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EXISTING CONDITIONS REPORT  
ARCHAEOLOGICAL RESOURCES  
HUDSON RIVER PARK PROJECT  
CHAMBERS STREET TO WEST HOUSTON STREET  
MANHATTAN, NEW YORK

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HISTORICAL  
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ARCHAEOLOGICAL RESOURCES  
HUDSON RIVER PARK PROJECT  
CHAMBERS STREET TO WEST HOUSTON STREET  
MANHATTAN, NEW YORK

**DRAFT**

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December 12, 1994;  
Revised March 6, 1997

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## I. INTRODUCTION

The potential creation and development of a recreational waterfront park, spanning from Battery Place to 59th Street, has been undertaken by the Hudson River Park Conservancy (HRPC), a subsidiary of the New York State Urban Development Corporation (NYSUDC). The planning and engineering process of the proposed development, to include 60 acres of parkland, 330 acres of water, four and a half miles of esplanade, and 13 recreational piers, has necessitated preparing an Environmental Impact Statement (EIS) including the identification of potentially sensitive archaeological and historical resources within the project site (Figures 1, 2). This cultural resource assessment is designed to determine what, if any, potential archaeological resources have been deposited within the project site, and to identify the effects of prior demolition, excavation, or a change in historic context to any such resources. This report includes an identification of probable archaeological sites, a discussion of research potential, a preliminary assessment of integrity for those sites with research potential, and a final inventory of sites which may be potentially significant based on criteria for nomination to the National Register of Historic Places. A discussion of project impacts and recommendations can only be put forth after a final construction plan is designated.

The proposed Hudson River Park project site spans from Battery Place north to West 59th Street and includes all land west of the course of Route 9A, west to the United States Pierhead Line (Figure 1).<sup>\*</sup> Because the project site extends into the Hudson River, piers, docks, wharves, bulkheads, and all other features extending into the water are included in this study. This report is concerned with the section between Chambers Street and West Houston Street, including Piers 25, 26, 32, 34, and the south half of Pier 40. The project site bounds are as follows: the southern boundary is Chambers Street and the northern boundary is West Houston Street. The west is bounded by the U.S. Pierhead Line, while the east is bounded by the western boundary of walkway/bikeway directly adjacent to the newly designed Route 9A (Figure 2).

### Report Design

The following cultural resource assessment was designed to identify potential archaeological and historical features and to assess potential sensitivity. Much of the research was previously compiled for other nearby projects and is reviewed in this report. The report is laid out as follows:

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\* Piers 76, 78, 88, 90, 92, and 94 are not within HRPC's jurisdiction.

- Chapter II: A Theoretical Overview was compiled to present and address current research issues in similar urban areas. Categories of potential site property types were developed.
- Chapter III: A summary of Research Methods was prepared detailing the specific research plans and goals of the assessment.
- Chapter IV: A brief overview of the Project Site Conditions was compiled based on a walkover survey and recent conditions reports.
- Chapter V: A summary of Prehistoric Research was compiled, including the Prehistoric Background, Site Survivability, Shoreline Reconstruction, and Prehistoric Sensitivity.
- Chapter VI: A summary of Historical Research was compiled, including the Historical Background, Known Sites in the Vicinity, Historical Land Use, and Historical Sensitivity.
- Chapter VII: An Evaluation of each Property Type was compiled for sites identified in chapters four and five, based on potential significance, archaeological visibility, and feasibility of retrieval.
- Chapter VIII: The Disturbance Record was compiled from a number of sources including boring logs at the NYC Topographic Bureau, previous hazardous materials reports, the walkover survey, and existing utilities.
- Chapter IX: A Summary chapter synthesizes the findings of this report.

#### Summary of Research

Prehistorically, the project site was mostly land beneath water, since the Manhattan shoreline was located east of its current location. After deglaciation about 15,000 years ago, water levels were periodically lowered, exposing land along the shore. The Hudson River was narrowed, and areas submerged at the time of European settlement were exposed for habitation by flora and fauna. These drowned shorelines were probably once utilized by Native

Americans for resource procurement and processing, and possibly habitation. The estuarial environment and nearby uplands would have provided abundant resources needed to sustain prehistoric populations, making these now submerged landforms once attractive for prehistoric use.

A shoreline reconstruction was compiled by Historic Conservation and Interpretation, Inc. (HCI) in 1983 for the Westway project. It included a cartographic reconstruction of the drowned shoreline, based on topographic and environmental data, which identified areas having the potential to possess Native American remains. A number of potentially sensitive areas between Chambers Street and West Houston Street, now beneath 30 to 50 feet of landfill, were identified by HCI. Other sites were identified beneath the Hudson River, outboard of the bulkhead wall.

Historically, development and landfilling were slower along the Hudson River's shoreline than on the East River since the Hudson was deep and difficult to fill, and the East River accommodated the needs of early shippers. However, as new technologies were introduced, the Hudson River's use increased. Filling episodes pushed the shoreline west, from its original course along Greenwich Street, to its present location. The process of landfilling was slow, and often garbage, sunken ships, and shoreline features associated with shipping and seaport activity became part of the fill. Archaeological deposits from these activities have been encountered in lower Manhattan and may exist in the project site.

The following archaeological study addresses the potential prehistoric and historical archaeological sensitivity of the project site between Chambers Street and West Houston Street. The analysis has provided a synopsis of potentially sensitive areas, together with a record of the subsequent disturbance to these areas. A final list of potential cultural resources was compiled to present those features considered to be archaeologically sensitive and previously undisturbed.

## II. THEORETICAL OVERVIEW

This existing conditions report identifies the loci of potentially important cultural resources in the Hudson River Park project site. Based on documentary research, four categories of site property types have been identified from the entire study area between Battery Place and West 59th Street: Prehistoric Sites; Piers, Pier Sheds, and Wharves; Landfill; and Other. While this category list is not meant to be exhaustive or representative of all possible property types, it simply submits that these were the property types encountered within the project site boundaries during this study. A fifth category of site property type - bulkhead walls and inboard relieving platforms - has been the subject of extensive research and is not included in this report.<sup>1</sup> The project site between Battery Place and West 59th Street was subdivided into seven distinct geographic neighborhoods - and therefore seven separate project sites. Each of the identified property types is not necessarily found in each neighborhood.

This Theoretical Overview presents a discussion of the characteristics that would make a resource significant in each property type by providing the circumstances necessary to make a determination of significance. Significance must be assessed, for each site, within a contextual framework. Chapters V and VI provide both a prehistoric and historical contextual overview. Chapter VII of this report will, among other things, evaluate each identified resource within this context, and provide an appraisal of potential significance.

Documenting the existing conditions of the project site has entailed meeting the requirements of the State Environmental Quality Review (SEQR), the City Environmental Quality Review (CEQR), and the Department of the Interior, National Park Service (NPS). Regulations of both SEQR and CEQR echo those of the NPS in their assessment of a property's eligibility for placement on the National Register of Historic Places. The goals of the Hudson River Park project are to identify archaeological resources that are eligible for nomination to the National Register of Historic Places or else meet SEQR or CEQR criteria for sensitivity. The NPS has established the following associative criteria for the evaluation of significance as it relates to a determination of

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<sup>1</sup>A NYSOPRHP Building-Structure Inventory Form has been prepared about the bulkhead walls and inboard relieving platforms by Raber Associates and Allee King Rosen & Fleming, Inc. as part of the planning for this Hudson River Park project. The "blueform" was submitted to SHPO in March 1997 for a determination of eligibility. Therefore, the bulkhead walls and inboard relieving platforms will not be discussed as potential archaeological resources.

eligibility for inclusion on the National Register of Historic Places (36 CFR 60.4):

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, association, and:

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. that are associated with the lives of persons significant in our past; or
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded, or may be likely to yield, information important in prehistory or history (United States Department of the Interior 1976:xv).

Archaeological resources present in the Hudson River Park project site are most likely potentially eligible for the National Register under associative criteria a., c., and/or d.

Upon determining importance based on the above four associative values, assessment of integrity is necessary. In order to nominate a site to the National Register, the site must also have retained its integrity defined by its original and current location, setting, design, materials, workmanship, feeling, and association. To retain integrity, a property must possess at least one, and more typically several, of these components.

In addition to echoing the NPS guidelines, the current SEQOR regulations address properties unique to the State of New York, while CEQR regulations regarding cultural resources specifically concern properties unique to the history, culture, and aesthetics that define the City of New York. CEQR addresses the relevance of properties either designated as landmarks by the New York City Landmarks Preservation Commission (NYCLPC), or calendared for consideration by that commission. Cultural resources, either archaeological or historic, include buildings, structures, objects, sites, and districts. The New York City Landmarks Law established and authorized the NYCLPC to designate and regulate important cultural resources, with importance determined by a resource's

ability to illuminate an aspect of the City's cultural, social, economic, political, and/or architectural history.

To assess importance and integrity, archaeologists have to look at what we know about a particular time and place in history and try to understand what forces created a particular situation. In order to accomplish this, historic contexts must be established. As defined by the National Park Service, "historic contexts provide a framework for the identification, evaluation, designation, and treatment of cultural resources associated with particular themes, areas, and time periods. Historic context-based planning permits recognition of individual properties as parts of larger systems. Historic contexts also help managers and others evaluate properties within their proper levels of significance. As such, they provide both a systematized basis for comparison and a comprehensive frame of reference. In so doing, historic contexts provide cultural resource managers with a guide for rational decision-making" (Grumet 1990:18). Potential significance can only be assessed within a locally and regionally developed historical context.

Research issues that urban archaeologists, historians and anthropologists are currently focusing on include the following: 1) the process of urbanization, 2) settlement patterns and their change over time, 3) socioeconomic status or class, 4) ethnicity, 5) trade and commerce, 6) consumer choice, and 7) analysis comparing urban areas (e.g., Dickens 1982; Salwen 1982). The potential sensitive archaeological resources must be evaluated with regard to these research issues. If a resource can yield information related to one of these research topics, further arguments for significance can be made.

#### Prehistoric Sites

The preservation of in situ prehistoric sites in the urban landscape is virtually unheard of. Historical development has typically disturbed or destroyed earlier, shallowly deposited, prehistoric sites. This is particularly true in Manhattan where development has been occurring for over three hundred years, and where the once-pristine terrain has been virtually obliterated. Recently, however, prehistoric archaeological sites have been found in the highly developed borough of Manhattan proving that this remains a possibility. "In 1980 during the excavation of Stone Street, as part of the Stadt Huys block, aboriginal pottery and lithics were found in the lowest levels of the excavation" (Baugher-Perlin et al. 1982:12). In the later Broad Street field investigation led by Joel Grossman, an in situ Contact period feature was found in direct association with the Dutch West India storehouse (Karen Rubinson, personal communication to Cece Kirkorian, June 27, 1989). In addition to these in situ prehistoric finds, secondary deposits of prehistoric materials have also been recovered at numerous sites in Manhattan.

Both professional and amateur archaeologists have been active in Manhattan since the late nineteenth century. However, before the 1930s field techniques, recordation, and analysis were not comparable to the more scientific procedures used today. Recovery and analysis techniques are continually being refined. The data from these early excavations are generally ambiguous, lacking the ability to be assigned to a particular temporal period (Baugher-Perlin et al. 1982:5). According to Alanson Skinner's prolific research at the turn of this century, in southern Manhattan there had been Indian settlements at the Collect Pond along the east end of Canal Street, on Corlear's Hook at the East River, and at the village of "Sappokanican," situated on the Hudson River just south of 14th Street and just east of the project site. He concluded that the only Indian remains left on Manhattan were probably located at the extreme northwestern end of the island, far from the project site (Skinner 1926:51). He does note, however, that the preponderance of findings from northern Manhattan reflects both lower Manhattan's earlier development, and northern Manhattan's relatively late occupation by Native Americans.

Our knowledge of prehistoric life in Manhattan remains limited, however, because so few sites have been investigated by professionally trained archaeologists. Therefore, prehistoric sites associated with the Hudson River Park project site, that are determined to be both potentially sensitive and accessible for excavation, may be significant because of the need for data to address some of the gaps in our knowledge of prehistoric life.

#### Wharves and Piers

The significance of wharves and piers as resources needs to be understood in terms of the overall development of Manhattan's west side waterfront from the eighteenth century to the present because New York City's rise to commercial dominance has been closely tied to waterfront development (Henn et al. 1985:1). Because of topography and social factors, much of the west side remained underdeveloped until the nineteenth century. Prior to this, the East River proved adequate for most early shippers. Wharves and piers, dating before 1800, are only likely to have been constructed near the very southern tip of the west side of Manhattan because this was the only highly developed area of the city at that time. As time passed, however, the expanding city required more land and better docking facilities, resulting in the general spread of development to the west side of Manhattan. New landfilling techniques and ship designs prompted developers to take advantage of the deeper and faster flowing Hudson River.

Creating a contextual framework, drawing on other urban waterfront projects, is necessary to assess the significance of the potential waterfront resources in the Hudson River Park project site. In looking over the previous research from comparable

settings, it becomes clear that almost all potential waterfront resources, for similar contexts and time periods as those associated with the Hudson River Park project, have been encountered. It appears that little could be gained from investigating this resource archaeologically, unless it can be demonstrated that these past projects have left significant unanswered questions which new data could address.

During the last ten to twenty years waterfront development has been a primary research topic for archaeological projects undertaken in Manhattan, mainly along the East River. Excavations undertaken at Crueger's Wharf exposed the remains of a wharf constructed of solid logs notched at the corners (Berger 1989:V-10). Construction of this wharf dated to 1739/1740. Two cobb wharves, dating to the mid-eighteenth century, were uncovered during excavation of the Telco Block in 1981. At 175 Water Street, another east side site, archaeologists documented the presence of several eighteenth century wharves that were solid raft-like structures (Berger 1989:V-11). Another cobb wharf was discovered at the Barclays Bank site (Berger 1989:V-12). A late eighteenth century cobb wharf was discovered at the Baches Wharf site (Berger 1989:V-12). At the Assay site, still another east side site, archaeologists discovered the remains of three cobb wharfs dating to the 1780s. To date, the only west side excavation that has revealed the presence of wharves is Site 1 of the Washington Street Urban Renewal Area (Berger 1989:V-11). At this site, archaeologists discovered a late eighteenth, early nineteenth century cobb wharf.

The archaeologists analyzing data recovered at the Assay site compared the construction methods of wharves built at sites located throughout the east coast of the United States, including those sites located in New York City described above (Berger 1989:V-8-14). Many similar sites were reviewed for comparative purposes, and include sites in Portsmouth, New Hampshire; Salem and Boston, Massachusetts; New London, Connecticut; and Alexandria, Virginia. These sites dated to the seventeenth through nineteenth centuries (Ibid.).

Berger's analysis concluded that there were distinctive construction techniques, such as the type of fill, used at different wharves. They discovered that there was "no discernible decrease in the diversity of wharf construction" during the late eighteenth and early nineteenth centuries (Berger 1989:V-19). The major techniques used in wharf construction appear to have been fairly evenly distributed over a two hundred year period. Other wharf characteristics, including the type of fill, the fill treatment of timbers, and fasteners, were also evenly distributed during this time period.

Only the joinery techniques used in construction appeared to show variation in relation to the date of construction. Berger

suggests that this variation might be related to the size of the wharves and the lack of excavation information, rather than to real differences in construction techniques (Berger 1989:V-24). With few exceptions, the geographic location of the wharf did not have a positive correlation with the type of construction technique employed (Berger 1989:V-24). Only Massachusetts craftsmen appear to have used unique techniques. Instead, "site specific circumstances clearly play an important role in the types of wharves built" (Berger 1989:V-24). Site specific factors might include local water conditions, such as the current and tides, type of river bottom conditions, and the financial situations of the individuals financing wharf construction. Other researchers have come to similar conclusions (Norman 1987:104-105; Henn et al. 1985:12).

The mid-nineteenth century introduction of the steam driven pile driver forever transformed waterfront construction (Henn et al. 1985:12). Open piling piers replaced cobb wharves in lower Manhattan. As Weber notes, "The historic creation of land through wharf construction and other engineering techniques led, in most cases, to the preservation of archaeological sites" (1988:1). If so, the open piling piers, as archaeological sites, may be preserved. Documenting the change to steam driven piles may be possible through study of intact resources.

The Assay site analysis, referred to above, has lead archaeologists to recommend that wharves "should not be used to address non-site specific research issues, given the factors which determine the configuration of the structures" (Berger 1989:V-24). It was suggested that further research should perhaps be focused on documenting the joinery techniques employed in wharf construction since this particular feature may prove more sensitive to the craftsmanship of a structure than other variables. Joinery represents one of the major engineering components of a wharf, and typically varies with the original planned use of the wharf (Berger 1989:V-25).

Piers and wharves which may be located in the Hudson River Park project site should be assessed with these two issues in mind, that is, the type of joinery techniques employed and the effects of adopting steam driven piles. Previous archaeological studies on the wharves and piers of Manhattan have focused primarily on resources dating to the eighteenth and very early nineteenth centuries. The mid-nineteenth century transition to the pile driven wharves has not been documented up to this point, leaving a real gap in our knowledge of the history of wharf construction. Study of potentially intact Hudson River Park project resources may allow us to learn a great deal about this transition period of wharf construction.

## Landfill

The significance of potential cultural resources located within the Hudson River Park project site must be examined in light of their historical circumstances and relevant current research issues. There is little question that this project site may contain resources that might include information germane to the landfilling process and the development of Manhattan's waterfront. Although previous archaeological projects have produced much information about these research topics relating to Manhattan history, there remain gaps in our knowledge. Much of this past research has concentrated on documenting the east side of the city, along the shore of the East River, since both the earliest and the more recent development has occurred on this side. There remains much to be learned about the development of the west side of Manhattan, the location of this project. The question becomes whether these resources in the Hudson River Park project area will allow archaeologists to take a significant step toward filling these gaps in our knowledge.

For about the past ten years archaeologists have focused on research documenting changes in urban landfill and the growth and development of the urban waterfront. These two issues have important implications for our understanding of the process of urbanization. The majority of the research on these types of sites has been conducted within the boundaries of New York City, with Manhattan receiving most of the attention because of the intensive development currently occurring on the island. At the same time, archaeologists from up and down the East Coast, particularly in Baltimore, Philadelphia, Alexandria, Virginia and Wilmington, Delaware have examined portions of the extant eighteenth and nineteenth century landfill and waterfront areas in their respective cities.

