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June 27, 2003

Robert D. Kuhn  
Assistant Director  
New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island, P.O. Box 189  
Waterford, NY 12188-0189

Re: **Second Avenue Subway SDEIS**  
**New York, Bronx, and Kings Counties**  
**01PR03920**

Dear Mr. Kuhn:

Enclosed for your review and comment is an addendum to the *Second Avenue Subway Phase 1A Archaeological Assessment* of March, 2003. This addendum, "Section 7.13, East 63<sup>rd</sup> Street Curve Site", refers to Chapter 7, "New Project Elements" of the Phase 1A, and was prepared by Historical Perspectives, Inc.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.

Claudia Cooney  
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration  
Amanda Sutphin, New York City Landmarks Preservation Commission  
Judy McClain, MTA New York City Transit  
Collette Ericsson, MTA New York City Transit  
Peter Cafiero, MTA New York City Transit (no enc.)  
Hollie Wells, MTA New York City Transit (no enc.)  
Jeremy Alvarez, Vollmer Associates (no enc.)  
Julie Cowing, AKRF, Inc.

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## 7.13 EAST 63<sup>rd</sup> STREET SITE

This Phase 1A Archaeological Assessment of two proposed tunnels connecting the existing East 63<sup>rd</sup> Street tunnel to the proposed Second Avenue Subway has been prepared by Historical Perspectives, Inc. as an addendum to *Second Avenue Subway Phase 1A Archaeological Assessment*, prepared by Historical Perspectives, Inc., March 2003.

### 7.13.1 Study Area Description

The proposed location of two tunnels that would connect the existing East 63<sup>rd</sup> Street tunnel to the proposed Second Avenue Subway are being evaluated for their potential archaeological sensitivity. While most of the construction for the tunnels would be expected to occur in bedrock, it is possible that construction from the surface down would be required to build shaft site/staging areas for insertion of a Tunnel Boring Machine (TBM) and ventilation shafts, the locations of which are currently unknown. Therefore, the Area of Potential Effect (APE) consists of four blocks and partial roadbeds between First and Third Avenues centering on East 63<sup>rd</sup> Street, as follows (Figures 7.13-1a, 7.13-1b; Photographs 7.13-1 to 7.13-18):

- The East 63<sup>rd</sup> Street roadbed between Second and Third Avenues;
- Approximately three-quarters of Block 1418, which is between Second and Third Avenues and East 63<sup>rd</sup> and East 64<sup>th</sup> Streets;
- The eastern half of the East 64<sup>th</sup> Street roadbed between Second and Third Avenues;
- The eastern half of Block 1419, between Second and Third Avenues and East 64<sup>th</sup> and East 65<sup>th</sup> Streets;
- Approximately three-quarters of Block 1437, which is between First and Second Avenues and East 62<sup>nd</sup> and East 63<sup>rd</sup> Streets;
- A half-block of First Avenue extending southward from East 63<sup>rd</sup> Street;
- The western third of Block 1436, between First and Second Avenues and East 61<sup>st</sup> and East 62<sup>nd</sup> Streets; and
- Portions of the East 61<sup>st</sup> and East 62<sup>nd</sup> Street roadbeds and abutting sidewalks east of Second Avenue.

The APE excludes Second Avenue itself, as it is discussed in Chapters 4.3 and 4.4 of the Phase 1A assessment.

### 7.13.2 Existing Conditions

#### 7.13.2.1 *Precontact Archaeological Potential*

##### Known Sites in the Vicinity

The Eastern Post Road, which followed the route of a former Native American trail, formerly passed through the project area, intersecting what is now Second Avenue at

approximately East 62<sup>nd</sup> Street (Grumet 1981:68). The road, identified by Grumet as Wickquasgek Road, once connected to the Old Albany Post Road (Broadway) and was used by Native Americans who were traveling to trade at Fort Amsterdam (1981:59). As the former road traversed the east side of Manhattan, its route was variable as it wound around the small hills on this side of the island. Arthur C. Parker also reported traces of occupation in the APE from East 61<sup>st</sup> to East 63<sup>rd</sup> Street east of Second Avenue (NYSM Site #4061). The locations of sites noted by Parker are not precise, but the proximity of a freshwater stream to the APE may have offered distinct advantages to the precontact peoples (Colton 1836; Viele 1865; Figure 7.13-2).

#### Archaeological Potential

Prior to historical development, most of the APE, which is situated between East 65<sup>th</sup> and East 61<sup>st</sup> Streets and Third and First Avenues, was depicted on maps as a well-drained upland area that gradually sloped towards the east, dropping off sharply adjacent to a tributary of a stream that ran along its eastern border and through the northeastern corner of the APE (Colton 1836; Viele 1865; Figure 7.13-2). Research (see Chapter 4.3 for more details) has indicated that Second Avenue between East 65<sup>th</sup> and East 64<sup>th</sup> Streets and the west half of Second Avenue between East 64<sup>th</sup> and East 63<sup>rd</sup> Streets have potentially retained sensitivity for a variety of precontact-period resource types. Research also indicated that East 62<sup>nd</sup> Street between about 14-19' below grade, East 61<sup>st</sup> Street between approximately 5-10' below grade, East 60<sup>th</sup> Street between approximately 15-20' below grade, and East 59<sup>th</sup> Street between 0-5' below grade have potentially retained sensitivity for precontact-period resources (see Chapter 4.4 of the Phase 1A for more details).

The NYCLPC has flagged the areas surrounding the former stream that ran north and east of the APE through Block 1439, between East 65<sup>th</sup> and East 64<sup>th</sup> Streets and First and Second Avenues, for potential precontact sensitivity (NYCLPC 1982). Since most of the APE is situated on elevated land within proximity to this stream, this water course would have provided a good vantage point and may have been an attractive area for habitation. The abundance of aquatic resources, in addition to the availability of wildlife and vegetation, would have made this area even more attractive for resource procurement. A portion of the APE in the northeast corner of Block 1437, and the First Avenue APE, just south of East 63<sup>rd</sup> Street, appear to have been on an incline leading towards the stream, or just bordering a more level area by the streambed (Colton 1836; Viele 1865; Figures 7.13-2, 7.13-3).

Because of the former presence of a freshwater stream approximately 200' away from the APE, and the presence of elevated knolls in the APE, there is a potential for precontact resources within the APE. Precontact period archaeological potential also depends on subsurface conditions within these areas. Soil borings within and adjacent to the APE show 0-20' of fill overlying 0-37' of clay, sand, silt, and gravel, with rock anywhere from 8-44' below surface (Borings 2-38 to 2-42, Raymond International, Inc., 1970; WPA II:26:79-90, 1935; WPA II:27:115, 116, 1935; WPA II:26:317-319, 1944; Dept. of Public Works 103:12-16, 1946).

Typically precontact archaeological resources are found within several feet of the precontact living surface, except in alluvial areas. The later historic fill may have served to protect these precontact resources from 19<sup>th</sup> and 20<sup>th</sup> century development in some areas. Amounts of fill are quite variable as noted in these borings; the few borings that are actually within the APE indicate 4-9.5' of fill overlying 0-17' of natural soils in Block 1437 (Dept. of Public Works 103:15A, 16, 1946), and 5-8' of fill in Block 1436, overlying 16-37' of natural soils (WPA II:26:318, 319, 1944; Dept. of Public Works 103:13A, 16, 1946). Along the Second Avenue corridor, amounts of fill range from 6-12' between East 65<sup>th</sup> and East 64<sup>th</sup> Streets, overlying 15-29' of natural soils (WPA II:26:87-90, 1935), 0-13' of fill between East 64<sup>th</sup> and East 63<sup>rd</sup> Streets, overlying 7-12.5' of natural soils (Boring 2-43, Raymond International, Inc., 1970; WPA II:26:85, 86, 1935), 8-20' of fill overlying 9-30' of natural soils between East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets (Boring 2-42, Raymond International, Inc., 1970; WPA II:26:83, 84, 1935), and 11-14' of fill overlying 0-26' of natural soils between East 62<sup>nd</sup> and East 61<sup>st</sup> Streets (Boring 2-41, Raymond International, Inc., 1970; WPA II:26:79-82, 1935).

Because of the uneven nature of the natural precontact terrain, preservation of precontact resources will have been highly variable, even in contiguous areas. The effect of the subway and train tunnels currently underneath the APE on East 63<sup>rd</sup> Street on precontact resources should have been minimal, as the IND V line and the LIRR line were both rock mined tunnels; the base of the former is approximately 88.5-115.5' below grade, and the latter is 149.5' below grade (SYSTRA November 12, 2001).

The types of precontact resources that could potentially lie in the vicinity of this APE vary from precontact living areas to hunting and collecting sites. Middens were also frequently deposited near the shoreline and along wetland areas, especially in regions where shellfish were abundant. Therefore, this section of the APE could be potentially sensitive for a variety of precontact-period resource types. While rock ridges were initially identified as potentially sensitive since they may have provided protected living areas, it is not clear if they would have survived leveling that was done in conjunction with the implementation of the road system presented on the 1811 Commissioners Plan. However, in the northeast section of the APE, at First Avenue and East 63<sup>rd</sup> Street, where the rock ridge originally existed (Viele 1865; Commissioners' 1811; Figures 7.13-2, 7.13-4), there is currently a sharp drop in elevation from 56.2' approximately halfway in Block 1437 (between Second and First Avenues and East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets) to 40' at First Avenue and East 63<sup>rd</sup> Street (Dept. of Public Works 103:15A, 1946; WPA II:26:256, 1937), suggesting that parts of the ridge may have survived in those blocks between First and Second Avenues.

Modern construction has had some effect on areas with precontact sensitivity. The following gives an approximate location of the areas which may still have retained precontact potential. However, since definitive subsurface conditions are unknown for areas outside of the immediate vicinity of the borings, the areas listed below must be regarded as generalized rather than absolute.

**Block 1419**

Current lots within the APE on Block 1419 are 15 and 20. Lot 15, which covers the western two-thirds of the APE, contains a modern high-rise building with a two-story garage underneath the southern portion of the building (approximately equal to the east-west midline of the block), and a one-story basement under the smaller northern portion. The building has entrances on both East 65<sup>th</sup> and East 64<sup>th</sup> Streets, but the northernmost section of the lot is undeveloped except for a driveway that leads to the north entrance, which is set back from the street. Therefore, the southern half of the lot is not considered sensitive for precontact resources (Appendix 7.13.7.1; Figure 7.13-14a). The northern half of the lot directly under the building footprint is sensitive for precontact resources from a depth of approximately 10' to as deep as 17' below surface, and the area surrounding the building footprint is sensitive from approximately 5-17' below surface. Lot 20 contains a high-rise building with a one-story basement, and is sensitive from the existing foundation (estimated to be a minimum depth of 10') to as deep as 17' below surface.

**Block 1418**

Current lots within the APE on Block 1418 are 1, 6, 11, 21, and 31. Only the southern half of Lot 6 is included within the APE. Lots 1 and 21 are not sensitive for precontact resources because they have two-story basements, and the foundation depth exceeds the potential depth of sensitivity. Lots 6 (southern half) and 11 have one-story basements, and are sensitive for precontact resources from a minimum depth of 10' to 18' below grade (Boring 2-43, Raymond International, Inc., 1970; WPA II:26:85, 86, 1935; WPA II:27:115, 116, 1935). Lot 31 has a cellar to a depth of approximately 5', and so this lot, including the rear yard, is sensitive for precontact resources from approximately 5.5' below surface to as deep as 18' below grade (Appendix 7.13.7.1; Figure 7.13-14a).

**Block 1437**

Current lots within the APE on Block 1437 are 1, 7, 10, 12, 15, 17, 18, 27, 29, 30, 32, 41, 44, and 45 (Figure 7.13-12). Lot 10 is a through road running north-south through the block. Lots 44-45, though indicated on the Sanborn 2001 as a playground and vacant lot, are currently occupied by a six-story building. Much of this section of the APE is sensitive for precontact resources, although the center portion appears less likely to have potential, as a soil boring in the center of Lot 10 indicates that there are no natural soils present (Dept. of Public Works 103:15A, 1946; Appendix 7.13.7.1). In contrast, another boring just to the north indicates four feet of fill over 17' of natural soils (Dept. of Public Works 103:16, 1946), and one just to the south indicates four feet of fill over 14' of natural soils (Dept. of Public Works 103:14A, 1946). It is also possible that the eastern portion is less likely to retain any resources, because soil borings indicate that bedrock is only five feet below grade at East 63<sup>rd</sup> Street and First Avenue (WPA II:26:256, 1937). Resources in the western portion would generally be anticipated at a depth of about 4-20' below grade to as deep as 9-25' below grade (WPA II:26:83, 84, 1935; Boring 2-42, Raymond International, Inc., 1970).

Those lots containing buildings with basements would potentially be sensitive beginning at no less than 10' below grade. Full one-story basements are indicated for the buildings

on Lot 1, the eastern half of Lot 7, Lot 12, the eastern half of Lot 15, Lot 17, Lot 29, 30, and 32 (Figure 7.13-12). It is not known if the basements on Lots 15 and 17 extend to the rear of the lots. There are no basements present for the buildings on the western half of Lot 7, the western half of Lot 15 (this is an open courtyard), and Lot 41. The building on Lots 44-45 (and former Lot 46) appears to have a basement. The building on Lot 18 has a cellar that is minimally five feet in depth, and the building on Lot 27 has a cellar that has a minimum depth of eight feet. Lot 10 (former Lots 10, 11, 11½, 42, and 43) has no buildings present, but did contain a building with a partial basement on former Lots 10, 11, and 11½. Lot 18 contains a large open rear yard, and there are small areas of open space in the rear of Lots 7, 12, 27, 32, 41, and 44-45. Previous development that is no longer extant would have had some effect in terms of foundations. The current building on the western half of Lot 7 has no basement, but the previous buildings there (when that portion of the lot was known as Lots 5½ and 6) had basements or cellars. These would only have been present in the southern half of the lots, however, and may not have been full basements. In addition, former Lots 13½, 14, 15, 16, 16½, and 17 also had cellars or basements. Former Lots 13½ and 14 are the western half of the current Lot 15 (a courtyard), and former Lots 15 and 16 are the eastern half of current Lot 15. Former Lots 16½ and 17 are now current Lot 17.

The following areas are sensitive for precontact resources in Block 1437 from a depth of four feet to 25' below grade: the northwest quarter and the very rear of modern Lot 7; the northern half of Lot 10; the very rear of Lot 12; the northern half of Lot 15; the rear of Lot 17; the northern half of Lot 18; the very rear of Lots 27, 29, and 32; all of Lot 41; and the easternmost portion and very rear of Lot 45 (Figure 7.13-14b). The following areas are sensitive for precontact resources from a beginning depth of approximately 5-8' (partial basements or cellars) to as deep as 25' below grade: the southwest quarter of Lot 7; the southern half of Lot 10; the southern half of Lot 15 the southern half of Lot 18; and all but the rear of Lot 27. The following areas are sensitive for precontact resources from approximately 10' (due to current or previously existing basements) to a depth of 25' below surface: all of Lot 1; the eastern half of Lot 7 with the exception of the very rear; Lot 12, with the exception of the very rear; Lot 17 with the exception of the very rear; Lot 29 with the exception of the very rear; Lot 30; and Lot 45 with the exception of the easternmost portion and the very rear. However, all or part of Lot 1 may be sensitive only from approximately a minimum of 20 to as deep as 25' below grade, as a soil boring shows there is a deep pocket of fill in this area (Boring 2-42, Raymond International, Inc., 1970). The irregular nature of the bedrock in this area means that some of the areas currently assessed as sensitive may be shown to be not sensitive with further soil borings.

#### **Block 1436**

Current lots within the APE on Block 1436 are 1, 3, 5, 44, 45, 46, 47, with a condominium (1001-1111) present on former Lots 49-51. A covered driveway associated with the building on Lot 3 is present between Lots 1 and 5; this was formerly Lot 4½. The APE also includes approximately 10' of open space between Lot 44 and Lot 10 (formerly part of Lot 43½), which is now a ramp leading away from Queensboro Bridge. This section of the APE is sensitive for precontact resources generally from a depth of approximately 4-14' below surface, to as deep as 9-19' below surface (Dept. of Public

Works 103:13A, 14A, 1946; WPA II:26:83, 84, 1935; Boring 2-41, Raymond International, Inc., 1970; WPA II:26:317-319, 1944). Specifically because of basements, which are conservatively estimated to have destroyed any potential archaeological remains down to a minimum depth of approximately 10', the following areas are sensitive from a depth of approximately 10' to as deep as 19' below surface: Lot 1, with the exception of the very rear; Lot 3; Lot 5; Lot 47, with the exception of the rear, and the condominium on former Lots 49-51 (Appendix 7.13.7.1; Figure 7.13-14b). The following areas are sensitive from a depth of about 4' below grade to as deep as 19' below grade: the rear of Lot 1; former Lot 4½, now a driveway at 303 East 61<sup>st</sup> Street; the area immediately east of Lot 44, formerly part of Lot 43½; Lots 44-46; and the rear of Lot 47.

### **Roadbeds**

All the roadbeds within this APE, with the exception of First Avenue, are potentially sensitive for precontact resources (Appendix 7.13.7.1; Figures 7.13-14a, 7.13-14b). Detailed utility information, such as WPA maps, was not available for the roadbeds within this APE, but utility construction would be expected to have had some effect on these resources. East 64<sup>th</sup> Street between Second and Third Avenues is expected to be sensitive from 5' to 10' below grade (WPA II:26:87, 1935; WPA II:27:116, 1935). East 63<sup>rd</sup> Street between Second and Third Avenues is sensitive from just below surface to a depth of approximately 13' below grade, based on borings from each end of the street (WPA II:27:115, 1935; WPA II:26:84, 85, 1935). However, a lack of available borings from any area between Second and Third Avenues means that the potential depths of sensitivity in the middle of this street could vary greatly. East 63<sup>rd</sup> Street between First and Second Avenues would be expected to be sensitive from about 4' below surface to a depth of 9' below grade, although the eastern end is less likely to be sensitive as the precontact topography was probably a steep gradient (WPA II:26:256, 1937; Dept. of Public Works 103:16, 1946). East 62<sup>nd</sup> Street between First and Second Avenues is expected to be sensitive from a depth of approximately 4-9' below grade at the eastern end, to approximately 14-24' below grade at the western end (Dept. of Public Works 103:14A, 1946; Boring 2-41, 2-42, Raymond International, Inc., 1970). East 61<sup>st</sup> Street between First and Second Avenues is expected to be sensitive from a depth of 5' below grade to as deep as 10' below grade (WPA II:26:317, 318, 1944). The analysis of the roadbeds also includes the sidewalks for Block 1438 along East 63<sup>rd</sup> Street between First and Second Avenues and for Block 1435 along East 61<sup>st</sup> Street between First and Second Avenues. First Avenue is not considered sensitive for precontact resources because soil boring data show that rock lies two to five feet below the curb height (WPA II: 26:256-258, 1937). Grading of the road prior to paving and any subsequent utility work would have resulted in the destruction of any potential precontact resources.

#### *7.13.2.2 Historical Archaeological Potential*

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

A number of farm properties were in the vicinity of this APE during the 18<sup>th</sup> century; one, located in the northwest section of the APE, is visible on a 1782 map (British

Headquarters; Figure 7.13-5). A major section of the APE falls within the Abraham and William K. Beekman farm; this includes all of the APE in Block 1418, and nearly all of the APEs within Blocks 1419 and 1437, as well as the East 63<sup>rd</sup>, East 64<sup>th</sup> Street, and some of the East 62<sup>nd</sup> Street roadbeds (Stokes 1928:76-77; Landmark Map 1928:Plate 84B-D). The southernmost portion of the APE, in Block 1436, falls within the Philip Brasher Farm, also called Mount Vernon, and previously belonging to Thomas Pearsall (Stokes 1928:78-79; Landmark Map 1928: Plate 84B-D). According to Stokes, these properties both originated from a land patent of 1676 to Jacobus Fabricius (Stokes 1928:126-128). The property was later divided and went through a number of owners. In 1745 the property was advertised for sale as a "...Good small Farm or Plantation in the Out Ward of the City of New York, containing Thirty acres...; it has two Houses upon it, and a good bearing Orchard, a Stream of Water running through it, and the River before it abounds in great Plenty of Fish, Lobsters and Crabs; the King's High-Way runs through it, near an equal Part of the Land being on each side..." (Stokes 1928:128).

The Philip Brasher property originally derived from Thomas Pearsall, when it was known as Mount Vernon, at East 61<sup>st</sup> Street and the East River. The area was named after a mansion built by William S. Smith in the mid-1790's; it burned down in 1826, but a combined stone coach house and stable for the house is sometimes referred to as the mansion (Stokes 1928:128). This coach house and stable was to the east of the APE, at 421 East 61<sup>st</sup> Street, and is still extant. The main house had a one-mile racecourse surrounding it, but it is not known if it would have fallen within this APE. The mansion house can be seen on the Commissioners' Map (1807-11; Figure 7.13-4) and Sackersdorf (1815), and would have been approximately 300' away from the easternmost portion of the APE. A very small portion of the northeast corner of Block 1419 falls into the Johannes Hardenbrook Farm (Stokes Landmark Map 1928:Plate 84B-D). No other farm structures are mapped within the APE, but it is possible that unmapped early structures were located in or near the APE.

#### Archaeological Potential

Documentary research concluded that sections of the East 63<sup>rd</sup> Street Tunnel APE were found to be potentially sensitive for the resource category of *Residential* and *Industrial* (Appendix 7.13.7.1; Figures 7.13-14a, 7.13-14b). The specific areas of potential are described below. Previous research (Chapters 4.3, 4.4, 7.4 of the Phase 1A assessment) has indicated that areas adjoining the current APE have historic potential. These areas include the Second Avenue roadbed between East 61<sup>st</sup> and East 59<sup>th</sup> Streets, considered potentially sensitive for historic resources dating to at least the early 19<sup>th</sup> century. Structures relating to the Thorne estate, in proximity to the Eastern Post Road, extended into what is now Second Avenue, south of East 60<sup>th</sup> Street (Chapter 4.4 of the Phase 1A). Additionally, a shaft site on East 66<sup>th</sup> Street west of Second Avenue (now the driveway of an apartment house and formerly on Block 1420), has the potential for mid-19<sup>th</sup> century historic archaeological resources in the form of deposits from shaft features such as wells, privies, or cisterns, within the rear yard areas of the former house located at the corner of East 66<sup>th</sup> Street and Second Avenue. In addition, the block may contain the remains of the mid-19<sup>th</sup> century blacksmith shop associated with the Third Avenue Railroad

Company's Depot building (Chapter 7.4 of the Phase 1A). On Block 1440, between First and Second Avenues and East 65<sup>th</sup> and East 66<sup>th</sup> Streets, there is the potential for 19<sup>th</sup> century historical period shaft features, such as wells, privies, or cisterns to have remained partially undisturbed within the rear yard areas of former Lots 4½, 49¼, 49½, 50½, 51, 52, and Lots 1-4 which now lie beneath the Beekman Theater (Chapter 4.3 of the Phase 1A). These resources are all outside the APE under discussion.

Historically, the original Dutch city, taken over by the English in 1664, was on the southernmost tip of Manhattan Island. To the north was a vast undeveloped countryside, until scattered farms and then estates began to be established, some as early as the mid seventeenth century. The roads as we know them today did not exist, and much of the transportation was via the East River.

The first major road in the area was the Eastern Post Road, ordered made in 1669 and finished in 1672. It forked off the Bloomingdale Road at 23<sup>rd</sup> Street and Fifth Avenue and ran a meandering course through Manhattan's East Side to the Harlem Bridge, much the same route as the old Indian trail (Stokes 1918:998). This road, which crossed the APE at Second Avenue and East 63<sup>rd</sup> Street, together with the East River formed the two main transportation arteries and were the focal points for early development. Thus, a number of buildings which formerly fronted the Eastern Post Road had been constructed in what became the middle of Second Avenue when the city's streets were plotted on the Commissioners Map (Commissioners Map 1807-1811; Randel 1820). Although Second Avenue was plotted on these maps, the section between East 30<sup>th</sup> and East 63<sup>rd</sup> Streets was not in use until September of 1839 and the section from East 63<sup>rd</sup> Street to East 86<sup>th</sup> Street was also not opened until 1839 (Manhattan Office of Borough President, Street Openings:77; WPA 1937:Project No. 609).

Historical dwellings and their surrounding yards can typically offer a wealth of important information about their former inhabitants. The domestic compound characteristically has numerous shaft features and activity areas that can be explored archaeologically. There are three types of shaft features that are found at domestic sites. These are wells, privies (outhouses), and cisterns. Because wells can sometimes extend to great depths, depending on the depth of the water table, the lower sections often escape disturbance caused by utility installation and surface construction. Although not as deeply buried as wells, privies and cisterns are often found truncated in urban locales. Privies, for example, have been found to extend down to 13' feet below grade in Manhattan, with only the sections closest to the surface disturbed by subsequent construction (Geismar 1986:43).

Prior to historical development, most of the APE, which is situated between East 65<sup>th</sup> and East 61<sup>st</sup> Streets and Third and First Avenues, was depicted on maps as a well-drained upland area that gradually sloped towards the east, dropping off sharply adjacent to a tributary of a stream that ran along its eastern border and through the northeastern corner of the APE (Colton 1836; Viele 1865; Figures 7.13-2, 7.13-3). The earliest historic map to portray this area (British Headquarters 1782; Figure 7.13-5), shows mostly open land surrounding the Old Post Road, with a few farms in the vicinity. In the early 19<sup>th</sup>

century, the area in the vicinity of the APE was dotted with farms and estates (Figure 7.13-3), and even by the mid-19<sup>th</sup> century, development was sparse (Figure 7.13-6). It was not until the 1880's that the blocks within this APE were fully developed. Cycles of rebuilding continued through the 20<sup>th</sup> century.

#### **Block 1419**

Because all identifiable construction on this block took place after the presence of water and sewer lines were put in place by the late 1860's, the APE within Block 1419 is not considered sensitive for historical resources (Appendix 7.13.7.1; Figure 7.13-14a).

#### **Block 1418**

The earliest mapped structure on this block is a possible farm noted on the British Headquarters Map (1782; Figure 7.13-5). This farm may be part of the Beekman property, bought by William Beekman Jr., and Abraham Beekman in 1760, described in Stokes (1928:76-77). The farm is depicted on the west side of the Old Post Road, which intersected the post-1811 street grid at a diagonal on Block 1418, and above the Five Mile marker, which was at East 63<sup>rd</sup> Street just west of Second Avenue, on the Old Post Road. Two buildings are shown on the Commissioners' Map (1807-1811; Figure 7.13-4) which may be related to this farm; one is in the East 64<sup>th</sup> Street roadbed, just impinging on the Block 1418 APE, and one just to the north in Block 1419, but outside the APE. This would not have been the main Beekman estate, however, which was reportedly located between East 63<sup>rd</sup> and East 64<sup>th</sup> Streets about 100' west of Avenue A, and built in 1809 (Stokes III:948; Figure 7.13-6). The farm would also have had outbuildings such as barns, and wells, privies, and cisterns, which may have the potential to fall within the APE.

It is also possible that the two buildings shown on the Commissioners' Map are not related to the 18<sup>th</sup> century farm. The buildings are located on the west side of the Old Post Road, paralleling it. The southernmost building, located in the modern East 64<sup>th</sup> Street roadbed, appears to just touch the northern border of modern Block 1418, putting it just on the edge of the APE. However, it is possible that resources such as wells, cisterns, and privies might have been present in the rear of this building, and therefore may fall within the APE, at the location of the modern Lot 11 (The Manhattan Eye, Ear and Throat Hospital) in the northern half of Block 1418, and/or on the East 64<sup>th</sup> Street sidewalk in front of this lot.

No structures are shown mapped directly on Block 1418 from 1811 until 1879 (Bromley; Figure 7.13-10), when much of the APE is covered by a very large frame building labeled "The American Institute." However, tax records from 1869 show that prior to the construction of the American Institute, the property was the site of a skating rink, owned by the Empire City Skating Rink Company (Appendix 7.13.7.1). An 1867 map (Dripps) does not show a structure for the skating rink, so it is not clear if the rink existed at that time or if it was not depicted because it was not a permanent structure. The American Institute, which was noted in tax records from 1876, would have been used for agricultural and industrial fairs. Some open space was present within the APE surrounding this building directly adjacent to both East 65<sup>th</sup> and East 64<sup>th</sup> Streets, as well

as in the northeast and southeast corners of the block (Bromley 1879; Robinson 1885). Some of these areas are shown to contain supporting structures for the Institute such as coal yards in 1892 (Sanborn). By 1897 (Bromley), the American Institute building had been demolished. In all likelihood the footprint of the skating rink was disturbed by the subsequent construction of the American Institute, and the foundation and any associated features of the American Institute were probably, in turn, also disturbed by later construction.

In 1879 (Bromley) the southwest corner of the block, within the APE, contained some much smaller buildings which were probably residential, occupying former Lots 1, 1¼, 1½, 2, 2½, and 3 (currently Lot 1). Tax records show that a four-story house was present on each of former Lots 1¼ and 1½ in 1876, so these would have been built between 1869 and 1876. The area is believed to have had water and sewer availability by the late 1860's, according to a Board of Alderman statement that sewers were laid between East 60<sup>th</sup> and East 61<sup>st</sup> Streets by 1863. Furthermore, historians state that "sewers were planned for the area between 28<sup>th</sup> Street to 91<sup>st</sup> Street, from Fifth Avenue to the East River" in the early 1860's (Goldman 1988:115). Therefore, there is little chance of archaeological resources such as wells and privies for these residences, or if they did exist, they would have had a short use-life. A shanty, owned by Abraham B. Cox, is listed in the tax records of 1869 on former Lot 22 (now part of Lot 21), although nothing is shown on an 1867 map (Dripps); however, such a temporary building would probably not be depicted. It may be more likely to have associated features, given that impermanent buildings were less likely to have been connected to sewer and water lines, and thus has the potential to have associated cisterns, wells, and/or privies. However, additional research has demonstrated that these potential features were disturbed by later construction (see discussion below).

If the 18<sup>th</sup> century farm fell within Block 1418, it would have covered former Lots 1-17 and 34-38, which are all the lots within the APE that are west of the Old Post Road. Modern construction would have had an effect on certain portions that are now part of modern Lots 1, 6, and 11. Construction in the lots vacated by the American Institute began between 1892 and 1897, but some lots (Lots 23-27) remained vacant until 1916 to 1920-22 (Bromley), when garages covered the eastern end of the block. At the beginning of the 20<sup>th</sup> century, the western portion of the APE was taken up by two institutions: the Manhattan Eye, Ear and Throat Hospital, first seen in 1907 (Sanborn), and the Baron de Hirsch Trade Schools, first mapped in 1902 (Bromley). The hospital has an open courtyard in the approximate location of the middle of former Lots 7-9 (now part of Lot 6). This open space remains today. The portion of the Trade School which falls within former Lots 11-15 (now the southern half of Lot 11) was subsequently called the Clara de Hirsch Home for Working Girls by 1920-22. There were open courtyards in the rear of this building. However, construction of the foundation and basement for a 13-story building constructed on the site between 1955 and 1967 would likely have destroyed any potential archaeological remains down to a minimum depth of approximately 10'.

Despite 19<sup>th</sup> and 20<sup>th</sup> century development, there is a possibility that resources related to the 18<sup>th</sup> century farm property may exist in the APE. Subsurface features such as wells,

cisterns, and privies may have been partially preserved. The foundations of outbuildings related to this farm may also have been preserved. No soil borings are available from within the block. The closest borings indicate widely varying amounts of fill along Second Avenue between East 64<sup>th</sup> and 63<sup>rd</sup> Streets, from none to 5.5' to 13' of varied fill, with bedrock at 11-20' below surface and 15-29' of natural soils (sand, clay, gravel, and silt) in between (WPA II:26:85, 86, 1935; Boring 2-43, Raymond International, Inc., 1970). A boring from across Third Avenue at East 63<sup>rd</sup> Street indicates that 10' of clay, sand and gravel overlays nine feet of fine sand and silt, with bedrock at 19' below surface (WPA II:27:115, 1935). Natural soils appear deepest along Second Avenue, with 15-29' of sand, clay, gravel, and silt underneath the fill. No water table depths are available for the block itself or its immediate vicinity. Nineteenth and 20<sup>th</sup> century construction may have resulted in the intermittent destruction of potential resources.

Features associated with the shanty on former Lot 22 (now Lot 21) are unlikely to have survived, as the garages on the eastern end of the block contained buried gasoline tanks (Sanborn 1951), and sometime between 1955 and 1967 (Bromley) a 34-story building with a two-story basement was constructed on modern Lot 21 (encompassing former Lots 16-30). This construction would have resulted in the destruction of any potential historic subsurface features deriving from 19<sup>th</sup> century construction down to at least 20' below grade. Although the depth of the water table is unknown for this location, it is unlikely that shaft features would have been constructed much below 20' below surface. The building on modern Lot 1 also has a two-story deep basement, so the areas covered by modern Lots 1 and 21 are not considered sensitive for historic resources. Lots 6 and 11 contain buildings with one-story basements, and therefore should be considered sensitive from a minimum depth of 10' below surface to a depth at least equal to the water table, the depth of which is unknown for this block, with the exception of the courtyard space in the center of the building, which is sensitive from the surface to a depth at least equal to the water table. The building on Lot 31 has a cellar extending approximately five feet below surface, and so it should be considered sensitive from a minimum depth of five feet below grade to a depth at least equal to the water table, the depth of which is unknown for this block, with the exception of the rear yard, which is sensitive from the surface to a depth at least equal to the water table.

In conclusion, the APE within Block 1418, specifically Lots 6, 11, and 31, has the potential for 18<sup>th</sup> century resources deriving from a farm property, including unmapped associated farm outbuildings and shaft features. Lots 6 and 11 are sensitive from a minimum depth of 10' below surface, Lot 31 from a minimum depth of five feet below surface, and an open courtyard within Lot 6 and the rear yard of Lot 31 are sensitive from the surface down. Because no water table levels are available, it can only be assumed that shaft resources such as wells would have extended as deep as the level of the water table. The foundations of outbuildings would be shallow and are less likely to be preserved. Preservation of subsurface resources throughout the block would extend from these minimum depths to the depth of the water table, the depth of which is currently unknown (Appendix 7.13.7.1; Figure 7.13-14a).

