

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1. NAME

COMMON:

South Street Seaport

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

See description

CITY OR TOWN:

New York

STATE

New York

CODE

36

COUNTY:

New York

CODE

061

3. CLASSIFICATION

CATEGORY
(Check One)

- ☒ District ☐ Building
☐ Site ☐ Structure
☐ Object

OWNERSHIP

- ☐ Public
☒ Private
☐ Both

Public Acquisition:

- ☐ In Process
☐ Being Considered

STATUS

- ☐ Occupied
☐ Unoccupied
☒ Preservation work
in progress

ACCESSIBLE
TO THE PUBLIC

Yes:

- ☒ Restricted
☐ Unrestricted
☐ No

PRESENT USE (Check One or More as Appropriate)

- ☐ Agricultural ☐ Government ☐ Park
☒ Commercial ☐ Industrial ☐ Private Residence
☒ Educational ☐ Military ☐ Religious
☒ Entertainment ☐ Museum ☒ Scientific

- ☐ Transportation
☐ Other (Specify)

Comments

4. OWNER OF PROPERTY

OWNER'S NAME:

Seaport Holdings, Inc.

STREET AND NUMBER:

P. O. Box 161, Bowling Green Station

CITY OR TOWN:

New York

STATE:

New York

CODE

36

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

County Clerk Registry of Deeds and Mortgages

STREET AND NUMBER:

31 Chambers Street

CITY OR TOWN:

New York

STATE:

New York

CODE

36

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

Inventory of Structures in the Brooklyn Bridge
S. E. Urban Renewal Area

DATE OF SURVEY:

May 1968

☐ Federal☐ State☐ County☒ Local

DEPOSITORY FOR SURVEY RECORDS:

Landmarks Preservation Commission

STREET AND NUMBER:

305 Broadway

CITY OR TOWN:

New York

STATE:

New York

CODE

36



OCT 18 1972

SEE INSTRUCTIONS

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ENTRY NUMBER: OCT 18 1972
DATE:
FOR NPS USE ONLY

Rep. Bella Abzug

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)			(Check One)		
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The South Street Seaport consists of five blocks of predominantly four and five story buildings in Lower Manhattan. The boundaries of the district are Peck Slip on the northeast, Water Street between Peck Slip and Fulton Street and Front Street between Fulton Street and Burling Slip (John Street) on the northwest, Fulton Street between Front and Water Streets and Burling Slip from the East River to Front Street on the southwest and the East River on the southeast. Included in the district are piers fifteen and sixteen on the East River where historic ships are moored.

The district is a visual catalog of late eighteenth century and nineteenth century urban commercial architecture. There is extraordinary visual unity from the almost consistent use of brick as the main building material and of a standard building type consistent of contiguous structures set directly on the street. New construction continued into the twentieth century and over the years older buildings were altered and often joined as shops moved and functions changed. These architectural updatings show that the area continued to be economically viable even after the East River stopped being the major port of New York.

Generally the buildings had commercial space on the first floor and storage space and/or living quarters above. There was a restrained use of decoration. The first floor store fronts usually have granite, wood, or cast iron piers or columns although a few have arched openings. Roof shapes vary and include gable, hip, mansard, and flat roofs. A few buildings such as 119 South Street have center gables. The roofs of many buildings were flattened after originally constructed to take advantage of new roofing materials and the extra space allowed by the use of these materials. The rooflines of some buildings are broken by dormers, chimneys, and projecting parapets between buildings. The cornices include simple boxed, brick mouse tooth, bracketed with paneled friezes, and cornices with terra cotta decorative friezes. Most windows have flat arches but a few buildings have arched openings. Stone sills and lintels, some of which are splayed, are usual. A few buildings have label mouldings or windows with cornices. Most buildings are laid in Flemish bond but later buildings such as the Fulton Fish Market dating from 1956 are laid in common bond.

Interesting features on particular buildings include star shaped beam anchors on 236 Fulton Street, the quoining and decorative frieze on 104 South Street, and the terra cotta reliefs on windows and sport fish in arches of 142 Beekman Street, a building designed by George B. Post in 1885. The warehouse at 213-215 Water Street was designed by S. D. Hatch and appears to have a cast iron facade. It actually has marble columns above the first floor.

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SEE INSTRUCTIONS

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SECTION 7 DESCRIPTION CONTINUED

Buildings constructed in the second half of the nineteenth century have more applied decoration than earlier buildings. These buildings and many of the alterations made in this latter period were often designed by architects.

The river is a key factor in creating the unique character of the district. The flat plane of the river and the vertical shafts of the skyscrapers of downtown Manhattan are visually linked by these blocks of low rise buildings which introduce to the skyline a scale easily related to human activity. Now the elevated F.D.R. highway runs above South Street, but instead of separating the area from the river it provides unusual spacial experiences as the views of the river with docks and ships and of the Brooklyn Bridge constantly shift as one looks over and under the highway and through and around its supporting piers. The five blocks of buildings remain an integral part of the water front and this relationship is reinforced by the presence of historic ships such as the Wavertree, an 1885 square rigged, iron ship, and the Ambrose, a lightship of 1907, moored at the piers. The one story Fulton Fish Market (Block 90 East) allows the upper stories of the buildings behind it on Front Street to face the river. This open space above the market combined with the proximity of the river gives an openness to the district, but there is also an intimacy created by the narrow streets, the two awnings over the street above the first floor on South Street.

For further information about and a listing of individual buildings by street number see Inventory of Structures in the S. E. Urban Renewal Area, New York City Landmarks Preservation Commission, May, 1968. Blocks 74 East, 96 West, 96 East, 97 West, and 97 East are included in South Street Seaport.





SEE INSTRUCTIONS

RECEIVED SIGNIFICANCE			
PERIOD (Check One or More as Appropriate)			
☐ Pre-Columbian	☐ 16th Century	☒ 18th Century	☒ 20th Century
☐ 15th Century	☒ 17th Century	☒ 19th Century	
SPECIFIC DATE(S) (If Applicable and Known) not applicable			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
☐ Aboriginal	☐ Education	☐ Political	☒ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other (Specify) _____
☐ Historic	☐ Industry	☐ Science	_____
☐ Agriculture	☐ Invention	☐ Sculpture	_____
☒ Architecture	☐ Landscape Architecture	☐ Social/Humanitarian	_____
☐ Art	☐ Literature	☐ Theater	_____
☒ Commerce	☐ Military	☒ Transportation	_____
☐ Communications	☐ Music		
☐ Conservation			
STATEMENT OF SIGNIFICANCE			
South Street was the center of New York City's commercial life from the late eighteenth century through the mid-nineteenth century when this area on the East River served as the city's port. The South Street Seaport, an area created by land fill a few blocks north of Wall street, contains some of the last remaining buildings connected with these early maritime activities. The movement of goods and money through this port was one of the factors that gave the impetus to New York's rise as the financial and commercial center of the nation. The economic growth of the early port can be traced in the businesses and the buildings which housed them. Some buildings date from the late eighteenth century. New buildings were continually being constructed and older buildings remodeled. Miraculously the area survived the great fires of 1835 and 1845 which destroyed most of the east side of Manhattan below Wall Street. It has also survived the pressures for expansion in twentieth century Manhattan. Because the East River is more sheltered from winds and ice than the Hudson River, it served as the main New York City port in the sailing age. The shoreline of the East River was originally at Pearl Street but the commercial needs of the seaport caused the river to be filled in and new land to be developed between the end of the seventeenth century and 1804. This land fill was a joint venture of government and business and was an early answer to the pressure for room to expand in downtown Manhattan. The city made water grants and the grantee was required to develop the land. As the shoreline moved into the river, wharfs and warehouses were rebuilt on the river's new edge. At the end of the seventeenth century due to the city's water grants the area between Pearl Street and what became Water Street was filled. In 1750 the city made grants from Water Street to Front Street.			

SEE CONTINUATION SHEET

9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees °	Minutes '	Seconds "
NW	40° 42' 29"	74° 00' 18"				
NE	40° 42' 29"	74° 00' 04"				
SE	40° 42' 15"	74° 00' 18"				
SW	40° 42' 15"	74° 00' 04"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3 1/2

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:

T. Robins Brown, Research Assistant

ORGANIZATION

New York State Historic Trust

DATE

March, 1972

STREET AND NUMBER:

Building 2, State Campus

CITY OR TOWN:

Albany

STATE

New York

CODE

36

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name

Title Chairman, NYS Historic Trust

Date

19 11 72

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert M. Zee
Chief, Office of Archeology and Historic Preservation

Date

10/18/72

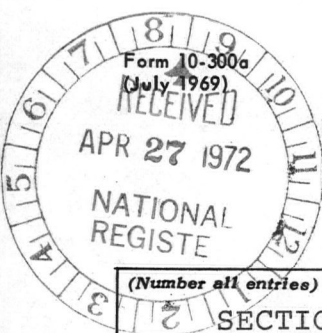
ATTEST:

William H. H. H.
Keeper of The National Register

Date

10-16-72

SEE INSTRUCTIONS



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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SECTION 8 SIGNIFICANCE (1)

British occupation during the Revolution cut off the port but the war was followed by rapid expansion. In 1794 Front Street from Coentries Slip to Beekman Slip (Fulton Street) was realigned. Three years later a ten foot cartway from Fulton Street to Peck Slip was widened and wharfs moved to the river's new edge. Water Street was rebuilt with warehouses replacing dwelling/workshops of coopers and shoemakers. Front Street housed merchants, coopers, tobacconists, and tanners.

By 1800 New York matched Boston as a seaport. To create additional land the shoreline was moved again when water lots were granted in 1804. These lots were laid out according to the Mangin plan of 1803. South Street was to be constructed within three months. These water grants usually were made to holders of contiguous property so a man could own a strip twenty-five to fifty feet wide running from Front to South Street. South Street became the "Street of Ships" with bowsprits thrust across the cobblestone streets. In the early years of the nineteenth century the embargo hurt the port, but in March 1809 the embargo was lifted and the port profited from shipping stimulated by the Napoleonic Wars. No additional land was created in the South Street Seaport area after 1804 except for the filling in of slips. The area, however, continued to develop. In 1814 the Fulton Ferry connected South Street with Brooklyn and the farming community. On January 5, 1818 the packet James Monroe sailed from Pier 23, South Street, to Liverpool beginning regularly scheduled packet service to England by the Black Ball Line. This line soon set standards of efficiency for the whole American merchant marine. New York harbored 414,000 tons of the two million ton United States total. It was a port second only to London. The opening of the Erie Canal in 1825 substantiated New York's claim to be the port for the hinterland. Increased immigration increased shipping passing through this gateway.

In the eighteenth century the South Street Seaport area was a mixed wholesale and retail market for producing, fish, meat, game, books, farm implements, and goods from all over the world. Buildings housed tallow merchants, coopers, riggers, grog shops, cargo agents, brokers, sailors, inns and boarding houses, hotels and restaurants for visitors. On January 22, 1822, the Fulton Market opened after the city leased stands to fishmongers. Gradually the fish market supplanted other functions in the area.

South Street played a pivoted role in the brief age of clipper ships in the 1840's and 1850's. From this port clipper ships embarked to San Francisco around Cape Horn and other ports expanding the commercial activities of the United States. However, the end of the sailing age was drawing to a close. By 1840 about fifty steamboats docked in New York. Slowly passenger and freight trade

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SECTION 8 SIGNIFICANCE CONTINUED (2)

was transferred from sail to steam. South Street men got the steamboats going but eventually docked at new piers on the North River side of Manhattan.

South Street harbored the first passenger steamers which sailed to New Haven and on to Providence. In the 1880's and 1890's iron and the steel hulled square rigged ship's tied up at South Street piers. Their numbers lessened, but they continued to come until World War I. Even today, some oyster sloops and fishing smacks still tie up at the piers.

The fish market has an important place in the history of South Street Seaport. In 1847 a wing was added to the original market. On November 17, 1878 this market burnt. The ruins were demolished in 1880 and between 1881 and 1883 a market designed by Douglas Smyth was built on the site. This building was largely abandoned in 1914 and in 1956 the present market was built. The majority of buildings today serve the fish market which is scheduled to move in a few years to the Bronx.

Adaptive use of buildings in the historic district is planned with a large state maritime museum and smaller museums interspersed with appropriate commercial activities. The Schermerhorn Row, the most western block in the South Street Seaport and a district which has already been placed on the National Register of Historic Places, is to become the home of the New York State Maritime Museum. The South Street Seaport, Inc., and the Office of Lower Manhattan Development are involved in rehabilitating the other four blocks. Historic ships already moored at the piers serve as visual reminders of the area's past maritime supremacy.



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SECTION 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Barlow, Elizabeth. "Energetic New Yorkers are Restoring the South Street's Aging Water Front as a Living Reminder of its Salty Past." Smithsonian, II (August, 1967), 56-61.

New York Landmarks Preservation Commission. Inventory of Structures in the Brooklyn Bridge S. E. Urban Renewal Area. New York Landmarks Preservation Commission, 1968.

New York State Historic Trust Staff. Maritime Museum. A Compilation of Data and Reports on the New York State Maritime Museum Block in New York City. Albany, 1969.

The Office of Lower Manhattan Development and South Street Seaport. The South Street Seaport. A proposal for the 1976 Bicentennial Celebration. New York, 1971.

South Street Reporter (Newsletter of the Friends of South Street) 1967-1971.

South Street Seaport. Progress Report. 1967-1968.

South Street Seaport Museum. South Street Seaport Museum. A Proposal to Recreate to Historic "Street of Ships" as a Major Recreational and Cultural Resource in the Heart of New York City. New York, 1967.

South Street Seaport Museum. South Street Seaport. A Plan for a Vital New Historic Center in Lower Manhattan. New York, 1970.

South Street Seaport Museum. The Wavertree at South Street. New York, n.d.

Stanford, Peter. "The Street of Ships," reprinted from Boating Magazine. New York: Ziff-Davis Publishing Company, 1967.

Files of the New York State Historic Trust.



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APPENDIX I

Portion of a late 19th century City Surveyor's Map showing original city grants of land under water. South Street Seaport outlined with a dotted line.

Map from South Street Seaport Museums, "South Street Seaport: A Plan for a Vital New Historic Center in Lower Manhattan," p. 12.



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APPENDIX II

Map showing construction dates. South Street Seaport outlined with a dotted line.

Map prepared by New York Landmarks Preservation Commission, May 1968.