Beyond increasing our knowledge of Manhattan's development, archaeologists must also be interested in the possibility that information from these archaeological resources might cast light on the process of urbanization in general. This might be done through comparison of data from sites located in different cities and associated with different time periods. The process of land reclamation began in the eighteenth century and continues today. Numerous archaeological projects within Manhattan have documented land reclamation along both the shores of the East and Hudson Rivers (Huey 1984, Berger 1987a, Henn et al. 1985, Sapin 1985, Rockman et al. 1985, Berger 1989, Geismar 1983, and Geismar 1987b).

Although records of the Common Council documented landfilling episodes, many earlier archaeological projects were designed to develop a clear description of the technology employed in the landfilling process since the documentary sources did not clearly address this. Sapin (1985:171) reports that the "observed alignments of the wharves and bulkheads as well as the stratigraphy

and ceramic content of the different landfill episodes supplemented the landfilling scenario developed using solely documentary sources." Because so much work has already been done towards documenting the general filling process in Manhattan, by other professional archaeologists, research issues appear to have been adequately addressed. More so, the various archaeological sites researched all demonstrated similar characteristics in terms of the technical aspects of land creation and the types of fills used in the process.

Unless a filling deposition can be tied to a specific episode by a group or individual, such as a manufacturer discarding waste materials from the production process, landfill in and of itself has little to contribute to the historical record. If specifically documented resources are in situ, precise information can be gathered regarding a manufacturing process or an individual's lifeways. If deposition is simply the collection of trash from an undesignated area, together with materials excavated elsewhere and debris from a variety of sources, then the landfill lacks associative value.

The contents of landfill may not contribute to our knowledge of early historical lifeways and neighborhood development. However, retaining devices designed to create fast land varied technologically and may be considered potentially sensitive. Just as with wharf technology, retaining device technology changed through time as new materials and methods were adopted, and thus joinery techniques may vary. These types of features are rarely documented cartographically, thus, areas within the Hudson River Park project area which experienced filling may be sensitive for the remains of retaining devices.

#### Other

The fourth and final category of site property type has been identified as "Other." Evaluation of significance for resources that fall into this category will have to be made on an individual basis.

### III. RESEARCH METHODS

Background research was conducted to establish a prehistoric and historical framework for the interpretation of potential resources. Areas of prehistoric and historical sensitivity were identified through archival and cartographic research, following those criteria put forth in both the current SEQR and CEQR handbooks, and by the Department of the Interior, National Park Service (NPS). The previously completed Cultural Resource report prepared for the Westway project in 1983 by Historic Conservation and Interpretation, Inc. (Rutsch et al. 1983), was applicable to the Hudson River Park project site as it addressed potential cultural resource sensitivity for the Hudson River shoreline between Battery Place and West 44th Street. Similarly, Appendix C, or the Cultural Resources section of the Final Environmental Impact Statement, prepared for the Route 9A Reconstruction Project also identified resources pertinent to this project site (Allee King Rosen and Fleming, Inc., et al. 1994).

#### Previous Reports

The 1983 prehistoric sensitivity assessment for Westway included reconstructing the prehistoric shoreline both inboard of the bulkhead wall, beneath West Street and Marginal Street, and outboard of the bulkhead wall, beneath the Hudson River, from Battery Place north to West 44th Street (Rutsch et al 1983). Sensitivity was based on prehistoric topography, and the likelihood that Native Americans once found specific topographic features attractive for subsistence and settlement. The final analysis, based on current theoretical and methodological issues, sufficiently assessed archaeological sensitivity for the current project site south of West 44th Street. Prehistoric sensitivity both inboard and outboard of the bulkhead wall for the area between West 44th and West 59th Streets was later addressed in a similar fashion in the Route 9A Reconstruction Project report (Allee King Rosen and Fleming, Inc., et al. 1994). This report also proved sufficient for assessing prehistoric archaeological sensitivity for the current project site north of West 44th Street.

The 1983 Westway report by HCI provided details of historical development at specific interchange areas only, while the 1990 Route 9A Cultural Resource Assessment provided an in-depth level of research throughout the inboard study corridor from Battery Park north to West 59th Street. These, and other reports completed for project sites on the Hudson River shoreline, have helped to create a detailed cartographic reconstruction of historical development in the current Hudson River Park project site corridor. Episodes of filling, construction, and disturbance have also been traced for the entire length of the corridor.

Several phases of research were performed for previous reports to determine the past uses of the site, the disturbance to the site, and the significance of deposits that may remain. Research included documentary research, cartographic analysis, and site files review. The scope of each of these tasks, designed to meet SEQR criteria and the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation, Federal Register, Vol. 48, No. 190, is presented below.

#### Documentary Research

For previous Hudson River shorefront reports, a literature search was conducted of available ethnographic and historic accounts, and reports and data pertinent to the historical and prehistoric archaeological record. Archaeological reports for the surrounding area were reviewed. In addition, permit applications from various state, city and federal agencies were examined. Where available, photographic, print and clipping files were also reviewed. The following libraries and agencies were contacted and researched in New York City and Albany.

- American Museum of Natural History
- Holland Society Library
- Municipal Art Society Library
- Museum of the City of New York-Reference Collection
- New York City Landmarks Preservation Commission
- New York City Municipal Reference Library
- New York City Municipal Archives
- New York City Society of Mechanics and Tradesmen Library
- New York Historical Society Library
- New York Public Library
- New York State Library-Manuscripts and Special Collections
- New York State Museum
- New York State Office of Parks, Recreation and Historic Preservation (SHPO)
- Port Authority of New York and New Jersey
- Regional Plan Association Library
- Society of Engineers Library
- South Street Seaport Library
- U.S. Army Corps of Engineers

The Hudson River Park project culled pertinent information from these sources applicable to the current project site.

## Cartographic Analysis

Historical maps and atlases were obtained and examined to establish the presence of standing structures and features on the Hudson River shoreline throughout documented history, and to establish the prehistoric topographic and environmental conditions. Numerous maps and atlas were reviewed at five-to-ten year intervals, since buildings of shorter duration were probably not substantial enough to have retained integrity and thus would not greatly contribute to the archaeological record. In addition, these temporary structures usually lacked permanent subterranean foundations and therefore did not cause substantial disturbance to other cultural resources.

For other west side Manhattan cultural resource assessments, in addition to the above repositories, the United States Army Corps of Engineers provided maps of their projects to reconstruct shoreline disturbance. At the Borough President's Office, the Topographic Bureau provided historical and geological maps. These previously collected data bases were reviewed for pertinent information for the Hudson River Park project site.

## Property Research

Land ownership histories were compiled for the previous Route 9A reconstruction project proved relevant to the Hudson River Park project site. These were obtained by reviewing land transaction records at the New York City Department of Finance, Index Division, while individual lot development was traced by obtaining Block and Lot files and microfiche from the New York City Buildings Department. This level of research was limited to reviewing ownership records, and did not include deed research.

## Site Files Review

The NYCLPC was contacted for information on archaeological sites previously identified in the project area and vicinity. In addition, the NYCLPC provided a predictive model of prehistoric site location for the project area. Archaeological site files were also reviewed at the New York State Museum and the State Office of Parks, Recreation and Historic Preservation.

## Field Visit

A walkover survey was conducted on October 5, 1994 of the entire project area between Battery Park and West 59th Streets to

establish "ground truth." Photographs were taken along the route and from the Hudson River facing the project site. Specific features were noted and photographed, and recent construction episodes were recorded.

#### IV. PROJECT AREA CONDITIONS

##### A. Environmental Conditions

The prehistory and history of Manhattan was in part shaped by the topography, ecology, and economic conditions that prevailed at various times. Understanding the city's geologic history aids in understanding the land-use history. During the Pleistocene period, ice advanced in North America four times. In the last 50,000 years, the Wisconsinian period, ice was 1,000 feet thick over Manhattan. Gravel and boulders deposited at the ice sheet's melting margin formed Long Island about 15,000 years ago (Kieran 1982:26). During the last 10,000 years, glacial till and outwash were covered by the fluvial deposits of the Hudson River. Sea levels have gradually risen as glaciers retreated, and the velocity of the Hudson River has decreased (Vollmer Associates 1989:6). Estuary formation in the Hudson began between 11,000 to 12,000 years ago. Between 8,000 and 10,000 thousand years ago, the river experienced a reduction in salinity, which then increased between 7,000 and 8,000 years ago when the estuary obtained its maximum extent (Rutsch et al. 1983:25). The Hudson River is known for freezing in the winter, with ice floating down river during spring thaws (Luke 1953:10).

The project area between Chambers and West Houston Streets along the Hudson River is part of the embayed section of the Coastal Plain which extends along the Atlantic Coast and ranges from 100 to 200 miles wide. The Manhattan prong, which includes southwestern Connecticut, Westchester County, and New York City, is a small eastern projection of the New England uplands, characterized by 360 million year old highly metamorphosed bedrock (Schuberth 1968:11). The Manhattan ridge generally rises in elevation towards the north, and sinks towards the south. South of 30th Street, the bedrock dips down several feet beneath the earth's surface, and south of Washington Park it plunges down below 100 feet, forming a subterranean valley.

The prevalent gneissoid formation is known as Hudson River metamorphosed rock. The city is characterized by a group of gneissoid islands, separated from each other by depressions which are slightly elevated above tide and filled with drift and alluvium. The area consists of drift with underlying crystalline rocks including stratified gneiss, mica schist, hornblendic gneiss and hornblende schist with some feldspar and quartz (Gratacap 1909:27).

Historical development has altered many of the natural topographic features that once characterized Manhattan (Gratacap 1909:5). Between Chambers and Houston Streets, the land now supporting West Street and Marginal Street was submerged through at least the early nineteenth century. Prior to that time the Hudson River shoreline meandered between what are now Greenwich and

Washington Streets, and Tenth and Eleventh Avenues. The shoreline was characterized by bluffs with beaches below them (Stokes Vol. 3 1909:157). A lateral, kame-like, ridge extended from Warren Street to near Canal Street where the Lispinard farm once stood (Gratacap 1909:6). A deep valley with a large stream ran from the Collect Pond, east of the project area, through Lispinard's swamp along the current route of Canal Street and drained into the Hudson River (French 1860:418). Eventually a sewer line replaced the route of the stream; one example of how development has obliterated and hidden these natural topographic features (Gratacap 1909:5).

Soil within Manhattan is mostly glacial till, clay, sand, gravel, mud, and assorted debris (Kieran 1982:24). Within the project area, the soils include landfill, silty clay, clayey silt and fine sand, silty coarse to fine sand, and glacial till (Vollmer Associates 1989:7). The groundwater level fluctuates with tidal variations in the river (Ibid.:9).

#### B. Current Conditions

For this section of the project site, between Chambers and West Houston Streets, boundaries include all land west of the newly proposed bicycle/walkway for Route 9A out to the bulkhead wall, and extends further west to include the Hudson River itself out to the U.S. Pierhead Line. Included in this are Piers 25, 26, 32, 34, and the south half of Pier 40. Pier 25 between Harrison and North Moore Streets is occupied by the remains of several recent uses including a golf driving range. Most of Pier 26 is in poor condition however, the portion near the bulkhead is usable and has two small structures. Pier 32 below Canal Street is unused and in poor structural condition, while any evidence of Pier 34 has been practically obliterated through time and replaced by new finger piers recently built out to the Holland Tunnel ventilation structure.

The elevated West Side Highway, once supported on piers and looming over West Street, has been removed from this section of the project site and an at-grade roadway exists in its place. A Temporary Public Safety Zone now exists just east of the bulkhead wall. Project site photographs show the current area conditions along the shoreline between Chambers Street and West Houston Street (Photos A-F). The area is generally non-residential, characterized by small industries, shops, and businesses. The use of piers within this section, active through the nineteenth and twentieth centuries, is almost nonexistent.

The Holland Tunnel, built between 1920 and 1927, runs beneath West Street and Marginal Street at Canal Street, connecting New York and New Jersey. East and west-bound tubes are separate, each two lanes wide (Works Progress Administration 1939:80). The tunnel was constructed using cast iron liner rings and internal concrete

linings, and runs through silt and sand beneath the Hudson River (Vollmer Associates 1989:11).

Borings conducted in 1980 at Canal Street for the Westway project showed between 9 and 22.5 feet of fill beneath the surface of Marginal street.

## V. PREHISTORIC RESEARCH

### A. Prehistoric Background

Archaeologists interpret prehistoric finds within both a locally derived and regionally based contextual framework. Established models for prehistoric cultural chronologies are based on previously investigated archaeological sites. Prehistoric settlement and subsistence trends have been established for the lower Hudson Valley and coastal New York areas, providing a framework for understanding prehistoric land and resource utilization that can represent stages in Manhattan's prehistory, and therefore, the Hudson River Park project area's prehistory. Based on long term archaeological research, the following chronological description outlines the prehistory of the region. As research in the area continues, data bases increase and theoretical issues become more refined, further enhancing this regional chronology.

Archaeologists have concluded that Native Americans established themselves in the Northeast after the last glacial episode, the Wisconsin. Between 18,000 and 16,000 years ago, the last episode of the Pleistocene in the Northeast, ice reached its maximum advance and then receded north. Glacial gravels and erratics were left along the melting margin. Striations can be seen on Manhattan's bedrock outcrops marking the path of receding glaciers. By 13,000 years ago, ice had retreated north enough so that the lower Hudson Valley and surrounding area were open for the re-establishment of flora and fauna. As ice melted, glacial lakes formed, eventually filling with sediments and becoming swamps. Current studies indicate that the exact date Native Americans first occupied the Northeast was around 12,000 years ago, although there is increasing evidence to suggest an earlier date. Until this evidence becomes substantiated, the accepted date remains c. 12,000 years Before Present (B.P.).

#### PaleoIndian Period (12,000-9,500 B.P.)

The prehistoric environment of post-glacial New York was far different than it is today. Between 14,000 and 12,000 years ago the Northeast was characterized by a spruce dominated open woodland, and by 10,000 years ago the region was predominately defined by pine (Gaudreau 1988:240). Pollen samples show that the southeastern New York region had a mixed coniferous-hardwood forest following deglaciation (Salwen 1975:43). This post-glacial environment supported mega-fauna hunted by PaleoIndians including mammoth, giant ground sloth, horse, and giant beaver. The PaleoIndian period represents the earliest documented human

occupation in the Northeast, dating approximately between 12,000 to 9,500 B.P.

Few sites have actually been found dating to this period, perhaps because Native Americans first settled on the exposed continental shelf, now submerged. The immense quantity of water retained in ice sheets and glaciers drastically lowered the sea level, extending the Atlantic coastline twenty to thirty miles south and east of what it currently is (Ibid.). The exposed continental shelf, now submerged beneath the ocean, would have possessed the resources necessary to support the emergent PaleoIndian population (Edwards and Emory 1977:19).

A typical artifacts assemblage from PaleoIndian sites in the Hudson River Valley and throughout the Northeast include diagnostic Clovis-type fluted projectile points (points) and processing tools such as scrapers, graters, and drills suggesting animal processing. Stone tools were made from cherts native to eastern New York, and jasper from Pennsylvania and New Jersey. To some archaeologists, lithics recovered far from their sources suggest well-defined or extensive travel or trade networks in operation at that time. Other research in the Northeast has led to the postulation that small bands of hunters nomadically roamed large territories, relying predominantly on post-pleistocene megafauna. Alternative hypotheses based on research in the mid-Hudson valley suggest that PaleoIndians inhabiting the area used a wide variety of resources and had a restricted territory in which they operated (Eisenberg 1978:139). Further research continues to assist in developing and refining models of regional and local subsistence and settlement.

Despite the years of research, there are still many questions left unanswered regarding the culture and settlement and subsistence systems of PaleoIndians. Sites found tend to be situated in one of three specific geographic locales: on lowland waterside camps near coniferous swamps and near larger rivers; on upland bluffs in areas where deciduous trees dominated; and on ridge tops also dominated by deciduous trees (Eisenberg 1978:138). Throughout the Northeast it has been more common to locate isolated spot finds of diagnostic artifacts than habitation sites. The lack of recovered habitation sites may be due to post-glacial changes in topography or subsequent development where habitation sites once existed (Saxon 1973:252). The rising sea levels and resultant changes in water courses have probably inundated numerous encampments. However, since the Hudson River is a fjord (a narrow inlet of the sea bordered by steep cliffs), it is possible that early occupation sites may be preserved along the naturally elevated post-glacial shoreline (Snow 1980:180). Currently, no habitation sites have been identified on Manhattan Island.

Several miles southwest of the Hudson River Park project site, on nearby Staten Island, a PaleoIndian habitation site was found at Port Mobil (Ritchie 1980:xvii). The site was situated on high ground, sloping down to the Arthur Kill, about 1000 feet away. Although the site was substantially disturbed, several fluted points were recovered together with tools made of eastern Pennsylvania tan and yellow jasper, and eastern New York Normanskill flint. Not far from Port Mobil, on the tidal beach of the Arthur Kill, six fluted points were also found made of jasper and local and exotic flints (Ibid.). This represents the only PaleoIndian component recovered within the metropolitan New York area. Spot finds further north have occurred along the Hudson River and its tributaries (Funk 1976:205).

#### Archaic Period (9,500-3,000 B.P.)

The Archaic period lasted for about 6,500 years. Unique point types and tool kits have caused this period to be further subdivided into the Early, Middle, Late, and Terminal periods. Throughout the Early Archaic (9,500-7,000 B.P.) fluctuations in the climate occurred, giving way to a gradual warming trend and allowing new resources to become established. Although sea levels were rising, New York Harbor, contiguous to the project area, was still considerably smaller than it is today (Salwen 1975:49). As a result of environmental changes, it appears that the primary dependence on big game gave way to a hunting, fishing, and gathering economy, relying upon a diversity of resources. The more reliable resource base may have encouraged population growth.

Diagnostic projectile point types of this period are predominantly bifurcate-based points found on major drainages. Sites in the coastal New York area have been found on tidal inlets, coves, and bays, and on fresh water ponds (Ritchie 1980:143). Few inland sites of the Early Archaic period have been recovered and excavated in northern New York and New England. However, on nearby Staten Island four sites were found with an Early Archaic component (Salwen 1975:50). Salwen ascribes the earlier and more prolific population of the southeastern New York area to the early establishment of hardwood forests in this region (Ibid.). Although resources may have been abundant in more northern regions, climatic fluctuations and extremes would have prohibited the establishment of a reliable resource base. The locally established hardwood forests may have attracted people to the southern New England and New York area (Dincauze and Mulholland 1977:450).