### Block 1437

A road or lane is shown on or very near this block on the British Headquarters map (1782), extending from the Old Post Road to the east. On the Commissioners' Map (1807-1811), a path extending through the APE of Block 1437 and the East 63<sup>rd</sup> Street roadbed east of Second Avenue is shown leading to a cluster of structures just east of the APE (Figure 7.13-4). These structures are also visible on an 1820 map (Randel). The Old Post Road impinges very slightly into the block on the southwest corner; the Road crosses Second Avenue at East 62<sup>nd</sup> Street. These structures may be associated with the Beekman estate just to the north, or with a water feature extending from the East River (Figure 7.13-4). In 1836, the lane is shown paralleling East 63<sup>rd</sup> Street just to the south, again, only extending eastward from Second Avenue (and the Old Post Road). First Avenue is not yet open. By 1851 (Dripps; Figure 7.13-9), the lane is shown in the middle of the East 63<sup>rd</sup> Street roadbed; it leads to the J. Beekman estate. There are still no structures present within the APE.

No structures are shown mapped on this block until 1859 (Perris), when a rope walk is present on the southern half of Block 1437, mostly within the APE (Figure 7.13-7). The rope walk, where rope is made, has one and two story frame structures, set back toward the center of the block. By 1867 (Dripps), the rope walk is gone and houses have been built on the southern half of the block; there are approximately 14 within the APE, all fronting onto East 62<sup>nd</sup> Street (Figure 7.13-8). Tax records show that no buildings were within the APE in 1858, but in 1869 they indicate that Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13, 13½, 14, 15, 16, 16½, 17, and 18 all contained three-story buildings. Former Lots 1¼, 1½, and 5 are now part of modern Lot 1; former Lots 5½, 6, 7, 7½, 8, 9, and 9½ now comprise Lot 7; former Lots 10, 11, and 11½ are now part of Lot 10; former Lots 12 and 13 comprise Lot 12; former Lots 13½, 14, 15, and 16 are modern Lot 15; former Lots 16½ and 17 are modern Lot 17; and Lot 18 remains the same, containing the only extant building from this original row of housing (Figure 7.13-12). All of these lots were contiguous and fronted onto East 62<sup>nd</sup> Street. Piped water was available from 1859 in this area (Board of Alderman 1859:46), but a contract for sewer construction was not made until 1861 for this area (Goldman 1988:115). Since these houses were constructed sometime between 1859 and 1867 (Perris; Dripps; Figure 7.13-8), there is a strong possibility that there were originally not hooked up to the sewer system. Therefore, privies may have been present in the rear yards. By 1879 (Bromley), most of the block is developed (Figure 7.13-11).

Determining the probability of shaft resources such as wells, privies, and cisterns is somewhat problematic for the series of houses on East 62<sup>nd</sup> Street. Piped water was available from 1859 in this area (Board of Alderman 1859:46), and a contract for sewer construction was made in 1861 for this area (Goldman 1988:115). Since these houses were constructed sometime between 1859 and 1867, there is a possibility that there were originally not hooked up to the sewer system, and privies may have been present in the rear yards. It is also known that because of the cost of connecting to sewer lines, many did not do so even when this was possible. Additionally, these houses appear to have been single-family homes when constructed, but according to tax records, their value decreased or remained the same between 1869 and 1876, unlike neighboring properties.

This might indicate that they were no longer single-family, and perhaps were not being maintained. Therefore there is a probability that shaft features would have existed for some of these houses, one of which (at 345 East 62<sup>nd</sup> Street) is still extant (Photograph 7.13-13).

The rope walk is significant as a mid-19<sup>th</sup> century industrial resource. Rope walks were long short sheds where hemp was spun into rope. It was not uncommon for tunnels or other subsurface features to be associated with these facilities, so there is the potential for surviving features. Also significant are the potential features, predominantly privies, associated with the row of houses that followed the rope walk within the same area. The remaining residential lots on this block were developed after the arrival of sewer and water lines, so they are not likely to possess significant resources.

Twentieth century construction has had some effect on these mid-19<sup>th</sup> century resources. Current lots within the APE on Block 1437 are 1, 7, 10, 12, 15, 17, 18, 27, 29, 30, 32, 41, 44, and 45 (Figure 7.13-12). Lot 10 is now a through road running north-south through the block. Lots 44-45, indicated on the Sanborn 2001 map as a playground and vacant lot, are currently occupied by a six-story building. Former Lot 5, after incorporating former Lots 1¼ and 1½, remained vacant until 1930, when it was used as a lumber yard, and had two one-story frame structures running lengthwise along the lot, with open space between them, until sometime between 1955 and 1967 (Bromley). Former Lots 1-5 were incorporated into Lot 1 by 1967, and a 15-story brick apartment building was built covering the entire property. A one-story garage is present underneath the building. This would indicate that any subsurface historical resources such as wells, privies, and cisterns stemming from the mid-19<sup>th</sup> century houses on former Lots 1¼, 1½, and 5 would have to have extended more deeply than the depth of the garage in order to have survived later construction episodes. A soil boring indicates that there is approximately 20' of fill at this location, along Second Avenue, and that bedrock lies 29' below grade (Boring 2-42, Raymond International, Inc., 1970).

By 1911 (Bromley), the houses on former Lots 7, 7½, 8, 9, and 9½ had been removed and replaced by a six-story brick building containing a one-story basement, now known as Lot 7. By 1913 (Hyde) former Lots 5½ and 6 were incorporated into Lot 7, and contained a three-story brick building that does not have a basement. These two buildings were used as a factory through much of the 20<sup>th</sup> century and are still present. There is a very small area of open space in the rear. These two buildings encompass the area containing houses on former Lots 5, 5½, 6, 7, 7½, 8, 9, and 9½ (Figure 7.13-12). The houses on former Lots 10, 11, and 11½ were removed by 1907 (Sanborn) and replaced by a six-story brick building with a small rear yard and open space on either side (modern Lot 10). This building is listed as having a basement on the Sanborn map, but as not having one on other maps (Hyde 1913; Bromley 1920-22). However, since it did have stairs leading to the front entrance (Hyde 1913), and because the street is inclined, it is likely that the basement did not fully extend an entire story below ground. By 1955 (Bromley) this building had been demolished, and the lot became part of a through street leading away from the Queensboro Bridge. Former Lots 12 and 13 were also removed by

1907 and replaced with a four-story brick building with a very small rear yard (modern Lot 12). This building has a basement.

The 19<sup>th</sup> century houses on former Lots 13½ and 14 remained until sometime between 1951 and 1955 (Sanborn; Bromley), when they were removed. They became Lot 14, but appear to have been incorporated with Lot 15 by 1984-85 (Bromley). However, the two original lots (13½ and 14) have not been built upon. The area is an open courtyard associated with the convent on Lot 15. The houses on Lots 15 and 16 remained until 1930 (Bromley), when they were became modern Lot 15 and were replaced by a building with three stories in the front and one story in the rear. This building, a convent which is still present, does not appear to have a basement. The 19<sup>th</sup> century houses on Lots 16½ and 17 remained until 1930 (Bromley) although they may have continued to exist with the additional presence of a one-story addition extending to the rear of the property. They were considered a single entity and known as Lot 17. Although the current Sanborn map (2001) shows the building there as having four stories with one in the rear, the existing building has six stories and a basement. The house on Lot 18 is still extant (Photograph 7.13-13) and has a large open rear yard. In addition to shaft features, the rear yard of this building might even contain preserved sheet deposits of refuse, which are layers of debris that are naturally accumulated through normal usage of the yard for activities.

Well-preserved historic shaft features associated with the residential area and resources associated with the rope walk may exist in parts of the southern half of Block 1437, and truncated historic subsurface features might also remain if they extended below the depth of effects from later buildings and any subsurface excavation needed for construction. The rope walk appears to have been located toward the rear of the lots, so its resources would be expected to be in a similar area to the location of the shaft features associated with the houses. However, the rope walk did extend beyond this area, particularly in the area of former Lots 1¼, 1½, and 5 (Figure 7.13-7). Soil borings indicate fill depths within the area of interest range from nine feet to 20' (Dept. of Public Works 103:15A, 1946; WPA II:26:83, 84, 1935; Boring 2-42, Raymond International, Inc., 1970). The closest soil borings with water levels indicate levels of 1.7' below grade, 6.5' below grade, 7.3' below grade, and water not encountered after drilling 40' below grade (where the top of bedrock was at 29' below grade), respectively (Dept. of Public Works 103:15A, 14A, 16, 1946; Boring 2-42, Raymond International, Inc., 1970). The water depth of 1.7' may be an aberrant reading however, as basements are known to exist within the area. Bedrock was much higher for that boring, at 9.5' below grade, compared to 18', 21', and 29' for the other borings, and may have affected readings. Because bedrock levels within this block are known to be highly variable, it will be assumed that wells, if they existed, would be more likely to have needed to go at least 6.5' below surface, and possibly deeper. Privy depths can vary tremendously, but can often be between 10 to 15'. It is also assumed that both privies and wells are unlikely to have continued into bedrock. Areas that were not disturbed will therefore be considered sensitive from the surface to a depth of at least 10' below grade and probably deeper.

The APE on this block is sensitive for potential mid-19<sup>th</sup> century resources such as privies, cisterns, and wells relating to residences, and resources relating to the rope walk in former Lots 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13, 13½, 14, 15, 16, 16½, 17, and 18 (Appendix 7.13.7.1; Figure 7.13-14b). The non-disturbed areas include the following: the northwest quarter of modern Lot 7, the northern half of Lot 15, the northern half of Lot 18, the very rear of the northeast corner of Lot 7, the rear of Lot 12, and the rear of Lot 17 (Figure 7.13-12). These would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper. The northeast quarter of Lot 7, the northern half of Lot 12, and the northern half of Lot 17 (except for the very rear) all have one-story basements. Despite the presence of basements which extend approximately 10' below surface, there remains the possibility of surviving truncated shaft features which could extend below this depth, although probably not greater than 20' below grade. Lot 10 would be expected to have been disturbed to a depth of at least 5-8' in the area of former Lots 10, 11, and 11½ because of a previously existing basement from an early 20<sup>th</sup> century building. Underneath the former building footprint there remains the possibility of surviving truncated shaft features below the depth of the previous foundation, although these probably do not extend greater than 20' below grade. In the rear of the former building on current Lot 10, the yard would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

#### **Block 1436**

The earliest mapped structures within the APE on this block date from between 1820 and 1836 (Randel; Colton; Figure 7.13-3). By 1836, there were two structures in the westernmost third of the block; one is adjacent to the Old Post Road and appears to be within the APE, but it is not clear if the longer structure is within the APE. There are four structures shown within the APE by 1851 (Dripps; Figure 7.13-9). There is a large complex of structures directly to the east of these, outside the APE, that are part of the Lightbody's Ink Factory, but tax records from 1858 show that there was a three-story house on Lot 44, owned by John G. Lightbody, and a two-story house on Lot 47, owned by I. Milton Smith. These two houses would appear to correspond to the easternmost structure within the APE, also shown in 1859 (Perris) to be a frame three-story building with a two-story wing on the south end, and the building directly west of this, also shown as frame, with two two-story sections shown in 1859. The 1858 tax records do not correspond, however, with the two buildings shown in 1851, 1859, and 1867 on the western end of the APE, presumably former Lot 51 (Dripps; Perris). In 1869 tax records shown that Margaret Croniken owned two two-story houses on former Lot 51 (now a condominium property). Although she had also owned the property in 1858, it does not appear that any house is listed for this lot, although the tax records have suffered from ink fading, and this could simply be an omission due to degradation of the writing. It is also not known if the structure shown in 1836 along the Old Post Road within the APE corresponds to any of the structures shown in 1851. If it did, it would be most likely to be one of the buildings on Lot 51, as the westernmost building is adjacent to the former Old Post Road.

Further development within the APE on this block is not shown until 1879 (Bromley), when most of the block is developed (Figure 7.13-11). Within the APE, the western end

of the block, fronting along Second Avenue (former Lots 1-4, 49-52) is completely developed with brick buildings, with medium sized open rear yards. Lots 4½ and 5 are developed. Lots 43 and 45-58 appear vacant. Of the four houses within the APE from pre-1851, only one still appears to exist at this time, on Lot 44, although this may be a different structure. Since this area had access to piped water by 1860 and to sewers by the end of that decade, only those buildings predating this period would be likely to possess shaft structures such as wells, cisterns, and privies. The lots containing the four houses that were built sometime between 1836 and 1851 (Colton; Dripps; Figure 7.13-9; Figure 7.13-13) have a high potential for these features.

A large house belonging to John G. Lightbody, who owned the neighboring printing ink factory, was present on Lot 44 (subsequently becoming part of Lots 43½ and 44, and currently part of Lots 10 and 44) in 1851 (Dripps). Tax records in 1858, 1869, and 1879 show that this three-story house on Lot 44 continued to be owned by John G. Lightbody, who also owned the printing ink factory on the same block. This house was of relatively high value in 1858, although less so by 1876. Lightbody also owned the adjoining Lot 43 throughout this time. The house was removed between 1879 and 1885 (Bromley; Robinson). In 1892 (Sanborn) five-story brick apartment buildings were built on Lots 43½-46. Those on 43½ and 44 had large rear yards, while those on Lots 45 and 46 were somewhat smaller. None had basements, and those on Lots 44, 45, and 46 remain today (Photograph 7.13-15), although the building on Lot 44 had a one-story extension added in the rear sometime between 1955 and 1967 (Bromley), making the rear yard equal to its neighbors. The building on Lot 43½ was removed when a street was constructed through the block as an exit ramp from the Queensboro Bridge; most of this lot remains empty as a right-of-way and sidewalk.

Another house was present on former Lot 47 as seen in 1851 (Dripps). This lot belonged to I. Milton Smith in 1858, along with Lots 48-50, and to Conrad Mund in 1869 and 1876, along with Lot 48, according to tax records. However, the house is listed as having two stories except in 1876, when it has three, so this may be a new structure. No building is shown on this lot in 1879 (Bromley), but in 1885 a small brick building is shown on Lot 47. Former Lot 47, along with Lot 48, underwent a number of boundary changes over the years. Lot 47 was listed in the 1858 tax records as being 30' x 100.5', but by 1876 was only 20' x 50.5', and the remaining land belonged to Lot 51 at one time. For this reason it is possible that Lot 46 may have originally been affected by the building on Lot 47. In 1892, the small brick building is gone and Lots 47 and 48 have been combined into Lot 47, containing a six story brick building with a basement, which is still present. There is a small amount of open space in the rear and on the sides of this lot. The open space in the rear is in the location of Lot 51 as it existed through 1879, when Lot 51 extended approximately 150' eastwards.

Two houses are seen on former Lot 51 in 1851 (Dripps); this property is known to belong to Margaret Croniken in both 1858 and 1869 according to tax records, but the two houses are listed only for 1869. These two houses are also mapped in 1859 and 1867 (Perris; Dripps). Lot 51 extended 50' further to the east than adjacent lots, putting it in former Lots 47 and 48 and now the entire rear yard of current Lot 47. Tax records from 1876

and an 1879 map (Bromley) show that these houses were gone and replaced by a four-story building. This building remained until sometime between 1984 and 1991 (Sanborn), when it was replaced by a condominium (1001-1111) on former Lots 49, 50, and 51. The condominium has a basement, but it does not have a garage as is noted on the Sanborn maps (1990-91; 2001).

Current lots within the APE on Block 1436 are 1, 3, 5, 44, 45, 46, 47, with a condominium (1001-1111) present on former Lots 49-51. A covered driveway associated with the building on Lot 3 is present between Lots 1 and 5; this was formerly Lot 4½. The APE also includes approximately 10' of open space between Lot 44 and Lot 10 (formerly part of Lot 43½), which is now a ramp leading away from Queensboro Bridge. The northern half of the APE within Block 1436 should be considered sensitive for features such as wells, privies, and cisterns associated with the four houses constructed prior to 1851 in this area. These houses existed on former Lots 43½, 44, 47, and 51; although these lots exist today, the actual boundary lines of these lots have fluctuated. Furthermore, these houses were not necessarily constructed with their front entrances facing the street, so that well and privy features may not necessarily be present in the rear of these lots.

Subsequent construction would have had some effect on former Lots 43½, 44, 47, and 51. Lots 43½ and 44 each had a five-story brick apartment building without a basement constructed on them by 1885 (Robinson), and each had a large rear yard, while Lot 46 (potentially affected by the original building on Lot 47, as described above) contained a similar building but had a slightly smaller rear yard. The apartment building on Lot 44 remains today (Photograph 7.13-15), although it had a one-story addition added in the rear sometime between 1955 and 1967 (Bromley); however, there is still some open space in the rear. The building on former Lot 43½ was removed when a street was constructed through the block as an exit ramp from the Queensboro Bridge; most of this lot (now Lot 10) remains empty as a right-of-way and sidewalk. The original house on Lot 47 was removed by 1879 (Bromley), as were the two houses on Lot 51. A large six-story apartment building with a basement was constructed on Lots 47-48 (now Lot 47) between 1902 and 1907 (Bromley; Sanborn); the open rear space was originally also part of Lot 51, and at various times also known as Lot 51½ and 54. This building is still extant. Prior to the construction of this apartment building, there was a small building on the front of Lot 47 in the 1880-90's (Robinson; Bromley); Lot 48 was empty. On Lot 51, there was a four-story building constructed on the property by 1876, according to tax records, part of a row of similar buildings fronting onto Second Avenue. There was a large open rear yard, and this building remained standing until sometime between 1984-85 and 1990-91, when the structures on Lots 49-51 were replaced by a 31-story brick condominium building. The building has a basement, and extends 89.6' into the former boundaries of Lot 51 (originally 150' long).

For these four structures, there is a high probability of finding possibly truncated mid-19<sup>th</sup> century shaft features such as wells, privies and cisterns. However, none of these four buildings appear to have been built exactly in alignment with the lot borders. That is, utility areas of the property where one might expect to find privies, cisterns, and wells,

will not necessarily be at the rear of the modern lot. For this reason, the entire lots should be considered sensitive for these properties. Subsequent development on those properties where basements are not present should have resulted in minimal destruction. Where basements were present, at least 10' of subsurface disturbance would have resulted. The condominium (former Lots 49-51) and the building on Lot 47 (former Lots 47-48) have basements. The latter building has open space on the side and rear; the rear yard space was originally the rear of Lot 51 when the early to mid-19<sup>th</sup> century houses were located on it.

There is 11-14' of fill at the western end (WPA II:26:81, 82, 1935) of the APE. Depths of fill at the eastern end of the APE range from 4-8' below grade (Dept. of Public Works 103:13A, 14A, 1946), with 22' of "earth" recorded on Second Avenue halfway between East 62<sup>nd</sup> and East 61<sup>st</sup> Streets (WPA II:26:80, 1935). Bedrock ranges from 18-37' below surface through this section of the APE, and water levels range from 6.5-8' below surface at the eastern end, with no water levels available for the western end (Dept. of Public Works 103:13A, 14A, 1946).

In conclusion, Block 1436 is sensitive for early to mid-19<sup>th</sup> century residential resources such as wells, cisterns, and privies in the following locations (Appendix 7.13.7.1; Figure 7.13-14b):

Current Lot 44 from just below the foundation (no basement) to at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down.

Former Lot 43½, now part of Lot 10 as a right-of-way immediately adjacent to Lot 44, from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table.

Current Lot 46, in association with the 19<sup>th</sup> century building located on Lot 47 due to shifting lot lines, from just under the building foundation to a depth of at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down.

The rear yard of current Lot 47 from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table. This includes the rear portion of Lot 51 as it was designated in the mid-19<sup>th</sup> century. Underneath the building footprint, there remains the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

Former Lot 51, now part of an unknown lot number in the northwest corner of the block containing condominium No. 1001-1111, from 10' below grade to as deep as the water table, the depth of which in this location is not known. There is the possibility of surviving truncated shaft features which could extend below the

minimal foundation depth of 10', although probably not greater than 20' below grade.

### **Roadbeds**

No historical structures are shown mapped within the modern roadbeds in the APE. One structure is shown on the Commissioners' Map within East 64<sup>th</sup> Street between Second and Third Avenues, but it is depicted parallel to the west side of the Old Post Road, and thus would be outside the APE but immediately adjacent to it (Figure 7.13-4). There is a chance that this building footprint could be partially within the sidewalk on the north side of Block 1418, and that subsurface shaft resources could be within Block 1418 on Lot 13. A fuller discussion of this building is discussed above under Block 1418. This building could potentially be related to the farm described above seen on the British Headquarters Map in 1782, and also discussed under Block 1418. This 18<sup>th</sup> century farm property might also have outbuildings and shaft structures that extend into the East 63<sup>rd</sup> Street roadbed and sidewalks west of the former Old Post Road, between Second and Third Avenues. Utility construction would be expected to have had some effect on these resources. A soil boring near the western end of the street indicates that there is 10' of clay, sand, and gravel over 4.0' of fine sand and silt, which is over 3.2' of fine sand (WPA II:27:115, 1935). There does not appear to be any fill, which may be due to road grading. Two soil borings near the eastern end of the street indicate 5.5' and 8' of fill (WPA II:26:84, 86, 1935). No soil borings are available from East 63<sup>rd</sup> Street between Second and Third Avenues. The analysis of the roadbeds also includes the sidewalks for Block 1438 along East 63<sup>rd</sup> Street between First and Second Avenues and for Block 1435 along East 61<sup>st</sup> Street between First and Second Avenues. In conclusion, the East 63<sup>rd</sup> Street roadbed and sidewalks between Second and Third Avenues, specifically that portion west of the former Old Post Road, is sensitive for resources relating to an 18<sup>th</sup> century farmhouse from just below the surface to a depth of approximately eight feet (Appendix 7.13.7.1; Figures 7.13-14a, 7.13-14b).

### **7.13.3 Summary of Archaeological Potential**

Although most of the proposed construction for this section of the APE would be completed with a TBM through bedrock, which is anticipated to be below the depth of potential resources, there may be excavations in specific areas extending from the surface down to the tunnel, but the precise locations of these effect areas are unknown. Should they fall within the following approximate areas they have the potential to affect précontact resources (Appendix 7.13.7.1; Figures 7.13-14a, 7.13-14b):

- Block 1419: the northern half of Lot 15 from a depth of five to 17' below grade and from 10-17' below grade; Lot 20 from a depth of 10' to 17' below grade.
- Block 1418: Lots 6 (southern half) and 11 from a depth of 10' to 18' below grade; Lot 31 from 5.5' to 18' below grade.

- Block 1437:

The northwest quarter and the very rear of modern Lot 7; the northern half of Lot 10; the very rear of Lot 12; the northern half of Lot 15; the rear of Lot 17; the northern half of Lot 18; the very rear of Lots 27, 29, and 32; all of Lot 41; and the easternmost portion and very rear of Lot 45, from a depth of four feet to 25' below grade.

The southwest quarter of Lot 7; the southern half of Lot 10; the southern half of Lot 15 the southern half of Lot 18; and all but the rear of Lot 27, from a beginning depth of approximately 5-8' to as deep as 25' below grade.

All of Lot 1; the eastern half of Lot 7 with the exception of the very rear; Lot 12, with the exception of the very rear; Lot 17 with the exception of the very rear; Lot 29 with the exception of the very rear; Lot 30; and Lot 45 with the exception of the easternmost portion and the very rear, from a depth of approximately 10' to a depth of 25' below surface.

- Block 1436:

Lot 1, with the exception of the very rear; Lot 3; Lot 5; Lot 47, with the exception of the rear, and the condominium (1001-1111) on former Lots 49-51, from a depth of approximately 10' to as deep as 19' below surface.

The rear of Lot 1; former Lot 4½, now a driveway at 303 East 61<sup>st</sup> Street; the area immediately east of Lot 44, formerly part of Lot 43½; Lots 44-46; and the rear of Lot 47, from a depth of about 4' below grade to as deep as 19' below grade.

- East 64<sup>th</sup> Street roadbed between Second and Third Avenues from a depth of five feet to 10' below grade.
- East 63<sup>rd</sup> Street: between Second and Third Avenues from just below surface to 13' below grade; between First and Second Avenues from four to nine feet below grade.
- East 62<sup>nd</sup> Street between First and Second Avenues from four to nine feet at the eastern end to approximately 14-24' below grade at the western end.
- East 61<sup>st</sup> Street between First and Second Avenues from five feet to 10' below grade.

Similarly, if excavations extend from the surface down in the following areas, they may have the potential to affect historical resources (Appendix 7.13.7.1; Figures 7.13-14a, 7.13-14b):

- Block 1418: for 18<sup>th</sup> century resources deriving from a farm property, including unmapped associated farm outbuildings and shaft features, Lots 6 and 11 are sensitive from a minimum depth of 10' below surface, Lot 31 from a minimum depth of five feet below surface, and an open courtyard within Lot 6 and the rear yard of Lot 31 are sensitive from the surface down to a depth at least equal to the water table, the depth of which is unknown.
- Block 1437: for potential mid-19<sup>th</sup> century residential resources such as privies, cisterns, and wells, and industrial resources relating to a rope walk, the northwest quarter of modern Lot 7, the northern half of Lot 15, the northern half of Lot 18, the very rear of the northeast corner of Lot 7, the rear of Lot 12, and the rear of Lot 17 are sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

The northeast quarter of Lot 7, the northern half of Lot 12, and the northern half of Lot 17 (except for the very rear) are sensitive from approximately 10' below surface to the depth of potential surviving truncated shaft features to a depth not greater than 20' below grade.

Lot 10 (southern half) is sensitive from a depth of 5-8' underneath the early 20<sup>th</sup> century building footprint (former Lots 10, 11, and 11½) to the depth of potential surviving truncated shaft features to a depth not greater than 20' below grade. In the rear of the former building on current Lot 10, the yard would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

- Block 1436: for resources relating to four early to mid-19<sup>th</sup> century residential structures:

Current Lot 44 from just below the foundation to at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down to at least eight feet below grade.

Former Lot 43½, now part of Lot 10 as a right-of-way immediately adjacent to Lot 44, from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table.

Current Lot 46, in association with the 19<sup>th</sup> century building located on Lot 47 due to shifting lot lines, from just under the building foundation to a depth of at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down to at least eight feet below grade.

The rear yard of current Lot 47 from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table. This includes the rear portion of Lot 51 as it was designated in the mid-19<sup>th</sup> century. Underneath the current building footprint, there remains the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

Former Lot 51, now part of an unknown lot number in the northwest corner of the block containing condominium No. 1001-1111, from 10' below grade to as deep as the water table, the depth of which in this location is not known. There is the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

- East 63<sup>rd</sup> Street roadbed and sidewalks between Second and Third Avenues immediately west of the former Old Post Road, from just below surface to eight feet below grade, is sensitive for resources relating to an 18<sup>th</sup> century farmhouse.

#### 7.13.4 Proposed Project Effects

Proposed construction plans call for the creation of a new tunnel connecting the proposed Second Avenue Subway to the existing 63<sup>rd</sup> Street tunnel.

Potential precontact resources may exist in the following areas:

- Block 1419: the northern half of Lot 15 from a depth of five to 17' below grade and from 10-17' below grade; Lot 20 from a depth of 10' to 17' below grade.
- Block 1418: Lots 6 (southern half) and 11 from a depth of 10' to 18' below grade; Lot 31 from 5.5' to 18' below grade.
- Block 1437:

The northwest quarter and the very rear of modern Lot 7; the northern half of Lot 10; the very rear of Lot 12; the northern half of Lot 15; the rear of Lot 17; the northern half of Lot 18; the very rear of Lots 27, 29, and 32; all of Lot 41; and the easternmost portion and very rear of Lot 45, from a depth of four feet to 25' below grade.

The southwest quarter of Lot 7; the southern half of Lot 10; the southern half of Lot 15 the southern half of Lot 18; and all but the rear of Lot 27, from a beginning depth of approximately 5-8' to as deep as 25' below grade.

All of Lot 1; the eastern half of Lot 7 with the exception of the very rear; Lot 12, with the exception of the very rear; Lot 17 with the exception of the very rear; Lot 29 with the exception of the very rear; Lot 30; and Lot 45 with the exception of the easternmost portion and the very rear, from a depth of approximately 10' to a depth of 25' below surface.

- Block 1436:

Lot 1, with the exception of the very rear; Lot 3; Lot 5; Lot 47, with the exception of the rear, and the condominium (1001-1111) on former Lots 49-51, from a depth of approximately 10' to as deep as 19' below surface.

The rear of Lot 1; former Lot 4½, now a driveway at 303 East 61<sup>st</sup> Street; the area immediately east of Lot 44, formerly part of Lot 43½; Lots 44-46; and the rear of Lot 47, from a depth of about 4' below grade to as deep as 19' below grade.

- East 64<sup>th</sup> Street roadbed between Second and Third Avenues from a depth of five feet to 10' below grade.
- East 63<sup>rd</sup> Street roadbed: between Second and Third Avenues from just below surface to 13' below grade; between First and Second Avenues from four to nine feet below grade.
- East 62<sup>nd</sup> Street between First and Second Avenues from four to nine feet at the eastern end to approximately 14-24' below grade at the western end.
- East 61<sup>st</sup> Street between First and Second Avenues from five feet to 10' below grade.

Potential historical resources may exist in the following areas:

- Block 1418: for 18<sup>th</sup> century resources deriving from a farm property, including unmapped associated farm outbuildings and shaft features, Lots 6 and 11 are sensitive from a minimum depth of 10' below surface, Lot 31 from a minimum depth of five feet below surface, and an open courtyard within Lot 6 and the rear yard of Lot 31 are sensitive from the surface down to a depth at least equal to the water table, the depth of which is unknown.
- Block 1437: for potential mid-19<sup>th</sup> century residential resources such as privies, cisterns, and wells, and industrial resources relating to a rope walk, the northwest quarter of modern Lot 7, the northern half of Lot 15, the northern half of Lot 18, the very rear of the northeast corner of Lot 7,

the rear of Lot 12, and the rear of Lot 17 are sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

The northeast quarter of Lot 7, the northern half of Lot 12, and the northern half of Lot 17 (except for the very rear) are sensitive from approximately 10' below surface to the depth of potential surviving truncated shaft features to a depth not greater than 20' below grade.

Lot 10 (southern half) is sensitive from a depth of 5-8' underneath the early 20<sup>th</sup> century building footprint (former Lots 10, 11, and 11½) to the depth of potential surviving truncated shaft features to a depth not greater than 20' below grade. In the rear of the former building on current Lot 10, the yard would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

- Block 1436: for resources relating to four early to mid-19<sup>th</sup> century residential structures:

Current Lot 44 from just below the foundation to at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down to at least eight feet below grade.

Former Lot 43½, now part of Lot 10 as a right-of-way immediately adjacent to Lot 44, from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table.

Current Lot 46, in association with the 19<sup>th</sup> century building located on Lot 47 due to shifting lot lines, from just under the building foundation to a depth of at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down to at least eight feet below grade.

The rear yard of current Lot 47 from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table. This includes the rear portion of Lot 51 as it was designated in the mid-19<sup>th</sup> century. Underneath the current building footprint, there remains the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

Former Lot 51, now part of an unknown lot number in the northwest corner of the block containing condominium No. 1001-1111, from 10' below grade to as deep as the water table, the depth of which in this location is not known. There is the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

- East 63<sup>rd</sup> Street roadbed and sidewalks between Second and Third Avenues immediately west of the former Old Post Road, from just below surface to eight feet below grade, is sensitive for resources relating to an 18<sup>th</sup> century farmhouse.

Construction of a deep tunnel through bedrock should have no effect on potential resources, since the tunnel should be deeper than any anticipated resources; and no resources are anticipated within the bedrock. It is not anticipated that subsurface work extending from surface down, such as to construct vent shafts, would occur within the developed blocks on private property. However, it is possible that vent shafts would be required in unknown locations within this APE in the streetbeds and/or sidewalks, which would have the potential to affect these resources.

The potential effects to possible archaeological resources described in this report result from construction activities that have been identified at this stage in the project's engineering. In addition to these effects, it is possible that refinements to project designs as engineering work continues will result in other locations with the potential to have effects to archaeological resources. If those areas are in the APE already evaluated, the effects may be evaluated using the research done to date. If they are in new areas outside the project's APE, additional research may be required to identify whether any resources may be present. Potential effects would then be assessed in these areas as well.

