

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

DATA SHEET

FOR NPS USE ONLY

RECEIVED JUN 17 1975

DATE ENTERED JUN 27 1975

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

AND/OR COMMON

City Pier A

2 LOCATION

STREET & NUMBER

end of at
South of Junction of Battery Place & Hudson River

CITY, TOWN

New York

STATE

New York

VICINITY OF
CODE

36

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Rep. John Murphy 17

COUNTY

New York

CODE

061

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERICAL
☐ EDUCATIONAL
☒ ENTERTAINMENT
☒ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER:**4 OWNER OF PROPERTY**

NAME

City of New York

STREET & NUMBER

31 Chambers Street

CITY, TOWN

New York

VICINITY OF

STATE

New York

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

New York County Hall of Records

STREET & NUMBER

31 Chambers Street

CITY, TOWN

New York

STATE

New York

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

HISTORIC AMERICAN ENGINEERING RECORD

DATE

1974

☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

LIBRARY of CONGRESS

CITY, TOWN

WASHINGTON

STATE

DC

7 DESCRIPTION

CONDITION

CHECK ONE

CHECK ONE

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

☐ UNALTERED
☒ ALTERED

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located on the northern edge of Battery Park at the southern tip of Manhattan Island, City Pier A springs from the center of the bulkhead or river wall south of Battery Place and former Pier 1, at an angle of $116-1/2^{\circ}$ with the main length of the wall.¹ Measuring 45 feet in width and extending 285 feet into the Hudson River, the two-to-three story pier, accented by a four-story clock tower, is a rectangular structure, resting upon a concrete foundation.²

When construction began in 1885 G.S. Greene, Jr., Engineer-in-Chief at the New York City Department of Docks, reported that:

As the borings and soundings showed the rock to be only about 10 feet below mean low water, as a minimum, with soft mud on top of the rock, affording no holding ground for piles of either wood or iron, the foundations were made by clearing the mud off the rock, then sinking a box or crib of cheap timber upon the site of the sub-pier foundation, and filling the same up to a certain height with concrete in bags carefully laid by submarine divers under water. Mass concrete was then placed over the bags and levelled off, to form a seat or bed for the concrete blocks made in air, which extend from the above described foundation to a height two feet below mean low water mark. Above these concrete base blocks the sub-piers were built of granite to a level 2 feet above mean high water mark.

The top of the pier resting on these sub-piers consists of 6 main girders and 2 side girders, extending from sub-pier to sub-pier, each girder being 3 feet in depth, and a concrete arch being sprung between each two girders; the top of the arches forming the deck or floor of the pier, which is to be covered with an asphalt pavement two inches in thickness.³

Completed by May, 1886, the pier bore a two-story, rectangular building 42' wide by 272'2" long, divisible structurally into two sections: the fire-proof eastern or inshore end, and the wood-frame portion which constitutes the greater part of the pier's length. Constructed of brick and terra cotta walls sheathed by galvanized iron, and iron roof trusses covered by tin,

the inner 38 feet of the building is of entirely incombustible and fire-proof materials, with steel roller doors and window shutters. It is separated from the remainder of the building by a partition wall of brick 20 inches in thickness, having a 3-inch air space, and the openings through this wall have fire-proof doors. The lower story of this part of the building was in its middle the main entrance for wagons, etc., to the deck of the pier, closed by a steel roller shutter at its easterly or street end, and by a fire-proof door at the pier end, where is the fire-proof partition....

The building outside of the fire-proof part is a frame structure covered on the outside with galvanized iron on its sides and with tin on the roof.

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New York County

CONTINUATION SHEET

ITEM NUMBER 7. PAGE 2

The frame is composed of bents 11 feet 8 inches apart at centers, with girders to support the floor, which is of 5-inch solid spruce plank covered with one inch of yellow pine.