Subsequently, Middle Archaic cultures populated the region from about 7,000 to 5,500 years ago, as the climate continued to warm allowing assorted flora and fauna to grow. Dincauze and

Mulholland (1977) suggest that in this period seasonal population movements, based on the exploitation of specialized resources, became well established and may have led to the creation of territories. Tool kits expanded in response to diverse resources, with artifacts including Neville and Stark projectile points. Middle Archaic shell middens, situated to the north along the Hudson River, show a growing reliance on shellfish. At Croton Point and Montrose Point, archaeological sites on the Hudson River in Westchester County north of the Hudson River Park project area, shell middens yielded dates of between 5,600 to 5,800 B.P. (Brennan 1974:85).

Late Archaic cultures radiated across the Northeast from approximately 5,500 to 4,000 B.P, with continued climatic warming providing a resource-rich environment. Diagnostic projectile point types of this period include small stemmed points such as Lamokas and Taconics, as well as Squibnocket and Brewerton Points. The lower Hudson Valley has evidence for increased habitation, with numerous shell middens along it dating to this period (Brennan 1974:87). Site types of this period include rockshelters, open woodland camps, and high bluffs along the Hudson, identified north of the project site. Archaic points found in metropolitan New York were commonly made from locally available quartz (Suggs 1966:42). The switch to local, versus exotic, lithics could mean decreased seasonal migration or a reduction in trade with neighboring groups.

Settlement and subsistence patterns in operation may have been a centrally based wandering pattern focused on the use of seasonal resources. A high degree of cultural complexity is suggested by the wide range of site types and the great diversity in site locations. More Late Archaic sites have been found than sites of either of the two previous periods. This may be because of either an increase in the population brought on by the more stable environment, or a bias in site visibility. By the Late Archaic period, sea levels were much as they are today, and sites of this period would have less of a chance of being inundated. In another interpretation, archaeologists in the Northeast have postulated that small stemmed quartz points attributed to this period actually represent an underlying cultural tradition, persistent through later periods (McBride 1984:133). Therefore, sites attributed to this period based on projectile point typologies may actually have been misinterpreted.

During the Terminal Archaic period (4,000-3,000 B.P.), three cultural traditions persisted in the Northeast. These include the Laurentian tradition represented by the Vergennes phase and the Vosberg complex; the small stemmed tradition represented by the Sylvan Lake complex; and the Susquehanna tradition represented by the Snook Kill and Orient phases (Funk 1976:250). Although New

York State Archaeologist Bob Funk defines these three separate traditions as persisting in the Hudson River Valley, Snow reassesses the distribution of Terminal Archaic points and suggests that the Susquehanna tradition dominated the first half of the period and was comprised of Snook Kill, Perkiomen and Susquehanna Broad points, while the latter half of the period was dominated by the Orient complex characterized by the Orient Fishtail point (Snow 1980:237). The precise sequence of Terminal Archaic traditions, complexes, and phases is a continuing source of debate.

These three cultural traditions, based on unique projectile point types, may represent distinct settlement patterns centered on the use of specific resource niches. According to Funk and Ritchie, authors of Aboriginal Settlement Patterns in the Northeast, sites of the Snook Kill Tradition, predominant in the southern sub-area, tend to be located on high, sandy river terraces (1973:342). Orient phase habitation and burial sites have been recovered from eastern Long Island (Ibid.:344). Whether these three distinct traditions, Laurentian, Small Stemmed and Susquehanna, represent the migration of new people into the area, or the spread of new technological ideas, has yet to be answered. Each of these tool traditions predominantly used locally available raw materials, with the small stemmed point tradition relying heavily upon quartz.

Local Terminal Archaic groups added a new type of artifact to their tools kit. Bowls and other utilitarian and decorative items were fashioned from ground and polished steatite, or soapstone. The majority of sites found in the surrounding region were located on the banks of the Hudson River and its major tributaries. This may be because of the high visibility along major river drainages rather than the actual lack of sites in remote settings. Continued research from interior areas has more recently begun to find sites of this period. Orient points recovered in the Hudson Valley have been radiocarbon-dated to approximately 4,000 to 2,800 B.P.

#### Woodland Period (3,000-500 B.P.)

The Woodland period continued in the Northeast from approximately 3,000 to 500 years ago. Like the Archaic period, the Woodland is further divided into three sub-categories: the Early, Middle and Late periods. The first of these, the Early Woodland period, lasted from about 3,000 to 1,700 years ago and manifests itself by the Middlesex Phase in eastern New York. Crude, undecorated ceramic vessels, called Vinette 1 pottery, were tempered with steatite. Simple pottery designs of this type have been found at sites on major waterways and tributaries. Early Woodland, Middlesex Phase sites are commonly uncovered at sand and

gravel mining operations near fresh water as these sites tend to be located on well drained knolls adjacent to water (Ritchie 1980:201).

The climate gradually cooled during this period, perhaps reducing resource availability. Settlement systems changed with the need to exploit alternative resources. Coastal resources, providing year round availability, were sought while upland hunting and gathering supplemented coastal resources. Fish runs in rivers provided a stable and reliable resource. Fish weirs were used in the Hudson and smaller tributary rivers to catch large quantities of anadromous fish to feed the growing population (Brumbach 1986:35).

The Middle Woodland period lasted from ca. 1,700 to 1,000 B.P. This period is marked by regional changes in ceramic and projectile point styles. Stone tool assemblages include Jack's Reef Corner Notched and Pentagonal points, and Fox Creek points. More exotic lithics were used, perhaps suggesting a growth in trade networks. By this time, subsistence and settlement seems to have been characterized by semi-permanent settlements with task-specific locations used for the purpose of exploiting target resources. Ritchie and Funk identify several settlement types for Middle Woodland cultures including repeatedly occupied small and semi-permanent large camps, small temporary camps, workshops, cemeteries and burial mounds (1973:349).

Shell middens found on the seacoast and shores of the Hudson River suggest an increase in the reliance on aquatic resources. During this period, maize horticulture was introduced from the west and horticultural practices were slowly adapted. The nature and extent of prehistoric maize cultivation has been debated among archaeologists working in the Northeast. Research on Long Island has led to the hypothesis that before European contact, maize was not cultivated on the sandy, nutrient-poor soils of the island. Nonetheless, with the benefits of trading with Europeans, Native Americans on Long Island settled more permanently along the sandy coast where shells were available for wampum manufacturing, an integral part of the mercantile exchange. Concurrent with this was the need for a reliable and storable food source. It is theorized that maize horticulture was incorporated to provide food, and a commodity for trade, required to support villages (Ceci 1979:72). Other archaeologists throughout the Northeast are now questioning the distribution and adoption of non-indigenous, that is, introduced, horticultural systems.

Again, artifacts encountered changed with the addition of ornamental pendants and pins, and the bow and arrow. Ceramics changed technologically as walls were thinned and overall shape was

rounded. Some interpretations suggest that the shift to a rounded bottom corresponds to the adoption of maize and results from the desire to cook food longer (Braun 1980:100). Surface decorations included netmarking and ornamentation of the collars and bodies, reflecting the cultural affiliation of the producer. Overall, the material remains in the region are limited in number, compared to those found further to the northwest in the Great Lakes region of New York (Funk 1976:298). This bias may be due to sampling and preservation rather than the actual lack of sites.

Within the Late Woodland period, the Windsor cultural tradition was defined with its components found in the Long Island Sound area and in the Hudson and Connecticut River drainages. In the lower Hudson Valley and on western Long Island, the tradition is represented by the Windsor North Beach and Clearview phases (Snow 1978:63). The Fox Creek Phase of the Middle Woodland period may have been centered in the New York coastal region, and in the eastern New York drainages (Ritchie and Funk 1973:356). Artifact types of this period include the Levanna triangular projectile point and Cayadutta Incised pottery. General trends of the period show a move towards semi-permanent villages.

By the Late Woodland period, 1,200 to 500 years ago, the climate was much as it is now. Settlement patterns suggest the use of diverse topographic settings including coastal and island sites, inland sites on major drainages, and campsites located near swamps and along streams as well as inland rockshelter sites. There is evidence of an increase in site size and number in addition to abundance and frequency of artifacts. The annual subsistence round may have included seasonal movements among riverine, coastal and inland wintering sites. Increased use of horticulture may have affected seasonal movements, with spring and summer spent planting crops. While maize, beans, and squash were procurable, these did not comprise the entire subsistence base. Hunting and gathering were continued. A semi-permanent settlement pattern may have led to competition and defense of productive land, contributing to territoriality (Mulholland 1988:163).

The Windsor tradition was replaced by the East River cultural tradition by about 600 B.P., while the Bowmans Brook and later Clasons Point phases are local manifestations of the ceramics associated with this period (Snow 1978:63). The Bowmans Brook culture may have entered New York from New Jersey through Staten Island, where many artifacts of this phase have been found (Ritchie 1980:269). Sites have been found on tidal streams or coves, with large village sites containing between fifty to one hundred storage pit features (Ibid.). There appears to be more shellfish use at these sites. Ritchie notes that sites of the Clasons Point culture tend to be found on the second rise of ground

above high-water level, on tidal inlets, and have many of the characteristics of Bowmans Brook Phase sites (Ibid.:271).

#### Contact Period (500-300 B.P.)

The initial interactions between Native Americans and Europeans typifies the Contact period, dating from 500 to 300 B.P. At the beginning of this period, Native American settlement patterns were essentially the same as those of the Late Woodland period. Stream side camp sites were occupied in the spring and fall to take advantage of bountiful fish runs. Upland and inland task specific sites were also occupied for short periods for hunting, trapping, and lithic procurement. Semi-permanent villages, with oval and round bark and mat covered houses, were located near planting fields. Large pits were used for storing dried meat, fish, and corn, and to bury unwanted trash. Planting fields were commonly burned at the end of the season to encourage new growth and, as a result, fauna. Horticultural villages were commonly moved to a new site after ten or twenty years when soil fertility, firewood, and nearby game resources were reduced (Salwen 1975:57).

Initial interactions between Native Americans and Europeans transpired when early explorers traded with the native population. As non-indigenous materials were introduced into the native material culture, tool assemblages and settlement and subsistence patterns changed drastically. Traditional stone, bone, and wood tools were replaced by European goods made of copper and iron. Shell beads and wampum were produced, and furs were collected by Native Americans as a medium of exchange. Europeans were happy to procure furs from Native Americans, resulting in many trading posts being established along the Hudson River. Although early historical accounts discuss the presence of Native American stockaded villages or forts in the Hudson Valley and coastal New York, archaeological data does not confirm their presence until the middle of the seventeenth century (Ritchie and Funk 1973:368).

In the seventeenth century, metropolitan New York was populated by Native Americans speaking a Munsee dialect of the Eastern Algonquian language (Goddard 1978b:73). Northern Manhattan was primarily occupied by a group identified by colonists as the Wiechquesgeck (Grumet 1981:60). At that time, Native Americans called the Hudson River "Mahicanituk," which translated to "the great waters or seas, which are constantly in motion" (Ibid.:22). Manhattan itself was called "Minna-atn," which meant "Island of Hills" (Bolton 1934:47).

The arrival of Governor Willem Kieft in 1638, who maintained a hard-line policy with the local Indians, resulted in large scale conflicts between Native Americans and European settlers. His policies resulted in the deaths of about 1,000 Native Americans between 1640 and 1645 (Washburn 1978:98). In 1655 Native Americans attacked the growing city of New Amsterdam, and the ensuing Esopus Wars, named so for the involvement of the Esopus Indians of the mid-Hudson Valley, lasted until 1664. As a result, Algonquian bands in the lower Hudson Valley lost their independence and fell under Dutch control (Ibid.).

Plagues, intertribal stress, and the pursuits of Europeans to obtain land rights resulted in the subsequent breakdown of native sociopolitical organization during the seventeenth century. The plagues of 1616-1620, inadvertently introduced by Europeans, depopulated many groups with total losses in southern New England and New York estimated at between 70-90 percent of the original population (Snow 1980:34). Moreover, the conflicts engendered by rapid colonial expansion, war, and epidemics, caused many Native American groups either to leave the area or take up habitation in established communities, i.e. reservations (Brasser 1978:85).

The foregoing cultural chronologies are based, in part, on prehistoric sites found in the metropolitan New York area, although none were ever found within the project site. On Staten Island, numerous prehistoric sites have been reported, ranging from the PaleoIndian through Woodland periods. The Tottenville site, a burial site on the southern portion of the island, was found on a bluff overlooking the shoreline and may represent a wampum manufacturing station (Jacobson 1980:5). In total, over one hundred prehistoric sites have been reported from Staten Island, although significantly fewer have been scientifically studied. It is thought that cultural groups inhabiting Staten Island were probably affiliated with groups in New Jersey and the mid Atlantic region. Staten Island may have demarcated the boundary of New York and New Jersey groups (Ritchie 1980:145). If this is the case, then the role of Manhattan Island may have been similar. With the proximity of New Jersey cultural groups, as well as the Long Island Sound groups, cultural traits of Manhattan Indians would undoubtedly reflect these associations.

Because of the lack of sites actually recovered on Manhattan, the accepted settlement system established for the coastal New York area has been based primarily on the large and highly visible shell midden sites found along the coast of Long Island Sound. Yet more recent archaeological research indicates a variety of occupation sites other than villages associated with shell middens. An intensive survey of Shelter Island in the Long Island Sound, many

miles east of the project site, has yielded a number of small short term lithic workshops and food processing stations, previously unseen and excluded from settlement pattern studies (Lightfoot et al. 1985:59). Further research and unbiased testing strategies in upland areas have also shown that many sites exist in these locales. While its true that the coast of Manhattan was undoubtedly attractive for Native American habitation and resource procurement, smaller sites located inland may have been used as well but would be situated east of the project site.

#### B. Known Sites in the Vicinity

The only reference to a known Native American site near this section of the project site, between Chambers Street and West Houston Street, was a parcel of land named "Werpoes," depicted on historic maps as an elevated terrace below Canal Street east of the project site (MacCoun 1909). The word, a derivative of the Delaware word "Wipochk," is thought to translate to "a bushy place or thicket" (Grumet 1981:58). No other Native American sites or trails were known to exist in or near this section of the project site. No prehistoric sites were inventoried at either SHPO or the NYSM.

#### C. Shoreline Reconstruction

At the time Europeans first set foot on Manhattan, the project site was land under water. Consequent landfilling pushed the shoreline further west and Marginal Street was created, burying prehistoric landforms. In some cases, archaeological sites may also have been buried. In 1983 a subsurface soil and fill profile of West and Marginal Street was created by Historic Conservation and Interpretation (HCI) during the original archaeological survey for the proposed Westway project. Based on soil borings, paleoecologists and prehistorians reconstructed the post-glacial shoreline between Battery Place and West 44th Street (Rutsch et al. 1983:17). Much of the proposed Westway project was outboard of the current shoreline. As a result, HCI's work was concerned with both the outboard and inboard shoreline following deglaciation.

The research conducted by HCI concluded that although West and Marginal Streets were submerged beneath the Hudson River before European settlement, they were once exposed. Historically, "the area south of Laight Street was considerably modified by artificial fill right down to nearly the level of the glacial gravels," including Marginal Street between Battery Place and Harrison Street (Rutsch et al. 1983:21). According to Rutsch, borings taken in Marginal Street south of Charles Street showed a stratum of organic gray silt up to 90 feet thick overlying various sand strata. Above

this, in West and Marginal Streets, were layers of historical period landfill (Ibid.:43). The silt stratum was created by river silt deposited after original inundation, while the underlying sand was glacial outwash deposited as glaciers retreated north (Ibid.).

Several small islands, knolls, and headlands which were once exposed prehistorically were identified between Chambers and West Houston Streets, and are now beneath West and Marginal Street fill. These specific areas will be addressed in the following Prehistoric Sensitivity section of this report.

Soil borings were also reviewed from other nearby projects (See Appendix 4, Kirkorian and Tidlow 1984:105). Borings taken by the Department of Public Works along Beach Street, between West and Washington Streets, show fill layers between 14 and 20 feet deep containing sand, gravel, and wood. Beneath the fill were thick deposits of silt, sand, and clay (Kirkorian and Tidlow 1984:103). Soil borings on West Street between North Moore Street and Hubert Street yielded fill spanning between 17 and 28 feet in depth, with the deeper fill predominantly coming from the southernmost samples. Fill in this area also contained sand, gravel and wood, with the addition of brick fragments and cinder. Below the fill was sand, silt, and gravel, extending to an unknown depth. These confirm that the prehistoric shoreline is deeply buried beneath at least 14 to 28 feet of landfill.

#### D. Prehistoric Sensitivity

As discussed in the Prehistoric Background section above, archaeologists typically encounter sites on well drained elevated soils near fresh water resources. However, environments with a broad spectrum of resources were favorable for prehistoric habitation. Coastal and riverine areas could provide a mix of aquatic, estuarial, and terrestrial resources. In particular, the confluences of streams and/or rivers were considered choice sites for habitation and have a high potential to yield prehistoric archaeological resources. Coves and inlets would have provided protection from strong winds coming down the Hudson Valley. Settlement studies on islands in the southern New England area show that settlement patterns are often affected by strong prevalent winds, such as those experienced in the lower Hudson Valley (Little 1985:26).

Several years ago, various agencies attempted to create a model of potential prehistoric site locations in the metropolitan New York area. In an attempt to provide a planning tool, the NYCLPC created a model identifying potentially sensitive areas where prehistoric archaeological remains may be found in Manhattan.

No sensitive areas within this section of the linear project parcel were identified. However, the model is based on the potential to recover sites from land that was exposed and suitable for habitation at the time of European settlement. The model does not attempt to determine the potential sensitivity of submerged shorelines, once exposed for prehistoric habitation. However, as discussed above, this particular task was attempted by HCI for the project parcel during the original 1983 Westway study.

For the proposed Westway project, HCI performed a monumental task and created a detailed shoreline reconstruction for the New York State Department of Transportation (see Rutsch et al. 1983). Analysis of borings, taken both inboard and offshore, and early maps and atlases, showed that at the time of European Contact West and Marginal Streets were submerged beneath the Hudson River. Woodland and Contact period sites would be situated further east of the project site on land that was exposed and available for use during those periods. However, when water tables were lowered prehistorically, during the Paleo through Terminal Archaic periods, the submerged shoreline was exposed and the Hudson River's boundary rested further west than it is today. These historically submerged, but prehistorically exposed, areas may have once been used for resource procurement or settlement.

The following is a synopsis of conclusions reached for the paleoenvironmental study performed by Richard R. Pardi and Dennis Weiss of Queens College and City College (for a full description of research conducted, see Rutsch et al. 1983: Appendix 2). Radiocarbon and chemical samples from cores were used to establish the prehistoric development of the shoreline. A topographic map was then constructed depicting the locations and elevations of shoreline features as they changed through time. These locations were then compared to the known settlement patterns prevalent at each specific point in time. Specific areas were then identified as being potentially sensitive for prehistoric habitation based on topography and site characteristics which may have affected settlement patterns, as described above. These identified areas are currently deeply buried beneath nineteenth century fill inboard of the bulkhead wall, and/or river silts outboard of the bulkhead wall.

