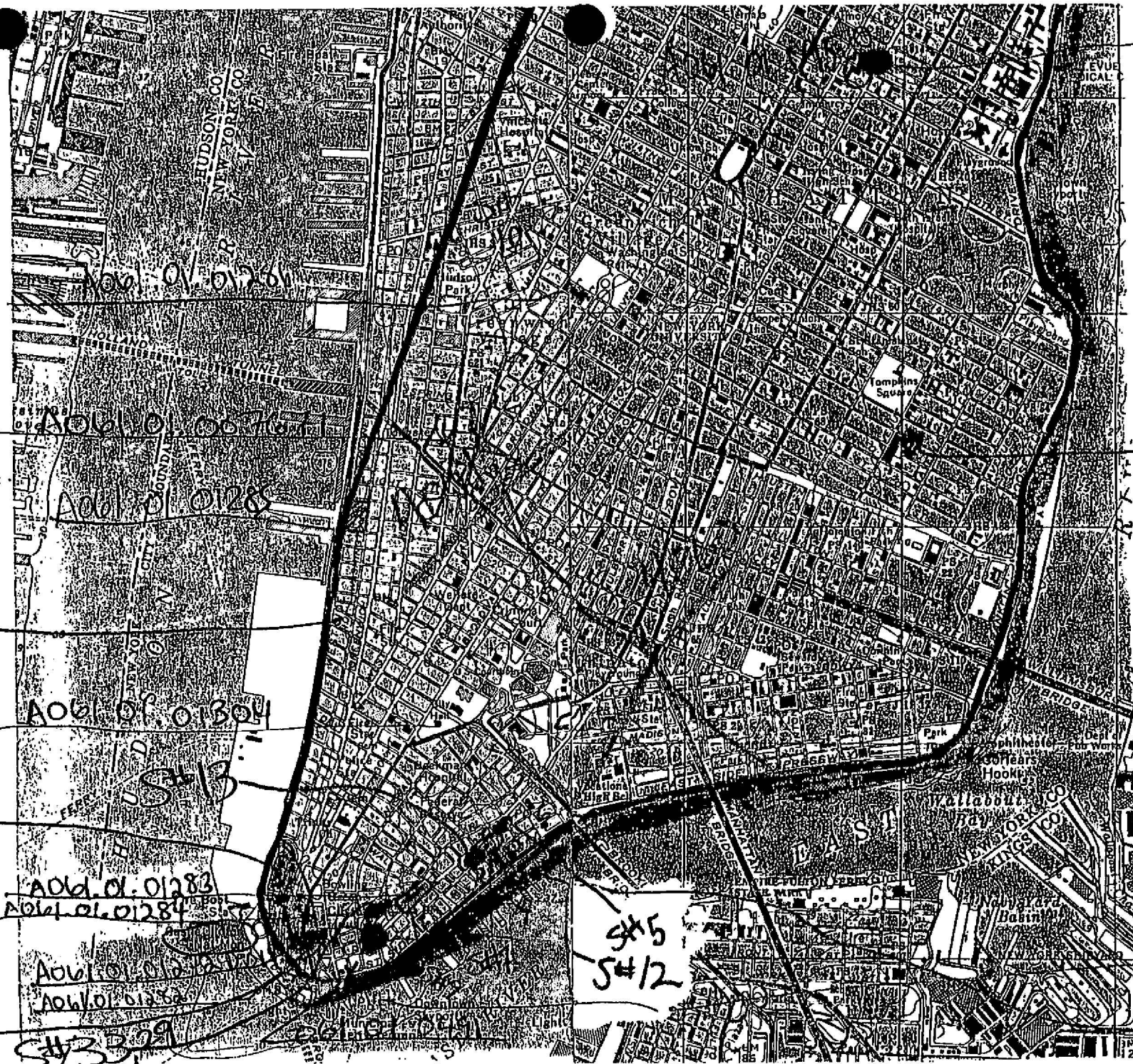
S#2  
#20

S#8

High of  
S#4  
(Castle  
Clinton)

S#15

S#5  
S#12



4.6.7.3      *Soil Borings*

Boring C6-14

Raymond International Inc., 1974

Location: South side of Delancey Street between Chrystie and Forsyth Streets

Elevation at grade: 139.93' (datum unknown)

0-2': [unreadable]

2-15': Sand, brick and concrete fill

15-25': Brown coarse to fine sand, little gravel

25-33': Light brown fine sand

33-37': Brown medium fine sand

No groundwater observed.

