

APPENDIX B
HAZARDOUS MATERIALS

Detailed Historical Usage Findings

Land use in the study area over the past century included predominantly residential, retail and office space rather than industrial uses. Historical and current land uses in the area that pose potential environmental concerns include: coal and petroleum storage, manufacturing, dry cleaning, printing and painting shops, electrical substations, vehicle maintenance and fueling, and ash or junk dump sites. As discussed in the previous section, additionally, the entire study area is expected to be underlain by historic fill, which could include municipal trash, street sweepings, soil, rubble, ship ballast, ash, and possibly industrial wastes.

Numerous petroleum spills, many of which have not yet been cleaned up to the satisfaction of the New York State Department of Environmental Conservation (NYSDEC), are located within the project site and in the surrounding neighborhood. It is therefore possible that petroleum contaminated soil and groundwater could be encountered in the subsurface during construction.

A listing of findings, organized by street intersection, is presented below. The list includes potential or confirmed usage of hazardous materials within the project site, as well as activities occurring in the remainder of the study area that may have affected environmental conditions at the project site. The study area included the neighborhood within approximately 500 feet of the project site, which comprised the area between South Street and either Cherry Street or Water Street, as applicable. Kenneth Takagi of AKRF, Inc. obtained access to the New Market Building and the piersheds on Pier 36 and 42 to identify any potential environmental concerns.

Southern

The Southern Section is bounded to the west by South Street, to the south by State Street, to the north by Old Slip, and to the east by the East River. The Southern Section contains primarily large office buildings and public spaces, including Vietnam Veterans Plaza and Battery Park, and includes the Battery Maritime Building.

- **Whitehall Street:** The US Coast Guard building is located at the southeastern edge of Battery Park. The Whitehall Ferry Terminal is located south of the intersection of Whitehall and South Streets. The Battery Maritime Building (BMB) stands south of South Street between Whitehall and Broad Streets. The BMB provides ferry service to Governor's Island. The BMB was built in 1909, and replaced a previous building. Both the BMB and the earlier building provided ferry service to 39th Street in Brooklyn. After the ferry to Brooklyn stopped in 1938, the BMB was occupied by a succession of government agencies and provided ferry service to Ellis Island and Governor's Island.

The BMB was listed three times under separate operators for the generation of RCRA hazardous waste including chromium, lead, ignitable solid waste and polychlorinated biphenyls. The SPILLS database listed six releases at the project site or immediately adjacent, including a 1998 No. 6 fuel oil tank failure at the BMB that was contained in a concrete room and cleaned up (on-site), a 1999 No. 6 fuel oil spill at the Staten Island Ferry Terminal that caused the US Coast Guard to respond, a 1991 release of asbestos and petroleum during a fire at the Staten Island Ferry Terminal, a 1994 release from unknown causes causing a white foam on the surface waters, a 1996 tank removal that uncovered soil contamination at the Whitehall Ferry Terminal (see next paragraph), and two abandoned drums found floating in New York Bay in 1996.

The Whitehall Ferry Terminal was listed twice for the generation of RCRA hazardous waste (lead), and the US Coast Guard building was listed for the generation of RCRA hazardous ignitable and corrosive solid wastes. The petroleum bulk storage database listed two 10,000-gallon aboveground storage tanks containing No. 5 or 6 fuel oil and a 550-gallon gasoline underground storage tank at the Whitehall Ferry Terminal. The database indicated that the gasoline tank was removed July 1, 1996, and the fuel oil tanks are active. A tank removal project in 1996 at the Whitehall Ferry Terminal

revealed soil contaminated with petroleum. Due to nearby utilities and building foundations, contaminated soil was left in place.

A US Army depot was located on Water and Whitehall Streets in 1894. The Manhattan Railroad Supply Depot was located on Front Street near Moore Street in 1894. A metal works and manufacturing facility was located on Front Street near Moore Street in 1951.

The adjacent land area contains primarily office buildings and Battery Park. During the visual inspection, an unidentified drum and an aboveground storage tank containing approximately 1,000 gallons of fuel oil were observed in the fenced area underneath the BMB. A generator that appeared to be leaking a petroleum substance was observed in the fenced area underneath the BMB. A transformer vault was observed in the sidewalk on Water Street near Whitehall Street. Fourteen generators of RCRA hazardous waste generators, two petroleum bulk storage sites, and eleven releases were listed in the regulatory databases for the area between Water Street and the BMB.

- **Broad Street:** No piers are currently located near the intersection of South and Broad Streets. Former Piers 4 and 5 were located near this intersection, and housed the New York Central Railroad Company, along with former Pier 6 at the intersection Coentie's Slip and South Street, in 1894. By 1905, Piers 4 and 5 were demolished and replaced with a new Pier 4, including a boiler room over the East River at the base of the pier. The pier was vacant in 1951, and was removed by 1977.

Manhattan Railroad powerhouse was located on Front Street near Broad Street in 1894. Oils and greases were stored or manufactured at the intersection of Front and Moore Streets in 1923. Two garages were located on Front Street near Broad Street, and on South Street between Moore and Broad Streets in 1951.

The adjacent land area contains primarily large office buildings. Two RCRA hazardous waste generators, four petroleum bulk storage sites and six releases were listed in the regulatory databases for the area between Water Street and the intersection of Broad and South Streets. One release involved a 2005 excavation that uncovered floating petroleum product near the intersection of South and Broad Streets.

- **Coentie's Slip:** South of Franklin Delano Roosevelt (FDR) Drive, Pier 6 is currently used as the Manhattan Heliport. Three releases were listed in the SPILLS database on Pier 6, including a 1998 release of five gallons of jet fuel during landing, a 1993 investigation by the US Coast Guard of an unknown petroleum, and a 1990 investigation by the US Coast Guard of an unknown petroleum sheen. In 1894, former Piers 6, 7, 8 and 9 were located near the intersection of Coentie's Slip and South Street. Former Pier 6 was part of the New York Central and Hudson River Railroad barge operation in 1894. Former Pier 6 was designated Pier 5, and served as a berth for canal boats and barges in 1905, becoming part of the New York State Barge Canal terminal by 1928. Pier 5 was removed by 1977. Former Pier 7 housed the Western Transit and Lehigh Valley Railroad freight terminals and the Northern Transport Steamship line in 1894. By 1905, the pier was designated Pier 6, and served as part of the New York State Barge Canal freight terminal. Pier 6 was converted for use as the Manhattan Heliport by 1977. Former Pier 8 served as the New York Lake Erie and West railroad pier in 1894. Former Pier 8 was designated Pier 7 by 1905, and served as the Erie railroad freight pier. An oil room at the seaward end and a boiler room at the landward end of Pier 7 were indicated in 1951. Pier 7 was removed by 1977. Former Pier 9 was located near the intersection of Cuyler's Alley and South Street, and served as a berth for Australia and New Zealand packets in 1894. By 1905 the pier was demolished, and replaced by 1928 by Pier 8, which served as the freight and passenger pier for the Spanish line. Pier 8 contained a boiler room on the landward edge of the pier in 1951. Pier 8 was removed by 1977. A small, floating metal dock serving as a seaplane base was shown at the former site of Pier 8 in 1977. The floating dock was removed by 1994.