#### Inboard of the Bulkhead Wall

Between Chambers Street and West Houston Street many potentially utilized prehistoric landforms were identified by HCI (Rutsch et al 1983:47-51). Of these, three fell in the route of the Hudson River Park project site in Marginal Street, numbered prehistoric Areas 7, 9, and 17. Sites identified from Marginal Street, which were considered by HCI as being potentially suitable

for aboriginal habitation, are now about 30 to 40 feet below the surface (Vollmer Associates 1987:3-1). As described in the above Shoreline Reconstruction section, soil borings have shown that fill in Marginal Street ranges in depth between at least 18 to 25 feet and that beneath the fill lies a level of organic silt deposited by the river following inundation. The potentially sensitive areas identified by HCI are described as follows.

The southernmost area identified existed between Park Place and North Moore Streets. Here (Area 7), there was once a slightly irregular shoreline forming the southern margin of a bay, and possibly slope running down to the water that may have been occupied by Native Americans between 7,200 and 7,500 years ago. Only the section of Area 7 between Chambers Street and North Moore Street is within the project site boundaries. This bay is now about 40 feet below the current sea level. Between Hubert and Laight Streets in Marginal Street (Area 17), there was an irregular shoreline which sharply dipped eastward, forming the southern margin of a narrow cove. The cove existed approximately 7,500 to 8,000 years ago, and is now 60 feet below the current sea level (Rutsch et al. 1983:59). Further north, at Desbrosses Street (Area 9), was the northern margin of a bay dating between 7,200 and 7,500 years ago, now 40 feet below the current sea level (Ibid.:58).

As outlined above, the only prehistoric remains which may have been deposited within this portion of the project site, inboard of the bulkhead wall, exist between 40 and 60 feet below the current sea level beneath Marginal Street landfill. The three areas discussed, Areas 7, 9, and 17, may have the potential to yield information on prehistoric lifeways in Manhattan, a subject poorly documented to date due to the small number of undisturbed sites recovered from the island.

#### Outboard of the Bulkhead Wall

Outboard of the current shoreline, Areas 4, 8, 12, 13, 15 and 15a, and 19 were identified by HCI. Area 4 possessed the eastern most head of a bay, now about 40 feet below current sea level (Rutsch et al. 1983:64). Area 8 encompassed two small islands which once projected from the river west of Hubert Street, and is now about 40 feet below current sea level (Ibid.). Area 12, situated west of Harrison Street, was once a narrow neck of land with two coves, now about 70 feet below the current sea level (Ibid.:65). Area 13 was a small cove identified near Pier 26 which may have been covered with peat. The cove is now about 70 feet below current sea level (Ibid.). Area 15 was the southern end of an island which once protruded from the Hudson River, west of Hubert Street, which is now about 70 feet below the current sea

level (Ibid.). Associate Area 15A was a cove extending out to the island described as Area 15. The cove is similarly about 70 feet below current sea level (Ibid.). Finally, Area 19 was once a large island in a bay of the Hudson River. The island was approximately located to the west of, and between, Jay and Laight Streets and is now about 50 feet below the current sea level.

Although numerous other prehistoric topographic features were noted and described in detail, these were not designated as potentially sensitive for prehistoric remains since they lacked features attractive for habitation. The sinuous shoreline, that existed prehistorically, is now beneath between 30 and 50 feet of landfill or river. It is quite possible that habitation sites existed in the areas cited by Rutsch, and as previously noted, shell middens dating to the Middle Archaic period were recovered along the Hudson River to the north, in Westchester County (Brennan 1974:85). It is highly probable that shellfishing, fishing, hunting, and gathering were all activities performed along the shoreline and on islands in these loci.

Those sites identified outboard of the bulkhead wall, that is on the surface submerged beneath the waters of the Hudson River, require more complex analysis. Of the potential sites identified and discussed, Areas 4, 8, 12, 13, 15 and 15a, and 19, Area 19 was judged by Rutsch as the most likely area of prehistoric occupation due to topography and available resources. Area 19 was once an island which was probably exposed between 7,500 and 6,000 years ago (Rutsch et al. 1983:399). Rutsch further discusses the possibility that "deposits of river-borne silt or sand will protect fragile sites lying off sea coasts" and suggests that this may be the case for identified off-shore sites (Ibid.:401). He further mentions that the feasibility of recovering such sites is another issue and requires additional discussion.

## VI. HISTORICAL RESEARCH

### A. Historical Background

When Giovanni de Verrazano first sailed into New York harbor in 1524, the project site was land under water. The shoreline on the banks of the pristine Hudson River, named for Henry Hudson who first sailed up it in 1609, were further east than they are today. Early trading and exploring ventures by Europeans were such that traders sustained few interactions with Native Americans, conducting transactions on ships to avoid entering unexplored territory. As trading ventures increased in frequency and the new territory was explored, European settlements were slowly established. By 1613 a trade house was built on the southern tip of Manhattan by the New Netherlands Company, a sponsor of many voyages to the new world in search of trade goods (Wilson 1902:395). Shacks were also built to house the few traders who chose to settle on the island. The rapidly expanding fur trade up and down the Hudson River proved enticing for European entrepreneurs and thus the small village at Manhattan's southern tip grew.

In 1623 the Dutch West India Company was granted rights to all lands within Manhattan by the Dutch States General (Hoag 1905:32). Subsequently in 1626 Peter Minuit, the Director General, purchased Manhattan Island from the local Indians for what amounted to less than 25 dollars (Jones 1978:10). By 1664 the English had obtained possession of the island, and King Charles II regranted the land to the Duke of York. Once land rights were granted, the growing community on Manhattan built a gristmill near Battery Place and Greenwich Street (Rutsch et al. 1983:334). Ensuing land disputes provoked the Dutch to build a wall at what is now Wall Street in 1653 to demarcate the northern boundary of the city and keep out undesirables (Works Progress Administration 1939:58). In 1699 the British removed the stockade and the city slowly expanded northward.

In 1686 the Dongon Charter was decreed by Lieutenant Governor Thomas Dongon, granting a charter to the Mayor Alderman of New York City, and the City of New York became officially established. Land ownership, out to the low water mark, was transferred from the Crown to the City of New York (Hoag 1905:32). At that time, Marginal Street was still submerged land and the shoreline along the Hudson River was situated east of its current location, between what are now Greenwich and Washington Streets.

The earliest travelers found the East River a better and safer harbor as the high bluffs and jagged edges of the Hudson River thwarted docking. However, the Hudson River did prove vital in

linking northern territories to the growing village on Manhattan. The depth of the Hudson, the lack of protected coves needed to provide shelter from strong northerly winds, and the propensity for winter ice floes left the Hudson shorefront virtually unused (Buttenwieser 1987:27). As a result, early landfilling was not avidly pursued on the banks of the Hudson River for lack of economic interest (Buttenwieser 1987:32). One of the earliest landfilling episodes documented on the Hudson shorefront took place between 1699 and 1701 when several entrepreneurs filled and built docks on the three blocks between Cedar and Cortlandt Streets and Greenwich Street and Washington Street (Ibid.:32).

Inland, just east of the project site, the fertile upland proved more valuable. By 1663 Governor Van Twiller was cultivating a large tobacco plantation north of Spring Street adjacent to the Hudson River. His farm, titled "Bossen Bouwerie," which translates to "Farm in the Woods" (Works Progress Administration 1929:125), was the site of his home located at the foot of Charlton Street. In the 1740s Sir Peter Warren purchased 300 acres of land, together with several houses, at the site of what is now Greenwich Village. His land along the shorefront was described as "a bluff along the river with a fine beach below" (Stokes Vol. 3, 1909:157). The parcel between Fulton and Christopher Streets, extending from the Hudson River east to Broadway, later became part of the Queen's Farm, granted by Queen Ann to Trinity Church in 1705 (Works Progress Administration 1939:79). In 1794 William Rhinelander, a shipbuilder, obtained a 99 year lease for a large part of this parcel and, in 1797, the Common Council granted him rights to fill and develop water-lots on the Hudson River contiguous to his property. The Rhinelanders proceeded to lease much of their land to commercial interests at a substantial profit. The few wealthy landowners who controlled the use of the waterfront at that time did not follow Rhinelander's example.

In 1730 the Montgomery Charter was established, extending land ownership privileges an additional two blocks beyond the low water mark into the Hudson River, prompting these landowners to reassess their actions. The charter included a provision for creating three streets - Greenwich, Washington and West - parallel to the river (Hoag 1905:32). However, eighteenth century growth continued to focus to the north where land was cheap and could be developed more easily (Buttenwieser 1987: 34).

Through the eighteenth century, mounting tension between the colonies and England further shaped the city. By the 1740s civil defense construction had been spurred by growing conflicts between the French and English. As a result, "a band of palisades was built across the width of Manhattan from near the east side of Greenwich Street to Peck's Slip on the East River. Associated with

the palisades were block houses and city gates...one such city gate at approximately the intersection of Greenwich Street and Chambers Street" (Kirkorian and Tidlow 1984:6). An eight-gun block house was also built on "Dominie's Hook" in the 1750s, possibly between West, Hubert, Greenwich, and North Moore Streets, just east of the project site (Ibid.:7). In addition, according to Ratzler's 1767 map, a series of defense entrenchments were positioned along the western edge of Greenwich Street, from Murray Street north to the battery on "Dominie's Hook" (Ibid.:7). A circular structure, called the Grenadier's Batter, stood near Greenwich Street between Franklin and North Moore Streets. A line of breastworks extended along the river from this to Hubert Street, and a similar line extended to Desbrosses Street (Rutsch et al 1983:95). Each of these is near, but outside of, the project site boundaries.

International conflicts preceding the War of 1812 prompted the erection of yet another fort. The "Red Fort," or "North Battery," was constructed on landfill between Hubert and Laight Streets, west of West Street (Rutsch et al 1983:162; Poppleton 1817). The semi-circular stone fort housed both a magazine and a furnace. Following the war, in 1823 the City received permission to use the bridge extending out to the structure as a public landing place for incoming farm produce (Vollmer Associates 1987:11). The site was later used as a landing for immigrant vessels, and finally as a dumping station. The fort itself was eventually removed in 1832 and auctioned off in sections (Rutsch et al. 1983:162).

Following the Revolutionary War an attempt was made to urge the construction of the street along the Hudson River originally provided for in the 1730 charter. In 1795 the Common Council again passed an ordinance creating West Street, a 70 foot wide outer street, demarcating the western boundary of the city. The proposed creation of West Street was intended to compel landowners to pursue landfilling where they were granted water rights. By the early nineteenth century, many docks and piers had been built on the Hudson River shorefront between Chambers Street and West Houston Street. In 1804 the Common Council increased the distance from Washington to West Street from 160 feet to 200 feet, lengthening the developed blocks between them by 40 feet (Rutsch et al. 1983:153). In 1818 yet another attempt was made to complete West Street when a resolution was passed extending West Street over the Canal Street basin and Spring Street Slip. In 1825 another petition was granted to extend West Street from Canal Street south to Hubert Street.

The relatively slow pace of development which characterized the eighteenth century was succeeded by rapid expansion on the Hudson River shorefront in the nineteenth century. By the middle of the nineteenth century, new technologies fostered interest in

the relatively unused Hudson River waterfront. The invention of the steamboat in 1807, the production of larger vessels by local shipbuilders, the opening of the Erie Canal in 1825, and the demand for coal in New York City generated more shipping through the port of New York and a demand for deeper berths (Buttenwieser 1987:39). To accommodate these growing industries, new piers were built off of West Street into the Hudson River. The Hudson River ferry industry started with the 1812 maiden voyage of Robert Fulton's Jersey, but had grown exponentially by the 1820s with the adoption of steamboats (Cudahy 1990:42).

By the early nineteenth century chaotic street placements spawned the creation of a city plan to provide for the systematic laying out of streets and avenues throughout Manhattan. The resultant Commissioner's Plan of 1811 imposed a grid system over the city, disregarding natural topographic features which may have impeded road construction. Street regulations called for extensive grading and filling, removing massive rocks and boulders, and tearing down existing houses located in the path of proposed roadways. Although the plan was laid down on paper, many of the roads were not actually created until decades later. West Street remained incomplete in many places at that time, and Marginal Street had not yet been created (1811 Commissioners of New York State; 1927-30 Ewen).

The frustrations experienced by the City in their attempts to actually create West Street caused the Common Council to pass yet another ordinance in 1825, demanding the creation of West Street and filling of water lots. Land reclamation and filling along the Hudson River waterfront was pursued by either allowing unstructured harbor silts and river accretion to build up, or by placing fill in engineered retaining devices (Geismar 1983:672). In lower Manhattan, ships were sometimes deliberately sunk as cribbing to help stabilize fill (Berger 1983:9). After wharves and piers were built, derelict ships were sunk adjacent to them, and together these features contributed to and operated to retain fill. In one such case, part of the burnt seventeenth century Dutch ship "Tiger" was sunk and subsequently encountered during subway excavation at the corner of Dey and Greenwich Streets in 1916 (Solecki 1974:109). During the later excavation of the adjacent World Trade Center, archaeologists unsuccessfully searched for the remainder of the ship.

Wooden cofferdams, wharves, and bulkheads were built as fill retaining devices, framed with hewn logs, filled with loose stone, and covered with earth (Geismar 1983:30). Timber grillage was commonly used as cribbing, a practice first employed in Europe. Colonists continued to use this method, as both the Dutch and English had previously, aided by the ample supply of wood in the

region. To retain fill, quays were first built by driving a row of wooden piles into the river with diagonal braces bolted to the inside, forming the face work. Earth and fill was then placed in the vacant area behind the piles, and was then planked over to form a roadway level with adjacent streets (Ibid.:31). Wooden jetties were similarly built. Once the economic value of clean fill generated from building excavations was realized, this was no longer used as fill. Instead, wharves and piers were frequently used as dumping boards, where garbage was collected and pushed overboard into scows or directly into the river. Between Chambers Street and West Houston Street, dumping boards were situated at Vestry Street in 1830, Watts Street in 1846, and Gansevoort Street in 1844 (Buttenwieser 1987:42). Rubbish, ballast, and street trash pushed the shoreline further west.

The rapidly growing west side supported many successful business ventures. One of these was the Clinton Market which once stood on the block bounded by Canal, West, Washington and Spring Streets, situated on landfill. The main market building was constructed between 1827 and 1829, with additional facilities built in 1834 on the block directly south of this (Rutsch et al 1983:382). In 1848 a two-story shed was constructed southwest of the main market building fronting Canal Street, but by 1860 it had deteriorated and was removed. Prior to the creation of the Clinton Market, a basin was located at the foot of Canal Street dating from 1808 to 1812. The two docks enclosing the basin may have been covered over and preserved as West Street was filled.

One of the most influential early nineteenth century industries in this neighborhood was the Delameter Iron Works, founded in the 1830s near the corner of West and Laight Streets, just east of the project site. The company was founded by three men who repaired ships, working out of their machine and blacksmith shops. Their successful venture enabled them to expand their business along West Street in 1838 and to establish a second company, the Phoenix Foundry, north at Vestry Street (Vollmer Associates 1987:11). A second ship yard was opened on a newly filled waterfront lot at the foot of West 13th Street near Tenth Avenue (Rutsch et al. 1983: 352). By the 1850s the blocks "bounded by Franklin, Greenwich, Vestry and West Streets contained a cluster of industries including the Birkbeck's Iron Foundry, the West Street Iron Foundry, Swifts Sugar Refinery, and the Phoenix Foundry" (Vollmer Associates 1987:11). The foundries and industries, located out of the project site, served the waterfront community for many years.

In 1847 waterfront commerce was further amplified when the Hudson River Railroad was organized and a track was laid from Chambers to West 30th Street (Rutsch et al. 1983:258). The

railroad serving the waterfront helped to spur industrial and commercial growth. In the 1870s the Hudson River Railroad merged with the New York Central and added a new passenger and freight terminal at St. Johns Park near Canal and Hudson Streets to accommodate ferry users (Buttenwieser 1987:75). By 1851 a railroad station was opened at West 30th Street and Eleventh Avenue, and by 1852 the Eight Avenue Railroad opened a second line between Chambers and West 51st Streets (Works Progress Administration 1939:146). Elevated railways were complete throughout Manhattan by 1875, expediting local travel to the growing shorefront (McCabe 1882:239).

By 1839, narrow wooden finger piers projected from every street end between Vesey and King streets (Buttenwieser 1987:39). The shorefront was predominantly controlled by private individuals and businesses, contributing to deplorable waterfront conditions (Hoag 1905:36). For example, in 1856 the owners of the bulkhead between Beach and Hubert Streets were permitted to build a 112 foot long bridge on piles 18 feet beyond the existing bulkhead, slightly north of Pier 37 (Rutsch et al. 1983:99). These haphazard waterfront "improvements" hardly improved conditions at all. Instead, irregularly shaped, privately owned piers were in a continual state of disrepair and the solid base construction of piers prohibited the flow of sewage, draining from the shores out to sea, creating disease-ridden waters (New York Pier and Warehouse Co. 1869:58). Conveying merchandise to and from the Hudson River waterfront was also impeded by the tremendous volume of freight and pedestrian traffic. The miserable waterfront conditions desperately called for corrective measures, and numerous public agencies were established to deal with these issues.

One of the agencies created to address waterfront conditions was the Department of Docks, established in 1870. The department was granted rights and land for the construction of wharves, bulkheads, docks, piers, basins, and slips. They then instituted the McClellan Plan which resulted in the construction of a solid block and granite bulkhead wall, around the southern half of Manhattan between West 61st and East 51st Streets, over the course of the next sixty years. The wall was to be placed outside of the previously existing bulkhead to allow 250 feet for the width of West and Marginal Streets (Buttenwieser 1987:73). Unfortunately, similar problems were encountered in creating these outer streets, and by the 1890s both West and Marginal Streets were still blocked with many intrusions (Rutsch et al. 1983:297). As late as 1910 "numerous encroachments into the right-of-way still existed, especially south of Cortlandt Street where some old bulkheads maintained the 70 foot width of West Street" (Ibid.:270). The plan enabled the available pier area to double on the Hudson River shorefront. Piers were built to accommodate many steam ship lines

and ferry houses for the New Jersey Central and Pennsylvania Railroads (McCabe 1882:360).

