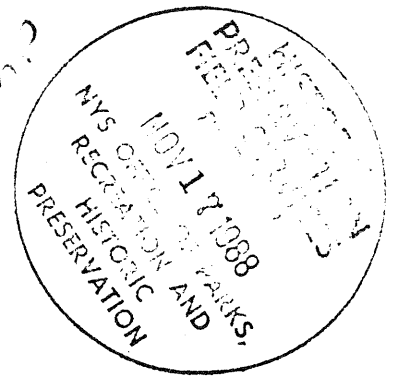


**RECONNAISSANCE
LEVEL SURVEY**



RECON^NAISSANCE LEVEL SURVEY
OF HISTORIC RESOURCES
IN THE CITY OF KINGSTON

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PREPARED FOR:

CITY OF KINGSTON

CERTIFIED LOCAL GOVERNMENT PROGRAM 1988

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METHODOLOGY

The historic resources survey of the City of Kingston was developed and implemented by state and local agencies through the Certified Local Government Program in order to provide a comprehensive assessment of historic resources within the city for planning purposes. The survey methodology is consistent with new National Park Service guidelines and standards and emphasizes the development of historic contexts and identification and evaluation of historic resources by historical theme and property type. The information and recommendations generated by this survey will be shared and used by the City of Kingston's Planning and Engineering Office, Community Development Office, Historic Preservation Landmarks Commission, and the Urban Cultural Park Commission as well as by the State Historic Preservation Office in administering state and federal preservation programs. The survey will contribute to the statewide historic resources data base and it is expected to serve as a model approach to survey which can be used by other communities with similar survey needs.

The survey encompasses the entire incorporated area of the City of Kingston (approximately 4000 acres) and will cover all buildings, structures, sites and objects which can be readily observed above the surface of the ground or water. Subsurface or submerged archaeological sites are not included in the scope of the this survey, however, previously recorded sites and the expected location of several others will be mentioned in narrative portions of the report whenever possible.

Due to time and budget constraints, the survey project has been organized into three stages: Stage One, a broad-brush reconnaissance-level narrative and cartographic survey of the city intended to provide a contextual understanding of the city's historical development. Stage Two, a reconnaissance-level photographic survey of areas and individual properties identified in Phase One as potentially significant, and Phase Three, an intensive level survey and evaluation project relying upon Phases One and Two resulting in evaluation criteria, documentation for significant properties and districts and an annotated list of eligible properties and districts. Phase One and Two are scheduled for completion in 1988 and it is anticipated that Phase Three will begin in 1989.

Stage One will be produced by consultant historians with cartographic and photographic assistance provided by the staff of Kingston's Planning and Engineering Office. The project will be closely monitored by 36CFR 61 staff of the State Historic Preservation Office and will consist of the following components:

Research and Field Activity- An annotated bibliography lists the source materials used for this project. Primary and secondary sources were consulted

and were used to identify broad trends or events contributing to the city's physical development. Individual properties were, for the most part, not analyzed. A windshield survey of all properties within the city was conducted to inspect the extent of historic properties. A product of this method is an annotated list of historic property types which incorporates a general description and analysis of historic resources which is keyed to a list of representative black and white photographs for each resource category.

Maps were also prepared by city staff based on sketches provided by the consultants. Consultants utilized existing maps of the city of Kingston available in the office of the City Engineer, historic maps, and recorded field observations to produce cartoon copies of informational maps to be included in the survey. Working from these cartoons, city staff produced two large maps and seven small maps. All maps were checked for accuracy by city staff, consultants, and the State's survey liaison to the city, prior to their inclusion in the survey report.

Recommendations

Observations of structural conditions in the field are the basis for the recommendations found in this report. In addition, the notations are supported by an on-going rapport with staff of the NYS Office of Parks, Recreation, and Historic Preservation for several years. The City's Office of Planning and Engineering, the Historic Preservation Landmarks Commission, the Maritime Center, and the City Historian have offered important contributions and support in generating the report's recommendations.

Stage Two of the survey (photography) will be produced by the staff of Kingston's Planning and Engineering Office in consultation with the authors of Stage One and the staff of the State Historic Preservation Office. 35mm black and white photography for the reconnaissance level survey of the city of Kingston will be undertaken by city staff based on lists of significant buildings, structures, and sites provided by the consultants. An effort will be made to photograph difficult sites during the early spring, before leaves and foliage become intrusive. Photo lists will be compiled which include the date of the photo, an assigned number for each roll of film and descriptions of the subject matter including, but not limited to: Street address (when visible on the building), Section-Block-Lot (as they appear on assessment records), property description (as they appear on assessment records), and general weather conditions the day of shooting. City staff will exercise independent judgement on including additional properties and to omit others based on the likelihood of achieving useful images. Photographs will be computer

catalogued in a manner which will allow the list to be accessed by a variety of references.

Stage Three, an intensive level survey of historic resources, will be produced by qualified consultant historians or architectural historians together with the staff of Kingston's Planning and Engineering Office and will be closely monitored by 36 CFR 61 staff of the State Historic Preservation Office. It will consist of the following components:

Methodology

A brief narrative summary of the findings and recommendations of the previous reconnaissance level survey of the city together with a clear and concise statement of the objectives and scope of the current project. Note the acreage of the project area and include an orientation map.

Selection Criteria and Guidelines (to be developed in consultation with the S.H.P.O.)

A narrative explanation of the development and application of selection criteria and guidelines used in choosing properties for intensive-level survey documentation. These criteria and guidelines should be based upon historic contexts, themes and property types developed at the reconnaissance level.

Comprehensive List of Inventoried Resources (to be developed in consultation with the S.H.P.O.)

An annotated list of individual properties and potential districts in the city selected for intensive level survey documentation, together with notations indicating the appropriate property type and selection criteria under which the property should be evaluated. Supplemented with scale-drawn maps as needed.

Documentation

Phased or comprehensive inventory-level documentation of selected individual properties or potential districts using the appropriate state inventory forms and instructions for completion. Completed HP-1 forms (blue) for individual properties selected for documentation. Completed HP-2 forms (yellow) for use in documenting significant concentrations of resources. If this portion of the project is phased, the completion schedule and justification should be clearly stated in the methodology.

Recommendations

A narrative summary describing preliminary evaluations, areas and topics which may require additional investigation, and any changes to previously developed historic overviews or lists of properties warranted by newly developed information. If important preservation concerns or issues are

identified through the course of this project, recommendations should be developed to address possible solutions and priorities.

THE HISTORICAL DEVELOPMENT OF KINGSTON

Prehistoric Period

Kingston is perceived to have been actively occupied well before its settlement by Europeans. Located about 90 miles north of New York City and about 50 miles south of Albany, it was an ideal living environment which provided an unlimited food supply. Existing evidence suggests that Paleo-Indians inhabited the area approximately 10,000 B.C.¹ Jeanette Collamer reports that at the time of European contact (1500s-early 1600s) a group of Indians, commonly called Esopus, were living along the west bank of the Hudson. The name Esopus, derived from the work Sepuus (generic Algonquin) meaning "a small river", was first used to refer to the area, but soon extended to include the inhabitants.² The Esopus were known as a fierce and warlike tribe, although by then they had been thoroughly beaten by the Iroquois. Their villages were generally built on high bluffs near springs of water and near, or on, the banks of a river. The Dutch noted the presence of the Esopus Indians in the Ponckhockie/Rondout area in the early 1600s. Another Indian site, as yet unexplored, is known to be located east of the railroad tracks, east of Wilbur.³

Early Development

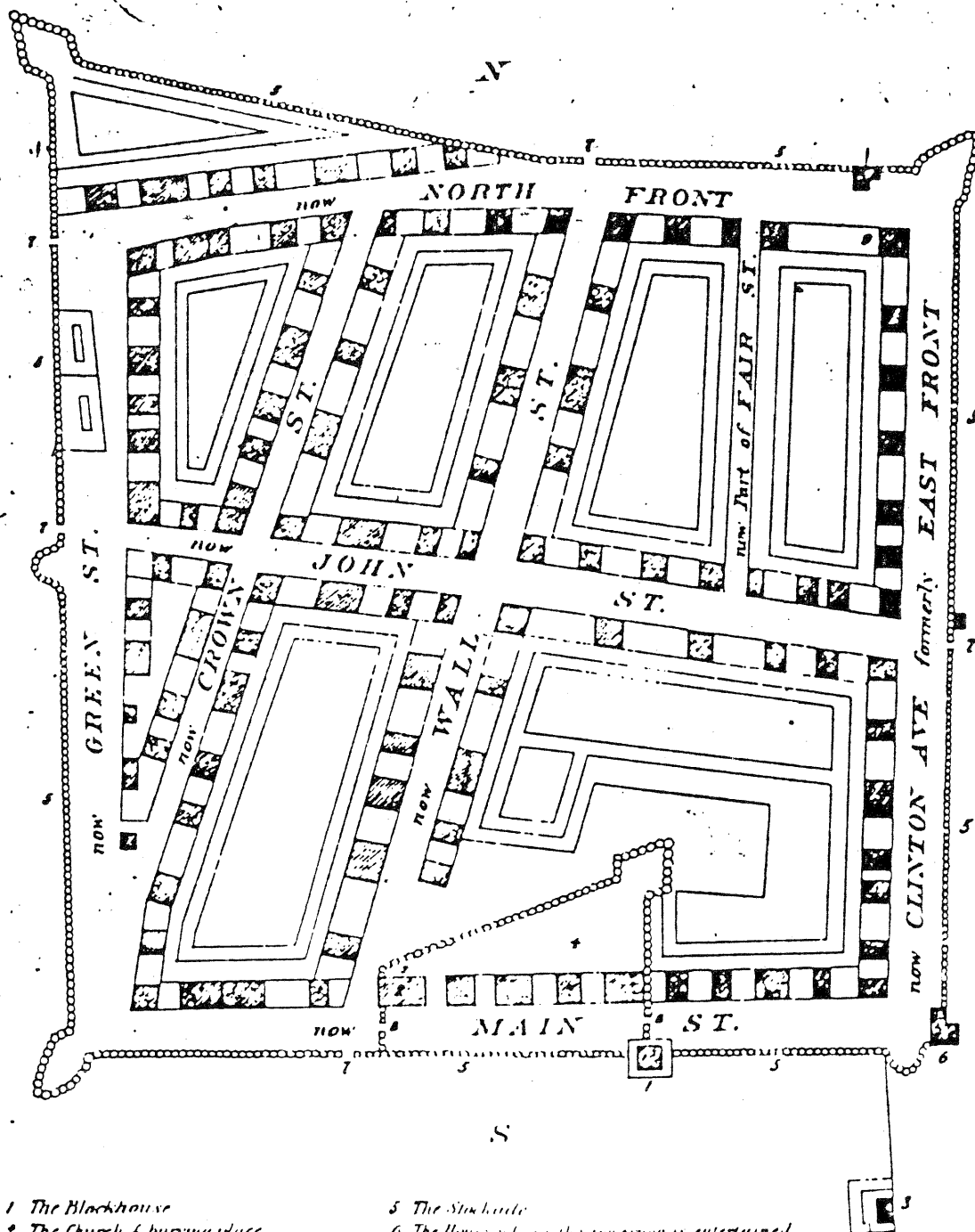
The area which became Kingston was visited in 1609 by Henry Hudson, an Englishman in the employ of the Dutch East India Company. Shortly thereafter a fort or post was built at the mouth of the Rondout Creek by the United New Netherland Company. In the 1650's a settlement was established in farming country on a high plateau, about two miles back from the Rondout Creek and about three miles from the Hudson River. This settlement was called Esopus, but Governor Peter Stuyvesant of New Netherland later renamed it Wiltwyck. According to Marius Schoonmaker, conflict arose in Rensselaerwyck with regard to title and occupancy of land in 1652. This was caused by the patent of the Patroon Van Rensselaer overlapping the occupancy of some settlers. Thomas Chambers, an

¹Jeanette Collamer and Karen Hartgen, "Stage I Literature Review, City of Kingston Sewage Collection System and Treatment Facilities, Project #C-36-1037" June 1978.

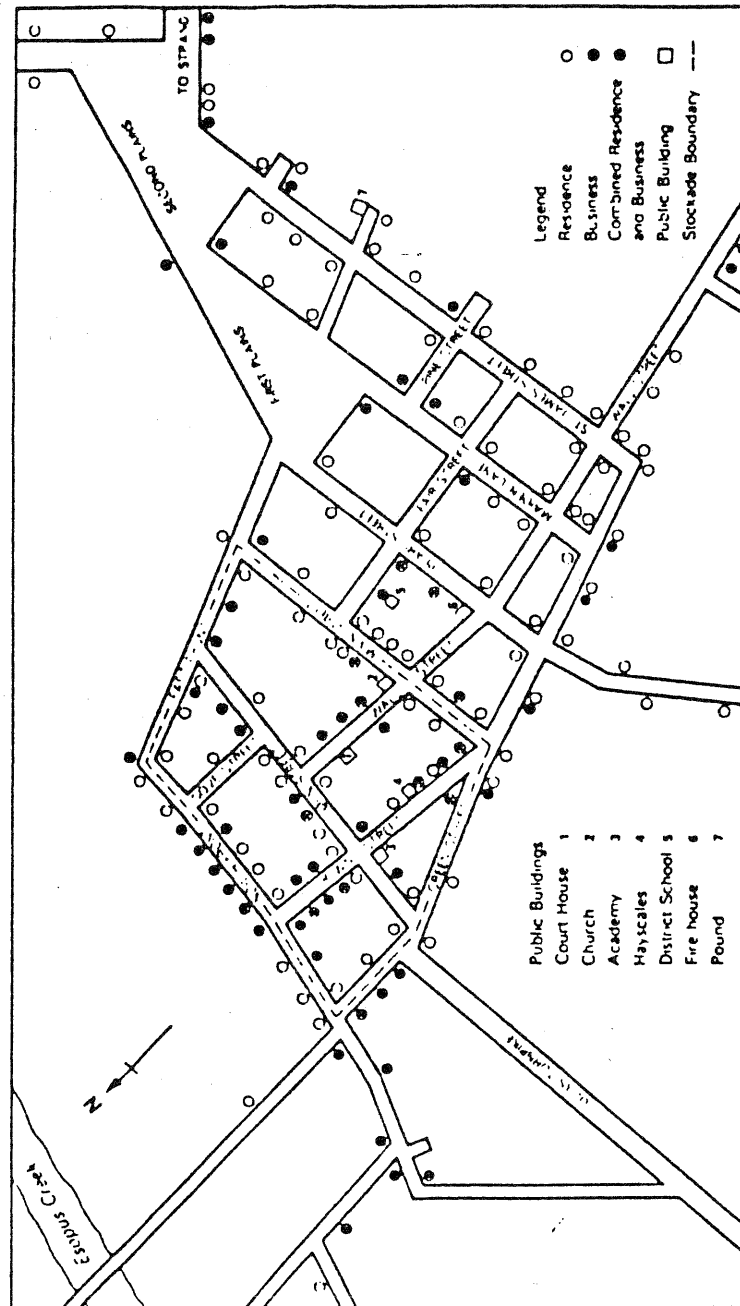
²Ibid.

³Ibid.

PLAN OF KINGSTON IN 1695.