The side walls have under the outside covering of galvanized iron two thicknesses of tarred paper and one thickness tongued and grooved boarding. The space between the studding is filled with mineral wool. The interior is lined with wire lathing and plaster and finished in white 'hard finish.' Double sash windows are provided for winter use, and it was found in the severe blizzard the first few days in March that all the rooms could be kept at a temperature of 85° F., with a pressure of 60 pounds in the boiler, which is licensed to carry 100 pounds.⁴

The entire structure was "warmed by steam, lighted by gas and supplied with Croton Water, a steam-pipe being carried alongside each water-pipe to prevent freezing."⁵ A large central corridor, accessible from the main entrance on the east (inshore) elevation, divided the first floor of the east (fireproof) end. No partitions fragmented the space of the Record Room above (36' x 41'). The west end was similarly divided on the first floor by a central corridor, with the boiler room and the staircase to the tower situated to the south, while the remaining central portion of the structure, approximately 187' in length, was unpartitioned. The second floor of this central section was divided into offices flanking a central hall which terminated in the Meeting Room and Balcony contained within the west end. The top of the tower was accessible from both floors by means of a spiral iron staircase.

In 1900 the building was extended 50' eastward at both first and second-story levels along the original axis, thereby providing additional office space. Four years later the City Department of Docks and Ferries further enlarged the building by the addition of a third story to the old fireproof east end and to its recent extension. Plans drawn at this time called for the elaboration of the square extension in a classical mode, including features such as a richly detailed cornice, the use of one-story pilasters to define the three-bay facades, elaborate pedimental architraves framing the two doors which flank the main entrance (east elevation), segmental pediments in the central bays of the north and south elevations, and a triangular pediment--decorated by acroteria--in the same position over the main entrance of the east elevation. Subsequent alterations have included the installation of the clock (1918), changes in the floor plans (1918), reinforcement of the first-story walls (1935), and the installation of oil-burning equipment.

The mass of the structure today remains unchanged since the enlargements at the turn of the century: a long, gable-roofed, rectangular building terminating at its inshore end in a three-story, hip-roofed block (five bays by three bays), and at its outshore end in a hip-roofed block and a 70-foot, square clock-tower, topped by a

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Pyramidal roof. The wall surfaces are relatively plain--most noticeably enlivened by the rhythm of the blind arcade which runs the length of the building's long, central portion. The rich detail of the extension, indicated on the drawings of 1904, is absent--represented only by the acroterium at the apex of the east (inshore) facade's triangular pediment. Galvanized iron sheaths the entire structure, including the "half-timbered" walls of the tower and outshore end which were still visible in photographs taken during the early 1950s.

¹Pier 1, constructed 1872-1876, was demolished ca. 1972, in anticipation of the development of Battery Park City on land fill in the North or Hudson River.

²The pier itself measured 285' in length; the building upon the pier, 272'2" until the addition ca. 1900 of 50' inland.

³New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1885) p. 112.

⁴New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1886) pp. 95-96.

⁵Ibid, p. 96. See also National Register Nomination Forms for the Old and New Croton Dams (Westchester County), and High Bridge Aqueduct and Water Tower (New York and Bronx Counties).

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

☐ PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☒ ARCHITECTURE	☐ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER
☒ 1800-1899	☒ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION
☐ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)
		☐ INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT G. S. Greene, Jr.

STATEMENT OF SIGNIFICANCE

Engineer-in-Chief

In the economically pressured, constantly changing, high-rise environment of 20th century Lower Manhattan, Pier A—once headquarters of the agencies responsible for regulating the nation's busiest waterfront—is a unique visual feature of New York Harbor and the island's southern tip. A landmark in the city's economic, technological, and architectural history, Pier A with its human-scale and vital design, as well as its strategic location at Battery Park, is a tangible reminder of Lower Manhattan's historic seaward orientation, and a unique and irreplaceable visual feature of New York Harbor.

On July 3, 1884 by unanimous resolution the New York City Board of Docks directed the Department of Docks to erect a pier "and such buildings and structures as are necessary for the accommodation of the business of the Department of Docks and for the requirements of the Police Department for the harbor Police force." The southernmost pier-site along the island's densely developed western shore, the site chosen was strategically located at Battery Park, the southern tip of Manhattan Island where the Hudson River widens into New York Harbor. Such a location would place the two city agencies responsible for regulating the waterfront activity of the nation's busiest port within easy reach of both eastern and western shores and would permit them to superintend seaborne traffic passing between the Harbor and the Waterfront.