Despite all the efforts put forth by the Department of Docks, by the twentieth century conditions along the waterfront had barely improved. In the 1930s, West Street was edged with busy docks, and was the "main highway for the city's incoming and outgoing supplies" (Works Progress Administration 1939:58). South of 23rd Street, the Hudson River was walled by an "almost unbroken line of bulkhead sheds and dock structures" (Ibid.:69), blocking any view of the river itself from pedestrians or nearby residents. Cross streets were packed with traffic heading for ferries situated at the foot of Chambers, Barclay, Cortlandt and Liberty Streets. Subsequently, more plans were enacted to help alleviate traffic congestion in the 1920s and 1930s, and thus the West Side Highway (Highway) was constructed. By 1947 the elevated structure continued as far south as Rector Street, supported on piles driven to bedrock (Vollmer Associates 1989:10). The Highway has since been demolished and an at-grade roadway was built to replace it (Ibid.).

#### B. Known Sites in the Vicinity

While there are many historical structures and features throughout the area, site file searches at the New York State Museum, New York State Office of Parks, Recreation, and Historic Preservation, and the New York City Landmarks Preservation Commission revealed no inventoried archaeological sites within or adjacent to this section of the Hudson River Park project site. However, the Holland Tunnel, running beneath the project site, is listed on the State and National Registers, and is a National Historic Landmark (National Park Service, National Register Nomination Form, November 4, 1993).

#### C. Historical Land Use

Previous archaeological assessments, reviewed for this project, scrutinized an extensive collection of maps and atlases in order to identify potentially sensitive archaeological features. Such potential archaeological features may also exist within the current project site (see Map and Atlas Section in the Bibliography of this report). Specifically Rutsch's 1983 Westway report, the 1990 Route 9A Reconstruction report, and several smaller site-specific studies for tangential sites each entailed extensive cartographic research. Rather than repeat this effort unnecessarily, a synopsis of previous research and findings is presented.

Maps and atlases were generally reviewed at approximately five-to-ten year intervals, while in some cases several maps were used dating to the same period to verify accuracy. This interval of map dates proved sufficient to identify potentially sensitive areas and accurately track landfilling episodes. Buildings or features present for less than five to ten years rarely were constructed in such a manner as to leave a vertical or horizontal footprint on the landscape and disturbance by these transient structures tended to be minimal, therefore reviewing maps at shorter intervals seemed unproductive.

The actual route of Marginal Street between Chambers Street and West Houston Street was deliberately planned, with construction commencing as landfilling permitted. The project site was never subjected to lotting or residential development, always having been used as a road. Therefore, research of land transaction records was inappropriate and not undertaken.

Cartographic research revealed inconsistencies with some of the early maps. Maps compiled prior to the beginning of the nineteenth century depicted development of the city core at the southern end of the island, providing a rich resource base for this section of the project site. However, the 1819-20 Randel map, considered one of the more accurate sources for topography at that time, did not exist for the area south of West 12th Street. Also, the 1859 Viele Map of the City of New York, showing the original topography of Manhattan Island, accurately shows the shoreline east of the project area and thus was not consulted for this section.

Documenting development in the 1860s also posed a problem since few maps were found dating to this period. During the Civil War, New York's cartographers were redirected, and maps and atlases were not produced in the abundance that they were in the 1850s (Alice Hudson, Director of the Map Division, New York Public Library, personal communication to Faline Schneiderman-Fox, April 1989). The only detailed map found dating to this period, Dripps 1868 Plan of New York City, showed West Street as a continuous road along the shoreline of the river, uninterrupted by intrusions. It seems that Dripps simply depicted the road as it was planned 'for convenience.'

#### D. Historical Sensitivity

Specific areas sensitive for potentially significant historical remains exist between Chambers Street and West Houston Street. Several buildings, which could be considered potentially sensitive, actually stood in the route of Marginal Street. Additional areas were found sensitive due to the nineteenth and

twentieth century landfill and shorefront features they possess. Resources were identified from cartographic sources, while additional information was gathered at the City's Buildings Department, and Block and Lot Division, and from secondary sources. To help clarify the positions of identified resources in the following discussion, resources are described in relation to the nearest east-west running cross street. Going from south to north the following resources have been identified.

### Piers and Wharves

Numerous eighteenth and nineteenth century piers traversed the route of Marginal Street within the project site boundaries. Going from south to north, the following piers and wharves were identified. The relative terms "Old" and "New" are used in the following descriptions in an attempt to differentiate piers, which were constantly being replaced and renumbered historically, from their predecessors and successors.

#### Extinct Piers

By 1827 a pier was built off of West Street mid-block between Reade and Duane Streets (Ewen 1827). New Pier 31 was used by the Erie Railroad Company and may have become part of Marginal Street fill by 1902 (Bromley 1902). Pier 34 stood at the foot of Harrison Street and was used for boats to Rondout and Kingston. The pier was built between 1828 and 1836 and became part of the Marginal Street landfill by 1913 (Colton 1836; Hyde 1913). Pier 35 stood at the foot of Franklin Street between ca. 1827 and ca. 1902 (Ewen 1827; Bromley 1902), and may have become part of the Marginal Street fill. The pier was used by Homer Ransdell and Company, and for steamboats bound for Poughkeepsie.

Pier 36 traversed the route of Marginal Street at North Moore Street. The pier stood between ca. 1827 and ca. 1885 and was used by Morgans Los Angeles and Texas Railroad and Steamship Company (Ewen 1827; Robinson 1885). Pier 37 was built at the foot of Beach Street by 1827 and became part of the Marginal Street landfill between 1879 and 1885 (Ewen 1827; Robinson 1885). The pier was occupied by the Old Dominion Line for Norfolk. In 1856 the owners of the bulkhead between Beach and Hubert Streets were permitted to build a bridge and pile 18 feet beyond the bulkhead, 112 feet long, slightly north of Pier 37 (Rutsch et al. 1983:99). The bridge was gone by 1874 (Viele 1874).

A bridge was built by 1817 at the foot of Hubert Street, extending west to the Red Fort which stood on landfill. The bridge

eventually became Pier 38 and was used as a produce receiving station, as a Pennsylvania Railroad Company dock, as an immigrant landing station, and as a dumping station. The pier spanned West Street and Marginal Street and may have become part of the landfill by 1885 (Longworth 1817; Robinson 1885). The pier was made of timber combined with iron tension members (Rutsch et al. 1983:290). The Laight Street Pier was built between 1852 and 1854 and stood through ca. 1902 (Dripps 1852, 1854; Bromley 1902). The pier was used for day boats to Albany, and ran through the route of what is now Marginal Street. At Vestry Street, Pier 39 stood between ca. 1827 and ca. 1902 and traversed the route of Marginal Street (Ewen 1827; Bromley 1902). The pier was used by the New York and Albany line. By 1885 the Pennsylvania Railroad had built a covered shed on the pier (Rutsch et al. 1983:290).

After West Street was filled in 1826, the Desbrosses Street pier was built and stood in the route of Marginal Street until ca. 1902 (Prior Dunning 1826; Bromley 1902). The pier was once used for public baths. Pier 40 was built at the foot of Watts Street by 1827 and may have become part of the Marginal Street landfill by 1902 (Ewen 1827; Bromley 1902). The pier was used by boats for Coney Island and the Norwich line for Boston. The Hoboken Ferry complex was built between Watts and Hoboken Streets by 1856 (Bacon 1856). Part of the complex may have become landfill in Marginal Street by 1902 (Bromley 1902). In 1848 the slip adjacent to the pier at Hoboken Street was filling with sewer discharge and trash from the streets, instigating a petition for dredging (Rutsch et al. 1983: 131). Old Pier 41 was built off of Hoboken Street by 1827 (Ewen 1827), and in 1852 was occupied by the Collins Line of Liverpool Steamships (Dripps 1852). The structure was removed or became part of the landfill by ca. 1879 (Bromley 1879; Figure 5). New Pier 41, which was part of the ferry complex, stood in the route of Marginal Street between ca. 1879 and ca. 1902 and may have also become part of the fill (Bromley 1879, 1902; Figure 5). The pier was used by the People's Line for Albany.

By 1824 the Hoboken Ferry landing was built at the foot of Hoboken Street, through Marginal Street. The landing stood between at least 1824 and ca. 1902 (Hooker 1824; Bromley 1902). New Pier 33 was built halfway between Hoboken and Canal Streets between 1826 and 1827 (Prior Dunning 1826; Ewen 1827). The pier, occupied by Collin's Line of Liverpool Steamships, may have become part of the Marginal Street landfill by 1913 (Hyde 1913). By 1827, a pier was built off of West Street in the path of Marginal Street. By 1852 the pier had been numbered as New Pier 32 and may have become part of the Marginal Street landfill by 1902 (Ewen 1827; Dripps 1852; Bromley 1902).

Pier 42, built at the foot of Canal Street by 1824, may have become part of the Marginal Street landfill by 1879 (Hooker 1824; Bromley 1879; Figure 5). A roofed platform was built on the Canal Street pier in 1835 to provide protection for passengers (Rutsch et al. 1983:130). Pier 43, once known as the Empire Pier, was built by 1824 and may have become part of the Marginal Street landfill by 1879 (Hooker 1824; Bromley 1879; Figure 5). The pier stood halfway between Spring and Vandam Streets, and in 1850 the pier was straightened (Rutsch et al. 1983:88).

At the foot of Vandam Street, Pier 44 was built between 1846 and 1852 and may have become part of the Marginal Street landfill by 1879 (Burr 1846; Dripps 1852; Bromley 1879; Figure 5). The pier was used by the Inman Steamship line. Pier 45, built between 1826 and 1827, stood at the foot of Charlton Street (Prior Dunning 1826; Ewen 1827). The pier was owned by the City of New York and may have become part of the Marginal Street landfill by 1879 (Bromley 1879; Figure 5). Pier 46 was built at the foot of King Street between 1826 and 1827 (Prior Dunning 1826; Ewen 1827), and may have become part of the Marginal Street landfill by 1879 (Bromley 1879; Figure 5).

By 1902 almost every street end marked the site of a pier extending off of Marginal Street out to the U.S. Pierhead line. These timber-framed finger piers were removed or replaced throughout the twentieth century. Little evidence remains of these structures except, perhaps, an occasional line of timber piles protruding from the water adjacent to the shoreline.

#### Extant Piers

In addition to the piers described above which were either removed or incorporated, in part, into the Marginal Street landfill, there are several extant piers extending west into the river from the current bulkheaded shoreline. Extant Pier 25 is located between Franklin and North Moore Streets and was built between 1934 and 1955 (Bromley 1934; Bromley 1955; Photograph A). An earlier pier, dating to ca. 1902 and also numbered 25, was located just north of what is now Pier 25 and just north of North Moore Street. At that time, where extant Pier 25 is now located was open water. The old Pier 25 stood through at least 1934 (Bromley 1934). Extant Pier 25 was built by 1955, probably in conjunction with the upgrading of the west side in the late 1930s or 1940s.

What is now extant Pier 26 is located at the end of Beach Street (Photograph B). As early as 1902 an older pier, numbered 26, stood just north of the foot of Beach Street (Bromley 1902). Old Pier 26 stood through at least 1934 (Bromley 1934). At that

time the site of extant Pier 26 was partially occupied by old Pier 26, and partially open water. Some time after this, but before 1955, the old Pier 26 was removed and new Pier 26 was built directly at the end of Beach Street.

Extant Pier 32 is located west of Marginal Street between Watts and Canal Streets. By 1902 Pier 32 had been built mid-block between Watts and Canal Streets, and it remained unchanged through at least 1931 (City of New York Department of Public Works 1931: Sheet 8). By 1934 it was occupied by the North German Lloyd Line (Bromley 1934). In 1955 the Moore-McCormack Lines, Inc., occupied the pier which appeared virtually unchanged (Bromley 1955). It is not clear if the extant pier is the original ca. 1902 structure or a more recent replacement.

Pier 34 was built ca. 1902 at the foot of Canal Street (Bromley 1902). In 1934 it was occupied by the Clyde-Mallory Lines, and by 1955 the Atlantic, Gulf, and West Indies S.S. Company had taken over the pier (Bromley 1934; Bromley 1955). It is not clear if what remains of the pier, timber piles protruding from the river, are from the original ca. 1902 structure or a later replacement (Photograph D). On the shoreline at the head of Pier 34 is the remnant of an in situ mosaic floor. The floor, in a polychrome geometric pattern, was probably once inside of a pier structure present when one of the great steamship lines docked here. What is left of the floor is about ten by twenty or so feet, as some of it has been destroyed by weathering, and vehicular and pedestrian traffic. The floor is one of the few architecturally interesting features which remains from the pier structures which once commanded the shoreline.

Pier 40 spans several blocks and is located between Charlton and Leroy Streets, but only the southern half between Charlton and West Houston Street falls into this section of the project site (Photographs E, F). The pier and multistory pier structure were built between 1955 and 1967 (Bromley 1955; Bromley 1967). In 1967 the Holland American Line maintained docking facilities here, with the roof of the structure used for automobile parking. The extant structure maintains and open courtyard.

#### Pier Structures

Structures identified in this category include pier sheds once present in the route of Marginal Street either constructed on docks or along the shoreline. The majority of pier sheds were built by ca. 1913 (Hyde 1913), and were removed in the last thirty years (Bromley 1934; Bromley 1955). In this section of the project site at least twenty three pier sheds were identified on the shorefront, with only two dating to ca. 1879 (Bromley 1879; Figure 5), and the

remainder dating to the early twentieth century (Bromley 1902; Hyde 1913).

### Landfill

The on-going process of pushing Manhattan's shoreline outward via landfilling began in the seventeenth century and continues today. In Marginal Street, landfilling dates as early as 1846 between Franklin and North Moore Streets (Burr 1846). South of Hoboken Street, the majority of Marginal Street was filled by 1902 (Bromley 1902). Between Hoboken and West Houston Streets, most of the fill was completed by 1879 (Bromley 1879; Figure 5). Fill episodes were sporadic with little distinct pattern, and were generally done as needed and when the filling activity would result in profits for waterlot owners.

In addition, one particular feature which may exist in the fill - sunken ships - is considered to be a potentially important archaeological feature. Ships left to decay along the shoreline sometimes sank, creating landfill or used as landfill retaining devices. Between Chambers Street and West Houston Street, at least one ship was known to sink. In 1812, a sunken vessel lay for over a year at the Canal Street pier (Rutsch et al. 1983:135). This may have become part of the landfill.

## VII. EVALUATION OF SITE PROPERTY TYPES

Documentary research identified four property types within the project site boundaries between Battery Place and West 59th Street. For the Chambers Street to West Houston Street section of the project site, potential resources were identified from the property types of Prehistoric Sites; Piers, Pier Sheds, and Wharves; and Landfill. The following is a discussion of the potential of each of these property types to be archaeologically important, and whether each has the ability to contribute to the historical record in a meaningful way. The significance of each property type is dependent upon associative value, integrity, visibility (i.e., the inherent potential of a site to have left an interpretable archaeological record, remains, or footprint), and feasibility of recovery.

### Prehistoric Sites

In Chapter Five, three areas of potential prehistoric activity inboard of the bulkhead wall were discussed. These "Prehistoric Areas," previously identified by Rutsch (1983) were located at North Moore Street (Area 7), Debrosses Street (Area 9), and Laight Street (Area 17), and may date to the Early and Middle Archaic Periods. The shoreline reconstruction previously compiled for the 1983 Westway project (Rutsch et al. 1983) reported that these sites, if they do in fact exist, would be located between 40 and 60 feet below the current sea level. That is, they are deeply buried beneath layers and layers of introduced landfill, 18 to 25 feet deep, and accumulated river silt. Both probably served to protect them to a degree. However, the sites were undoubtedly dredged and subjected to tidal action before they were covered with fill. The degree of disturbance, and therefore integrity, is questionable. While the potential importance of these sites is great, recovery would be extremely difficult due to depth.

These same three potential prehistoric sites, located inboard of the bulkhead wall, were reviewed for the Route 9A project and were considered potentially significant. However, since they were not going to be impacted by the selected construction alternative, no further evaluation was required by SHPO (Allee King Rosen and Fleming, et al. 1994:II-19). Further consideration may be required for the Hudson River Park project depending on final project design.

Six potentially sensitive sites were also identified outboard of the bulkhead wall, beneath the floor of the Hudson River (Rutsch et al. 1983). These outboard sites were located on once exposed land which was later inundated by the Hudson River. Of the six "Prehistoric Areas" identified by Rutsch (1983), numbered Areas 4, 8, 12, 13, 15 and 15a, and 19, those sites situated just south of Canal Street were considered to have the best potential for

recovery and research (Rutsch et al. 1983:400). Area 12, south of Canal Street, was once the headland of a bay surrounded by water on three sides with a narrow neck of land projecting west. Knolls on the headland were designated Areas 8 and 19. Subsequent inundation caused these knolls to become islands. While these were felt to be the most sensitive loci, all six of the Areas were recommended for additional investigations.

Following the completion of the Draft Westway report in April of 1983, borings were requested outboard and south of Canal Street to further assess the potential for submerged prehistoric archaeological sites to exist. Although borings yielded no evidence of prehistoric cultural activity, archaeologists pointed out that the likelihood of recovering a site using this method of investigation is analogous to finding a needle in a haystack. More importantly, the borings helped to further determine the prehistoric topography (Letter from Phil Lord, New York State Museum, to Mary Ivey, NYSDOT, April 6, 1984). Based on the soil borings and the negative results of a sub-bottom profiling Marine Survey, SHPO offered the opinion that no significant cultural resources existed within the area flagged by Rutsch and that no additional survey was needed anywhere outboard of the bulkhead wall (Letter from Julia Stokes, NYSOPRHP, to Keith Smith, NYSDOT, April 20, 1984). Subsequently, the Advisory Council on Historic Preservation (Advisory Council) voiced concern about the determination of no sensitivity for this area, citing the questionable effectiveness of soil borings to identify sites in such a setting (Letter from Thomas King, Director, Office of Cultural Resource Preservation, to Dennis Suszkowski, U.S. Army Corps of Engineers, July 23, 1984).

Throughout 1984, SHPO, the Advisory Council, and the U.S. Army Corp of Engineers (Army Corps) continued their discussion regarding sensitivity and recommendations for pursuing investigations of the prehistoric area outboard and south of Canal Street. By December, 1984, SHPO stated that the Section 106 process had been completed for the project. In 1985 the Army Corps granted construction permits for the project with the condition that the outboard area, sensitive for prehistoric resources, be monitored during construction. The New York City Landmarks Preservation Commission (NYCLPC) pointed out that monitoring was not feasible outboard, and the Advisory Council agreed that no monitoring would be required during construction (Letter from D.L. Klima, Advisory Council on Historic Preservation, to Mary Ivey, NYSDOT, April 25, 1985). After all of the agency reviews were complete, no further research of offshore prehistoric loci was required and sites were written off as lacking feasibility.