Historically, a street named Cuyler's Alley was formerly located between Old Slip and Coentie's Slip, connecting South Street through Water Street to Pearl Street. Cuyler's Alley was eliminated in 1970. Lubricating oils were stored or manufactured on Coentie's Slip near South Street in 1923, on Front Street near Coentie's Slip in 1923, and on Front Street near Cuyler's Alley in 1923 and 1951. A soap works was located on Front Street near Coentie's Slip in 1923. Paints and oils were stored or manufactured on Water Street near Broad Street in 1923. A factory was shown on Water Street near Coentie's Slip in 1951.

The adjacent land area contains primarily large office buildings, with Vietnam Veterans Plaza on the former site of Jeanette Park. During the visual inspection, a structure was observed beneath the elevated FDR Drive. Two compressed gas cylinders were observed outside of the building. Two transformer vaults were observed in the sidewalk on South Street. A transformer vault was observed on Water Street near Coentie's Slip. Three RCRA hazardous waste generators, one petroleum bulk storage site, and four releases were listed in the regulatory databases for the area between Water Street and Pier 6. One release involved a 2003 excavation that indicated contaminated soil near the intersection of Water Street and Coentie's Slip.

- **Old Slip:** No piers are currently located near the intersection of South Street and Old Slip. Former Piers 10, 11 and 12 were located near this intersection. Former Pier 10 had a boiler room on the landward edge of the pier, and housed steamship lines to Spain, South America and Central America in 1894. Former Pier 11 was unidentified in 1894, and was shown as the Baltimore Transportation Line freight pier in 1905. Former Piers 10 and 11 were removed by 1922. Former Pier 12 was unidentified in 1894, and was removed by 1905. In 1922, new Piers 9 and 10 replaced the former piers, and provided berths for the Munson steamship line. By 1951, Pier 9 served the US Coast Guard and Pier 10 was removed. Pier 9 contained an auto rental and parking facility in 1985. Pier 9 was removed after 2004. A release was reported in the SPILLS database due to a vessel deliberately dumping their waste tanks into the East River while docked at Pier 9 in 1993.

Lubricating oils were stored or manufactured on Water Street between Coentie's Slip and Old Slip, on Front Street near Old Slip, on South Street near Gouverneur Lane, on South Street near Old Slip and on South Street between Cuyler's Alley and Old Slip in 1923. Paints were stored or manufactured on South Street between Cuyler's Alley and Old Slip in 1923 and on South Street near Cuyler's Alley in 1951.

The adjacent land area contains primarily office buildings. During the visual inspection, a transformer vault was observed on Front Street near Old Slip. A transformer vault was observed on Water Street near Old Slip. Seven RCRA generators, five petroleum bulk storage sites, two historic utility facilities, an air discharge, and five releases were listed in the regulatory databases for the area between Water Street and the intersection of Old Slip and South Street.

Central

The Central Section is bounded to the west by South Street, to the south by Old Slip, to the north by Catherine Slip, and to the east by the East River. The Central Section contains primarily office buildings from Old Slip to Maiden Lane. Smaller, older buildings comprise most of the area north of Maiden Lane, surrounding South Street Seaport. Residential developments characterize the area north of the Brooklyn Bridge. The Central Section includes the South Street Seaport and Piers 11, 13, 14, 15, 16 and 17.

- **Gouverneur Lane:** East of the intersection of South Street and Gouverneur Lane, Pier 11 serves as a dock for chartered boats and also provides space for auto parking. A release was listed in the SPILLS database near Pier 11 in 1992, when the US Coast Guard noticed a plastic jug floating in the East River containing approximately five gallons of an unknown petroleum product. In 1894, former Pier 13 was located near the intersection of Gouverneur Lane and South Street, and former Pier 14 was located near the intersection of Jones Lane and South Street, between Gouverneur Lane and Wall

Street. Former Pier 13 launched ships to California in 1894 and served as the Montauk Steamship freight and passenger pier by 1905. Former Pier 14 berthed steamships bound for the west coast of South America and for Australia in 1894. By 1905, former Pier 14 was part of the Munson Steamship line and contained an upright boiler at the landward edge of the pier. By 1922, former Piers 13 and 14 were removed and replaced by Pier 11, located between Gouverneur and Jones Lanes. Pier 11 contained the New York Steam Corporation in 1951. At that time, the downtown skyport was located on a floating dock near the intersection of Jones Lane and South Street, and was served by an office building with four gas tanks located on land at the base of the floating dock. The floating dock, office building and gas tanks were not shown in 1977. By 1994, Pier 11 was used for auto parking.

Historically, a road called Jones Lane ran from Front Street to South Street, approximately midway between Gouverneur Lane and Wall Street. Jones Lane was eliminated by a large development in 1967. Oils were stored or manufactured on South Street near Gouverneur Lane in two places in 1923, one of which continued operations at least through 1951.

The adjacent land area contains primarily office buildings. During the visual inspection, two transformer vaults were observed in the sidewalk on Front Street, one vault was observed in the sidewalk on Gouverneur Lane, and one vault was observed in the sidewalk on Water Street. Two RCRA hazardous waste generators, one petroleum bulk storage site, and two air discharge facilities were listed in the regulatory databases for the area between Water Street and Pier 11.

- **Wall Street and Pine Street:** East of the intersection of South Street and Wall Street, Pier 13 contains the Wall Street Racquet Club. A release was listed in the area between Piers 13 and 14 due to the 1994 spill of approximately 15 gallons of No. 2 fuel oil. A release was listed for Pier 13 in the SPILLS database due to the leak of oil from a compressor that created a sheen on the East River. Two releases were listed for spills to the East River near the coast at the intersection of Wall and South Streets, including a gasoline sheen observed in 1997, and the deliberate release of oil from a private boat in 1995. In 1894, former Piers 15 and 16 were located near the intersection of Wall Street and South Street. The space between the piers provided ferry service to Montague Street in Brooklyn. The ferry building contained a boiler over the water near former Pier 16. Former Pier 15 housed the San Domingo steamship line, and Former Pier 16 served the New York and Cuba mail service in 1894. By 1905, former Piers 15 and 16 were designated Piers 12 and 13. Pier 12 was used by the quartermaster's department of the US Army in 1905 and had a boiler near the landward edge of the pier. By 1928, Pier 12 was used by the American Fruit and Steamship Company. Almost all of Pier 12 was removed by 1951, except for a small portion containing an upright boiler. In 1951, Pier 13 was the Standard Fruit and Steamship freight and passenger pier and contained a boiler room at the landward edge of the pier and an oil room at the seaward edge of the pier. By 1977, all of the former buildings were removed from Pier 13 and the remains of Pier 12, to be replaced by the pressurized buildings used by the Wall Street Racquet Club.

A filling station was located at the intersection of Wall and South Streets in 1951. The Sanborn maps contained no other indications of current or historical hazardous material usage in the area.