Under the direction of Engineer-in-Chief G.S. Greene, Jr., the Department of Docks designed a pier consisting of a concrete foundation and "eight sub piers outside of the bulkhead or river wall, supporting a dock, or floor, of iron girders with concrete arches between them."¹ In utilizing concrete for erecting Pier A, Greene was up-to-date with the technology of the period, for "by the 1880s plain concrete in bearing members under compressive strength only...was a familiar feature of...waterway and harborworks."² In Pier A Greene used the material in bags as well as poured in the form of both blocks and arches. The resulting structure is a good example of the early period of the use of this material in America, and an important illustration of this technology in New York.

By May 1, 1885, sub piers 4,5,6, 7 and 8 were completed, and work was progressing on the remaining three. One year later Greene reported to the Board of Docks that the pier was "completed, with the exception of the asphalt covering of its deck or top" and that the new headquarters for the Department of Docks and the Harbor Police had been erected upon the pier by C.O. Brown, contractor (Contract 225).³

Except for the outshore (48') and inshore ends (38') which were divided into

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre *UTM OK HF*

UTM REFERENCES

A 18 58,2940 4510,618,0
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C
ZONE EASTING NORTHING

D
ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Lynn A. Beebe, Research Assistant

ORGANIZATION

Division for Historic Preservation
NYS Office of Parks and Recreation

DATE

June 10, 1975

STREET & NUMBER

South Mall

TELEPHONE

474-0479

CITY OR TOWN

Albany

STATE

New York

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation 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.

~~FEDERAL REPRESENTATIVE'S SIGNATURE~~

TITLE

Chris Schum
State Historic Preservation Officer

DATE

June 11, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Donald M. Huebner
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

6/27/75

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

6/27/75

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rooms by a wide central corridor or driveway, the first floor of the approximately 272' structure was one large, undivided space, the framing supported by a central range of posts. The Department of Police occupied the northern side, while the Department of Docks utilized the southern half. On the second floor were offices for the Department of Docks, arranged on both sides of a 200-foot corridor which terminated at the western or outshore end in the Board's Meeting Room. The 70-foot tower at the southwestern corner of the structure was designed as a "look-out or watch tower" for the use of the Police. The eastern end of the structure, on the second floor, Greene and his staff had designed as a Record Room (36'6" x 41'), a "place long needed for the safe storage and deposit for the large and constantly accumulating collection of maps and other valuable records" of the Department of Docks. This need had prompted the design of the east end as a "fire-proof" unit, "isolated" structurally from the wood-frame pier-shed which constitutes the greater portion of the structure's length.

In 1918 the lookout tower was converted to another use by the installation of a clock, donated to the city by Daniel G. Reid, prominent financier and one of the founders of U.S. Steel Corporation, as a memorial to the soldiers and sailors who died during World War I. The clock strikes the hours in ship bells--along with the clock at the U.S. Naval Academy, one of the few clocks equipped with this feature.

Until 1959, Pier A continued to function in the capacity for which it was designed, administered over the years by the successors of the Department of Docks: Department of Docks and Ferries, Department of Marine and Aviation, and now Department of Ports and Terminals. Utilized as headquarters of Marine Fire Company No. 1, the structure has served as a fire station for the waterfront of the North or Hudson River since 1960.

Its role in the history of the city's waterfront, its distinctive design, its ready adaptability to changing needs, and its strategic location render Pier A a landmark of considerable importance. A tangible reminder of both 19th century New York Harbor as a major center of commerce and immigration, and of the 19th century technology of marine engineering, Pier A, along with Battery Park, the U.S. Customs House, and South Street Seaport, is today one of the very few vestiges of Lower Manhattan's historic seaward orientation. The distinct vitality of the Pier's design as well as its human scale, now rare in the high-rise world of New York City, enable it to make a unique contribution to the ambience of the island's southern tip. From the promenade at Battery Park, Pier A forms an appropriate northern frame, channeling the vista seaward to a dramatic view of New York Harbor.