Note: Elevations for Engineering Services Borings [1-5, 1979] refer to the Borough of Manhattan Datum, which is 2,750 feet above mean sea level at Sandy Hook, as established by the U. S. Coast & Geodetic Survey.

Boring 1

Engineering Services, Subsurface Exploration Section 1979

Location: Southwest interior of Sara D. Roosevelt Park near the intersection of Canal and Chrystie Streets within former Block 302.

Elevation at Grade: 50.5'

0-0.7': Asphalt

0.7-14.0': Fill (fine to medium brown sand, trace to little silt, trace gravel, trace cinders, brick, concrete, glass etc.)

14.0-17.0': Possible fill (fine to medium to coarse brown sand, trace to little gravel, trace silt)

17.0-22.0': Fine to medium brown sand, trace silt, trace gravel

22.0-31.5': Fine to medium to coarse brown sand, little to some gravel, trace silt with slight "oily" odor

No ground water encountered.

Boring 2

Engineering Services, Subsurface Exploration Section 1979

Location: Interior of Sara D. Roosevelt Park near the intersection of Hester and Chrystie Streets within former Block 302.

Elevation at Grade : 50.6'

0-0.5': Asphalt

0.5-19.0': Fill (fine to medium dark brown sand, little silt, trace to some gravel and brick, trace wood, brick cinders, etc)

19.0-21.0': Fine to medium brown sand, trace to little silt

21.0-31.5': Fine to very fine dark brown sand, little to some silt, trace mica, bulls liver

Ground water observed at 25.0'.

Boring 3

Engineering Services, Subsurface Exploration Section 1979



## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

Location: Northeast interior corner of Sara D. Roosevelt Park near the intersection of Hester and Forsyth Streets within former Block 302.

Elevation at Grade : 50.3'

0-0.5': Asphalt

0.5-14.0': Fill (fine to coarse gray-brown sand, little to some gravel, trace to little silt, trace brick concrete, cinders, etc.)

14.0-20.0': Fill (gravel, little fine to coarse brown sand, trace silt, some wood, etc.)

20.0-24.0': Very fine dark brown sand, some silt, trace mica, bulls liver

24.0-31.5': Fine to medium to coarse brown sand, trace to little gravel, trace silt with thin, very fine dark brown silty sand layers

Ground water observed at 26.5'.

### Boring 4

Engineering Services, Subsurface Exploration Section 1979

Location: Southeast interior corner of Sara D. Roosevelt Park near the intersection of Canal and Forsyth Streets within former Block 302.

Elevation at Grade : 50.2'

0-0.5': Asphalt

0.5-7.0': Fill (fine to coarse brown sand, little gravel, trace silt, little brick, concrete, cinders, etc.)

7.0-15.0': Fill (concrete and brick, some fine to coarse sand, little gravel, trace metal, etc.)

15.0-19.0': Fine brown sand, little silt, trace mica, bulls liver

19.0-27.0': Fine to medium brown sand, trace silt, trace gravel

27.0-31.5': Fine to medium to coarse brown sand, some gravel, trace silt

Groundwater observed at 24.8' (entire boring dry on second and third observations, four and five days after initial observation).

### Boring 5

Engineering Services, Subsurface Exploration Section 1979

Location: East interior of Sara D. Roosevelt Park between Hester and Canal Streets, toward Forsyth Street within former Block 302.

Elevation at Grade : 50.3'

0-0.5': Asphalt

0.5-19.0': Fill (brick and fine to medium brown sand, some gravel, little silt, trace cinders, etc.)

19.0-25.5': Fine to very fine dark brown sand and silt, trace mica, bulls liver with medium to coarse brown sand layers

25.5'-28.0': Fine brown sand, some silt, trace gravel, bulls liver

28.0-31.5': Fine to coarse brown sand, some gravel

No groundwater observed.