The adjacent land area contains primarily office buildings. During the visual inspection, three transformer vaults were observed in the sidewalk on Wall Street, two vaults were observed in the sidewalk on Front Street and one vault was observed in the sidewalk on South Street. Two suspected vent pipes were observed on South Street near Pine Street. Three significant releases were reported at 60 Wall Street, near Pearl Street, resulting in releases totaling approximately 2,000 gallons of hydraulic oil and 200 gallons of diesel fuel in 2004 and 2005, respectively. Eleven RCRA hazardous waste generators, two petroleum bulk storage sites, and four nearby releases were listed in the regulatory databases for the area between Water Street and Pier 13. One of the nearby releases uncovered soil contaminated with diesel fuel in 2000, near the intersection of Wall and South Streets.

- **Maiden Lane and Fletcher Street:** Southeast of the intersection of South Street and Maiden Lane, Pier 14 contains the New York Health and Racquet Club. Northeast of the intersection of South Street and Fletcher Street. Pier 15 has been removed and is now outlined by four piles. A release was listed in the area between Piers 14 and 15 due to the 1994 spill of petroleum into the East River from a docked cruise ship. In 1894, former Piers 17, 18 and 19 were located near the intersection of Maiden Lane and South Street. Former Piers 17 and 18 were used by the New York and Cuba Mail Steamship Company, and former Pier 19 contained two boilers and launched ships bound for California. By 1905, former Piers 18 and 19 were removed and replaced by Piers 14 and 15. Former Pier 17 was removed by 1922. In 1922, Pier 14 was used as the New York and Cuba Mail Steamship Company freight and passenger pier and Pier 15 berthed the United Fruit Company. Pier 14 was used by the North Atlantic and Gulf Steamship Company as a freight and passenger pier with a boiler room on the landward edge of the pier in 1951. Pier 15 was the Clipper Line freight and passenger pier in 1951, and had an oil room at the seaward end of the pier. By 1977, Pier 14 was used by the Wall Street Racquet Club, and Pier 15 became part of the South Street Seaport Museum. Pier 14 was used by the New York Health and Racquet Club by 2004 but is now vacant.

Historically, a road named Depeyster Street ran from South Street to Water Street approximately one third of the distance from Pine Street to Maiden Lane. Depeyster Street was truncated to one block in length (from South Street to Front Street) in 1971, and was eliminated entirely in 1982. An 18th century merchantman ship was unearthed during construction on Front Street between John and Fletcher Streets in 1982. The ship was reportedly covered with tons of rubble fill, and was possibly buried there to stabilize the filled shoreline.

Dry chemicals were stored at the intersection of Maiden Lane and Front Street in 1923. A ship chandler was located at the corner of Front and Fletcher Streets in 1923, and was converted to an oil manufacturing or storage facility by 1951. A chemical lab was located at the corner of Fletcher and South Streets in 1923, and was converted a printer by 1951 which continued operating at least until 1985. A freight warehouse was located at the corner of Front and Depeyster Streets in 1951. Oils and chemicals were stored or manufactured at the corner of Fletcher and Water Streets in 1951. A filling station was located at the corner of Front Street and Maiden Lane in 1951.

The adjacent land area contains office buildings, residences and retail stores. During the visual inspection, a transformer vault was observed in the sidewalk on Maiden Lane and another on the property of the office building at the corner of Maiden Lane and Front Street. A fill pipe was observed on Fletcher Street between South and Front Streets. A pipe construction project caused the closure of Front Street between Maiden Lane and Fletcher Street. Two RCRA hazardous waste generators, four petroleum bulk storage site, and eight releases were listed in the regulatory databases for the area between Water Street and Piers 14 and 15.

- **Burling Slip / John Street:** No Piers are currently located near the intersection of South Street and Burling Slip. In 1894, former Pier 20 was located near the intersection of South Street and Burling Slip. Former Pier 20 had three boilers running along the pier, and served the Mallory Steamship Line and the Key West and Texas Steamers. Former Pier 20 served as the New York Texas Steamship Company's Mallory Line freight pier in 1905. By 1922, former Pier 20 was removed.

The section of Front Street between John Street and Fulton Street was removed from the Sanborn maps between 1994 and 2004. That section of Front Street had been used only as a pedestrian walkway since the 1990s. The New York Steam Corporation facility, located at the corner of Water Street and John Street at least from 1923 through 1951, contained coal pockets, boilers and an ash dump. A blacksmith was located on Burling Slip near South Street in 1923. Oils and greases were stored or manufactured at two locations on Front Street near Burling Slip. A print shop was located on Front Street near John Street in 1951. A filling station was located at the corner of John and South Streets in 1951, and continued operations at least until 1977. A private garage was located on South

Street between John and Fletcher Streets in 1951. A filling station was located at the corner of South and John Streets in 1977 and continued operations at least until 1985. A paints warehouse was located on John Street near Front Street in 1985.

The adjacent land area contains offices, residences and retail stores. During the visual inspection, two transformer vaults were observed in the sidewalk on Burling Slip / John Street. Eight RCRA hazardous waste generators, three petroleum bulk storage sites, and four releases were listed in the regulatory databases for the area between Water Street and the intersection of Burling Slip and South Street. One of the releases uncovered contaminated soil and USTs found in an excavation in 2000 near the intersection of Burling Slip and South Street. Consolidated Edison's Farragut Substation, located at the corner of Gold and John Streets, approximately 1,400 feet inland of the study area, was listed 185 times for releases of more than one hundred thousand gallons of transformer oil, diesel fuel and other petroleum products.

- **Fulton Street and Beekman Street:** Piers 16 and 17 are located near the intersections of South Street with Fulton and Beekman Streets, and serve as part of the South Street Seaport Museum. In 1894, former Piers 21, 22 and 23 were located in the area. Former Pier 21 had three boilers running along the pier, and served the Mallory Steamship Line. The space between former Piers 21 and 22 provided ferry service to Fulton Street in Brooklyn in 1894. Former Pier 22 served the Harlem and Morr. (sic) Transportation Line and contained one boiler near the landward edge of the pier. The space between former Piers 22 and 23 contained the Fulton Fish Market building in 1894. Former Pier 23 launched Florida Steamers. Three oyster boat launch pads were shown adjacent to former Pier 23 in 1894. Former Piers 21 and 22 were renamed Pier 16 and former Pier 17, and served as the New York Texas Steamship Company's Mallory Line freight and passenger pier in 1905. Former Pier 23 housed the American Ice Company in 1905. Pier 16 housed the United Fruit Company and a powerhouse was shown at the landward edge of former Pier 17, serving the Fulton Fish Market in 1922. Former Pier 23 was removed and replaced with Pier 18 by 1922. A second Fulton Fish Market building was shown between Piers 18 and 19 by 1928. In 1951, Pier 16 was vacant, former Pier 17 contained a boiler room adjacent to the powerhouse, and the building between Piers 18 and 19 was noted to contain asbestos. In 1977, Pier 16 served as part of the South Street Seaport Museum, and former Pier 17 and Pier 18 comprised a portion of the Fulton Fish Market. Former Pier 17 was removed by 1985 and replaced with a much broader Pier 17 by 1994. Eleven releases were listed in the SPILLS database for Piers 16, 17 and 18. Most of these were minor incidents involving small releases into the East River. A tank test failure occurred at South Street Seaport in 2001, involving a 550-gallon No. 2 fuel oil tank. No further information was provided in the database regarding this incident.