¹New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1885), p. 112.

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New York County

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ITEM NUMBER 8. PAGE 3

²Carl W. Condit, American Building Art: The Nineteenth Century (New York: Oxford University Press, 1960), p. 228.

³New York City Department of Ports and Terminals, Office of the Engineer-in Chief, Annual Report (New York, 1886), p. 95.

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New York County

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Condit, Carl W. American Building Art: The Nineteenth Century. New York: Oxford University Press, 1960.

New York City Department of Ports and Terminals. Office of the Engineer-in-Chief. Annual Report. New York, 1885.

_____. Office of the Engineer-in-Chief. Annual Report. New York, 1886.

_____. "Alterations to Tower For Installation of Tower Clock, Pier A N.R." November 15, 1918.

_____. "Building for Pier A, Sheet 'C'." 1884.

_____. "Contract No. 2610, Painting of Pier Shed on Pier 'A,' N.R., Drawing 1". May 24, 1948.

_____. Map of the Waterfront of the City of New York in Sections showing Existing Piers and Bulkheads. New York: Evening Post Job Printing Office, 1886.

_____. "Pier A, N.R." September 1, 1884.

_____. The Port of New York, N.Y. and New Jersey. Vol. II, Part 2 (Data on Piers, Wharves and Docks). New York, revised 1965.

_____. "Survey of Battery Landing Extension, Landing Platforms, and Piles." May 5, 1925.

_____. "Repairs and Additions to the Building on Pier 'A' N.R., Sheet No. 1." 1904.

_____. "Repairs and Extension to Building on Pier A, N.R." March 30, 1900.

Property

City Pier A

State

New York

Working Number

6.17.75.1124

75001203

New York Co.

TECHNICAL

Photos

3

Maps

1

CONTROL

OK

cm

6.18.75

HISTORIAN

ARCHITECTURAL HISTORIAN

ACCEPT

H. J. Jones
6/24/75

ARCHEOLOGIST

OTHER

HAER

Inventory

6/24/75

Review

Accept End

6/25

REVIEW UNIT CHIEF

ACCEPT

Cole

6/27/75

BRANCH CHIEF

KEEPER

Greenberg
W. M. Jones
6/27/75

National Register Write-up

Send-back

Entered

JUN 27 1975

Federal Register Entry

8-5-75

Re-submit

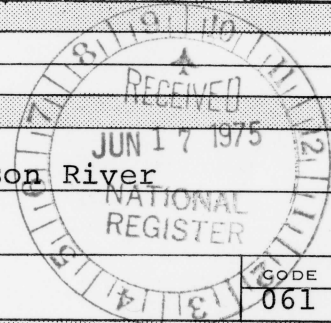
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**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

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

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 27 1975



1. NAME			
COMMON: City Pier A			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: South of Junction of Battery Place and Hudson River			
CITY OR TOWN: New York City			
STATE: New York	CODE 36	COUNTY: New York	CODE 061
3. PHOTO REFERENCE New York City			
PHOTO CREDIT: Department of Ports and Terminals, New York City			
DATE OF PHOTO: 1951			
NEGATIVE FILED AT: New York City Department of Ports and Terminals, Battery Maritime			
4. IDENTIFICATION Building, New York City			
DESCRIBE VIEW, DIRECTION, ETC. View looking northeast. Pier 1 (now demolished) is visible north of Pier A. #1083			

SEE INSTRUCTIONS



FIRE DEPARTMENT

ENTRANCE
MARINE CO. 1

MARINE SHOP

MARINE

F.D.N.Y.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

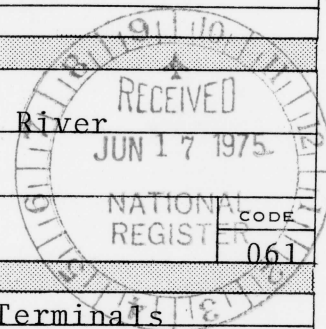
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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