The three agencies, SHPO, the Advisory Council, and NYCLPC, concluded that the feasibility of monitoring or recovering potential sites, submerged beneath the Hudson River and layers of sand and silt, is unproductive. In addition to the tremendous

impediments that would exist in attempting to investigate offshore sites, the likelihood that such sites would have withstood the years of silting and historical dredging of the Hudson River channel is minimal. Dredging the river bottom was constantly required in both the main channel of the Hudson and shorefront slips to permit free access by ships. Because of the unanimous determination of negative feasibility, and because of the likelihood that resources would have been obliterated by constant dredging, there is no further need to consider this resource.

#### Piers, Pier Sheds, and Wharves

Twenty-two nineteenth century piers were identified within this segment of the project site boundary. No piers were identified pre-dating these. An in-depth analysis of this property type for the previous Route 9A study determined that because of exposure to the elements (including borers), ship design changes, and changing business demands, piers and wharves were constantly being rebuilt. Studying a buried pier would more likely reflect the technology current at the end of use, not the technology applied when originally constructed or during subsequent reconstructions (Memo from Karen Hartgen to Dan D'Angelo, March 1992). SHPO concurred that this category would add little to the archaeological record, and thus required no further research (Allee King Rosen and Fleming, Inc., et al. 1994:II-26). Therefore, no historical piers in this section of the project site require further discussion.

Arguments can be made against the archaeological sensitivity of extant piers as well. The original construction of early twentieth century piers tends to be well documented, especially since so many piers were built within a short period of time associated with the Department of Docks efforts to improve waterfront conditions. Little actually remains of those piers that do still exist, since years of weathering and neglect have rendered them virtually destroyed. Since both the underlying timber piles and above platforms were exposed to the naturally destructive effects of salinity, tidal action, and inclement weather, the piers were undoubtedly rebuilt and updated throughout the twentieth century. In fact, extant Piers 25, 26, and 40 were mid-twentieth century replacements for earlier piers. Eventually many early piers were virtually abandoned and left to deteriorate. Original construction techniques have been compromised by both these actions. Studying original engineering plans and descriptions of construction would be more productive towards documenting technological variations than investigating existing structures which retain little integrity.

The only buildings identified in this category were pier sheds that were once present along the shoreline. Buildings included headhouses, situated on the shoreline perpendicular to piers,

ancillary sheds situated on the shoreline in Marginal Street, and pier sheds built on the pile supported pier decks. Undoubtedly, there would be minimal or no foundations associated with buildings once constructed on top of pier platforms. Also, there is minimal archaeological visibility of sheds because of their function as storage facilities. During a recent waterfront excavation of a nineteenth century storage facility in downtown Baltimore, only minimal artifacts were recovered (i.e. one bale seal). The scant archaeological deposits contributed no new information towards the historical record (Lisa DeLeonardio, Baltimore Center for Urban Archaeology, personal communication to Cece Kirkorian, October 22, 1994).

In a topic-intensive study of pier sheds compiled for the Route 9A study, a strong argument was made against the potential research contributions of pier sheds. According to the Final Environmental Impact Statement (FEIS), Appendix C, Cultural Resources, "The subsurface archaeological visibility of the sheds that were erected on fast land must be considered very low. Also, it is assumed that a minimum of potential is present for recovering significant archaeological data on materials temporarily housed in sheds" (Allee King Rosen and Fleming, Inc., et al. 1994:II-26). The nature of these buildings, largely functioning as offices and storage sheds for pier operators and owners, together with the lack of foundations, renders these buildings as having minimal visibility. Pier sheds lack associative value and integrity, both of which are required for a declaration of significance (New York City Department of City Planning 1993:3F-2). SHPO concurred with the recommendation that no further consideration be required for this category. Therefore, of the pier sheds in this section of the project site, none require further discussion.

Although the pier sheds do not appear to require further research, one particular feature may be worth documenting. The in situ remnants of a mosaic tile geometric-patterned floor that was once inside a pier structure are still present in the project site at the foot of Pier 34. The floor, dating to the early twentieth century, is probably the last remaining feature of the once-grandiose structure which stood here. Few features of this type exist on the shorefront of Manhattan which attest to the Hudson River's momentous role in early twentieth century shipping. While the floor may lack the integrity required to meet National Register criteria due to the degree of disturbance, it is still an historically interesting feature worthy of further consideration. The site is now used for parking and probably stands little chance of survival.

#### Landfill

The landfill in and of itself is not judged to be sensitive since filling episodes of this period on the west side of Manhattan

have been documented and artifacts found in this secondary context lack integrity and contextual associations (New York City Department of City Planning 1993:3F-2). Numerous projects within Manhattan have documented land reclamation along both the shore of the East and Hudson Rivers. Records of the Common Council also documented landfilling as it occurred. Landfill itself could be considered worthy of subsurface archaeological investigation if the deposition is associated with a specific episode by a group or individual, such as a manufacturer discarding waste materials from the production process. Thus, if the resources are in situ, specific information can be gathered regarding a manufacturing process or an individual's lifeways. If deposition is simply the collection of trash from an undesignated area, together with materials excavated elsewhere and debris from various sources, the information that can be acquired in such a context is minimal.

Although the contents of landfill may not contribute to our knowledge of early historical lifeways and neighborhood development, the retaining devices designed to create fast land varied technologically and may be considered potentially sensitive. However, since construction techniques changed through time as new materials and methods were adopted and retaining devices were rebuilt as needed, archaeological remains would reflect the rebuilt features, not their original form. SHPO concurred with the conclusion that landfill and retaining devices would have limited research potential (Allee King Rosen and Fleming, Inc., et al. 1994:II-27).

In addition to the landfill itself, one particular feature which may exist in the fill, sunken ships, is considered a potentially important archaeological feature. Derelict and defunct ships were sunk along the shoreline, creating landfill or functioning as a landfill retaining device. Between Chambers Street and West Houston Street only one ship was identified during the research as being sunk in the project site. At Canal Street a ship was sunk in 1812. This may have become part of the landfill (Vollmer Associates 1987:10). Additional research on the site found that two months after it sank in August of 1812, Joseph Brundige was paid \$ 15.00 for removing the hulk in the basin at Canal Street (Hartgen Archaeological Associates et al., 1992:12), and thus it is no longer considered a potential archaeological feature.

Further research into the nineteenth century Minutes of the Common Council suggest that there is little chance of encountering other, unknown ships in the landfill. Apparently sunken ships were considered an impediment to trade and efforts were made to remove these obstructions from the shorefront. Since silting along the Hudson required constant dredging to keep docks open, it is highly unlikely that the remains of other unidentified sunken ships would have lasted in the active shorefront unless filling over and beyond the hulk was part of a land expansion scheme. In these cases,

where ships were sunk deliberately as part of the fill, the Common Council usually recorded the event. In addition, the earliest filling episode for this portion of the project site dates to 1846 with the majority of filling done between 1879 and 1902. No specific incidents of ships sunk as fill for these periods in project site were encountered (Hartgen Archaeological Associates et al 1992:12). SHPO concurred with the recommendation that these resources required no further consideration (Allee King Rosen and Fleming, Inc., et al. 1994:II-27).

## VIII. SUBSURFACE DISTURBANCE

In order to determine potential eligibility for National Register status, each site's integrity must be assessed, and thus it is necessary to reconstruct prior disturbance. Prior disturbance may have resulted from road construction and reconstruction, utility line installation, landfilling, silting, demolition, and dredging. Known subsurface disturbances were ascertained from utility maps, block and lot folders, and available historical insurance maps.

Each potentially sensitive resource was evaluated as to the degree of prior disturbance it had undergone. Disturbance was assessed both horizontally, for lengths and widths of impact, and vertically, for depths of impact. Simplified, the location of each resource was compared, vertically and horizontally, to maps of subsurface utility lines, maps of buried tanks, and information from block and lot folders to determine the extent of prior impacts. Subsequently, three levels of disturbance were devised and assigned to each resource.

- Very disturbed - Most of the site appears to have been disturbed.
- Partially Disturbed - Part of the site appears to have been disturbed.
- Undisturbed - None of the site appears to have been disturbed.

### Prehistoric Resources

For this portion of the project site only three areas of prehistoric potential, ranging in depth from 30 to 50 feet below current sea level, were identified from beneath what is now Marginal Street (Rutsch et al. 1983:57, 64). These are deeply buried beneath years of fill, ranging in depth from 18 to 25 feet. Beneath the fill are layers of river silt, which settled when the once exposed shoreline was inundated, further protecting prehistoric sites. Land-use documents examined for subsurface impacts suggest that historical impacts to these loci would not have reached the depths required to cause adverse disturbance to prehistoric resources. Rather, the years of filling would have sealed and protected resources. Utility lines did not extend below the fill (City of New York, Environmental Protection Administration 1968). These prehistoric resources have probably remained undisturbed by historical development, but may have been disturbed, to an unknown extent, when they were originally inundated. The original process of inundation and subsequent tidal action of the Hudson River may have caused an unknown degree of site destruction, while at the same time settling river silts may have served to minimize disturbance.

## Historical Resources

The only historical property type identified through research and determined to have associative value and integrity were the extant bulkhead walls and inboard relieving platforms. The accompanying NYSOPRHP Building-Structure Inventory Form prepared by Raber Associates and Allee King Rosen & Fleming, Inc. and submitted to SHPO in March 1997 addresses this resource's potential for eligibility for National Register status.

## IX. SUMMATION OF POTENTIALLY SENSITIVE AREAS

The following property types were utilized for classifying potentially sensitive archaeological remains:

- 1) Prehistoric Remains
- 2) Historical Remains
  - a) Piers and wharves
  - b) Landfill
  - c) Bulkhead Wall and Inboard Relieving Platforms
  - d) Other

For this section of the project site, located between Chambers Street and West Houston Street, identified resources fell only into the property type categories of Prehistoric Remains, and a, b, and c of Historical Remains. Prehistoric Sites were identified, through previous research, both outboard and inboard of the bulkhead wall. Only those inboard may actually have the potential to yield archaeologically important information although they are deeply buried beneath landfill. The historical period sites which were initially identified as potentially sensitive, proved upon more in-depth analysis to have little potential to contribute to the archaeological record, and thus do not require any further consideration as concurred by SHPO. The bulkhead wall and inboard relieving platforms are given further consideration in the accompanying NYSOPRHP Building-Structure Inventory Form.

In summary, the following potentially significant archaeological sites may exist in the project site beneath Marginal Street landfill:

### PREHISTORIC RESOURCES

Prehistoric Area 7	7500-7200 B.P.	Chambers to Harrison Streets
Prehistoric Area 9	7500-7200 B.P.	Debrosses Street
Prehistoric Areas 17	8000-7500 B.P.	Vestry Street

There appear to be minimal previous impacts to these sites. Since development plans have not been finalized, potential impacts from the Hudson River Park project have yet to be determined.

In addition, one other feature exists on the Marginal Street surface at the head of Pier 34 opposite Canal Street. A geometric-patterned tile floor, which was probably once inside an early twentieth century pier structure, remains partially intact on the exposed street surface. What remains of the floor spans about ten by twenty feet. While the floor is probably not National Register eligible, due to its poor condition, it may be worth documenting or preserving in situ in the interests of celebrating the waterfront's resplendent history.

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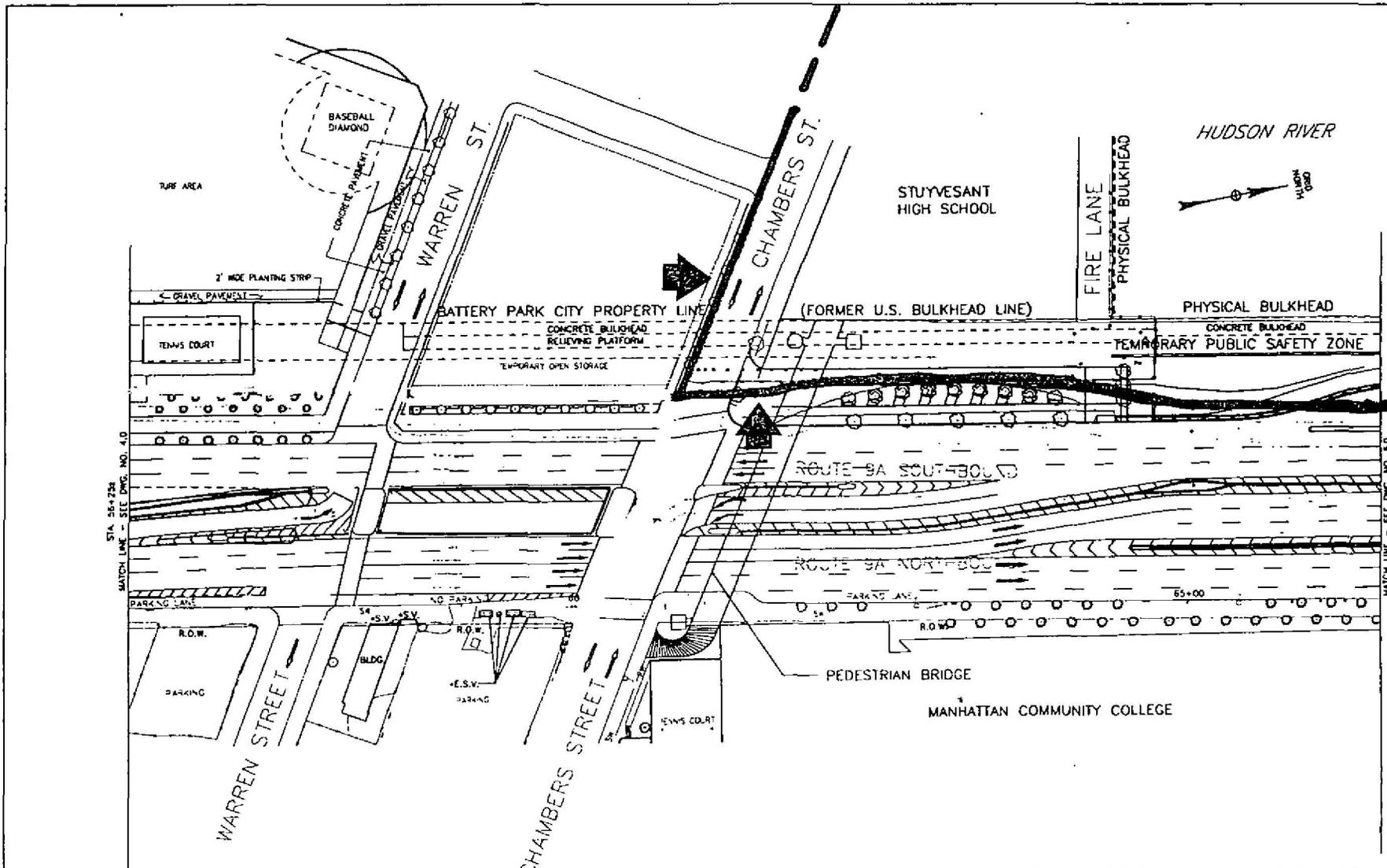
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FIGURE 1

Hudson River Park Project Site  
Chambers Street to West Houston Street

1981 U.S.G.S. Topographic Map  
Jersey City Quadrangle



VARIATIONS BETWEEN EXISTING ROADWAY AND FUTURE NO-BUILD ALTERNATIVE:

- CROSSWALK AT WARREN STREET IN THE FUTURE NO-BUILD ALTERNATIVE
- CROSSWALK ON NORTH SIDE OF CHAMBERS STREET IN THE FUTURE NO-BUILD ALTERNATIVE.