Currently, the New Market Building is vacant. The building consisted of a ground floor, mezzanine overlooking the ground floor and a second floor. The ground floor was accessible through a row of garage doors along the west side of the building. The ground floor consisted of an open area used for loading and unloading trucks, a series of small offices, and a row of walk freezers along the eastern wall. Exposed piping, both insulated and non-insulated, was present along the ceiling and walls. The mezzanine and second floors contained offices related to the fish market. Linoleum tiled floors were observed in the second floor offices. An inspection of the boiler room in the building as well as an interview with the building manager did not reveal any evidence of above ground or below ground storage tanks. The building manager stated that Consolidated Edison provided natural gas to the building for heating purposes, though utilities to the building have been shut off since the fish market relocated to the Bronx in November 2005.

The Edison Pearl Street Station – the nation's first electricity generating plant – was located on Pearl Street near Fulton Street from 1882 until 1893. A printer and an auto repair shop with two 1,000-gallon gasoline underground storage tanks were located in the Fulton Fish Market at the corner of Water and Beekman Streets in 1923. A Chinese laundry was located at the corner of Front and Fulton

Streets in 1923. A printer was located on Fulton Street between Front and Water Streets in 1923. A storage yard containing old metals and rubber was located on Front Street near Beekman Street in 1923. Chemicals were manufactured or stored at the corner of Fulton and Water Streets in 1951. A lacquer spraying operation was located on the corner of Fulton and Water Streets in 1951.

The adjacent land area is primarily composed of older brick buildings containing restaurants, shops, residences and museums in the South Street Seaport historical area. The New Street Ice Company was present underneath the raised FDR Drive near Beekman Street. Two transformer vaults were observed in the sidewalk on Beekman Street. A fill pipe was observed on Beekman Street near Front Street. The Tatham Brothers site at the corner of Beekman and Pearl Streets was listed in the regulatory database as a CERCLIS site. After a preliminary assessment was completed at the site, no further remedial action was planned. Nine RCRA hazardous waste generators, one petroleum bulk storage site, and five releases were listed in the regulatory databases for the area between Water Street and Piers 16 and 17. One of the releases uncovered soil contaminated with gasoline found during a 2000 tank removal near the intersection of Front and Beekman Streets.

- **Peck Slip:** No piers are currently located near the intersection of Peck Slip and South Street. In 1894, former Piers 24, 25 and 26 were located in the area. The Hartford Transfer Company and steamboats bound for Boston used former Pier 24 in 1894. Former Pier 25 housed the New Haven Steamboat Company. The Montauk Steamboat Company used former Pier 26 in 1894. By 1905, former Piers 24, 25 and 26 were removed and replaced with Piers 19 and 20. Pier 19 was the New York and Hartford Transportation Company's freight and passenger pier in 1905. Pier 20, containing a boiler at the landward edge of the pier, housed the New England Navigation Company's freight and passenger pier, and also launched steamboats to New Haven and Baltimore. A freight shed was located between Pier 20 and former Pier 27. By 1922, the Hartford and New York Transportation Company used both Piers 19 and 20 as freight and passenger piers. Pier 20 was taken over by the Atlantic Navigation Company by 1928. The freight shed was no longer shown. In 1951, Pier 19 was used as a city pier associated with the nearby Fulton Fish Market, and Pier 20 was used as a freight and passenger pier by the Iceland Steamship Company. Piers 19 and 20 were removed by 1977.

A shot and lead works was located on Water Street near Peck Slip in 1894. Oil and grease was manufactured on Front Street near Peck Slip in 1923. Dye was stored and manufactured on Front Street near Peck Slip and on the corner of Water Street and Peck Slip in 1923. A paint, varnish and shellac store was located on Front Street near Peck Slip in 1923, and was converted to a chemicals and oil warehouse by 1951. Dry colors were stored or manufactured on Front Street near Peck Slip. A Consolidated Edison transformer yard took over the entire block bound by Front Street, Peck Slip, Dover Street and South Street from at least 1977 through 2004. A garage and auto repair shop was located on Water Street between Peck Slip and Dover Street by 1977 and continued operations through 2004.

The adjacent land area contains restaurants, shops, residences and museums near the South Street Seaport historical area. During the visual inspection, a transformer vault was observed in the sidewalk on Peck Slip near Front Street. One RCRA hazardous waste generator, two petroleum bulk storage sites, and twenty-three releases (including twenty releases from the Consolidated Edison substation) were listed in the regulatory databases for the area between Water Street and the intersection of Peck Slip and South Street.

- **Dover Street:** No piers are currently located near the intersection of Dover and South Streets. In 1894, former Piers 27 and 28 were located in the area. The Baltimore and Ohio Railroad Company used former Pier 27, and steamboats bound for Florida used former Pier 28 in 1894. In 1905, former Pier 27 had an oil room on land near the base of the pier, and former Pier 28 was used for coal boats and as the freight pier for the Norwalk Steamboat Company. By 1922, former Piers 27 and 28 were

removed and replaced by Pier 21, which was used as a freight pier by the Baltimore and Ohio Railroad Company. Pier 21 was vacant in 1951 and removed by 1977.

Oils were stored or manufactured on Water Street near Dover Street, and on the corner of Front and Dover Streets in 1923. An Express Depot with a gas tank was located on Front Street near Dover Street in 1951. The same location was shown as a garage in 2004. A Consolidated Edison transformer yard took over the entire block bound by Front Street, Peck Slip, Dover Street and South Street from at least 1977 through 2004.

The adjacent land area contains restaurants, shops, residences and museums near the South Street Seaport historical area. During the visual inspection, the area underneath the Brooklyn Bridge, north of Dover Street, was observed to contain storage for New York City government vehicles and equipment. Four RCRA hazardous waste generators, one petroleum bulk storage site, and twenty-three releases (including twenty releases from the Consolidated Edison substation) were listed in the regulatory databases for the area between Water Street and the intersection of Dover Street and South Street.

- **Brooklyn Bridge:** No piers are currently located under the Brooklyn Bridge. In 1894, former Piers 29, 30 and 31 were located in the area. Clyde's New York Charleston and Florida Steamship Company used former Pier 29, located underneath the Brooklyn Bridge. A boiler was located near the landward edge of the pier in 1894. Former Piers 30 and 31 launched ferries to Broadway, Brooklyn. The Long Island Express Company had an office with a boiler on land near the base of former Pier 31 in 1894. An oil room was shown at the seaward end of former Pier 29 in 1905. By 1922, former Pier 29 was unnamed and served as a dump for the Department of Street Cleaning. Former Piers 30 and 31 were removed and replaced with Pier 22 near the intersection of South Street and James Slip. The Colonial Sand and Stone Company constructed a hopper on land underneath the Brooklyn Bridge by 1951. Former Pier 29 was used as a Department of Sanitation dump in 1951. Pier 22 was used by the Houston Coal Company in 1951, which had coal pockets on land between Former Pier 29 and Pier 22 and a tractor garage on Pier 22. A Department of Highways storage yard was located on land beneath the Brooklyn Bridge in 1977. Pier 22 was removed by 1977 and former Pier 29 was removed by 1994. The area underneath the Brooklyn Bridge was listed four times for the generation of hazardous wastes. The New York State Department of Transportation generated 14,400 pounds of lead waste in 1992 and 3,300 pounds of lead waste in 2002. The New York City Transit Authority (NYCTA) generated 280 kilograms of liquid containing between 50 and 500 parts per million (ppm) of polychlorinated biphenyls (PCBs), and 136 kilograms of liquid containing over 500 ppm of PCBs in 1992. The NYCTA generated 4,500 pounds of lead waste in 2002.