- | | |
|---|---|
| 1 The Blackhouse | 5 The Stockade |
| 2 The Church & burying place | 6 The House where the governor is entertained |
| 3 The Ministry house | 7 The town gates |
| 4 The part separated & fortified | 8 The Gates to the separate fortified part |
| 9 The House where the first Senate of the State of New York sat in 1777 | |



The Village of Kingston, 1820

Englishman, Mattys Hendrix, Christopher Davis, and Johan De Hulter, who had settled on the disputed territory, and several of their neighbors, desiring peace and comfort, left for Atkarkarton (Esopus). Here, Chambers, in 1653, received a gift from the natives of about 76 acres of land. Some of his associates also purchased land from the Indians at the same time, who afterward received confirmatory grants. Johan De Hulter purchased a tract of one thousand acres in 1654 which was bounded on the north by lands of Thomas Chambers, and was patented by his widow in March 1657. This grant has been claimed as the site of the original village of Kingston.¹ In 1664 New Netherland was captured by the English and renamed New York; five years afterward Wiltwyck became Kingston. The Dutch briefly regained control of the province in 1673 and the village was called Swaenenburgh, but the next year ownership passed back to England by the Treaty of Westminster, and Swaenenburgh once more became Kingston (See Map 1, Schoonmaker).

Kingston was formed in a dense grid pattern with narrow streets which was shaped by a stockade constructed for protection against the Indians. Using local limestone, the Dutch settlers built simple one and one half story houses, usually of two main rooms, large foyer and a sleeping or storage loft. There were independent farms outside of the Stockade, now within the city limits, notably the Suydam Farm and Vauxhall, the home of Thomas Chambers.

The center of an active agrarian economy, Kingston served as the first capital of New York State during the Revolutionary War. For its patriotic loyalty, Kingston was burned by British troops under General Vaughan on October 16, 1777. A swift reconstruction of the settlement occurred because of the financial assistance received from Whig supporters throughout the Colonies and because Governor Clinton offered exemption from military duties for Ulster County masons and carpenters who would agree to work at moderate wages during that time of inflation. By 1805 Kingston had achieved the status of incorporated village. In the 1820s it consisted of approximately 2,000 farm dwellers surrounding a village whose population had only recently passed 1,000. Though still a rural community, it was the focus of expanding professional and commercial activities for the region. (See Map 2) Around this time Federal style buildings appeared in the Stockade area, primarily constructed of wood with few high style embellishments.

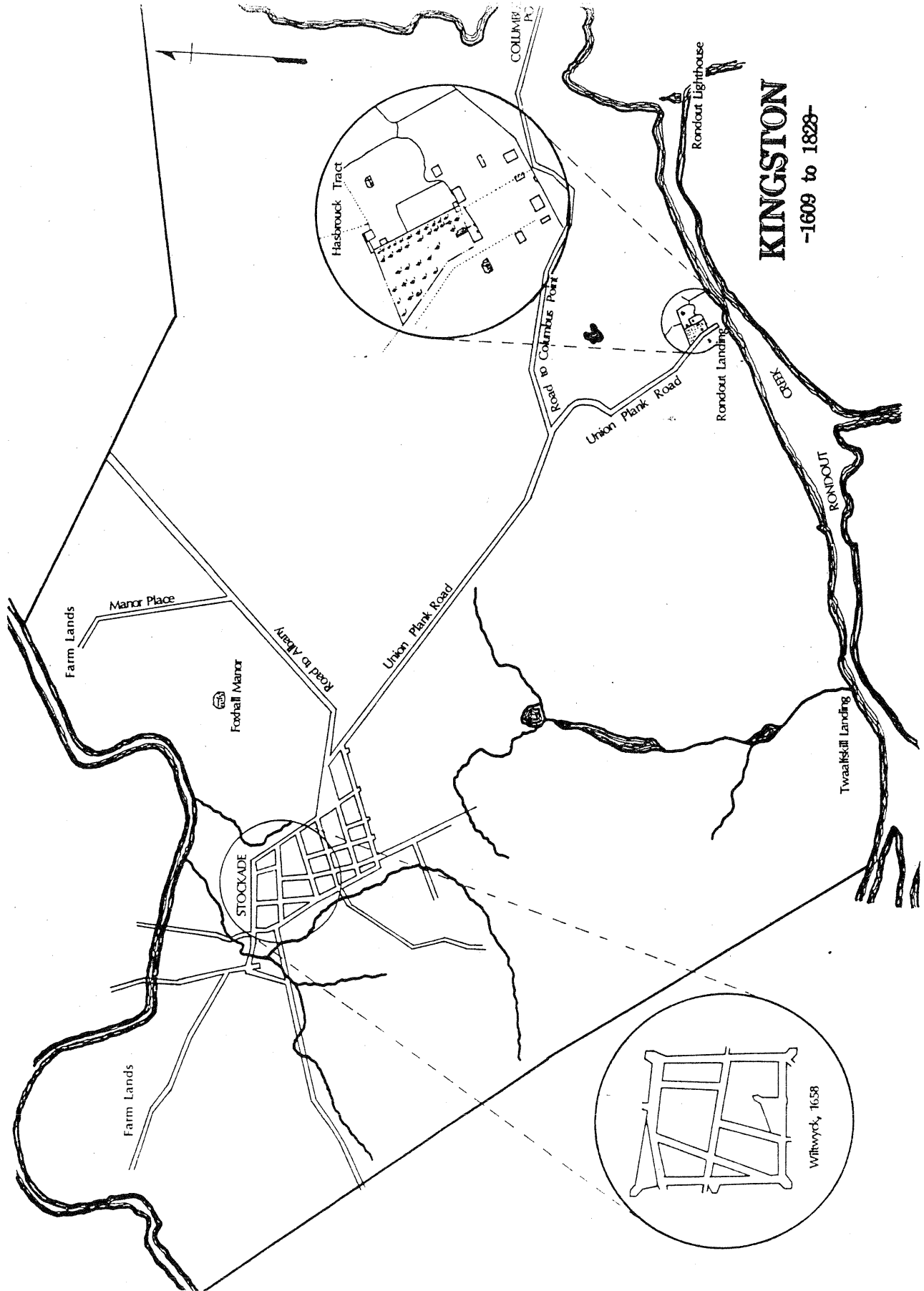
Records as early as 1665 refer to "Ronduyt" which is Dutch for fort or a nautical term equivalent to the English "Roundout", apparently in recognition of the fort constructed by Stuyvesant at the mouth of the Creek.² At this time there were few dwellings in the Rondout area since it served

¹Marius Schoonmaker, The History of Kingston, New York (New York: Burr Printing House, 1888), 5.

²Weekly Freeman, April 5, 1872.

KINGSTON

-1609 to 1828-



mainly as a port for the shipping and receiving of goods and for river transportation. One sloop landing was located at Twaalfskill (Wilbur) and from Twaalfskill Landing a gently pitched road led through the Twaalfskill Valley to the Village of Kingston. The second was at Kingston Landing or the Strand near the present base of Broadway. This landing was closer to the river, but at the foot of a steep road leading to the Kingston plateau. It acquired the name of the Strand because the sunken meadow below and the rocks along the channel above as well as the sand washing down from a stream along the road combined to form a beach. There boats could be stranded since initially there were no wharves. Two regular lines of sloops ran from the Landings owned by Abraham Hasbrouck and Major Swarts. (See Map 3)

The topography contributed to the early settlement patterns. The land near the creek and river was rocky and steep with poor drainage and low, swampy area. Kingston village land was relatively flat and surrounded by fertile farmland. For Rondout, proximity to the waterfront became the most important determinant for development, rather than the presence of gentle slopes and proximity to fertile farmland, which were of paramount importance to the inhabitants of the village of Kingston.

Rondout burst into activity in 1828 with the opening of the Delaware and Hudson Canal and began to develop the physical character present today. As a terminal port on the Hudson River, not only was Rondout vital to the transport of Pennsylvania coal, but also to the transport of Ulster County bluestone, and locally manufactured brick and cement. Shipbuilding-first sail, then steamboat- and work associated with the canal, the stone quarries, and the brick and cement yards attracted a great number of Irish and German immigrants as well as Blacks from the South and Canada. Coupled with the common practice by merchants of living close to their businesses, either above the store or within walking distance depending upon one's economic status, Rondout experienced a quick growth spurt during the mid to late 19th century to accommodate the many residential and commercial needs.

During this period, a predominance of mixed use buildings were constructed to accommodate workers and commercial interests. A transitional, Federal to Greek Revival style of architecture became popular during this period of the community's development.

19th Century Industrial Growth

The growth of the extractive industries was rapid, synergistic, and resulted in several spin-off activities. For example, the amount of coal shipped down the Canal in 1833 was 111,777 tons. In 1844 the amount shipped was 251,000 tons, and in 1845 it increased to 276,000. During 1847-48 the Canal was widened and deepened to accommodate larger canal boats. John Roebling is attributed



Lime Quarry
Elihu Brown's
Property

C.E.M. Co.
Cement Works

Sum. Williams
Ship Builder

D.D. & Hud
Canal Co

Lime & Cement Co

Loading Wharves

RONDOUT

CREEK

Lands under Water

South side of Channel

UNION

CATHARINE

COLUMBUS

AVENUE

TOMPKINS ST

CEDAR ST

PROSPECT ST

MILL ST

STREET

CHES ST

Lands of

with designing a series of suspension aqueducts and an insular dock, constructed in 1847, of about 14 acres in the middle of the Rondout Creek to form a protective harbor for the canal boats for docking and the transfer of coal and to create needed coal storage. ¹

Not every year was a good year in the coal industry as its demand was sensitive to the ebbs and flows of the national economy. Early on the owners realized that if the Canal company was to survive, strong efforts were required to build up a demand for coal. They hired engineer Howard Mott to design an engine for river boats that would burn anthracite coal instead of wood. By 1836, Dr. Mott had succeeded in constructing a coal fired steam engine. This development assured the Delaware and Hudson Canal Company owners of an increased demand for coal, as coal would soon replace wood as the source of fuel for canal and river vessels. Coal was also increasingly used for industrial and domestic heating purposes. The next year the canal carried an additional 50,000 tons of coal.

Stone used for the manufacture of hydraulic cement was discovered during the construction of the D & H Canal. Layers of the Niagara and Helderberg rock formations are located throughout Ulster County, and were mined extensively along the Strand near the mouth of the Rondout Creek after a quarry across the Creek proved unsatisfactory in supplying cement for the Croton aqueduct. Excavation was begun in 1840 by the Newark Lime and Cement Company and by mid-century a large manufacturing plant was producing between 1100 and 1200 barrels per day. ² By 1860 this firm was the largest single producer of waterlime and cement in the United States.³ Crews were kept on all winter to quarry stone and stock the storehouses to ensure no deficiency during the coming construction season. The dirt, the noise, and the disruption were expected and applauded in the spirit of progress. Even the blasting of rock was anticipated and accepted since area property deeds actually authorized the activity with an easement in the deeds of property purchased from the Newark Lime and Cement Company (See Map 4, DeBeers, 1875).

Glacial deposits of sand and clay found along the banks of the Hudson River became valuable in the brickmaking industry. A substantial deposit was located near the mouth of the Rondout Creek and northwest along the Hudson River in an area known as Steep Rocks. The local brick industry

¹Agnes Scott Smith, "Ulster County's Big Ditch", (Kingston: private printing, 1959), 20.

²Nathaniel Bartlett Sylvester, History of Ulster County, New York (Philadelphia: Everts & Peck, 1880), 277.

³J.H. French, Gazetteer of the State of New York (Syracuse: R. Pearsall Smith, 1860), 663.

grew rapidly during the 19th century employing hundreds of workers, primarily unskilled, to meet the building demands of the time. In 1868 the Rondout newspaper reported, "There has been, within the last few years, wonderful improvements in brick making, and the speed and ease with which it is accomplished is truly astonishing. Where one hundred bricks were made 10 years ago, there are now 1,000 made, with about the same amount of labor now as then. The yard of Messrs. Cordts & Hutton at Kingston Point, has turned out this season 10,500,000 bricks. They have an engine of great power."¹ Three years later another Rondout chronicle provided further insight into the condition of the brick industry. It reported that "A quarter of a century ago, Mr. David Terry bought 300 acres of land on the river of the property rich in lime and cement. The brick making is now carried on by Albert Terry and David S. Manchester, their yards adjoining and the brick being sold and shipped in common. But the yards are worked separately except in the matter of power, which is furnished by about 500 feet of shafting connected with a 70 horsepower engine. In Terry's yard the molding is done by an Adams machine at the rate of 28,000 a day. Up to five years ago the yards were run by horse power at the rate 25,000 per day, but the use of steam has increased their capacity to 95,000 per day."²

A important seasonal business, the winter ice crop employed a significant number of area residents, particularly canallers once the canal closed. The ice industry hit its stride by mid-19th century as the local paper noted, "The ice business of 1868 has 'melted away' and the heavy crops gathered last winter disposed of at very advantageous rates. Located on the Rondout Creek and the Hudson River at Flatbush, the Knickerbocker, Washington, Manhattan and Bean & Co. are making extensive arrangements for the coming winter. Large new houses are being built and additions made to the old ones all along the river. This will cause a great demand for 'Shandaken mahogany' [reference to Catskill lumber]."³ Dependent upon nature's whim, the working men waited anxiously for clear, cold weather in order to begin the harvest and to improve the weight, clarity, and overall quality of the ice. As with other local industries the work was risky and dangerous, but the compensation of \$3.00 a day for a man and a horse was adequate to attract hundreds of workers.

Another vital extractive industry was bluestone quarrying, which began in the 1830s. It required hundreds of unskilled men to do the bullwork of lifting and carting the stone from the ground to dockside as well as skilled men who were capable of doing the precarious work of blasting and trimming and dressing the final product. Although the business attracted many

¹Rondout Courier, November 20, 1868.

²Rondout Courier, September 29, 1871.

³Rondout Courier, November 20, 1868.