**Hudson River Park Cone**  
 141 E. 11th Avenue New York, NY 10013 212-332-2100

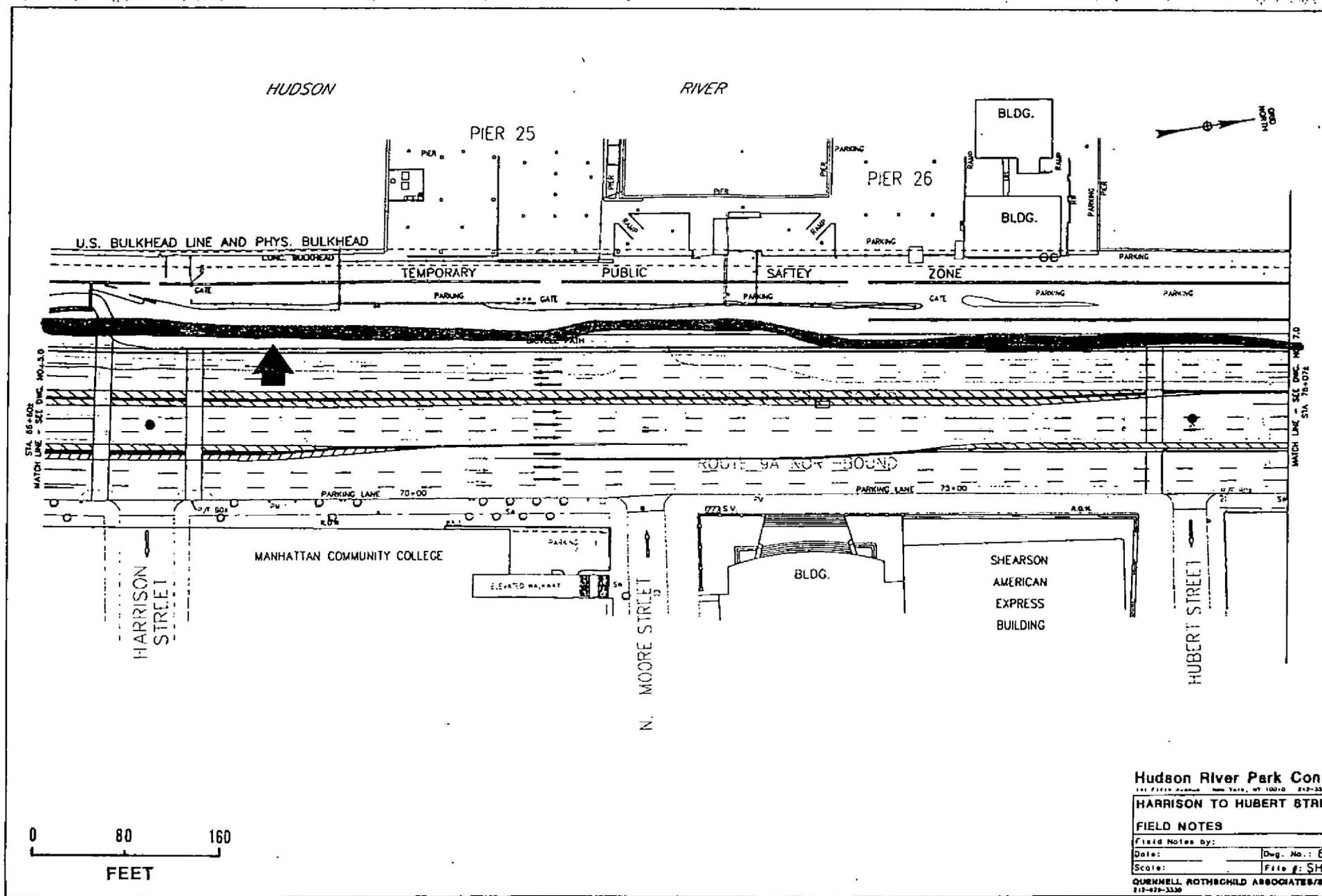
**WARREN TO HARRISON STR.**

**FIELD NOTES**

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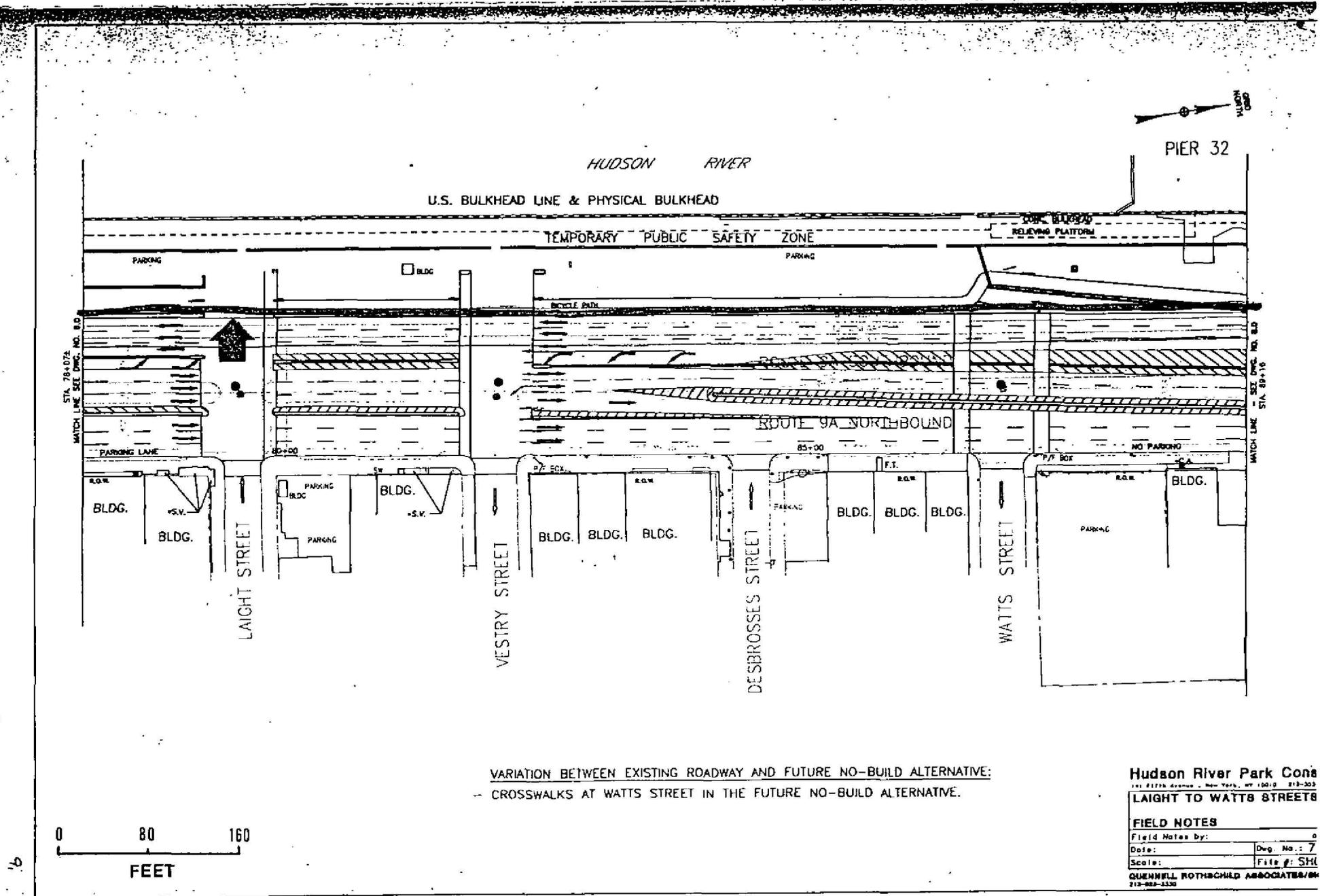
QUINNELL ROTHCHILD ASSOCIATES/INC.  
 212-312-3330

**FIGURE 2:** Project Site Boundaries, Chambers Street to West Houston Street

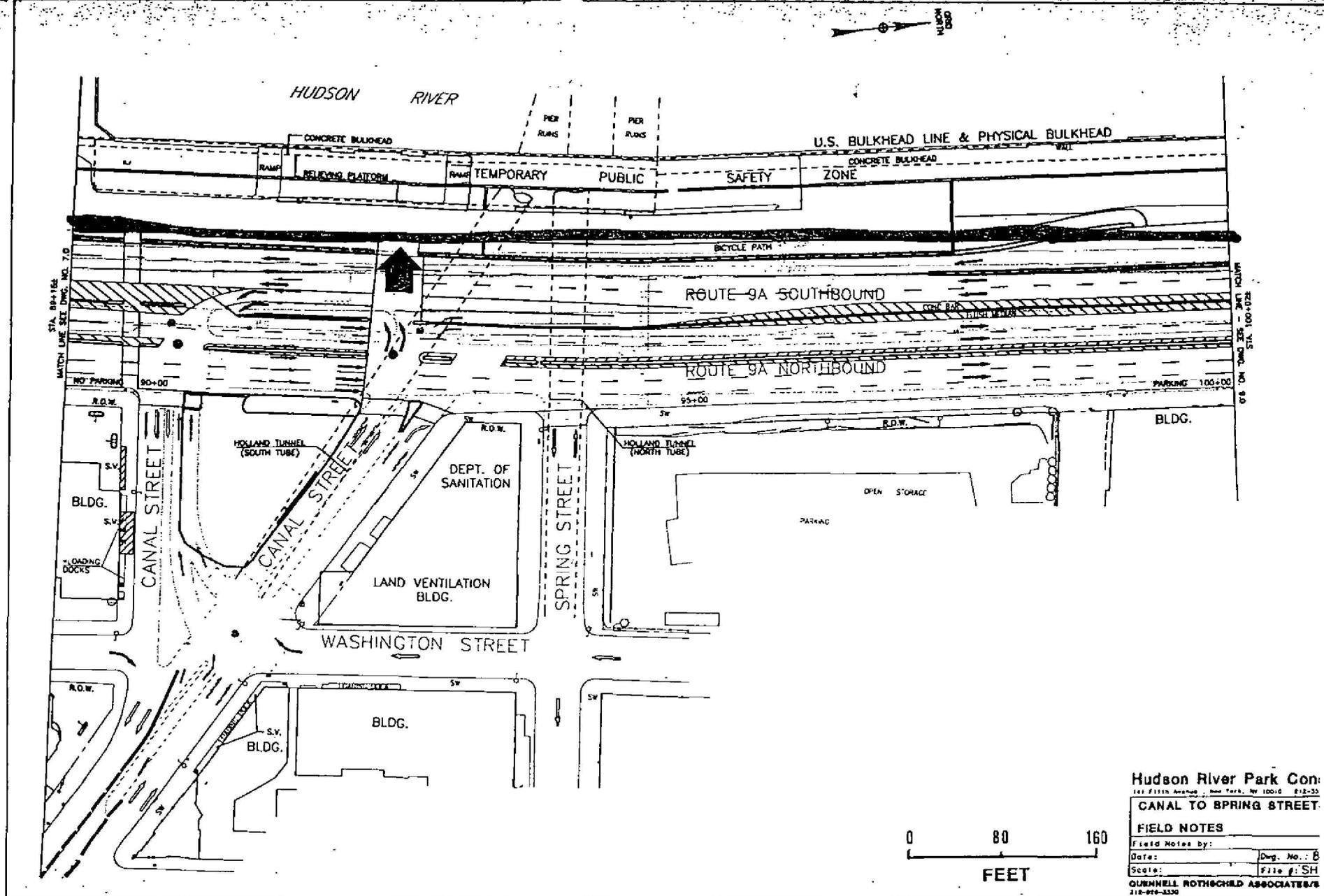


**FIGURE 2:** Project Site Boundaries,  
(cont.) Chambers Street to West Houston Street

**Hudson River Park Cone**  
 101 Fifth Avenue New York, NY 10010 212-333-3333  
**HARRISON TO HUBERT STRE**  
**FIELD NOTES**  
 Field Notes by: \_\_\_\_\_  
 Date: \_\_\_\_\_ Dwg. No.: 6  
 Scale: \_\_\_\_\_ File #: SHI  
 GURNEILL ROTHCHILD ASSOCIATES/PA  
 212-478-3330



**FIGURE 2:** Project Site Boundaries,  
 (cont.) Chambers Street to West Houston Street



Hudson River Park Con.  
 141 Fifth Avenue, New York, NY 10010 212-330  
**CANAL TO SPRING STREET**  
 FIELD NOTES  
 Field Notes by:  
 Date: \_\_\_\_\_ Dwg. No.: 8  
 Scale: \_\_\_\_\_ File # SH  
 QUINNELL ROTHCHILD ASSOCIATES  
 212-876-3330

**FIGURE 2:** Project Site Boundaries,  
 (cont.) Chambers Street to West Houston Street

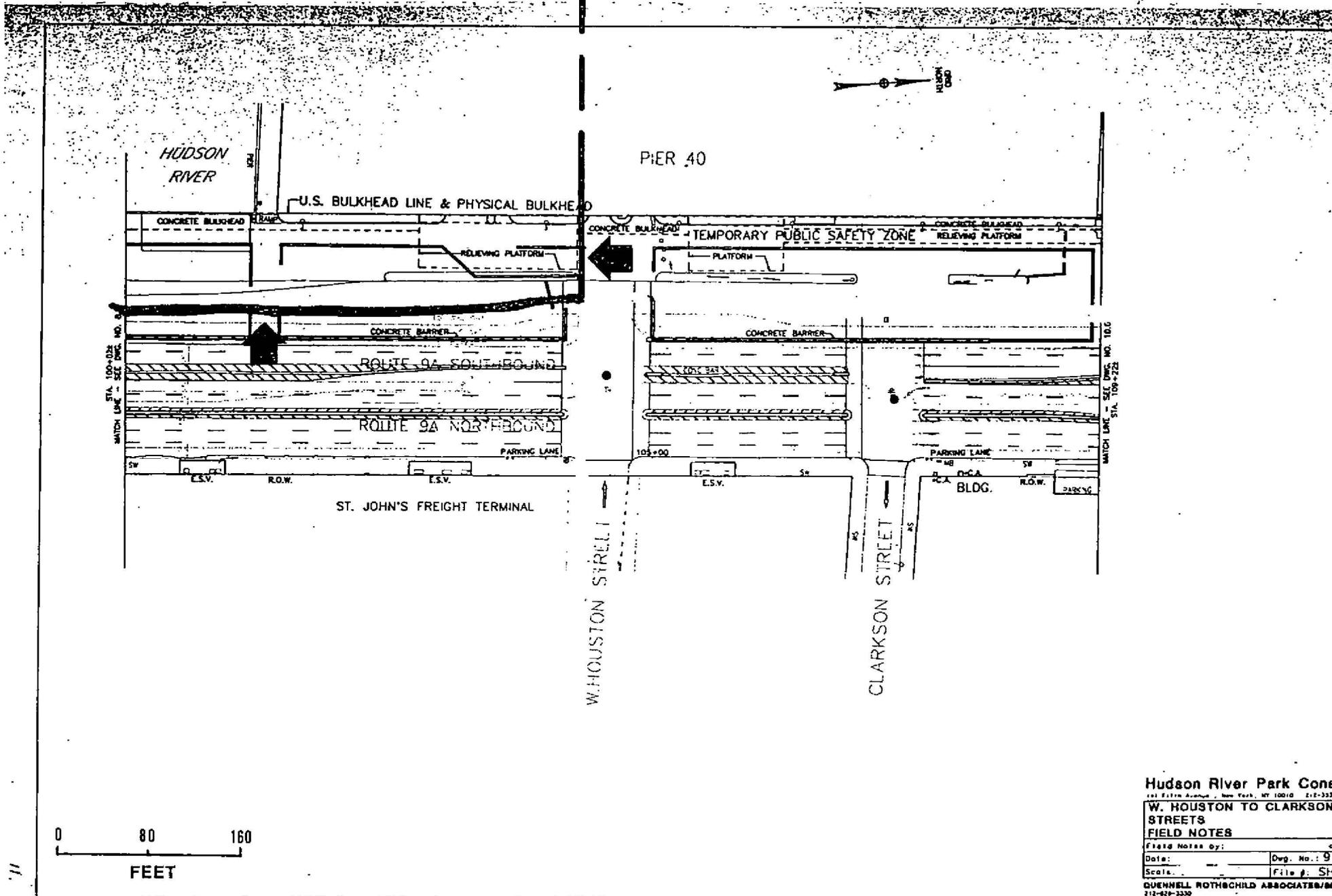
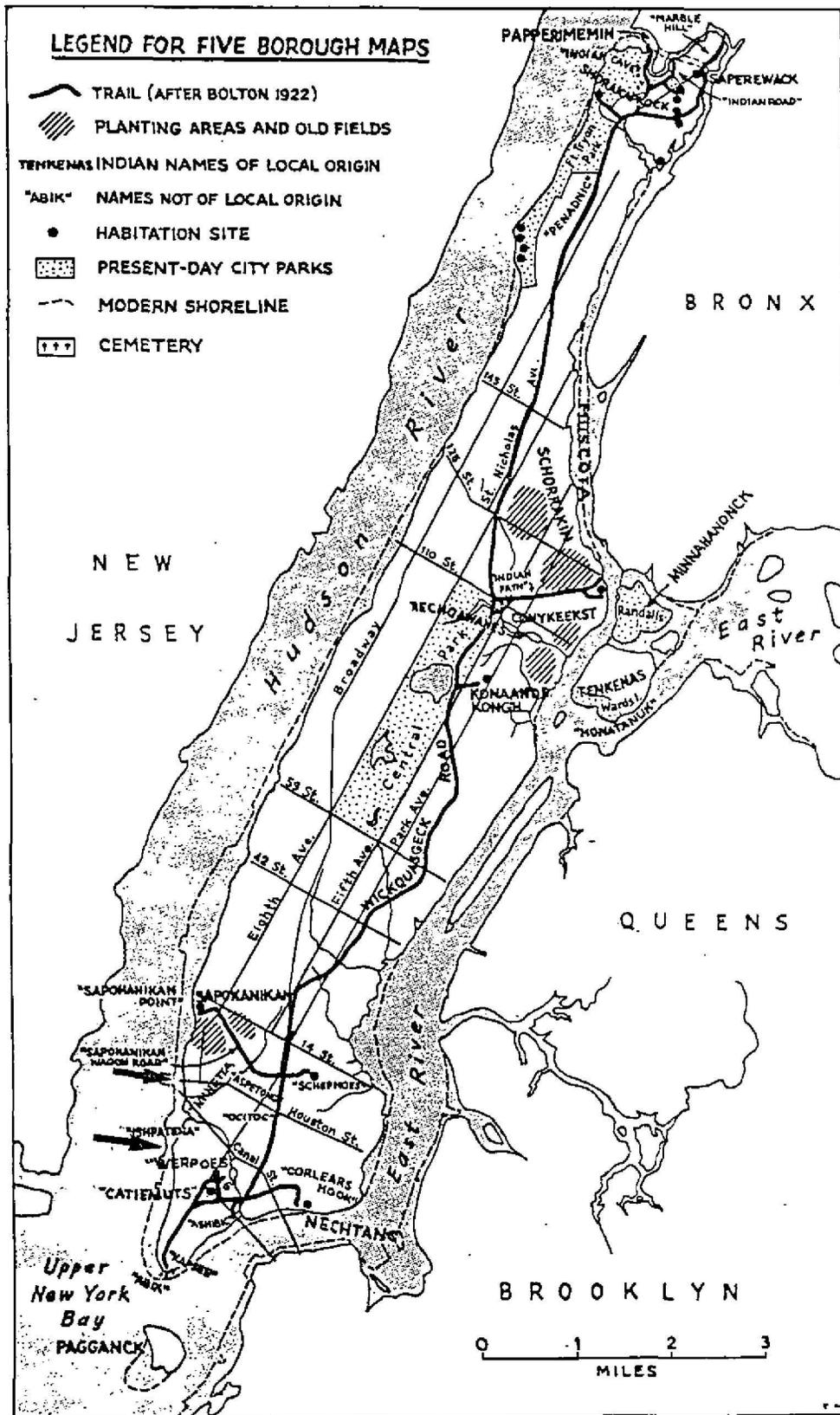


FIGURE 2: Project Site Boundaries,  
(cont.) Chambers Street to West Houston Street