The area beneath and adjacent to the Brooklyn Bridge was composed of residences, industries, retail shops and schools in 1894. Front and South Streets merged at the intersection with Roosevelt Street, which connected with Pearl Street farther inland. James Street continued through to South Street, becoming James Slip near the East River. Cherry and Water Streets connected through the area from James Street to Dover Street. The Governor Alfred E. Smith housing development was constructed in 1950, and the Avenue of the Finest (also known as Robert F. Wagner Sr. Place, or Wagner Place) was constructed by 1977, replacing the entire area. Roosevelt Street was eliminated, James Street was truncated at Madison Street, and James Slip was eliminated. By 1950, no roads between Madison and South Streets connected Catherine Street in the north to Dover Street in the south.

A map from 1755 indicated a distillery between Roosevelt and James Streets on Cherry Street, which was then Manhattan's coastline. A coal yard was located on Cherry Street between Roosevelt and James Streets in 1894. A brush factory and a storage yard for old metals and rubber were located on the corner of Front and Roosevelt Streets in 1923. A printing shop was located on Front Street near Roosevelt Street in 1923. Junk was stored on Roosevelt Street near Water Street in 1923. A wagon builder was located on Water Street near James Slip in 1923. A garage with two gasoline tanks was

located on South Street near Dover Street in 1951. Three metal shops were located on Front Street between Dover and Roosevelt Streets in 1951. A filling station was located at the site of the former metal and rubber storage yard on the corner of Front and Roosevelt Streets in 1951. A metal shop was located on South Street near Dover Street in 1951. A power plant with two 50-ton refrigeration machines was located on Front Street near Roosevelt Street in 1951. A sheet metal works was located on Front Street near Dover Street in 1951.

The adjacent land area contains the Brooklyn Bridge and the Alfred E. Smith housing development. During the visual inspection, the area underneath the Brooklyn Bridge, north of Dover Street, was observed to contain storage for New York City government vehicles and equipment. Three RCRA hazardous waste generators, one air discharge site, and eleven releases were listed in the regulatory databases for the area between Pearl Street and the intersection of Wagner Place and South Street.

- **Catherine Street / Slip (also spelled Catharine Street / Slip):** No piers are currently located near the intersection of Catherine Slip and South Street. In 1894, former Piers 32, 33, 33 ½, 34, 35, 35 ½ and 36 were located in the area. Former Pier 32 had an office on land containing a boiler, and was used by ferries to Long Island City. The Long Island Railroad freight depot building was located on land between former Piers 32 and 33. A building on land between former Piers 34 and 35 contained a boiler, and was used by ferries to Main Street, Brooklyn. The Bridgeport Steamboat Company used former Pier 35 in 1894. Former Pier 35 ½ served as a freight depot, and former Pier 36 was used by the Central Railroad of Vermont and the New London and Norwich freight line in 1894. By 1905, former Pier 34 was used as a freight and passenger pier by the West India line of the Clyde Steamship Company. Former Pier 35 was renamed Pier 27, and was used as the Joy Steamship Company's freight and passenger pier in 1905. Former Piers 32, 33, 33 ½, 34, 35 ½ and 36 were removed and replaced by Piers 25, 26 and 28 by 1922. The area between Piers 22 and 25 was used as a freight pier by the Pennsylvania and Long Island Railroad Company in 1922. Pier 26 was used as the freight pier for the Lackawanna Railroad Company. In 1922, Piers 27 and 28 were used as freight and passenger piers by branches of the New England Navigation Company. Pier 28 was used as a freight pier for the New York, New Haven and Hartford Railroad Company in 1928. A boiler room was shown on land near the base of Pier 25, and an oil room was shown at the seaward edge of Pier 26, in 1951. Pier 27 was vacant in 1951, while Pier 28 contained a boiler near the landward edge of the pier, and served as a freight pier for the James W. Elwell Company. A note on the 1977 Sanborn map indicates that Piers 25, 26, 27 and 28 were removed by 1977, although they are still shown on the Sanborn maps until 1994.

The area between Catherine Street and the Brooklyn Bridge was composed of residences, industries, retail shops and schools in 1894. James Street continued through to South Street, becoming James Slip near the East River. Oliver Street continued through to South Street. Cherry and Water Streets connected through the area from Catherine Street to Dover Street. The Governor Alfred E. Smith housing development was constructed in 1950, and the Avenue of the Finest (also known as Robert F. Wagner Sr. Place, or Wagner Place) was constructed by 1977, replacing the entire area from Catherine Street to Dover Street. James and Oliver Streets were truncated at Madison Street, and James Slip was eliminated. By 1950, no roads between Madison and South Streets connected Catherine Street in the north to Dover Street in the south.

A machine shop was located on Water Street between Catherine and Market Streets in 1894. Coal yards were located on Water Street between James and Oliver Streets, and on South Street between Catherine and Market Slips, in 1894. A garage with a 1,000-gallon gasoline underground storage tank was located at the former site of the machine shop on Water Street between Catherine and Market Slips in 1923. Junk was stored on Water Street near Oliver Street in 1923. A blacksmith was located on the corner of Water and Catherine Streets in 1923. A Chinese laundry was located on Cherry Street near Oliver Street in 1923. A private garage with a 650-gallon gasoline underground storage tank was located on Water Street near Oliver Street in 1923. A garage with a 550-gallon gasoline

underground storage tank was located on Water Street near Catherine Slip in 1923. A garage with a 550-gallon gasoline underground storage tank was located on the former site of the coal yard on South Street between Catherine and Market Slips in 1923. Junk storage and a Chinese laundry were located on Catherine Slip near Water Street in 1923. The American Newspapers (later New York Post) building dominated the block bound by Catherine Slip, South Street, Water Street and Market Slip, including paper storage and manufacturing, from at least 1951 through 2004.

The adjacent land area contains the Alfred E. Smith housing development, the Knickerbocker Village housing development, a playground, and the NY Post building. During the visual inspection, a transformer vault was observed in the sidewalk on Catherine Slip near Water Street. Consolidated Edison's site on Water Street between Catherine and Market Slips is listed in the regulatory database for membership in the voluntary cleanup program. No further information on this site was provided in the database. Two RCRA hazardous waste generators and nine releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Catherine Slip and South Street. One of the releases involved the 1994 release of 300 gallons of petroleum due to tank overfill near the intersection of South Street and Catherine Slip.

Northern

The Northern Section is bounded to the west by South Street, to the south by Catherine Slip, to the north by Jackson Street, and to the east by the East River. The Northern Section includes Piers 35 and 44.