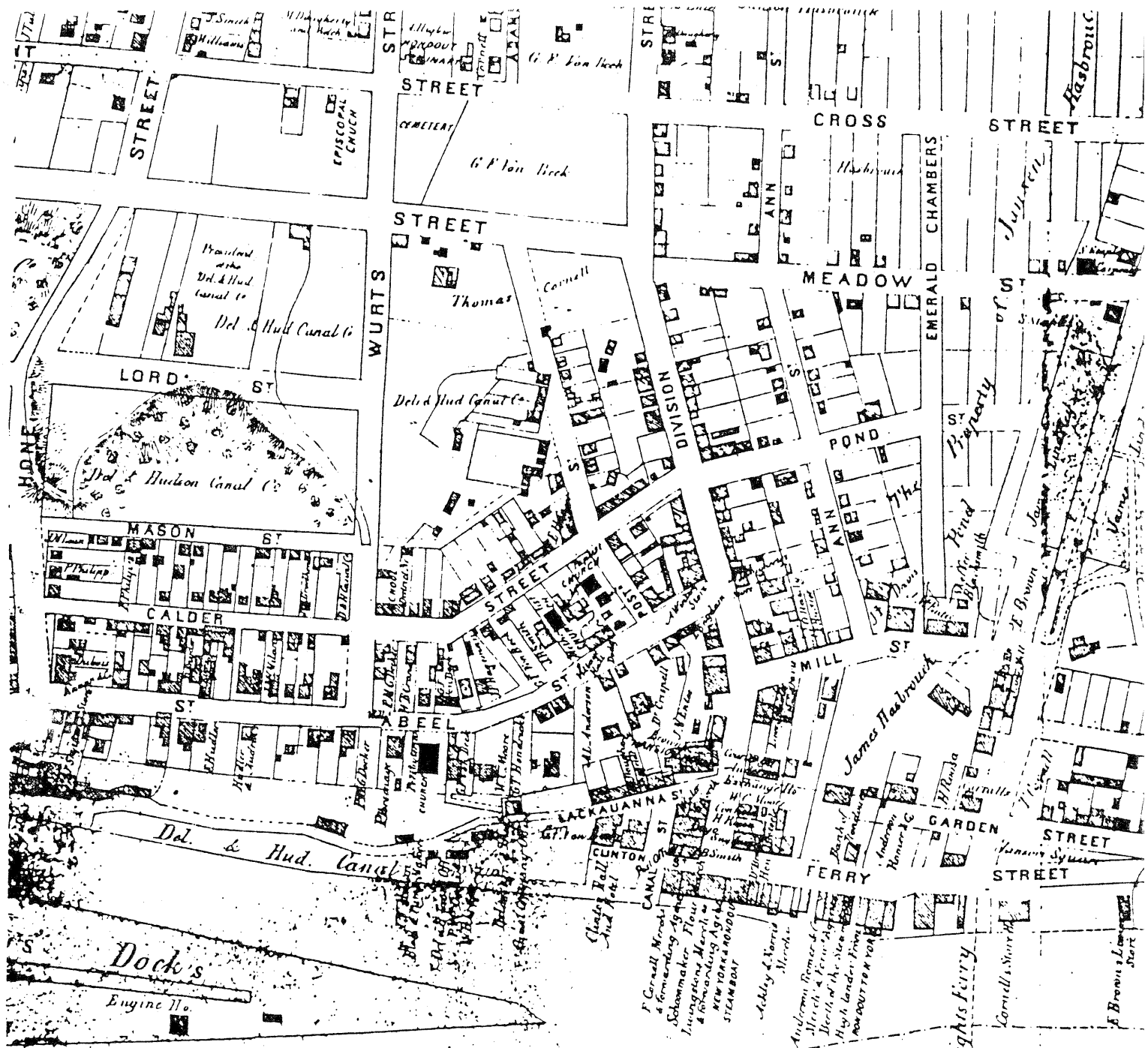
entrepreneurs with a strong back, approximately a dozen grew into large concerns. By mid-century the leaders of the industry were, as their colleagues in brick, cement and lumber were, experimenting with different forms of specialization- combining or separating activities to increase production and profit. For example, in 1851 Michael Hallihan commenced business by purchasing quarries in the towns of Hurley and Kingston and teams for the purpose of hauling stone. Hiring a number of quarrymen, he entered quite extensively into the work of getting out stone. Having leased a portion of the dock property at Wilbur, instead of selling his stone by the wagon load to the other dealers at the place, he piled it up on the dock, and sold it by the boatload, sometimes to the other dealers there, and sometimes to parties elsewhere in the trade. This was continued by him until he added to his capital sufficiently to enable him to commence buying of other quarrymen. Purchasing the dock he had leased, he continued a gradual increase in his business.¹

With an ample supply of natural and human resources and within reasonable proximity to boats, barges and city markets, the bluestone industry was able to act responsively and continued to evolve throughout the 19th century. A prominent example of the success of this industry is reflected in the Fitch Bluestone Company office, an eclectic bluestone Victorian structure constructed c. 1870. In 1869 the Rondout Courier noted that the stone trade had recently undergone several important changes. "There is much more cutting than formerly, and the bluestone has come into more general use for ornamental purposes. Quite a large number of men are now employed in cutting bases for abutments, door steps, water tables, window sills, and lintels, carriage steps, etc. . . Another change is that of the demand for large platforms in front of entrances to large buildings. . . They are taken from the quarry in the rough, but at the dock before being shipped, they are usually dressed in the very best style of the cutter's art".² The quarries were found in the hills of Ulster County, and Wilbur and Rondout served as shipping and distribution points.

The significance of the industry and its economic impact is reflected in the activity it generated during the 1860s. Annually it averaged about one million dollars in sales. The number of men engaged in cutting and hauling stone at the docks (the old Twaalfskill landing) was about one thousand. The dock surface for piling stone consisted of nine acres which covered nearly all of the usable land at the dock and preempted any other commercial business. Housing demand greatly exceeded supply. In the Rondout area the response was to rent rooms in houses constructed for single family households. The Rondout Courier noted in April 1868 that "there is a great demand here for

¹Rondout Courier, February 12, 1869.

²Ibid.



the Creek Boundary of the Incorporated Line of Rondout

Village of
SLEIGHTBURGH

dwellings this Spring. Probably 100 houses could be immediately rented to desirable tenants.¹

Rondout's Physical Plan

Rondout's physical plan was the result of two separate ownerships. The Canal Company purchased a large tract of land covering the area west of Broadway. This tract was laid out in streets that were called after the directors of the Company. On the eastern side of Broadway the land belonged to Abraham Hasbrouck, and was part of the original patent given to Thomas Chambers, Lord of the Manor of Foxhall. The trustees of Mr. Hasbrouck did not extend the streets from those on the opposite side of the settlement, did their own mapping and established thoroughfares with disregard for the adjoining streets.

At the time of the Village's incorporation in 1849 there was a massive cholera epidemic which resulted in a public outcry to clear the streets of wandering animals and for improvement in the drainage and grading of the streets. As the Ellenville Journal noted in 1858, "Rondout is a bustling, active place and a vast deal of business of various kinds is transacted here. The coal, lime, cement, and flagging stone business which is done or which centers in this place, affords employment to a large number of laborers and gives activity and prosperity to business in all its relations. Yet, Rondout, in many sections is one of the most filthy and uninviting places in this section of the state. Many of its streets are in a wretchedly dirty condition, and sickening odors and stench are exhaled with a rankness almost overpowering." Although the village governments were sympathetic to the pleas and made some effort toward undertaking general improvements, the clear distinction between public and private responsibility as well as the financing of these ventures was not yet made. For example, a swine ordinance was passed in 1851, but they were still found on the streets in 1871.² Also, the trustees of Rondout and Kingston granted a charter for the sole right to provide gas to the villages, but it was more an endorsement than a demand for public services since it wasn't until 1869 that the streets were lit by gas lamps.³ of the usable land at the dock and preempted any other commercial business.

The initiation of public improvements was a necessity, due to the growing numbers of buildings erected on Rondout's rocky, wet hillside. Early Italianate structures of brick and frame buildings with Italianate and Carpenter Gothic details began to crowd together as the area continued to develop commercially (See Map 5, DeBeers, 1875).

¹Rondout Courier, April 3, 1868.

²Rondout Freeman, June 23, 1871.

³Rondout Courier, January 8, 1869.

Transportation

Transportation for the villages' activities was supported by a varied network of roads and waterways. Initially serviced by two regional turnpikes with two toll gates within the incorporated limits and the Rondout landing sloop lines, the villages experienced dramatic growth by 1872. Commercial shipping of the extractive products spurred on the development of steamboat, canal boat, barge and towing trade and stimulated the industry of shipbuilding. Regular steamboat passenger service commenced in 1829 between Twaalfskill and New York City. Like all early local steamboats, it also towed freight and passenger barges and made frequent stops along the way. The fare to New York was 12 shillings or \$1.50, which included meals.¹ In the 1830s the fledgling bluestone and cement industries gave a great impetus to the freighting business already largely increased by the D & H Canal. By the 1850s several steamboat companies were providing an exclusive passenger service for which they competed strenuously for by continually upgrading of the ship's furnishings and mechanical power for speed. Some of the greatest Hudson River steamers such as the Mary Powell, the Thomas Cornell, and the James W. Baldwin were owned by Rondout businessmen.

Passenger and freight service were improved by the construction of a new lighthouse which occurred in 1866-67. the Rondout Courier proudly reported the approval given by Commodores Case and Coe, U.S. Navy after their inspection in 1868 and credited local builder John Gill with its superior construction method.² This structure was replaced in 1913 by the present brick Colonial Revival building at the mouth of the Rondout Creek.

Horses were still a common means of transportation both in the form of regular stagecoach service to the hinterland and horse drawn omnibus.³ The primary local transportation line was Plank Road, later known as Union Avenue and then Broadway, since it connected the two villages. The 1860s also saw the establishment of two railroad lines, the West Shore Railroad and the Rondout and Oswego. The latter was financed locally and sought out local freight and passenger trade. In 1871 the Rondout Freeman noted that an evening train was put on the railroad mainly for the stone trade, but that one passenger car was attached. Later that year the railroad company revelled in its success by reporting that the Sunday night train was well patronized.

¹Donald C. Ringwald, "When the Steamboats Reigned", (Kingston: Private Printing, 1959), 8.

²Rondout Courier, August 28, 1868.

³Rondout Courier, June 5, 1868.

When it first started [1870], it contained only one passenger car, but was up to three coaches at that point.¹ It provided the basis of the active and lucrative transportation business to come in servicing the Catskill resorts and tourists:

Immigration, Population Growth and Urbanization in the Villages of Kingston and Rondout

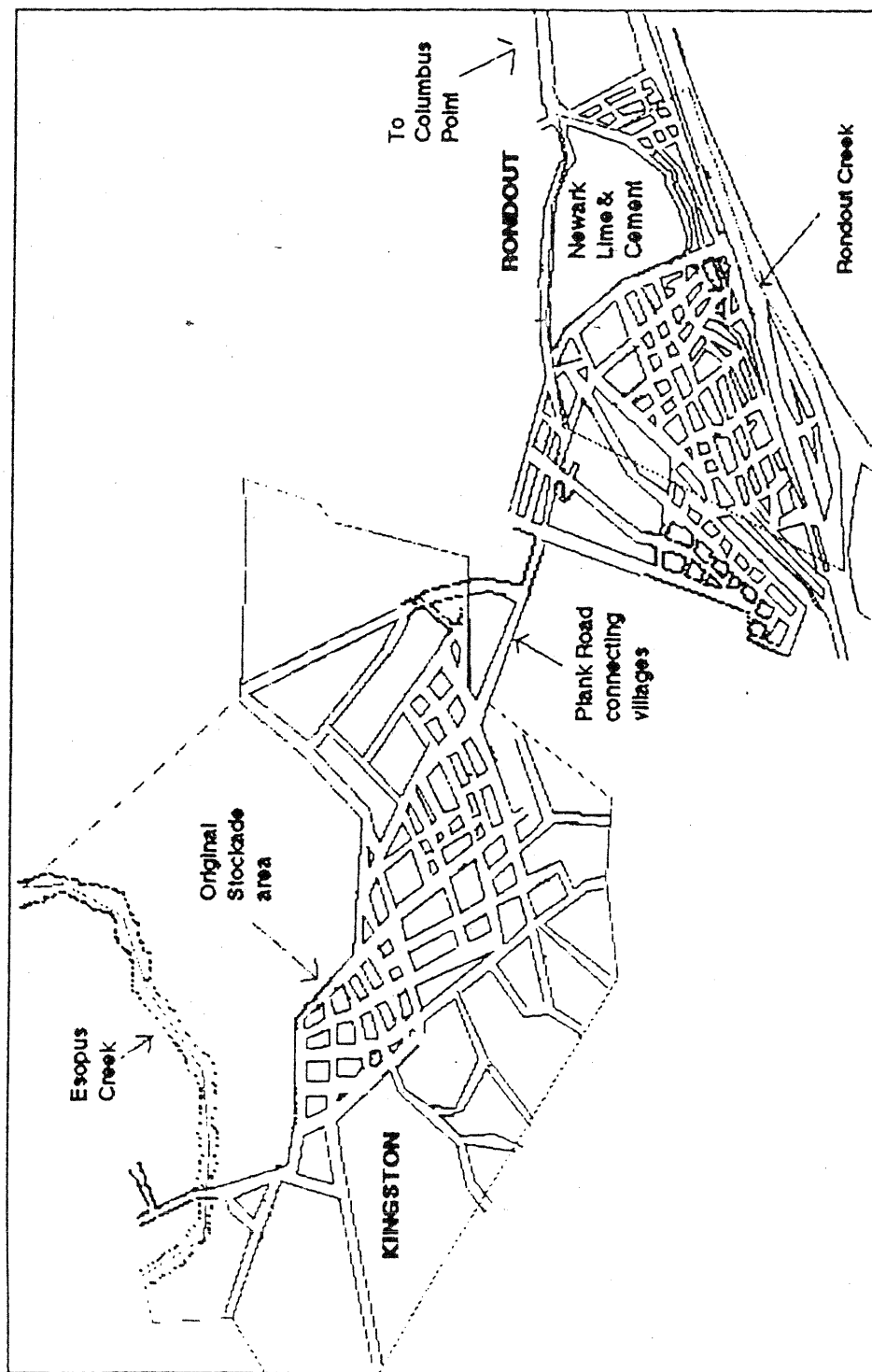
The residential population also experienced dramatic change from the point of inception to the mid-19th century. In 1820 Kingston was a relatively homogeneous community of native born Protestants, many of whom could trace their ancestry back to the Netherlands, and most of whom made their livings primarily or exclusively in agriculture. As the town grew and diversified economically, the old Protestant Dutch hegemony gave way to a population of great ethnic, religious, and occupational diversity. By 1855, despite an impressive in-migration of native-born Americans from nearby counties and towns, fully half of Kingston's people were foreign-born. Approximately one-third were Irish, 88% of whom had arrived in Kingston within the previous ten years. Another one-sixth were Germans, 40% of whom had arrived within two years. Other immigrants constituted only 3% or so of the total population, but these equaled in number those residents born in other states and in the western counties of New York. At the end of its most significant decade of growth, Kingston's population was almost evenly split between natives of the Hudson Valley and emigrants from Ireland and Germany.²

Increasing ethnic heterogeneity was accompanied in Kingston and Rondout by a growing diversity of occupations. This period of extremely rapid economic development, particularly in those industries (coal, bluestone, cement) which offered the most jobs to immigrants, introduced many new occupations to the town and drastically reduced the proportion of the local work force devoted to agriculture. Over 150 distinct occupations are listed on the manuscript schedules of the 1860 census, while those men listed as farmers or farm laborers constituted only 10% of the adult male work force. Moreover, the numerically dominant occupations in 1860 were for the most part those brought to Kingston by the canal and quarries. Unskilled laborers, most of whom were coal heavers on the D & H docks, were the most numerous, followed by boatmen who worked on the canal itself. Quarrymen constituted the sixth largest occupational group (behind farm laborers, farmers, and the clerks of Kingston's expanded commercial sector), and these were closely

¹Rondout Freeman, September 22, 1871.

²Stuart M. Blumin, The Urban Threshold (Chicago: University of Chicago Press, 1976), 80.