#### 7.13.5 Recommendations

There is a moderate expectation of encountering intact, significant precontact and historical remains within portions of the APE. Although the likelihood that precontact resources would have survived the 19<sup>th</sup> and 20<sup>th</sup> development of this part of the APE is considered moderate to minimal, there is a possibility that undisturbed pockets of the precontact and contact landscape may remain beneath fill that varies in depth throughout the APE. As fill level vary sharply within the APE, additional soil borings would be needed to determine exactly which areas of the APE have not been disturbed. Therefore, prior to any field investigations, additional soil boring tests will be performed in the streets in the APE as part of the design effort of the project. These may provide subsurface information to further assist in the archaeological interpretation of this APE, but cannot always substitute for field verification.<sup>1</sup> Following the review of borings, some or all of the APE may be found to be too disturbed to possess research potential. For these sites, no further action will be recommended. However, for other sites, soil borings will either provide a clear indication of sensitivity or may be inconclusive. For these sites, an assessment of potential project effects will be made based on the most current engineering plans. Those sites that will not be affected will not be recommended for further study, unless design plans change in the future and effects will occur. For those

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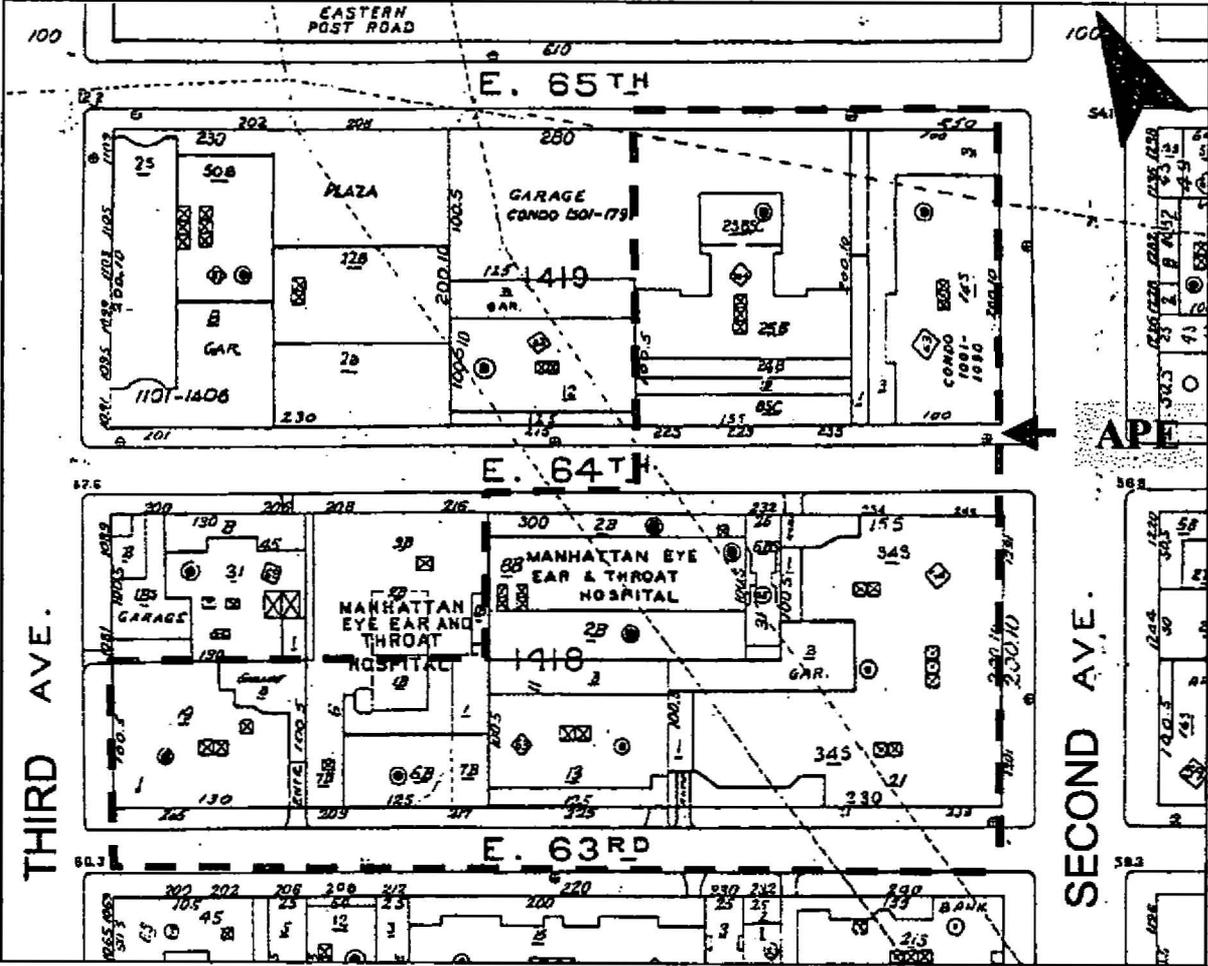
<sup>1</sup>Soil borings to be undertaken for construction design purposes will be taken in coordination with an archaeologist. Preferably, continuous tube samples down to 15' below the bottom depth of fill would further assess subsurface conditions in potentially sensitive areas.

sites that will be affected, additional research is recommended in order to document prior disturbance in the sensitive areas, refine historic occupation and use, and thereby better delineate areas of potential archaeological sensitivity. This intensive level of study would provide contextual information in which to prioritize archaeologically sensitive areas for testing based on their potential to yield significant information and address meaningful research issues according to National Register criteria. A protocol for any additional research will be prepared in consultation with SHPO. It is expected that the additional documentary research will aid in the formulation of a specific subsurface testing plan.

A subsurface testing plan will be warranted to test potentially sensitive areas that would be affected by the proposed project. Its goal would be to establish the presence or absence of cultural resources, the horizontal and vertical extent of these resources, site integrity, and, potential significance as defined by eligibility criteria for inclusion on the National Register of Historic Places. Field analysis could also take the form of additional exploratory excavations or monitoring at the time of construction. The method of field analysis selected for each site would depend on site access and testing feasibility.

If significant resources are found and avoidance of effects is possible, then that avoidance is considered a viable mitigation alternative. If the avoidance of adverse effects to potentially National Register eligible archaeological resources is not possible, then appropriate mitigation procedures would take the form of archaeological data recovery. It is possible, however, that given the wide range of areas identified as archaeologically sensitive in the Second Avenue Subway APEs, that some archaeological resources would not be excavated as part of the project's mitigation program, resulting in potentially adverse effects to archaeological resources. This could occur where archaeologically sensitive areas are not accessible as a result of their depth beneath deep fill and where construction would not entail any subsurface work that would allow access to such resources. Other sites may be inaccessible due to pedestrian, traffic, and safety constraints. In addition, some sites may not be selected for data recovery since they may hold a low potential to yield significant information and/or would provide a redundancy in information in contrast to other sites which may be sensitive for similar resources and would be mitigated

7.13.6      Figures and Photographs

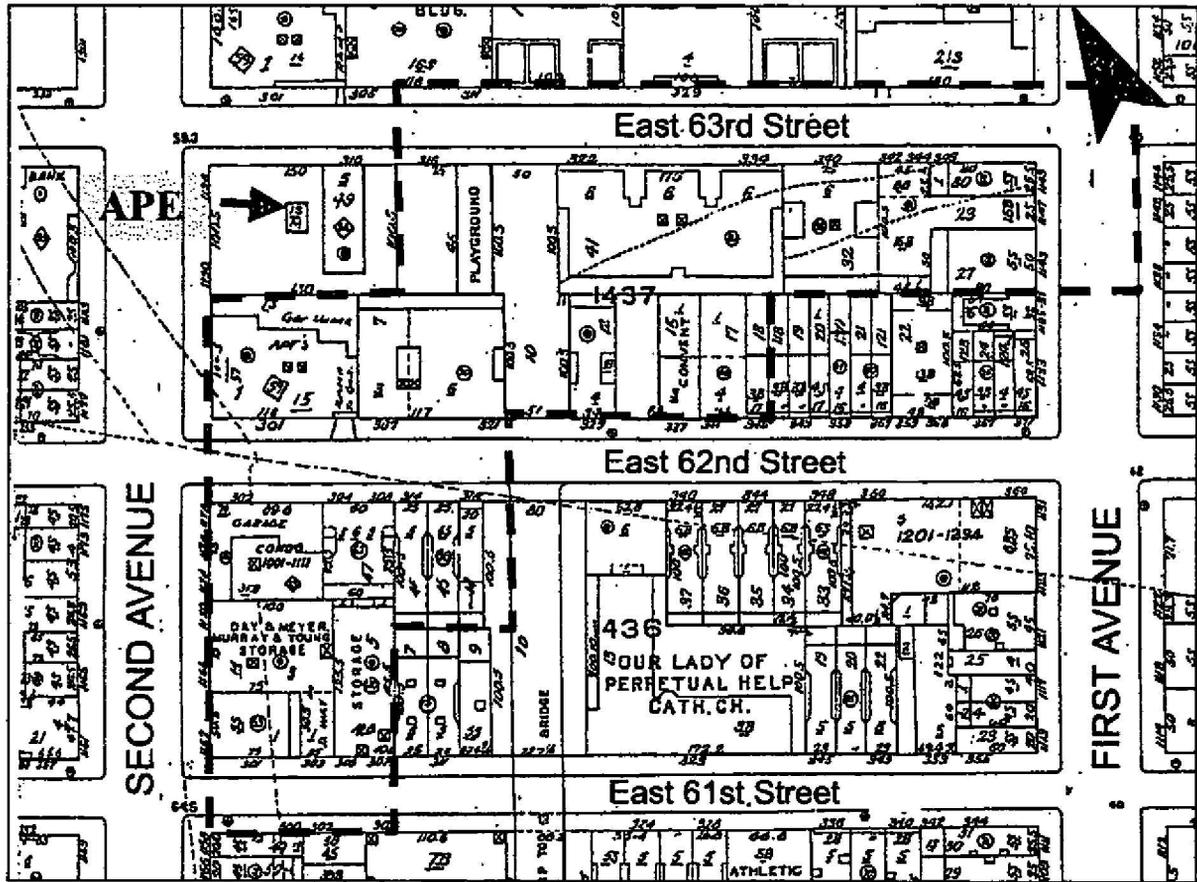


**FIGURE 7.13-1a**

*Insurance Maps.*  
Sanborn 2001.

Blocks 1418 and 1419, East 65<sup>th</sup> Street to East 63<sup>rd</sup> Street, Second to Third Avenues.

Approximate Scale: 3/4 inch = 100 feet

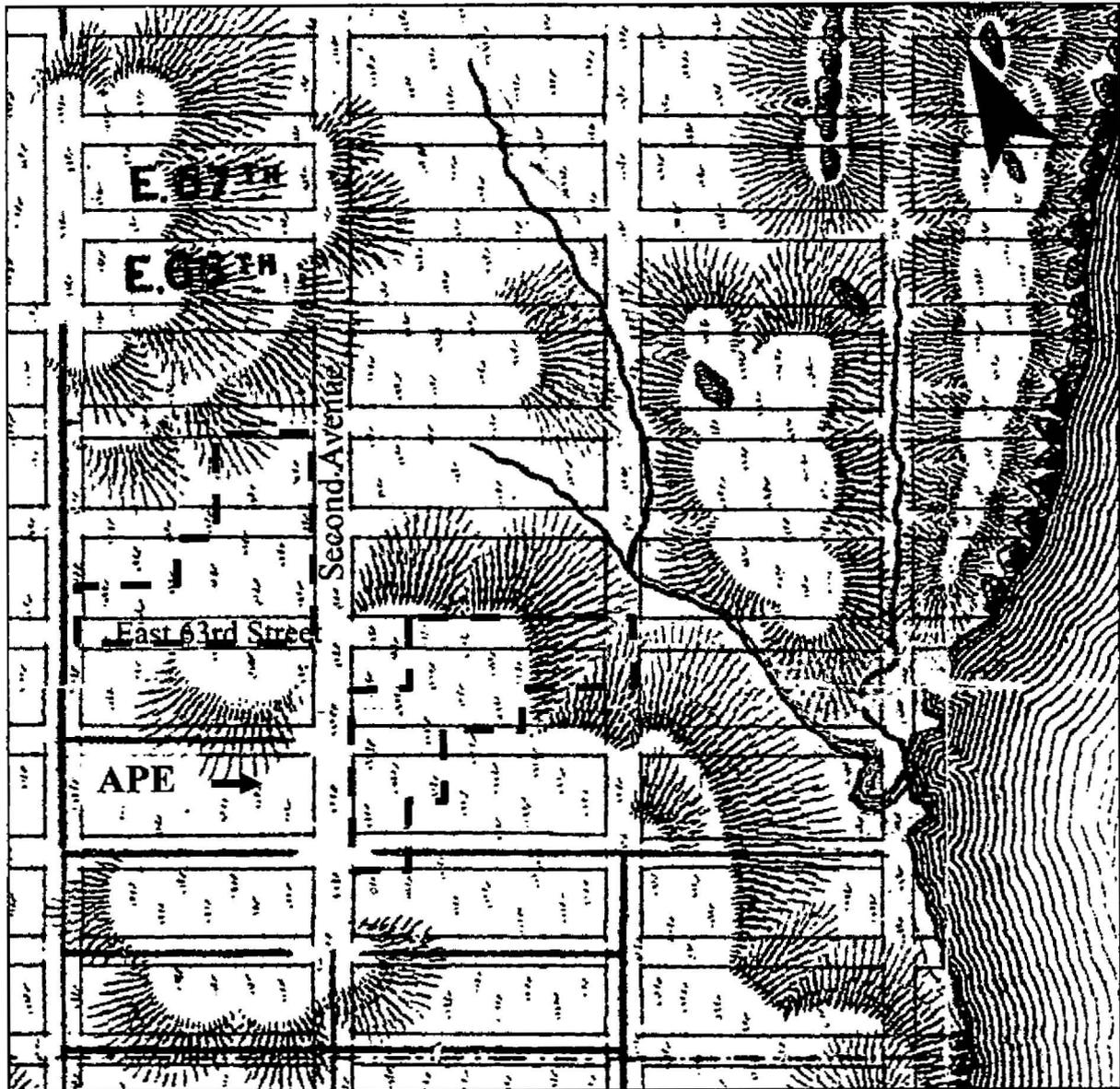


**FIGURE 7.13-1b**

*Insurance Maps.*  
Sanborn 2001.

Blocks 1436 and 1437, East 63<sup>rd</sup> Street to East 61<sup>st</sup> Street, First to Second Avenues.

Approximate Scale: 3/4 inch = 100 feet

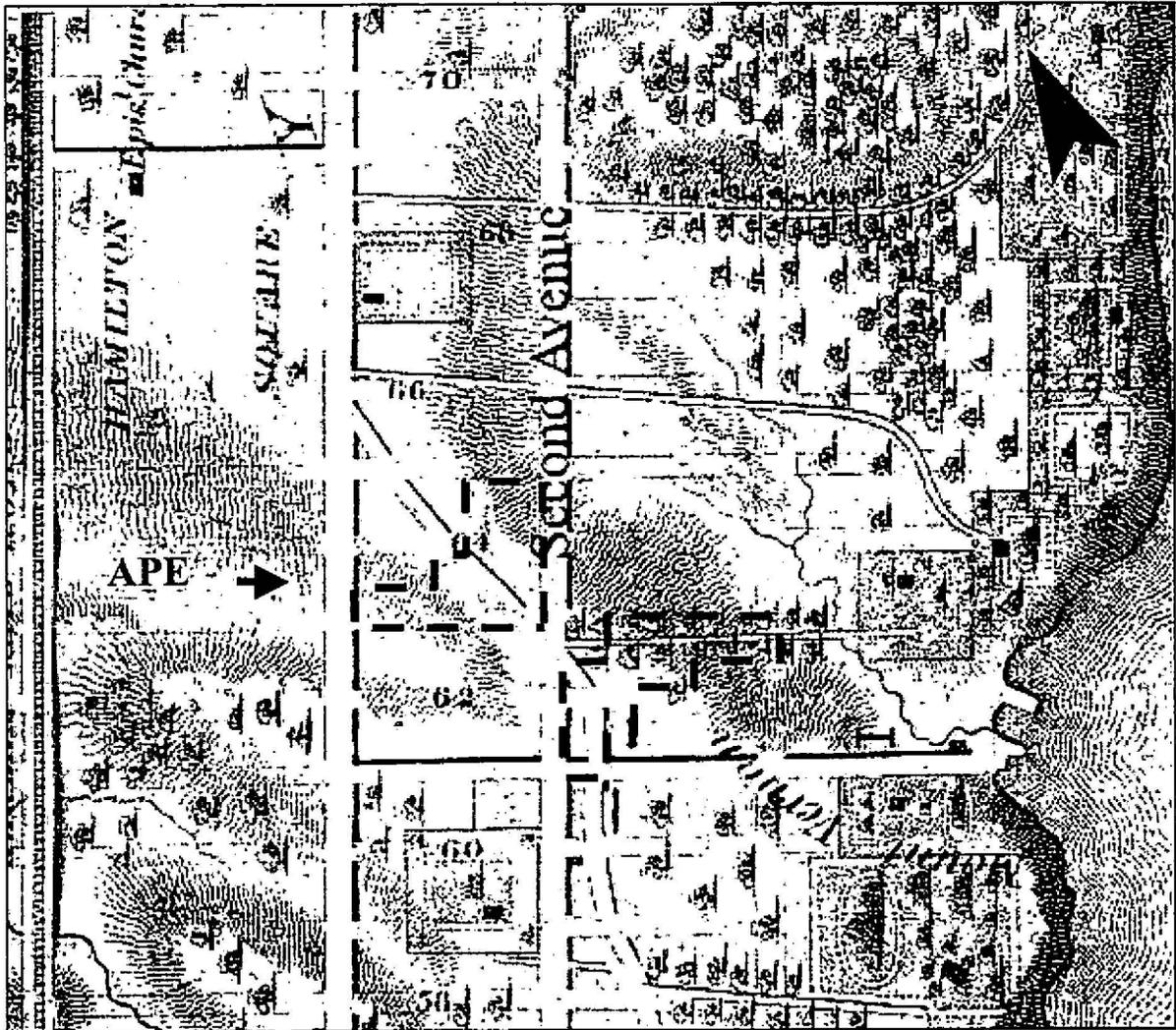


**FIGURE 7.13-2**

*Sanitary and Topographical Map of the City and Island of New York.*  
Viele 1865.

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: ¼ inch = 100 feet

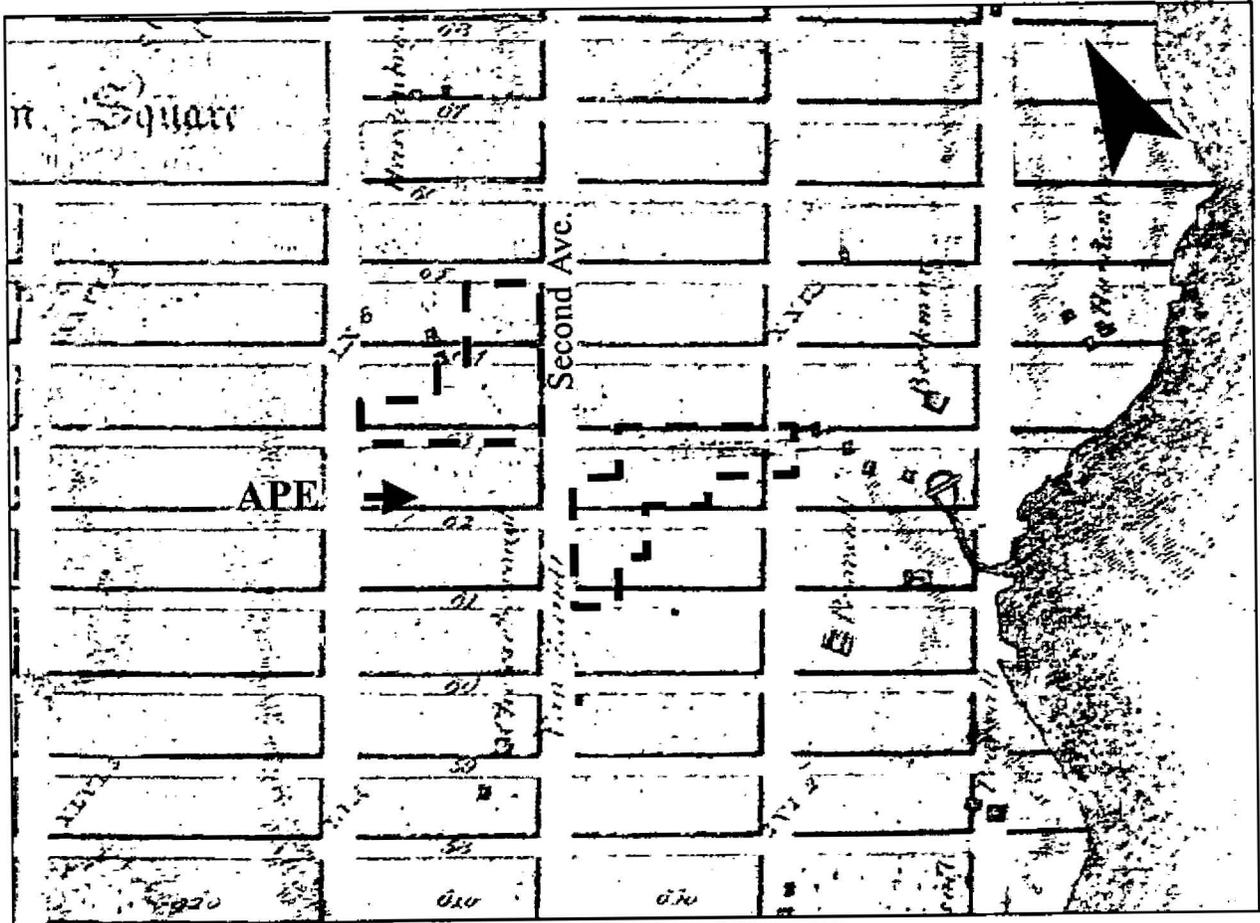


**FIGURE 7.13-3**

*Topographical Map of the City and County of New York.*  
Colton 1836.

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: 1/8 inch = 100 feet

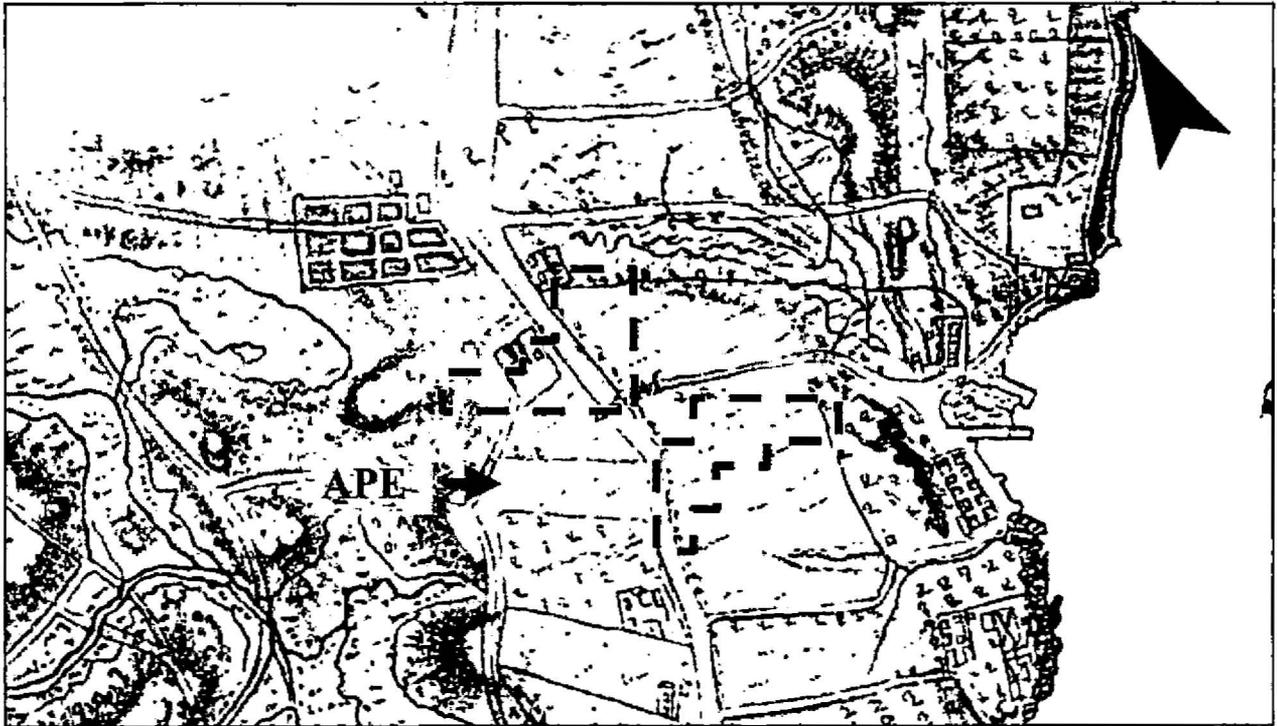


**FIGURE 7.13-4**

*Map of the City of New York and Island of Manhattan as laid out by the  
Commissioners.  
Bridges 1807-1811.*

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: 3/16 inch = 100 feet

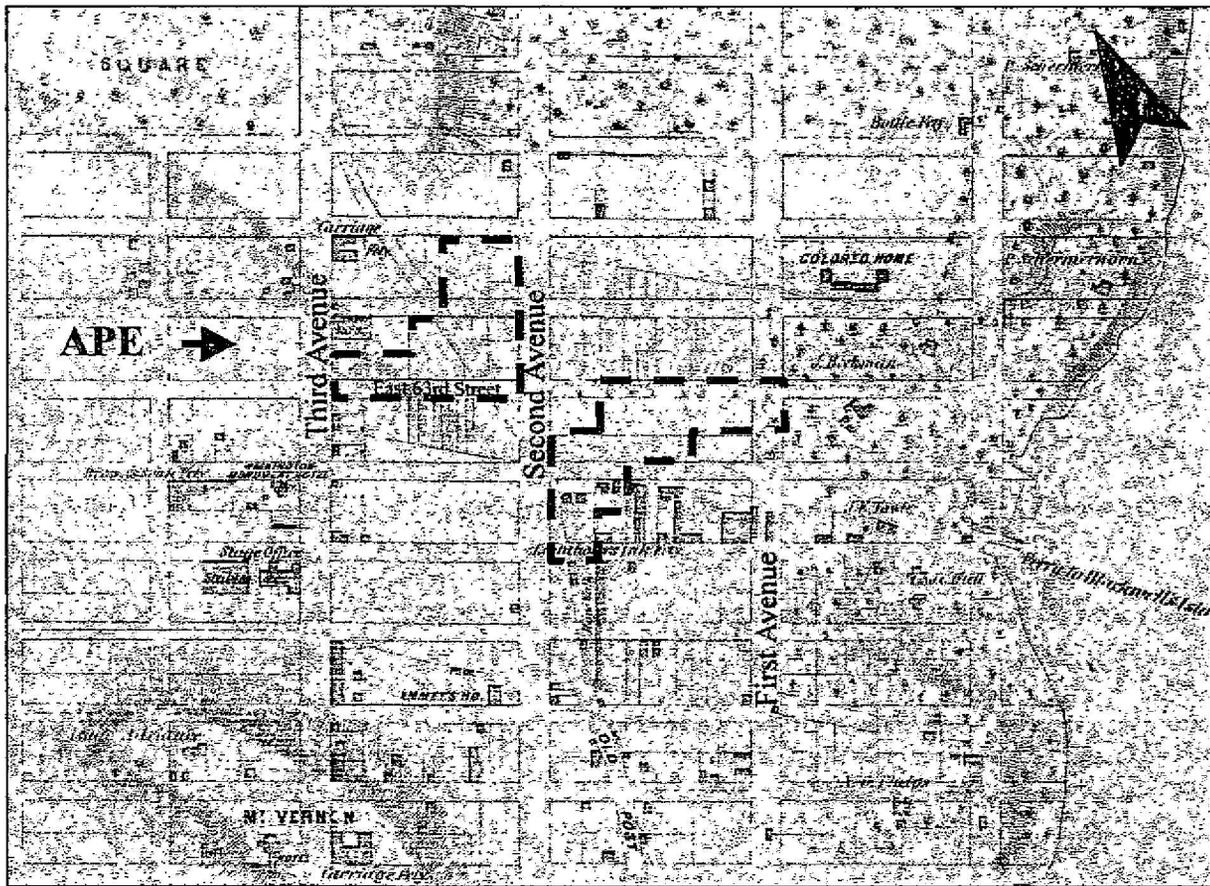


**FIGURE 7.13-5**

*British Headquarters Map.*  
1782.

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: 3/16 inch = 100 feet

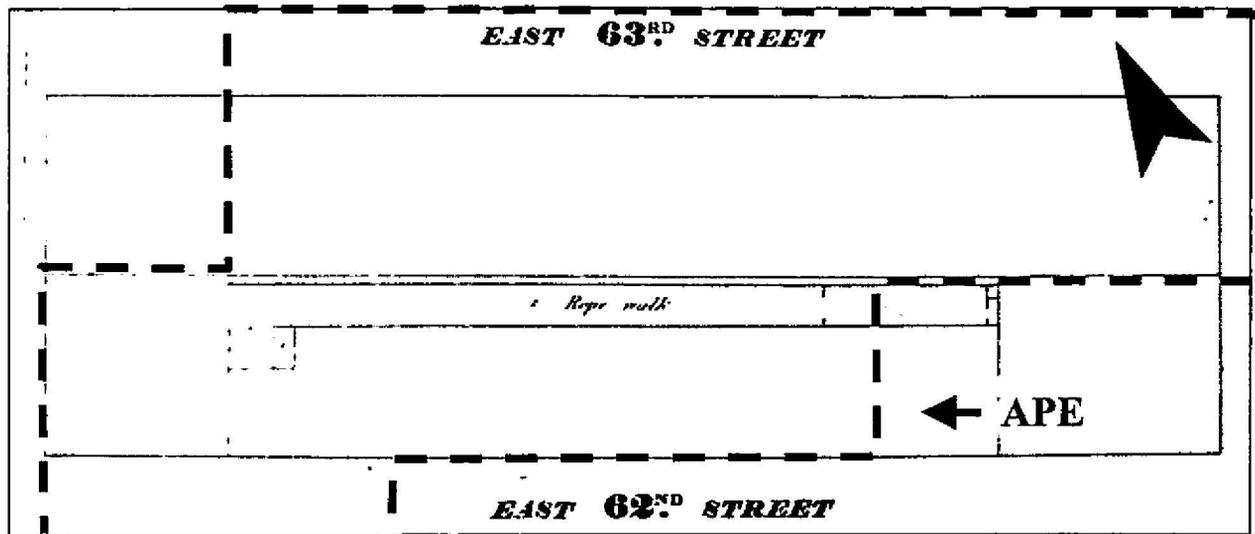


**FIGURE 7.13-6**

*Map of That Portion of the City and County of New York North of 50th St.  
Dripps 1851.*

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: 3/16 inch = 100 feet

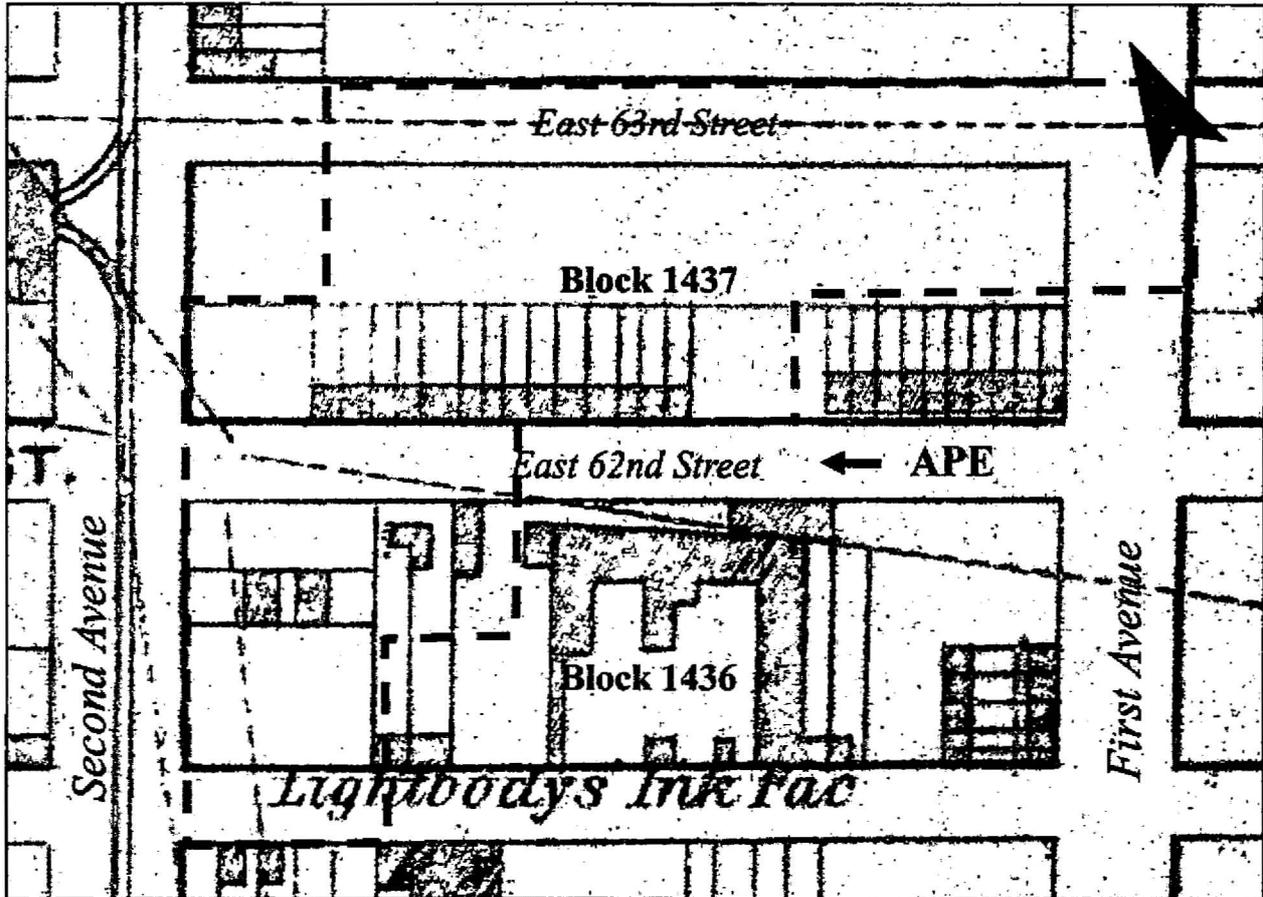


**FIGURE 7.13-7**

*Maps of the City of New York.*  
Perris 1859.

Block 1437, East 63<sup>rd</sup> to East 62<sup>nd</sup> Streets, First to Second Avenues.

Approximate Scale: One inch = 100 feet

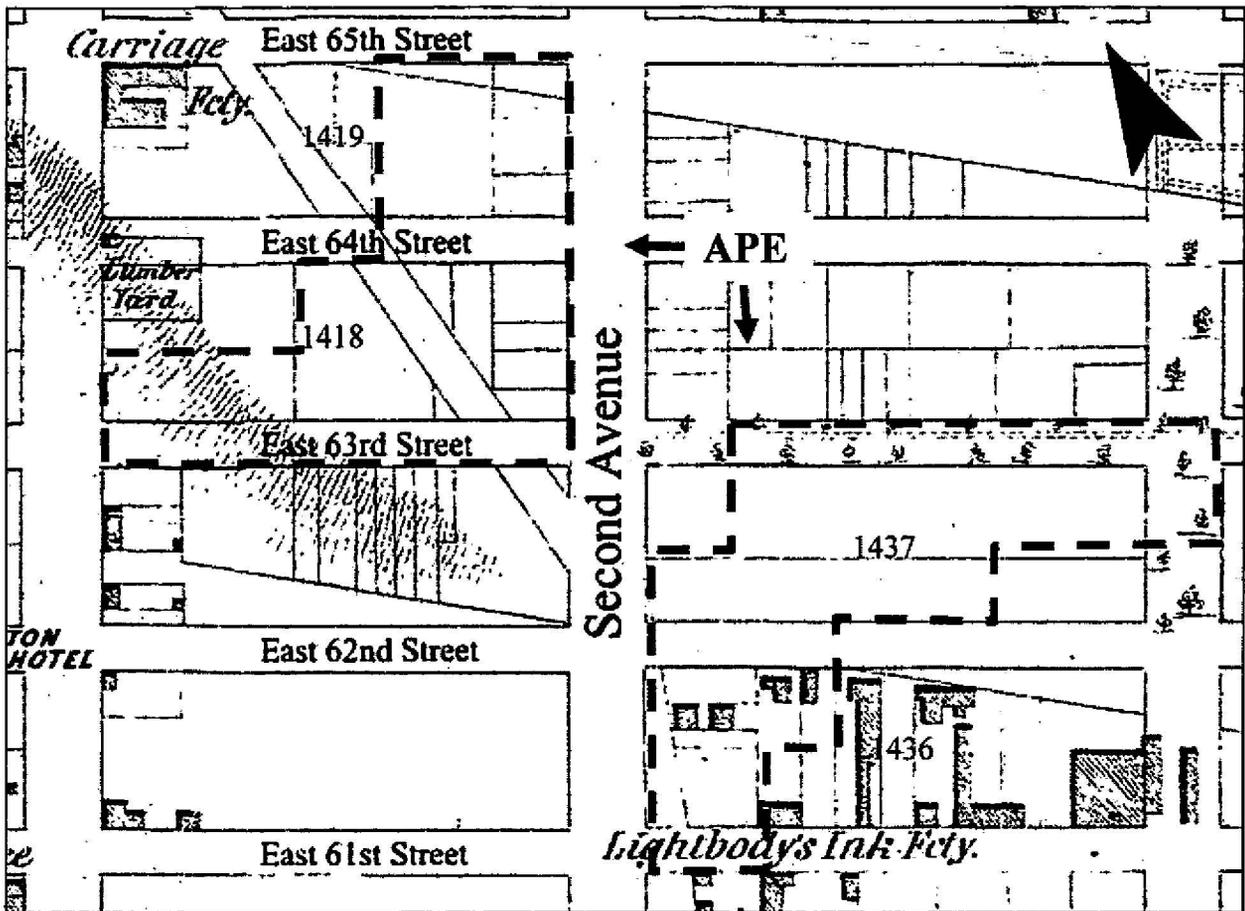


**FIGURE 7.13-8**

*New York City, County, and Vicinity.  
Dripps 1867.*

Blocks 1436 and 1437, East 63<sup>rd</sup> to East 61<sup>st</sup> Streets, First to Second Avenues.