- **Market Slip:** No piers are currently located near the intersection of Market Slip and South Street. In 1894, former Piers 37, 38 and 39 were located in the area. Former Pier 38 contained a boiler, and served the Main Steamship line in 1894. The area between former Piers 39 and 40 contained screw docks, a church, and an office with a boiler on land. Former Piers 37, 38 and 39 were removed and replaced with Piers 29 and 30 by 1905. Pier 29 contained a boiler at the landward edge of the pier, and served as the Central Vermont Railroad Company's freight pier. Pier 30 was a public pier used for recreational purposes in 1905. Pier 29 was vacant, and contained an oil room at the seaward edge of the pier in 1951. Pier 30 was removed by 1951, and Pier 29 was removed by 1977.

A rubber plant was located on Water Street between Market and Pike Slip in 1894 and continued operations through 1905. An iron works was located on Water Street near Market Slip in 1905. A dental manufacturing building was located at the corner of Cherry Street and Market Slip in 1922. A wagon builder was located on Market Slip near South Street in 1923. A garage and auto repair shop with a gas tank was located on Water Street near Market Slip in 1951. A garage and service station with a grease pit was located at the former site of the iron works on Water Street near Market Slip in 1951. A filling station was located on South Street near Market Slip in 1977.

The adjacent land area contains mostly residential developments, including the Knickerbocker Village housing development, a playground and the NY Post building. During the visual inspection, a transformer vault was observed in the sidewalk on Cherry Street near Market Slip. Three RCRA hazardous waste generators and three releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Market Slip and South Street. Two of the releases uncovered contaminated soil at two separate locations in 2002, near the intersection of South Street and Market Slip, and the intersection of Cherry and Market Streets.

- **Pike Slip:** No piers are currently located near the intersection of Pike Slip and South Street. In 1894, former Piers 40, 41 and 42 were located in the area. Former Pier 40 served the New York and Northern Railroad Company. Sectional docks were located on either side of former Pier 42, and each contained two boilers. By 1905, the Manhattan Bridge was constructed and former Piers 40, 41 and 42 were replaced by Piers 31, 32 and 33. Pier 31 contained a boiler near the landward edge of the pier, and served as the New York, New Haven and Hartford Railroad Company's freight pier. Pier 32 contained a boiler near the landward edge of the pier, and served as the Main Steamship Company's

freight and passenger pier. In 1905, Pier 33 was a public pier. Pier 32 was used as a public freight pier by 1922, and had oyster boat berths on its southern side, underneath the Manhattan Bridge. By 1928, Pier 31 was used as a freight pier by the United Fruit Company, and Pier 33 was used as a freight pier by the New York Central Railroad. Pier 31 served as the Isbrandtsen Shipping Company's freight pier in 1951. An extension against the northern side of the pier, underneath the Manhattan Bridge, housed the Premium Coal Company and included four coal pockets. Pier 32 was removed by 1951. A note on the 1977 Sanborn map indicates that Pier 31 was demolished, although the pier is shown on the map as auto storage for the New York Department of Purchase until 1994. The area underneath the Manhattan Bridge served as the Water Front Disposal Station in 1977. Pier 33 is not identified on the 1977 and 1985 Sanborn maps, and is noted to be demolished by 1994. Although the Premium Coal Company extension to Pier 31, located underneath the Manhattan Bridge, is not shown on the 1985 or 1994 Sanborn maps, it reappears on the 2004 Sanborn map.

A 1766 map indicated shipyards along Cherry Street between Pike Slip and Montgomery Street, which was then Manhattan's coast. A shipwright's yard was located on Water Street between Market and Pike Slips in 1894. Two coal yards were located on Water Street between Pike and Rutgers Slips in 1894, and operated at least through 1922. A machine oil manufacturing plant was located on Water Street near Pike Slip in 1894, and continued operations at least through 1905. A paint shop was located on South Street near Pike Slip in 1905, and continued operations at least through 1922. Two machine shops were located on Pike Slip near South Street in 1905. A wagon builder was located on Water Street near Pike Slip in 1905 and continued operations at least through 1922. A garage with two 550-gallon gasoline underground storage tanks was located at the corner of Pike Slip and South Street in 1922, and continued operations at least through 1951. A repair shop was located on Water Street near Pike Slip in 1922. A coppersmith was located on South Street between Pike and Market Slips in 1922, and continued operations at least through 1951. An iron works was located at the former site of the wagon builder on Water Street near Pike Slip in 1951. Chemicals were stored or manufactured on South Street near Pike Slip in 1951. A filling station was located at the corner of South Street and Pike Slip in 1951, and continued operations at least through 1977. A filling station and auto repair shop was located at the corner of Water Street and Pike Slip in 1951, and continued operations at least through 1977. A motor freight storage building was located on Pike Slip near Water Street in 1951. A garage and fill station with two gasoline tanks was located at the corner of Cherry and Pike Streets in 1951. An auto repair shop was located on Water Street near Pike Slip in 1951. A private garage was located at the former site of the shipwright's yard on Water Street between Market and Pike Slips in 1951. An auto body repair shop was located at the corner of Cherry Street and Pike Slip in 1977.

The adjacent land area contains mostly residential developments, including the Rutgers Houses development and associated grounds, and a large Path Mark store. During the visual inspection, a transformer vault was observed in the sidewalk on Pike Slip near Cherry Street. Three releases occurred on Madison Street near Pike Street in 1996, 2001 and 2002. Soil contaminated with petroleum products was found in 1996 and 2002. Four RCRA hazardous waste generators and seven additional releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Pike Slip and South Street. Contaminated soil was found near the intersection of South Street and Pike Slip in 1996, 1998, 2004, and 2005, and No. 2 fuel oil was reported coming through a basement wall in 1997 near the intersection of South Street and Pike Slip.

- **Rutgers Slip:** No piers are currently located near the intersection of Rutgers Slip and South Street. In 1894, former Piers 43 and 44 were located in the area. By 1905, former Piers 43 and 44 were removed and replaced by Pier 34. The pier contained a freight shed and boiler at the landward edge of the pier and an oil room at the seaward edge of the pier. Pier 34 was used by the New York Central Railroad Company as a freight pier in 1905. Pier 34 was abandoned by 1977, and removed by 2004.

A 1766 map indicated shipyards along Cherry Street between Pike Slip and Montgomery Street, which was then Manhattan's coast. Historically, a small road named Pelham Street connected Monroe and Cherry Streets between Pike and Rutgers Streets. Pelham Street was removed by 1951 to make room for the Rutgers Houses development. An iron and brass foundry was located on Water Street between Pike and Rutgers Slips in 1894. A boiler shop was located on South Street near Rutgers Slip in 1894, and continued operations at least through 1905. A shipsmith and bolt plant was located on South Street near Rutgers Slip in 1905. A wire springs factory was located on Rutgers Street near Cherry Street in 1905. A wagon factory was located at the former site of the iron and brass foundry on Water Street near Rutgers Slip in 1905. A tin can factory was located on South Street near Rutgers Slip in 1905, and continued operations at least through 1922. A garage with one 550-gallon and one 1,000-gallon gasoline underground storage tank was located on South Street near Rutgers Slip in 1922. A garage with a 550-gallon gasoline underground storage tank was located on Cherry Street near Pelham Street in 1922. A paint shop was located at the corner of Rutgers Slip and Water Street in 1922. An iron works was located at the corner of Rutgers Slip and Cherry Street in 1951, and continued operations at least through 1985. A repair and paint shop was located on Cherry Street near Rutgers Slip in 1951, and continued operations at least through 1977. An iron works was located on Water Street near Rutgers Slip in 1951. A large Consolidated Edison transformer station was located on Cherry Street near Pelham Street from 1951 at least through 2004. A bus garage with three gasoline tanks was located on Cherry Street near Pelham Street in 1951, and continued operations at least through 1985. A private garage with a gasoline tank was located on Cherry Street between Jefferson Street and Rutgers Slip in 1951. A bed springs manufacturing plant was located on South Street near Rutgers Slip in 1951. A motor freight station was located on Rutgers Slip near Water Street in 1951. A garage with a 550-gallon gasoline underground storage tank was located on Rutgers Slip near Water Street in 1951. An equipment storage facility was located at the corner of Rutgers Slip and Franklin Delano Roosevelt (FDR) Drive in 1994.