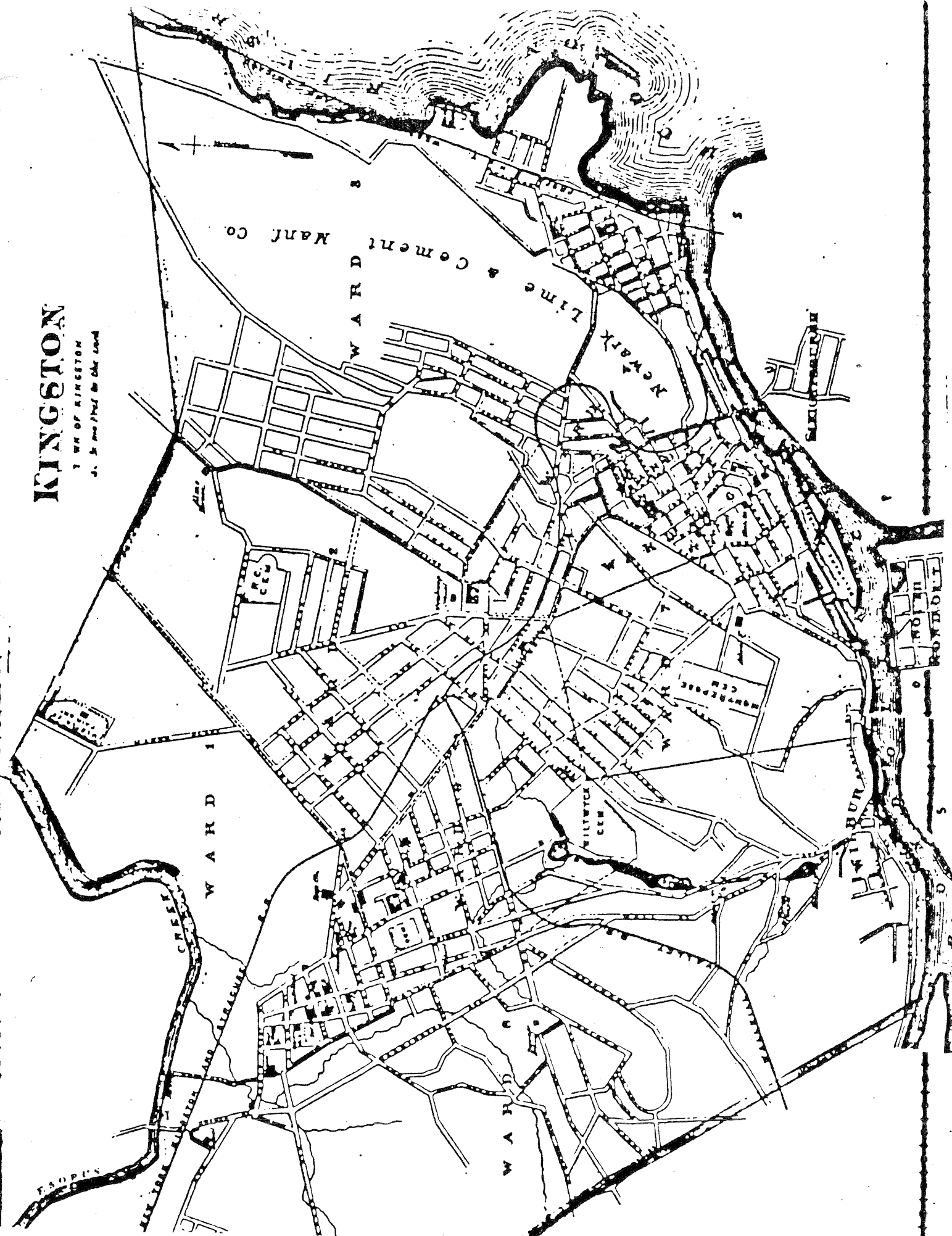
THE VILLAGES OF KINGSTON & RONDOUT
IN THE 1850'S



KINGSTON

1 W. OF KINGSTON

2. 30 feet above the level



followed by the coopers, stonecutters, and teamsters, most of whom worked in the bluestone and lime and cement trades. ¹

Blumin suggests that the significant immigrant population contributed to the development of a stratified class structure in Kingston and Rondout by the 1860s, since the census revealed a growing concentration of wealth. In 1820, most workers, whether they were slaves, hired farmhands, or journeymen, were members of the households of their employers. Only in isolated sections of town, where subsistence farmers might have lived, could there have been poor neighborhoods, and these were of no consequence to the good order and appearance of the town. Such workers were physically separated from one another and lived under the close surveillance of their middle-class employers. In the post canal town, most of Kingston's unskilled and semiskilled workers were employees of large companies and formed their own households in closely packed neighborhoods in the village of Rondout, and the hamlets of North Rondout, Ponckhockie and Wilbur. This made them more visible as a group to a middle class already nervous about the idea of a significant Irish Catholic presence in town and made these workers less susceptible to Kingston's traditional means of social control. ²

The first established Roman Catholic church was located in Rondout as St. Mary's in 1849 and was followed by the creation of St. Joseph's parish in the village of Kingston.

With a combined population of more than 10,000 by the 1850's the two villages were both considerably larger and more densely settled than the pre-canal village of Kingston or any other early 19th century settlement between New York and Albany. Even the mountainous countryside supported almost as many quarrymen as there were farmers. It is during this time that the transition from an essentially rural community to that of a small city occurred. According to Stuart Blumin, the central portions of both villages were just as clearly set off from the residential neighborhoods that surrounded them. Within these village cores, where land was becoming increasingly precious, barnyards and trees were giving way to new business structures. Although the presence of the general merchant persisted, the increasing demand for goods and services brought about increased commercial specialization. The streets themselves had also changed, with broad bluestone sidewalks, curbs and crosswalks, streetlamps lighted with gas, and more than enough traffic to justify all these improvements.

Thus Kingston in the 1850s differed from Kingston in the 1820s not just in size and population density but also in the complexity of its institutions. In

¹Ibid., p.83.

²Ibid., p.86.

the small rural village of the 1820s, homes and workplaces were often combined; thirty years later Kingston had separate commercial and residential districts. By 1858 Kingston's downtown boasted six china and glassware shops, ten clothing stores, two fancy goods outlets, and ten dry goods stores, as well as other retail shops, doctors and lawyers' offices, and financial firms. Beyond the commercial center, two small industrial zones housed nearly all of the city's manufacturing.¹ (See Map 6).

Rondout grew quickly in and around a core that had not even existed beforehand and which, therefore, did not influence the pattern of village development. The source of Rondout's growth was commerce and industry of a type that required large numbers of unskilled workers and large segments of village land for docks, warehouses, quarries, and plants. These two factors—the absence of a preexisting commercial, political, and social village core and the industrial and dominating commercial character of Rondout's economic development were critical to the shape of the village's physical growth.²

Yet in spite of their institutional and population differences, the demands of development and their increasing dependency on one another caused the two villages to grow toward each other. In 1872 the Villages of Kingston and Rondout and the hamlet of Wilbur were joined as one city after their attempts to establish independent city governments were rejected by the State Legislature. To symbolize the union, a grand City Hall was constructed at the center of the new city and represented the pride and wealth of its residents. (See Map 7, DeBeers, 1875).

The City was originally governed by a Mayor and 18 aldermen. Although the rivalry between the two villages had delayed the City's incorporation, by 1883 it was reported that the general workings of the city government were on the whole satisfactory. A reduction of the City funded debt and reduction of taxation have been accomplished, while many public works of utility have been laid out and completed.³ Spurred on by the siting of City Hall and the availability of land, the midtown area attained prominence as the city's center of public and institutional structures including the following:

¹Mary Beth Norton, et.al., A People and a Nation, (Boston: Little Brown, 1982), 228.

²Stuart M. Blumin, The Urban Threshold, (Chicago: University of Chicago Press, 1976) 113.

³Frederick E. Westbrook, "The Two Hundredth Anniversary of the Erection of the building occupied as the Senate House of the State of New York in 1777", (Kingston: private printing, 1883).

--In 1879 the State constructed a large Italianate Armory on Broadway (corner of Hoffman St.) which was completed in the Fall of 1880 at a cost of over \$25,000.

--In 1893 the original Colonial Revival Kingston City Hospital structure was erected adjacent to the City Hall parcel. The cost of the building, site and fixtures was about \$15,000.

--In 1896 the Young Men's Christian Association erected its meeting and recreation building, a brick civic structure with Renaissance detailing, on the corner of Broadway and Pine Grove Avenue at a cost of \$46,000.

--A Beaux Arts Public Library, nearly opposite the City Hall, was built in 1904 at a cost of \$30,000. The cost of construction was donated by Andrew Carnegie on the condition that the City obligate itself to raise ten percent of this amount annually for the support of the library.

--Construction of a large Classical Revival post office on the corner of Prince St., Pine Grove Avenue, and Broadway commenced in 1907. The U.S. Congress appropriated \$110,000 for this structure.

--In 1902 legislation was enacted to consolidate Kingston, Rondout, Wilbur, and Ponckhockie schools into one district. On September 6, 1915 the present Kingston High School, located directly opposite the original City Hall was opened and absorbed pupils from the (private) Kingston and Ulster Academies and from Ponckhockie Union School.

Influenced by its new city status and by its prominence as a transportation center, Kingston resumed public works which had been halted as a result of the financial panic which lasted in the area from 1871-1878. Westbrook noted that Union Avenue (Broadway), Wall Street, Fair Street and Albany Avenue were paved and resulted in increasing facilities and beautifying and adding to the value of the property improved.¹ In 1896 the City purchased a private water system which was expanded at a cost of \$1,000,000 to become a full municipal water system.

LATE NINETEENTH and EARLY TWENTIETH CENTURY

Kingston's continued economic vitality and development were dependent on its ability to perform as an important transportation link. The City

¹Ibid.

experienced its greatest residential growth spurt during the 1880s-90s, and was transformed by the growth of commerce.

The use and existence of the rail lines gained a greater significance from the 1870s through the mid-20th century. Summer resort travel was one of the railroad's most important businesses. Although the Rondout & Oswego Railroad was intended to carry freight from the Kingston docks to a connection serving the Western States, it never progressed further than Oneonta. Its name was changed to the Ulster & Delaware and became a key link to the Catskills' resorts instead. The U & D and the Hudson River Day Line steamers coordinated access to the mountain resorts with reasonable rates and regular timetables, and then vigorously promoted the benefits of resort travel. Passengers traveling north by steamboat on the Hudson River could depart at Kingston Point which was replete with refreshment, bandstand and other entertainment, and immediately board an outbound train for the Catskills. By removing the effort from resort travel and by espousing the popular view of the healthful, moral atmosphere of the country, the railroads were able to attract tens of thousands of city dwellers to the mountain resorts and boardinghouses and made tourism a major industry for Kingston.

At this point in the late 19th century extractive industry production was at its height, and canal and river transportation grew to meet their demands. In 1882, 3,000,000 tons of coal, cement, bluestone, ice, lumber, and agricultural products were shipped from the Rondout harbor. forty steamboats were based in the harbor. A diversity of business ventures also thrived in support of the commercial activity. The City Directory of 1882 indicated the presence of four foundries and six machine shops and steam engine builders, two planing mills, one manufactory of malt, eighteen of cigars, one of glue, three tanneries, six sash and blind factories, three bluestone rubbing and polishing mills, five lumber yards, five newspapers, four furniture manufacturers and dealers, and five manufacturers and suppliers of hardware. These business concerns were found throughout the upper and lower Midtown area and integrated with residential sections.

The construction and expansion of rail lines in Kingston and their connection to larger markets enhanced the industrial and commercial growth of the City. Commencing with its opening in 1885, commodities dealers and manufacturers located in close proximity to the West Shore Railroad. The railroads established an interdependent relationship with manufacturing and wholesaling in the city, and the location of rail lines as well as the availability of land were important determinants to the location of business concerns. For example, a turn-of-the century advertisement for Everett & Treadwell, Flour, Grain and Provisions noted: "In 1891 they erected the massive and

commodious warehouse on Broadway adjoining the West Shore Railroad (south side of Broadway underpass) and stocked it with a full line of groceries, in addition to their former stock. A steam boiler and engine located in the rear furnishes power for hoisting goods, elevating and cleaning grain and running a mill. A switch from the West Shore Railroad brings to their doors cars loaded in any part of the United States."¹

In 1902 an important employer was the American Cigar Company on Broadway near Pine Grove Avenue employing 1,800 persons to make 250,000 cigars a day. Other important firms included the Peckham Manufacturing Co. located on Grand Street which employed 250 to make car trucks and steam snow plows; the United States Lace Curtain Mills on Cornell Street which employed 125 for weaving 35,000 yards of lace weekly; the manufacture of builders' woodwork in several lumber yards; engines, boilers and machinery employing nearly 300 men; shirt manufacture by 300 employees; tinfoil and bottle caps, beer, brushes, furniture and numerous other smaller industries which collectively contributed to the economy. Taking advantage of technological improvements such as structural steel, concrete and plate glass, large three and four story brick Utilitarian buildings were built to house Kingston's growing industrial sector. Examples of these factory buildings are found on the corner of Cornell Street and South Manor Avenue, Cornell Street and Smith Avenue and occur throughout the Midtown area.

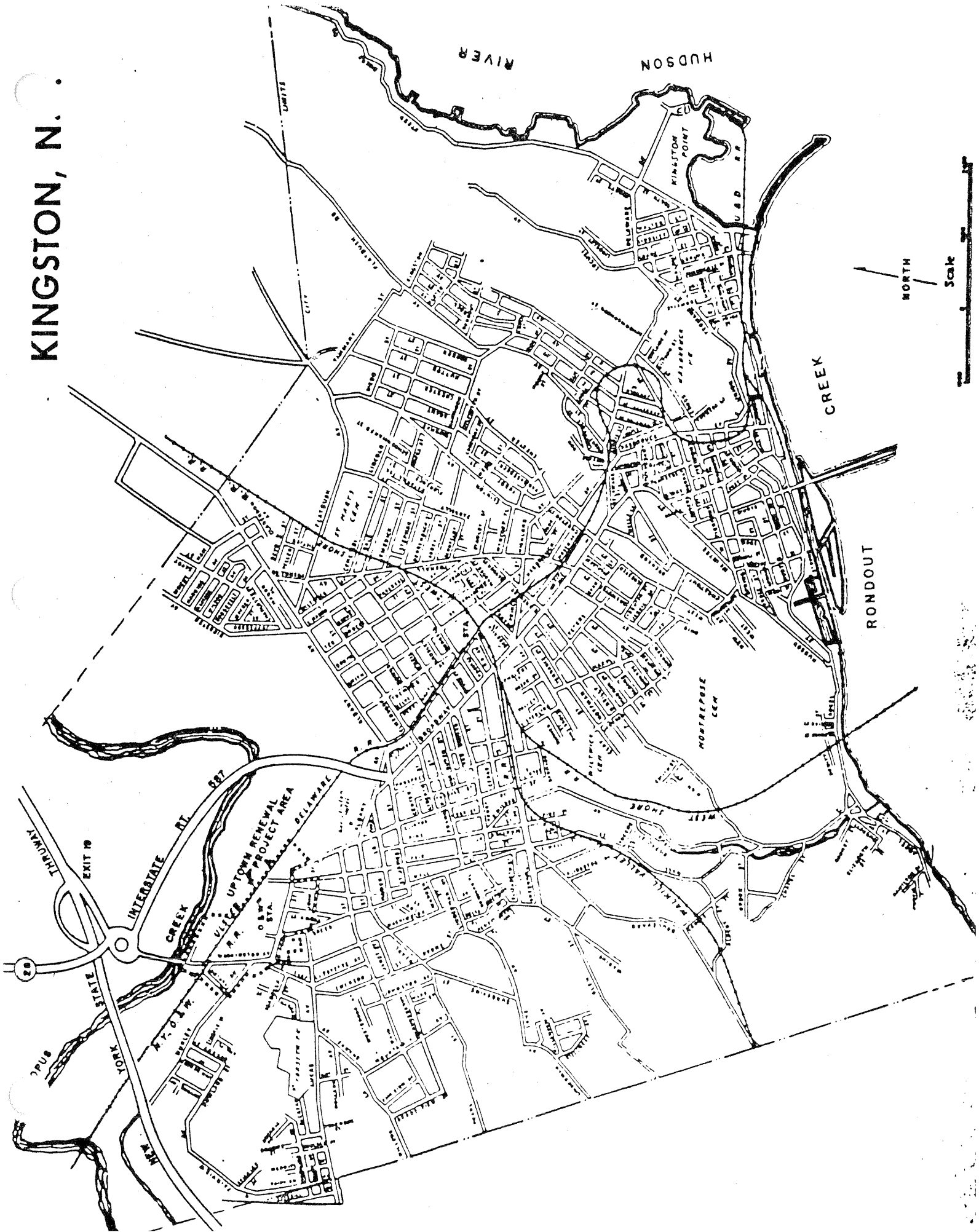
Railroad competition coupled with the impact of the steamboat industry sped the closing of the Delaware and Hudson Canal. The invention of Portland Cement also brought about a decline in the extractive industries of limestone cement and bluestone quarrying and thus less need for the Canal. Kingston entrepreneur, Samuel D. Coykendall, purchased the Canal in 1898, and continued to operate the concern on a private basis for a short period of time.