Approximate Scale: 5/8 inch = 100 feet

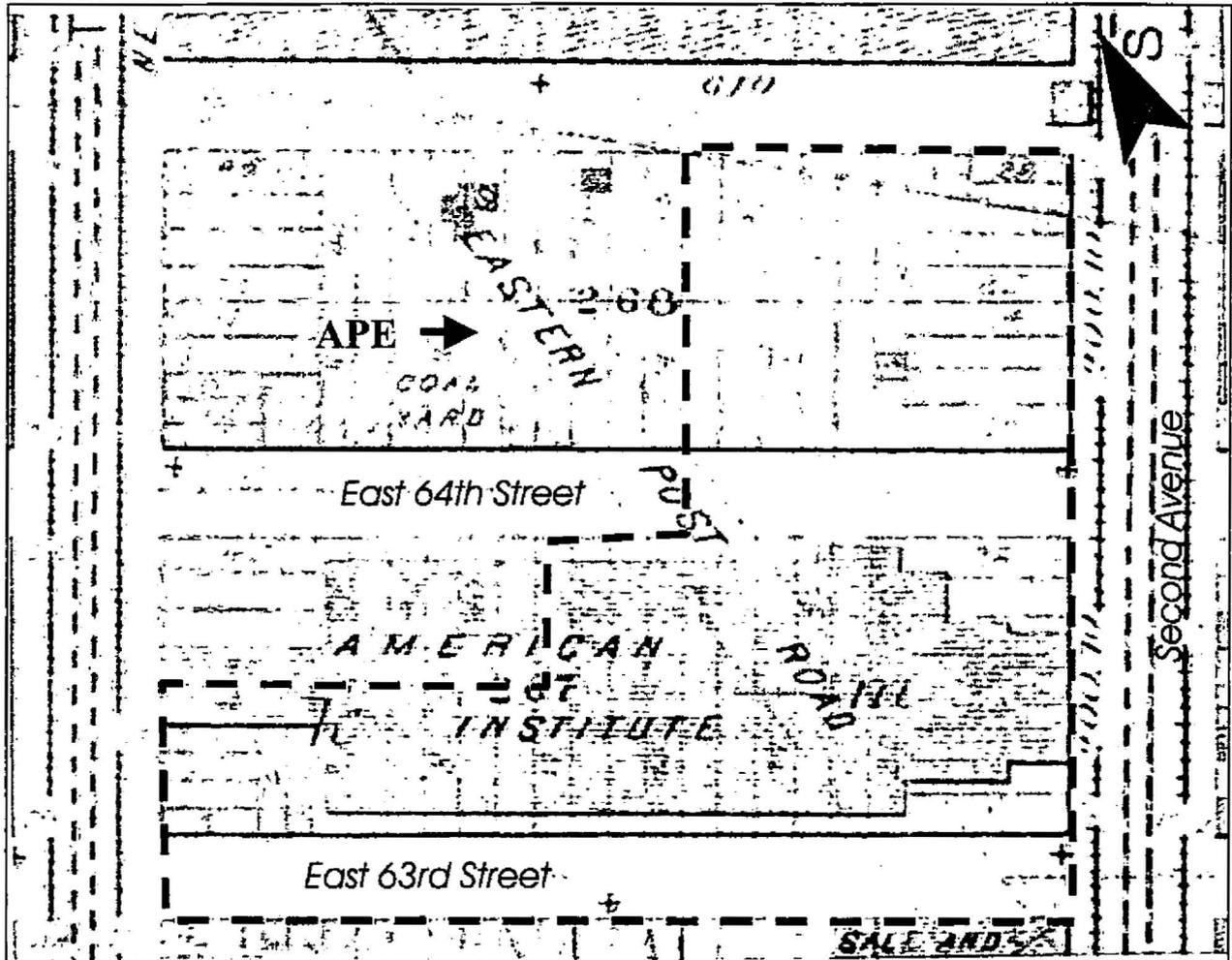


**FIGURE 7.13-9**

*Map of That Portion of the City and County of New York North of 50th St.  
Dripps 1851.*

Blocks 1418, 1419, 1436, and 1437, East 65<sup>th</sup> to East 61<sup>st</sup> Streets, First to Third  
Avenues.

Approximate Scale: 3/8 inch = 100 feet



**FIGURE 7.13-10**

*Atlas of the Entire City of New York.*  
Bromley 1879.

Blocks 1418 and 1419, East 65<sup>th</sup> to East 63rd Streets, Second to Third Avenues.

Approximate Scale: 3/4 inch = 100 feet

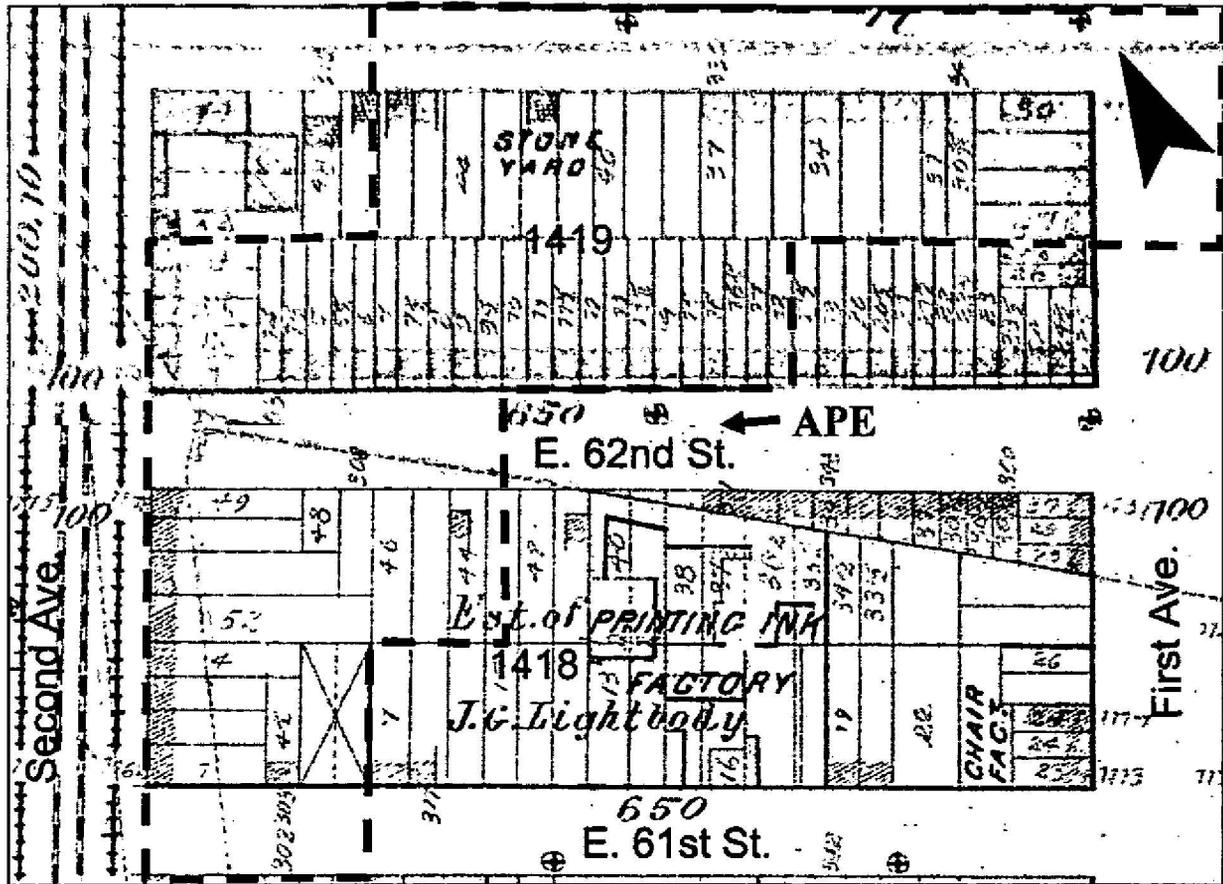
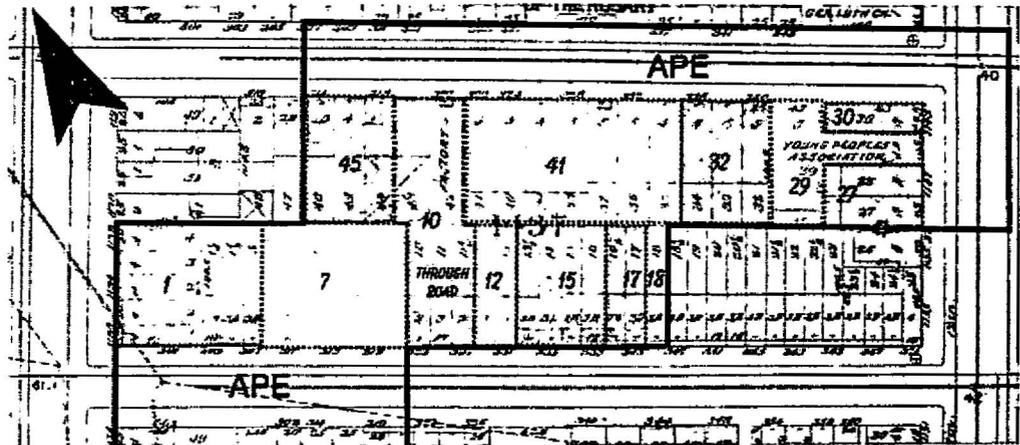


FIGURE 7.13-11

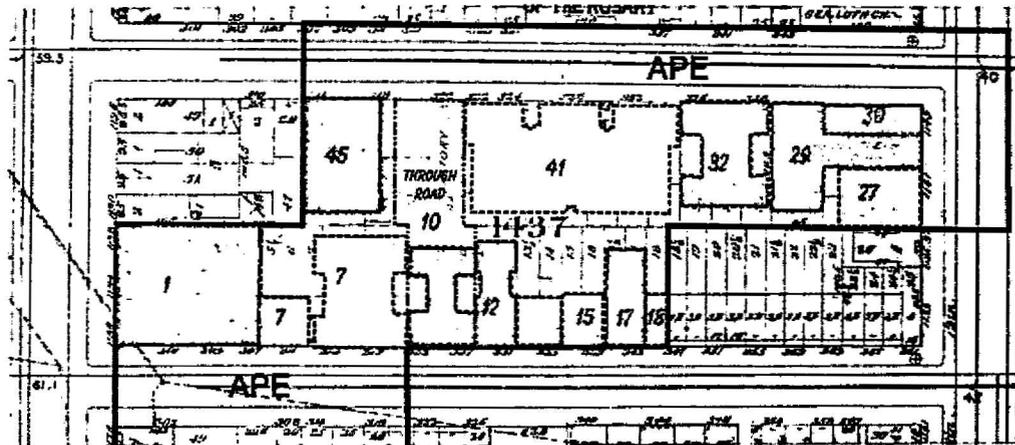
*Atlas of the Entire City of New York.*  
Bromley 1879.

Blocks 1436 and 1437, East 63<sup>rd</sup> to East 61<sup>st</sup> Streets, First to Second Avenues.

Approximate Scale: ¼ inch = 100 feet



MODERN LOT NUMBERS = 12  MODERN LOT BOUNDARY  
ORIGINAL MAP IS BROMLEY 1902



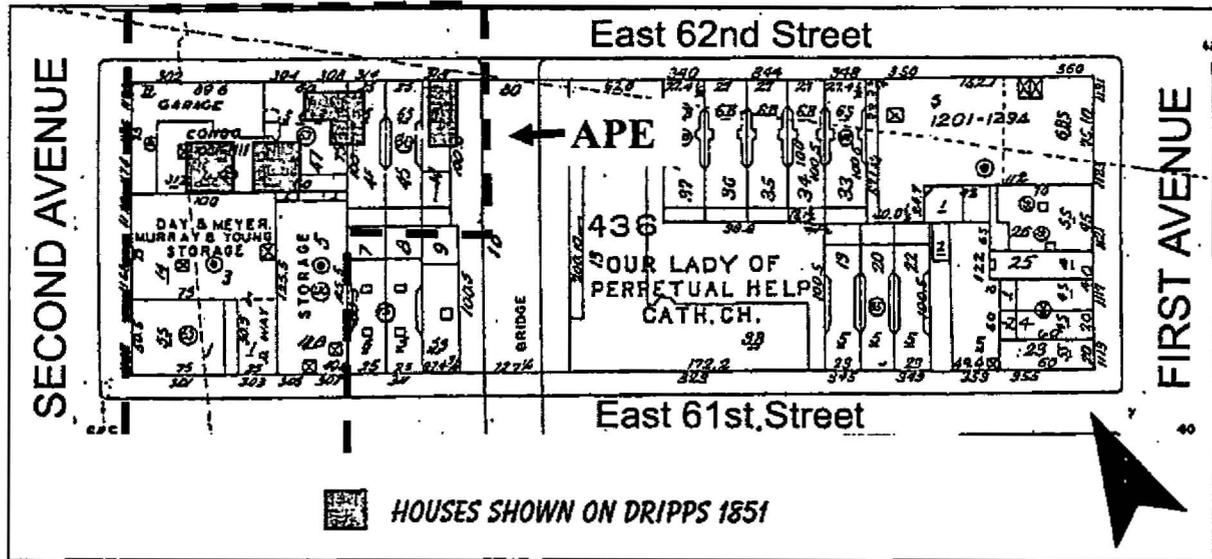
 FULL BASEMENT  
 PARTIAL BASEMENT  
 APPROXIMATE BUILDING FOOTPRINT  
(MAY DESIGNATE EITHER 19TH OR 20TH C.)

**FIGURE 7.13-12**

*Schematic of Block 1437: Current and former lot boundaries and building basements.*

Block 1437, East 63<sup>rd</sup> to East 62<sup>nd</sup> Streets, First to Second Avenues.

Approximate Scale: 3/4 inch = 100 feet



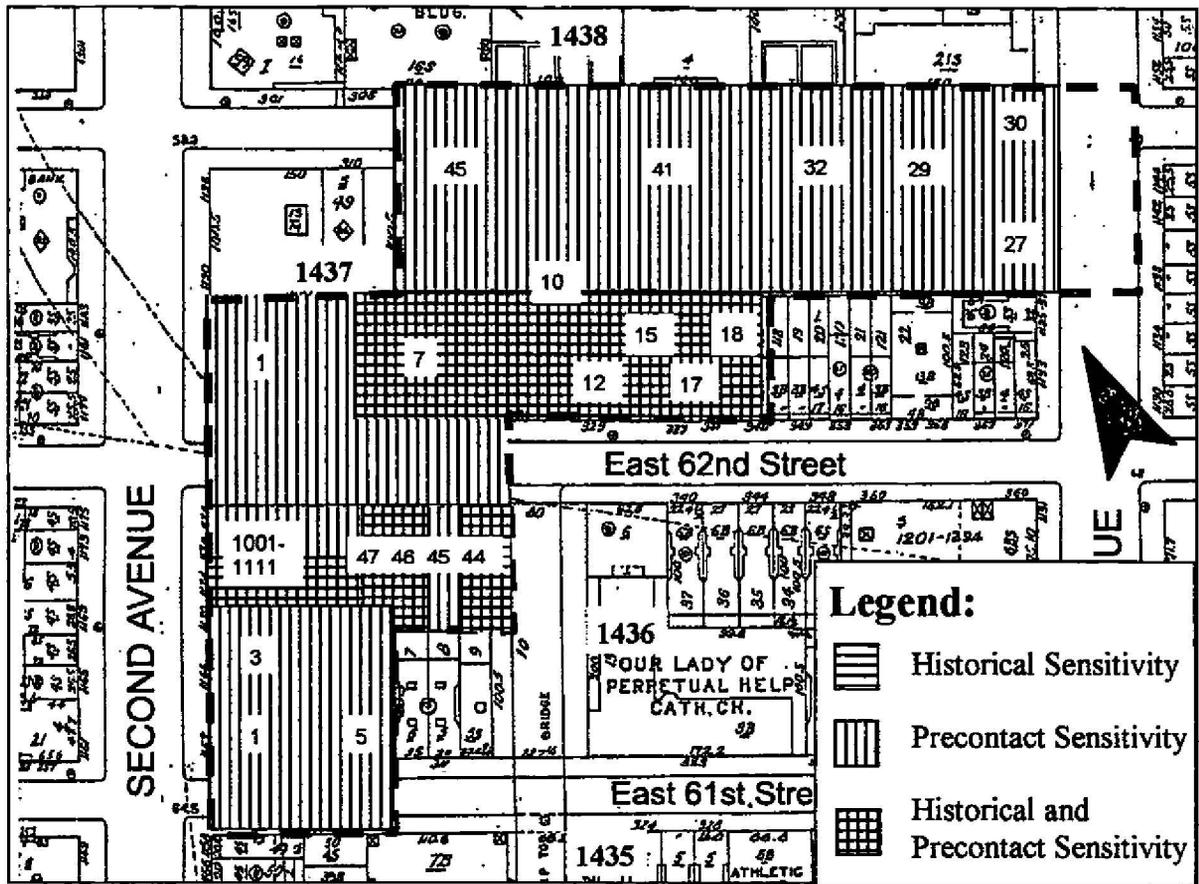
**FIGURE 7.13-13**

*Schematic of Block 1436 with approximate locations of houses shown on Dripps 1851.*

Block 1436, East 62<sup>nd</sup> to East 61<sup>st</sup> Streets, First to Second Avenues.

Approximate Scale: One inch = 100 feet





**FIGURE 7.13-14b**

*Area of Potential Archaeological Sensitivity.*  
Blocks 1436 and 1437, East 63<sup>rd</sup> to East 61<sup>st</sup> Streets, First to Second Avenues.  
Sanborn 2001.

Approximate Scale: 3/4 inch = 100 feet



Photograph 7.13-1: Facing northwest toward East 64<sup>th</sup> Street from the southeast corner of Second Avenue and East 64<sup>th</sup> Street (Block 1419).



Photograph 7.13-2: Facing north from the south side of East 64<sup>th</sup> Street between Second and Third Avenues (Block 1419).



Photograph 7.13-3: Facing southwest toward East 65<sup>th</sup> Street from the northeast corner of Second Avenue and East 65<sup>th</sup> Street (Block 1419).



Photograph 7.13-4: Facing south from the south side of East 65<sup>th</sup> Street between Second and Third Avenues (Block 1419).



Photograph 7.13-5: Facing south from the north side of East 65<sup>th</sup> Street between Second and Third Avenues (Block 1419).



Photograph 7.13-6: Facing northeast toward East 63<sup>rd</sup> Street from the southeast corner of East 63<sup>rd</sup> Street and Third Avenue (Block 1418).



Photograph 7.13-7: Facing northeast from the south side of East 63<sup>rd</sup> Street between Second and Third Avenues (Block 1418 ).



Photograph 7.13-8: Facing north toward Second Avenue from the southwest corner of East 63<sup>rd</sup> Street and Second Avenue (Block 1418).



Photograph 7.13-9: Facing south from the north side of East 64<sup>th</sup> Street between Second and Third Avenues (Block 1418 ).



Photograph 7.13-10: Facing southeast toward Block 1437 from the northwest corner of East 63<sup>rd</sup> Street and Second Avenue.



Photograph 7.13-11: Facing south toward the Queensboro ramp from the north side of East 63<sup>rd</sup> Street between First and Second Avenues (Block 1437 ).



Photograph 7.13-12: Facing southeast toward First Avenue from the northeast corner of East 63<sup>rd</sup> Street and First Avenue (Block 1437).



Photograph 7.13-13: Facing northwest from the south side of East 62<sup>nd</sup> Street between First and Second Avenues (Block 1437: Lot 18 is green building ).



Photograph 7.13-14: Facing northeast toward East 62<sup>nd</sup> Street from the south side of East 62<sup>nd</sup> Street between First and Second Avenues (Block 1437).



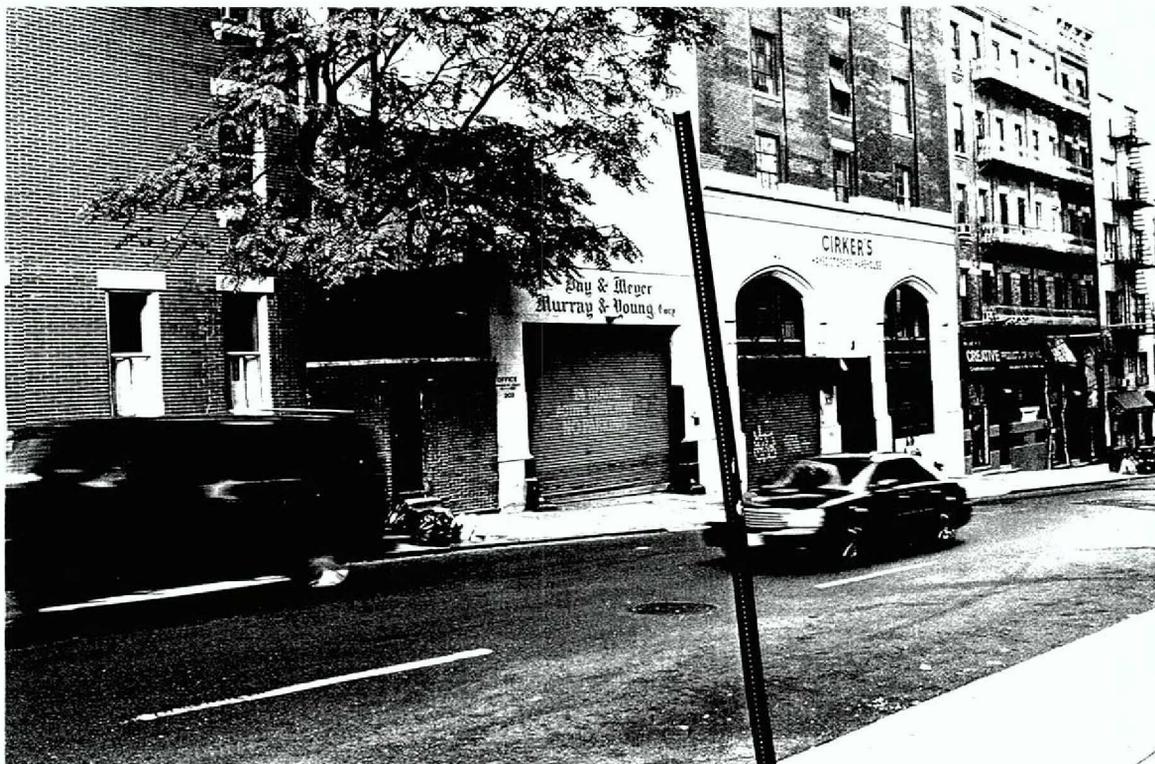
Photograph 7.13-15: Facing southwest from the north side of East 62<sup>nd</sup> Street at Queensboro ramp between First and Second Avenues (Block 1436).



Photograph 7.13-16: Facing east toward East 62<sup>nd</sup> Street from the southwest corner of East 62<sup>nd</sup> Street and Second Avenue (Blocks 1436 and 1437).



Photograph 7.13-17: Facing southeast toward Block 1436 from the west side of Second Avenue between East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.



Photograph 7.13-18: Facing northeast toward East 61<sup>st</sup> Street from the south side of East 61<sup>st</sup> Street between First and Second Avenues (Block 1436).

7.13.7 Appendices

7.13.7.1 *Documentary Assessment of APE*

*Cartographic History*

British Headquarters

1782:

The Old Post Road is shown running through the APE. A Five Mile Marker is present on the Old Post Road; this was apparently located on the site of future East 63<sup>rd</sup> Street west of Second Avenue. A road runs east through the APE from the Old Post Road to the East River, at approximately where East 63<sup>rd</sup> Street now lies. Most of the APE appears to be open land. A creek lies just to the northeast of the APE, running from the northwest to the southeast. A farm is present in or near the northwestern corner of the APE, just west of the Old Post Road, near or on what is now Block 1418 (Figure 7.13-5).

Commissioner's

1811:

The Old Post Road is shown running through the APE. Two structures appear to be very near the APE at East 64<sup>th</sup> Street between Second and Third Avenues. One appears to be in the roadbed, and may actually impinge upon the APE within Block 1418, while the other is in Block 1419, outside the APE. The road that runs eastward from the Old Post Road toward the East River runs very close to East 63<sup>rd</sup> Street between First and Second Avenues and is within the APE. Just east of First Avenue along this road are several structures; they do not appear to be labeled. The closest names are Beekman, corresponding to a large house between Avenue A and First Avenue and East 63<sup>rd</sup> and 64<sup>th</sup> Streets, and Pearsall, associated with a house just east of First Avenue between East 60<sup>th</sup> and 61<sup>st</sup> Streets. It is not clear if the structures close to the APE belong to either of these large properties. Another small structure is just outside the APE, just south of East 61<sup>st</sup> Street between First and Second Avenue (Figure 7.13-4).

Sackersdorf 1815:

The Old Post Road is shown running through the APE, but no structures are shown within the APE. Most of the APE falls within the property of "Heirs of A.K. Beekman." The southernmost portion of the APE belongs to Thomas Pearsall, and a small northern portion to the "Heirs of P.P. Van Zandt." The closest structures are at Second Avenue and East 60<sup>th</sup> Street, and between Avenue A and First Avenue and East 61<sup>st</sup> and 60<sup>th</sup> Streets; both are outside the APE.

Randel 1820:

The Old Post Road (Eastern Post Road) is shown running diagonally through the APE of Blocks 1418 and 1419 and on the western edge of Block 1437. No structures are shown within the APE. The closest structures are east of First Avenue in and along

East 63<sup>rd</sup> Street, and just south of East 61<sup>st</sup> Street at Second Avenue.

Colton 1836:

First Avenue is not yet open, nor do any of the cross-streets appear to be open, with the exception of East 61<sup>st</sup> Street. The Old Post Road is shown crossing Second Avenue at East 63<sup>rd</sup> Street, and there are also two lanes running east-west, both connecting with the Old Post Road. One of these, running near East 66<sup>th</sup> Street, is the same lane seen running east from the Old Post Road on the British Headquarters (1782) map. The other lane lies just south of East 63<sup>rd</sup> Street. Both of these lanes lead to estates near the East River, outside the APE. Ridges run parallel with the Old Post Road. A stream runs just outside the APE, to the northeast of Block 1437. There are two structures shown in the western half of Block 1436, just east of the Old Post Road; these are in or just bordering the APE. There are two structures just south of the East 61<sup>st</sup> Street roadbed, probably just bordering the APE. There is also a large estate outside the APE called Mount Vernon; it is just south of East 61<sup>st</sup> Street and east of First Avenue. Another estate is just to the west of Second Avenue and south of East 60<sup>th</sup> Street (Figure 7.13-3).

Dripps 1851:

The Old Post Road is still shown, but it is not clear whether the road is still open. The APE west of Second Avenue has no structures within it. In the APE east of Second Avenue, Block 1437, between East 63<sup>rd</sup> and 62<sup>nd</sup> Streets, is not developed. There is a lane within the future East 63<sup>rd</sup> Street roadbed, leading to the Beekman estate a half-block to the east of the APE. Block 1436, between East 62<sup>nd</sup> and 61<sup>st</sup> Streets, has four structures which fall within the APE. Two buildings in the northwest corner of the block and two just east of these are within the APE. Another structure straddles the eastern border of the APE, and the label "Lightbody's Ink Fcty." is below the block, probably referring to the large industrial buildings outside the APE (Figures 7.13-6, 7.13-9).

Perris 1859:

No structures are within the APEs in Blocks 1418 or 1419. In Block 1437 a rope walk is present in the middle of the block, within the APE (Figure 7.13-7). The rope walk consists of a very long rectangular frame structure running east-west. Most of the structure has two stories, while a small portion has one story. The rope walk extends from approximately Lot 5 eastward past the eastern edge of the APE in Block 1437. In Block 1436 there are four frame structures within the northwest corner of the block, all within the APE; three of these appear to match structures seen in 1851 (Dripps). One has two sections, both two stories; another has two sections of one and two stories; another has just one story; and one is coded as a special hazard building, and has two stories. There is another frame structure that is also probably within the

eastern end of the APE, as it matches a building seen in 1851 (Dripps); it is a two and three-story frame building. There is a complex of structures in the eastern half of the block, outside the APE, which are labeled “Printing Ink Factory,” but it is not clear whether the buildings within the APE are associated with this, or simply residential buildings. No information on the roadbeds is given.

Dripps 1863:

Viele 1865:

Train (trolley) lines are shown on Second and Third Avenues.

The APE is shown as open meadow. The two northwest blocks, 1418 and 1419, are shown as a series of knolls sloping upwards to the northwest. The two southeast blocks, 1436 and 1437, are on slight upland from the river. A creek runs southeast to the East River to the northeast of the APE, at First Avenue and East 64<sup>th</sup> Street. Pipes run on Third Avenue, on East 62<sup>nd</sup> Street west of Second Avenue, and on East 61<sup>st</sup> Street. The only pipes depicted within the APE are on East 61<sup>st</sup> Street between First and Second Avenues (Figure 7.13-2).

Dripps 1867:

No structures are shown on Blocks 1418 or 1419 within the APE. In Block 1437 the rope walk is no longer present, and a row of dwellings has been built along East 62<sup>nd</sup> Street (Figure 7.13-8). About a dozen of these houses fall within the APE. There are no structures in the northern half of the block. In Block 1436 the same structures shown on Dripps 1851 and Perris 1859 near the Lightbody’s Ink Factory are still present, with the exception of the special hazard coded two-story frame building, which is not seen. Trolley lines are present on Second and Third Avenues, with the Second Avenue tracks shown entering the “2<sup>nd</sup> Av. R.R. Depot,” which is just outside the APE in Block 1417 near the southwest corner of East 63<sup>rd</sup> Street and Second Avenue.

Bromley 1879:

Transportation lines (elevated railroad and trolley lines) are shown on Second and Third Avenues. None are shown on First Avenue. A station for the Second Avenue elevated train is shown on East 65<sup>th</sup> Street. The western side of the station would have bordered on the APE on the sidewalk bed on the southern portion of East 65<sup>th</sup> Street by Second Avenue, on Block 1419. Hydrants within the APE are present on the northwest corner of East 64<sup>th</sup> Street and Second Avenue, the northwest corner of East 63<sup>rd</sup> Street and Second Avenue, halfway between Second and Third Avenues on the south side of East 63<sup>rd</sup> Street, the northwest corner of East 63<sup>rd</sup> Street and First Avenue, and halfway between First and Second Avenues on the north side of East 63<sup>rd</sup> Street.

**Block 1419** This block is still lightly developed, but there are now five buildings within the APE. There is one structure on Lot 20, one on Lot 27, and three on Lot 28 (Figure 7.13-10).

**Block 1418** A large building has been constructed that covers much of the block; it is labeled “American Institute” and is a frame

structure. In the southwest corner of the block, there are much smaller buildings (possibly dwellings); these occupy Lots 1, 1 ¼, 1 ½, 2, 2½, and 3. These are all within the APE (Figure 7.13-10).

**Block 1437** The block is nearly completely developed. A row of similarly sized buildings (probably row-houses) is present on the southern half of the block; these are contiguous, on similar lot sizes, fronting onto East 62<sup>nd</sup> Street, and occupy Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 10, 11, 11½, 12, 13, 13½, 14, 15, 16, 16½, 17, 18, 18½, 19, 20, 20½, 21, 21½, 22, 22½, 23, 23½, 24, 24½, and 25. Only Lots 1¼ through 18 are within the APE. Another row of buildings fronts onto Second Avenue on Lots 1, 2, 2½, 3, and 4, also contiguous, all within the APE. On the northern half of the block, within the APE, there are buildings on the following lots: 27-30, 30½, 31-37, 42, and 45-46. Lots 38-41 and 43-44 are vacant. The structure on Lot 42 is labeled Stone Yard, and this yard may also occupy adjoining lots (Figure 7.13-11).

**Block 1436** This block is industrial in the eastern end, including the printing factory seen on Dripps 1867, although there appear to be residential buildings on the western end, within the APE. Lots 1-4 and 49-52 contain small buildings that front onto Second Avenue. Lot 4½ also contains a small frame building fronting onto East 61<sup>st</sup> Street. Lots 5-6 contain a stable covering all of the property. On Lots 43-48, only Lot 44 contains a structure, set back from East 62<sup>nd</sup> Street (Figure 7.13-11).

Robinson 1885:

In addition to the trolley and elevated railroad lines already present on Second and Third Avenues, there is also a trolley line shown on First Avenue.