Map See Ref p2
attached at end
of text

INVENTORY OF STRUCTURES
in the
BROOKLYN BRIDGE S.E. URBAN RENEWAL AREA



Landmarks Preservation Commission
New York City
May, 1968

INTRODUCTION

The 10 blocks of the proposed Brooklyn Bridge S.E. Urban Renewal Area comprise a microcosm of the whole of New York commercial life which, from the late eighteenth to the mid-nineteenth century, stretched along the East River from the Battery northward. The buildings still stand which were used as counting houses by such merchant leaders as Ebenezer Stevens, A.A. Low, Minturn & Champlin, Josiah Macy, and Thomas Smith. For good or ill, it was under the leadership of its merchants that New York reached commercial supremacy, and the foundation of its present-day preeminence in finance and commerce (at least) were firmly established. These men were responsible, and it all truly began in these buildings.

All of this area is filled land. It was filled and developed as a partnership between government and business. The shoreline was originally at Pearl Street; but at the end of the seventeenth century the City made water grants from Pearl to what was to be Water Street; the margin was filled and a new shoreline was constituted. The next series of grants, from Water to Front, in 1750, carefully spelled out the grantee's responsibilities--he had, for example, to build the street and a wharf--and his privileges--he had, again as an example, control of the wharf. The last group of water lots, granted in 1804, and laid out according to the Mangin plan of 1803, required the construction of South Street within three months. The grantees were usually the holders of the contiguous property, so that one man could own a strip twenty-five or fifty feet wide running from Front to South Street. As the shoreline moved into the River, the wharfs and warehouses were rebuilt on the shoreline.

This area grew most rapidly in the period between 1795 and 1825 as the great commercial activity of the New York port created great pressure for expansion and extension of East River facilities. The cutting through of Front and Beekman Streets, and the filling in of South Street, spurred the development, or, in some cases, redevelopment, of the area. Front Street from Coenties Slip to Fulton Street (then Beekman Slip) was realigned in 1794. In 1797 the ten foot cartway from Fulton Street to Peck Slip was widened. The wharfs were moved to the new river side, thus providing new frontage on Front Street. Formerly the wharfs had been assessed to the Water Street lots. This also changed the character of Water Street, rebuilt with "modern warehouses", replacing the dwelling/workshops of coopers and shoemakers. The cutting through of Beekman Street from the narrow but active Crane's Wharf accounts for the almost total development of the east side in 1824-25. The effect of the filling in of South Street is self-explanatory.

That this tiny enclave of (for us) ancient commercial structures should still be standing is enormously fortuitous. It has survived not only the well-known cycles of building and rebuilding in one of the most active real estate markets in the world (even some of these buildings dating to the 1790's replaced earlier ones) but also the great fires of 1835 and 1845 which destroyed much of the east side below Wall Street. In preparing this report we have not assumed any specific plan for the preservation of these buildings. This is partly in order not to be caught unprepared should future events require reconsideration of any part of such plans as now exist, but mainly in order to preserve our own objectivity. What we are presenting here is little more than raw data. We have not played up or played down any buildings for "prudential reasons". Should this area be designated for urban renewal it will be appropriate for us then to comment on specific plans. As we understand it, the question before us now is whether or not this area is suitable for urban renewal if the designation stipulates that a substantial part of the area will be set aside for historic preservation. We think it is.

The map attached at the end of the text is part of this report. It gives the construction dates of all eighteenth and nineteenth century buildings, and indicates those buildings which we feel ought to be restored and continued in use. Judgement of the latter is based on age, quality, rarity, condition and state of preservation.

BLOCK 74 WEST

182-184 Front Street (Lot 29)

This building was built in 1897 for William J. Matheson by architect George P. Chappell at an estimated cost of \$70,000. (N.B. 705/97).

186 Front Street (Lot 28)

Built as 180 Front Street in 1808, this building was assessed at \$5,000 to Stephen Allen, sail-maker, partner of Augustus Wright and later, Mayor of New York City. In 1807, when he bought it, Allen's vacant lot was assessed at \$3,500. We have not found the records of alterations for 186-194 Front Street. We do know, however, that this building was altered in the Greek Revival period.

In 1839, P. Balen Co., Fruit merchants were located here.

188-190 Front Street (Lot 26)

This double store was assessed as 182 Front Street at \$16,000 total to Garrett Bleecker in 1818. His lessees were Floyd Barney and Mulford and Leffingwell. This building replaced earlier Bleecker buildings.

The facade of this building has been cleaned recently and the windows with their sills and lintels completely replaced.

192 and 194 Front Street (Lot 24)

These two buildings were built in 1805-6 as 184 and 186 Front Street by William and John Mott, dry goods commission merchants. The 1805 tax records note that the assessee was "improving" the property and evaluated it at \$1800. The 1806 tax records are missing for this ward, and, by 1807, the buildings are assessed at \$5000 each to lessees Scribner and Penny in 184 and to lessees Thomas Smith and Sons, New York's leading tea merchants, in 186. These buildings replaced earlier modest buildings. The tax records note that the annual rent for 194 was \$850 in 1832. A distant view of an earlier store front, which is one of the stores of 188 thru 194 Front, is in the photograph mentioned under 181 Front Street, above, (MCNY under "Burling Slip"). Granite piers frame what appears to be a many-paned wood show-window.

The buildings are unusually well preserved above the first-story level. The handsome, dentiled cornice may date from the Greek Revival period, the 1830's or early 1840's.

196, 198 and 200 Front Street (Lot 23)

This building has been refaced at an unknown date in the last quarter of the nineteenth century. We have found no record of the refacing but it may have been done in 1884 when the building was raised from four to five floors (Alt. 1972/84). Also available in the Buildings Department are small plans which indicate the incorporation of what seem to us to be the old party walls. As late as 1879 on the Bromley Robinson Insurance Map of New York City, 1879, plate 3, this site consisted of 3 separate lots and buildings. These three buildings which we take as comprising the present corner building date back to 1817-18. They were built by Simon Schermerhorn, Peter's brother, and were assessed as 186 $\frac{1}{2}$ to Mr. I. Philipse at \$7000, 188 to Lugrette and Lining at \$8000 and 190, the corner, to Ripley and Welch at \$9000. The three buildings replaced two older, larger buildings of S. Schermerhorn's.

22 Fulton Street (Lot 48)

Built as 20 Fulton Street, Simon Schermerhorn's new building was assessed at \$7000 and leased to Robert Back in 1817. In 1816, this land was part of the rear of Schermerhorn's corner property facing Front Street and does not appear individually assessed.

We do not know how tall the building was originally. By 1886 it was five stories with a peaked roof. At that time it was reduced to four stories with a flat roof by removal of the third floor and enlargement of the second and fourth floor windows (Alt. 1541/86; elevation of alteration available).

24, 26, 28 and 30 Fulton Street (Lot 43)

These buildings are now demolished, but it may be of some interest that, well into the twentieth century, this site had a row of three-story, peak-roofed commercial buildings. This row, completed in 1817, was built for the Widow Grayson. The corner building had housed, from its erection, the pharmacy of S. A. Brown, founded in 1807 and reputed to be the oldest pharmacy in New York at the time of the demolition of the buildings.

BLOCK 7 $\frac{1}{2}$ EAST

Nos. 88, 89 and 90 South Street (Part of Lot 6--demolished, 1956)

These three buildings, built in 1811 (88 and 89 South Street for George Codwise, Jr.), were standing until 1956 when they were replaced, along with 173 John Street, by a gas station. A 1931 photograph (NYPL) shows 88 and 89 South Street as almost identical to the Schermerhorn Row buildings--that is, 4 storys with peak roof, stores at street level and 2 windows wide. 90 South Street, although 3 windows wide, appears to have been one of a row with 88 and 89. We do not know whether there were originally 3 windows to a floor in 90 or if they had been altered from 2 to 3 at a later date; however, this lot was always wider than the adjoining lots.

91, 92, and 93 South Street (Lots 3, 2 and 1)

Built in 1811, 91 and 92 were assessed to Peter Schermerhorn at \$5000 each and 93 (which is also 2 Fulton Street) at \$500 more, because of its corner location. In 1810, this land was vacant and assessed to Schermerhorn at a total of \$4,000.

91 South Street was raised from its original 4 stories with attic to 5 stories in 1897 for William F. Milton by Kurtzer and Rohl, architects, at an estimated \$1200 (Alt. 631-97). This raising of a building, either by adding one or more floors at the top or by jacking it up and adding a new ground floor, was frequently done in New York. We shall find other examples in this Urban Renewal Area. We do not know when the two windows of the fourth floor were altered into three windows. By 1897, 91 was a hotel with the usual ground floor store. In 1890 it had been a warehouse and saloon; in 1888 the store in the building sold wholesale liquor.

In 1868, 92 and 93 were raised from their original 4 stories with peak-roofed attic to 6 stories (i.e., 5 stories with Mansard) for John H. McKinley by John Yeaton, architect, at an estimated cost of \$15,000 total. Partitions were set throughout and the buildings altered into a hotel with restaurant on the first floor (Alt. 192/68). These two buildings, along with 4, 6 Fulton and 173 John Street (now demolished) comprised the Fulton Ferry Hotel by 1879 as may be seen on the Bromley-Robinson Insurance Map, 1879, page 3.

Designation of these buildings as Landmarks is pending before the Landmarks Preservation Commission.

4, 6, 8, 10 and 12 Fulton Street (Lots 22, 21, 20, 19 and 18--Schermerhorn Row)

The 1810 tax records show a total assessment of \$3,000 for these five lots. In 1811 the tax records show an assessment of \$4000 for each lot and building, indicating that the five buildings were constructed in that year. (They were built as Nos. 34, 32, 30, 28 and 26 Beekman Slip. The Brooklyn Ferry was begun by 1814 and the street was renamed Fulton Street September 9, 1816.)

12 Fulton Street was raised from its original 4 stories with peak-roofed attic to 5 stories for the Estate of Harriet Potter, a Schermerhorn descendant, by Warden H. Fenton at an estimated cost of \$1500 (Alt. 3322/35).

Store front alterations and replacements were apparently frequent but not always retained in records. No. 8 received new store front windows in 1887 for which there is a handsome elevation drawing in the Buildings Department (Alt. 462/87). No. 10 had new store fronts in 1881 ("all sash doors" Alt. 82/81) and 1913; No. 12 as late as 1950.

No. 12 Fulton Street may be seen at its original height in a 1932 photograph (NYPL). In the same photograph, 4, 6 and 8 show the dormers which were added a later date; 4 thru 12 retain their chimneys; but those of 14 and 16 are shown truncated; 8, 10 and 16 have plain fascia boards for cornices which, conceivably, could be original wood cornices. 14 Fulton Street still has granite piers in its store front. We believe such piers replaced the stone arches and windows in the 1830's or early '40's and, in other buildings, were replaced in turn by cast iron columns during the second half of the nineteenth century.

4, 6, 8, 10 and 12 Fulton Street (Cont'd.)

A 1904 photograph (NYHS glass negative #20414B) shows an oblique view of the Row, with all of its chimneys, looking toward the south at the 1860's Fish Market the year before it is moved 1 block up river. Fulton Street is shown paved in cobblestone.

Designation of these buildings as Landmarks is pending before the Landmarks Preservation Commission.

14 and 16 Fulton Street (Part of lot 15)

In 1812 these two buildings were assessed to Peter Schermerhorn at \$3600 each as 24 and 22 Beekman Slip. In 1811, the lots were empty and were assessed to Schermerhorn at \$600. each.

The store front of 16 was replaced in 1888.

Designation of these buildings as Landmarks is pending before the Landmarks Preservation Commission.

18 Fulton Street, also 197 Front Street (Part of lot 15)

Built along with 14, 16 Fulton and 195 Front Street in 1812, this building was assessed to Peter Schermerhorn at \$5000 as 191 Front Street. The previous year this empty corner lot was part of a larger lot encompassing the present No. 195, and was assessed at \$3,000. By 1813, the new building was assessed to John P. Schermerhorn, Peter's son, at \$5250.

The store front of this building was replaced in 1873, again in 1882 (along with 195 Front), again in 1900--when the cornice was also replaced--and, once more in 1915. Such frequency in altering the store fronts may seem excessive but is an interesting and not at all untypical indication of the expense to which lessees in the Row were willing to go in order "to keep up with the times".

The building was a factory and store in 1885, a tobacco warehouse with salesroom in 1900 and a clothing warehouse in 1915.

This building is pending before the Landmarks Preservation Commission.

195 Front Street (Part of lot 15)

Built in 1812, this building (then called 189 Front Street) was assessed to Peter Schermerhorn at \$5000. In 1811, this land and the corner lot to the east had been assessed at \$3000 total. Previously Schermerhorn's wharf and storehouse had stood on this site. By 1813, the lessees, Jenkins and Havens, were assessed \$4800.

All four buildings, 14 through 18 Fulton Street and 195 Front Street originally shared party walls, and as late as 1915, the four properties were still in the Schermerhorn family (i.e., the Estate of William Schermerhorn).

Designation of this building as a Landmark is pending before the Landmarks Preservation Commission.

193 and 191 Front Street (Lots 12 and 13)

We do not have the construction date of these buildings with double stores, but we know that it was prior to 1793, for in that year it was assessed at \$2250 and leased to Garrett Westful, a merchant who was there in 1794 and '95. The property was sold to Minturn and Champlin, leading merchants who occupied the building intermittently from 1804 to 1816. This firm had commissioned the first ship, "The North America", of the famous, early ship builder, Christian Bergh, in 1804.

By the date of the Whitefield Print, "View of Brooklyn, L. I. From U. S. Hotel, New York", c. 1847, 193 Front Street had already been raised to five stories with a huge, nearly two story tall top floor. This building was extended and possibly refaced in 1877 for Thomas M. Moore by Rogers and Brown at an estimated cost of \$3000 (Alt. 563/77).

Designation of these buildings as Landmarks is pending before the Landmarks Preservation Commission.

189 Front Street (Part of lot 10)

This Greek Revival building was built in 1835-36 and matches 181 Front Street. It was owned by and assessed to Josiah Macy at \$20,000, replacing a former building which Macy had bought from Anson G. Phelps and which had been assessed at \$8500 in 1834.

Designation of this building as a Landmark is pending before the Landmarks Preservation Commission.

181 Front Street, also 163 John Street (Part of lot 10)

Originally five stories, this large 1835-36 building, an excellent example of extant Greek Revival commercial building, matches 189 Front. It was assessed in 1836 to Mackey, Oakley and Jennison at \$45,000. Previously there had been two buildings on this site, one facing toward Front Street and one toward Burling Slip; they were owned by Anson G. Phelps. The corner, ie. Front Street building had been impressively assessed at \$14,000; the building facing John Street at \$5000.

The original cornice may be seen between the fifth and sixth stories. The sixth floor was added in 1917 (Alt. 1674/17) and, at the same time, a new first floor replaced the original granite piers.