SEE INSTRUCTIONS

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE JUN 27 1975

1. NAME		
COMMON: City Pier A		
AND/OR HISTORIC:		
2. LOCATION		
STREET AND NUMBER: South of junction of Battery Place and Hudson River		
CITY OR TOWN: New York City		
STATE: New York	CODE 36	COUNTY: New York
3. PHOTO REFERENCE		
PHOTO CREDIT: New York City Department of Ports and Terminals		
DATE OF PHOTO: 1973		
NEGATIVE FILED AT: New York City Department of Ports and Terminals, Battery Maritime Building, New York City		
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC. View of inshore end (east elevation) looking west #203		





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

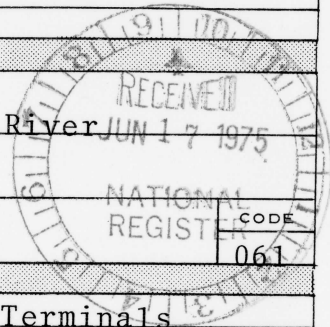
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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

STATE New York	
COUNTY New York	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 27 1975

SEE INSTRUCTIONS

1. NAME		
COMMON: City Pier A		
AND/OR HISTORIC:		
2. LOCATION		
STREET AND NUMBER: <i>end of</i>		
South of junction of Battery Place and Hudson River		
CITY OR TOWN: New York City		
STATE: New York	CODE 36	COUNTY: New York
3. PHOTO REFERENCE		
PHOTO CREDIT: New York City Department of Ports and Terminals		
DATE OF PHOTO: ca. 1950's		
NEGATIVE FILED AT: New York City Department of Ports and Terminals, Battery Mari-		
4. IDENTIFICATION time Building, New York City		
DESCRIBE VIEW, DIRECTION, ETC. View of offshore end, (west elevation) looking east-northeast #303		







KK SS X
CITY PIER "A": New York City, New York. Restoration Grant: \$70,000.00. Warehouses and piers are a highly adaptable and usable cultural resource. ~~for waterfront parks.~~
P. 17

4
City Pier "A", NY, NY

**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 JUN 27 1975	DATE

1. NAME

COMMON: **City Pier A**
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

South of Junction of Battery Place and Hudson River

CITY OR TOWN:

New York

STATE:

New York

CODE

36

COUNTY:

New York

CODE

061

3. MAP REFERENCE

SOURCE:

U.S. Department of the Interior, Geological Survey, 7.5 Min. Series

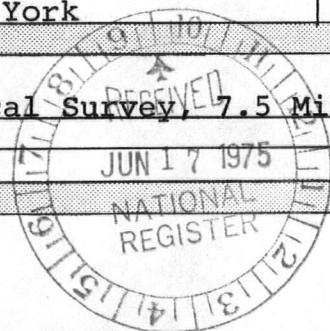
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DATE: **1967**