**Block 1419** This block is more developed than in appeared on the Bromley 1879 atlas. Within the APE, Lots 16-19, 25, and 27 are undeveloped. Lot 15 contains a brick stable covering approximately three-quarters of the lot; Lot 20 is covered by a frame building and stable. On Lot 21 (comprising Lots 21-23) is a coal yard which is mostly open; there is a small brick building in the southeast corner of the lot. There is another brick building adjacent to the coal yard on Lot 24. Lot 26 contains a very small frame building its front. Lot 27 appears to be empty. Lot 27½ is a small lot, but a brick building appears to cover the entire property. The property boundary demarcating Lots 27 and 27½ is on a diagonal, following the old farm property lines. Lot 28 is also covered entirely by a brick structure. Lot 29 contains an irregularly shaped brick stable covering the entire lot. Lot 30, also comprising the former Lot 31, contains a frame structure and a frame stable, covering approximately two-thirds of the lot. Lots 32-33 each contain a frame structure covering slightly less than half the lot. Lot 34 contains a brick building covering most of the lot.

**Block 1418** The block is similar to how it appeared on the Bromley 1879 atlas. The American Institute, which is a frame building, covers much of the block. Approximately three-quarters of this building is within the APE. There are also eight other buildings within the APE. In the southwest corner of the block Lots 1, 1¼, 1½, 2, 2½, and 3 each contain a brick building which covers much of the lot. In the southeast corner of the building are a frame building and a brick building on what are probably Lots 21-22.

**Block 1437** Lots 2, 2½, 3, and 4 appear to contain the same or similar structures; all are medium sized brick buildings. On Lot 1 is a brick building which covers the entire property. Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, and 13 contain medium-sized brick buildings. Lots 13½, 14, 15, 16, 16½, 17, and 18 contain medium-sized brownstone buildings. All of these buildings cover approximately half of the lot, with the exception of the structure on Lot 14 which has an extension at its back. Lots 27-30 contain medium-sized brick buildings fronting onto First Avenue. Lots 30½-41 contain medium-sized brick buildings fronting onto East 63<sup>rd</sup> Street. Lot 42 contains a small frame building on the front of the lot, and a frame stable on the back; most of the lot is covered. Lots 43-44 are undeveloped. Lot 45 contains a brick building covering the entire property. Lot 46 contains a frame building at the front of the lot and a frame stable at the rear, with open areas in the center of the lot.

**Block 1436** Lots 1-4½ and 49-52 appear to contain the same or similar buildings, and all are brick. Lots 5-6 have been consolidated into one numbered lot, Lot 5, which contains a brick building that covers the entire property. Lots 41-44 have been re-divided so that there are now five lots, with the new lot numbered 43½. It appears that Lot 43½ is the easternmost lot within the APE. Lots 43½ and 44 contain medium-sized brick buildings. Lots 45-46 contain a large apartment building named "Edna." Lots 47-48 boundaries vary from those present in 1879. Lot 47 is a very small lot with a brick building covering much of the property. Lot 48 now contains part of the rear areas of Lots 51 and 52, which formerly extended farther back than neighboring lots. Just outside the APE the factory buildings are still present.

Sanborn 1892:

**Block 1419** All lots within the APE are now developed.

**Lots 15-17** These lots each contain a brick building (all coded as special hazard structures) that covers nearly the entire lot. The buildings on Lots 15-16 are three stories and the one on Lot 17 is four stories.

**Lots 18-19** These lots contain a bakery, which covers nearly all of the two lots.

*Lots 20-24* The southeast corner of the block contains a coal yard, covering Lots 21-23. The structures on Lot 24 appear to be connected with the coal yard, and the buildings on Lot 21 may also be associated. The latter two lots are completely covered by buildings, all marked as special hazard buildings, each one-story frame buildings, except for a three-story building on the front of Lot 24. There is also a small two-story brick building on the front of Lot 21.

*Lots 25-29* Most of the buildings within these lots appear to be industrially related. Lots 25 and 29 are both completely covered by brick buildings ranging from one to three stories. Lot 26 and Lot 27 appear as one lot, and are partially covered by both brick and frame buildings between one and two stories. Lots 27½ and 28 contain five-story brick buildings, covering most of the lots.

*Lots 30-34* Lots 30-31 contain a two-story building, possibly a house, with two small one-story sections attached to the main building. The lots are only partially covered. There is a small one-story frame structure in the rear of Lot 31. Lots 32-33 contain a coal yard, with two brick buildings at the front of the lots; the easternmost building is much larger than the western building, which is long and narrow. The rest of the property is undeveloped. Lot 34 contains a five-story brick residential building.

***Block 1418*** This block appears similar to how it appeared on the Robinson 1885 atlas. The American Institute Hall covers much of the block and most of the APE.

*Lots 1-3* The six lots all contain four-story brick buildings. The buildings on Lots 1 and 2 are coded as special hazards with three dots. These cover the entire lots. The buildings on Lots 2½ and 3, which front onto Third Avenue, have stores on the ground floor and cover approximately three-quarters of the lot. The buildings on Lots 1¼ and 1½ cover just over half the property.

*Lots 21-22* Several buildings are on Lot 21; there is a three-story building on the front of the lot, with attached one- and two-story extensions, and a one story building at the rear of the lot. Lot 22 contains several one-story buildings which cover much of the lot.

*Lots 26-28* Lot 26 and 27 comprise a coal yard, with three boilers in the rear of the lots. This presumably provides power for the American Institute Hall. Lot 28 contains a one-story building in the front of the lot, and the rear of the lot is labeled "Builder's Yard."

***Block 1437*** The APE is quite similar to how it appeared on the Robinson 1885 atlas. Additional information is given below.

*Lots 1, 2, 2½, 3, 4* The buildings on these lots are all four stories and have storefronts on the ground floor.

*Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13* The buildings on these lots are all three stories. Those on Lots 7-13 all

have very small one-story additions in the rear, with large open rear yards.

*Lots 13½, 14, 15, 16, 16½, 17, 18* The buildings on these lots have brownstone fronts and all have three stories. The building on Lot 14 has a two-story addition in the rear, and the building on Lot 17 has a small one-story addition in the rear. All have large open rear yards.

*Lots 27-30* These four buildings all have five stories, and those on Lots 27-28 have stores on the ground floor. The building on Lot 30 is labeled a mission, and has a one-story extension on the rear which fills the entire lot.

*Lots 30½-37* The buildings on these lots all have five stories. All but those on Lots 35 and 36 have stores on the ground floors.

*Lots 38-41* Each of these buildings has five stories. Those on Lots 40 and 41 are coded for special hazards.

*Lots 42-46* Lot 42 contains a five-story brick building with a special hazard coding. Lots 43-44 houses an Ice Company, with a three-story stable at the rear and a small one-story building at the front of the lot. Lot 45 contains a brick building covering the entire lot; it has four stories in the front and one story in the rear. Lot 46 contains two buildings, a three-story building in the front of the lot and a one-story structure in the rear.

**Block 1436** The APE is very similar to how it appeared on the Robinson 1885 atlas. The eastern end of the block, outside the APE, is still industrial.

*Lots 1-4* The buildings on these lots all have five stories and stores on the ground floors.

*Lots 4½-5* The building on Lot 4½ has five stories. The building on Lot 5 (encompassing former Lot 6) is a six-story brick building and extends to the rear property line, which is approximately 25' past the midline of the block. It is coded as a special hazard building, and has an elevator. It has two steam boilers in front of the building.

*Lots 43½-46* All of the buildings on these lots are five-story brick apartment buildings.

*Lots 47-48* Lot 47 is a very small lot containing a three-story brick building. Lot 48 is irregularly shaped and contains a three-story building and a one-story building.

*Lots 49-52* Lots 49-51 contain four-story brick buildings, and the building on Lot 52 has five stories. All have a store on the ground floor.

Bromley 1897:

Pipes are shown on all streets within the APE. East 65<sup>th</sup> Street between Second and Third Avenues contains six-inch and 12" water pipes, as do East 64<sup>th</sup> and East 63<sup>rd</sup> Streets. East 63<sup>rd</sup>, East 62<sup>nd</sup>, and East 61<sup>st</sup> Streets between First and Second Avenue also contain six-inch and 12" pipes. The 12" pipes do not extend

through the entire roadbed except on East 61<sup>st</sup> Street. Third Avenue has 30" and 12" pipes, while First and Second appear to have six-inch and 12" pipes.

**Block 1419** The APE appears to be very similar to how it appeared in 1892, with additional information as noted below. None of the buildings within the APE are indicated as having basements.

*Lots 15-17* The buildings on Lots 15-17 are stables.

*Lots 18-19* These lots still contain a bakery.

*Lots 20-24* These lots still contain a coal yard and associated structures. The small frame building in the rear of Lot 24 is no longer shown.

*Lots 25-29* The small one-story building in the rear of Lot 25 is not shown. Lot 26 now has a larger two-story brick building than was portrayed on the Sanborn 1892 map, and the small structures at the rear of this lot and Lot 27 are no longer present; instead there is a brick stable that extends across the rear of these two lots. In Lot 27 there is a small two-story frame building between the stable and the building at the front. The buildings on Lots 27½ and 28 appear to be unchanged. The two small five-story buildings shown on the Sanborn 1892 map that appeared to be part of Lot 28 actually have separate lot designations: 28¼ and 28½. There is a small amount of open space in the rear of these lots; the rear property lines follow the old farm line on a diagonal.

*Lots 30-34* The buildings on these lots appear to be the same as shown on the Sanborn 1892 map, although Lots 32-33 no longer contain a coal yard, and there are apparently two small brick buildings on each lot. Although these appear to be only a single structure in 1902, they may also be the eastern building mapped in 1892 (Sanborn 1892; Bromley 1902).

**Block 1418** The American Institute Hall has been demolished. The lots within the APE that once contained this building and are now vacant are: 5-17, 23-25, and 29-38. In addition, Lot 4, previously occupied by the Hall, has been rebuilt on, and Lots 26-27, previously containing a coal yard and boilers, are now vacant. Lots 18-20, previously containing a one-story frame building that was associated with the Hall, appear to contain the same frame building.

*Lots 1-4* The buildings on Lots 1, 2, 2½, and 3, fronting onto Third Avenue, and Lots 1¼ and 1½, fronting onto East 63<sup>rd</sup> Street, are the same as they appeared on the Sanborn 1892 map. The latter two buildings are shown as having basements. Lot 4 now contains a five-story brick building that covers nearly the entire lot.

*Lots 21-22* The buildings previously on these lots have been demolished. Lot 21 contains a three-story brick building covering

the entire lot, and Lot 22 contains a two-story brick building covering the entire lot.

*Lots 26-28* The coal yard and boilers previously on Lots 26-27 are gone and the lots are undeveloped. Lot 28 contains a small one-story brick building that is probably the same one present in 1892.

**Block 1437** Most structures are the same as shown on the Sanborn 1892 map. Basements are also noted on this atlas.

*Lots 1, 2, 2½, 3, 4* These buildings are unchanged from how they appeared on the Sanborn 1892 map. No basements are noted for these buildings.

*Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13* These buildings are unchanged from how they appeared on the Sanborn 1892 map. All of these structures, fronting onto East 62<sup>nd</sup> Street, are slightly set back from the sidewalk. Basements are indicated for the buildings on Lots 1¼, 1½, 5, 5½, and 6.

*Lots 13½, 14, 15, 16, 16½, 17, 18* These buildings are unchanged from 1892. All of these structures, fronting onto East 62<sup>nd</sup> Street, are slightly set back from the sidewalk. Basements are indicated for all of these buildings.

*Lots 27-30* The buildings on Lots 27, 28, and 30 are unchanged from 1892. The building on Lot 29 is new and is part of a large building also present on Lots 30½-31. It is a four-story brick building with a basement.

*Lots 30½-37* The old buildings on Lots 30½-31 have been demolished and a four-story brick building with a basement has been erected, also covering all of Lot 29. The buildings on Lots 32-37 are unchanged from 1892.

*Lots 38-41* These buildings are unchanged from how they appeared on the Sanborn 1892 map.

*Lots 42-46* These buildings are unchanged from how they appeared on the Sanborn 1892 map.

**Block 1436**

*Lots 1-4* These buildings are unchanged from how they appeared on the Sanborn 1892 map.

*Lots 4½-5* The building on Lot 4½ is unchanged from 1892. The building on Lot 5 now has 10 stories instead of six, but it is not clear if it is a new building or if it was extended. The dimensions of the building appear the same as on previous maps.

*Lots 43½-46* These buildings are unchanged from 1892.

*Lots 47-48* A three-story building that was present in the rear of these lots is no longer shown, but this is actually a separate lot, Lot 51½. The brick building on Lot 47 is indicating as having a basement.

*Lots 49-52* These buildings are unchanged from how they appeared on the Sanborn 1892 map.

**Block 1419**

Bromley 1902:

*Lots 15-20* The building on Lot 15 appears to be unchanged from how it appeared on the Bromley 1897 atlas. The two stables on Lots 16-17 have been replaced by a single three-story brick stable covering both lots. The buildings on Lots 18, 19 and 20 are unchanged.

*Lots 21-24* Lots 21-23 still comprise a coal yard. The brick building on Lot 21 appears to have a frame extension that is in Lot 22. The building on Lot 24 may be the same as seen on earlier maps, although it is shown as extending completely to the rear of the lot here, while on earlier maps it appeared shorter.

*Lots 25-29* There is a frame extension on the rear of the building on Lot 25, so that the entire lot is covered. The stable that was in the rear of Lots 26 and 27 is not present, although there is a small brick building in the rear of Lot 26. Lot 27 is vacant. Lots 27½, 28, 28¼, 28½, and 29 appear to be unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 30-34* The building on Lots 30-31 appears to have a slightly different shape, although this may be due to removal of an addition or a porch. The stable in the rear of these lots extends completely across the rear of both lots. There is a single one-story brick building on Lots 32-33, which may be same as seen on earlier maps.

**Block 1418** Some development has occurred in the middle of this block, although there are still many vacant lots.

*Lots 1-4* The buildings on these seven lots appear to be unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 5-10* These lots are still vacant.

*Lots 11-15* A large brick building is present across these five lots, which is part of the “Baron de Hirsch Trade Schools.” The number of floors is not noted. There is limited undeveloped space in the rear of these lots, particularly in Lots 12 and 14. Additional buildings that are part of this complex are on the northern side of the block in Lots 34-38, also within the APE.

*Lots 16-20* Lots 16 and 17 each contain a five-story apartment building with a basement. There is a very small amount of open space in the rear of the lots. Lots 18 and 19 are vacant. The frame building previously present in Lots 18-20 is gone. On Lot 20 is a two-story brick building covering the entire lot.

*Lots 21-24* These lots are unchanged from how they appeared in 1897. Lots 21 and 22 are developed; Lots 23 and 24 are vacant.

*Lots 25-28* Lots 25-27 are still vacant. Lot 28 still contains the small one-story brick building in the northeast corner of the lot, but there is an additional frame structure (a stable) that covers the rest of the lot.

*Lots 29-33* Lots 29-33 are still vacant.

*Lots 33-38* A large brick building covers all five of the lots; it is part of "Baron de Hirsch Trade Schools" complex (see Lots 11-15). There is another brick building in the rear of Lots 34-36. There is open space in the rear of Lots 37 and 38. The number of floors in these buildings or the presence of a basement is not designated.

**Block 1437** This APE is primarily unchanged from 1897. Additional information is noted below.

*Lots 1, 2, 2½, 3, 4* These lots are unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 1¼, 1½, 5-13* These lots are unchanged from how they appeared on the Bromley 1897 atlas, except that the house on Lot 11 appears to have been extended to approximately halfway through the lot.

*Lots 13½-18* These lots are unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 27-31* These lots are unchanged from how they appeared on the Bromley 1897 atlas, except that the large T-shaped building comprising Lots 29, 30½, and 31 is designated as having four floors and a basement in the portion on Lot 29, and five floors without a basement in the portion on Lots 30-31, whereas it was previously designated as having four stories and a basement throughout. It is labeled "Young Peoples Association," and is now designated solely as Lot 29. There is a small open area in the rear of the former Lots 30½-31.

*Lots 32-37* These lots are unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 38-41* These lots are unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 42-46* The building on Lot 42 is labeled "Factory" and no longer has a frame structure in the rear. The frame structure at the front of Lot 43 is no longer present, and the brick building at the rear of Lots 43-44 is designated as a stable. Lots 45 and 46 are unchanged from 1897.

**Block 1436**

*Lots 1-4* These lots are unchanged from how they appeared on the Bromley 1897 atlas.

*Lots 4½-5* These lots are unchanged from how they appeared on the Bromley 1897 atlas. The building on Lot 5 is a factory.

*Lots 43½-46* These lots are unchanged from 1897.

*Lots 47-48* These lots are unchanged from 1897.

*Lots 49-52* These lots are unchanged from Bromley 1897. Lot 51½ is still vacant.

Sanborn 1907:

**Block 1419** The APE is essentially the same as how it appeared on the Bromley 1902 atlas. Additional information provided is noted below. Basements appear to have sometimes been recorded

differently by the Sanborn and Bromley mapping companies, whereby an apparently identical structure appears to have a basement one year, and then does not in a later year, or vice versa. This may be most apparent on buildings on hilly streets, where a street-level floor on one building is subsurface on an adjacent building. These differences in recording have been noted below, with an indication of whether the building is likely to be the same structure or not.

*Lots 15-20* The stables on Lots 15 and 16-17 are labeled "Boarding." The bakery on Lots 18-19 is labeled "1<sup>st</sup> Vienna Bakery." The building on Lot 20 is labeled "Wagon Painter."

*Lots 21-24* Lots 21-23 still contain a coal yard. In addition to the brick two-story building on Lot 21, there is now a one-story stable on the fronts of lots 22-23, and an additional small one-story building labeled "Junk," located on the front of Lot 23. The three-story building on Lot 24 is designated as a stable, and is also labeled "Carpet Cleaning."

*Lots 25-29* The building on Lot 25 is designated as a medium manufacturing factory, with a store house at the rear. Lots 26-27 contain a mineral water factory. There is a new building located on Lot 27 between the previously existing buildings, and is one story in height. There is still open space in the middle of Lot 26. The buildings on Lots 27½-28½ are labeled as both stores and dwellings. The building on Lot 29 is labeled "Express Co."

*Lots 30-34* The building on Lots 30-31 is designated as a dwelling, and is noted here as having additional one-story structures adjoining it. Lots 32-33 contain a coal yard, and the existing building at the front of the property is labeled "Farrier." The building on Lot 34 is designated as a dwelling.

***Block 1418***

*Lots 1-4* These buildings on these lots are unchanged from how they appeared on the Bromley 1902 atlas. The building on Lot 3 is labeled "Upholsterer." Additionally, all the buildings on these lots are indicated as having basements, whereas previously only the buildings on Lot 1¼ and 1½ were noted as having them. Otherwise, the buildings appear unchanged.

*Lots 5-10* These lots were vacant in 1902 (Bromley), but a large building, occupying much of Lots 39-43, outside the APE, also falls partially onto Lots 7-9, and possibly Lot 10, within the APE. This building is the Manhattan Eye, Ear, & Throat Hospital, and the rear of the building in the APE appears to be one story with a basement and sub-cellar. There is also a small octagonal one-story structure attached to the rear, which appears to extend into Lot 7. On Lot 5 are two small one-story buildings with basements that are part of a wagon yard extending into Lot 6:

*Lots 11-15* This large building, previously noted as a trade school, is now labeled “Clara de Hirsch Home for Working Girls.” The different sections of the building are five and six stories in height, most with basement below.

*Lots 16-20* The same apartment buildings appear to be present on Lots 16 and 17; however, they are noted here as having six stories, whereas on the Bromley 1902 atlas they had five stories. They appear to be the same buildings. On Lots 18-19 is a wagon yard, which extends across the block to Lots 29-30, also within the APE. All of this area is open, except for a small commercial one-story building at the front of Lot 18. The building on Lot 20 is labeled “Beer Bottling.”

*Lots 21-28* The buildings on Lots 21-22 may or may not be the same as on the Bromley 1902 atlas. The lots are entirely covered with a large two-story building and a smaller three-story building that is on the front half of Lot 21. There is a carriage builder and a cruller bakery on these premises. Lots 23-26 are taken up by a wagon yard, but there do not appear to be any buildings present. Lot 27 contains a new set of one-story buildings, including a stable. These are labeled “Wagon Builder.” Lot 28 contains the same stables as previously observed on the Bromley 1902 atlas.

*Lots 29-33* Lots 29-30 are taken up by a wagon yard described above for Lots 18-19. Lots 31-33 contain brick apartment buildings of six stories with a basement. All have a store on the ground floor.

*Lots 33-38* The “Baron de Hirsch Trade School” is still present on these former lots, but the lot designation for this building is now Lot 11, which also encompasses the “Clara de Hirsch Home for Working Girls.”

***Block 1437***

*Lots 1, 2, 2½, 3, 4* These buildings appear the same as in 1902. None are noted as having basements. The building on Lot 1 is labeled “Drugs,” and the one on Lot 3 is labeled “Bakery.”

*Lots 1¼, 1½, 5-13* All of the houses previously on these lots have been demolished. Lots 1¼-9½ are vacant. Lots 10-11½ (three lots) now contain a single six-story brick apartment building with a basement and a store present on the ground floor. There is a small amount of open space in the rear of the lots. Lots 12-13 now contain a four-story brick building with no basement, labeled “Beth-El Sisterhood.” There is a small amount of undeveloped space in the rear yard.

*Lots 13½-18* All of these dwellings remain essentially unchanged, although the building on Lot 17 has a very small one-story addition on its back. The extension on the back of the building on Lot 14, noted on earlier maps, has two stories and a basement. This

building, along with the adjoining building on Lot 13½, is labeled “Roman Catholic School.”

*Lots 27-30* These buildings are unchanged from how they appeared on the Bromley 1902 atlas, although the building on Lot 27 is now labeled “Young Peoples Assn., Mission, Day Nursery.”

*Lots 32-37* The apartment buildings on each of these lots are basically unchanged from how they were shown on the Bromley 1902 atlas. All are noted as having stores on the ground floor. The buildings on Lots 33 and 34 have small one-story structures at the very rear of the back yards. The building on Lot 35 is labeled “Drugs,” and there is an area at the back of Lots 35-37 labeled “Bowling Alley.” It is not clear if it is simply a designated area or is actually a structure.

*Lots 38-41* These buildings appear unchanged from Bromley 1902, although each of the buildings is noted as having a basement.

*Lots 42-46* The factory on Lot 42 appears to have either been enlarged with an extension at the rear, or have been replaced with a new building. It has five stories and a basement, although in 1902 the building on the lot was not reported to have a basement. The building now covers most of the lot and is labeled “Segar Factory.” The stable and building on Lots 42-43 are unchanged from 1902. The buildings on Lots 45-46 are designated differently than how they were shown on the Bromley 1902 atlas, but appear to be the same buildings. On Lot 45 is a four-story apartment building with a store on the ground floor, but this appears to only cover the front half of the lot, with a one-story building on the rear half, extending onto Lot 46, labeled “Hall.” The same frame building is present on the front of Lot 46.

***Block 1436***

*Lots 1-4* The buildings on Lots 1-3 appear unchanged from how they appeared on the Bromley 1902 atlas. The building on Lot 4 may be the same building, although it is indicated as having a basement whereas it previously was not. There is a small structure attached to the rear of this building, which is labeled “Bakery.”

*Lots 4½-5* These buildings are unchanged from 1902. The building on Lot 5, formerly a factory, is now labeled “Globe Storage Co.; Storage of Furniture; Carpet Cleaning; Work Shop.” This ten-story building is now indicated as having a basement, and there is a stable located there. There are four steam boilers in front of the property on the sidewalk, probably subsurface.

*Lots 43½-46* These buildings appear unchanged from how they appeared on the Bromley 1902 atlas, except that the building on Lot 45 is designated as having a basement, and has a store on the ground floor.

Bromley 1911:

*Lots 47-48* The three-story building previously on Lot 47 is no longer present, and a brick six-story building with a basement has been constructed on Lots 47-48. It appears to partially extend into what was Lot 51½, which was created out of the rear of Lots 47-48, and has probably been reincorporated into these lots. There is a small amount of open space in the rear of these lots.

*Lots 49-52* These buildings appear unchanged from 1902, although there is a small one-story structure on the rear of Lot 51.

**Block 1419** The APE is essentially the same as it appeared on the Bromley 1902 atlas. Additional information provided is noted below.

*Lots 15-20* These lots appear unchanged from the Sanborn 1907 map.

*Lots 21-24* These lots appear unchanged from the Sanborn 1907 map.

*Lots 25-29* These lots appear unchanged from the Sanborn 1907 map.

*Lots 30-34* These lots appear unchanged from the Sanborn 1907 map.

**Block 1418**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-10* These lots appear unchanged from the Sanborn 1907 map. The Manhattan Eye & Ear Hospital is shown on Lot 7, which incorporated former Lots 7-10 and 39-43. Most of the building, which fronts onto East 64<sup>th</sup> Street, is outside the APE, but a small portion on the southern side falls within the APE.

*Lots 11-15* The “Clara de Hirsch Home for Working Girls” appears once more to be part of the Baron de Hirsch Trade schools, although later maps label it as it is shown on Sanborn 1907.

*Lots 16-20* These lots appear unchanged from the Sanborn 1907 map.

*Lots 21-28* These lots appear unchanged from the Sanborn 1907 map, except that the wagon builder and stable are no longer shown on Lot 27.

*Lots 29-33* These lots appear unchanged from the Sanborn 1907 map.

*Lots 33-38* These lots appear unchanged from the Sanborn 1907 map.

**Block 1437**

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* Lots 1¼ and 1½ have been incorporated into Lot 5, and this large lot is vacant. Lots 5½ and 6 are also vacant. Lots 7, 7½, 8, 9, and 9½ have been incorporated into Lot 7, which now contains a large brick six-story apartment building, covering most

of the property. The buildings on Lots 10 and 12 appear unchanged from the Sanborn 1907 map.

*Lots 13½-18* These lots appear unchanged from the Sanborn 1907 map.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map.

*Lots 32-37* These lots appear unchanged from the Sanborn 1907 map, although the bowling alley is not indicated.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* These lots appear unchanged from the Sanborn 1907 map.

***Block 1436***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 4½-5* These lots appear unchanged from the Sanborn 1907 map.

*Lots 43½-46* These lots appear unchanged from the Sanborn 1907 map.

*Lot 47* These lots appear unchanged from the Sanborn 1907 map, except that Lot 48 has been incorporated into Lot 47.

*Lots 49-52* These lots appear unchanged from the Sanborn 1907 map, except a new lot (Lot 54) appears to have been carved out of the rear of Lot 51, and possibly where the former Lot 51½ was noted on the Bromley 1902 atlas, but is no longer present. There does not appear to be a Lot 53.

Hyde 1913:

Additional information on pipes within the roadbeds is provided. The APE for the East 64<sup>th</sup> Street roadbed (between Second and Third Avenues) contains six-inch and 15" water pipes. The 15" pipe does not continue to Third Avenue, but is present for the entire APE. The APE for the East 63<sup>rd</sup> Street roadbed (between Second and Third Avenues) contains six-inch and 12" pipes. The 12" pipe does not continue to Third Avenue, and stops at approximately the western edge of Lot 6 on Block 1418. The East 63<sup>rd</sup> Street APE between First and Second Avenues contains six-inch and 12" pipes, which are present for the length of the APE. The East 62<sup>nd</sup> Street APE between First and Second Avenues contains a six-inch pipe, but the 12" pipe is probably only present on the eastern end of the roadbed APE. The East 61<sup>st</sup> Street APE between First and Second Avenues contains a six-inch pipe and a 4'x2'8" brick pipe. The First Avenue roadbed APE between East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets contains 15" and 12" pipes along just below East 63<sup>rd</sup> Street, and six-inch and 12" pipes going across at the East 63<sup>rd</sup> Street intersection, and a 3'x4' brick pipe running northward from the intersection.

***Block 1419***

*Lots 15-20* These lots appear unchanged from the Sanborn 1907 map.

*Lots 21-24* There are two additional frame stables present at the Coal Yard; one runs along the rear of Lots 21-23, and the other runs along the front of Lots 22-23.

*Lots 25-29* The buildings on Lots 27½, 28, and 28½ appear to have been demolished and replaced by a new five-story brick building, and the lots have been merged and renamed Lot 28. The brick building on Lot 27 appears larger than in 1911, and additionally there is a large frame stable in the rear. The property line dividing Lots 27 and 28 still appears to run on the diagonal, following the old farm lines, and subsequently, the buildings also have angled walls following these lines. On Lot 26 is a brick stable in the front, and the rear of the lot is now empty. On Lot 25, the frame building on the rear of the lot is no longer present.

*Lots 30-34* The coal yard covering Lots 30-33 is now gone. On Lots 30-31 there is now a two-story brick building covering nearly the entire lot; it is labeled O.K. Express Co. Lots 32 and 33 are vacant. The structure on Lot 34 remains unchanged, although steps are shown on the front of the building.

***Block 1418***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-10* These lots appear unchanged from the Sanborn 1907 map. The Manhattan Eye & Ear Hospital is considered to be on Lot 7, which incorporated former Lots 7-10 and 39-43. It fronts onto East 64<sup>th</sup> Street, but the southern half of this very large lot falls into the APE. Only a small part of the hospital building is within the APE, however. The lumber yard on Lots 5-6 is still present, but the small frame stable on Lot 5 is not shown.

*Lots 11-15* The “Clara de Hirsch Home for Working Girls” is shown as it was on the Sanborn 1907 map on Lot 11, which has incorporated Lots 12-15. The Baron de Hirsch Trade school is also on Lot 11, even though it fronts onto East 64<sup>th</sup> Street.

*Lots 16-20* The buildings on Lots 16 and 17 appear unchanged, but the previously empty Lot 18 now contains a two-story brick stable with a small one-story structure at the rear; this structure takes up the entire lot. Lot 19 is still vacant. The building on Lot 20 may be new or renovated; it has two stories in the front, but a three-story brick stable in the rear, covering the entire lot.

*Lots 21-28* These lots appear unchanged from the Sanborn 1907 map. Buildings that were not shown on the Bromley 1911 atlas are shown again here, comprising two frame stables on Lot 27.

*Lots 29-33* Lots 29 and 30 are still vacant. Lot 31 appears to contain the same brick apartment building present in 1911. On Lots 32-33, now incorporated into Lot 32, is a large six-story brick

building covering much of the lot, with a one-story brick structure in the rear, leaving only a very small open area. It is not clear if the previously existing six-story buildings were torn down and replaced, or if they have simply been renovated. They appear to now be part of the Baron de Hirsch Trade School.

**Block 1437**

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* Lot 5 remains vacant. Lots 5½ and 6 have been incorporated into Lot 7, and contain a three-story brick building, adjoined to the building previously shown on Lot 7, now labeled a factory. The buildings on Lots 10 and 12 appear unchanged from the Sanborn 1907 map. The building on Lot 10 has stairs in the front of the building.

*Lots 13½-18* These lots appear unchanged from the Sanborn 1907 map. Stairs are shown on the front of each house.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map. The portion of the building on Lot 29 that fronts onto First Avenue is labeled “Kindergarten.”

*Lots 32-37* These lots appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map. Stairs are indicated on the buildings on Lots 39-41.

*Lots 42-46* These lots appear unchanged from the Sanborn 1907 map.

**Block 1436**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 4½-5* These lots appear unchanged from the Sanborn 1907 map.

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear similar to how they appeared on the Bromley 1911 atlas. The new Lot 54 (as of 1911) also appears to be in the rear of Lot 50 as well as Lot 51, and contains a frame stable.

Bromley 1916:

**Block 1419**

*Lots 15-20* These lots appear unchanged from the Sanborn 1907 map. The buildings on Lots 16 and 17 are now designated as a garage rather than stables, but appear to be the same structures. The frame building on Lot 20 is labeled “Shop.”

*Lots 21-24* These lots are similar to how they appeared on the Hyde 1913 atlas, but the frame stable present on the rear of Lots 21-23 as part of the coal yard is no longer present.

*Lots 25-29* These lots are similar how they were shown on the Hyde 1913 atlas, but there is a one-story brick building on the rear

of Lot 25, so that the entire lot is covered. There is a small two-story brick building on the rear of Lot 26, but there is still open space in the middle of the lot.

*Lots 30-34* Lots 31 and 32, shown vacant on the Hyde 1913 atlas, have been incorporated into Lot 32, and now house a garage. The brick building covers the entire lot, and has two stories in the front and one in the rear.

***Block 1418***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Sanborn 1907 map, except that there are stables on Lot 5.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* Lots 24-28 have been incorporated into Lot 24. A one-story brick building, labeled "Hollywood Garage," fills all five former lots.

*Lots 29-32* The building on former Lot 32 is now part of the Baron de Hirsch Trade School, and is now part of Lot 11. Lots 29-30 remain vacant, and the building on Lot 31 is the same as it appeared on the Hyde 1913 atlas.

***Block 1437***

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* These lots appear unchanged from the Hyde 1913 atlas. The factory on Lot 7 is labeled "Benito Rovira Co." The building on Lot 12 is labeled "Settlement House."

*Lots 13½-18* These lots appear unchanged from the Sanborn 1907 map, although the houses on Lots 15 and 16 are noted as having four stories rather than three stories with a basement.

*Lots 27-31* These lots appear unchanged from the Sanborn 1907 map. The portion of the building on Lot 29 that fronts onto First Avenue is labeled "Sunbeam Day Nursery."

*Lots 32-37* These lots appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* These lots appear unchanged from the Hyde 1913 atlas.

***Block 1436***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 4½-5* These lots appear unchanged from the Sanborn 1907 map.

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

Bromley 1920-22:

*Lots 49-54* These lots appear unchanged from the Hyde 1913 atlas.

***Block 1419***

*Lots 15-20* Lots 15-19 are unchanged from the Bromley 1916 atlas, but Lot 20 has been incorporated into Lot 21 (discussed below).

*Lots 21-24* A brick one-story garage has been constructed on Lot 21, which encompasses former Lots 20-23. The structure fills the entire property. The structures on Lot 24 remain the same.

*Lots 25-29* These lots appear unchanged from the Bromley 1916 atlas. Lot 29 is labeled as a garage.

*Lots 30-34* These lots appear unchanged from the Bromley 1916 atlas. The building on Lot 30 is labeled “Tuxedo Garage.”

***Block 1418***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* Lot 5 is vacant. The Manhattan Eye, Ear, and Throat Hospital has been expanded so that it runs through the block from East 64<sup>th</sup> to East 63<sup>rd</sup> Street. It was formerly designated as Lot 7 but is now Lot 6. The brick addition fills most of the empty space on Lot 6, and has seven stories and a basement. The buildings on Lot 11 remain unchanged.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* Lots 21-23 have been incorporated into Lot 21, which now contains a two-story brick building labeled “Meadow Brook Garage,” which fills the entire lot. The Hollywood Garage on Lot 28 is noted as having two stories on the northern end.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

***Block 1437***

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 13½-18* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map. The portion of the building on Lot 29 that fronts onto First Avenue is labeled “Sunbeam Day Nursery.”