The adjacent land area is dominated by residential developments, including the Rutgers Houses development, Lands End Housing, and the LaGuardia Houses development. During the visual inspection, a transformer vault was observed in the sidewalk on Rutgers Slip near South Street and one on Cherry Street near Rutgers Slip. Two RCRA hazardous waste generators, three petroleum bulk storage sites and seven releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Pike Slip and South Street. One of the releases involved contaminated soil found in 1999 near the intersection of South Street and Rutgers Slip.

- **Jefferson Street:** Pier 35 is currently located on South Street between Rutgers Slip and Clinton Street and is currently vacant. In 1894, former Piers 45, 46 and 47 were located in the area. Former Piers 45 and 46 were used by the New York, New Haven and Hartford Railroad Company, and had a freight shed on the land between the piers. By 1905, former Pier 47 was removed and replaced with Pier 36, which served as a public pier and included the Anchor Ice Company. Former Pier 45 was used as a freight pier by the New York Central Lines in 1922. Former Pier 46 was used as the freight pier for the Richmond Navigation Steamship Company in 1922. By 1928, former Piers 45 and 46 were removed and replaced with Pier 35, which was used as a freight pier by the New York Central Lines. Pier 35 showed an oil room at the seaward edge of the pier and a boiler room at the landward edge of the pier in 1951. By 1977, Pier 35 became the southern boundary of the New York City Department of Ports and Terminals, and Pier 36 was replaced with a shallower, broader Pier 36.

A 1766 map indicated shipyards along Cherry Street between Pike Slip and Montgomery Street, which was then Manhattan's coast. Historically, Jefferson Street connected through the area from Madison to South Street. Between 1951 and 1977, Jefferson Street was stopped at Madison Street to make room for the LaGuardia Houses and the Lands End housing development. An iron works was located at the corner of Water and Jefferson Streets in 1905. A wagon builder was located on Water Street near Jefferson Street in 1905. A steam laundry was located on Water Street near Jefferson

Street in 1922. A tin can factory was located on South Street near Jefferson Street in 1922. A garage with a 1,000-gallon gasoline underground storage tank was located on Cherry Street near Jefferson Street in 1922, and continued operations at least through 1951. A motor freight station with an unspecified number of gasoline tanks was located at the corner of Jefferson and South Streets in 1951. An auto service station with two 550-gallon gasoline underground storage tanks was located at the former site of the tin can factory on South Street near Jefferson Street in 1951. A private garage with a gas tank was located on Cherry Street near Jefferson Street in 1951. A garage with a 550-gallon gasoline underground storage tank was located on Cherry Street near Jefferson Street in 1951.

The adjacent land area is composed of Lands End Housing and the LaGuardia Houses development. During the visual inspection, a transformer vault was observed in the sidewalk on Cherry Street near Rutgers Slip. One RCRA hazardous waste generator, two petroleum bulk storage sites and five releases were listed in the regulatory databases for the area between Cherry Street and Pier 35.

- **Clinton Street:** Pier 36 is currently located at the intersection of Clinton Street and South Street and is used by the New York City Department of Sanitation, Fire Department Rescue Units, and the Police Department. In 1894, former Piers 48 and 49 were located in the area. Former Pier 49 served the New York, New Haven and Hartford Railroad Company and the Old Colony Steamboat Company. By 1905, former Pier 48 (misidentified on the 1905 Sanborn map as Old 47) was renamed Pier 37, and was used as a rubbish dump by the New York Department of Street Cleaning. Former Pier 49 was renamed Pier 38 by 1905. Pier 37 served the New York, New Haven and Hartford Railroad Company by 1922. In 1951, Piers 37 and 38 housed the Flomarcy Company freight piers, including a boiler at the landward edge of Pier 38. Freight sheds were shown on land between Piers 37 and 38, and between Piers 38 and 39 in 1951. Piers 37 and 38 were removed to make room for the New York City Department of Ports and Terminals by 1977.

A 1766 map indicated shipyards along Cherry Street between Pike Slip and Montgomery Street, which was then Manhattan's coast. A machine shop was located on Cherry Street near Clinton Street in 1894. A lime and cement shed was located at the corner of Clinton and South Streets in 1894. A coal yard was located on South Street near Clinton Street in 1894 and continued operations at least through 1905. A machine shop was located on Water Street near Clinton Street in 1905. A steam laundry was located at the former site of the machine shop on Cherry Street near Clinton Street in 1922. An auto repair and filling station was located at the former site of the coal yard on South Street near Clinton Street in 1951. A private garage with a gas tank was located at the former site of the machine shop and steam laundry on Cherry Street near Clinton Street in 1951. A garage with three 550-gallon gasoline underground storage tanks was located on South Street near Clinton Street in 1951. A garage with a 550-gallon gasoline tank was located on Cherry Street near Clinton Street in 1951. A coal bunker was located in the basement of one of the LaGuardia Houses towers, at the corner of Clinton and Cherry Streets in 1977, and continued to be shown on the maps through 1994.

The adjacent land area is composed of Lands End Housing and the LaGuardia Houses development. During the visual inspection, a transformer vault was observed in the sidewalk on Clinton Street near South Street. Two RCRA hazardous waste generators, one petroleum bulk storage site and nine releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Clinton and South Streets. One of the releases involved contaminated soil found in 2000 on South Street between Clinton and Montgomery Streets.

- **Montgomery Street:** Pier 36 is located at the intersection of Montgomery Street and South Street and is used by the New York City Department of Sanitation, Fire Department Rescue Units, and the Police Department. In 1894, former Pier 50 was located in the area. Former Pier 50 served the New York, New Haven and Hartford Railroad Company in 1894, and freight sheds were located on land on either side of the pier. In 1905, former Pier 50 contained an oil room at the seaward edge of the pier. By 1922, former Pier 50 was removed and replaced with Pier 39, which continued to serve the

New York, New Haven and Hartford Railroad Company. Pier 39 was removed to make room for the New York City Department of Ports and Terminals by 1977. Pier 36 was listed as a hazardous waste generator and/or transporter by the USEPA in 1984, and included one 4,000-gallon diesel underground storage tank, three 3,000-gallon diesel underground storage tanks, two 3,000-gallon lubricating oil aboveground storage tanks, and one 275-gallon used oil aboveground storage tank.