An undated photograph from the second half of the nineteenth century (MCNY under "Burling Slip") shows the building with an ornate cast iron porch projecting from the middle of the second floor on the John Street side. The iron-work appears to be Greek Revival in style. A few of these Greek Revival porches may still be seen on residential buildings in Greenwich Village (eg., 64 Jane Street) and in Gramercy Park (4-5 Gramercy Park West). We do not know of any, however, remaining on commercial buildings, or in commercial neighborhoods. It is curious that many of the windows are blind on the John Street side of the building in this photograph.

Designation of this building as a Landmark is pending before the Landmarks Preservation Commission.

165 John Street (Lot 9)

Tax records carry this building, consistently highly assessed, back to 1811, when it was called 29 Burling Slip, and assessed at \$5000 to George Codwise, Jr. In 1810, Codwise's lot was empty and assessed at \$500. Although we have no record of it, this building must have been refaced or altered in the mid 1830's when the corner building was erected.

Designation of this building as a Landmark is pending before the Landmarks Preservation Commission.

167-171 John Street (Lot 8)

Built as 31, 33 and 35 Burling Slip in 1849-50, these buildings were assessed at \$50,000 total to A. A. Low. Low was the leading merchant of the China trade from the 1830's on. These handsome, granite buildings replaced three buildings, each assessed at \$9000 to Mary Codwise.

The undated nineteenth century photograph mentioned under 181 Front Street (MCNY under "Burling Slip") includes a remarkable view of these five story buildings with fine new cast iron corinthian pilasters on the first story or loading platform. These pilasters are replacements for the original granite piers, we believe.

Designation of this building as a Landmark is pending before the Landmarks Preservation Commission.

In connection with this building, as with 159-163 John Street, 165 John Street and 167-171 John Street, we must note that the only other Landmarks designation pending in this area is 170-176 John Street, directly across Burling Slip, a superb granite Greek Revival commercial building in an excellent state of preservation; and that the purpose of designating all four of these buildings, apart from the fact that each is individually worthy of designation, was conceived as the preservation of the Slip itself as enclosed by its attendant structures. Obviously the slips in this area played as important a role in our history as the buildings. Moreover, it was our feeling that Burling Slip is now quite handsome, and could, with proper superintendence, be spectacular. If we were to make one recommendation in regard to boundaries it would be that the southern boundary be located in such a manner as would facilitate the planning of Burling Slip as a whole.

173-175 John Street (Part of lot 6)

Views of these now demolished buildings may be seen in all the photographic collections mentioned either under "Burling Slip" or "South Street". For more information, see 88-90 South Street.

BLOCK 95

There are no historic structures on this block.

BLOCK 96 WEST

201-202 Front Street (Lot 12)

On April 11, 1796, the owners of lots along here petitioned the City to open Front Street from Beekman Slip (i.e. Fulton Street today) to Peck Slip; the street was opened and regulated for these two blocks in September of 1797.

The present subway shaft was built in 1938.

203-204 Front Street (Lots 10 and 9)

This large building, formerly a hotel, is actually two buildings built at different times. No. 203 dates from 1815-1816. Assessed at \$9000 as 196 Front Street to Peter Hart, it replaced, or was a rebuilding of, an eighteenth century building of Hart's assessed at \$1600 in 1814. No. 204 dates from about 1799, when New York City directory shows Thomas Carpenter here. In 1802 it was assessed to Thomas Carpenter and Co., Merchants, as 198 Front Street at \$4000. Both buildings were refaced and somewhat rebuilt in 1882-83 for William Wainwright by Theodore Engelhard, architect, at an estimated \$2000 cost. The peak roof of No. 203 was cut off to align it with No. 204. A handsome elevation of the new facade exists with the application to the Buildings Department. (Alt. 672/82).

205 Front Street (Lot 8)

This was built by 1800, at which time it was occupied by Jenkins & Havens, merchants. No. 205 Front was assessed in 1802 to Jenkins and Havens at \$5000, as 200 Front Street.

A photograph from about the mid-1880's (NYPL misdated "c.1870" and NYHS) shows this building with handsome, projecting show windows between granite piers, simple wood cornice and six-over-six window panes. The photograph is an advertisement for the firm of William P. Howell, (sports equipment and fire arms) which according to the blurb was established in 1797. The photo provides a glimpse of the new hotel facade to the left and 206 Front Street to the right of the building.

206 Front Street (Lot 7)

This building dates from 1799. In 1802, it was assessed to Matthew Howell, grocer (possibly wholesale), at \$4500 as 202 Front Street. By 1880, the three-story building had been damaged by fire and the front wall taken down and rebuilt "in the same manner" (Alt. 886/80). The peak roof was flattened during this alteration for Charles Howell by J. H. Euler, architect.

206 Front Street (Lot 7) (Cont'd.)

A little of the refaced building with a handsome wood show-window may be seen in the photograph of 205 Front Street (NYHS). There is a beautiful and carefully executed water color of about 1830 (MCNY) which renders the building in detail--three and a half storys with two Federal dormers, splayed lintels and a simple paneled door enframed by ribbed pilasters. There is no stoop, but 2 steps run across most of the front of the building and are shared by the beautiful entrance to the upstairs and by the Howell Store entrance. Above the first story a large sign announces "M. & S. Howell, Gun Powder". The Howells, always associated with No. 206, apparently moved to or rented No. 205 by the late nineteenth century.

207 Front Street (Lot 6)

Built by 1798, this building was assessed in 1802, as a house, to Benjamin Stratton, a cooper, whose business at this time was around on Crane Wharf (Beekman Street today). The house was assessed at \$2800 as 204 Front Street. It was probably quite modest originally and improved in 1817 when a floor may have been added to make it $3\frac{1}{2}$ storys. We do not know when the half story was raised to make it four, but it was undoubtedly at an early date, for the peak roof was not common in the second half of the century. In 1901 the first floor windows were extended to the sidewalk and the front wall shored up.

From 1829 on through 1901 this building belonged to the Lorillard family. It is interesting that tobacco merchants had been in this area since 1791.

208-210 Front Street, 133 Beekman Street, 217 Water Street (Lot 5)

The present building was built in 1914 for Ruth Livingston, whose family had owned this property since 1750 when it had been granted to them by the City. as water lots. The block-long present building was built by James Laher, architect, at an estimated cost of \$38,000, for the purpose of light storage (N.B. 74/14). In the 1940's the building included a soup factory as well as the ubiquitous fish market.

213-215 Water Street (Lot 21)

Built in 1868 for A. A. Thompson and Co. this warehouse for tins and metals, curiously enough, has marble columns--not cast iron--on its facade above the first floor. The architect, S. D. Hatch, estimated the cost of the wide, 5-story warehouse at \$25,000, according to the record, but this is probably a clerical error for it is very low for the period. (N.B. 482/88).

207, 209 and 211 Water Street (Lot 20)

Built for P. J. Hart, Gabriel Havens and David Landerback respectively in 1835-36 and replacing three earlier buildings, one a "porter house" or tavern, these buildings were leased in 1836: No. 207 to Chamberlain and Lawrence, importers, No. 209 to Moller and Oppenheimer and No. 211 to Rathbone and Olney, stove merchants. The assessments were \$20,000 each for Nos. 207 and 209 and \$19,000 for No. 211. Even taking into consideration that in 1836 assessments of real property nearly doubled, an immense increase here indicates to us that these 3 were erected at this date.

207, 209 and 211 Water Street (Cont'd.)

These three buildings appear today exactly as they did when completed-- five storys with a simple cornice, and granite piers supporting the front walls.

25, 23 and 21 Fulton Street (Lot 17)

Built in 1845-46 for George P. Rogers, the corner building was assessed at \$14,000 and 23 and 21 at \$11,000 each. These three replaced two earlier buildings of Rogers which faced Water Street (203 and 205), one of which had been a boarding house.

19 and 17 Fulton Street (part of lot 12)

Now demolished, along with 201 and 202 Front Street, these two buildings, five stories each, were of handsome Federal design with keystone lintels. They may be seen in a 1914 photograph (NYPL). Although they share the same cornice level, and window levels, these buildings apparently are not related to the Front Street buildings. They may all have been built contemporaneously by different people. These buildings can be dimly made out in the Wm. J. Bennet engraving of Fulton Street, ca. 1834. (NYHS, J. Clarence Davies Coll.)

BLOCK 96 EAST

The Fulton Market (Lot 1)

The present building was built in 1949.

The previous Market, mostly abandoned by 1914, was built in 1881-83 by Douglas Smyth for the City of New York at an estimated cost of \$80,000, it opened on April 2, 1883. This building replaced another Market which burned November 17, 1878, and which was subsequently demolished May 12, 1880.

This earlier Market had been built in 1821 and was opened January 22, 1822, after the City had auctioned off leases for the stands to fishmongers and butchers. The New York Evening Post noted (Jan. 17, 1822) that the revenue of \$29,000 a year far exceeded expectations.

A new wing (120' x 33') was built in 1847 according to Stokes (Reported in the N. Y. Evening Post, Oct. 4, 1847), but this may have been a replacement, or it may have been along Front Street as early pictures show a central market with two parallel wings facing South Street.

The William J. Bennett engraving at the New York Historical Society (J. Clarence Davies Coll.) shows clearly only the Fulton Street wing of the Market. The clearest picture of the South Street side of the Market which we have found is a print by Balch, Rawdon & Co., undoubtedly dating from the second quarter of the Nineteenth Century. (NYPL, Scrapbook under "Fulton St."). There is also a rather primitive painting dated "ca. 1825" (NYHS negative No. 3867. This painting is owned by Mr. William E. S. Griswold of 883 Fifth Ave. N. Y.). The painting looks east along South Street from a little above Fulton Street, giving an oblique view of the central and east wing of the early Market.

BLOCK 97 WEST

212 Front Street (Lot 43)

Built in 1824 for Joseph and Elias Drake, this building covered two tiny lots purchased that year from the Estate of Townsend Underhill for \$4,100 and \$2,250 and was assessed at \$8,000. In 1823, this land was included in a much larger vacant lot stretching back half way to Water Street and assessed at \$5,000. (A building which had stood on this larger lot had been demolished in 1821). The high purchase price for one of the tiny lots bought by the Drakes may be accounted for by its corner position newly acquired by the widening of Beekman Street.

In 1890 this three and a half story corner building was raised to four stories for Herman Drake. Edward Smith, the architect, provided an elevation of the Beekman Street side (Alt. 1968 of 1890). The elevation shows fine arched door and windows. The stone half-frames with keystone are similar to those seen in the Bourne painting of Schermerhorn Row. Both street walls were partially rebuilt at this time and the old brownstone sills and lintels were replaced with bluestone.

214 Front Street (Lot 42)

This building was built by 1802 when it was assessed to Abraham Hallet for \$4,400 and occupied by William Shotwell.

216 and 218 Front Street (Lots 41 and 40)

These buildings were demolished in 1962. A 1936 photograph (NYPL) shows two nearly perfect, unaltered $3\frac{1}{2}$ story buildings of the first quarter of the nineteenth century. These buildings retained arched Federal store fronts (paneled arches with keystones) and were superb examples of early commercial buildings. Exceptionally detailed description of materials and measurements used in 216 Front Street, as well as transverse and longitudinal sections, may be found in the Buildings Department Plans folder for 214 Front Street (in folder block 97 lot 42, this find is attached to Violation 2263 of 1896). A longitudinal section of 218 Front may be found in the same folder (Comp. 256/18). These two houses, even though nonextant, should not be overlooked as a rich source of information in studying the early nineteenth century commercial buildings of this area.

220, 222-224 and 226 Front Street (Lots 39, 37 and 36)

Belying their appearance, these buildings have no record of having been rebuilt in the second half of the nineteenth century. Obviously No. 220 through No. 224 if not completely rebuilt are so altered from their original appearance that dating them is guesswork. The buildings which we know stood on this site (including the present No. 226) during the first half of the nineteenth century can be traced back at least to 1802 (the first available tax records for this row). In 1802 the 4 buildings here, 3 owned by Peter Schermerhorn, were assessed at \$5,000 each, No. 220 to lessees Hoyt and Tom, No. 222 to Ebenezer Stevens, who owned it, and Nos. 224 and 226 to Peter Schermerhorn. The directory lists Stevens at this address (present 222 Front Street) in 1800, and the buildings may have been built at the same time, in 1799-1800, although there is

220, 222-224 and 226 Front Street (Cont'd.)

no indication of this in today's facades. The lots adjoined 241, 239 and 237 Water Street and had the same owners and history. On Peter Schermerhorn's Estate Map of 1834 these Front Street buildings matched each other in length and height.

From 1854 to 1856 the tax assessment for 220 Front Street rose from \$12,000 to \$20,000 indicating that extensive improvements (not likely an entirely new building) were made on the property. The "shadows" of new brick work above the windows indicate that the building may have been refaced in the last 30 years of the century and had heavy, ornate lintels, or that lintels similar to those on 222-224 Front Street, which date in style from the early 1840's, were modified in the 1870's or '80's to the heavy lintels then popular. These heavy lintels have been shaved off today.

In 1895, 226 was raised from three stories with peak-roofed attic to a full four floors (Alt. 1345/95). An earlier application (Alt. 1080/83) states that the south wall is a party wall shared by 224 Front Street.

In 1858, No. 220 was five stories, 222 was two and a half stories, No. 224 was five stories and No. 226 was two and one-half stories, all of which indicates to us that the present buildings are the original 1799-1800 group, though greatly altered.

228-230 Front Street (Lot 35)

We believe this building incorporates a double building of 1830 which was assessed at \$8,000 (228 to John and Lynch and 230 to a Mr. Foote). Vacant the preceding year, the two lots were assessed at \$3,000 each. This building which has six-over-six window panes is similar in appearance to 247 Water Street.

By 1881 when repairs were made because of fire damage (Alt. 1354/81), this five story building was a bakery. A subsequent alteration (Alt. 32/99) of 1899 states that the front wall of the building (still a bakery) was "to be removed"-this may refer to the first story only.

232-234 Front Street (Lot 33)

Assessed to Gershon Smith in 1816 at \$13,500, this building was considered two separate buildings after 1822 (using the present street numbers) and these were assessed at \$6,500 each. In 1815, the vacant large lot had been assessed at \$5,000 to Thomas Farmer. A modest house had stood on this site previously.

Still shown as two buildings on separate lots in 1879 (Bromley-Robinson Insurance Map, plate 3), the buildings were eventually reunited and turned into a single stable by 1891. In 1891, John Mumford, architect, was hired by L. Laflen Kellogg to correct the bulge of the front wall. It was mentioned in the alteration application (Alt. 1010/97) that due to the settlement of the building the front walls of the first and second floor were bulging and that the first two stories were 16" thick whereas the 3rd, 4th and 5th stories were 12" thick. This structure, although used as a single building, is described in the application as 2 five story buildings. The alteration includes flattening the peak roof (or roofs).