*Lots 32-37* These lots appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* On Lot 43, the small one-story brick building has been replaced by a larger one-story brick structure, and there is an

additional one-story frame building, in addition to the large stable. Lot 46 has been incorporated into Lot 45. The frame building at the front of former Lot 46 is no longer present, and the front part of the building on the original Lot 45 has a small extension to the west.

**Block 1436**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 4½-5* These lots appear unchanged from the Sanborn 1907 map.

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear unchanged from the Hyde 1913 atlas.

Bromley 1925:

**Block 1419**

*Lots 15-19* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 21-24* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 25-29* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 30-34* These lots appear unchanged from the Bromley 1916 atlas.

**Block 1418**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

**Block 1437**

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 13½-18* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map.

*Lots 32-37* These lots appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* These lots appear unchanged from the Bromley 1920-22 atlas.

***Block 1436***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 4½-5* These lots appear unchanged from the Sanborn 1907 map.

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear unchanged from the Hyde 1913 atlas.

Bromley 1930:

***Block 1419***

*Lots 15-19* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 21-24* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 25-29* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 30-34* These lots appear unchanged from the Bromley 1916 atlas.

***Block 1418***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

***Block 1437***

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* Lot 5 has two one-story frame structures running lengthwise through the property, with open space in between them. The lot is labeled "Lumber." The factory on Lot 7 is now labeled "Bristol Co."

*Lots 13½-18* The buildings on Lots 15, 16, 16½, and 17 have been removed. Lots 15 and 16 have been incorporated into Lot 15. On Lot 15 is a brick structure, labeled "Garage," with three stories in the front and one story in the rear. The entire lot is covered. Lots 16½ and 17 appear to be one property; although they still have

separate lot numbers. The brick building has four stories in the front, and one story in the rear, and covers the entire property.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map.

*Lots 32-37* These lots appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* The structures on Lot 43 have been removed, and the property is now a playground. Lots 45-46 are labeled "United Community House."

***Block 1436***

*Lots 1-5* The buildings on Lots 3, 4, 4½ and 52 have been removed, and the four lots have been incorporated into Lot 3. A 14-story brick building has been constructed which fills the entirety of former Lots 3, 4, and 52. It is adjacent to the building on Lot 5, and the entire complex is labeled "Dana & Meyer, Murray & Young Storage." The former Lot 4½ contains a one-story brick structure which is labeled "Driveway."

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* Lot 52 is discussed above (Lots 1-5). Lots 49, 50, 51, and 54 appear unchanged from the Hyde 1913 atlas.

Bromley 1934:

***Block 1419***

*Lots 15-19* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 21-24* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 25-29* These lots appear unchanged from the Bromley 1916 atlas.

*Lots 30-34* These lots appear unchanged from the Bromley 1916 atlas.

***Block 1418***

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

***Block 1437***

*Lots 1, 2, 2½, 3, 4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-12* These lots appear unchanged from the Bromley 1930 atlas.

*Lots 13½-18* These lots appear unchanged from the Bromley 1930 atlas.

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map.

*Lots 32-37* The apartment buildings on Lots 32 and 33 have been removed. Lot 32 now contains a brick building covering the entire lot, with two stories in the front and one in the rear. Lot 33 contains a one-story brick building which covers the entire lot. On Lot 34, the original five-story building may still remain, or remain, in part, but there is now an additional one-story brick building in the rear, so that the entire lot is covered. The buildings on Lots 35-37 appear unchanged from the Bromley 1911 atlas.

*Lots 38-41* These lots appear unchanged from the Sanborn 1907 map.

*Lots 42-46* These lots appear unchanged from the Bromley 1930 atlas. The building on Lots 45-46 is now labeled “Children’s House of Lenox Hill Settlement,” and the lot may have been renumbered Lot 45.

***Block 1436***

*Lots 1-5* These lots appear unchanged from the Bromley 1930 atlas, although the storage building on Lot 5 is now labeled “Byrnes Bros. Warehouses Inc.”

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear unchanged from the Bromley 1930 atlas.

Sanborn 1951:

***Block 1419***

*Lots 15-19* These lots appear unchanged from the Bromley 1920-22 atlas. The building on Lot 15 is labeled as having a garage on the first floor, an upholsterer on the second floor, and a dwelling on the third. The building on Lot 19 is no longer a bakery, but an “Auto Service.”

*Lots 21-24* These lots appear unchanged from the Bromley 1920-22 atlas. The building on Lot 24 is labeled as having a poultry market on the first floor and carpet makers on the second and third floors.

*Lots 25-29* The frame building in the middle of Lot 26 is gone, but the other brick structures remain. The five-story building on Lot 28 is no longer present, and has been replaced by four one- and two-story structures. Two are labeled “Iron Wks.,” and one is labeled “Tile; Upholsterers.” The building on Lot 29 is noted as having a 550-gallon buried tank.

*Lots 30-34* These lots appear unchanged from the Bromley 1916 atlas. The building on Lot 30 is labeled “Garage & Rep.” and is

noted as having two 275-gallon buried gasoline tanks. The building on Lot 32 is noted as having a 550-gallon buried gasoline tank.

**Block 1418**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas. The building on Lot 20 is labeled "Motor Frt. Sta."

*Lots 21-28* These lots appear unchanged from the Bromley 1920-22 atlas. The garage on Lot 21 is noted as having a 500-gallon buried gasoline tank. The garage on Lot 28 is noted as having a 550-gallon buried gasoline tank. It also has stores on the first floor fronting onto Second Avenue.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

**Block 1437**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map. The building on Lot 4 is labeled "Tin Shop."

*Lots 5-12* These lots appear unchanged from the Bromley 1930 atlas.

*Lots 13½-18* These lots appear unchanged from the Bromley 1930 atlas. The buildings on Lots 13½ and 14 are labeled "Roman Catholic School."

*Lots 27-30* These lots appear unchanged from the Sanborn 1907 map.

*Lots 32-41* The buildings on Lots 32-34 have been removed, and replaced by a six-story brick apartment building with a basement. There is some open space in the rear of the property (now Lot 34), and open courtyards on each side. The buildings on Lots 35-41 have been demolished and replaced with a large six-story brick apartment building with a basement. The lot is now numbered 41 and there is open space in the rear of the property, with a small amount also on each side.

*Lots 42-46* These lots appear unchanged from the Bromley 1930 atlas. The building on Lot 45 is now labeled "United Community House."

**Block 1436**

*Lots 1-5* These lots appear unchanged from the Bromley 1930 atlas, although the storage building on Lot 5 is now labeled "Byrnes Bros. Warehouses Inc."

*Lots 43½-47* These lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear unchanged from the Bromley 1930 atlas.

Bromley 1955:

The elevated station at East 65<sup>th</sup> Street and Second Avenue is no longer shown.

**Block 1419**

Much of the eastern end of this block has been demolished.

*Lots 15-19* The buildings on Lots 15, 16, and 17 have been demolished, and the lots are vacant. The only remaining building is on Lot 19.

*Lots 21-24* The building on Lot 24 has been demolished and the lot is vacant. The only remaining building is on Lot 21.

*Lots 25-29* The buildings on these lots have been demolished, and the lots are vacant.

*Lots 30-34* The buildings on Lots 30 and 32 have been demolished, and the lots are vacant. The only building remaining is on Lot 34.

**Block 1418**

*Lots 1-4* These lots appear unchanged from the Sanborn 1907 map.

*Lots 5-11* These lots appear unchanged from the Bromley 1920-22 atlas.

*Lots 16-20* These lots appear unchanged from the Hyde 1913 atlas.

*Lots 21-28* These lots appear unchanged from the Sanborn 1951 map.

*Lots 29-31* These lots appear unchanged from the Bromley 1916 atlas.

**Block 1437**

*Lots 1-4* The buildings on these lots have been demolished, and the lots are vacant. Lot 2½ has been renumbered Lot 102.

*Lots 5-12* Lots 5, 7, and 12 appear unchanged from the Bromley 1930 atlas. The building on Lot 10 has been demolished and the lot is vacant.

*Lots 13½-18* The buildings on Lots 13½ and 14 have been demolished and the lots are vacant; the two lots have been incorporated into Lot 14. The building on Lot 15 is now labeled "Convent." Lots 16½ and 17 have been incorporated into Lot 17, although the building remains the same. The house on Lot 18 remains unchanged.

*Lots 27-30* The two buildings on Lots 27 and 28 appear to have either been replaced with a single five-story brick building or the existing buildings have been joined. The lots have been incorporated and have become Lot 27. The buildings on Lots 29 and 30 appear to be unchanged.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* The cigar factory on Lot 42 has been demolished and the lot is vacant. On Lot 43, a playground, the eastern half appears

to have been incorporated with Lot 42 and Lot 10; it is now known as Lot 10 and is vacant. The playground remains on the western half of Lot 43.

**Block 1436**

*Lots 1-5* The buildings on Lots 1 and 2 appear to have either been replaced with a single five-story brick building with a store on the ground floor, or have been joined into one unit.

*Lots 43½-47* The building on Lot 43½ has been demolished and the lot is vacant. It has been incorporated into Lot 10. The remaining lots appear unchanged from the Sanborn 1907 map.

*Lots 49-54* These lots appear unchanged from the Bromley 1930 atlas.

Bromley 1967:

**Block 1419**

All buildings predating 1955 within the APE have now been demolished.

*Lots 15-19* All lots are vacant.

*Lots 21-29* The entire eastern end of the block, containing former Lots 21-29, now contains a large apartment building. It is a 14-story brick building with outer portions of one and three stories. There are stores on the ground floor. The lot is now known as Lot 20.

*Lots 30-34* All lots are vacant.

**Block 1418**

*Lots 1-4* The buildings on Lots 1-4 have been demolished and replaced with a 19-story brick building. In the northeast corner of the lot (now Lot 1) is a garage with a basement. There is an alley leading to the garage that is probably on the site of former Lot 5. This abuts the hospital on Lot 6.

*Lots 5-11* The Manhattan Eye, Ear and Throat Hospital on Lot 6 appears unchanged from the Bromley 1920-22 atlas. The building on Lot 11 has been demolished and replaced with a 13-story brick building with a basement in the rear portion. The northern half of the lot that fronted onto East 64<sup>th</sup> Street is now vacant.

*Lots 16-20* The buildings on these lots have been demolished. A large apartment building covering Lots 16-30 has been constructed. The structure is brick with 34 stories and stores on the ground floor. On former Lot 16 is a one-story ramp leading to a three-story garage in the center of the building. On former Lot 30 is another one-story ramp leading to the garage. There are small open plaza areas at the fronts of former Lots 17-19 and 29-30. The lots have been consolidated and renumbered Lot 21.

*Lots 21-28* The buildings on these lots have been demolished and an apartment building is present (described above).

*Lots 29-31* Lots 29-30 are part of the apartment building described above. The building on Lot 31 remains unchanged.

**Block 1437**

*Lots 1-5* Lots 1-5 have been incorporated into Lot 1. A 15-story brick apartment building covers the entire property. A garage is present underneath the building. A ramp leads from East 63<sup>rd</sup> Street to the garage, on the eastern half of former Lot 5.

*Lots 7-18* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 27-30* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* These lots appear unchanged from the Bromley 1955 atlas.

***Block 1436***

*Lots 1-5* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 43½-47* A ramp has been constructed leading from the Queensboro Bridge running north through the middle of the block. This runs through the previously vacant Lot 10, from East 61<sup>st</sup> to East 62<sup>nd</sup> Street, and borders the former Lot 43½.

*Lots 49-54* These lots have been renegotiated. Lot 54 has been incorporated into Lot 49, and the latter lot has also taken the undeveloped rear half of Lot 50. The buildings on Lots 49-51 remain the same, but additional buildings are present on Lot 49, one a two-story structure and the other a one-story structure. The building on former Lot 54 is no longer present.

Bromley 1974:

***Block 1419***

*Lots 15-19* These lots remain unchanged from the Bromley 1967 atlas. All lots are still vacant.

*Lot 20* This lot remain unchanged from the Bromley 1967 atlas.

*Lots 30-34* These lots remain unchanged from the Bromley 1967 atlas. All lots are still vacant.

***Block 1418***

*Lots 1-11* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 21-31* These lots remain unchanged from the Bromley 1967 atlas.

***Block 1437***

*Lots 1-7* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 10-18* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 27-30* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* These lots appear unchanged from the Bromley 1955 atlas.

***Block 1436***

*Lots 1-5* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 43½-47 (and Lot 10)* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 49-51* These lots appear unchanged from the Bromley 1967 atlas.

Sanborn 1984-85:

***Block 1419***

*Lots 15-19* These lots, along with Lots 30-34 (and other lots outside the APE) have been incorporated into a single lot, Lot 15. This lot now contains a large apartment building that runs through the block. The address is 220 East 65<sup>th</sup> Street, and the building has entrances on both East 65<sup>th</sup> and East 64<sup>th</sup> Streets. On East 65<sup>th</sup> Street, the main entrance is set back from the street, and there is a plaza that covers some of former Lots 30-34. The building has 23-25 stories, with basements and sub-cellars. There is a parking garage below the building.

*Lot 20* This lot remain unchanged from the Bromley 1967 atlas.

*Lots 30-34* These lots are described above (Lots 15-19).

***Block 1418***

*Lots 1-11* The Manhattan Eye, Ear & Throat Hospital has been expanded into the space formerly occupied by the Baron de Hirsch Trade School. While this area was originally part of Lot 11, it now appears to be part of Lot 6, along with the rest of the hospital. It fronts onto East 64<sup>th</sup> Street, and is brick with eight stories and a basement, with a front and rear section of two stories and a basement. The entire property is covered. The rest of the hospital appears unchanged.

*Lots 21-31* These lots remain unchanged from the Bromley 1967 atlas.

***Block 1437***

*Lots 1-7* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 10-18* These lots appear unchanged from the Bromley 1955 atlas, although Lot 14, which is vacant, appears to have been incorporated with Lot 15, which is developed.

*Lots 27-30* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* These lots appear unchanged from the Bromley 1955 atlas.

***Block 1436***

*Lots 1-5* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 43½-47 (and Lot 10)* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 49-51* These lots appear unchanged from the Bromley 1967 atlas.

Sanborn 1990-91:

**Block 1419**

*Lot 15* This lot remains unchanged from the Sanborn 1984-85 map.

*Lot 20* This lot remains unchanged from the Bromley 1967 atlas.

**Block 1418**

*Lots 1-11* These lots remain unchanged from the Sanborn 1984-85 map.

*Lots 21-31* These lots remain unchanged from the Bromley 1967 atlas.

**Block 1437**

*Lots 1-7* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 10-18* These lots remain unchanged from the Sanborn 1984-85 map.

*Lots 27-30* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* These lots appear unchanged from the Bromley 1955 atlas.

**Block 1436**

*Lots 1-5* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 43½-47 (and Lot 10)* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 49-51* The buildings on Lots 49-51 have been replaced by a 31-story brick condominium. The building has a basement, and there is a plaza fronting onto both East 62<sup>nd</sup> Street and Second Avenue. There is a garage underneath the building. It is not clear what the new lot number is, but the condominium number is 1001-1111.

Sanborn 2001:

**Block 1419**

*Lot 15* This lot remains unchanged from the Sanborn 1984-85 map.

*Lot 20* This lot remains unchanged from the Bromley 1967 atlas.

**Block 1418**

*Lots 1-11* These lots remain unchanged from the Sanborn 1984-85 map.

*Lots 21-31* These lots remain unchanged from the Bromley 1967 atlas.

**Block 1437**

*Lots 1-7* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 10-18* These lots remain unchanged from the Sanborn 1984-85 map.

*Lots 27-30* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 32-41* These lots appear unchanged from the Sanborn 1951 map.

*Lots 42-45* The building on Lot 45 has been demolished and the lot is vacant. However, as of September 2002, there is a building present on Lots 44-45 (and former Lot 46) and the playground is not present. Although it is not indicated on the map, Lot 10 is a through road, part of the exit route from the Queensboro Bridge. It runs from East 62<sup>nd</sup> to East 63<sup>rd</sup> Streets.

**Block 1436**

*Lots 1-5* These lots appear unchanged from the Bromley 1955 atlas.

*Lots 43½-47 (and Lot 10)* These lots remain unchanged from the Bromley 1967 atlas.

*Lots 49-51* These lots appear unchanged from the Sanborn 1990-91 map. The condominium is indicated on this map as having a garage and a basement, but there is presently no garage, only a one-story basement.

Street Elevations of the APE are as follows:

<u>Data Source</u>	63 <sup>rd</sup> at 1 <sup>st</sup>	62 <sup>nd</sup> at 1 <sup>st</sup>	65 <sup>th</sup> at 2 <sup>nd</sup>	64 <sup>th</sup> at 2 <sup>nd</sup>	63 <sup>rd</sup> at 2 <sup>nd</sup>	62 <sup>nd</sup> at 2 <sup>nd</sup>	61 <sup>st</sup> at 2 <sup>nd</sup>	63 <sup>rd</sup> at 3 <sup>rd</sup>
1885 Robinson	40'	42'	54.1'	56.8'	59.3'	61.10'	64.5'	60.3'
1897 Bromley	40'	42'	54.1'	56.8'	59.3'	61.10'	64.5'	60.3'
1913 Hyde	40.0'	42.0'	54.1'	56.8'	59.25'	61.83'	64.42'	60.3'
1934 Bromley	40'	42'	54.1'	56.8'	59.3'	61.10'	64.5'	60.3'
1935 WPA	40.0'	42.0'	54.1'	56.8'	59.3'	61.8'	64.5'	60.3'
1974 Bromley	40'	42'	54.1'	56.8'	59.3'	61.10'	64.5'	60.3'
2001 Sanborn	40'	42'	54.1'	56.8'	59.3'	-	64.5'	60.3'

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**Tax Records:**

<b>Block 1419:</b> between E. 64 <sup>th</sup> and 65 <sup>th</sup> Sts. and 2 <sup>nd</sup> and 3 <sup>rd</sup> Aves.		<b>1858</b>	<b>No. of floors of bldg.</b>	<b>1869</b>	<b>No. of floors of bldg.</b>	<b>1876</b>	<b>No. of floors of bldg.</b>
<b>Lot #</b>	<b>Street #</b>						
15	225 E. 64 <sup>th</sup> St.	Abraham B Cox		Abraham B Cox		Abraham B Cox	
16	227 E. 64 <sup>th</sup> St	Abraham B Cox		Abraham B Cox		Abraham B Cox	
17	229 E. 64 <sup>th</sup> St	Abraham B Cox		Abraham B Cox		Abraham B Cox	
18	231 E. 64 <sup>th</sup> St	Abraham B Cox		Abraham B Cox		Abraham B Cox	
19	233 E. 64 <sup>th</sup> St	Abraham B Cox		Abraham B Cox		Abraham B Cox	
20	235 E. 64 <sup>th</sup> St	Abraham B Cox		Abraham B Cox		Abraham B Cox	
21	1225 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
22	1227 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
23	1229 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
24	1231 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
25	1233 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
26	1235 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
27	1237 2 <sup>nd</sup> Ave	Abraham B Cox		Abraham B Cox		Abraham B Cox	
27½	1237 2 <sup>nd</sup> Ave	James Crombie		James Crombie		William A. Juchs	5
28	1239 2 <sup>nd</sup> Ave	James Crombie		James Crombie		William A. Juchs	5
28¼	250 E. 65 <sup>th</sup> St	Not for this year		Not for this year		William A. Juchs	5
28½	248 E. 65 <sup>th</sup> St	Not for this year		Not for this year		William A. Juchs	5
29	246 E. 65 <sup>th</sup> St	James Crombie		James Crombie		James Crombie	
29½	246 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		A.B. Cox	
30	244 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		A.B. Cox	
31	242 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		A.B. Cox	
32	228 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		A.B. Cox	
33	226 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		James Crombie	
34	224 E. 65 <sup>th</sup> St	Abram B. Cox		Abram B. Cox		James Crombie	

<b>Block 1418:</b> between E. 63 <sup>rd</sup> and 64 <sup>th</sup> Sts. and 2 <sup>nd</sup> and 3 <sup>rd</sup> Aves.		<b>1858</b>	<b>No. of floors of bldg.</b>	<b>1869</b>	<b>No. of floors of bldg.</b>	<b>1876</b>	<b>No. of floors of bldg.</b>
<b>Lot #</b>	<b>Street #</b>						
1	1071 3 <sup>rd</sup> Ave	Abraham B. Cox		Abram B. Cox		Abram B. Cox	
1¼	203 E. 63 <sup>rd</sup> St	Not for this year		Not for this year		Abram B. Cox	4
1½	205 E. 63 <sup>rd</sup> St	Not for this year		Not for this year		Abram B. Cox	4
2	1073 3 <sup>rd</sup> Ave	Abraham B. Cox		Abram B. Cox		Abram B. Cox	
2½	1075 3 <sup>rd</sup> Ave	Not for this year		Not for this year		Abram B Cox	
3	1077 3 <sup>rd</sup> Ave	Abraham B. Cox		Abram B. Cox		Abram B. Cox	
4	1079 3 <sup>rd</sup> Ave	Abraham B. Cox		Empire City Skating Rink Co.		"Institute entrance"	
5	207 E. 63 <sup>rd</sup> St.	Abraham B. Cox		Empire City Skating Rink Co.		American Institute	
6	209-217 E. 63 <sup>rd</sup>	Abraham B. Cox		Empire City		American Institute	

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St.			Skating Rink Co.			
7	Abraham B. Cox		Empire City Skating Rink Co.		American Institute	
8	Abraham B. Cox		Empire City Skating Rink Co.		American Institute	
9	Abraham B. Cox		Empire City Skating Rink Co.		American Institute	
10	Abraham B. Cox		Empire City Skating Rink Co.		American Institute	
11	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute	
12	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute	
13	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute	
14	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute	
15	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute	
16	227 E. 63 <sup>rd</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
17	229 E. 63 <sup>rd</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
18		Abraham B. Cox	Abram B Cox		American Institute	
19		Abraham B. Cox	Abram B. Cox		Abram B. Cox	
20	235/237 E. 63 <sup>rd</sup> St.	Abraham B. Cox	Abram B. Cox		Abram B. Cox	
21	1201 2 <sup>nd</sup> Ave.	Abraham B. Cox	Abram B. Cox		Joseph Wordworth	3
22	1203 2 <sup>nd</sup> Ave.	Abraham B. Cox	Abram B. Cox	shanty	Joseph Wordworth	
23		Catherine M. Sanders	Catherine M. Sanders		Catherine M. Sanders	
24		Catherine M. Sanders	Catherine M. Sanders		Catherine M. Sanders	
25		Abraham B. Cox	Abram B. Cox		Abram B. Cox	
26		Catherine M. Sanders	Catherine M. Sanders		Catherine M. Sanders	
27	1213 2 <sup>nd</sup> Ave	Catherine M. Sanders	Catherine M. Sanders		Catherine M. Sanders	
28	1215 2 <sup>nd</sup> Ave.	Catherine M. Sanders	Catherine M. Sanders		Catherine M. Sanders	
29		Abraham B. Cox	Abram B. Cox		Abram B. Cox	
30		Abraham B. Cox	Abram B. Cox		Abram B. Cox	
31	232 E. 64 <sup>th</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
32	230 E. 64 <sup>th</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
33	228 E. 64 <sup>th</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
34	222 E. 64 <sup>th</sup> St.	Catherine M. Sanders	Empire City Skating Rink Co.		American Institute	
35	222 E. 64 <sup>th</sup> St.	Catherine M.	Empire City		American Institute	

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	Sanders		Skating Rink Co.		
36 222 E. 64 <sup>th</sup> St.	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute
37 222 E. 64 <sup>th</sup> St.	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute
38 222 E. 64 <sup>th</sup> St.	Catherine M. Sanders		Empire City Skating Rink Co.		American Institute

<b>Block 1437: between E. 63<sup>rd</sup> and 62<sup>nd</sup> Sts. and 1<sup>st</sup> and 2<sup>nd</sup> Aves.</b>		<b>1858</b>	<b>No. of floors of bldg.</b>	<b>1869</b>	<b>No. of floors of bldg.</b>	<b>1876</b>	<b>No. of floors of bldg.</b>
<b>Lot #</b>	<b>Street #</b>						
1	1180 2 <sup>nd</sup> Ave	James Beekman		James Beekman		Christian H. Mund	4
2	1182 2 <sup>nd</sup> Ave	James Beekman		James Beekman		Christian H. Mund	4
2½	1184 2 <sup>nd</sup> Ave	Not for this Yr		Not for this Yr		Christian H. Mund	4
3	1186 2 <sup>nd</sup> Ave	James Beekman		James Beekman		Christian H. Mund	4
4	1188 2 <sup>nd</sup> Ave	James Beekman		James Beekman		Christian H. Mund	4
1¼	303 E. 62 <sup>nd</sup> St	Not for this year		Edward Kirk Jr.	3	Herman Gartz	3
1½	305 E. 62 <sup>nd</sup> St	Not for this year		J.M. Styles	3	James Fay	3
5	307 E. 62 <sup>nd</sup> St	James Beekman		J.M. Styles	3	Francis McCabe	3
5½	309 E. 62 <sup>nd</sup> St	Not for this Year		J.M. Styles	3	John Sinclair	3
6	311 E. 62 <sup>nd</sup> St	James Beekman		J.M. Styles	3	Charles B. Ray	3
7	313 E. 62 <sup>nd</sup> St	James Beekman		James McGovern	3	James McGovern	3
7½	315 E. 62 <sup>nd</sup> St	Not for this Year		S. Windt	3	Mrs. O'Connor	3
8	317 E. 62 <sup>nd</sup> St	James Beekman		Henry Moore	3	Henry Moore	3
9	319 E. 62 <sup>nd</sup> St	James Beekman		Henry Moore	3	Deidrick Schmidt	3
9½	321 E. 62 <sup>nd</sup> St	Not for this Year		Thomas Burns	3	Thomas Burns	3
10	323 E. 62 <sup>nd</sup> St	James Beekman		Francis Everdell	3	Francis Everdell	3
11	325 E. 62 <sup>nd</sup> St	James Beekman		Hiram Moore	3	Hiram Moore	3
11½	327 E. 62 <sup>nd</sup> St	Not for this Year		CJ Grant	3	Aaron Davidson	3
12	329 E. 62 <sup>nd</sup> St	James Beekman		CJ Grant	3	Jacob Davidson	3
13	331 E. 62 <sup>nd</sup> St	James Beekman		William Graham	3	William Graham	3
13½	333 E. 62 <sup>nd</sup> St	Not for this Year		George Guthoff	3	George Guthoff	3
14	335 E. 62 <sup>nd</sup> St	James Beekman		George Guthoff	3	A. Flock	3
15	337 E. 62 <sup>nd</sup> St	James Beekman		George Guthoff	3	JM Styles	3
16	339 E. 62 <sup>nd</sup> St	James Beekman		George Guthoff	3	John Hampson	3
16½	341 E. 62 <sup>nd</sup> St	Not for this Year		George Guthoff	3	C.P. Roth	3
17	343 E. 62 <sup>nd</sup> St	James Beekman		George Guthoff	3	Styles	3
18	345 E. 62 <sup>nd</sup> St	James Beekman		George Guthoff	3	Styles	3
27	1143 1 <sup>st</sup> Ave	Lydia Foulke		Lydia Foulke		Annie Nebular	5
28	1145 1 <sup>st</sup> Ave	Lydia Foulke		Lydia Foulke		Meyer Banuch	5
29	1147 1 <sup>st</sup> Ave	Lydia Foulke		Lydia Foulke		Meyer Banuch	5
30	1149 1 <sup>st</sup> Ave	Lydia Foulke		Lydia Foulke		Patrick Breslins	5
30½	344 E. 63 <sup>rd</sup> St	Not for this year		Not for this year		J.L. & R. Wood	5
31	344 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		John Glass	5
32	342 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		John Glass	5

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33	340 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		John Glass	5
34	338 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		John Glass	5
35	336 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		Fernando Wood	5
36	334 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		Fernando Wood	5
37	332 E. 63 <sup>rd</sup> St	Lydia Foulke		Lydia Foulke		J.L.A. Wood	5
38	330 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
39	328 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
40	326 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
41	324 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
42	322 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
43	320 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
44	318 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
45	316 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
46	314 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	
47	312 E. 63 <sup>rd</sup> St	Mary DePeyster		Mary DePeyster		Mary DePeyster	

Block 1436: between E. 62 <sup>nd</sup> and 61 <sup>st</sup> Sts. and 1 <sup>st</sup> and 2 <sup>nd</sup> Aves.	1858	No. of floors of bldg.	1869	No. of floors of bldg.	1876	No. of floors of bldg.	
Lot #	Street #						
1	1162 2 <sup>nd</sup> Ave.	B.M. & L.H. Treadwell		B.M. & L.H. Treadwell	1	Thomas R. Agnew	5
2	1164 2 <sup>nd</sup> Ave.	B.M. & L.H. Treadwell		B.M. & L.H. Treadwell	1	Thomas R. Agnew	5
3	1166 2 <sup>nd</sup> Ave.	B.M. & L.H. Treadwell		B.M. & L.H. Treadwell		Thomas R. Agnew	5
4	1168 2 <sup>nd</sup> Ave.	B.M. & L.H. Treadwell		B.M. & L.H. Treadwell		Thomas R. Agnew	5
4½	303 E. 61 <sup>st</sup> St	Not for this year		Not for this year		Buddchich	5
5	305 E. 61 <sup>st</sup> St	John G. Lightbody		Giles Wright		Giles Wright	
43	320 E. 62 <sup>nd</sup> St.	John G. Lightbody		John G. Lightbody		John G. Lightbody	
43½	320/318 E. 62 <sup>nd</sup> St	Not for this year		Not for this year		Not for this year	
44	316/318 E. 62 <sup>nd</sup> St	John G. Lightbody	3	John G. Lightbody	3	John G. Lightbody	3
45	314/316 E. 62 <sup>nd</sup> St	Trustees of Laura Jay		Trustees of Laura Jay		Laura Jay	
46	312 E. 62 <sup>nd</sup> St	Trustees of Laura Jay		Laura Jay		Laura Jay	
47	310 E. 62 <sup>nd</sup> St	I. Milton Smith	2	Conrad Mund	2	Conrad Mund	3
48	308 E. 62 <sup>nd</sup> St	I. Milton Smith		Conrad Mund		Conrad Mund	
49	1176 2 <sup>nd</sup> Ave.	I. Milton Smith		I. Milton Smith	4	I. Milton Smith	4
50	1174 2 <sup>nd</sup> Ave.	I. Milton Smith		I. Milton Smith	4	I. Milton Smith	4
51	1172 2 <sup>nd</sup> Ave.	Margaret Croniken		Margaret Croniken	2: 2 houses	Margaret Corrigan	4
52	1170 2 <sup>nd</sup> Ave.	Weatherly		Est. of Peter Weatherly		A.B. Yelter	5

*Precontact Sensitivity*

Prior to historical development, most of the APE, which is situated between East 65<sup>th</sup> and East 61<sup>st</sup> Streets and Third and First Avenues, was depicted on maps as a well-drained upland area that gradually sloped towards the east, dropping off sharply adjacent to a tributary of a stream that ran along its eastern border and through the northeastern corner of the APE (Viele 1865; Colton 1836; Figures 7.13-2, 7.13-3). Previous research (Chapter 4.3 of the Phase 1A) has indicated that Second Avenue between East 65<sup>th</sup> and East 64<sup>th</sup> Streets and the west half of Second Avenue between East 64<sup>th</sup> and East 63<sup>rd</sup> Streets has potentially retained sensitivity for precontact-period resources between approximately 2.5-17' below grade. Research also indicated that East 62<sup>nd</sup> Street between about 14-19' below grade, East 61<sup>st</sup> Street between approximately 5-10' below grade, East 60<sup>th</sup> Street between approximately 15-20' below grade, and East 59<sup>th</sup> Street between 0-5' below grade have potentially retained sensitivity for precontact-period resources (Chapter 4.4 of the Phase 1A).

The NYCLPC has flagged the areas surrounding the stream that runs north and east of the APE through Block 1439, between East 65<sup>th</sup> and East 64<sup>th</sup> Streets and First and Second Avenues, for potential precontact sensitivity (NYCLPC 1982). Since most of the APE is situated on elevated land in proximity to this stream, this water course would have provided both a good vantage point and may also have been an attractive area for habitation. The abundance of aquatic resources, in addition to the availability of wildlife and vegetation, would have made this area even more attractive for resource procurement. A portion of the APE, in the northeast corner of Block 1437, and First Avenue just south of East 63<sup>rd</sup> Street, appears to have been on an incline leading towards the stream, or a more level area by the streambed (Viele 1865; Colton 1836; Figures 7.13-2, 7.13-3).

Because the APE is approximately 200' away from this former freshwater stream, and the precontact topography of the APE places it on slightly higher elevation than the surrounding area, there is a potential for precontact resources within the APE. Precontact period archaeological potential also depends on subsurface conditions within these areas. Soil borings within and adjacent to the APE show 0-20' of fill overlying 0-37' of clay, sand, silt, and gravel, with bedrock anywhere from 8-44' below surface (Borings 2-38 to 2-42, Raymond International, Inc., 1970; WPA II:26:79-90, 1935; WPA II:27:115, 116 1935; WPA II:26:317-319, 1944; Dept. of Public Works 103:12-16, 1946).

Typically precontact resources are found within several feet of the precontact living surface, except in alluvial areas. The later historic fill may have served to protect these precontact resources from 19<sup>th</sup> and 20<sup>th</sup> century development in some areas. Amounts of fill are quite variable as noted in these borings; the few borings that are actually within the APE indicate 4-9.5' of fill overlying 0-17' of natural soils in Block 1437 (Dept. of Public Works 103:15A, 16, 1946), and 5-8' of fill in Block 1436, overlying 16-37' of natural soils (WPA II:26:318, 319, 1944; Dept. of Public Works 103:13A, 16, 1946). Along the Second Avenue corridor, amounts of fill range from 6-12' between East 65<sup>th</sup>

and East 64<sup>th</sup> Streets, overlying 15-29' of natural soils (WPA II:26:87-90, 1935), 0-13' of fill between East 64<sup>th</sup> and East 63<sup>rd</sup> Street, overlying 7-12.5 of natural soils (Boring 2-43, Raymond International, Inc., 1970; WPA II:26:85, 86, 1935), 8-20' of fill overlying 9-30' of natural soils between East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets (Boring 2-42, Raymond International, Inc., 1970; WPA II:26:83, 84, 1935), and 11-14' of fill overlying 0-26' of natural soils between East 62<sup>nd</sup> and East 61<sup>st</sup> Streets (Boring 2-41, Raymond International, Inc., 1970; WPA II:26:79-82, 1935).