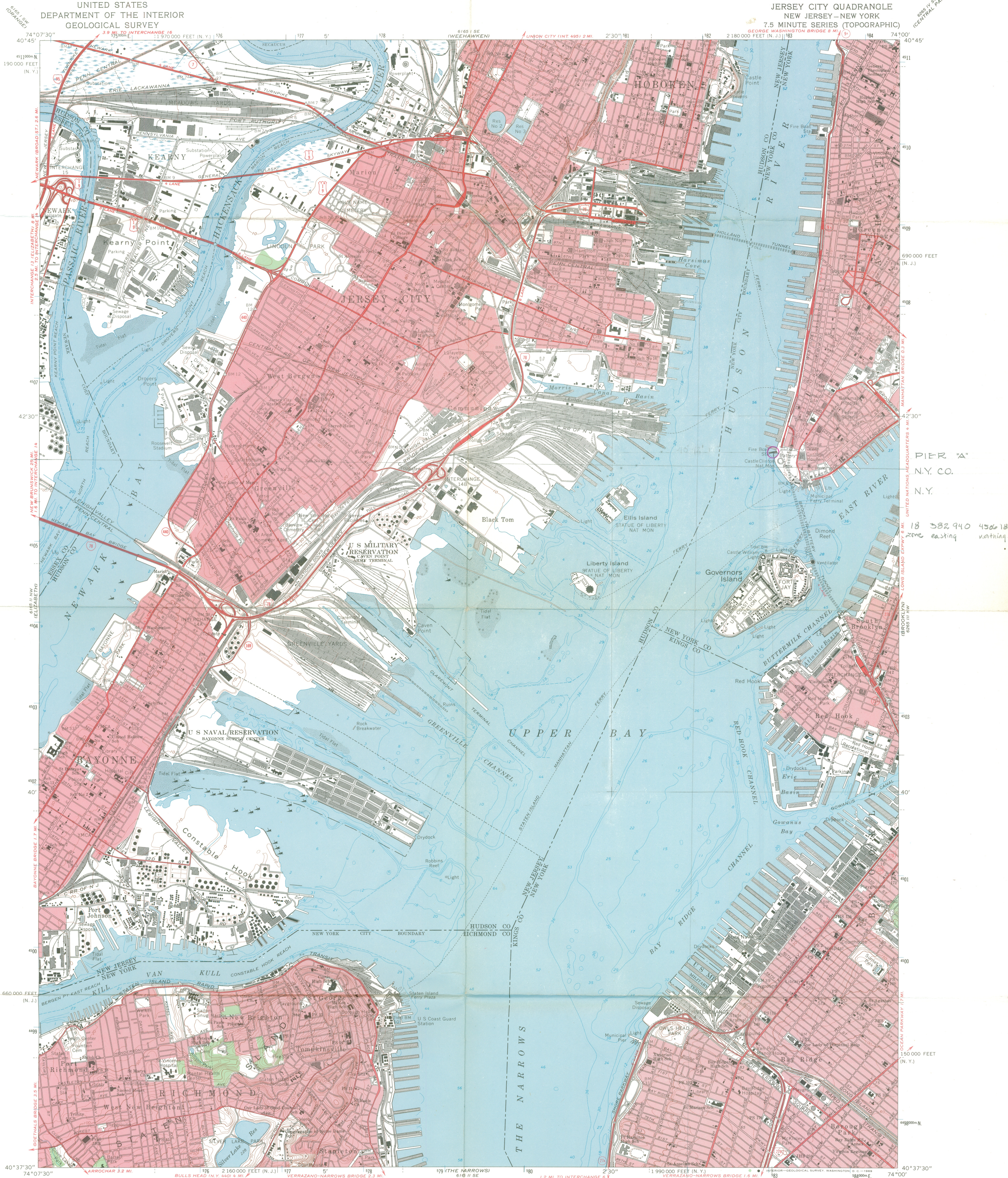
4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.



SEE INSTRUCTIONS



Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USCGS, 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-5454,
T-5460, T-5461, T-5466, T-5468, T-5469, and T-5470
Topography by photogrammetric methods from aerial
photographs taken 1954 and planetair 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



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



ENTRIES IN THE NATIONAL REGISTER

STATE NEW YORK

Date Entered JUN 27 1975

Name

Location

City Pier A

New York
New York County

Also Notified

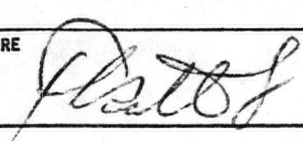
Hon. Jacob K. Javits
Hon. James L. Buckley
Hon. John M. Murphy
Regional Director, North Atlantic
Region

State Historic Preservation Officer
Mr. Orin Lehman
Commissioner
Parks and Recreation
Room 303, South Swan Street Building
Albany, New York 12238