### Boring 6

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305 near the corner of Chrystie and Hester Streets.

Elevation at Grade : 35.4'

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0-0.2': Blacktop  
0.2-0.3': Concrete  
0.3-10.0': Fill (fine to coarse brown sand and gravel, trace silt, little brick, wood, concrete, etc.)  
10.0-15.0': Brown silt, some very fine sand, "stratified" bulls liver  
15.0-19.0': Fine to medium brown sand, trace silt  
19.0-23.0': Fine to medium brown sand, little silt, trace gravel, trace mica  
23.0-28.0': Fine brown sand, little silt, bulls liver  
28.0-31.5': Fine to medium brown sand, little gravel, trace silt  
No groundwater encountered.

### Boring 7

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305 near the corner of Forsyth and Hester Streets.

Elevation at grade: 35.5'

0-0.2': Blacktop  
0.2-0.5': Concrete  
0.5-8.0': Fill (fine to coarse brown sand and brick, little gravel, trace silt, etc.)  
8.0-13.0': Fill (brick fragments, etc.)  
13.0-25.0': Fine to medium brown sand, little gravel, trace silt  
25.0-31.5': Fine to medium brown sand, trace to little silt, trace gravel  
No groundwater encountered.

### Boring 8

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305 between Grand, Forsyth, Chrystie and Hester Streets.

Elevation at grade: 35.2'

0-0.2': Blacktop  
0.2-0.5': Concrete  
0.5-6.0': Fill (brick, sand, cinders, etc.)  
6.0-12.0': Possible fill (fine to medium brown sand, trace to little silt, trace to little gravel)  
12.0-21.0': Fine to medium brown sand, trace silt  
21.0-25.5': Fine red/brown sand, little silt, bulls liver  
25.5-28.0': Fine to medium light brown sand, trace silt  
28.0-31.5': Fine to medium dark brown sand, trace silt, trace gravel  
Groundwater observed at 27'.

### Boring 9

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305, just south of Grand Street between Chrystie and Forsyth Streets.

Elevation at grade: 34.6'

0-0.2': Blacktop  
0.2-0.3': Concrete

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

0.3-9.0': Fill (fine to coarse gray/brown sand, some gravel, trace silt, little brick, etc)  
9.0-14.0': Fill (fine to medium brown sand and gravel, little organic silt, trace concrete, etc.)  
14.0-22.0': Fine to medium brown sand, some gravel  
22.0-28.0': Fine to coarse brown sand, little gravel, trace silt  
28.0-31.5': Brown silt, some very fine sand, trace mica, bulls liver  
No groundwater encountered.

### Boring 10

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305 near the corner of Chrystie and Grand Streets.

Elevation at grade: 35.7'

0-0.2': Blacktop

0.2-0.3': Concrete

0.3-8.0': Fill with boulders (fine to medium brown sand, little gravel, trace silt, little brick, etc)

8.0-13.0': Fill with boulders (fine to medium to coarse gray/brown sand, some gravel, trace silt, trace brick, etc)

13.0'-18.0': Fine to medium brown sand, little gravel, trace silt

18.0-24.0': Fine to medium brown sand, trace to little gravel

24.0-29.0': Fine to medium brown sand, trace silt, trace gravel

29.0-31.5': Fine to medium brown sand, trace silt, trace gravel

No groundwater encountered.

### Boring 11

Engineering Services, Subsurface Exploration Section 1981

Location: Interior of Sara D. Roosevelt Park within former Block 305 near the corner of Forsyth and Grand Streets..

Elevation at grade: 35.8'

0-0.2': Blacktop

0.2-0.3': Concrete

0.3-9.0': Fill (fine to coarse brown sand, some gravel, trace silt, some brick, etc.)

9.0-14.0': Fill (brown silt and fine to medium sand, trace gravel, trace brick, concrete, etc.)