Steamboat and rail travel continued and assumed the bulk of passenger and freight transportation needs. Steamboat lines prospered and peaked during the 1920s. The Great Depression hit the industry hard and with the decline in passengers, dockside railroad connections at Kingston Point were terminated at the end of the 1932 season.² By the 1920s the automobile was no longer a novelty and the increase in traffic required better County highways. Companies organized to improve the highway conditions and to improve the intracity roadways as well as connect the City to surrounding communities. A suspension bridge over the Rondout Creek was erected in 1921 taking the place of two ferries. The bridge was an important element in

¹R. Lionel DeLisser, Picturesque Ulster, "Business Interests of Ulster County", (Cornwallville: The Hope Farm Press, 1968), vi.

²Donald Ringwald, Hudson River Dayline, (Providence: Steamship Historical Society on America, Inc.) 91

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the development of New York State's Rt. 9W and was critical to the completion of the State's road system. Better highways fanning out from Kingston brought many motor busses, trucks and independent travel which ultimately depleted railroad revenue. As a result, rail passenger travel was curtailed and freight transport increased.

MID-TWENTIETH CENTURY

The 1940s prewar industry revived the shipbuilding business in the Rondout. Dwyer Bros. and Christie Shipyards constructed fabricated scows; C. Hildebrandt & Sons dry dock and shipbuilding plant constructed mine sweepers; Island dock, Inc. owned by John D. Schoonmaker, built submarine chasers; W.F. & R. (Woods, Feeney & Rafferty) Boatbuilders, Inc. constructed large barges and scows.

Local manufacturing concerns also benefitted from wartime contracts. Electrol, located at 85 Grand Street, worked a 24 hour schedule to produce parts for Navy fighter planes and was a principal supplier of hydraulics for Navy aircraft. The plant was acquired from the Apollo Magneto Corporation to accommodate wartime demands; it had formerly housed the Lorillard Refrigerator factory, the Pilgrim Furniture Company and originally, the Peckham Motor Truck and Wheel Company. According to DeWitt, Kingston was awarded contracts because of its transportation facilities and satisfactory labor conditions.

During the 1940s other principle manufacturing concerns included: shirt, dress and pajama factories; brickmaking; dry dock and boat building; lumber and wood manufacture; paper and paper products; cigar factories; foundries; lace curtain manufacturing; road machinery and furniture. Overall, however, the City experienced a decline in employment opportunities from the late 1940s through 1960. Primarily due to a loss in industrial business to the surrounding communities of Ulster and Esopus, the employment base continued to weaken with the expansion of retail development in these towns. One key factor was the construction of the NYS Thruway in the early 1950s and the placement of an interchange at Kingston. This opened new areas to development and is exemplified by the establishment of a major IBM plant in 1955 in the adjacent Town of Ulster which employed approximately 5000 people. It signified and accelerated the trend toward economic development outside of the City of Kingston.

According to the U.S. Bureau of Census, the City experienced outmigration of 539 during 1940-1949 and 1,735 between 1950-59. Yet by including the towns of Ulster and Esopus in Kingston's market area, a population increase of 16.5% was shown for 1950-59, well above the New York State average of 13.2%. Age

distribution during 1940-50 within the City showed an increase in the groups under five years (35.4%), the 55-64 group (17.1%), and the over 65 group (18.9%). These three groups represent the on-wage earning and non-childbearing element of the population. Furthermore, while adding relatively little to the economic activity of the community, they required a greater share of public services such as schools, hospitals, care for the aged, etc., than their numbers represented as a percentage of the total population. There were substantial population decreases in the 20-24 group and the 25-34 group.¹ Since these are the households where income and family size is increasing and therefore represent the element of growth in the community, the pattern of outmigration in the City's population growth greatly influenced its economic life.

Residential growth occurred in Kingston on a limited scale as undeveloped areas in the western portion of the City filled in. But it was a relatively minor impact when compared to the number of new housing units constructed county-wide of 11,349. The supply of existing housing exceeded the demand within the city limits and the age of the housing was considered a detriment.

Minimal industrial expansion in Kingston occurred with little substantial new development in logical industrial areas, such as parcels adjacent to railroad rights of way. Textile firms entering the Kingston area sought comparatively cheap loft space, regardless of the availability of rail spurs, since for their purposes truck transportation was of greater importance than immediate access to rail lines (See Map 8, Raymond and May Associates, 1961).

Urban Renewal

Clearance of antiquated industrial and commercial structures and substandard housing or aged housing with replacement by clean, modern, efficient, cost effective structures was the plan espoused by city government to improve the business and housing climate of Kingston. An official Urban Renewal plan took shape in the early 1960s for sections of Uptown (area comprising the original Village of Kingston) and Downtown (Rondout), as well as for selected buildings in other areas of the City. Adopted in 1964, Kingston's plan attempted to resolve some of the problems generic to urban renewal programs which already existed in other cities, but it did include building clearance as a major component. As a result, Kingston ultimately followed the national trend toward rejection of Urban Renewal, while continuing the policy of destruction of properties.

¹Raymond and May Associates, Larry Smith and Company, "Marketability and Land Utilization Study", April 1961.

The regular meeting minutes of the Common Council of July 12, 1966 revealed that a majority of aldermen were prepared to halt the program due to the continued demolition of buildings without their replacement. In a resolution forwarded by letter to the Urban Renewal agency, the Common Council stated: "Whereas, the "tight money market¹" as outlined and spoken fluently by our Urban Renewal Director, Mr. Eric Hemphill, City of Kingston could have a terrific and undesirable impact of the economy of our City. Whereas, it is our duty as elected officials of the City of Kingston to protect the health, safety and welfare of "ALL" we can not allow the demolition of properties now located in the Broadway East Project to be demolished with only hopes. Whereas, the U.R. Agency and Director be temporarily stopped from future demolition in the Broadway East Project except for properties needed for the public housing site. Whereas, when the public housing site is completed and residents that so choose are relocated in public housing sites and developers that want to develop in the Broadway East project then the demolition can be carried out only after this can we be assured that the economy of our City can survive. While the Uptown project was certainly good when adopted, however with the changing of environment in our City the qualities of the project certainly now is questionable. . . Whereas, this Honorable Body wants the Uptown Urban Renewal Project temporarily halted to completely re-evaluate the Uptown Project and re-evaluation report be given by this Body".

Less than three weeks later, on August 1st, 1966, Mayor Raymond W. Garraghan conducted a public hearing on the local law to create the Landmark Preservation Commission of the City of Kingston. No opposition was raised to the Law and it went into effect immediately. The new ordinance made clear that "no structure shall be altered, repaired, removed or demolished which has been designated as an historic site or historic landmark" or the a building permit would not be granted in connection with any historically designated structure or site without the issuance of a Certificate of Approval by the Commission.

With the loss of federal funding, the Urban Renewal program's activity slackened considerably. The areas targeted for redevelopment filled in slowly over the next two decades, and the focus of public improvement funding shifted to code enforcement and rehabilitation. The Landmark Preservation Commission took initiative in saving buildings they identified as important and which were endangered by the Urban Renewal plans through the protection of the ordinance's demolition provision. Their mission resulted in the designation a small National Register district (the Clinton Avenue Historic District located on the perimeter of the Stockade) and the designation of 22 local landmarks by 1973. During that period, the Commission members

¹Kingston Freeman, July 7, 1966.p.1.

and their supporters activated a not-for-profit organization, Friends of Historic Kingston (FHK). FHK operated a recycling program in which they purchased, restored and resold houses in deteriorated condition. Educational programs and walking tours were developed and provided through the Junior League and the FHK. The latter, in particular, allowed the Commission to set the historic preservation example they sought to publicize to the community.

Research was ambitiously undertaken and by 1974 the Common Council voted on the establishment of the Stockade as a historic district. The Commission used local talent through the Junior League and acquired the services of Paul Malo of Syracuse University to assess Kingston's historic resources and guide it on setting preservation goals and priorities. Survey work on the Rondout area commenced in the late 1970s and resulted in the area's designation as a historic district in 1979.

EXISTING CONDITIONS OF HISTORIC DISTRICTS & AREAS

The assessment of existing conditions profiles the nature, range and relative integrity of historic resources in Kingston at the reconnaissance level. This component of the survey results from extensive field investigations undertaken by the project principals with guidance from the State Historic Preservation Office's Survey Unit staff. The historic overview, initially prepared in draft form, served as a point of departure for the field work, sharpening expectations and suggesting the relative significance, and in some cases the rarity of classes of historic buildings, sites and objects. A primary objective of this survey activity has been to identify and describe concentrations of historic resources. Where significant concentrations are not present, individually significant properties have been recorded. Areas with no historic features are also briefly described and can be excluded from future survey and registration projects.

The field observations are based on a windshield survey of all streets within the city, supplemented by walk overs of areas in which visibility from roads was limited. These observations are recorded on annotated maps which are supplemented by the following text. The additional knowledge and insight gained through this process has been incorporated into the final version of the historic overview.

This section of the survey report is organized to parallel the attached existing conditions map, beginning with a brief description of neighborhoods with high concentrations of historic resources and concluding with areas of the city in which no historic resources were expected or encountered. The presence or absence of previous survey of designation activity is noted in each case, and suggestions for more intensive survey and evaluation efforts are noted for those areas which appear to warrant a more in-depth consideration. The report begins with the city's three National Register listed, and locally designated historic districts:

STOCKADE HISTORIC DISTRICT

The Stockade Historic District is the area of the original Kingston settlement. Presently an eight block district, the Stockade has developed as the commercial and professional center of the city of Kingston. The existing district consists primarily of residential and commercial sections with the western half heavily residential in character, while business and commerce are focused in the eastern section. The uptown business district is mainly on

Wall and North Front Streets, while Fair and John Streets are partly commercial. Crown and Main Streets are partly commercial in function, but quite residential in flavor. Green Street is predominantly residential with single family and multiple dwellings. Similar patterns of development south and west of the existing district suggest the need for a boundary expansion, and are discussed in more detail in the section entitled Stockade Extension.

Located within the current district are eight late 17th century stone houses, plus approximately another dozen such structures dating from the 18th and early 19th centuries. Many are still occupied as residential, but some have been converted for commercial and professional purposes. At the four corners of John and Crown Streets a unique grouping of four such stone houses survive.

In addition to the distinctive stone houses are late 18th and 19th century homes of frame and brick. These structures reveal changing influences of styles from the Federal to Greek Revival, Italianate and Second Empire. Most of the residences are two or three story structures, built of stone, clapboard, or brick, with some stucco present. Since the period of Urban Renewal, the district has experienced a resurgence, and many of the buildings have been substantially rehabilitated for professional and residential use. Such uses extend beyond the boundaries of the Historic District and act to support the viability and integrity of the uptown area.

The many commercial buildings on Wall and North Front Streets were constructed in the highly decorative style of the mid-19th century. They are predominantly three or four story brick structures with flat roofs and decorative cornices. Along Wall Street, from the intersection of John Street, and around the corner, south along North Front Street, the buildings are connected by a covered wooden arcade. Constructed in 1973 as part of the City's Urban Renewal program, it was designed by local artist John Pike and is known as the Pike Plan. It was created to effect a pedestrian mall and to improve the shopping environment of uptown Kingston. It was built with incongruous colonial embellishments at the City's expense, but was to be maintained by the Uptown Businessmen's Association through the creation of a Special Assessment District. Though the special assessment was levied, the owners chose not to pay, and the city never enforced the requirement. As a result, the arcade has become an eyesore through neglect. The Pike Plan was popular at the time of construction, but has since been seen as a detriment to the business district since it is difficult to see store displays and signage, and because of its architectural incompatibility with the Victorian commercial buildings.

In addition to commercial and residential buildings, the Stockade area includes important institutional and religious properties, many dating from the eighteenth and nineteenth centuries. Land use is relatively intensive

with only limited areas of open space, e.g. the cemetery of the Old Dutch Church. Streetscapes are characterized by a general uniformity of scale, broken in only a few locations by modern intrusions, e.g. the Ulster County Office Building.

RONDOUT-WEST STRAND HISTORIC DISTRICT

The existing Rondout-West Strand Historic District is important to the Kingston vicinity because it is the remaining vestige of the thriving port town that supported the economy of the area for close to eighty years. The local trading and industrial activities and the workers and businessmen who lived in this area changed Kingston from a small, rural community to thriving transportation and industrial center for the mid-Hudson Valley. On a larger scale, because of its link to the Pennsylvania coal fields and because of its unique export products, Rondout was an equal to any of the commercial cities along the Hudson between Albany and New York City.

The land use associated with this economy was strongly affected by the steep and rocky topography of this section of the City, and the Historic District constitutes the major portion of the extant 19th century village of Rondout. Located approximately two miles south of the uptown Kingston area and one mile west of the Hudson River along the Rondout Creek, the district includes 278 residential, public, and commercial structures located on approximately 57 acres of land. While the district includes building lots of varying size, most of the streetscapes show moderately scaled 19th century buildings in both village and residential settings with an additional dense urban area.