PR

MMott/row

6/30/75

FEDERAL ASSISTANCE			2. APPLICANT'S APPLICATION		a. NUMBER		3. STATE APPLICATION IDENTIFIER		a. NUMBER 57700088		
1. TYPE OF ACTION ☐ PREAPPLICATION ☒ APPLICATION (Mark appropriate box) ☐ NOTIFICATION OF INTENT (Opt.) ☐ REPORT OF FEDERAL ACTION			b. DATE Year month day 19 77 2 7		b. DATE ASSIGNED Year month day 19 76 7 8		6. PROGRAM (From Federal Catalog) a. NUMBER 1 5 • 9 0 4 b. TITLE National Historic Preservation Act of 1966				
									Leave Blank		
4. LEGAL APPLICANT/RECIPIENT a. Applicant Name : NYS Office of Parks & Recreation b. Organization Unit : Division for Historic Preservation c. Street/P.O. Box : Agency Bldg. #1, Empire State Plaza d. City : Albany e. County : Albany f. State : New York g. ZIP Code: 12238 h. Contact Person (Name & telephone No.) : Orin Lehman - 518-474-0443						5. FEDERAL EMPLOYER IDENTIFICATION NO. 14-6013200					
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT City Pier A Development Project - Phase I (New York City, New York County): Prepare historic structure report and measured drawings. Source of nonfederal match is cash from New York City Fire Department.						8. TYPE OF APPLICANT/RECIPIENT A-State H-Community Action Agency B-Interstate I-Higher Educational Institution C-Substate J-Indian Tribe D-District K-Other (Specify): E-County F-School District G-Special Purpose District Enter appropriate letter ☐ A					
						9. TYPE OF ASSISTANCE A-Basic Grant D-Insurance B-Supplemental Grant E-Other C-Loan Enter appropriate letter(s) ☐ A					
10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) New York City						11. ESTIMATED NUMBER OF PERSONS BENEFITING 8,000,000					
13. PROPOSED FUNDING a. FEDERAL \$ 5,875 .00 b. APPLICANT 5,875 .00 c. STATE .00 d. LOCAL .00 e. OTHER .00 f. TOTAL \$ 11,750 .00						14. CONGRESSIONAL DISTRICTS OF: a. APPLICANT State b. PROJECT 17 16. PROJECT START DATE Year month day 19 77 2 7 17. PROJECT DURATION 36 Months 18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY 19 77 2 7					
15. TYPE OF CHANGE (For 12c or 12e) A-Increase Dollars F-Other (Specify): B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation Enter appropriate letter(s) ☐ ☐ ☐						12. TYPE OF APPLICATION A-New C-Revision E-Augmentation B-Renewal D-Continuation Enter appropriate letter ☐ A					
20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Dept. of the Interior, National Park Service, Washington, DC. 20240						21. REMARKS ADDED ☐ Yes ☒ No					
22. THE APPLICANT CERTIFIES THAT a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved. b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: ☐ No response ☒ Response attached (1) NYS Planning & Development Clearinghouse ☐ ☒ (2) ☐ (3) ☐						23. CERTIFYING REPRESENTATIVE a. TYPED NAME AND TITLE ORIN LEHMAN State Historic Preservation Officer b. SIGNATURE  c. DATE SIGNED Year month day 19 77 2 7					
24. AGENCY NAME Department of the Interior						25. APPLICATION RECEIVED Year month day 19 77 2 25					
26. ORGANIZATIONAL UNIT National Park Service						27. ADMINISTRATIVE OFFICE Grants Administration Div.					
29. ADDRESS 18th & C Streets NW., Washington, D.C. 20240						30. FEDERAL GRANT IDENTIFICATION 36-76-00578-34					
31. ACTION TAKEN ☒ a. AWARDED ☐ b. REJECTED ☐ c. RETURNED FOR AMENDMENT ☐ d. DEFERRED ☐ e. WITHDRAWN						32. FUNDING a. FEDERAL \$ 5,875 .00 b. APPLICANT 5,875 .00 c. STATE .00 d. LOCAL .00 e. OTHER .00 f. TOTAL \$ 11,750 .00					
33. ACTION DATE Year month day 19 77 4 4 35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number) Stephen D. Newman (202) 523-5472						34. STARTING DATE Year month day 19 77 4 4 36. ENDING DATE Year month day 19 80 4 3 37. REMARKS ADDED ☐ Yes ☒ No					
38. FEDERAL AGENCY A-95 ACTION a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.						b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.) same as #35					