14.0-18.0': Fine to medium brown sand, trace silt, trace gravel

18.0-21.0': Fine to medium brown sand, little silt

21.0-25.0': Fine to medium brown sand, trace silt

25.0-31.0': Fine to medium brown sand, trace silt, trace gravel

31.0-31.5': Fine to medium brown sand, little silt

No groundwater encountered.

### Boring O

Engineering Services, Subsurface Exploration Section 1984

Location: Edge of Sara D. Roosevelt Park within former Block 305 towards the corner of Chrystie and Hester Streets.

Elevation at grade: 38.9'

2" asphalt

## Second Avenue Subway - Phase 1A Alternative Archaeological Assessment

0-14.0': Fill (fine to coarse brown sand, some gravel, trace silt, trace brick, cinders, etc., boulders)

14.0-23.0': Fine to medium brown sand, trace to little silt, trace gravel

23.0-26.5': Fine to medium brown sand, trace silt, trace gravel

Groundwater encountered at 24.2'.

### Boring R

Engineering Services, Subsurface Exploration Section 1984

Location: Edge of Sara D. Roosevelt Park within former Block 305 towards the corner of Chrystie and Grand Streets.

Elevation at grade: 38.8'

2" asphalt

0-9.0': Fill with boulders (brick, some fine to medium brown sand, trace silt, gravel, concrete, etc)

9.0-18.0': Fill with boulders (fine to medium to coarse brown sand, trace silt, gravel)

18.0-22.0': Fill with boulders (Fine to medium gray sand, little silt, trace gravel, brick, cinders, etc.)

22.0-36.5': Fine to medium brown sand, trace silt, trace gravel, with thin very fine silty sand layers from 29.0-33.0'

Groundwater encountered at 33.0'.

### Boring U

Engineering Services, Subsurface Exploration Section 1984

Location: Edge of Sara D. Roosevelt Park within former Block 305 towards the corner of Forsyth and Grand Streets.

Elevation at grade: 38.6'

2" asphalt

0-9.0': Fill with boulders (fine to medium brown sand, trace silt, gravel, some brick, etc.)

9.0-15.0': Fill with boulders (fine to coarse brown sand, some gravel, trace silt, etc.)

15.0-26.5': Fine to medium brown sand, trace silt, gravel

No groundwater encountered.

### Boring Y

Engineering Services, Subsurface Exploration Section 1984

Location: Edge of Sara D. Roosevelt Park within former Block 305 towards the corner of Forsyth and Hester Streets.

Elevation at grade: 38.8'