There is a concentration of commercial buildings, located on lower Broadway and along the Rondout Creek on the West Strand. Many of the commercial buildings retain their original storefront designs and often incorporate cast iron columns, sills, and lintels from local 19th century foundries. Other types of buildings in the predominantly commercial section include numerous churches, a large hotel, the old Kingston Freeman newspaper office and two firehouses, as well as commercial/residential storefronts. In the residential areas, the dwellings are primarily of the single family type though numerous double houses and several significant row houses are extant. The streetscapes exhibit a noticeable conformity in scale. Residential areas are almost exclusively comprised of two-story, three bay structures while commercial areas consist mostly of three and four story, densely grouped buildings of from two to nine bays. The primary building materials in the commercial sections are brick, stone and cast iron; residential areas exhibit a mix of brick and frame construction with a lesser use of stone. An area west of the existing historic district appears to warrant consideration for the expansion of

the current district boundaries and is discussed in greater detail in the section entitled Rondout Extension.

By 1870, the Rondout area was almost fully developed and after that time, buildings either filled in the few empty lots or replaced earlier, probably less substantial houses. It has remained as a relatively intact 19th century commercial and residential community due to the slow decline of business and building activities after the turn of the 20th century. The area from McEntee Street south to Abeel Street is characterized by one to two family houses at a density of about 10-12 units per acre.

Designated as the West Broadway Urban Renewal district in the early 1960s, the area west of Broadway and below McEntee Street was subject to limited demolition activity, unlike the East Broadway Urban Renewal district. It was among the City's first code enforcement sites and saw the early formation of citizen advisory boards to encourage property improvement. Similar property east of Broadway was cleared during the 1960s. Generally, however, the condition of property in the West Broadway district continued to decline along with property values. By 1979 it was a shabby neighborhood still losing population and having virtually no commercial activity. The 1980s demand for housing and Rondout's low price structure has stimulated a slow but steady renewal of the neighborhood. Development along the creek and Hudson River waterfront has brought more outside, private investment into Rondout. Fueled by weekend recreational needs, there is a strong interest in dock and boat slip expansion which is accompanied by some property rehabilitation, but the upsurge in interest has not brought about the reinstitution of necessary commercial services such as a food store, pharmacy or a bank. The adjacent East Broadway urban renewal parcels initially slated for the dramatic rebuilding of Rondout still remain vacant after 20 years (approximately 10-11 acres of land), although the housing rehabilitation, nascent waterfront and UCP activity was sufficient to warrant a parking study by Raymond, Pine, Parish & Weiner (RPPW) in 1984.

There are two City parks and a small pedestrian passageway which serve as open space amenities for the Rondout neighborhood.

West Strand Plaza

The recent development of the public plaza and park adjacent to the Rondout Creek has been undertaken as part of a major redevelopment program for the West Strand/Broadway area. The park extends from the Maritime Center along the Rondout Creek to the Port Ewen Suspension Bridge at the foot of Broadway. Used extensively in the warm months of the year, it is the site of scheduled weekend activities (i.e. biathlon, pumpkin festival, philharmonic presentations) which draw local and out of town visitors to the area.

Cornell Park

Overlooking the Hudson River and Rondout Creek, this hilly park space is located on the former site of steamship magnate Thomas Cornell's house. Developed with public funding, it is situated between Wurts Street, Spring Street, and Post Street and receives moderate use by the surrounding neighborhood.

Company Hill Path

Company Hill Path is a short walkway which overlooks the West Strand Plaza and Rondout Creek. Formerly the route from the waterfront to the Delaware & Hudson Canal Co. office (no longer extant, it was located at the top of the Path near Abeel Street), it has been improved by the City as public space.

CHESTNUT STREET HISTORIC DISTRICT

The Chestnut Street Historic District contains a significant concentration of intact, fashionable residences which reflect the prosperity and taste of middle and upper class residents of the 19th and early 20th Rondout and Kingston. The Chestnut Street Historic District's period of significance spans the period between ca. 1855 and 1919, which coincides with Kingston and Rondout's growth as a shipping and manufacturing center. This grouping of substantial frame and masonry residences represents the most intact collection of middle and upper class residences in Kingston and includes several exceptional illustrations of the mid-nineteenth century Hudson Valley picturesque taste in architectural design and landscape architecture. The buildings in the historic district exhibit a wide range of styles popular during this period, including Italianate, French Second Empire, Queen Anne, Colonial Revival, and Tudor Revival styles, as well as one residence which illustrates the influence of the Arts and Crafts movement. The historic district also contains one modest late 19th century Gothic style church. Most blocks in the district are typified by regular setbacks and relatively narrow lots with frontages of approximately 60 to 100 feet, although the residences on the southeastern side of West Chestnut Street and on East Chestnut Street are set on broad sloping lawns.

The historic district developed rapidly during the late 1860s and 1870s, probably as a result of prosperity generated during and after the Civil War and a demand for new housing. It was during this period that the Italianate and

French Second Empire style residences on the northwest side of West Chestnut Street, Broadway, Livingston Street, and Stuyvestant Street were constructed.

East and West Chestnut Street are located along the crest of a high ridge which runs from southwest to northeast, separating the historic centers of Rondout and Kingston. The Rondout-West Strand Historic District abuts the Chestnut Street Historic District on its southwestern boundary, but is separated from it physically by a steep wooded hillside. A newly constructed arterial for NYS highway Rt. 9W follows the district's northeastern border.

The Chestnut Street Historic District today appears largely as it did upon the completion of renovations to the Dr. Abraham Crispell house (60 West Chestnut St.) in 1919. With its cohesive collection of largely intact middle and upper class residences dating from the second half of the 19th century, the Chestnut Street Historic District recalls Kingston and Rondout's period of prosperity as a major Hudson River port and manufacturing center. The neighborhood has a distinctive visual character resulting from the generous scale of the buildings and lots, and the commanding topography of the site. Side yards often permit sweeping views of the Hudson River and Berkshire Mountains to the southeast and the Catskill Mountains to the northwest. Overall, the district is well maintained and has exhibited stability throughout the 20th century's economic changes. The exception to this is Stuyvestant Street which fell into decline and neglect mostly due to absentee landlord management. At this point, however, most buildings have been renovated and returned to single-family ownership.

INDIVIDUAL LISTINGS

Noted on the existing conditions map are five individual National Register sites. These include the Ulster Performing Arts Center on Broadway, Old City Hall on Broadway, Kingston/Rondout Lighthouse 2 at the mouth of the Rondout Creek, the Ponckhockie Union Chapel on Abruyn Street, and the Kingston-Port Ewen Suspension Bridge spanning the Rondout Creek at the end of Wurts Street.

SURVEY AREAS

MAJOR HISTORIC RESOURCE CONCENTRATION

STOCKADE EXTENSION

The area under consideration extends south from Green Street, along Pearl Street and south to Henry Street, bordering on Washington Avenue. The area also extends west on Pearl Street to Mountainview Avenue as far as Millers Lane; the boundary continues from the intersection of Mountainview Avenue and Main Street along Main Street to Washington Avenue and includes the cross streets of Johnston, Emerson, Lafayette, Burgevin and Noone Lane (see map). This is primarily a residential area, consisting of several neighborhoods, which displays an excellent and intact range of historic residential architecture. The historical development of the area parallels the Stockade district through the late eighteenth and the nineteenth centuries.

A windshield survey of the buildings portrays an eclectic grouping of 18th century vernacular stone and frame, Greek Revival, Italianate, Second Empire, Queen Anne and Colonial Revival structures. Overall, the building stock has a high degree of integrity illustrating the gradual evolution of the area. Small scale supporting elements and building features including hardware, fencing, outbuildings, newel posts, and carriage blocks survive to a remarkable extent and are well cared for. A major portion of this area is also part of the Urban Cultural Park designated area.

On Pearl Street are two mansions of note since they use the natural topography to create estate grounds. Both structures have similar setbacks and exhibit elaborate architectural details, one a Colonial Revival, the other Italianate.

The Emerson, Johnston Streets section exhibits building stock of the 1920's and 30's such as vernacular Colonial Revivals and Bungalows. The houses are closely spaced with similar setbacks and small detached garages.

The area also contains the Academy Green Park, situated on the perimeter of the Stockade and proposed extension. A relatively small park, it is so named for the former site of Kingston Academy.

SUYDAM FARMS

The farmhouse is located near the city line and is accessed from Hurley Avenue (see map). It is an 18th century, native limestone house surrounded by a modern apartment complex known as Stony Run. It is positioned outside of the Stockade area on the edge of an agricultural area (Hurley Flats) and closer to the early village of Hurley. Across from the entrance to the farm on a hill, is a smaller stone and frame 18th century farmhouse.

RONDOUT EXTENSION

The proposed extension is occupied by open land, residential, commercial and maritime uses. It is bounded by the West Strand Plaza, the Rondout Creek waterfront to Hudson Street, to McEntee Street and the existing National Register district boundary. The building stock is comprised largely of worker housing in a simple Italianate vernacular style, brick and frame structures of the mid- to late nineteenth century. The construction represents a cohesive period of development within Rondout. There has been long term neglect of the building stock and a loss of architectural detail and surrounding elements.

The area also includes significant waterfront property previously important to the navigation, industrial and transportation themes of Rondout. There are small frame and block commercial buildings along the Rondout Creek, and the largest structure is a brick and concrete building formerly used as the Forst Meat Packing Plant which is presently abandoned and in poor repair. The waterfront is generally unused because the bulkheads are in poor condition, except for the areas occupied by the marinas near Block Park.

A key feature of the proposed extension is Island Dock, a 14 acre island of predominantly vacant land in the Rondout Creek. Formerly vital to the canal industry, it is joined to Abeel Street by a causeway.

Located on the fringe of the Rondout-West Strand National Register District, Block Park is an active public recreation area along Abeel Street. Its waterfront is overgrown and unsafe, and in general, the Park requires substantial rehabilitation.

PONCKHOCKIE

The area is adjacent to Hasbrouck Park, the Rondout Creek, north to Steep Rocks (Cordts Estate), and east to Kingston Point Park. There is a mix of primarily residential late 19th and early 20th century modest structures with several church, civic and small commercial structures. The neighborhood was laid out as a subdivision c. 1850, then developed as worker and supervisory housing for the local extractive industry. Individually significant structures include the Italianate manse built by John Cordts (brick industry)

ALBANY AVENUE

The area to be considered extends from the intersection of Chandler Drive to Foxhall Avenue. A broad boulevard with large-scale, high-style residences constructed in the late 19th and early 20th century. Many houses feature ample lawns, specimen trees, deep setbacks, appropriate fencing and period outbuildings. During the period between 1880 and 1930, Albany Avenue became the address of many of the city's leaders of commerce, industry, and the professions. Architectural styles include Federal, Colonial Revival, Queen Anne, Italianate, Shingle Style, Bungalow and Mission. The integrity of individual properties is generally good, but is threatened by continuing multi-family and commercial conversions of single family housing stock, and a growing number of non-historic buildings. Heavy traffic has been detrimental to the stability of this neighborhood as a residential area, and encourages increasingly intensive land use patterns.

The Albany Avenue area also includes several other structures which are of historic interest. Set back on the bluff overlooking the Esopus Plain, is an 18th century, natural limestone house. Myron Teller, a noted local architect with particular interest in the colonial period, carefully researched the possibility that this building is the original Vauxhall Manor house owned by Thomas Chambers. Situated nearby, and at the center of the boulevard, is St. John's Episcopal Church. Moved to its present site from Wall Street circa 1913, The Gothic style church was begun in 1832 with William Kerr supplying bluestone from his quarries. The church was enlarged in 1860 with further interior changes c. 1899-1909.

Modern intrusions include a public housing project located on the site of the former Jay Klock mansion, professional offices located on the corner of Manor Avenue, and the Temple Emanuel.

Contained within the Albany Avenue area on the southern side of the avenue and adjacent to the abandoned New York Central Railroad, is the Houghtaling Cemetery, a.k.a. Sharpe's Burial Ground. The land was conveyed to the City in 1832 for the express purpose of "burying dead white persons".

and the Chateausque-style manse built by the Tompkins family (cement industry). Several large scale Queen Anne and Colonial Revival houses are extant. Institutional structures that are noteworthy are the 1870 Ponckhockie Union Chapel, a rare and early reinforced concrete Church listed on the National Register, School #4 on Lindsley Avenue also built of concrete, a concrete warehouse building on the corner of Tompkins Street and the East Strand, and the ruins of a cement warehouse on the High Road which was later used by a black congregation. The integrity of the area is moderately intact, however, there is a neglect of details and the intrusion of some late 20th century structures.

Ruins of lime kilns along Delaware Avenue, the High Road and East Strand (at the base of Hasbrouck Park), and also the Steep Rocks area indicate the former importance of the extractive industry. Archaeologically, this is also reported to be a sensitive area for Native American occupation and 18th-19th century settlement.

Ponckhockie is located between two large city parks, Kingston Point Park and Hasbrouck Park. The latter is situated on a high bluff formerly owned by the Newark Lime and Cement Company, and later reclaimed for passive recreation. It overlooks the Rondout and Ponckhockie neighborhoods, the Rondout Creek and the Hudson River. There are few standard park amenities, but the ballfields are in steady use by schools and softball leagues. An interesting cobblestone pavilion from the 1930s is standing, but in need of rehabilitation. The park, which is in good condition, is not used to capacity.

Kingston Point Park is sited on the location of the former Hudson River Dayliner docks and private park of the early 20th century owned and operated by Samuel D. Coykendall. After the close of the private Kingston Point Park in 1931, the riverfront was acquired by oil companies for storage. Since the late 1970s, the City of Kingston has been transforming a landfill on Kingston Point into a passive and active recreation area. The change in land use and beautification of this area is still in progress.

SECONDARY HISTORIC RESOURCE CONCENTRATION

MIDTOWN CIVIC CORE

A significant grouping of late 19th and early 20th century civic structures is located in the lower Broadway corridor between Grand Street and Foxhall Avenue, midway between Kingston and Rondout. The siting of these buildings is important because it represents the joining of the two villages of Kingston and Rondout. These are large-scale institutional brick structures which exhibit several architectural styles typical of the period. Prominent buildings include Old City Hall, the Carnegie Library, the Armory, the YMCA, the Kingston High School, the Knights of Columbus hall, the New York Telephone building, the fire station (East O'Reilly Street). In general the integrity of the structures is very high, although some buildings are threatened by poor rehab, neglect and abandonment.

There are surrounding commercial structures which correspond in date and style to the development of midtown as the city's civic core. Many of these buildings are subject to growth pressures of Kingston Hospital. Within the past year a large brick addition to the hospital was constructed on Broadway, and the hospital seeks to develop the vacant land behind Old City Hall. In addition to the hospital, two intrusive fast food restaurants are present at either end of the core area.

This area is located within the UCP boundary.

MIDTOWN FACTORY AND WORKER HOUSING DISTRICT

Contiguous to the Midtown Civic Core and the proposed Albany Avenue district, this area is comprised of a mix of residential and industrial buildings of the late nineteenth and early twentieth century. The residential neighborhoods are closely spaced, vernacular frame structures which house one to four separate units. Some houses exhibit fine architectural Queen Anne elements, such as elaborate barge-boards, balusters, fish-scale shingles, stained glass windows, finials and drops. The building stock exhibits fair to good integrity, with examples of sensitive rehabilitation as well as abuse and neglect.