Because of the nature of the uneven precontact terrain, preservation of precontact resources would have been highly variable, even in contiguous areas. The effect of the subway and train tunnels currently underneath the APE on East 63<sup>rd</sup> Street on precontact resources is minimal, as the IND V line and the LIRR line were both rock mined tunnels; the base of the former is approximately 88.5-115.5' below grade, and the latter is 149.5' below grade (SYSTRA November 12, 2001), far below the depth of any anticipated resources.

The types of precontact resources that could potentially lie within this APE vary from precontact living areas to hunting and collecting sites. Middens were also frequently deposited near the shoreline and along wetland areas, especially in regions where shellfish were abundant. Therefore, this section of the APE could be potentially sensitive for a variety of precontact-period resource types. While rock ridges were initially identified as potentially sensitive since they may have provided protected living areas, it is not clear if they would have survived leveling that was done in conjunction with the implementation of the road system presented on the 1811 Commissioners Plan. However, in the northeast section of the APE, at First Avenue and East 63<sup>rd</sup> Street, where the rock ridge originally existed (Viele 1865; Commissioners' 1811; Figures 7.13-2, 7.13-4), there is a sharp drop in elevation from 56.2' approximately halfway in Block 1437 (between Second and First Avenues and East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets) to 40' at First Avenue and East 63<sup>rd</sup> Street (Dept. of Public Works 103:15A, 1946; WPA II:26:256, 1937), suggesting that parts of the ridge may have survived in those blocks between First and Second Avenues.

Modern construction has had some effect on areas with precontact sensitivity. The following gives an approximate location of the areas which may still have retained precontact potential. However, since definitive subsurface conditions are unknown for areas outside of the immediate vicinity of the borings, the areas listed above must be regarded as generalized rather than absolute.

#### **Block 1419**

Current lots within the APE on Block 1419 are 15 and 20. Lot 15, which covers the western two-thirds of the APE, contains a modern high-rise building with a two-story garage underneath the southern portion of the building (approximately equal to the east-west midline of the block), and a one-story basement under the smaller northern portion. The building has entrances on both East 65<sup>th</sup> and East 64<sup>th</sup> Streets, but the northernmost section of the lot is undeveloped except for a driveway that leads to the north entrance, which is set back from the street. Therefore, the southern half of the lot is not considered

sensitive for precontact resources (Figure 7.13-14a). The northern half of the lot directly under the building footprint is sensitive for precontact resources from a depth of approximately 10' to as deep as 17' below surface, and the area surrounding the building footprint is sensitive from approximately 5-17' below surface. Lot 20 contains a high-rise building with a one-story basement, and is sensitive from the existing foundation (estimated to be a minimum depth of 10') to as deep as 17' below surface.

#### **Block 1418**

Current lots within the APE on Block 1418 are 1, 6, 11, 21, and 31. Only the southern half of Lot 6 is included within the APE. Lots 1 and 21 are not sensitive for precontact resources because they have two-story basements, and the foundation depth exceeds the potential depth of sensitivity. Lots 6 (southern half) and 11 have one-story basements, and are sensitive for precontact resources from a minimum depth of 10' to 18' below grade (Boring 2-43, Raymond International, Inc., 1970; WPA II:26:85, 86, 1935; WPA II:27:115, 116, 1935). Lot 31 has a cellar to a depth of approximately 5', and so this lot, including the rear yard, is sensitive for precontact resources from approximately 5.5' below surface to as deep as 18' below grade (Figure 7.13-14a).

#### **Block 1437**

Current lots within the APE on Block 1437 are 1, 7, 10, 12, 15, 17, 18, 27, 29, 30, 32, 41, 44, and 45 (Figure 7.13-12). Lot 10 is a through road running north-south through the block. Lots 44-45, indicated on Sanborn 2001 as a playground and vacant lot, are currently occupied by a six-story building. Much of this section of the APE is sensitive for precontact resources, although the center portion appears less likely to have potential, as a soil boring in the center of Lot 10 indicates that there are no natural soils present (Dept. of Public Works 103:15A, 1946). In contrast, another boring just to the north indicates four feet of fill over 17' of natural soils (Dept. of Public Works 103:16, 1946), and one just to south indicates four feet of fill over 14' of natural soils (Dept. of Public Works 103:14A, 1946). It is also possible that the eastern portion is less likely to retain any resources, because soil borings indicate that bedrock is only five feet below grade at East 63<sup>rd</sup> Street and First Avenue (WPA II:26:256, 1937). Resources in the western portion would generally be anticipated at a depth of about 4-20' below grade to as deep as 9-25' below grade (WPA II:26:83, 84, 1935; Boring 2-42, Raymond International, Inc., 1970).

Those lots containing buildings with basements would potentially be sensitive beginning at no less than 10' below grade. Full one-story basements are indicated for the buildings on Lot 1, the eastern half of Lot 7, Lot 12, the eastern half of Lot 15, Lot 17, Lot 29, 30, and 32 (Figure 7.13-12). It is not known if the basements on Lots 15 and 17 extend to the rear of the lots. There are no basements present for the buildings on the western half of Lot 7, the western half of Lot 15 (this is an open courtyard), and Lot 41. The building on Lots 44-45 (and former Lot 46) appears to have a basement. The building on Lot 18 has a cellar that is minimally five feet in depth, and the building on Lot 27 has a cellar that has a minimum depth of eight feet. Lot 10 (former Lots 10, 11, 11½, 42, and 43) has no buildings present, but did contain a building with a partial basement on former Lots 10, 11, and 11½. Lot 18 contains a large open rear yard, and there are small areas of open

space in the rear of Lots 7, 12, 27, 32, 41, and 44-45. Previous development that is no longer extant would have had some effect in terms of foundations. The current building on the western half of Lot 7 has no basement, but the previous buildings there (when that portion of the lot was known as Lots 5½ and 6) had basements or cellars. These would only have been present in the southern half of the lots, however, and may not have been full basements. In addition, former Lots 13½, 14, 15, 16, 16½, and 17 also had cellars or basements. Former Lots 13½ and 14 are the western half of the current Lot 15 (a courtyard), and former Lots 15 and 16 are the eastern half of current Lot 15. Former Lots 16½ and 17 are now current Lot 17.

The following areas are sensitive for precontact resources in Block 1437 from a depth of four feet to 25' below grade: the northwest quarter and the very rear of modern Lot 7; the northern half of Lot 10; the very rear of Lot 12; the northern half of Lot 15; the rear of Lot 17; the northern half of Lot 18; the very rear of Lots 27, 29, and 32; all of Lot 41; and the easternmost portion and very rear of Lot 45 (Figure 7.13-14b). The following areas are sensitive for precontact resources from a beginning depth of approximately 5-8' (partial basements or cellars) to as deep as 25' below grade: the southwest quarter of Lot 7; the southern half of Lot 10; the southern half of Lot 15 the southern half of Lot 18; and all but the rear of Lot 27. The following areas are sensitive for precontact resources from approximately 10' (due to current or previously existing basements) to a depth of 25' below surface: all of Lot 1; the eastern half of Lot 7 with the exception of the very rear; Lot 12, with the exception of the very rear; Lot 17 with the exception of the very rear; Lot 29 with the exception of the very rear; Lot 30; and Lot 45 with the exception of the easternmost portion and the very rear. However, all or part of Lot 1 may be sensitive only from approximately a minimum of 20 to as deep as 25' below grade, as a soil boring shows there is a deep pocket of fill in this area (Boring 2-42, Raymond International, Inc., 1970). The irregular nature of the bedrock in this area means that some of the areas currently assessed as sensitive may be shown to be not sensitive with further soil borings.

#### **Block 1436**

Current lots within the APE on Block 1436 are 1, 3, 5, 44, 45, 46, 47, with a condominium (1001-1111) present on former Lots 49-51. A covered driveway associated with the building on Lot 3 is present between Lots 1 and 5; this was formerly Lot 4½. The APE also includes approximately 10' of open space between Lot 44 and Lot 10 (formerly part of Lot 43½), which is now a ramp leading away from Queensboro Bridge. This section of the APE is sensitive for precontact resources generally from a depth of approximately 4-14' below surface, to as deep as 9-19' below surface (Dept. of Public Works 103:13A, 14A, 1946; WPA II:26:83, 84, 1935; Boring 2-41, Raymond International, Inc., 1970; WPA II:26:317-319, 1944). Specifically because of basements, which are conservatively estimated to have destroyed any potential archaeological remains down to a minimum depth of approximately 10', the following areas are sensitive from a depth of approximately 10' to as deep as 19' below surface: Lot 1, with the exception of the very rear; Lot 3; Lot 5; Lot 47, with the exception of the rear, and the condominium on former Lots 49-51 (Figure 7.13-14b). The following areas are sensitive from a depth of about 4' below grade to as deep as 19' below grade: the rear of Lot 1;

former Lot 4½, now a driveway at 303 East 61<sup>st</sup> Street; the area immediately east of Lot 44, formerly part of Lot 43½; Lots 44-46; and the rear of Lot 47.

### **Roadbeds**

All the roadbeds within this APE, with the exception of First Avenue, are potentially sensitive for precontact resources (Figures 7.13-14a, 7.13-14b). Detailed utility information is not available for the roadbeds within this APE, but utility construction would be expected to have had some effect on these resources. Water and sewer pipes are present on all roads within the APE. According to Hyde (1913), the APE for the East 64<sup>th</sup> Street roadbed (between Second and Third Avenues) contains six-inch and 15” water pipes. The 15” pipe does not continue to Third Avenue, but is present for the entire APE. The APE for the East 63<sup>rd</sup> Street roadbed (between Second and Third Avenues) contains six-inch and 12” pipes. The 12” pipe does not continue to Third Avenue, and stops at approximately the western edge of Lot 6 on Block 1418. The East 63<sup>rd</sup> Street APE between First and Second Avenues contains six-inch and 12” pipes, which are present for the length of the APE. The East 62<sup>nd</sup> Street APE between First and Second Avenues contains a six-inch pipe, but the 12” pipe is probably only present on the eastern end of the roadbed APE. The East 61<sup>st</sup> Street APE between First and Second Avenues contains a six-inch pipe and a 4’x2’8” brick pipe. The First Avenue roadbed APE between East 63<sup>rd</sup> and East 62<sup>nd</sup> Streets contains 15” and 12” pipes along just below East 63<sup>rd</sup> Street, and six-inch and 12” pipes going across at the East 63<sup>rd</sup> Street intersection, and a 3’x4’ brick pipe running northward from the intersection.

Installation of these pipes would have resulted in disturbances to a depth of at least four feet in the areas directly surrounding the pipes. East 64<sup>th</sup> Street between Second and Third Avenues would be expected to be sensitive from 5’ to 10’ below grade (WPA II:26:87, 1935; WPA II:27:116, 1935). East 63<sup>rd</sup> Street between Second and Third Avenues is sensitive from 0-5’ at the eastern end to as deep as approximately 10-15’ below grade at the western end (WPA II:27:115, 1935; WPA II:26:84, 85, 1935). East 63<sup>rd</sup> Street between First and Second Avenues would be expected to be sensitive from about 4-9’ below surface, although the eastern end is less likely to be sensitive (WPA II:26:256, 1937; Dept. of Public Works 103:16, 1946). East 62<sup>nd</sup> Street between First and Second Avenues is expected to be sensitive from a depth of approximately 4-9’ below surface at the eastern end (Dept. of Public Works 103:14A, 1946) to approximately 14-24’ below surface at the western end (Borings 2-41, 2-42, Raymond International, Inc., 1970). East 61<sup>st</sup> Street between First and Second Avenues is expected to be sensitive from a depth of 5-10’ below grade (WPA II:26:317, 318, 1944). The analysis of the roadbeds also includes the sidewalks for Block 1438 along East 63<sup>rd</sup> Street between First and Second Avenues and for Block 1435 along East 61<sup>st</sup> Street between First and Second Avenues.

First Avenue is not considered sensitive for precontact resources because soil boring data show that rock lies two to five feet below the curb height (WPA II: 26:256-258, 1937). Grading of the road prior to paving and any subsequent utility work would have resulted in the destruction of any potential precontact resources.

### *Historical Sensitivity*

During the 17<sup>th</sup> century the vast undeveloped lands of northern Manhattan were being divided into large farms or estates. Most of the estates on the eastern side of Manhattan were narrow tracts that had access to the East River, which provided the easiest transportation route to Lower Manhattan.

A number of farms were present in the area from the 18<sup>th</sup> century onward, deriving from land grants issued in the late 17<sup>th</sup> century. One, located in or very near the northwest section of the APE, is visible on a 1782 map (British Headquarters; Figure 7.13-5), and may be part of the Beekman farm. Just below this farm is the five-mile marker for the Old Post Road; this was located at the future East 63<sup>rd</sup> Street west of Second Avenue. A major section of the APE falls within the Abraham and William K. Beekman farm; this includes all of the APE in Block 1418, and nearly of the APEs within Blocks 1419 and 1437, as well as the East 63<sup>rd</sup> Street, East 64<sup>th</sup> Street, and some of the East 62<sup>nd</sup> Street roadbeds (Stokes 1928:76-77; Landmark Map 1928:Plate 84B-D). The southernmost portion of the APE, in Block 1436, falls within the Philip Brasher Farm, also called Mount Vernon, and previously belonging to Thomas Pearsall (Stokes 1928:78-79; Landmark Map 1928:Plate 84B-D). According to Stokes, these properties both originated from a land patent in 1676 to Jacobus Fabricius (Stokes 1928:126-128). The Pearsall/Brasher property was divided and went through a number of owners. In 1745, the property was advertised for sale, as a "...Good small Farm or Plantation in the Out Ward of the City of New York, containing Thirty acres...; it has two Houses upon it, and a good bearing Orchard, a Stream of Water running through it, and the River before it abounds in great Plenty of Fish, Lobsters and Crabs; the King's High-Way runs through it, near an equal Part of the Land being on each side..." (Stokes 1928:128).

The Philip Brasher property originally derived from Thomas Pearsall, when it was known as Mount Vernon, at East 61<sup>st</sup> Street and the East River. The name came from a mansion built by William S. Smith in the mid-1790's; it burned down in 1826, but a stone coach house and stable for the house is sometimes referred to as the mansion (Stokes 1928:128). This combined coach house and stable was to the east of the APE, at 421 East 61<sup>st</sup> Street, and is still extant. The house had a one-mile racecourse surrounding it, although it is not known whether the racecourse would have fallen within this APE. The mansion house can be seen on the Commissioners' Map (1807-11; Figure 7.13-4) and Sackersdorf (1815), and would have been approximately 300' away from the easternmost portion of the APE. A very small portion of the northeast corner of Block 1419 falls into the Johannes Hardenbrook Farm (Stokes Landmark Map 1928:Plate 84B-D).

#### **Block 1419**

With the exception of the farm noted on the British Headquarters Map (1782), the earliest mapped structures on this block date from 1807-1811 (Commissioners'; Figure 7.13-4), with two buildings just to the west of the Old Post Road, and a carriage factory from 1851 (Dripps; Figure 7.13-9), but these buildings are outside the APE. The farm would have fallen outside the APE on this block as it is shown to the west of the Old Post Road. Within the APE, buildings were constructed sometime between 1867 and 1879 (Dripps;

Bromley). Because this area should have had access to water and sewer hookups by this date, there is little or no potential for 19<sup>th</sup> century or earlier resources. Therefore, the APE within Block 1419 is not sensitive for historical resources (Figure 7.13-14a).

#### **Block 1418**

The earliest mapped structure on this block is a possible farm noted on the British Headquarters Map (1782; Figure 7.13-5). This farm may be part of the Beekman property, bought by William Beekman Jr., and Abraham Beekman in 1760, described in Stokes (1928:76-77). The farm is depicted on the west side of the Old Post Road, which intersected the post-1811 street grid at a diagonal on Block 1418, and above the Five Mile marker, which was at East 63<sup>rd</sup> Street just west of Second Avenue, on the Old Post Road. Two buildings are shown on the Commissioners' Map (1807-1811; Figure 7.13-4) which may be related to this farm; one is in the East 64<sup>th</sup> Street roadbed, just impinging on the Block 1418 APE, and one just to the north in Block 1419, but outside the APE. This would not have been the main Beekman estate, however, which was reportedly located between East 63<sup>rd</sup> and East 64<sup>th</sup> Streets about 100' west of Avenue A, and built in 1809 (Stokes III:948; Figure 7.13-6). The farm would also have had outbuildings such as barns, and wells, privies, and cisterns, which may have the potential to fall within the APE.

It is also possible that the two buildings shown on the Commissioners' Map are not related to the 18<sup>th</sup> century farm. The buildings are located on the west side of the Old Post Road, paralleling it. The southernmost building, located in the modern East 64<sup>th</sup> Street roadbed, appears to just touch the northern border of modern Block 1418, putting it just on the edge of the APE. However, it is possible that resources such as wells, cisterns, and privies might have been present in the rear of this building, and therefore may fall within the APE, at the location of the modern Lot 11 (The Manhattan Eye, Ear and Throat Hospital) in the northern half of Block 1418, and/or on the East 64<sup>th</sup> Street sidewalk in front of this lot.

No structures are shown mapped directly on Block 1418 from 1811 until 1879 (Bromley; Figure 7.13-10), when much of the APE is covered by a very large frame building labeled "The American Institute." However, tax records from 1869 show that prior to the construction of the American Institute, the property was the site of a skating rink, owned by the Empire City Skating Rink Company. An 1867 map (Dripps) does not show a structure for the skating rink, so it is not clear if the rink existed at that time or if it was not depicted because it was not a permanent structure. The American Institute, which was noted in tax records from 1876, would have been used for agricultural and industrial fairs. Some open space was present within the APE surrounding this building directly adjacent to both East 65<sup>th</sup> and East 64<sup>th</sup> Streets, as well as in the northeast and southeast corners of the block (Bromley 1879; Robinson 1885). Some of these areas are shown to contain supporting structures for the Institute such as coal yards in 1892 (Sanborn). However, it is not known if any archaeological resources would exist pertaining to the American Institute or the skating rink. By 1897 (Bromley), the American Institute building had been demolished.

In 1879 (Bromley) the southwest corner of the block, within the APE, contains some much smaller buildings which were probably residential, occupying former Lots 1, 1¼, 1½, 2, 2½, and 3 (currently Lot 1). Tax records show that a four-story house was present on each of former Lots 1¼ and 1½ in 1876, so these would have been built between 1869 and 1876. The area is believed to have had water and sewer availability by the late 1860's, according to a Board of Alderman statement that sewers were laid between East 60<sup>th</sup> and East 61<sup>st</sup> Streets by 1863. Furthermore, historians state that "sewers were planned for the area between 28<sup>th</sup> Street to 91<sup>st</sup> Street, from Fifth Avenue to the East River" in the early 1860's (Goldman 1988:115). Therefore, there is little chance of archaeological resources such as wells and privies for these residences, or if they did exist, they would have had a short use-life. A shanty, owned by Abraham B. Cox, is listed in the tax records of 1869 on former Lot 22 (now part of Lot 21), although nothing is shown on an 1867 map (Dripps); however, such a temporary building would probably not be depicted. It may be more likely to have associated features, given that impermanent buildings were less likely to have been connected to sewer and water lines, and thus has the potential to have associated cisterns, wells, and/or privies.

If the 18<sup>th</sup> century farm fell within Block 1418, it would have covered former Lots 1-17 and 34-38, which are all the lots within the APE that are west of the Old Post Road. Modern construction would have had an effect on certain portions that are now part of modern Lots 1, 6, and 11. Construction in the lots vacated by the American Institute began between 1892 and 1897, but some lots (Lots 23-27) remained vacant until 1916 to 1920-22 (Bromley), when garages covered the eastern end of the block. At the beginning of the 20<sup>th</sup> century, the western portion of the APE was taken up by two institutions: the Manhattan Eye, Ear and Throat Hospital, first seen in 1907 (Sanborn), and the Baron de Hirsch Trade Schools, first mapped in 1902 (Bromley). The hospital has an open courtyard in the approximate location of the middle of former Lots 7-9 (now part of Lot 6). This open space remains today. The portion of the Trade School which falls within former Lots 11-15 (now the southern half of Lot 11) was subsequently called the Clara de Hirsch Home for Working Girls by 1920-22. There were open courtyards in the rear of this building. However, construction of the foundation and basement for a 13-story building constructed on the site between 1955 and 1967 would likely have destroyed any potential archaeological remains down to a minimum depth of approximately 10'.

Features associated with the shanty on Lot 22 would be unlikely to have survived, as the garages on the eastern end of the block contained buried gasoline tanks (Sanborn 1951), and sometime between 1955 and 1967 (Bromley) a 34-story building with a two-story basement was constructed on modern Lot 21 (encompassing former Lots 16-30). This construction would have resulted in the destruction of any potential historic subsurface features deriving from 19<sup>th</sup> century construction down to at least 20' below grade. Although the depth of the water table is unknown for this location, it is unlikely that shaft features would have been constructed much below 20' below surface. The building on modern Lot 1 also has a two-story deep basement, so the areas covered by modern Lots 1 and 21 are not considered sensitive for historic resources. Lots 6 and 11 contain buildings with one-story basements, and therefore should be considered sensitive from a minimum depth of 10' below surface to a depth at least equal to the water table, the depth

of which is unknown for this block. The building on Lot 31 has a cellar extending approximately five feet below surface, and so it should be considered sensitive from a minimum depth of 5.5' below grade to a depth at least equal to the water table, the depth of which is unknown for this block.

Despite 19<sup>th</sup> and 20<sup>th</sup> century development, there is a possibility that resources related to the 18<sup>th</sup> century farm property may exist in the APE. Subsurface features such as wells, cisterns, and privies may have been partially preserved. The foundations of outbuildings related to this farm may also have been preserved. No soil borings are available from within the block. The closest borings indicate widely varying amounts of fill along Second Avenue between East 64<sup>th</sup> and 63<sup>rd</sup> Streets, from none to 5.5' to 13' of varied fill, with bedrock at 11-20' below surface and 15-29' of natural soils (sand, clay, gravel, and silt) in between (WPA II:26:85, 86, 1935; Boring 2-43, Raymond International, Inc., 1970). A boring from across Third Avenue at East 63<sup>rd</sup> Street indicates that 10' of clay, sand and gravel overlays nine feet of fine sand and silt, with bedrock at 19' below surface (WPA II:27:115, 1935). Natural soils appear deepest along Second Avenue, with 15-29' of sand, clay, gravel, and silt underneath the fill. No water table depths are available for the block itself or its immediate vicinity. Nineteenth and 20<sup>th</sup> century construction may have resulted in the intermittent destruction of potential resources.

In conclusion, the APE within Block 1418, specifically Lots 6, 11, and 31, has the potential for 18<sup>th</sup> century resources deriving from a farm property, including unmapped associated farm outbuildings and shaft features. Lots 6 and 11 are sensitive from a minimum depth of 10' below surface and Lot 31 from a minimum depth of 5.5' below surface. Because no water table levels are available, it can only be assumed that shaft resources such as wells would have extended as deep as the level of the water table. The foundations of outbuildings would be shallow and are less likely to be preserved. Preservation of subsurface resources throughout the block would extend from these minimum depths to the depth of the water table, the depth of which is currently unknown (Figure 7.13-14a).

#### **Block 1437**

A road or lane is shown on or very near this block on the British Headquarters map (1782), extending from the Old Post Road to the east. On the Commissioners' Map (1807-1811), a path extending through the APE of Block 1437 and the East 63<sup>rd</sup> Street roadbed east of Second Avenue is shown leading to a cluster of structures just east of the APE (Figure 7.13-4). These structures are also visible on an 1820 map (Randel). The Old Post Road impinges very slightly into the block on the southwest corner; the Road crosses Second Avenue at East 62<sup>nd</sup> Street. These structures may be associated with the Beekman estate just to the north, or with a water feature extending from the East River (Figure 7.13-4). In 1836, the lane is shown paralleling East 63<sup>rd</sup> Street just to the south, again, only extending eastward from Second Avenue (and the Old Post Road). First Avenue is not yet open. By 1851 (Dripps; Figure 7.13-9), the lane is shown in the middle of the East 63<sup>rd</sup> Street roadbed; it leads to the J. Beekman estate. There are still no structures present within the APE.

No structures are shown mapped on this block until 1859 (Perris), when a rope walk is present on the southern half of Block 1437, mostly within the APE (Figure 7.13-7). The rope walk, where rope is made, has one and two story frame structures, set back toward the center of the block. By 1867 (Dripps), the rope walk is gone and houses have been built on the southern half of the block; there are approximately 14 within the APE, all fronting onto East 62<sup>nd</sup> Street (Figure 7.13-8). Tax records show that no buildings were within the APE in 1858, but in 1869 they indicate that Lots 1¼, 1½, 5, 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13, 13½, 14, 15, 16, 16½, 17, and 18 all contained three-story buildings. Former Lots 1¼, 1½, and 5 are now part of modern Lot 1; former Lots 5½, 6, 7, 7½, 8, 9, and 9½ now comprise Lot 7; former Lots 10, 11, and 11½ are now part of Lot 10; former Lots 12 and 13 comprise Lot 12; former Lots 13½, 14, 15, and 16 are modern Lot 15; former Lots 16½ and 17 are modern Lot 17; and Lot 18 remains the same, containing the only extant building from this original row of housing (Figure 7.13-12). All of these lots were contiguous and fronted onto East 62<sup>nd</sup> Street. Piped water was available from 1859 in this area (Board of Alderman 1859:46), but a contract for sewer construction was not made until 1866 for this area (Goldman 1988:115). Since these houses were constructed sometime between 1859 and 1867 (Perris; Dripps; Figure 7.13-8), there is a strong possibility that there were originally not hooked up to the sewer system. Therefore, privies may have been present in the rear yards. By 1879 (Bromley), most of the block is developed (Figure 7.13-11).

Determining the probability of shaft resources such as wells, privies, and cisterns is somewhat problematic for the series of houses on East 62<sup>nd</sup> Street. Piped water was available from 1859 in this area (Board of Alderman 1859:46), and a contract for sewer construction was made in 1861 for this area (Goldman 1988:115). Since these houses were constructed sometime between 1859 and 1867, there is a possibility that there were originally not hooked up to the sewer system, and privies may have been present in the rear yards. It is also known that because of the cost of connecting to sewer lines, many did not do so even when this was possible. Additionally, these houses appear to have been single-family homes when constructed, but according to tax records, their value decreased or remained the same between 1869 and 1876, unlike neighboring properties. This might indicate that they were no longer single-family, and perhaps were not being maintained. Therefore there is a probability that shaft features would have existed for some of these houses, one of which (at 345 East 62<sup>nd</sup> Street) is still extant (Photograph 7.13-13).

The rope walk is significant as a mid-19<sup>th</sup> century industrial resource. These were typically long low sheds where hemp was spun into rope, and frequently had a subsurface component, such as a tunnel or trench. Therefore, there is the potential for surviving features. Also significant are the potential features, predominantly privies, associated with the row of houses that followed the rope walk within the same area. The remaining residential lots on this block were developed after the arrival of sewer and water lines, so they are not likely to possess significant resources.

Twentieth century construction has had some effect on these mid-19<sup>th</sup> century resources. Current lots within the APE on Block 1437 are 1, 7, 10, 12, 15, 17, 18, 27, 29, 30, 32, 41,

44, and 45 (Figure 7.13-12). Lot 10 is now a through road running north-south through the block. Lots 44-45, indicated on the Sanborn 2001 map as a playground and vacant lot, are currently occupied by a six-story building. Former Lot 5, after incorporating former Lots 1¼ and 1½, remained vacant until 1930, when it was used as a lumber yard, and had two one-story frame structures running lengthwise along the lot, with open space between them, until sometime between 1955 and 1967 (Bromley). Former Lots 1-5 were incorporated into Lot 1 by 1967, and a 15-story brick apartment building was built covering the entire property. A one-story garage is present underneath the building. This would indicate that any subsurface historical resources such as wells, privies, and cisterns stemming from the mid-19<sup>th</sup> century houses on former Lots 1¼, 1½, and 5 would have to have extended more deeply than the depth of the garage in order to have survived later construction episodes. A soil boring indicates that there is approximately 20' of fill at this location, along Second Avenue, and that bedrock lies 29' below grade (Boring 2-42, Raymond International, Inc., 1970).

By 1911 (Bromley), the houses on former Lots 7, 7½, 8, 9, and 9½ had been removed and replaced by a six-story brick building containing a one-story basement, now known as Lot 7. By 1913 (Hyde) former Lots 5½ and 6 were incorporated into Lot 7, and contained a three-story brick building that does not have a basement. These two buildings were used as a factory through much of the 20<sup>th</sup> century and are still present. There is a very small area of open space in the rear. These two buildings encompass the area containing houses on former Lots 5, 5½, 6, 7, 7½, 8, 9, and 9½ (Figure 7.13-12). The houses on former Lots 10, 11, and 11½ were removed by 1907 (Sanborn) and replaced by a six-story brick building with a small rear yard and open space on either side (modern Lot 10). This building is listed as having a basement on the Sanborn map, but as not having one on other maps (Hyde 1913; Bromley 1920-22). However, since it did have stairs leading to the front entrance (Hyde 1913), and because the street is inclined, it is likely that the basement did not fully extend an entire story below ground. By 1955 (Bromley) this building had been demolished, and the lot became part of a through street leading away from the Queensboro Bridge. Former Lots 12 and 13 were also removed by 1907 and replaced with a four-story brick building with a very small rear yard (modern Lot 12). This building has a basement.

The 19<sup>th</sup> century houses on former Lots 13½ and 14 remained until sometime between 1951 and 1955 (Sanborn; Bromley), when they were removed. They became Lot 14, but appear to have been incorporated with Lot 15 by 1984-85 (Bromley). However, the two original lots (13½ and 14) have not been built upon. The area is an open courtyard associated with the convent on Lot 15. The houses on Lots 15 and 16 remained until 1930 (Bromley), when they were became modern Lot 15 and were replaced by a building with three stories in the front and one story in the rear. This building, a convent which is still present, does not appear to have a basement. The 19<sup>th</sup> century houses on Lots 16½ and 17 remained until 1930 (Bromley) although they may have continued to exist with the additional presence of a one-story addition extending to the rear of the property. They were considered a single entity and known as Lot 17. Although the current Sanborn map (2001) shows the building there as having four stories with one in the rear, the existing building has six stories and a basement. The house on Lot 18 is still extant

(Photograph 7.13-13) and has a large open rear yard. In addition to shaft features, the rear yard of this building might even contain preserved sheet deposits of refuse, which are layers of debris that are naturally accumulated through normal usage of the yard for activities.

Well-preserved historic shaft features associated with the residential area and resources associated with the rope walk may exist in parts of the southern half of Block 1437, and truncated historic subsurface features might also remain if they extended below the depth of disturbances from later buildings and any subsurface excavation needed for construction. The rope walk appears to have been located toward the rear of the lots, so its resources would be expected to be in a similar area to the location of the shaft features associated with the houses. However, the rope walk did extend beyond this area, particularly in the area of former Lots 1¼, 1½, and 5 (Figure 7.13-7). Soil borings indicate fill depths within the area of interest range from nine feet to 20' (Dept. of Public Works 103:15A, 1946; WPA II:26:83, 84, 1935; Boring 2-42, Raymond International, Inc., 1970). The closest soil borings with water levels indicate levels of 1.7' below grade, 6.5' below grade, 7.3' below grade, and water not encountered after drilling 40' below grade (where the top of bedrock was at 29' below grade), respectively (Dept. of Public Works 103:15A, 14A, 16, 1946; Boring 2-42, Raymond International, Inc., 1970). The water depth of 1.7' may be an aberrant reading however, as basements are known to exist within the area. Bedrock was much higher for that boring, at 9.5' below grade, compared to 18', 21', and 29' for the other borings, and may have affected readings. Because bedrock levels within this block are known to be highly variable, it will be assumed that wells, if they existed, would be more likely to have needed to go at least 6.5' below surface, and possibly deeper. Privy depths can vary tremendously, but can often be between 10 to 15'. It is also assumed that both privies and wells are unlikely to have continued into bedrock. Areas that were not disturbed will therefore be considered sensitive from the surface to a depth of at least 10' below grade and probably deeper.

The APE on this block is sensitive for potential mid-19<sup>th</sup> century resources such as privies, cisterns, and wells relating to residences, and resources relating to the rope walk in former Lots 5½, 6, 7, 7½, 8, 9, 9½, 10, 11, 11½, 12, 13, 13½, 14, 15, 16, 16½, 17, and 18 (Figure 7.13-14b). The non-disturbed areas include the following: the northwest quarter of modern Lot 7, the northern half of Lot 15, the northern half of Lot 18, the very rear of the northeast corner of Lot 7, the rear of Lot 12, and the rear of Lot 17 (Figure 7.13-12). These would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper. The northeast quarter of Lot 7, the northern half of Lot 12, and the northern half of Lot 17 (except for the very rear) all have one-story basements. Despite the presence of basements which extend approximately 10' below surface, there remains the possibility of surviving truncated shaft features which could extend below this depth, although probably not greater than 20' below grade. Lot 10 would be expected to have been disturbed to a depth of at least 5-8' in the area of former Lots 10, 11, and 11½ because of a previously existing basement. Underneath the former building footprint there remains the possibility of surviving truncated shaft features below the depth of the previous foundation, although these probably not extend greater than 20' below grade. In the rear of the former building on current Lot 10, the yard

would be expected to be sensitive from the surface to a depth of at least 6.5' below grade and probably deeper.