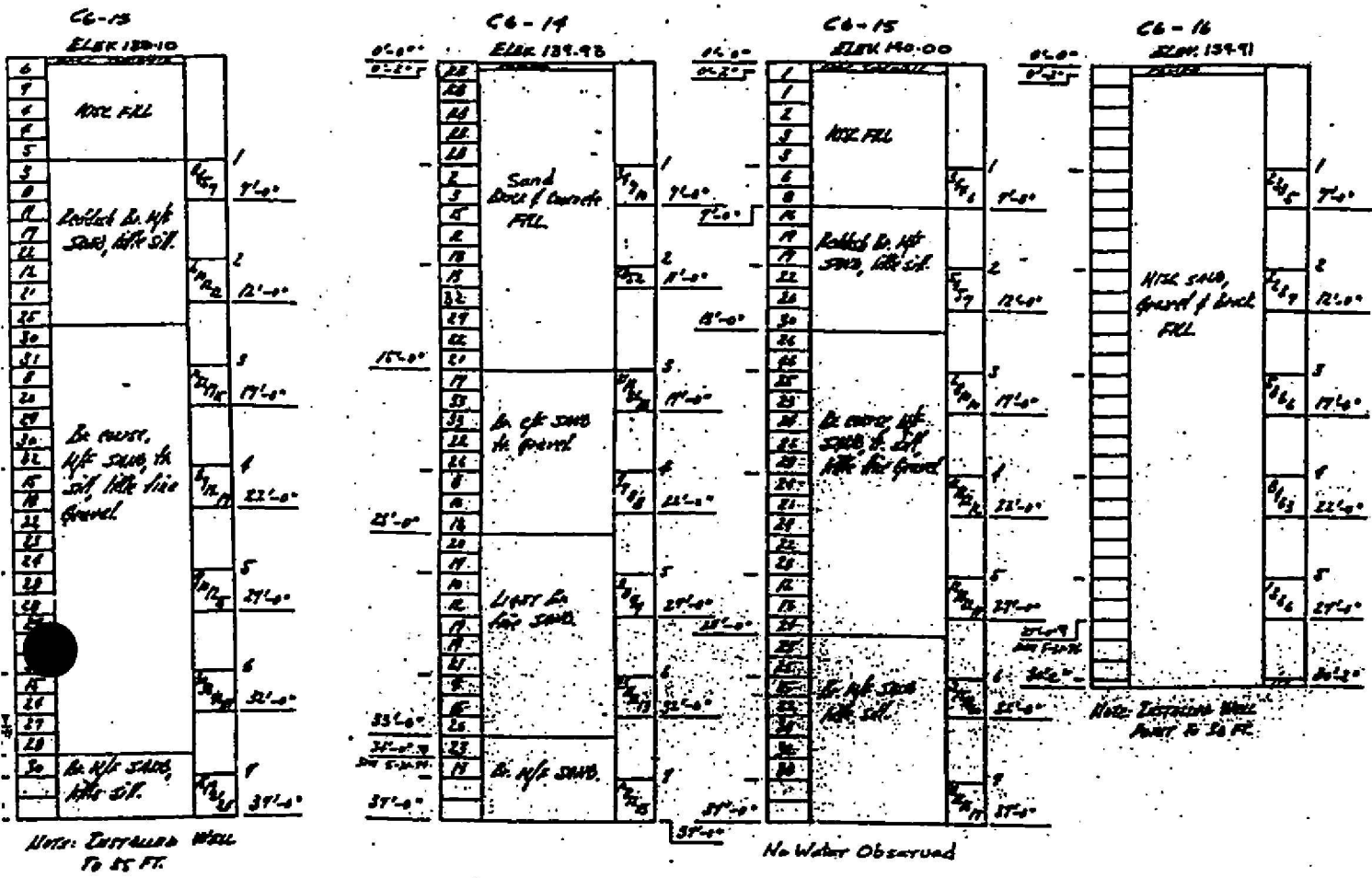
2" asphalt

0-14.0': Fill (fine to medium brown sand, trace to little gravel, trace silt, brick, etc.)

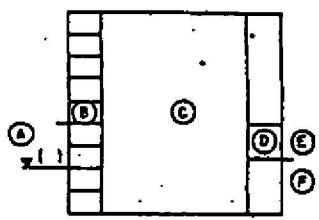
14.0-18.0': Fine to medium brown sand, trace silt, gravel

18.0-26.5': Fine brown sand, trace to little silt, trace wood, trace veget.)

No ground water encountered.



**LEGEND**



- (A) WATER LEVEL ( ) HOURS AFTER COMPLETION.
- (B) NUMBER OF BLOWS OF A 300 LB. HAMMER FALLING 18" REQUIRED TO DRIVE A 2 1/2" DIA. CASING (UNLESS OTHERWISE NOTED) EACH 12".
- (C) STRATA DESCRIPTION.
- (D) NUMBER OF BLOWS OF A 140 LB. HAMMER (UNLESS OTHERWISE NOTED) FALLING 30" REQUIRED TO DRIVE A 2" SPLIT SPOON EACH 6".
- (E) SAMPLE NUMBER.
- (F) DEPTH AT END OF SAMPLE DRIVE.

THIS IS TO CERTIFY THAT THE BORING IS A COMPLETION OF THE BORING, INCLUDING THE MEASURING LOG.