The industrial sites are scattered along Cornell Street, east to Grand Street, and should include the building on the corner of Pine Grove and Broadway. The factories and warehouses are typically built of brick mill construction and range from late 19th century three and four story buildings with panelled walls, segmentally arched windows and corbelled cornices, to single story manufacturing buildings with terra cotta detailing. The majority of these

buildings are located within one block of the West Shore branch of the New York Central Railroad, indicative of the role of rail transportation in Kingston's late 19th and early 20th economic expansion. Integrity levels are generally good but threatened by neglect and expedient adaptations and modernizations.

WILBUR

Located at the base of Wilbur Avenue, on the Rondout Creek and against the backdrop of the limestone mines of the Commons is the hamlet of Wilbur. Originally known as Twaalfskill, the buildings date its era of activity as a shipping point throughout the 18th and 19th centuries. Extant are frame and brick buildings, commercial, civic and residential vernacular structures. An outstanding building is the bluestone business office of the Fitch Bluestone Company ~~which is individually listed on the National Register~~. The general integrity of the building stock is fair with loss of detail and neglect. There is an intrusive brick ranch on Abeel Street across from the Fitch Bluestone Co. office.

Near Wilbur is a 2000 feet steel railroad bridge which spans the Rondout Creek and Abeel Street and parallels Wilbur Avenue. The bridge was built in 1904 to replace a steel bridge of lesser capacity constructed in 1883 as part of the West Shore Railroad. Mining and barge construction continue along the waterfront just north of Wilbur. Further along Abeel Street (toward Eddyville), there is evidence of past extractive industry exhibited by the ruins of lime kilns and quarry areas.

Wilbur is at the terminus of the Twaalfskill Brook, which was the site of early tanneries and flour mills, and surrounded by farmland and heavily wooded areas. The stream area east of the railroad tracks is considered to be the location of a prehistoric Indian site. The upper Wilbur section also contains the Mason Hill/Clearwater Park area, a small collection of mid- to late 19th century residential structures including several Gothic cottages and a large mansard roofed house.

Mt. Zion Cemetery, a black burial ground, is located on South Wall Street within the proposed district. Recently studied by a student group, the tombstones indicate the repose of veterans since the Civil War. The Wilbur area is contained within the Urban Cultural Park designated boundary.

MONTREPOSE CEMETERY

Located at the end of West Chester Street and Montrepose Avenue, this is an individual site which is not endangered, but which is of considerable historical significance. A highly representative example of 19th century rural cemetery design, characterized by its sympathetic use of natural topographic features and native plant material, and incorporating romantic vistas, winding paths, hills and wooded copses. The cemetery is enhanced by many representative examples of Victorian period funerary monuments, many of which are highly sculptural. It is the burial site of a number of prominent local residents, as well as Hudson River School artist Jervis McEntee and Central Park designer Calvert Vaux. The entrance is guarded by a large and ornate cast iron fence and a Colonial Revival bluestone gate house. The 19th century portion of the cemetery retains a high degree of landscape design integrity, however more recently developed areas of the cemetery do not exhibit the same landscape intent.

CLIFTON-HIGHLAND AVENUE AREA

The area is roughly bounded by East Chester Street on the east, Hasbrouck Avenue on the south, Foxhall Avenue on the west, and Wynkoop Place, Clifton Avenue, and Sylvester Street on the north. The hilly, rocky terrain provides expansive views of the Catskill Mountains, the Hudson River and the city, and accounts for the irregular boundary of this area. The building stock consists primarily of detached single-family housing on small lots constructed in the late 19th and early 20th centuries. The predominant styles are Queen Anne and Colonial Revival. The area demonstrates a high degree of integrity and exhibits excellent period details such as decorative wooden porches, patterned shingle siding, and gable ornamentation which are enhanced by appropriate maintenance. There is limited use of substitute sidings and replacement doors and windows.

The area also contains a scattering of 1920s and 1930s cottages exhibiting Tudor and Craftsman elements. These later structures are compatible with the earlier buildings in terms of scale, setbacks, and lot size. Modern intrusions such as ranch houses are interspersed throughout the area.

One of the few remaining cobblestone streets (granite paving blocks) is extant on the upper end of Wynkoop Place. This is also the location of the Reformed Church of the Comforter and its cemetery. The Good Shepard

on School, a c.1890 Victorian municipal building constructed of brick is
a in this neighborhood at 83 East Chester Street.

TS-HUTTON BRICKYARD

on the Hudson River with vehicular access from North Street, the
te consists of a small cross gabled brick office building with Gothic
ards, several long, low shed buildings, a kiln area, a steel storage tank,
monitor roofed shed complex on the bank of the River, and brick
rea. The plant railroad with its hopper cars is located on the west side
uildings. The river side of the complex includes a long concrete
d, and a large steel gantry on tracks. Two large wooden barges with
g deck houses lie abandoned and in a state of advanced decay along
head. The integrity of the complex appears to be good; the site is
ed, however, because of its location and is currently being prepared
elopment. The brickyard is the last intact production complex of an
nt extractive industry in Kingston and which contributed to the
e brick construction within the city. Its owners became prominent
as evidenced by the Cordts mansion directly above the brickyard.

hip changed in the 20th century, but the brickyard continued
n as an important employer until 1970. It is one of three remaining
king facilities left in the Hudson Valley. A more detailed
of the site for its industrial archaeology potential is warranted,
D, appropriate documentation.

OR AVENUE/ROOSEVELT PARK

a is located north of Albany Avenue and encompasses Manor
the Newcombe Estate, the Kingston Armory (1931), the avenues of
lt, Wilson, Madison and Harding and the cross streets of Jefferson,
n, Charlotte, Savoy, Colfax and York. This is a planned, single-family
ial neighborhood developed circa 1920-30 on the site of a former
<. The predominant architectural styles are small scale, Tudor and
Revival and in general, the housing stock exhibits excellent
Constructed of brick, stucco, or frame, the local adaptation of the
yle features decorative half-timbering, elaborate chimneys, round-
doors, parapeted gables and small mullioned windows. The Colonial
houses display similar door surrounds with decorative pediments
lights, dentiled cornices, and six over six windows. Both types exhibit
etached garages. As a group, these eclectic houses are evenly sited
ilar setbacks and landscaping, and benefit from careful maintenance.

Urban Renewal clearance, the integrity of many of the houses within this neighborhood has been compromised by inappropriate renovations and modern siding.

Of special interest is Pine Grove Avenue which appears to have been created as a planned boulevard. It is a tree-lined street with a landscaped median containing a sidewalk and benches serving as a formal approach to Wiltwyck Cemetery. The Cemetery is a late 19th century rural cemetery with a modern segment.

FLATBUSH AVENUE/ ARTERIAL

This section roughly encompasses the broad area from Foxhall Avenue along Flatbush

Avenue to the city limits and includes parts of the Clifton Avenue area and North Rondout (see map). It is a 19th and 20th century residential area with a diverse building stock. Overall, the area lacks cohesiveness and integrity although an occasional building has merit. Of particular interest is a one and a half story, frame farmhouse on Foxhall near the corner of Cornell Street built c. 1840.

Stephan, Derrenbacher, Gage Street and parts of Foxhall appear as simple, vernacular, frame worker housing generally built in the late 19th and early 20th century, and are located in close proximity to the factories and railroads. The building stock has been poorly maintained, and many buildings have been extensively altered. A 1940's development exists in the upper Clifton Avenue section. The buildings are brick and frame cottages situated with views of the Catskill Mountains.

ALMS HOUSE

This 19th century brick structure is located on Flatbush Avenue near the northern city limits. It is a large, civic building of Italianate style with a pronounced bracket and cornice line. The building is in good condition and has remained largely intact. It is presently being used to house County offices.

The extensive grounds are well maintained and enhanced by large trees and natural limestone outcroppings. The property also contains several 19th century outbuildings which are also in good condition.

FORSYTH PARK NEIGHBORHOOD

North of Lucas Avenue and Forsyth Park is an S-shaped neighborhood primarily developed in the early to mid 20th century. It is comprised of a mixture of single family residences including American four-square, bungalows, cottages, and ranches. Overall, the houses are in good condition

and located on small lots with short setbacks. At the rear of this neighborhood, off Fairview Avenue, is a modern apartment complex of block, two story construction which is out of scale with the rest of the community. Presently, this neighborhood lacks historic significance.

TWENTIETH CENTURY COMMERCIAL

KINGSTON SHOPPING PLAZA

This area consists of institutional, municipal, and commercial structures from the intersection of Hurley Avenue and Quarry Street extending along Schwenk Drive to Albany Avenue. Primarily constructed during the 1960s and 1970s on land cleared according to the city's Urban Renewal plan.

ALBANY AVENUE

The northern four blocks of Albany Avenue within the city limits, is characterized by commercial strip development which extends northward into the Town of Ulster. The area is incompatible with adjacent residential neighborhoods in the city and contains no significant properties.

WILBUR AVENUE

At the base of West O'Reilly Street and Wilbur Avenue is a new, high density multi-family housing project constructed in 1987-88. Built on open land, it incorporates ersatz colonial design.

FLATBUSH AVENUE

The Colonial Gardens complex and the Stuyvesant Charter Apartments are located across from St. Mary's Cemetery on Flatbush Avenue. The former is one of the earliest public housing projects in Kingston and was constructed in 1948. The complexes are well maintained and operated by Kingston's Public Housing Authority.

OPEN LAND

There are a number of city parks and the largest are noted on the existing conditions map. The parks delineated are: Forsyth Park on Lucas Avenue, Hasbrouck Park on Delaware Avenue, and Kingston Point Park at the end of Delaware Avenue. The parks are in generally good condition and well used by the community. They serve as an important amenity and are often located on interesting topography. Hasbrouck Park, developed on the reclaimed site

of the Newark Lime and Cement Company, has an extraordinary vista of the Hudson River and Valley. It also features a cobblestone park pavilion, built c. 1930.

The largest section of open land is denoted as Abandoned Quarries on the map. It is the area known as Steep Rocks and combines marshlands adjacent to the River with slate rock cliffs. It was the site of 19th and 20th century brick and cement extractive industries. Several kiln foundations and the remains of a handful of partially buried wooden barges used for shoreline expansion are present approximately 1/2 mile north of the Cordts and Hutton brickyard. These elements appear to date from the mid-twentieth century. A large cement plant, apparently dating from the early to mid-twentieth century is located along the river near the northern city limits. Nearby is a late 19th century brick storage building of unknown original use.

The two areas found in the northwest section of the city, near the Thruway and Manor Lake are marshlands of the Esopus Creek.

There are two private golf courses within the city limits noted as Private on the map. The Wiltwyck Country Club is located in the northwest section of the city, and the Twaalfskill Golf Club is located in the southern section of the city on West O'Reilly Street.

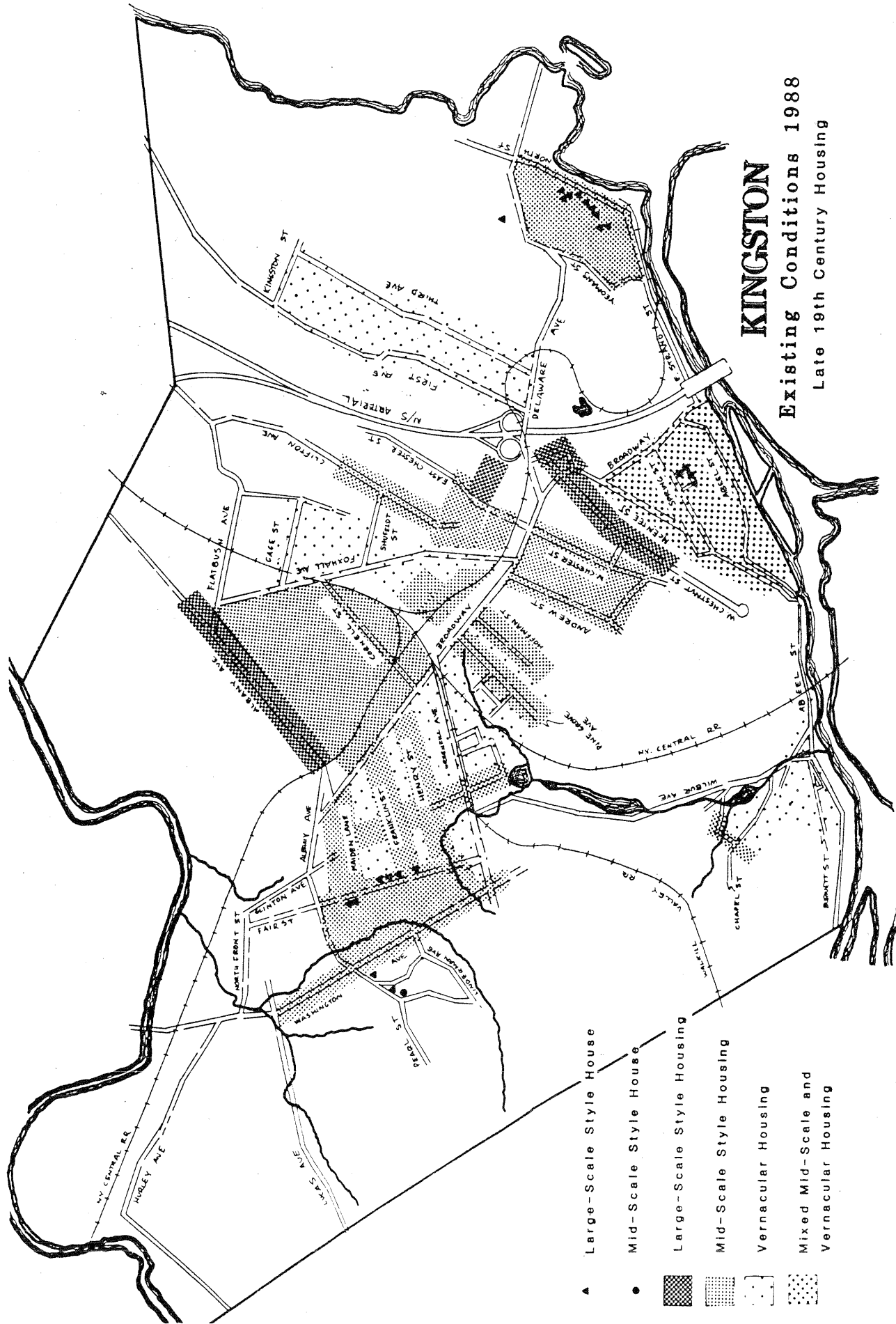
The area around Chapel Street (off Wilbur Avenue) is predominantly vacant land with several farmhouses, scattered houses and outbuildings. Although a number of these houses appear to date from the 19th century, most have experienced a considerable loss of integrity. However, at least two houses warrant more careful consideration including the large, brick, Second Empire structure and a Carpenter Gothic house.