236 Front Street (Lot 32).

Built in 1827-28 and assessed to Edward Faile at \$10,000, this building replaced an earlier, smaller building. The lot was leased to Faile by the City and was sold to him in 1840.

In 1884, the building was raised from a flat roofed four-stories to five stories with an ornate metal cornice (see drawings, Alt. 687/84) recording his firm's name and the date of the alteration for Herman Mathias. At this time, external wood columns were removed from the street floor on both Peck Slip and Front Street sides.

24 and 26 Peck Slip (Lot 56)

These two old buildings had their entire front wall taken down and rebuilt in 1870-71. The work was done for and by Conrad (?) Gillispie, builder and the buildings at this time and through 1927 are tenements with stores beneath. (alt. 1090/70).

251 Water Street (Lot 57)

This fine 1888 building was built for John N. Eitel by Carl F. Eisenach at an estimated cost of \$12,000 as a tenement for 8 families - 2 per floor - with stores beneath (N.B. 731/88). A later application of the same year was made by the same people to add a sixth floor to this same building; however, it was disapproved by the Buildings Department. The handsome terra-cotta relief work on Water Street distinguishes the entrances and fourth floor windows.

247-249 Water Street (Lot 56)

This large building was built in 1837 for Samuel Thompson, coppersmith. Assessed for \$20,000, it replaced two earlier buildings with the same street numbers assessed at \$4,000 to Jacob Taylor, grocer, and at \$3,500 to Daniel Burchard respectively.

The buckling front wall was repaired in 1884. All other late nineteenth century alterations seem equally as minor. The building retains its original granite piers and seems to us to have its original appearance.

245 Water Street (Lot 56)

This building, built in 1836 for Hendricks Brothers, a copper firm, and assessed for \$30,000, replaced two buildings which were "burnt and shut up" in 1835. 245 Water Street had been assessed at \$4,000 to O. Price and 243 Water Street had been a rooming house dating back to 1800.

No exterior Alterations from the second half of the nineteenth century have been found for this building. The facade does appear to have been completely rebuilt late in the century, however, but the original granite piers and lintel still enframe the entrances on the ground story.

241 and 243 Water Street (Lots 53 and 54)

Owned and used in his business by Peter Schermerhorn in 1800, the first tax assessment record for this fine building, 243 Water Street, puts it at \$5,000 value in 1802. 243 and 241 Water Street were twin buildings sharing a narrow passageway on the street level. This passage entrance, with its quoin-like side blocks and double keystone lintel exists intact and proves the curious fact that No. 241 and possibly Nos. 237-239 (which were a contemporary pair with passageway) are only refacings of old buildings.

Computations of floor loads exist for 243 Water Street spelling out details of its construction (Buildings Department, Plans Desk folder 97/54). In 1912, No. 241 was still four stories and attic - undoubtedly with the same beautiful splayed lintels with double keystones as extant in No. 243. At this time (Alt. 198/12) the front wall is described as being 16" thick brick for all four stories. The owner at this time was Harriet D. Potter, a Schermerhorn descendant.

237-239 Water Street (Lot 51)

These buildings were partially demolished in 1927 and were later refaced along with No. 241.

233-235 Water Street (Lot 49)

This building was refaced in 1945. Nothing more is known about it.

231 Water Street (Lot 48)

Built as 233 for William Welch in 1827 and assessed at \$8,000, this building replaced an earlier, modest building occupied by Israel Haviland, shoemaker.

No Buildings Department information has been found indicating refacing or raising of floors. In 1858 this building is described as four and a half stories.

229 Water Street (Lot 47)

Built as 231 Water, occupied in 1801 by Armstrong and Smith, ship chandlers, this building was assessed to them in 1802 at \$8,000. In 1795, this lot had a store and a slop house on it (one building behind the other apparently). The slop house (a nautical term referring to cheap, ready-made clothing for sailors) was occupied by Thomas Jenner, and assessed to Benjamin Underhill at 800 pounds and the store was assessed to Townsend Underhill also at 800 pounds.

Few alterations have been found from the second half of the Nineteenth Century. The building was four stories in 1858 and was, quite likely, constructed as four stories, as indicated by the fine splayed lintels with double keystones on all floors above the store front and by the impressive assessment in 1802.

✓ 227 Water Street, now 132 Beekman Street (Lot 46)

Built as 229 Water Street for Augustus Wright, dealer in duck cloth and sailmaker, the lot was bought by him from its original grantee, William Van Ranst in 1796. There had formerly been a cooper's shop here. Wright is first recorded occupying this building in 1798. By 1802, the year of the first tax records for the new building, it was assessed at \$4,200.

This property did not become a corner until 1824 when Beekman Street was cut through, absorbing Crane's Wharf, and widened by absorbing the lots along the east side. By the absorption of the original corner lot by Beekman Street, 227 Water Street became a corner. This explains why there are splayed lintels on the Water Street front of the building but none on the Beekman Street side.

Although splayed lintels were not commonly used in 1824 when the windows were constructed along Beekman Street, a fine brick arched doorway with double keystone was opened in the middle of the first story. There is a photograph (ca. 1919, under "Water Street" NYPL) of this handsome door complete with fine leaded glass fanlight (seen more clearly in another photograph, ca. 1920, MCNY mislabeled and filed under "South Street") and flanked by brick arched windows also with double keystones and nine panes each. A double wood cornice may be seen on the Water Street side which, with the splayed lintels on the fourth floor, indicate that the building may have been four stories like its neighbor to the east.

Note: It should be pointed out that the alterations 325/82 and 1118/80 in the folder of this building (Plans Desk folder 97-46) do not seem to refer to this property. We have not found the date for the wood four-story extension at the rear of this building on Beekman Street.

134 Beekman Street (Lot 45)

This building was built in 1882-83 by architects D. and J. Jardine, for Mrs. Cordelia L. Stewart, at an estimated cost of \$15,000. The four stories were aligned with those of 136-138 Beekman Street and its party wall utilized. (N.B. 752/82)

Only one of the two ornate dormers remains. The building may be seen with both dormers in the photograph mentioned under 227 Water Street (N.Y.P.L.).

136-138 Beekman Street (Lot 44)

Now partly demolished, these four story buildings date from the widening of Beekman Street in 1824 when Thomas Van Zandt improved his new street front property. By 1825, the buildings were completed and assessed each at \$3,500 to lessee B. B. Wiggins. They were at that time numbered 124 and 124½ Beekman Street.

BLOCK 97 EAST

142 Beekman Street; also 211 Front Street (Lot 17)

This fine corner building was built for Ellen Auchmirtz in 1885 by the noted architect George B. Post (who designed the N. Y. Stock Exchange) at an estimated cost of \$17,000 (N.B. 839/85). It was built as 128 Beekman Street. The terra-cotta reliefs on the window arches appropriately sport fish.

146 and 148 Beekman Street (Lots 16 and 15)

These two buildings were also built in 1885 by George B. Post; he aligned the floors with the corner building, No. 142, which he was erecting at the same time. These buildings were built for Schermerhorn descendants, Miss Elizabeth Jones and Harriet D. Potter. (N.B. 1056/85).

By this period, the Schermerhorn descendants did not take the same pride, apparently, in the beautification of their buildings. It is lamentable that Post was not allowed to match these buildings with the imaginative building at 142 Beekman.

150 and 152 Beekman Street (Lot 13)

These two buildings, obviously refaced or replaced in the last quarter of the nineteenth century have evaded dating. We believe they are two old buildings, and were refaced; the alignment of the window levels with those of 154 Beekman Street would seem to indicate this.

Both buildings were built by Peter Schermerhorn and Jonas Mapes in 1824-25. Schermerhorn owned the land, and in November, 1825, sold a half interest to Mapes for one dollar, noting that "certain stores and warehouses have been erected by Peter Schermerhorn and Jonas Mapes jointly" on land recently exposed as street frontage by the widening of Beekman Street. With the widening of Beekman Street absorbing property along its east side, this land became very valuable. The buildings were assessed in 1825 at \$3,000 each, No. 150 (as 134) to John Meyers and No. 152 (as 136) to Isaac Fairchild. Prior to 1824, this land had been the rear yard of a lot facing South Street.

154 Beekman or 104 South Street (Lot 12)

We are not certain whether the original building here has been greatly altered and refaced or whether it has been replaced. If it is the original building, then the front two-thirds of it dates from 1823 and was assessed to A. D. Mountain at \$6,000. In 1822, the vacant property was assessed to Jonas Mapes at \$8,000 and ran from South to Front Street. The lot was owned by Peter Schermerhorn. The rear (the three bays next to 152 Beekman) dates from 1824 and was assessed separately (not as an extension) to A. D. Mountain at \$2,500 as 138 Beekman Street (see 150 for how this lot suddenly became street frontage). In 1905, the wooden cornice of the whole building was replaced and the brick repaired.

154 Beekman or 104 South Street (Lot 12) (Cont'd.)

The Griswold painting (NYHS Negative No. 3867), ca., 1825, referred to under Fulton Market shows a 3-story, peak-roofed building with arched door. We are hesitant to place much faith in the accuracy of this rendition.

By 1800, South Street existed as a projected street only, at this point, running from the slip which, today, is Fulton Street (filled in, in 1807) to the slip which, today, is Peck Slip (filled in after 1817).

The land in this area from Pearl Street to South Street was all developed out of the East River from around 1700 to 1804. The City granted water lots to the future owners, who paid a nominal rent to the City, and were responsible for developing and maintaining the streets and wharfs and filling in the land, and, in turn, received the benefits accruing from the ownership of the wharfs.

The group of grants from Front to Water, ca., 1804, were made to the owners of the already existing properties on Water Street. Therefore, one person would own a lot 25 or 50 feet wide and two blocks long running from Water all the way to South Street.

105 South Street (Lot 11)

This was built in 1824-25 and assessed to Gibbs and Jenny for \$9,500 in 1824; in 1823, the vacant lot is assessed at \$5,000.

This building had been raised from $4\frac{1}{2}$ to 5 stories in 1870. The fifth floor and peak roof were damaged by fire in 1950 and removed.

106 South Street (Lot 10)

This was built in 1823 and assessed to Evarts and Stone, lessees (owners Bogert and Kneeland), at \$9,500; in 1822, the vacant lot is assessed at \$5,000.

In 1858, it is described as $4\frac{1}{2}$ stories; it seems to have been cropped by 1910, when it was a hotel.

107 South Street (Lot 9)

This was built in 1818-1819 and assessed to Bogert and Kneeland at \$10,000 in 1819, at \$3,500 in 1818. Kneeland still owned this property in 1891. In 1817, all the waterfront property, from 95 to 113 South Street, not particularized in the tax assessment roll that year, were collectively assessed at \$4,000 and annotated: "Improving from No. 95 to No. 113".

This building was $4\frac{1}{2}$ stories in 1858.

108-113 South Street (Lots 8, 7, 6, 5, 4 and 3)

These were built in 1818-1819. 108 through 110 were assessed to Ebenezer Stevens, and 111 through 113 were assessed to Peter Schermerhorn at \$3,500 each. These are 16' 9" wide lots as opposed to the 25' wide lots of 105-107--hence the low assessment. The privately filed estate maps of Peter Schermerhorn (Map No. 76F, Map Room, Register's Office, Surrogate's Court) shows 111-113 South Street as 4 story brick buildings in 1834.

108-113 South Street (Cont'd.)

By 1819, the new buildings were leased out: No. 108 assessed to lessee Evarts at \$6,500; No. 109 assessed to lessee Burell & Cahoon at \$6,500; No. 110 assessed to owner Ebenezer Stevens at \$6,000; 111, 112 and 113 assessed to owner Schermerhorn at \$6,500 each (No. 111 was leased to William Salter and No. 112 to William Lewis by 1820).

In 1870, No. 110 had its second floor raised, its third floor removed entirely and replaced by the fourth. The front was rebuilt, as was that on No. 109 and 111, but in what way the latter fronts were changed is hard to tell. This alteration was done for the Stevens Brothers by Westervelt and McKinny. (Alteration 54/70 which contains a drawing of the floor changes in No. 108).

114-115 South Street (Lot 2)

These were built in 1839-40 and assessed to Slate, Gardiner and Howland at \$24,000; in 1839 each building was in progress or "improving" and assessed at \$7,000 each. In 1838, former buildings built either 1814 or 1815 and lots (2) were about to be demolished.

An elevation of the beautiful 1886 store front which replaced the granite piers of these two buildings may be found in Alt. 2046/86. The store front was by A. Belland for John J. Flynn, the lessee, who had a Bar and lodging house here in the '80's.

117-119 South Street (Lot 1)

Built for William H. Onderdonk in 1873 by John B. Snook, this corner hotel is actually two buildings and the estimated cost of each building was \$30,000. Originally to be built as four stories and amended by Snook to its present five, the cost undoubtedly went up. We are not certain if the building was intended to be a hotel from the very first, but by 1881 it was a hotel and boarding house.

Note: A paper has been written on the Meyer Hotel by Charles R. Bierce of Professor James M. Fitch's class at Columbia University.

36, 38 and 40 Peck Slip (Lots 31, 30 and 29)

These three buildings were built in 1813 by William and John Mott, dry goods merchants, and assessed at \$3200 each. The previous year the Motts' land was assessed at \$1000 per lot. This may seem quite high for such small lots, but at this time Peck Slip was still water and this land was quay side. The Slip was filled in after 1817.

We have found no alterations for Nos. 36 and 38 Peck Slip, but in 1872 William Jobelman had the three stories and attic of No. 40 altered to a full four stories with the intention of using part of the building as a private dwelling. A tobacco store was on the first floor. It appears that the facades of No. 38 and No. 40 were rebuilt some time later.

235 Front Street (Lot 28)

The land of this and 233 Front Street was owned by the Corporation of the City and leased. No. 235 was built in 1828-29 for the flour merchants Wood and Birdsoll, who replaced an older building which they had leased here previously.

In 1892, the four stories with attic was raised to five stories for John H. Irwin by Neville and Bagge (popular brownstone row architects). All the blind windows in the gable (that is, on Peck Slip) side were to be opened. The first floor facade on Front Street and part of it on Peck Slip were replaced. However, an important remnant of the original first floor may be seen in the brick arch with keystone at the rear of the Peck Slip side. It is now bricked up with cinder block. This arch is the same type as that arch cut in the side of 227 Water Street about 1824. The latter no longer exists, but a fine photograph (MCNY mislabeled and filed under "South Street") of this door shows how the arch on the side of 235 Front Street might have looked.

233 Front Street (Lot 27)

This double building was built in 1828-29 along with 235 Front Street on land owned by the City. It was assessed at \$8,000 to Hopkins and Hawley. It replaced a previous building assessed to Hawley for \$3,800.