*E. Win S. [Signature]*

**RAYMOND INTERNATIONAL INC.**

**BORING SECTIONS**

NEW YORK CITY TRANSIT SYSTEM  
SECOND AVE SUBWAY  
ROUTE 122-C SECT. 2  
BOROUGH Manhattan

DRAWN BY: E.R. DATE: July 1976  
CHECKED BY: J.E. SCALE: 1/4" = 1'-0" VERT



## SURF. ELEV. 50.5

78	asphalt	49.8	
91	fill		
38	F-H <sup>+</sup>		
95	brown sand		
21	trace to little silt	45.5	1 4/12
6	trace gravel		
53	trace		
11	cinders		
10	brick		
7	concrete	40.5	2 1/2
9	glass etc.		
4			
2	11-65		
10			
4	F-H <sup>+</sup> brown sand, trace to little gravel, trace silt (SP) 11-65	36.3	3 1/2
7	pos. fill	35.5	3 1/2
5		33.5	
1	F-H <sup>+</sup> brown sand, trace silt, trace gravel		
10	(SP-SH) 7-65	30.5	4 1/2
7			
1		28.5	
12	F-H <sup>+</sup> -C brown sand		
16	trace to little to some gravel	25.5	5 1/2
9	trace silt		
13	(SP) 6-65		
12	with slight 'oily' odor	20.5	
6		19.0	6 1/2

## SURF. ELEV. 50.6

120	asphalt	50.1	
105			
36	fill		
30	F-H <sup>+</sup>		
28	dark	45.6	1 2/12
19	brown sand		
13	little silt	42.6	
78	trace		
63	trace	40.6	2 1/2
13	some brick		
13	gravel	38.6	
6	wood		
6	brick		
4	cinders etc.	35.6	3 1/2
3			
2	11-65		
3			
4	F-H brown sand trace to little silt (SP-SH) 8-65	31.6	4 1/2
25		30.6	
54		29.6	
75	fine to very fine dark	25.6 11:45 A.M.	
70	fine dark	1-15-75	
88	brown sand		
23	little to some silt	25.6	5 1/2
42	trace mica		
44	(SM) 8-65		
67			
65	bulls liver	20.6	
		19.1	6 1/2

## SURF. ELEV. 50.3

170	asphalt	49.0	
95			
55	fill		
41	F-C gray		
22	brown sand	45.3	1 7/10
9	little to some gravel		
31	trace to little silt		
56	trace brick	40.3	2 1/2
87	concrete cinders etc.		
90			
41			
29			
29	11-65		
27		36.3	
27		35.3	3 1/4
9			
12			
75			
36			
35			
14	very fine dark brown sand, trace silt, trace mica (SM) 8-65	30.3	4 1/2
37			
24		26.3	
75			
28	F-H <sup>+</sup> -C brown sand	25.3	5 1/2
38	trace to little gravel, trace silt (SP-SH)		
79		23.8 11 A.M.	
120		7-10-75	
124	7-65		
141	with fine very fine dark brown silty sand layers (SM)	20.3	6 1/2
		18.0	

## SURF. ELEV. 50.2

291	asphalt	49.7	
107	fill		
38	F-C brown sand		
21	little gravel	45.2	1 1/2
20	trace silt		
16	brick		
49	concrete cinders etc.	43.2	
71	11-65		
89	concrete and brick	40.2	2 1/2
46	some F-C sand		
23	little gravel		
24	trace metal		
38			
16			
31		35.2	3 1/2
16	fine brown sand		
31	little silt	31.2	4 1/2
45	trace mica (SM) 8-65		
52	bulls liver		
58		30.2	
26	F-H <sup>+</sup> brown sand		
58	trace silt	28.4 2:30 P.M.	
81	trace gravel	1-5-75	
64	(SP-SH)		
109		23.2	5 1/2
25	7-65		
41		23.2	
45	F-H <sup>+</sup> -C brown sand		
47	some gravel	20.2	6 1/2
44	trace silt (SP) 6-65		

## SURF. ELEV. 50.3

275	asphalt	49.8	
300			
216			
89	fill		
14	brick	45.	1 2/12
153			
107	and		
113	F-H		
90	brown sand	40.1	2 1/2
48	some gravel		
49	trace		
27	little silt	35.3	3 1/2
19	trace cinders etc.		
26			
10			
24	11-65		
93			
38			
43	fine to very fine dark brown sand	31.3	4 1/2
16	and silt	30.3	
64	trace mica	28.1	4 1/2
33	(SM) 8-65		
98	bulls liver		
39	with H-C brown sand layers (trap)	25.	
26	fine brown sand	24.	4 1/2
64	trace gravel		
113	(SM) 8-65	22.3	
78	F-C brown sand, some gravel (SP) 6-65	20.3	5 1/2
87			