Currently, Pier 36 consists of a fenced-in concrete and asphalt lot used by the New York City Department of Sanitation, Fire Department Rescue Units, and the Police Department. During the visual inspection, seven 55-gallon drums containing basecoat asphalt was observed, as was a storage area for both empty and full propane tanks. The asphalt within the pier was heavily stained with oil drippings from equipment and vehicles and some areas were covered with hardened tar. No evidence was observed suggesting the presence of underground or above ground storage tanks. A number of drains were present within the pier, with the east river visible through some of them.

A 1766 map indicated shipyards along Cherry Street between Pike Slip and Montgomery Street, which was then Manhattan's coast. A freight shed was located at the corner of Montgomery and South Streets in 1894. Junk was stored on Montgomery Street near Water Street in 1905. A private garage and warehouse with a gasoline tank, and a private garage and warehouse with four gasoline tanks, were located on Cherry Street near Montgomery Street in 1951. A cigarette factory was located at the corner of Water and Montgomery Streets in 1951. A private garage with two gasoline underground storage tanks was located at the corner of South and Montgomery Streets in 1951. A private garage was located on South Street near Montgomery Street in 1951. A private garage with a 550-gallon gasoline underground storage tank was located on water Street between Montgomery and Clinton Streets.

The adjacent land area is dominated by residences. During the visual inspection, a suspected underground storage tank was observed at a school on Cherry Street near Montgomery Street, and a transformer vault was observed in the sidewalk on Montgomery Street near Water Street. The area near the coastline was observed to contain equipment and vehicle storage for the New York Police Department, and included compressed gas cylinders. Three RCRA hazardous waste generators, one petroleum bulk storage site and five releases were listed in the regulatory databases for the area between Cherry Street and the intersection of Montgomery and South Streets. One of the releases involved the release of No. 6 fuel oil into East River Park and the East River in 1995, near the intersection of Montgomery and South Streets.

- **Gouverneur Slip:** Pier 42 is currently located at the intersection of Gouverneur Slip and South Street, and serves the New York City Department of Ports and Terminals. In 1894, former Piers 51 and 52 were located in the area, along with a dry dock containing a boiler north of former Pier 52. A building on land between former Piers 51 and 52 was used as a freight shed by the New York, New Haven and Hartford Railroad Company in 1894. A short pier used as a dirt dump was located north of former Pier 52 in 1905. Former Piers 51 and 52, along with the short pier used as a dirt dump, were removed and replaced by Piers 40, 41 and 42 by 1922. Piers 40, 41 and 42 were used as freight piers by the New York, New Haven and Hartford Railroad Company in 1922. Piers 40, 41 and 42 were removed by 1977 to make room for the shallow, broad pier used by the Standard Fruit and Steamship Company, which contained a garage at the seaward edge of the pier, on the southern end.

Historically, a road named Scammel Street was located four houses north of Gouverneur Street, beginning at Water Street and running farther inland. Scammel Street was truncated in 1940 to make room for the Vladeck Houses development. A lard oil factory was located on South Street near Gouverneur Slip in 1894. A boiler shop was located at the corner of Front Street and Gouverneur Slip in 1894. A furniture factory was located at the corner of Water Street and Gouverneur Slip in 1894, and continued operations at least through 1922. An iron safe factory was located at the corner of Gouverneur Slip and Front Street in 1894. A wagon builder was located at the former site of the lard

oil factory at the corner of South Street and Gouverneur Slip in 1905. A wagon builder was located on Gouverneur Slip near Front Street in 1905, and continued operations at least through 1951. A toy and tinware factory was located at the former site of the iron safe factory on the corner of Gouverneur Slip and Front Street in 1905. A safe plant was located on South Street near Gouverneur Slip in 1905. A stearic acid plant was located on South Street near Gouverneur Slip in 1905, and continued operations at least through 1922. A fat and oil refining plant was located on Front Street near Gouverneur Slip in 1905. An iron works was located on Gouverneur Slip near Front Street in 1922. A wagon builder was located at the corner of Gouverneur Slip and Front Street in 1922, and continued operations at least through 1951. A factory was located at the former site of the iron safe factory and the toy and tinware factory at the corner of Gouverneur Slip and South Street in 1922. A garage with a 1,000-gallon gasoline underground storage tank was located on the corner of Scammel and Water Streets in 1922. A garage with a 250-gallon gasoline underground storage tank was located on Front Street near Gouverneur Slip in 1922, and continued operations at least through 1951. A private garage was located at the corner of Gouverneur Slip and Water Street in 1951. A hospital dispensary was located at the corner of Gouverneur Slip and Front Street in 1951. The Mental Hygiene Governor State School, including a gasoline tank, was located at the corner of Gouverneur Slip and FDR Drive in 1977, and continued operations at least through 1985. The gas tank was not shown in 1985.

The adjacent land area is dominated by residences, East River Park, and Corlears Park. Three RCRA hazardous waste generators and twelve releases were listed in the regulatory databases for the area between Water Street and the intersection of Gouverneur Slip and South Street.

- **Jackson Street:** The former pier 44 was located near the intersection of Jackson and South Streets, and served the Standard Fruit and Steamship Company. In 1894, former Piers 53 and 54 were located in the area. Former Pier 53 served an ice company and contained a boiler at the landward edge of the pier. Former Pier 54 was used as a coal dock in 1894. A boiler was shown on former Pier 54 in 1905. Former Pier 53 was removed and replaced by Pier 43, which was used as a dump by the New York Department of Street Cleaning, by 1922. The Sanborn maps from 1922 and 1928 do not include the area of former Pier 54. Pier 43 was used by the Department of Street Cleaning in 1951. Former Pier 54 was removed and replaced with Pier 44 by 1951. The Lehigh Valley Railroad Company used Pier 44 as a freight pier in 1951, and installed a boiler at the landward edge of the pier. Pier 43 was removed by 1977 to make room for the shallow, broad pier used by the Standard Fruit and Steamship Company. Pier 44 served as the northern edge of the Standard Fruit and Steamship Company operation by 1977.

A machine shop was located on South Street near Jackson Street in 1894, and was later converted into a marine engine works by 1905. A coppersmith was located on Front Street between Jackson Street and Gouverneur Slip in 1905, and continued operations at least through 1951. A brass foundry was located on Water Street near Jackson Street in 1905. A wagon factory was located on Water Street near Jackson Street in 1905. A garage with a 500-gallon gasoline underground storage tank and a garage with two 500-gallon gasoline underground storage tanks were located on Front Street near Jackson Street in 1922. A trucking garage with a 1,000-gallon gasoline underground storage tank was located on Front Street near Jackson Street in 1922. A garage with a 500-gallon gasoline underground storage tank was located on Water Street near Scammel Street in 1922. A machine oil mixing and compounding plant was located on Water Street between Scammel and Jackson Streets in 1922. A mineral water factory with a 500-gallon gasoline underground storage tank was located on water Street between Scammel and Jackson Streets in 1922. A private garage was located on FDR Drive near Gouverneur Slip in 1951. A private garage with a gas tank was located at the former site of the brass foundry on Water Street near Jackson Street in 1951.

The adjacent land area is dominated by residences, East River Park and Corlears Park. Twelve RCRA hazardous waste generators, two petroleum bulk storage sites, two air discharge facilities and thirty

releases were listed in the regulatory databases for the area between Water Street and the intersection of Jackson and South Streets. *