The two dormers appear to us to be original, and, except for the metal store front, the building remains unaltered on the exterior and is a charming example of its period.

229-231 Front Street (Lot 26)

There had been a double building built here in 1838 or 1839 assessed to Hopkins and Hawley for \$23,000. This may, in greatly altered form, be incorporated in the present building.

227 Front Street (Lot 25)

Strange as it seems, this building incorporates the 1822 three-story building built by Peter Schermerhorn on this site. In 1899, Maria Schermerhorn hired Haas & Fried, architects, to repair the chimneys and flatten the roof of her four story building on this site, and raise it to five stories (Alt. 2357/99). There is no record of the building have been replaced. We are as yet undecided as to whether the building has been refaced.

225 Front Street (Lot 24)

This building was built together with 227 Front Street in 1822 by Peter Schermerhorn. The property had been vacant in 1821. It is likely that the building was three stories with dormers when built. W. H. Schermerhorn flattened the peak roof, raising it to four stories in 1873, (Alt. 443/73) at which time there is reference to wooden posts supporting the front wall.

213-223 Front Street (Lot 18)

The buildings which used to stand here may be seen obliquely in a 1929 photograph of Front Street (NYPL). There appear to have been two four-story buildings, 223 and 221 aligned in height and window levels with 225 Front Street. Then there are two matching buildings of three stories each, 219 and 217, which look like they could be late 1860's or 1870's. Then there is a tall late nineteenth century building aligned but not matching 211 Front Street, the corner; this would have probably been 213-215 Front Street.

Today there is a parking lot and a large 1955 garage covering these 125 feet of street frontage.

BLOCK 98

We found no historic structures in this block.

BLOCK 106

268 Water Street (Lot 6)

In 1823 this property was assessed as an unfinished store to the estate of Gerard Walton for \$3,000. In 1824 it was completed and assessed to Ezra Hoyt, a stove manufacturer, for \$4,500. This lot was once part of the property of the William Walton Mansion on Pearl Street.

270 Water Street (lot 5)

In 1835 a smaller building, a shop, on this lot was assessed to John Gilbert for \$5,000. By 1840 the present building was built and assessed to Benjamin Clark for \$13,500.

272 Water Street (lot 4)

This is an undistinguished building built sometime after 1858.

274 Water Street (lot 3)

In 1850 there were two small workshops on this property assessed respectively at \$1,600 and \$2,000. By 1858 the present building was built and assessed to Benjamin Pier for \$7,000.

BLOCK 107 WEST

Front Street, Dover Street, Water Street and Peck Slip

240 Front Street

Built in 1851-52, and assessed for \$9,000 to Harrison Stone, replacing an earlier building assessed to George Harris for \$5,900. It was acquired by Jones & Rowland, flour merchants, in 1857.

242 Front Street (lot 36)

Built in 1853 and assessed to Jones and Rowland for \$12,000. It replaced an 1819 building, assessed in 1852 for \$5,200.

244 Front Street (lot 35)

Built in 1853 and assessed to Jones and Rowland for \$20,000. It replaced two earlier buildings assessed at \$3,000 each in 1852.

246, 248, 250 Front Street (lots 34, 33, 32)

Until 1868 known as 242, 244 and 246 Front Street, these buildings stand on land conveyed to Isaac Jones in the early Nineteenth Century by James Roosevelt et al and Edward Van Horne, executors of Rebecca Laight's Estate. These buildings were assessed in 1810 at \$2,500, replacing 4 shops, assessed from \$500 to \$1,500, and the gangway known as Walton's Alley. It could not be accurately determined either from Buildings Department records or tax assessment records whether these 1810 buildings are incorporated in the present structures, which appear to be c 1860-65.

252 Front Street (lot 31)

Built as 250 Front Street between May 1, 1801, when it was conveyed by Joseph Rose to Thomas Stagg, Jr., and 1802, when it is first assessed to Thomas Stagg, Jr. for \$4,500. It replaced a store assessed to Joseph Rose in 1799 for \$1,600. Front Street was at that time waterfront property.

254-6 Front Street (lot 29) now a garage

258 Front Street (lot 28) now a parking lot

18-20 Dover Street (lot 53)

Assessed to John Colville in 1863 for \$8,000, replacing an earlier building assessed in 1862 for \$5,000. This building first appears in 1825, assessed to Henry Avrell for \$4,000. It was used as a boarding house. The land was owned by Thomas Flemming, grocer, who bought it in 1818. It was originally part of the Kip property when Dover Street at this point was a cartway. A picture of the NYHS shows a Mansard roof on this building.

16 Dover Street (Lot 52)

This building first appears in 1827 as assessed to a C. Johnson for \$4,500. This is just after the house and lot on the corner of Dover and Water was conveyed from the executors of Peter Loring, grocer, to Benjamin Ferris, August 5, 1820 for \$5,000. Like its neighbor, it was leased as a boarding house.

279 Water Street (lot 28)

Peter Loring, grocer, bought this land from the executors of the estate of Helen Kip, May, 1801. He was assessed \$3,033 for the house and building in 1802. Loring is listed at this address in 1801.

279 Water Street (lot 26) (Cont'd.)

Buildings Department alteration docket 99/188, lists interior and exterior changes to this building when it was converted from a store and hotel to a three family house. The cost was \$2,000. The peak roof was raised two feet. The present facade dates from this alteration.

277 Water Street (lot 50)

N.B. 248/1881--Built as a five story first class store for James Demery at the cost of \$9,500. J. L. Lyons, architect. The facade of this building appears to be of a date prior to 1850. However, tax records for 1859 show three two story buildings on the lot.

275 Water Street (lot 49)

N.B. 1147/1896--Built as stores and loft for John Pettet at a cost of \$20,000. J. M. Farnsworth, architect.

273 Water Street (lot 48)

The city granted water lot No. 5, which became this property and the adjoining 271 Water Street on March 6, 1752, to Cornelius Van Horne. Mr. Van Horne died very shortly after this date, and the water lot was inherited by his eldest son Gerrit. The will of Gerrit Van Horne, probated June 7, 1765, gave his executors, his wife Anne and his brothers-in-law, the power to sell his real estate (Liber 25, p. 80). On October 18, 1771, the water lot which became 273 Water Street and property through to Front Street was sold to Joseph Rose, mariner, for \$460.

It cannot now be determined how the other half passed to Edward Laight. But there is a map made by Gerard Bancker, a City surveyor, dated September 24, 1780, in the Manuscript Division, NYPL, showing Laight's lot and building, the adjoining lot owned by Captain Rose, and the gangway (alley) which ran between the two. The conveyance of Joseph Rose (son of the mariner) to Elisha King, May 25, 1807, mentions the alley arched over between the buildings. Structurally they had to be built together. The alley later led to a dock owned by Rose and Laight built between 1792 and 1794 (will of Edward Laight, Liber 41, p. 444). In 1789, the first year tax assessment books are available, it was assessed for \$800, or about \$2,000, as a house and shop to Joseph Rose, and occupied by Abraham Walton. Rose himself occupied it in 1792, and the City Directories of this period list him as a distiller on Gold Street.

His son, Isaac Rose, preparer of medicine, occupied the building from 1796 on. Joseph Rose had moved to 10 Pearl Street. The tax assessment records indicate, and the conveyance of 1807 confirm a very small shop (assessed at \$250) in the arch between 273 and 271 Water. It was occupied by Bunce & Fuller - and later Erastus Fuller, both watchmakers. At this date, both 271 and 273 were boarding houses. On May 25, 1807 Joseph Rose and his wife sold the property to Elisha King, lawyer, for \$5,000. Building Department alteration docket 1692/1904 notes that the front and rear walls were brick 20 inches thick - 12 inches in the upper stories; the side walls frame, as was a rear extension recently damaged by fire. The roof was to be raised to the height of the then present peak.

273 Water Street (lot 48) (Cont'd.)

This building appears to be the third oldest on Manhattan Island, and is certainly the oldest dwelling and shop to survive. It retains splayed lintels on the second floor, a segment of original brick on the first, and the original door opening. The facade above the first floor is more or less intact, retaining an original and rare brownstone string course between the first and second floors.

Expert examination of the interior of this building will be necessary to confirm the date.

271 Water Street (lot 47)

N.B. 126/1875: for Joshua Jones at a cost of \$16,000 as third class stores; Marc Eidlitz, architect.

269 Water Street (lot 46)

Now a garage

265-7 Water Street (lots 44, 45)

N.B. 215/1872: for William Tredwell as a cracker bakery at a cost of \$20,000. Charles Miltain, architect.

261 and 263 Water Street (lot 43, 43½)

Assessed to Jacob Leroy for \$10,000 each in 1847, replaced two buildings assessed at \$6,000 each in 1846 to Edward Faile.

257-259 Water and 21-23 Peck Slip (lot 42)

N.B. 261/1873: for the trustees of Roosevelt Hospital as first class stores and store houses at a cost of \$26,000. Richard Morris Heine, architect. The water lot was granted to Jacobus Roosevelt, Feb. 12, 1751. There is a picture (NYHS) showing the earlier wooden buildings noted as "Shanties" in the 1871 tax records.

25 and 27 Peck Slip (lots 41, 40)

Built in 1835-36 and assessed to Spofford and Tilletson at \$10,500 for each building. 25 Peck Slip replaced a building assessed in 1834 to Alexander Boyd for \$3,500, and No. 27 replaced a building assessed at \$5,000 in 1834 to Samuel Titus.

29 and 31 Peck Slip (lot 39)

Assessed to Harris Stone, provisions, in 1852: \$10,000 for 29 Peck Slip and \$9,500 for 31 Peck Slip, replacing two buildings assessed to S. & H. Ward at \$4,500 and \$4,000 respectively. In 1858 Nos. 29, 31, 33 Peck Slip were assessed to Jones Rowland forming the complex that extended around the corner of Front Street.

33 Peck Slip (lots 38, 38½)

Built in 1856 and assessed to Harris Stone, provisions, for \$10,000 replacing a earlier building assessed at \$6,000 in 1852 to Catherine Livingston.

BLOCK 107 EAST

Bounded by Peck Slip, South Street, Dover Street and Front Street.

45 Peck Slip (lot 10)

In 1807, this property was assessed to Henry Lambert, a merchant, for \$4,500. It was part of a water lot which had been assigned to Jasper Ward by James and Maria Roosevelt on March 14, 1800, for \$5,000, and granted by the City to Roosevelt April 18, 1810. Tax assessment records are available for these properties no earlier than 1807-1808. However, the 1806 City Directory show no occupancy prior to that date.

152 South Street (lot 9)

Assessed and leased to Penny and Scribner, probably merchants, for \$4,000 as 1 South Street in 1808. In 1807 the lot was assessed to John & Gerard de Peyster for \$1,500. The grant to de Peyster from the City was made September 6, 1811 at an annual rental of \$28.50. This building, as all of the buildings on South Street between Peck Slip and Dover Street, and those on Dover between South and Front, were developed on water lots granted by the City in 1804 and 1806

153 South Street (lot 8)

Assessed in 1808 to Buckley and Abatt for \$4,000 as 2 South Street. In 1807 the lot was assessed to Thomas Buckley for \$1,500. The date of grant from the City to Thomas Buckley was November 10, 1804.

154 South Street (lot 7)

Assessed in 1808 to Samuel Hicks as 3 South Street for \$4,000. This lot in 1807 was assessed to Mr. Hicks for \$1,500.

155 South Street (lot 6)

Assessed in 1807 to Snell and Stagg & Co. as 4 South Street for \$4,000. On December 2, 1823, the property was sold at auction to satisfy the mortgage claim of the North River Insurance Company. The amount was \$10,700. The purchaser was Joseph Foulke, a merchant in the West India Trade, who, incidentally, also bought Gracie Mansion at about the same time.

156 South Street (lot 5)

Assessed in 1807 to Jenkins & Havens, Merchants, for \$4,000 as 5 South Street.

157 South Street (lot 4)

Assessed in 1807 to William & Jonas Minturn, merchants, for \$4,000 as 6 South Street.

158 South Street (lot 3)

Assessed in 1807 to John L. Bowne for \$4,000 as 7 South Street.

159 South Street (lot 2)

Assessed in 1807 to Alexander Coffin, merchant, as 8 South Street, for \$4,000.

160 South Street (lot 1)

Assessed in 1807 to David Lydig for \$4,000 as 9 South Street. David Lydig tapped the wheat resources of the Hudson Valley. His own mills up in the Valley turned the wheat into flour which was then shipped to his dock at the foot of Dover Street. He purchased the "Water Lot", which included what would be 159, 160 Water, 35 & 36 Dover and 257 and 259 Front Street, (approximately 45 x 120 feet) from the executors of Helena Kip May 1, 1801. The price was \$2,500. It was formally granted to him by the City November 14, 1804.

36 Dover Street (lot 27)

This property first appears in tax assessment records in 1814 (the 1813 records are missing). At this time it is assessed to David Lydig for \$5,600 as two stories behind 160 Front Street. This assessment may appear high when compared with the 1808 figures on South Street, above, but those South Street figures by 1814 had jumped to \$10,500. War inflation accounts for it. Lydig also had a wharf there, also assessed at \$5,600.