6

SURF. ELEV. 35.4

13	26.2 25.1	
18		
21		
33		
18		
10		
19		
33		
52		
30		
12		
18		
30		
31		
38		
4		
14		
21		
35		
42		
10		
12		
19		
38		
33		
10		
19		
30		
40		
40		

7

SURF. ELEV. 35.5

18	35.3 35.0	
18		
22		
28		
34		
10		
19		
34		
19		
50		
11		
18		
28		
39		
41		
16		
21		
32		
32		
55		
13		
18		
28		
42		
52		
19		
28		
38		
50		
52		

8

SURF. ELEV. 35.2

14	35.0 34.1	
20		
15		
10		
12		
18		
21		
20		
23		
25		
3		
4		
12		
13		
13		
2		
3		
14		
17		
20		
7		
12		
23		
23		
38		
17		
19		
33		
41		
48		

9

SURF. ELEV. 34.8

22			34.4
19	F	F.C. SAND, SOME GRAVEL, TRACE SILT, LITTLE BRICK, ETC.	32.3
24	I		
27	L		
18	L		29.0
9			
17			
16			
55	11-65	F.M. BROWN SAND, LITTLE GRAVEL, TRACE SILT, TRACE CONCRETE, ETC.	28.8
28			24.0
9			
13			
19			
28			20.0
35			
14		F.M. BROWN SAND, SOME GRAVEL	19.0
17			
24			
38			
38		(SP) G-65	14.0
11			
18			12.0
27		F.C. BROWN SAND, LITTLE GRAVEL, TRACE SILT	
36			9.0
40			
18		(SP-SM) G-65	
18			0.0
28			
37		BROWN SILT, SOME VERY FINE SAND, TRACE MICA	4.0
43		(ML) 10-65	3.1

10

SURF. ELEV. 35.7

20			35.5
31	F	F.M. BROWN SAND, LITTLE GRAVEL, TRACE SILT, LITTLE BRICK, ETC.	35.4
11	I		
52	L		30.7
30			
4			
27			27.7
68			
158			
140			25.7
12	11-65	F.M. BROWN SAND, LITTLE GRAVEL, TRACE SILT, TRACE BRICK, ETC.	
18			22.7
19			
28		F.M. BROWN SAND, LITTLE GRAVEL, TRACE SILT	20.7
31			
12			
14		(SP) G-65	17.7
25			
35		F.M. BROWN SAND, TRACE TO LITTLE GRAVEL	18.7
30			
15			
17			
28		(SP) T-65	11.7
38			
40		F.M. BROWN SAND, TRACE SILT, TRACE GRAVEL	10.7
18			
18			
28		(SP-SM) T-65	6.7
38			
46		F.M. BROWN SAND, TRACE SILT, TRACE GRAVEL	5.7
		(SP) T-65	4.2

11

SURF. ELEV. 35.8

12			35.5
9	F	F.C. BROWN SAND, SOME GRAVEL, TRACE SILT, SOME BRICK, ETC.	35.3
4	I		
13	L		30.8
18	L		
1			
1			
4			20.8
9	11-65	BROWN SILT, AND F.M. SAND, TRACE GRAVEL, TRACE BRICK, ETC.	25.8
12			
1			21.8
1			
3			
4			
17		F.M. BROWN SAND, TRACE SILT, TRACE GRAVEL	20.8
12			
18		(SP-SM) G-65	17.8
21			
28		F.M. BROWN SAND, LITTLE SILT	15.8
30		(SM) G-65	14.8
9			
15		F.M. BROWN SAND, TRACE SILT	11.8
20		(SP) J-65	
24			
30		F.M. BROWN SAND, TRACE SILT, TRACE GRAVEL	10.8
7			
14			
20		(SP-SM) G-65	5.8
29			4.8
30			4.2
		F.M. BROWN SAND, LITTLE SILT (SM) G-65	

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