**Figure 3**

17th-century Native American Trails and  
Place Names on Manhattan Island

Source: Grumet 1981

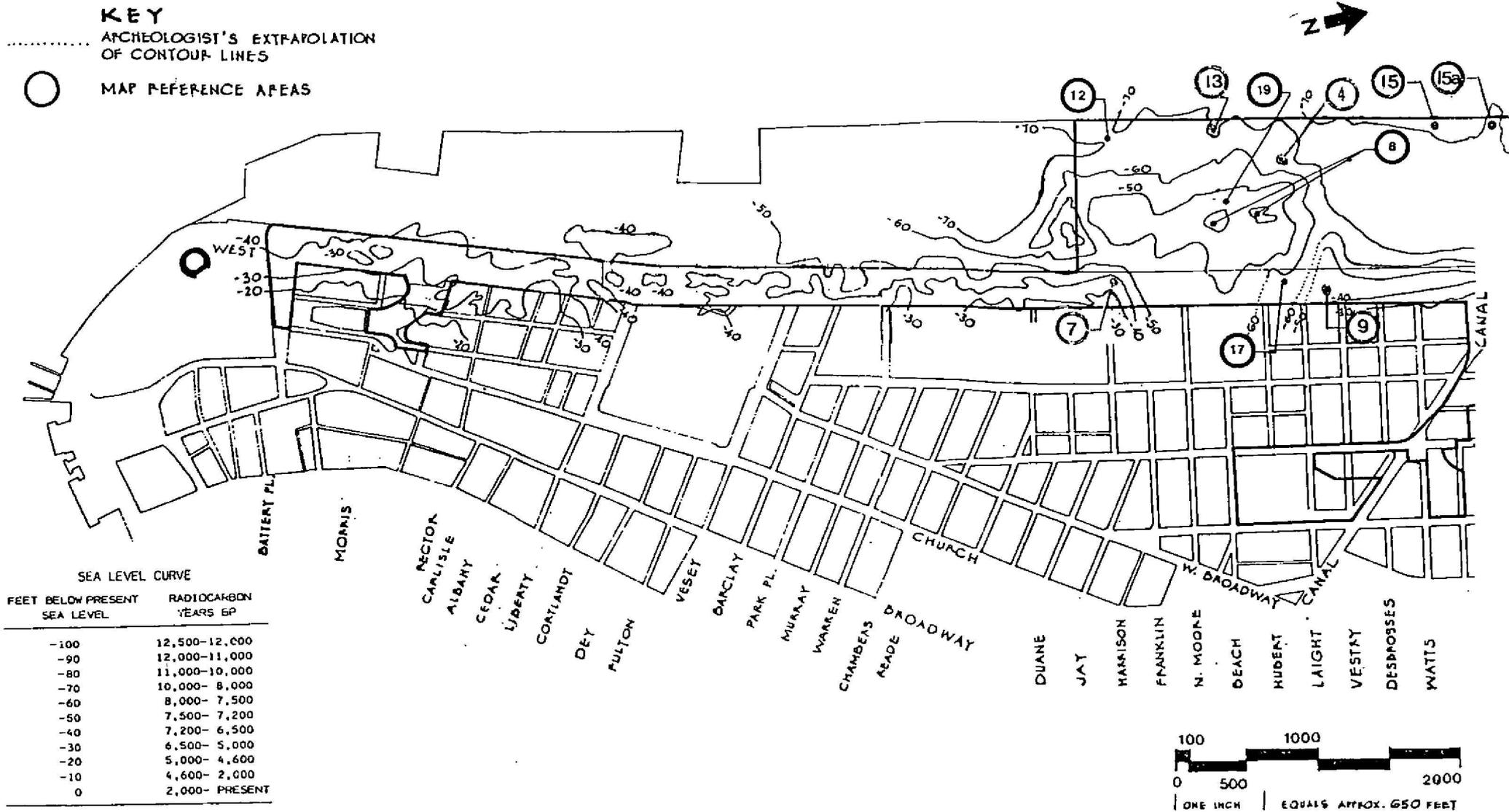


Figure 4

Prehistoric Sites Identified During the Westway Project Investigation  
 by Historic Conservation and Interpretation, Inc.  
 Source: Rutsch, et. al. 1983, Fig. 4, p. 48

# PART OF WARDS 5 & 8 NEW YORK CITY

Scale 200 feet per In.  
0 50 100 200 400 600

EXPLANATIONS.	
+	Fire Hydrant
—	Steam Rail Roads
—	Street Railways
—	Original Water Courses
—	Original Farm Lines
—	Ward Lines
o	Size of Water Mains
o	Adjoining Plate number

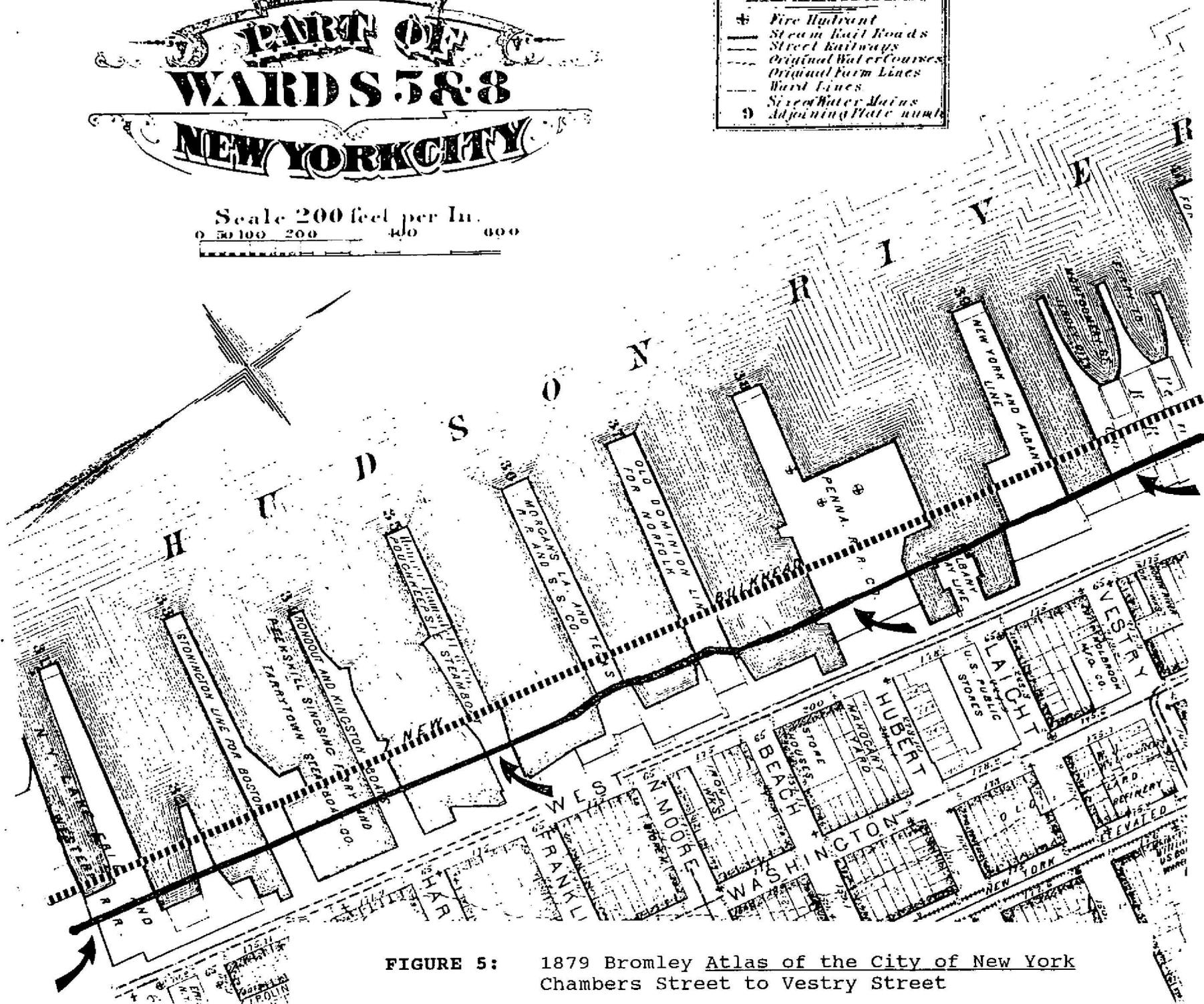


FIGURE 5: 1879 Bromley Atlas of the City of New York  
Chambers Street to Vestry Street

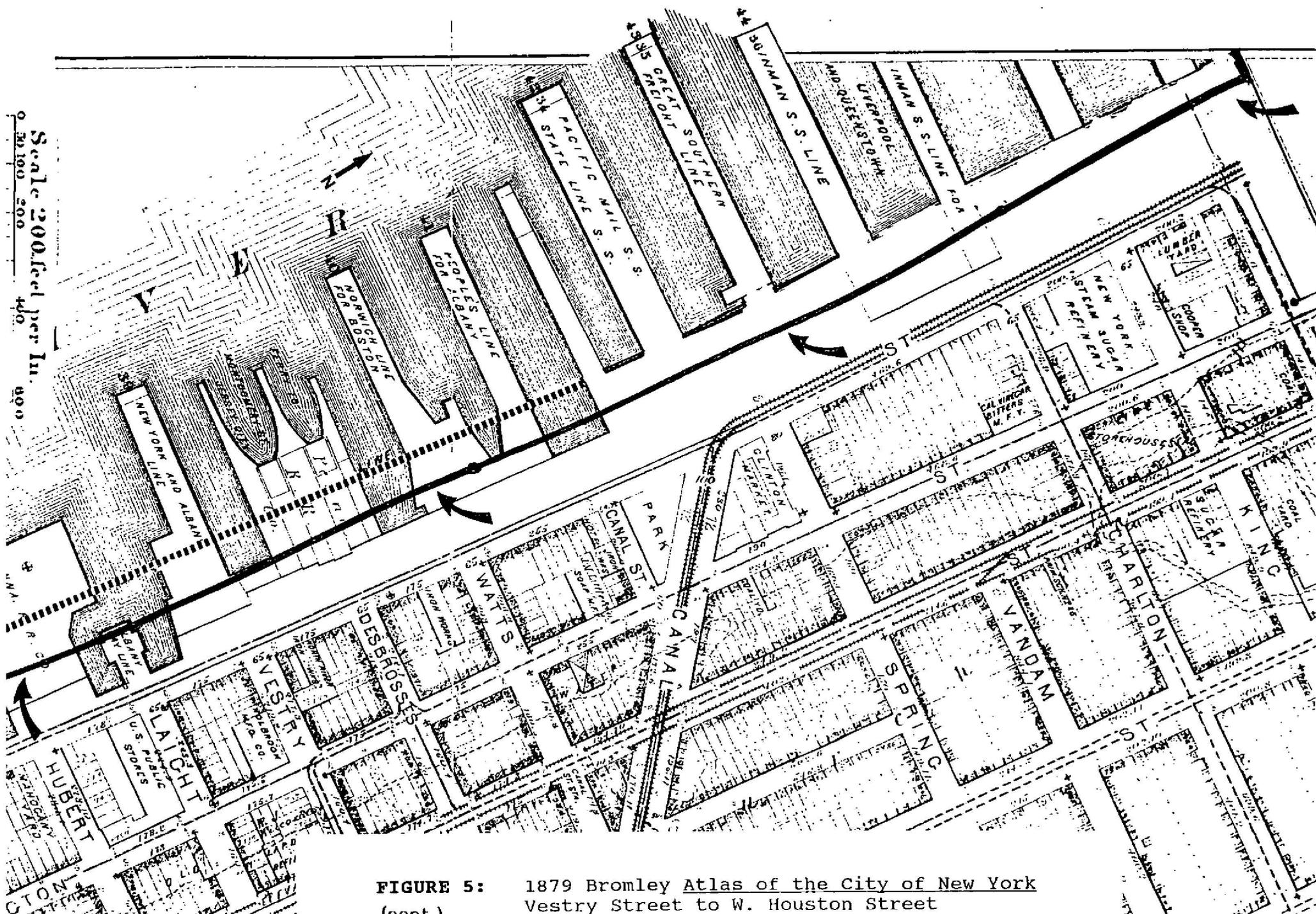
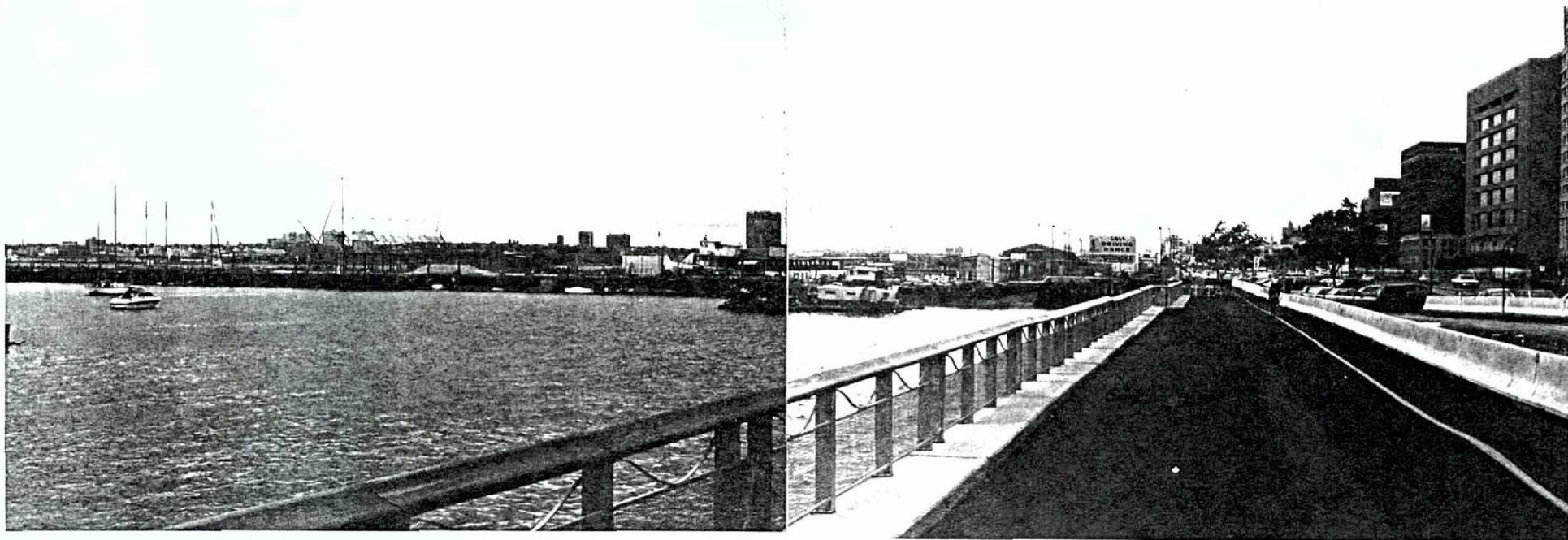


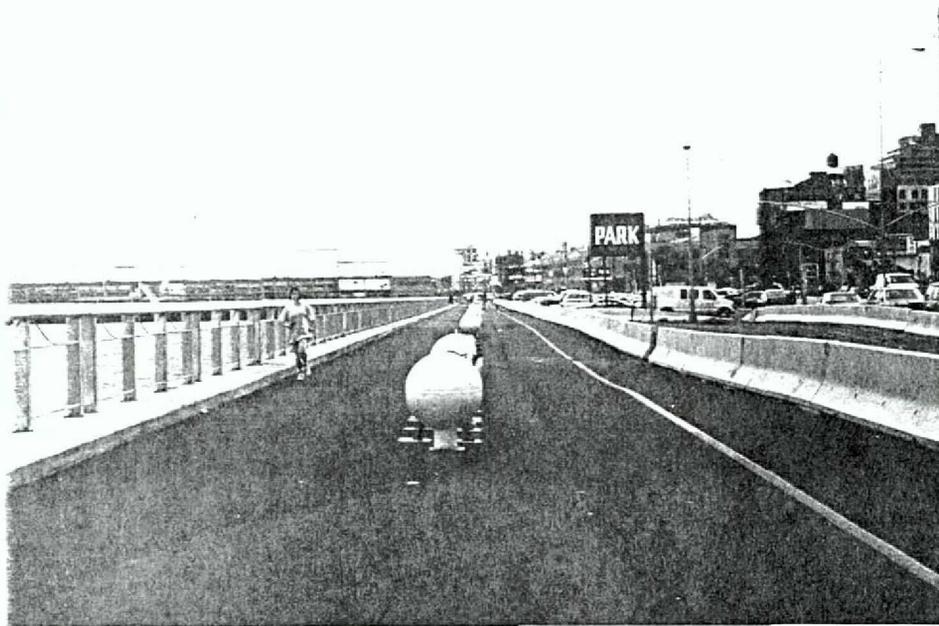
FIGURE 5: 1879 Bromley Atlas of the City of New York  
(cont.) Vestry Street to W. Houston Street



A. Facing north towards Pier 25 from Stuyvesant Plaza. Temporary Public Safety Zone is to right, Pier 25 is to left.



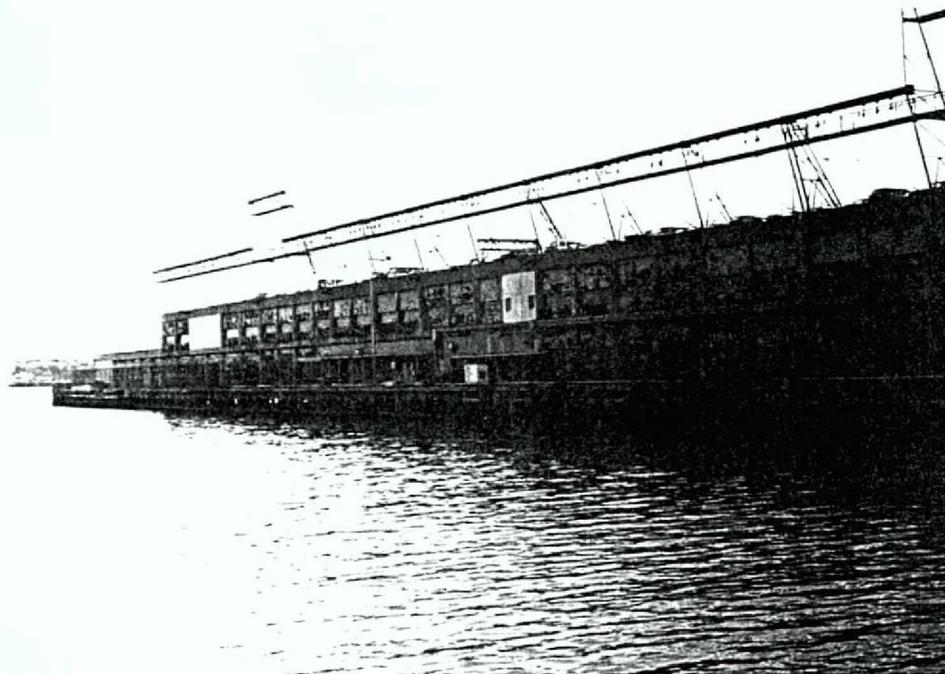
B. Pier 26 at Beach Street. Facing northwest from Marginal Street.



C. Temporary Public Safety Zone between Pier 26 and Pier 32. Facing north on Marginal Street.



D. Remnants of Pier 34 at Canal Street. The Holland Tunnel ventilation structure is at the west end of the pier. New finger piers are being constructed over Pier 34. Note the mosaic floor in Marginal Street.



E. Pier 40 at King Street. Facing northwest from Marginal Street.



F. Facing east towards Hudson River Park project site from Hudson River. Holland Tunnel ventilation structure is to right, Pier 40 is to left.