259 Front Street (lot 26)

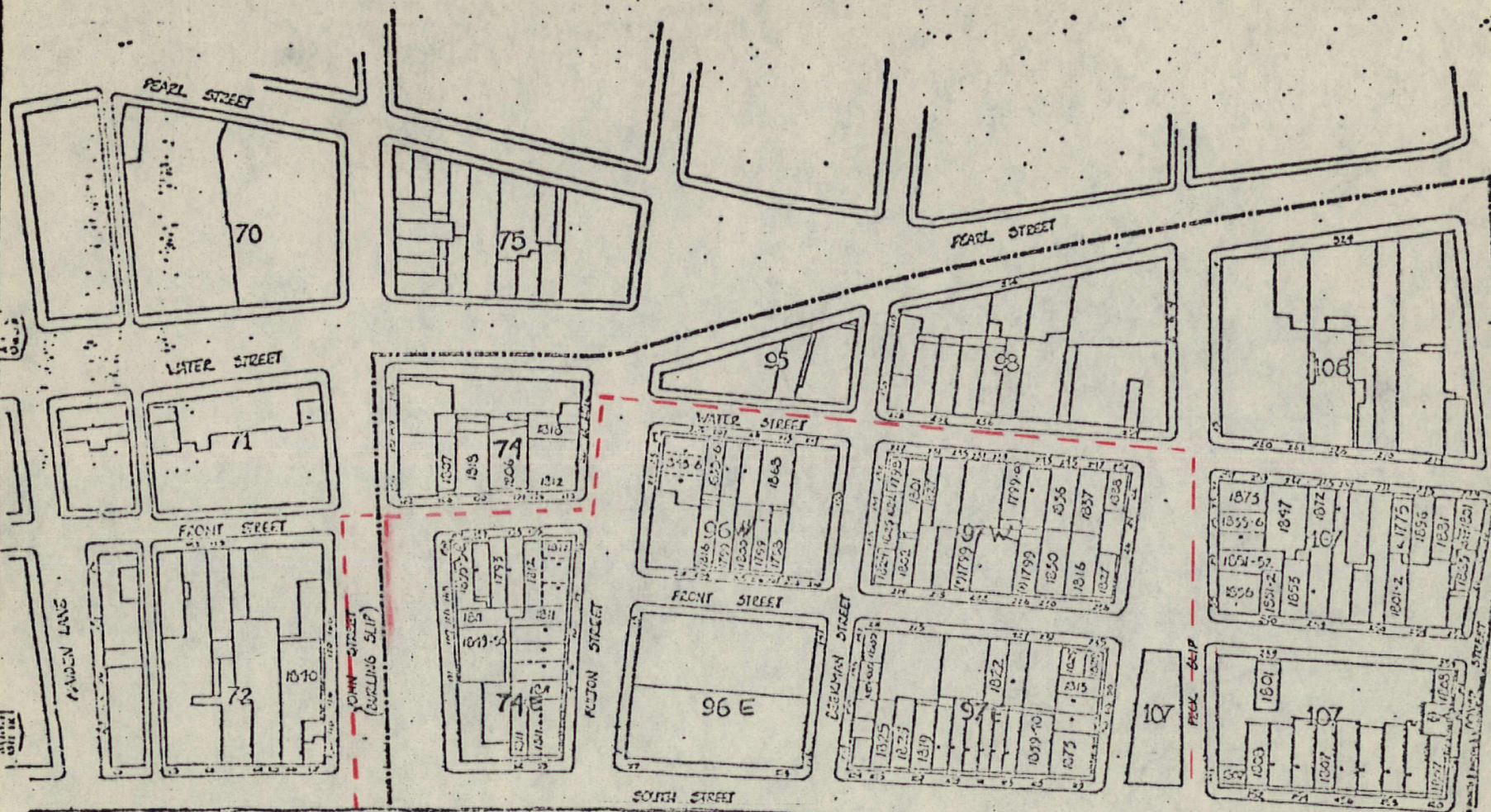
Assessed in 1808 to David Lydig for \$3,500. In 1807 the property was assessed at \$2,000. As then numbered, this included Nos. 253 and 255 Front Street.

239 Front Street (lot 16)

In 1799 Thomas White, grocer, was assessed \$1,233 for this lot. In 1800 he sold it to John and Gerard de Peyster for \$4,375. Tax assessment records for 1801 are not available, but a known assessment of \$6,200 in 1802 indicates that the building was standing in that year. Together with the adjoining lot on South Street, it was formally conveyed by the City to John de Peyster on September 6, 1811 subject to a ground rent of \$28.50/an. In 1816 it was sold to John Brown, a baker, for \$6,900. Brown obviously had a large operation in this building, quite likely baking Lydig's flour (see 160 South Street) into sea biscuits.

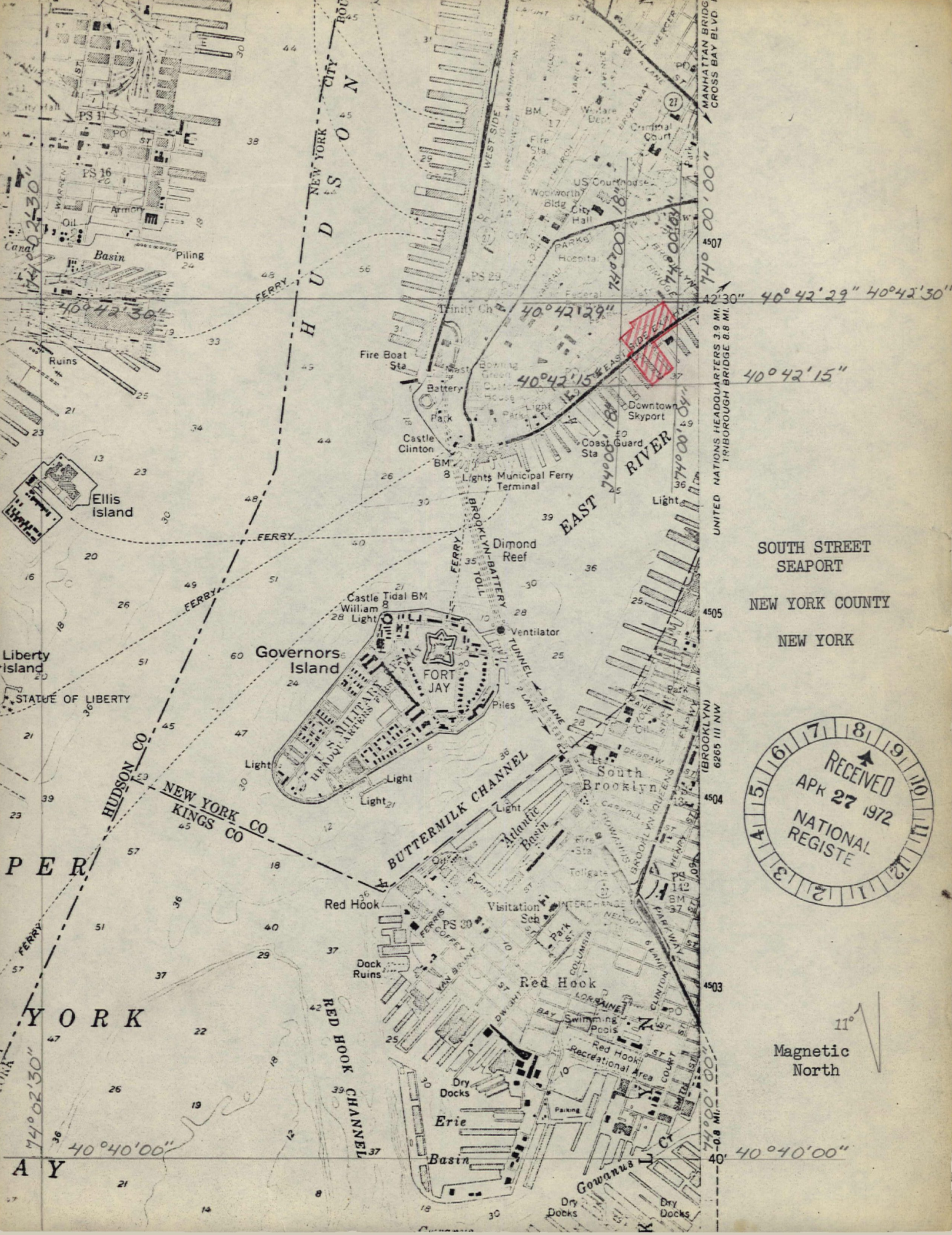
239 Front Street (Lot 16) (Cont'd.)

The second floor windows have been lengthened, and the ground floor has obviously been altered, but otherwise this building has come down to us untouched. It is the only building in Manhattan which retains its original handcarved brownstone inset panels between the second and third floor center windows.

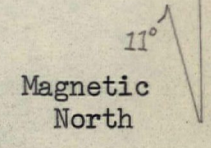
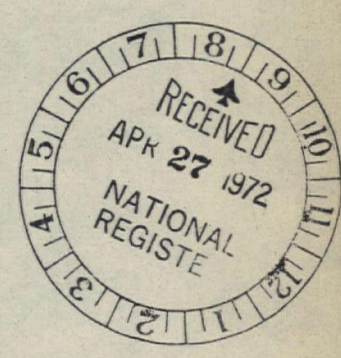


☐ - PRESERVATION INDICATED
 BUILDINGS REQUIRED PRESERVATION

PROPOSED BROOKLYN BRIDGE SOUTHEAST LRA
 SHOWING CONSTRUCTION DATES
 LONGEST PRESERVATION PERIOD - 100 YEARS



SOUTH STREET
SEAPORT
NEW YORK COUNTY
NEW YORK



Duplicate

72000883

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Working No. _____

Fed. Reg. Date: _____

Date Due: _____

Action: ☐ ACCEPT _____

☐ RETURN _____

☐ REJECT _____

Federal Agency: _____

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: ☐ technical corrections cited below
☐ substantive reasons discussed below

1. Name South Street Seaport

2. Location N.Y. County, N.Y.

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- ☐ excellent
☐ good
☐ fair

- ☐ deteriorated
☐ ruins
☐ unexposed

Check one

- ☐ unaltered
☐ altered

Check one

- ☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title

date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Comments for any item may be continued on an attached sheet

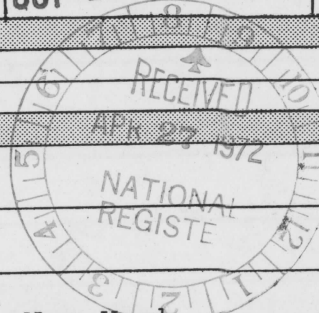


SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM*(Type all entries - attach to or enclose with photograph)*

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 18 1972	DATE

1. NAME			
COMMON: South Street Seaport			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: See Description			
CITY OR TOWN: New York			
STATE: New York	CODE 36	COUNTY: New York	CODE 061
3. PHOTO REFERENCE			
PHOTO CREDIT: Office of Lower Manhattan Development - James Belena			
DATE OF PHOTO: October, 1971			
NEGATIVE FILED AT: Office of Lower Manhattan Development			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View looking northwest showing the South Street side of Fulton Market between Beekman Street and Fulton Street. Schermerhaor Row can be seen at the left.			





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

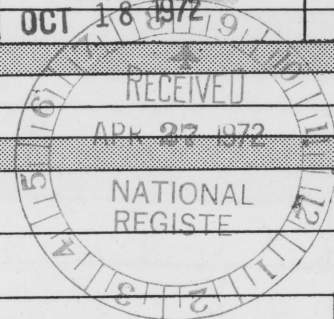
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 18 1972	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON:		South Street Seaport	
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
See Description			
CITY OR TOWN:			
New York			
STATE:	CODE	COUNTY:	CODE
New York	36	New York	061
3. PHOTO REFERENCE			
PHOTO CREDIT: Office of Lower Manhattan Development - James Belena			
DATE OF PHOTO: October, 1971			
NEGATIVE FILED AT:			
Office of Lower Manhattan Development			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
View looking northeast showing South Street between Beekman Street and Peck Slip.			



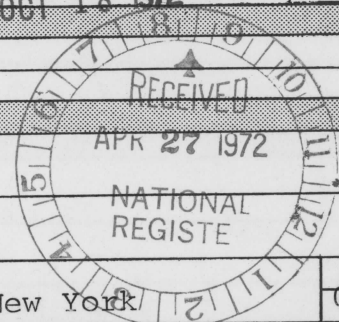


UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	06T 18 1972



1. NAME			
COMMON: South Street Seaport			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
See Description			
CITY OR TOWN:			
New York			
STATE:	CODE	COUNTY:	CODE
New York	36	New York	061
3. PHOTO REFERENCE			
PHOTO CREDIT: Office of Lower Manhattan Development - James Belena			
DATE OF PHOTO: October, 1971			
NEGATIVE FILED AT:			
Office of Lower Manhattan Development			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
View looking southeast showing Water Street between Fulton Street and Beekman Street.			

SEE INSTRUCTIONS



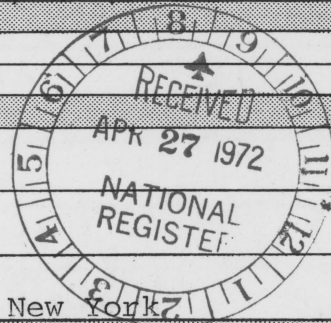
SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER 001 18 1972	DATE

1. NAME			
COMMON: South Street Seaport			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: See Description			
CITY OR TOWN: New York			
STATE: New York	CODE 36	COUNTY: New York	CODE 061
3. PHOTO REFERENCE			
PHOTO CREDIT: T. Robins Brown			
DATE OF PHOTO: January 6, 1972			
NEGATIVE FILED AT: New York State Historic Trust			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. View looking southwest towards Beekman's Slip showing Water Street between Peck Slip and Beekman's Slip.			





SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM*(Type all entries - attach to or enclose with photograph)*

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 18 1972	DATE

1. NAME

COMMON: South Street Seaport
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

See Description

CITY OR TOWN:

New York

STATE:

New York

CODE

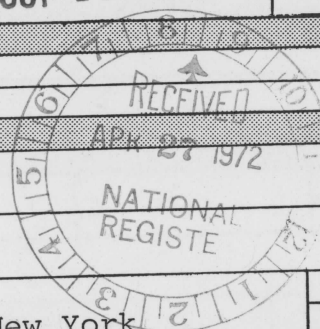
36

COUNTY:

New York

CODE

061



3. PHOTO REFERENCE

PHOTO CREDIT: T. Robins Brown

DATE OF PHOTO: January 6, 1972

NEGATIVE FILED AT:

New York State Historic Trust

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

View looking northwest towards Water Street showing
Peck Slip between Front and Water Streets.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

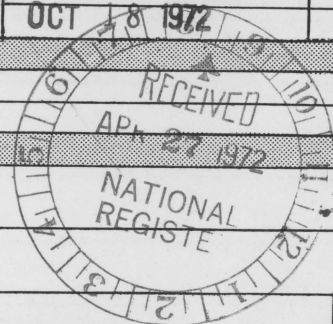
NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 18 1972	DATE

1. NAME			
COMMON:		South Street Seaport	
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:		See Description	
CITY OR TOWN:		New York	
STATE:		CODE	COUNTY:
New York		36	New York
3. PHOTO REFERENCE		CODE 061	
PHOTO CREDIT: T. Robins Brown			
DATE OF PHOTO: January 6, 1972			
NEGATIVE FILED AT:			
New York State Historic Trust			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			



View looking northwest towards Front Street showing
Peck Slip between South and Front Streets.

SEE INSTRUCTIONS



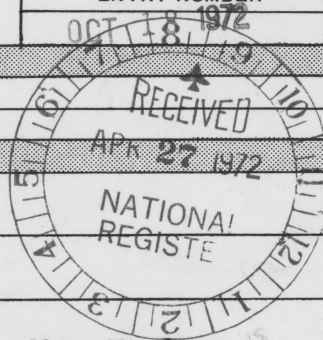
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE



SEE INSTRUCTIONS

1. NAME			
COMMON:		South Street Seaport	
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:		See Description	
CITY OR TOWN:		New York	
STATE:	CODE	COUNTY:	CODE
New York	36	New York	061
3. PHOTO REFERENCE			
PHOTO CREDIT: Office of Lower Manhattan Development - James Belena			
DATE OF PHOTO: October, 1971			
NEGATIVE FILED AT:			
Office of Lower Manhattan Development			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
Aerial view taken above the East River looking north-east. South Street Seaport is at the left.			

Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 18 1972	DATE

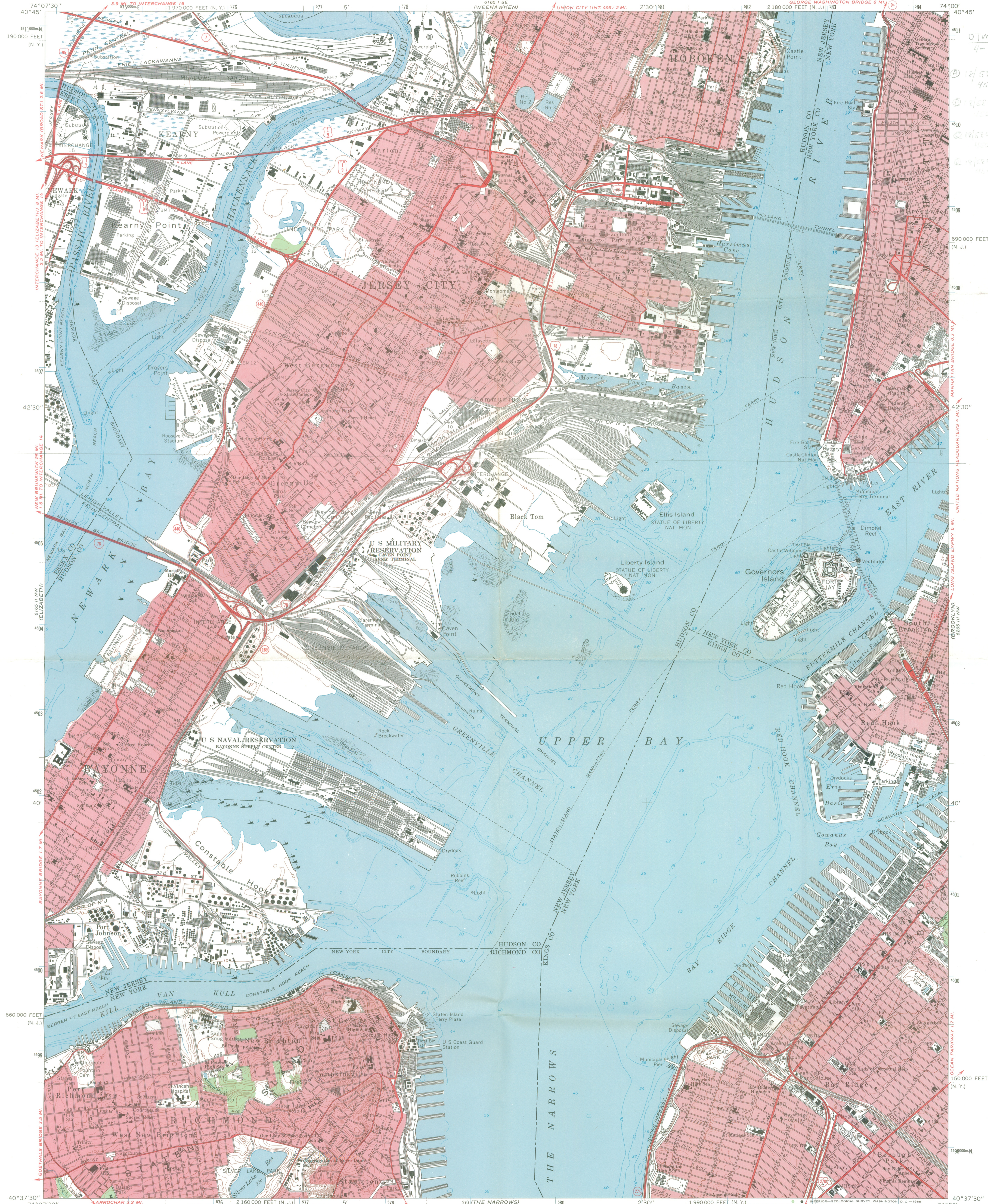
SEE INSTRUCTIONS

1. NAME			
COMMON:		South Street Seaport	
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
See Description			
CITY OR TOWN:			
New York			
STATE:	CODE	COUNTY:	CODE
New York	36	New York	061
3. MAP REFERENCE			
SOURCE:			
U.S.G.S. quad. 7.5 minute series, Jersey City, N.J.-N.Y.			
SCALE:			
1: 240000			
DATE:			
1969			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			

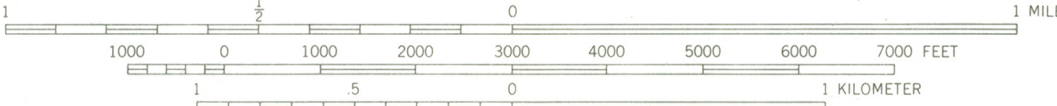
740030872

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

JERSEY CITY QUADRANGLE
NEW JERSEY - NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USC&GS, USCE, New Jersey Geodetic Survey,
and City of New York Board of Estimate and Apportionment
Planimetry by photogrammetric methods and from USC&GS
Charts T-5111, T-5277, T-5332, T-5450, T-5453, T-5470,
T-5460, T-5461, T-5466, T-5468, T-5469, and T-5470
Topography by photogrammetric methods from aerial
photographs taken 1954 and planetable surveys 1955
Revised from aerial photographs taken 1966. Field checked 1967
Selected hydrographic data compiled from USC&GS Charts 285, 287, 541,
and 745 (1966). This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum. 10,000-foot grids based on
New Jersey coordinate system, and New York coordinate system, Long Island zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET - DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.4 FEET IN
UPPER BAY AND 4.8 FEET IN NEWARK BAY

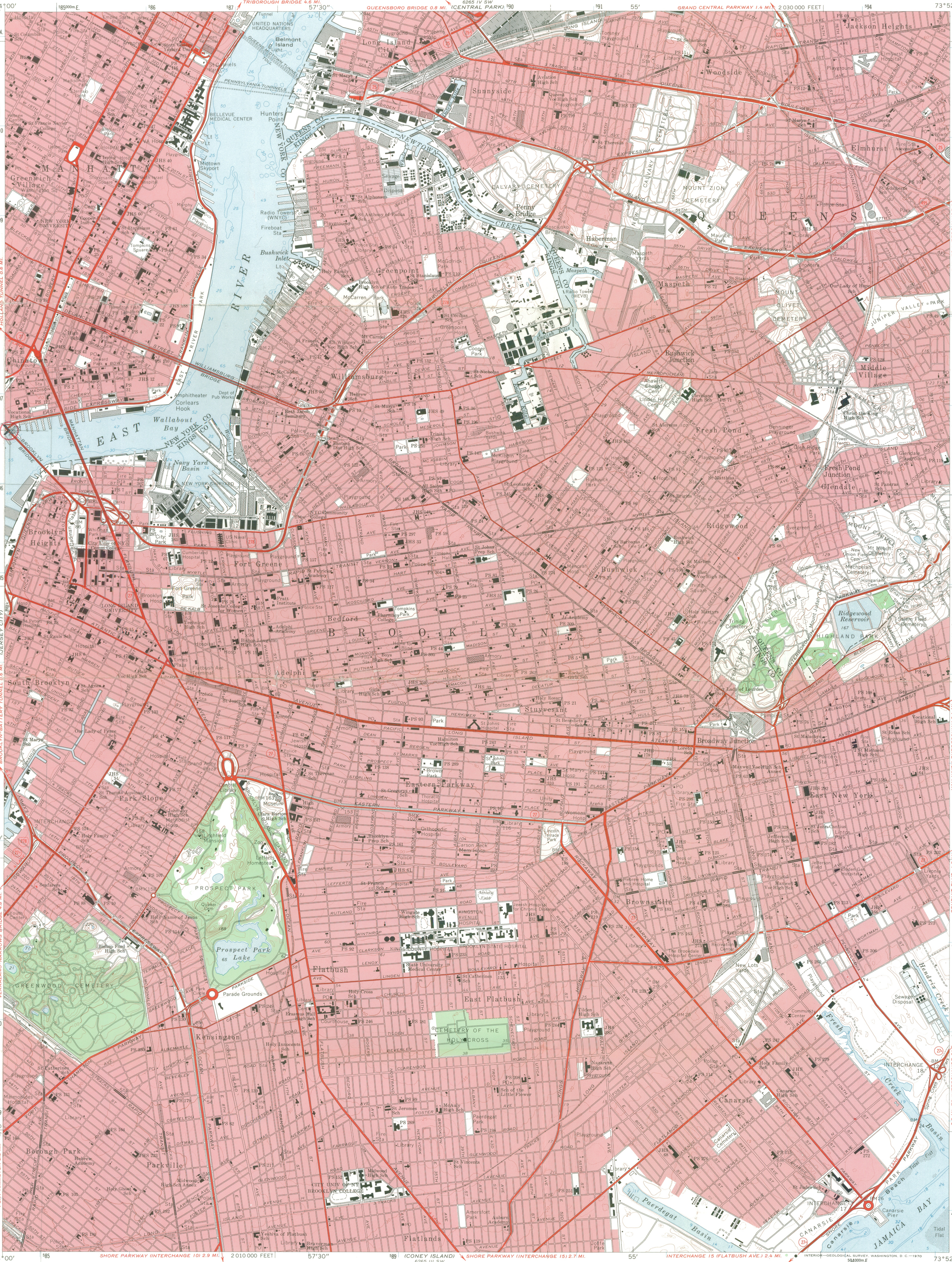


ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Unimproved dirt ———
Interstate Route U.S. Route State Route

JERSEY CITY, N. J. - N. Y.
N4037.5-W7400.7.5

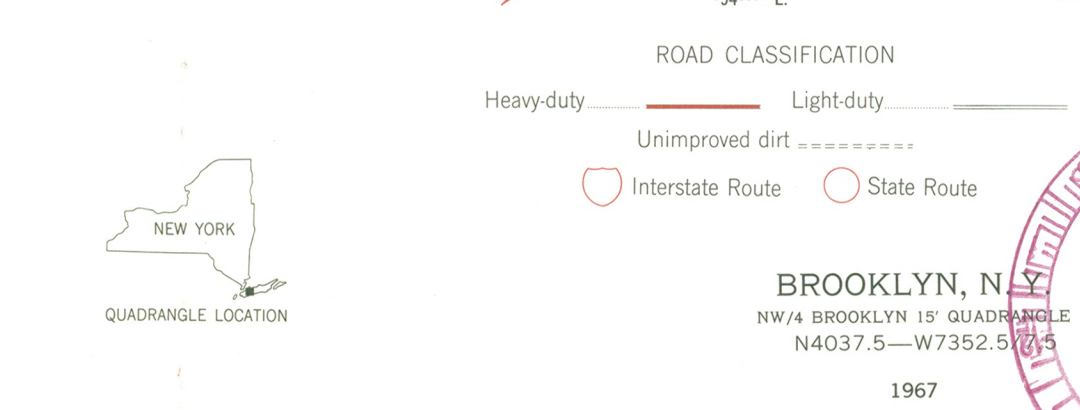
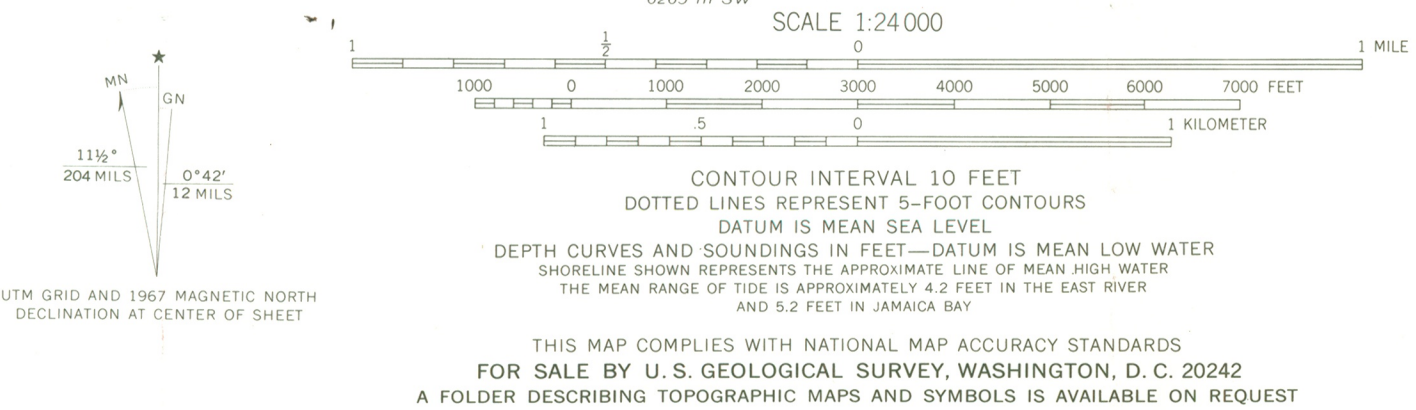
1967

AMS 6165 II NE-SERIES V822

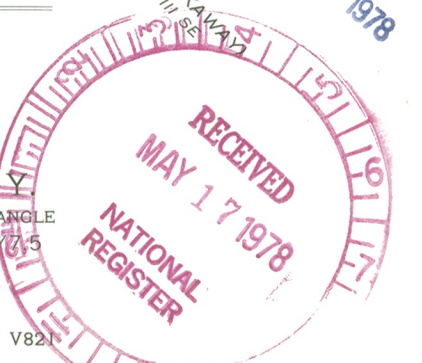


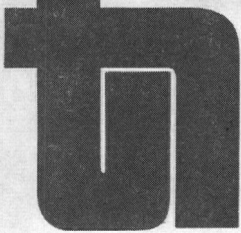
SOUTH STREET SEAPORT
HISTORIC DISTRICT
EXTENSION, NEW YORK
COUNTY
A:
EASING: 5/84/520
NORTHING: 45/06/600

Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USCGS, USCE, and City of New York Board of
Estimate and Apportionment
Planimetry by photogrammetric methods from aerial photographs
taken 1954, and from USCGS Charts T-5094, T-5335, T-5454
T-5459, T-5460, and T-8449
Topography by planetable surveys 1955-1956. Revised from
aerial photographs taken 1966. Field checked 1967
Selected hydrographic data compiled from USCGS Charts
275 (1964), 542 (1967), and 745 (1966). This information
is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system. Long Island zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Entire area lies within New York City



BROOKLYN, N.Y.
NW/4 BROOKLYN 15' QUADRANGLE
N4037.5-W7352.5
1967
AMS 6265 III NW-SERIES V82





Louis C. Jones
Chairman
Conrad L. Wirth
Vice-Chairman
Ewald B. Nyquist
Seymour H. Knox
John H. G. Pell
Laurance S. Rockefeller
Mildred F. Taylor
C. Mark Lawton
Director

21 April 1972

Dr. William Murgagh
Keeper of the National Register
Room 3209
1100 L Street, N. W.
Washington, D. C. 20005

Dear Dr. Murtagh:

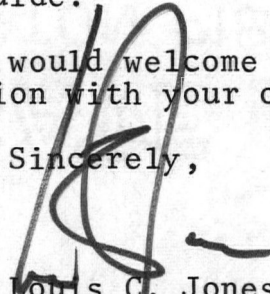
As Chairman of the New York State Historic Trust, the officially designated State Preservation Agency, and as the State Liaison Officer, I am forwarding the enclosed nomination to the National Register of Historic Places:

South Street Seaport, New York County

The above nomination has been reviewed and approved by the Governor's Advisory Committee on Historic Preservation, in accordance with the criteria outlined in Section 2.2 of the Grants Guide.