### **Block 1436**

The earliest mapped structures within the APE on this block date from between 1820 and 1836 (Randel; Colton; Figure 7.13-3). By 1836, there were two structures in the westernmost third of the block; one is adjacent to the Old Post Road and appears to be within the APE, but it is not clear if the longer structure is within the APE. There are four structures shown within the APE by 1851 (Dripps; Figure 7.13-9). There is a large complex of structures directly to the east of these, outside the APE, that are part of the Lightbody's Ink Factory, but tax records from 1858 show that there was a three-story house on Lot 44, owned by John G. Lightbody, and a two-story house on Lot 47, owned by I. Milton Smith. These two houses would appear to correspond to the easternmost structure within the APE, also shown in 1859 (Perris) to be a frame three-story building with a two-story wing on the south end, and the building directly west of this, also shown as frame, with two two-story sections shown in 1859. The 1858 tax records do not correspond, however, with the two buildings shown in 1851, 1859, and 1867 on the western end of the APE, presumably Lot 51 (Dripps; Perris). In 1869 tax records shown that Margaret Croniken owned two two-story houses on Lot 51. Although she had also owned the property in 1858, it does not appear that any house is listed for this lot, although the tax records have suffered from ink fading, and this could simply be an omission due to degradation of the writing. It is also not known if the structure shown in 1836 along the Old Post Road within the APE corresponds to any of the structures shown in 1851. If it did, it would be most likely to be one of the buildings on Lot 51, as the westernmost building is adjacent to the former Old Post Road.

Further development within the APE on this block is not shown until 1879 (Bromley), when most of the block is developed (Figure 7.13-11). Within the APE, the western end of the block, fronting along Second Avenue (former Lots 1-4, 49-52) is completely developed with brick buildings, with medium sized open rear yards. Lots 4½ and 5 are developed. Lots 43 and 45-58 appear vacant. Of the four houses within the APE from pre-1851, only one still appears to exist at this time, on Lot 44, although this may be a different structure. Since this area had access to piped water by 1860 and to sewers by the end of that decade, only those buildings predating this period would be likely to possess shaft structures such as wells, cisterns, and privies. The lots containing the four houses that were built sometime between 1836 and 1851 (Colton; Dripps; Figure 7.13-9; Figure 7.13-13) have a high potential for these features.

A large house belonging to John G. Lightbody, who owned the neighboring printing ink factory, was present on Lot 44 (subsequently becoming part of Lots 43½ and 44, and currently part of Lots 10 and 44) in 1851 (Dripps). Tax records in 1858, 1869, and 1879 show that this three-story house on Lot 44 continued to be owned by John G. Lightbody, who also owned the printing ink factory on the same block. This house was of relatively high value in 1858, although less so by 1876. Lightbody also owned the adjoining Lot 43 throughout this time. The house was removed between 1879 and 1885 (Bromley; Robinson). In 1892 (Sanborn) five-story brick apartment buildings were built on Lots

43½-46. Those on 43½ and 44 had large rear yards, while those on Lots 45 and 46 were somewhat smaller. None had basements, and those on Lots 44, 45, and 46 remain today (Photograph 7.13-15), although the building on Lot 44 had a one-story extension added in the rear sometime between 1955 and 1967 (Bromley), making the rear yard equal to its neighbors. The building on Lot 43½ was removed when a street was constructed through the block as an exit ramp from the Queensboro Bridge; most of this lot remains empty as a right-of-way and sidewalk.

Another house was present on former Lot 47 as seen in 1851 (Dripps). This lot belonged to I. Milton Smith in 1858, along with Lots 48-50, and to Conrad Mund in 1869 and 1876, along with Lot 48, according to tax records. However, the house is listed as having two stories except in 1876, when it has three, so this may be a new structure. No building is shown on this lot in 1879 (Bromley), but in 1885 a small brick building is shown on Lot 47. Former Lot 47, along with Lot 48, underwent a number of boundary changes over the years. Lot 47 was listed in the 1858 tax records as being 30' x 100.5', but by 1876 was only 20' x 50.5', and the remaining land belonged to Lot 51 at one time. For this reason it is possible that Lot 46 may have originally been disturbed by the building on Lot 47. In 1892, the small brick building is gone and Lots 47 and 48 have been combined into Lot 47, containing a six story brick building with a basement, which is still present. There is a small amount of open space in the rear and on the sides of this lot. The open space in the rear is in the location of Lot 51 as it existed through 1879, when Lot 51 extended approximately 150' eastwards.

Two houses are seen on Lot 51 in 1851 (Dripps); this property is known to belong to Margaret Croniken in both 1858 and 1869 according to tax records, but the two houses are listed only for 1869. These two houses are also mapped in 1859 and 1867 (Perris; Dripps). Lot 51 extended 50' further to the east than adjacent lots, putting it in former Lots 47 and 48 and now the entire rear yard of current Lot 47. Tax records from 1876 and an 1879 map (Bromley) show that these houses were gone and replaced by a four-story building. This building remained until sometime between 1984-85 and 1990-91 (Sanborn), when it was replaced by a condominium (1001-1111) on former Lots 49, 50, and 51. The condominium has a basement, but it does not have a garage as is noted on the Sanborn maps (1990-91; 2001).

Current lots within the APE on Block 1436 are 1, 3, 5, 44, 45, 46, 47, with a condominium (1001-1111) present on former Lots 49-51. A covered driveway associated with the building on Lot 3 is present between Lots 1 and 5; this was formerly Lot 4½. The APE also includes approximately 10' of open space between Lot 44 and Lot 10 (formerly part of Lot 43½), which is now a ramp leading away from Queensboro Bridge. The northern half of the APE within Block 1436 should be considered sensitive for features such as wells, privies, and cisterns associated with the four houses constructed prior to 1851 in this area. These houses existed on former Lots 43½, 44, 47, and 51; although these lots exist today, the actual boundary lines of these lots have fluctuated. Furthermore, these houses were not necessarily constructed with their front entrances facing the street, so that well and privy features may not necessarily be present in the rear of these lots.

Subsequent construction would have had some effect on former Lots 43½, 44, 47, and 51. Lots 43½ and 44 each had a five-story brick apartment building without a basement constructed on them by 1885 (Robinson), and each had a large rear yard, while Lot 46 (potentially affected by the original building on Lot 47, as described above) contained a similar building but had a slightly smaller rear yard. The apartment building on Lot 44 remains today (Photograph 7.13-15), although it had a one-story addition added in the rear sometime between 1955 and 1967 (Bromley); however, there is still some open space in the rear. The building on former Lot 43½ was removed when a street was constructed through the block as an exit ramp from the Queensboro Bridge; most of this lot (now Lot 10) remains empty as a right-of-way and sidewalk. The original house on Lot 47 was removed by 1879 (Bromley), as were the two houses on Lot 51. A large six-story apartment building with a basement was constructed on Lots 47-48 (now Lot 47) between 1902 and 1907 (Bromley; Sanborn); the open rear space was originally also part of Lot 51, and at various times also known as Lot 51½ and 54. This building is still extant. Prior to the construction of this apartment building, there was a small building on the front of Lot 47 in the 1880-90's (Robinson; Bromley); Lot 48 was empty. On Lot 51, there was a four-story building constructed on the property by 1876, according to tax records, part of a row of similar buildings fronting onto Second Avenue. There was a large open rear yard, and this building remained standing until sometime between 1984-85 and 1990-91, when the structures on Lots 49-51 were replaced by a 31-story brick condominium building. The building has a basement, and extends 89.6' into the former boundaries of Lot 51 (originally 150' long).

For these four structures, there is a high probability of finding possibly truncated mid-19<sup>th</sup> century shaft features such as wells, privies and cisterns. However, none of these four buildings appear to have been built exactly in alignment with the lot borders. That is, utility areas of the property where one might expect to find privies, cisterns, and wells, will not necessarily be at the rear of the modern lot. For this reason, the entire lots should be considered sensitive for these properties. Subsequent development on those properties where basements are not present should have resulted in minimal destruction. Where basements were present, at least 10' of subsurface disturbance would have resulted. The condominium (former Lots 49-51) and the building on Lot 47 (former Lots 47-48) have basements. The latter building has open space on the side and rear; the rear yard space was originally the rear of Lot 51 when the early to mid-19<sup>th</sup> century houses were located on it.

There is 11-14' of fill at the western end (WPA II:26:81, 82, 1935) of the APE. Depths of fill at the eastern end of the APE range from 4-8' below grade (Dept. of Public Works 103:13A, 14A, 1946), with 22' of "earth" recorded on Second Avenue halfway between East 62<sup>nd</sup> and East 61<sup>st</sup> Streets (WPA II:26:80, 1935). Bedrock ranges from 18-37' below surface through this section of the APE, and water levels range from 6.5-8' below surface at the eastern end, with no water levels available for the western end (Dept. of Public Works 103:13A, 14A, 1946).

In conclusion, Block 1436 is sensitive for early to mid-19<sup>th</sup> century residential resources such as wells, cisterns, and privies in the following locations (Figure 7.13-14b):

Current Lot 44 from just below the foundation (no basement) to at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down.

Former Lot 43½, now part of Lot 10 as a right-of-way immediately adjacent to Lot 44, from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table.

Current Lot 46, in association with the 19<sup>th</sup> century building located on Lot 47 due to shifting lot lines, from just under the building foundation to a depth of at least eight feet below grade, and possibly deeper depending on the depth of the water table, and in the rear yard from the surface down.

The rear yard of current Lot 47 from the surface to at least eight feet below grade, and possibly deeper depending on the depth of the water table. This includes the rear portion of Lot 51 as it was designated in the mid-19<sup>th</sup> century. Underneath the building footprint, there remains the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

Former Lot 51, now part of an unknown lot number in the northwest corner of the block containing condominium No. 1001-1111, from 10' below grade to as deep as the water table, the depth of which in this location is not known. There is the possibility of surviving truncated shaft features which could extend below the minimal foundation depth of 10', although probably not greater than 20' below grade.

#### **Roadbeds**

No historical structures are shown mapped within the modern roadbeds in the APE. One structure is shown on the Commissioners' Map within East 64<sup>th</sup> Street between Second and Third Avenues, but it is depicted parallel to the west side of the Old Post Road, and thus would be outside the APE but immediately adjacent to it (Figure 7.13-4). There is a chance that this building footprint could be partially within the sidewalk on the north side of Block 1418, and that subsurface shaft resources could be within Block 1418 on Lot 13. A fuller discussion of this building is discussed above under Block 1418. This building could potentially be related to the farm described above seen on the British Headquarters Map in 1782, and also discussed under Block 1418. This 18<sup>th</sup> century farm property might also have outbuildings and shaft structures that extend into the East 63<sup>rd</sup> Street roadbed and sidewalks west of the former Old Post Road, between Second and Third Avenues. Utility construction would be expected to have had some effect on these resources. A soil boring near the western end of the street indicates that there is 10' of clay, sand, and gravel over 4.0' of fine sand and silt, which is over 3.2' of fine sand (WPA II:27:115, 1935). There does not appear to be any fill, which may be due to road grading. Two soil borings near the eastern end of the street indicate 5.5' and 8' of fill

(WPA II:26:84, 86, 1935). No soil borings are available from East 63<sup>rd</sup> Street between Second and Third Avenues. The analysis of the roadbeds also includes the sidewalks for Block 1438 along East 63<sup>rd</sup> Street between First and Second Avenues and for Block 1435 along East 61<sup>st</sup> Street between First and Second Avenues. In conclusion, the East 63<sup>rd</sup> Street roadbed and sidewalks between Second and Third Avenues, specifically that portion west of the former Old Post Road, is sensitive for resources relating to an 18<sup>th</sup> century farmhouse from just below the surface to a depth of approximately eight feet (Figures 7.13-14a, 7.13-14b).

7.13.7.2 *Site File Search Results, NYCLPC, NYSOPRHP and NYSM*

SITE FILE SEARCH RESULTS

Project Name 2<sup>nd</sup> Ave. Subway IIAA Project Number 2362 Client Historical Perspectives

City New York Town \_\_\_\_\_ County New York

Archaeologists Central PK, Brooklyn, Jersey City

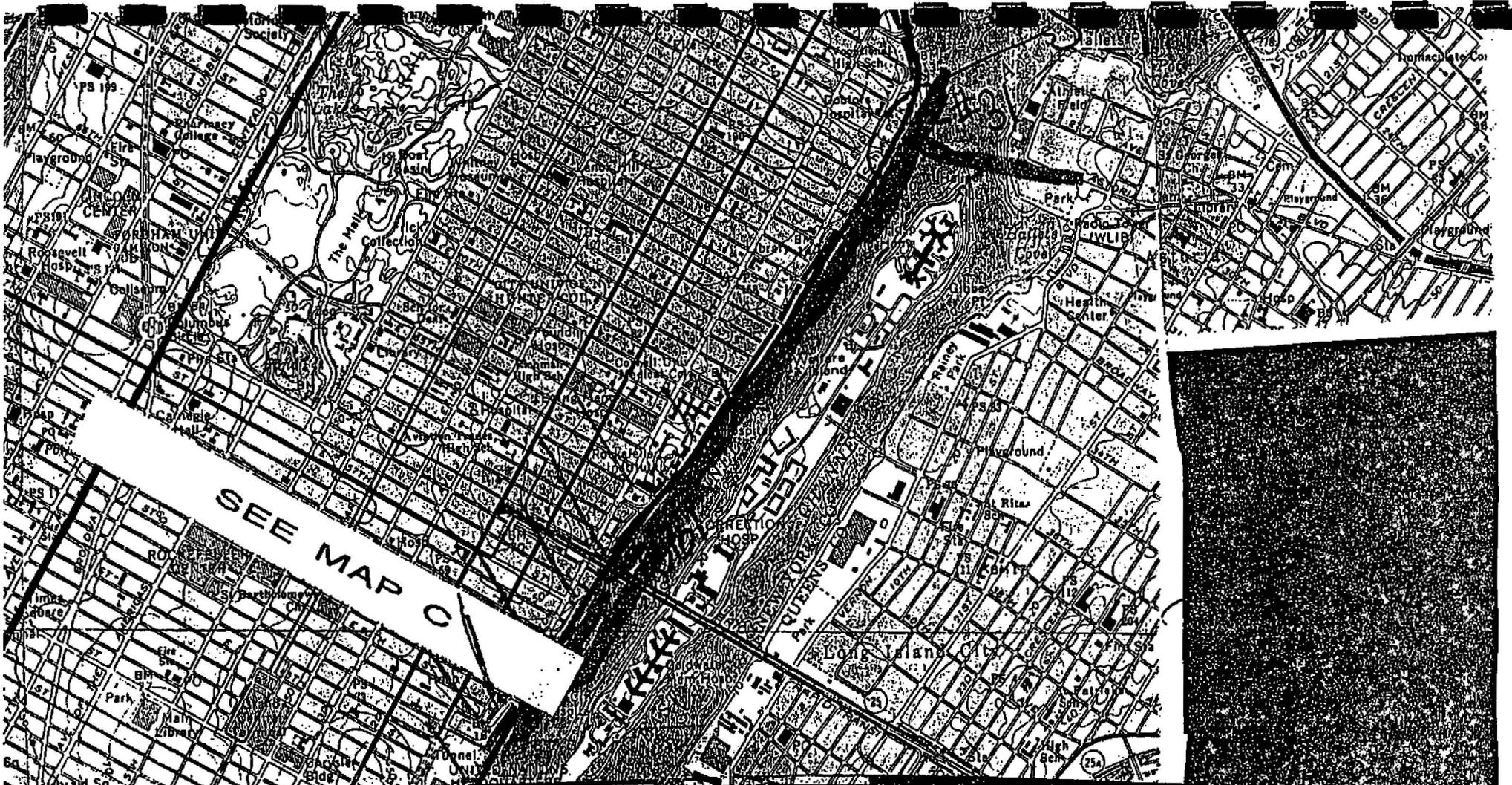
Conducted by: K.C. Date 10.1.01

NEW YORK STATE MUSEUM # Sites 7 SHPO # Sites 19

<del>4059 X</del>	<del>*Missing</del>	A061.01.01491 -	#30 = British Line
<del>4060 X</del>		A061.01.01282 X	#31
<del>4061 X</del>		A061.01.01272 <sup>0014</sup>	
<del>4062 X</del>		A061.01.01284 X	(note: #30 + #31 -
<del>4063 X</del>		A061.01.01283 X	the only info from SHPO
<del>4064 X</del>		1 - A061.01.1271 X	was that NYAC did a
<del>7278 X</del>		2 - <del>A061.01.0011-003</del>	Survey in the 1970's
		3 - A061.01.0623 <sup>0023</sup>	2nd found historic remains.
		4 - A061.01.06763 X	no other info was found)
		5 - <del>A061.01.0001</del>	
	209 Water St. South Street <sup>N.Y.C.</sup> Support HP	6 - A061.01.00604 X	NYAC = New York
		A061.01.01304 X	Archeological Council.
		A061.01.01285 X	
	*Missing * 576 Broome St. Historic Site	A061.01.07671 -	
		A061.01.09530 X	
		A061.01.01286 X	
		A061.01.0541 X	
		A061.01.00542 X	
		A061.01.09531 X	

According to Cynthia Blakemore @ SHPO



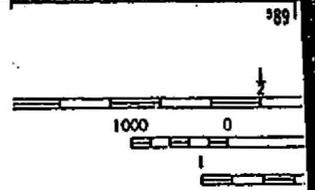


SEE MAP C



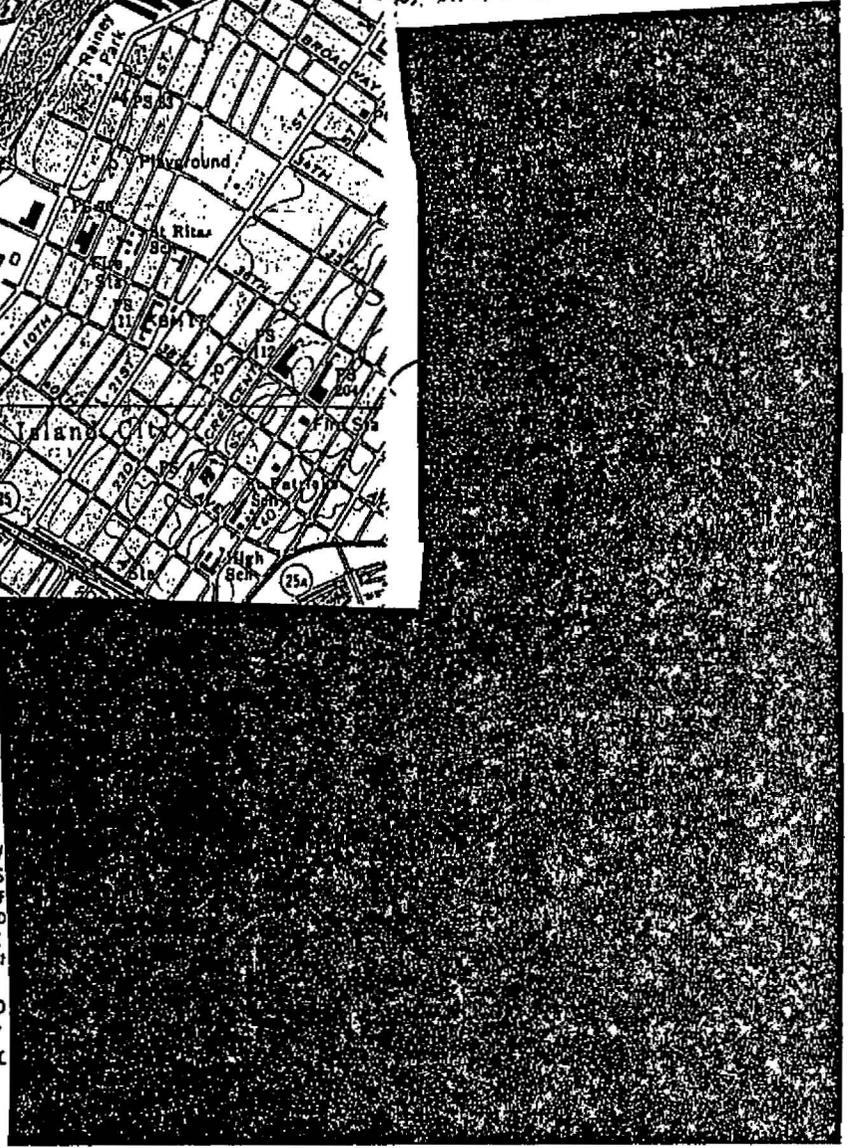
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7.13.7.3 Soil Boring Logs

WPA Vol. II, Sheet 26, No. 79

Board of Transportation, 1935

East side of Second Avenue between East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.

earth	+64.8' to +40.2'
boulder	+40.2'

No water level recorded.

WPA Vol. II, Sheet 26, No. 80

Board of Transportation, 1935

East side of Second Avenue between East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.

earth	+64.3' to +53.5'
boulders	+53.5' to +51.8'
sand, boulders	+51.8'

No water level recorded.

WPA Vol. II, Sheet 26, No. 81

Board of Transportation, 1935

East side of Second Avenue between East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.

earth	+64.0' to +42.8'
boulder	+42.8' to +40.7'
boulder and sand	+40.7'

No water level recorded.

WPA Vol. II, Sheet 26, No. 82

Board of Transportation, 1935

East side of Second Avenue between East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.

fill	+63.6' to +52.6'
sand and boulders	+52.6' to +36.6'
mica sand	+36.6' to +26.1'
soft rock	+26.1' to +24.2'
hard rock; soft seams	+24.2' to +17.1'
hard rock	+17.1' to +9.4'

No water level recorded.

WPA Vol. II, Sheet 26, No. 83

Board of Transportation, 1935

West side of Second Avenue between East 62<sup>nd</sup> and East 63<sup>rd</sup> Streets.

fill: sand, clay, stone	+62.3' to +54.3'
sand, gravel, and boulders	+54.3' to +36.1'
hard rock	+36.1' to +26.1'

No water level recorded.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

WPA Vol. II, Sheet 26, No. 84

Board of Transportation, 1935

East side of Second Avenue between East 62<sup>nd</sup> and East 63<sup>rd</sup> Streets.

fill: sand, clay, stone	+60.6' to +52.6'
sand and gravel	+52.6' to +39.9'
hard rock	+39.9' to +27.9'

No water level recorded.

WPA Vol. II, Sheet 26, No. 85

Board of Transportation, 1935

East side of Second Avenue between East 63<sup>rd</sup> and East 64<sup>th</sup> Streets.

sand, stone and clay	+59.4' to +53.7'
sand and gravel	+53.7' to +48.7'
hard rock 80% core	+48.7' to +38.9'
hard rock 86% core	+38.9' to +30.1'
hard rock 87% core	+30.1' to +20.0'
hard rock 95% core	+20.0' to +9.1'

No water level recorded.

WPA Vol. II, Sheet 26, No. 86

Board of Transportation, 1935

West side of Second Avenue between East 63<sup>rd</sup> and East 64<sup>th</sup> Streets.

fill: sand, clay, stone	+58.9' to +53.4'
sand, gravel, stone and clay	+53.4' to +41.2'
hard rock	+41.2' to +31.2'

No water level recorded.

WPA Vol. II, Sheet 26, No. 87

Board of Transportation, 1935

East side of Second Avenue between East 64<sup>th</sup> and East 65<sup>th</sup> Streets.

fill: sand, stone and clay	+55.6' to +50.6'
fine sand and clay	+50.6' to +40.1'
coarse sand and gravel	+40.1' to +25.6'
mica sand	+25.6' to +21.0'
soft rock	+21.0' to +19.3'
hard rock	+19.3' to +11.0'

No water level recorded.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

WPA Vol. II, Sheet 26, No. 88

Board of Transportation, 1935

West side of Second Avenue between East 64<sup>th</sup> and East 65<sup>th</sup> Streets.

clay and stone fill	+55.4' to +47.4'
sand, clay and gravel	+47.4' to +42.4'
sand and gravel	+42.4' to +31.4'
mica sand	+31.4' to +28.4'
soft rock	+28.4' to +20.8'
medium soft rock	+20.8' to +16.7'
medium hard rock	+16.7' to +10.8'

No water level recorded.

WPA Vol. II, Sheet 26, No. 89

Board of Transportation, 1935

East side of Second Avenue between East 64<sup>th</sup> and East 65<sup>th</sup> Streets.

fill	+54.5' to +48.5'
sound clay	+48.5' to +43.5'
sand, clay, gravel	+43.5' to +34.5'
sand and gravel	+34.5' to +23.1'
boulder	+23.1' to +21.9'
soft rock	+21.9' to +19.4'
rock caving-abandoned	+19.4'

No water level recorded.

WPA Vol. II, Sheet 26, No. 90

Board of Transportation, 1935

East side of Second Avenue between East 64<sup>th</sup> and East 65<sup>th</sup> Streets.

fill	+54.5' to +48.5'
sound clay	+48.5' to +43.5'
sand, clay, gravel	+43.5' to +34.5'
sand and gravel	+34.5' to +21.5'
soft rock	+21.5' to +15.2'
broken hard rock	+15.2' to +10.2'
hard rock	+10.2' to +5.2'

No water level recorded.

WPA Vol. II, Sheet 26, No. 256

Big Map, 1937

First Avenue and East 63<sup>rd</sup> Street.

curb data level	+40.0'
not recorded	+40.0' to +35.0'
rock top	+35.0'

No water level recorded.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

WPA Vol. II, Sheet 26, No. 257  
Big Map, 1937  
First Avenue and East 62<sup>nd</sup> Street.

curb data level	+42.0'
not recorded	+42.0' to +40.0'
rock top	+40.0'

No water level recorded.

WPA Vol. II, Sheet 26, No. 258  
Big Map, 1937  
First Avenue and East 61<sup>st</sup> Street.

curb data level	+40.0'
not recorded	+40.0' to +38.0'
rock top	+38.0'

No water level recorded.

WPA Vol. II, Sheet 26, No. 316  
Riley Engineering, 1944  
Second Avenue and East 61<sup>st</sup> Street.

granite block, concrete foundation, sandy clay	+65.0' to +49.0'
medium sand	+49.0' to +45.0'
fine sand	+45.0' to +42.0'
coarse sand containing small boulders	+42.0' to +32.0'
fine sand containing small stones	+32.0' to +26.8'
decomposed mica schist	+26.8' to +21.0'
top of rock (soft disintegrated rock)	+21.0' to +4.0'

No water level recorded.

WPA Vol. II, Sheet 26, No. 317  
Riley Engineering, 1944  
East 61<sup>st</sup> Street east of Second Avenue.

granite block, coarse sand containing gravel	+63.6' to +58.6'
medium brown sand	+58.6' to +47.6'
fine clayey sand	+47.6' to +40.6'
medium sand	+40.6' to +32.3'
decomposed mica schist	+32.3' to +22.9'
top of rock	+22.9'

No water level recorded.

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WPA Vol. II, Sheet 26, No. 318  
Riley Engineering, 1944  
East 61<sup>st</sup> Street east of Second Avenue.

granite block, concrete foundation, dirt fill	+62.0' to +57.0'
fine sand, trace of clay	+57.0' to +52.0'
medium sand; small boulders (+48.0 to +47.0')	+52.0' to +47.0'
coarse sand	+47.0' to +42.0'
coarse sand; boulder (+39.7 to +37.0')	+42.0' to +36.0'
decomposed rock	+36.0' to +20.0'
top of rock	+20.0'

No water level recorded.

WPA Vol. II, Sheet 26, No. 319  
Riley Engineering, 1944  
East 61<sup>st</sup> Street between First and Second Avenues.

granite block, concrete foundation, fine sand	+56.6' to +51.0'
fine sand, trace of clay	+51.0' to +46.6'
fine sand	+46.6' to +42.6'
fine sand containing stones	+42.6' to +37.6'
coarse sand	+37.6' to +36.4'
"recovery"	+36.4' to +3.1'

No water level recorded.

WPA Vol. II, Sheet 27, No. 115  
Board of Transportation, 1935  
Northwest corner of Third Avenue at East 63<sup>rd</sup> Street.

clay, sand, and gravel	+60.8' to +50.8'
fine sand and silt	+50.8' to +44.8'
fine sand	+44.8' to +41.6'
rock or boulder	+41.6'

No water level recorded.

WPA Vol. II, Sheet 27, No. 116  
Board of Transportation, 1935  
Northeast corner of Third Avenue at East 64<sup>th</sup> Street.

sand and clay	+64.2' to +54.2'
coarse sand	+54.2' to +42.6'

No water level recorded.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

WPA Vol. II, Sheet 27, No. 117  
Board of Transportation, 1935  
Northwest corner of Third Avenue at East 65<sup>th</sup> Street.

clay and fine sand	+72.7' to +62.7'
gravel	+62.7' to +58.7'
fine sand	+58.7' to +56.1'
rock or boulder	+56.1'

No water level recorded.

WPA Vol. II, Sheet 27, No. 212  
Big Map, 1937  
Third Avenue and East 63<sup>rd</sup> Street.

curb data level	+72.2'
not recorded	+72.2' to +70.0'
rock top	+70.0'

No water level recorded.

WPA Vol. II, Sheet 27, No. 270  
Riley Engineering, 1944  
East 61<sup>st</sup> Street west of Second Avenue.

sheet asphalt, concrete foundation, fine sand	+63.4' to +57.4'
coarse sand, trace of mica	+57.4' to +51.4'
sand, clay, and boulders	+51.4' to +45.4'
decomposed mica schist	+45.4' to +39.85'
top of rock; soft disintegrated rock	+39.85' to +35.40'
soft disintegrated rock	+35.40' to +4.50'

No water level recorded.

WPA Vol. II, Sheet 27, No. 271  
Riley Engineering, 1944  
East 61<sup>st</sup> Street west of Second Avenue.

sheet asphalt, concrete foundation, fine gray sand, trace of mica	+64.25' to +58.25'
fine sand	+58.25' to +54.25'
fine sand, containing stones	+54.25' to +50.25'
medium sand	+50.25' to +37.25'
medium sand	+37.25' to +24.40'
soft disintegrated rock	+24.40' to +4.15'

No water level recorded.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

Dept. of Public Works, Sheet 103, No. 12  
Queensboro Bridge, 1946  
South side of East 61<sup>st</sup> Street between First and Second Avenues.

fill: coarse sand, gravel and cinders	+56.0' to +46.0'
compact brown sand and gravel; some clay	+46.0' to +33.8'
moderately hard seamy schist	+33.8' to +23.8'

Water at +47.3'.

Dept. of Public Works, Sheet 103, No. 13A  
Queensboro Bridge, 1946  
Block 1436, between First and Second Avenues and East 61<sup>st</sup> and East 62<sup>nd</sup> Streets.

fill: sand and gravel; some clay and cinders	+59.7' to +51.7'
compact sand; clay and gravel; possibly boulders present	+51.7' to +35.9'
hard injected mica schist	+35.9' to +30.4'

Water at +51.7'.

Dept. of Public Works, Sheet 103, No. 14A  
Queensboro Bridge, 1946  
South side of East 62<sup>nd</sup> Street between First and Second Avenues.

fill: sand, cinders and brick	+55.0' to +51.0'
compact gray sand; coarse gravel, and boulders	+51.0' to +37.1'
soft rock	+37.1' to +36.8'
moderately hard schist	+36.8' to +28.2'

Water at +48.5'.

Dept. of Public Works, Sheet 103, No. 15A  
Queensboro Bridge, 1946  
Block 1437, between First and Second Avenues and East 62<sup>nd</sup> and East 63<sup>rd</sup> Streets.

fill: cinders, sand and gravel	+56.2' to +46.7'
hard schist	+46.7' to +37.6'

Water at +54.5'.

Dept. of Public Works, Sheet 103, No. 16  
Queensboro Bridge, 1946  
South side of East 63<sup>rd</sup> Street between First and Second Avenues.

fill: sand and gravel	+57.5' to +53.5'
compact brown sand, clay, gravel and boulders	+53.5' to +36.2'
moderately hard seamy schist	+36.2' to +26.2'

Water at +50.2'.

Second Avenue Subway – Addendum to Phase 1A Archaeological Assessment, June 2003

Dept. of General Services, Sheet 1109, No. 1

Third Avenue Sewer, 1978

West side of Third Avenue south of East 65<sup>th</sup> Street.

fill: brown sand and silt; little gravel; trace wood, wire, etc.	+70.2' to +58.2'
gray/brown sand and silt; little to some gravel; boulders; till	+58.2' to +43.7'

Water at +58.0'.

Dept. of General Services, Sheet 1109, No. 2

Third Avenue Sewer, 1978

South side of East 65<sup>th</sup> Street east of Third Avenue.

sidewalk	+71.9' to +70.9'
fill: gray sand; some gravel; little silt, etc.	+70.9' to +65.9'
brown sand and silt; trace gravel, trace cinders, poss. fill	+65.9' to 63.9'
brown sand and silt; trace gravel; till	+63.9' to +45.4'

Water at +66.7'.

Dept. of General Services, Sheet 1109, No. 3

Third Avenue Sewer, 1978

North side of East 65<sup>th</sup> Street west of Third Avenue.

sidewalk	+73.3' to +72.3'
fill: brown sand; some silt; little gravel, trace concrete, etc.	+72.3' to +66.8'
brown sand and silt; trace to little gravel; poss. fill	+66.8' to 61.3'
gray/brown sand and silt; trace gravel; boulders	+61.3' to +49.3'
boulders, with thin fine silty sand layers; till	+49.3' to +46.8'

Water at +59.0'.

Boring 2-38

concrete

6"-13' brown find to course silty sand, some gravel & cinders

13-17' brown find to medium sand, some gravel

17-19' boulders, sand and gravel

19-22'6" gray fine silty sand and gravel

22'6"-24'3" boulders

rock and boulders from here down.

water at 7'3"

Boring 2-39

concrete

6"-5'6" misc. fill grown & gray sand gravel and cinder

5'6"-10' granitic boulder

10'-27'6" brown silty sand large gravel and rock fragments

27'6" soft "milareous" rock

rock from this point down.

water at 18'6"

Boring 2-40

concrete

6"-5'2" misc. fill, cinders, sand and silt

5'2"-9' (?) gray brown sandy silt

9"-13'6" brown dark to med. silty sand, small (illegible)

13'6"-15'3" decomposed rock fragments and something

15'3"-16' boulder

16'-25' grey fine to medium silty sand and gravel, hard pan.

all levels below this are sand and rock.

water encountered at 17'10"

Boring 2-42

Elevation 161.40

0-6" concrete

6"-20' sand, gravel, cobbles fill and boulders

20-23' drilled boulder

23-29' coarse fine gray sand, gravel, cobbles, boulders

29' disintegrating rock

rock continues down to 40'

"no water" encountered.

Boring 2-41

concrete

6"-11' miscellaneous fill

11-12' boulder

12-14' miscellaneous fill

14'-32'3" brown fine to medium silty sand, some gravel, occasional boulder

32'3"-37' gray fine sandy silt w/gravel (compact)

37' soft rock

rock from this point down

"no water" recorded.

Boring 2-43

concrete

6"-13' medium to coarse brown sand, gravel, cobbles, fill

13-20' disintegrated rock

rock from this point down, "no water after completion"