SECTION I—APPLICANT/RECIPIENT DATA

SECTION II—CERTIFICATION

SECTION III—FEDERAL AGENCY ACTION

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: CITY PIER A 2 OTHER NAMES: _____ 3 date of entry: 6.27.75 4 county code: 061

5 LOCATION street & number End of Battery at Hudson River city / town New York vicinity of _____ state NY county New York 6 NPS REGION: North Atlantic

7 OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name) _____ 8 ADMINISTRATOR: _____

9 EXISTING SURVEYS ☒ NAD ☐ HAER ☐ NHL 10 FUNDED? ☒ YES ☐ NO 11 CONGRESS. DISTRICT 17th 12 SOURCE of NOMINATION ☒ STATE ☐ FEDERAL _____ if state who prepared form? _____

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☒ YES, NAME _____ 14 WITHIN NATIONAL HISTORIC LANDMARK? ☒ YES, NAME _____ 15 ACREAGE less than 1 ☐ LOCAL ☐ PRIVATE ORGANIZATION

16 CONDITION ☐ deteriorated ☐ altered ☐ original site ☐ excellent ☐ ruins ☐ unaltered ☐ moved ☐ good ☐ unexposed ☐ reconstructed ☐ unknown ☐ fair ☐ unexcavated ☐ excavated

17 features: ☒ SUBSTANTIALLY INTACT-1 ☒ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3
☐ NOT INTACT-0 ☐ NOT INTACT-0
☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6
☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9

18 ACCESS ☒ YES - Restricted ☐ YES - Unrestricted ☐ No Access ☐ Unknown 19 ADAPTIVE USE ☒ YES ☐ NO 20 SAVED? ☐ YES ☐ NO IS PROPERTY A HISTORIC DISTRICT? ☒ yes ☐ no

21 AREAS OF SIGNIFICANCE: ☒ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS / GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29
☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ EXPLORATION-12 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ HEALTH-27 ☐ MILITARY-18 ☐ SOCIAL / HUMANITARIAN-24 ☐ OTHER (SPECIFY) _____
☒ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ SOCIAL / CULTURAL-30
☐ ART-5 ☐ EDUCATION-10 ☐ INVENTION-14 ☐ PHILOSOPHY-20 ☐ TRANSPORTATION-25

22 CLAIMS: explain 'first' ☐ 'oldest' ☐ 'only' ☐

23 functions WHEN HISTORICALLY SIGNIFICANT: Marine facility/govt., municipal 24 dates of initial construction: 1886 25 ETHNIC GROUP ASSOCIATION: _____
 CURRENTLY: MARINE FIRE STATION major alterations: 1900/1904/1918 historic events: _____

26 architectural style(s): Eclectic 27 architect: _____ 28 master builder: _____ 29 engineer: R.S. Greene, Jr. 30 landscape architect / garden designer: _____ 31 interior decorator: _____ 32 artist: _____ 33 artisan: _____ 34 builder/contractor: C.D. Brown

35 NAMES give role & date PERSONAL: Daniel Reid - donated clock in 1918 as WWI memorial, founder of U.S. Steel EVENTS: _____ INSTITUTIONAL: _____

36 NATIONAL REGISTER WRITE-UP Concrete foundation, frame, board & batten, galvanized tin siding; 2nd & 3-story sections, rectangular, hipped & gabled roof sections with dormers & ridge monitors, land-end center vehicular entrance, flanking glazed double-door entrances, each with small pedimented vestibule, segmental-arched side freight bays, 1-story river end projecting bay with balustraded deck, 4-story corner clock tower with pyramidal cap; 2nd-story side oriels; alterations and additions 1900, 1904, and 1918. Eclectic. Early use of concrete and fire-proofing in Marine technology; built for use by NY harbor regulatory agencies.