The staff of the Trust would welcome the opportunity to discuss this submission with your office.

Sincerely,


Louis C. Jones
Chairman



4

ENTRIES IN THE NATIONAL REGISTER

STATE NEW YORK

Date Entered OCT 18 1972

<u>Name</u>	<u>Location</u>
First National City Bank	New York New York County
Municipal Building	New York New York County
Coeymans (Ariaanje) House	Coeymans Albany County
South Street Seaport	New York New York County
Walnut Grove	Jamestown Chautauqua County

Also Notified

Hon. Jacob K. Javits
Hon. James L. Buckley
Hon. Bella S. Abzug
Hon. Samuel S. Stratton
Hon. James F. Hastings
Director Northeast Region

State Liaison Officer
Mr. Alexander Aldrich
Commissioner of Parks & Recreation
Room 303, South Swan Street Building
Albany, New York 12223

HR

NRowland:mm 10/17/72

Council On
Historic
Preservation

1522 K Street NW.
Washington D.C.
20005

New York Co.
115th 12-12-78

JAN 10 1980

Mr. Andrew Kauders
Special Assistant for the Environment
Economic Development Administration
Department of Commerce
Washington, D.C. 20230

Dear Mr. Kauders:

We have received information that work connected with the Rehabilitation Project-Block 96W, New York, New York (EDA/LPW-NY-5028), including the work at Number 207, Front Street, may have an effect on previously undiscovered archeological resources in the South Street Seaport Historic District, New York, New York. We therefore request that the Economic Development Administration, in accordance with Section 800.7(a) of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), promptly notify the Secretary of the Interior of this matter. By copy of this letter, we are notifying that Department and the branch office of the Interagency Archeological Services, Atlanta, of the existing situation. We ask that you furnish us with a copy of the notification letter at the same time you contact them.

In addition, we request that EDA take immediate measures in conjunction with its grant recipient, the City of New York, to document that agency's compliance with Special Condition D of the August 1, 1977, "no adverse effect" determination submitted by EDA to the Council. A copy of that determination is enclosed.

Pending notification of the Department of the Interior and our staff, EDA and the City of New York, Department of General Services, should refrain from taking or sanctioning any action that could result in an adverse effect on the historic properties included in the South Street Seaport Historic District or that would foreclose the consideration of modifications or alternatives to the proposed undertaking that

could avoid, mitigate, or minimize such adverse effects.

Should you have any questions, please call Ms. Amy Schlagel at 202-254-3495.

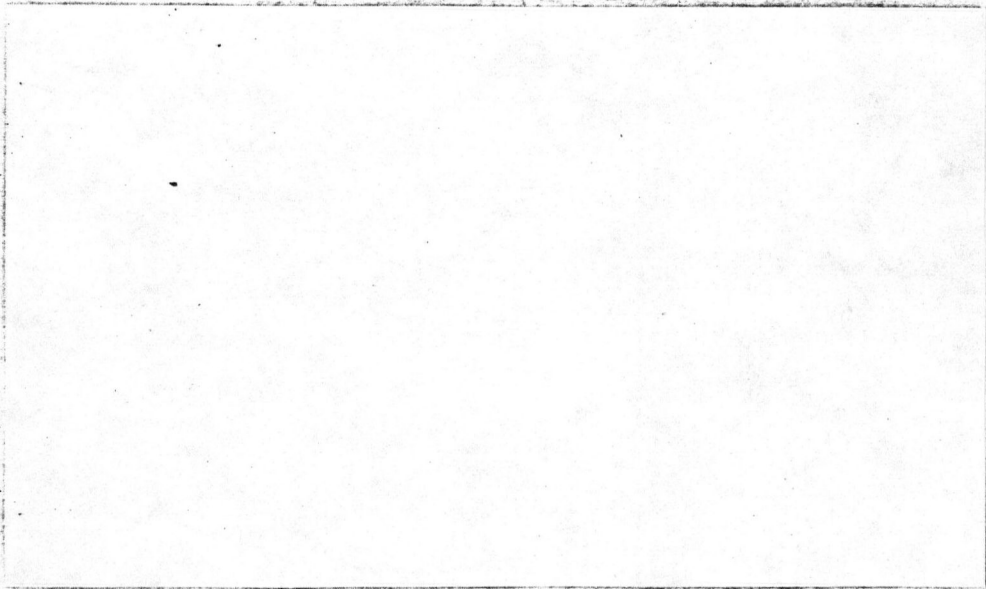
The Council appreciates your cooperation.

Sincerely,



Jordan E. Tannenbaum
Chief, Eastern Division
of Project Review

Enclosures



Advisory Council On Historic Preservation

New York only

1522 K Street, NW
Washington, DC 20005

May 28, 1980

Mr. Rick Rosan
Director
Office of Development
City of New York
225 Broadway
New York, New York 10007

Dear Mr. Rosan:

On May 21, 1980, the Council received your determination that pursuant to Section 800.4(c) of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), the proposed Urban Development Action Grant (UDAG) will not adversely affect the South Street Seaport Extended Historic District, a property included in the National Register of Historic Places. This historic district also includes the Schermerhorn Row, a property included in the National Register. The project as formulated for the UDAG application has the following components.

1. Construction of a 175,000 square foot platform in the East River in place of Pier 16 and 18.
2. Construction of a second story deck (in the rear alleys) connecting the various buildings in the Museum Block, with a skylight roof.
3. Completion of restoration of buildings along Beekman Street in the Museum Block.
4. Construction of a new four-story Museum orientation center at the corner of Burling Slip and South Street.
5. Construction of a mixed-use (office, hotel, retail, and residential, or any combination thereof) tower structure on the Telco site.
6. Renovation of the Street and sidewalk on Fulton Street from Water to South Streets, Front Street from Burling Slip to Beekman Street, and Water Street from Fulton to Beekman Streets.
7. Construction of a one-story retail structure on the easterly side of the FDR Drive, opposite Pier 16.
8. Demolition of over half of the Fulton Market Building on the Market Block.

9. Construction of a new three-story building on the Market Block.
10. Construction of a two-story pavillion on the combined Piers 16 and 18 platform.
11. Construction of a glass canopy extending only from the new building on the Museum Block (at the corner of Fulton and Front Streets).
12. Exterior restoration; removal of fire escapes, pointing and cleaning of exterior masonry, and installation of basic mechanical, electrical, sprinkler and plumbing services where needed in the Schermerhorn Row Block.
13. Relocation of several fish wholesaling firms within the "Seaport District."

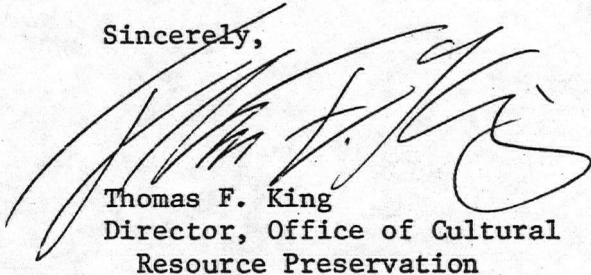
This listing is taken directly from the letter of the city of New York to the New York State Historic Preservation Officer (SHPO), and together with a view of the model by Ms. Schlager at the preliminary briefing held in your offices on January 24, 1980, constitutes the documentation we have in which to review your determination. In an effort to increase early coordination with your staff, the documentation requirements for determinations of this character were discussed at the January 24, 1980, meeting. These requirements are set forth in Section 800.13 of our regulations and in supplementary guidance documents such as the Council's "Guidelines for Making 'Adverse Effect' and 'No Adverse Effect' Determinations for Archeological Resources in Accordance with 36 CFR Part 800." The latter document, a copy of which is enclosed for your review, requires that effects on archeological resources be evaluated against specified criteria. We hope that your agency can review this document, and provide us with an adequate statement to permit the project to proceed with appropriate treatment for archeological resources.

We also request that the city supply us with a description of the project so that we can better evaluate how the many aspects of it will impact the historic district and the Schermerhorn Row. In particular, we note that the special condition, as developed, provides for consultation with the New York SHPO with regard to demolition. This work, the condition continues, will be planned and implemented in accordance with the Secretary of the Interior's "Standards for Rehabilitation." We are surprised that demolition activities are considered to be possibly in accordance with these Standards. Since we have no direct knowledge of the demolition planned, however, we cannot comment on this point. Demolition of properties included in the National Register of Historic Places is normally considered by our regulations to have an adverse effect.

With these points in mind, we hope that the city can promptly supply our staff with a project description, and an explanation of the basis for your determination. We hope that in the interests of time that we can review this material onsite. As you are aware, we also have currently under review, a determination from the Economic Development Administration, that work connected with the Fulton Fish Market project will not adversely affect this same historic district. We are responding to that letter by requesting documentation in many cases similar to that requested above. We hope to schedule a meeting with EDA to discuss this case, and suggest, in the interests of time and finances, that these meetings be held on the same day, perhaps within the week of June 2, 1980. Since there is a need for a coordinated effort among the New York City Landmarks Preservation Commission, the New York SHPO, and the Council, we hope that representatives of these agencies can participate to resolve this case. Since the city is the grant recipient of the EDA funds, we hope that your agency can coordinate this arrangement so that these two Section 106 cases can proceed without delay. We will look forward to hearing from you promptly in this regard. Please contact me directly at 202-254-3974 to confirm these arrangements.

Thank you for your cooperation.

Sincerely,



Thomas F. King
Director, Office of Cultural
Resource Preservation

Enclosure

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

September 4, 1980

P.A. Descenza, Chief
Engineering Division
New York District
Army Corps of Engineers
26 Federal Plaza
New York 10007

New York Co.

Dear Mr. Descenza:

We have been informed by copy of the New York State Historic Preservation Officer's (SHPO) letter of August 18, 1980, to you that the demolition of Piers 17 and 18, East River Reach, New York Harbor, an undertaking currently being considered by the Corps as part of its program for collection and removal of harbor drift, may have an effect on the South Street Seaport Extended Historic District, a property included in the National Register of Historic Places.

Please investigate this matter to determine whether the nature of the effect requires that you obtain the comments of the Council in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320), either separately or by entering into the ongoing consultation process on the South Street Seaport area proposed development project with the city of New York. Steps to determine this responsibility are set forth in Section 800.4 of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800) (enclosed).

We look forward to hearing from you as soon as possible. If you have further questions or require assistance, please call Amy Schlagel or Ron Anzalone at FTS 254-3495.

Thank you for your cooperation.

Sincerely,

Jordan E. Tannenbaum

Jordan E. Tannenbaum
Chief, Eastern Division
of Project Review

Enclosure

Advisory Council On Historic Preservation

1025 K Street NW
Washington, DC 20005

September 4, 1980

F.A. Descenza, Chief
Engineering Division
New York District
Army Corps of Engineers
38 Federal Plaza
New York 10001

Dear Mr. Descenza:

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D SEP 5 1980

(ATTACHED)

SENT

DATE ACCEP'D (A.M.)

INITIALS

We look forward to hearing from you as soon as possible. If you have further questions or require assistance, please call Amy Schlegel or Ron Anderson at 202-254-3495.

Thank you for your cooperation.

Sincerely,

John E. Thompson

John E. Thompson
Chief, Engineering Division
of Project Review

Enclosure

Advisory Council On Historic Preservation

NR

1522 K Street, NW
Washington, DC 20005

MAR 2 1981

Mr. P. A. Descenza
Chief, Engineering Division
New York District
Army Corps of Engineers
26 Federal Plaza
New York, New York 10007

my co

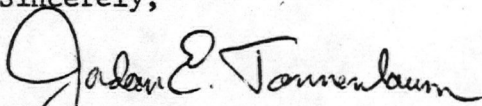
Dear Mr. Descenza:

The Memorandum of Agreement for the demolition of Piers 17 and 18 affecting the South Street Seaport Extended Historic District, New York, New York, has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and completes compliance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). A copy of the agreement is enclosed.

In accordance with Section 800.6(c)(2) and 800.9(e) of the regulations, a copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking to meet requirements of the National Environmental Policy Act and should be retained in your records as evidence of compliance with Section 106 of the National Historic Preservation Act.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,



Jordan E. Tannenbaum
Chief, Eastern Division
of Project Review

Enclosure

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Corps of Engineers (Corps), Department of the Army, proposes to demolish Piers 17 and 18, East River, New York Harbor, as part of its ongoing Collection and Removal of Drift program; and,

WHEREAS, the Corps, in consultation with the New York State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon the South Street Seaport Extended Historic District, New York, New York, a property included in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation, (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), the Corps has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, the Corps, and the New York SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that there are no feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effects of this undertaking and that it is in the public interest to proceed with the undertaking, in accordance with the following stipulations.

Stipulations

1. Prior to demolition of Piers 17 and 18, the Corps will record Piers 17 and 18 so that there will be a permanent record of their existence and present appearance. The Corps will first contact the National Architectural and Engineering Record (NAER) Heritage Conservation and Recreation Service, Philadelphia, Pennsylvania (205-592-7989), to determine what documentation is required. All documentation must be accepted and the Council receive evidence of that acceptance, prior to the demolition.

Page 2
Memorandum of Agreement
Corps of Engineers
South Street Seaport

2. Within 90 days of demolition of Piers 17 and 18, the Corps will notify the Keeper of the National Register so that Piers 17 and 18 can be removed from the South Street Seaport Extended Historic District nomination form.

Robert G. Sawyer Jan 6, 1981
Executive Director
Advisory Council on Historic Preservation

P. S. Kenyon (date) 10 Jan 81
Corps of Engineers
Department of the Army

Ann Webster Smith (date) 10.11.81
New York State Historic Preservation Officer

Paul H. Gutter (date) 2-28-81
Chairman
Advisory Council on Historic Preservation