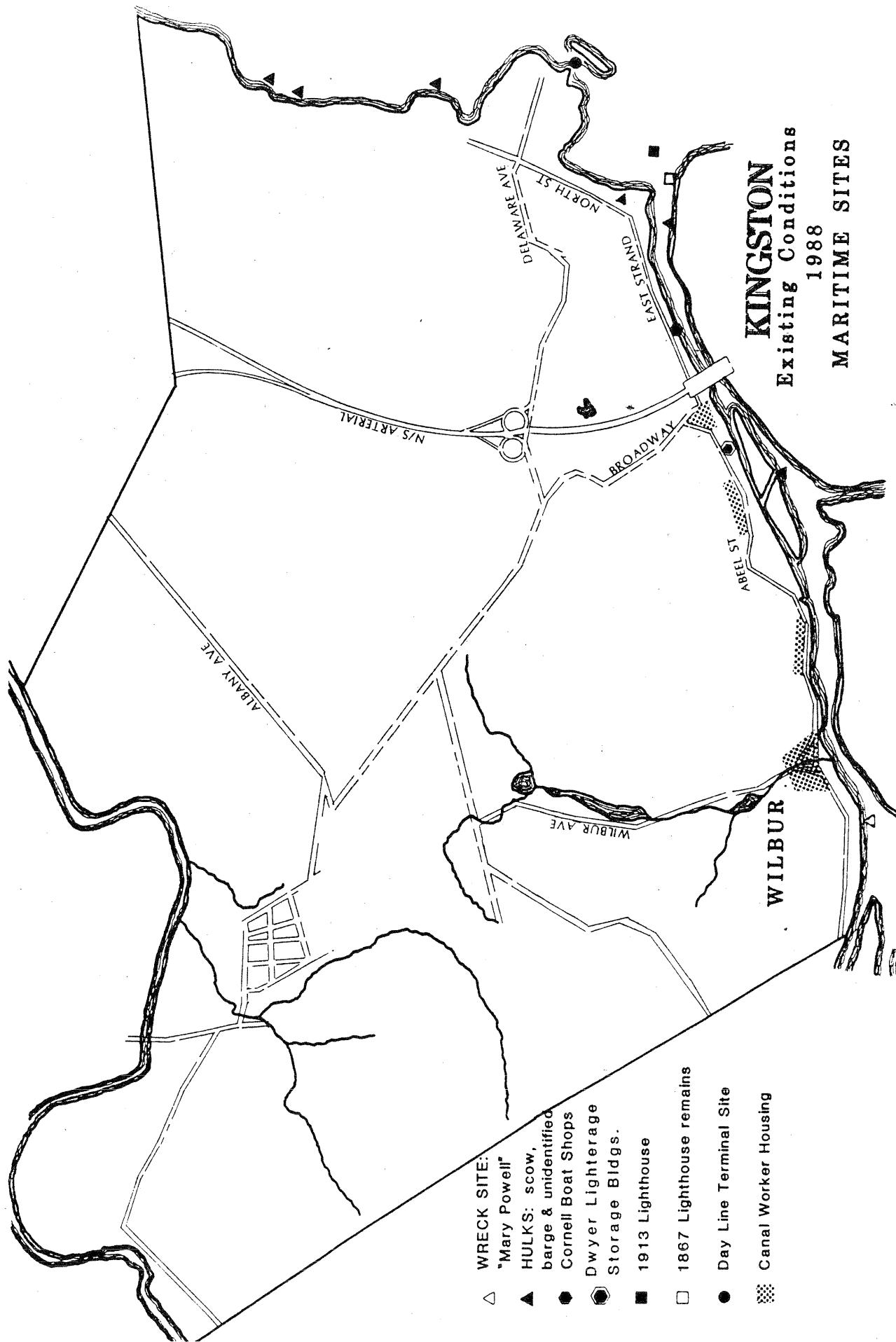
URBAN RENEWAL

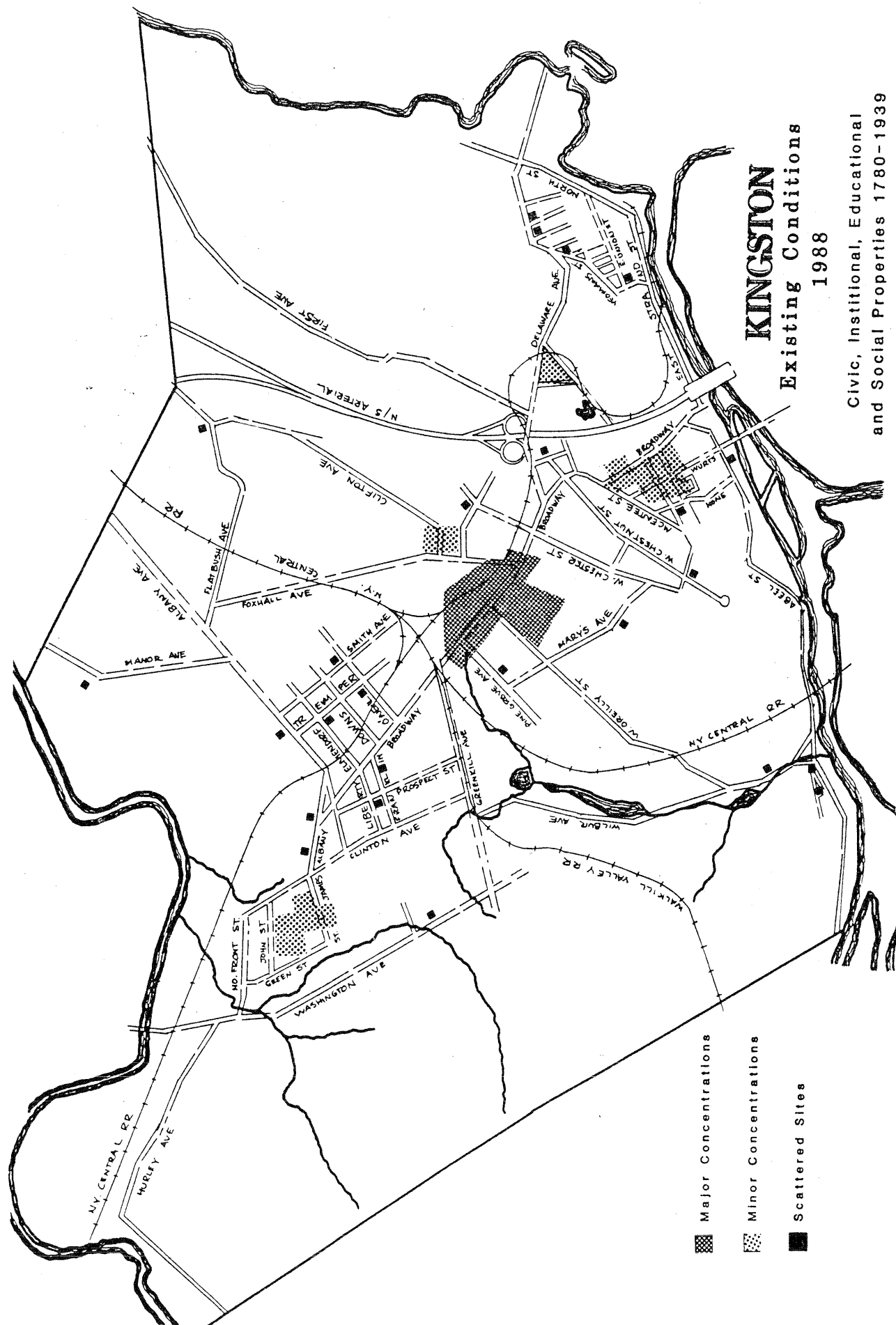
Land located in the Rondout section of the city is shown as white space on the map and indicates Urban Renewal land including two undeveloped parcels on either side of the Loughran Bridge, two large multifamily housing projects, Broadway East and Rondout Gardens (replacement housing), the Maritime Center (underneath the bridge), the City's sewer plant, and new City Hall.

Existing Conditions 1988

Late 19th Century Housing







KINGSTON

Existing Conditions
1988

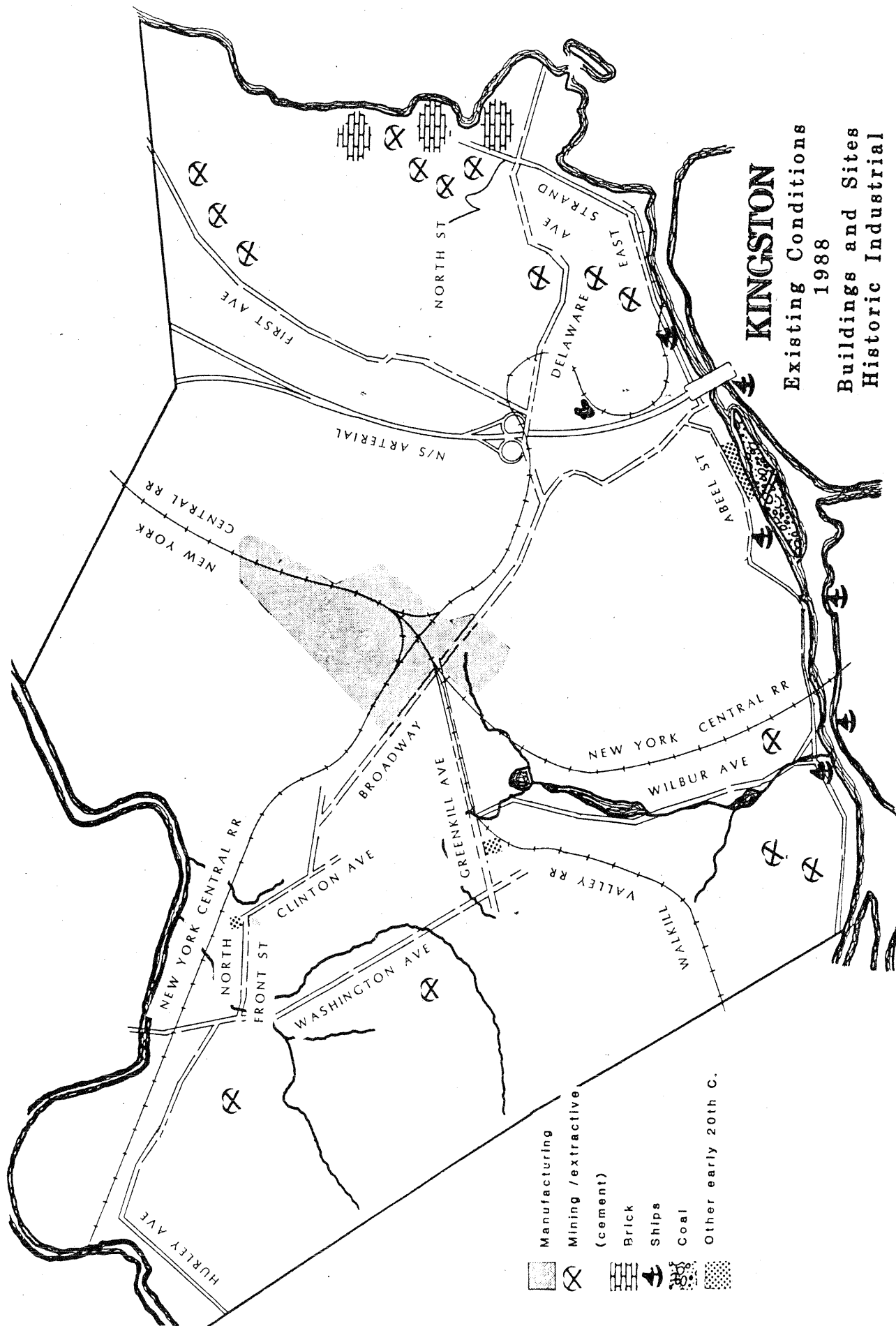
Civic, Institutional, Educational
and Social Properties 1780-1939

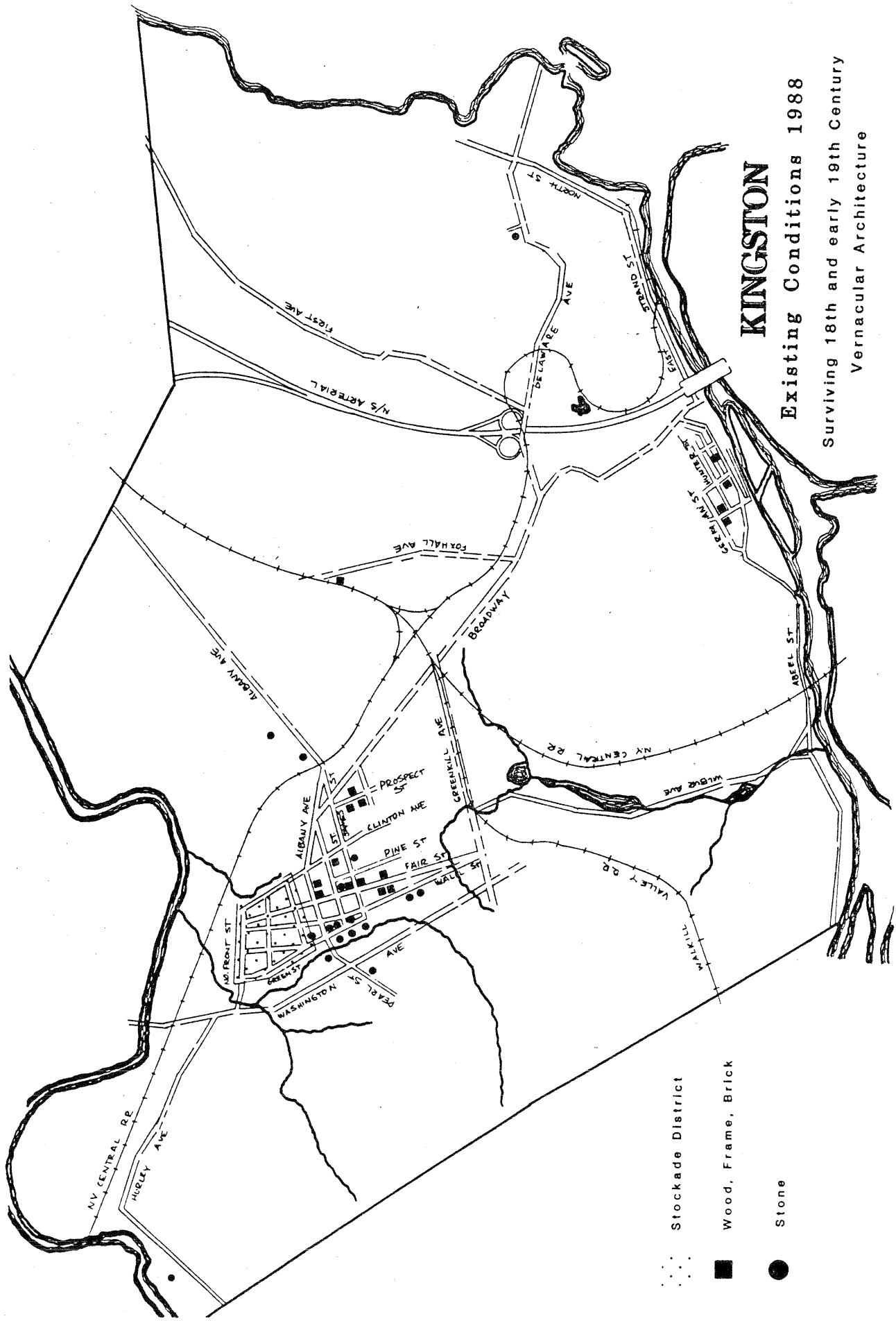
- Major Concentrations
- Minor Concentrations
- Scattered Sites

KINGSTON

Existing Conditions
1988

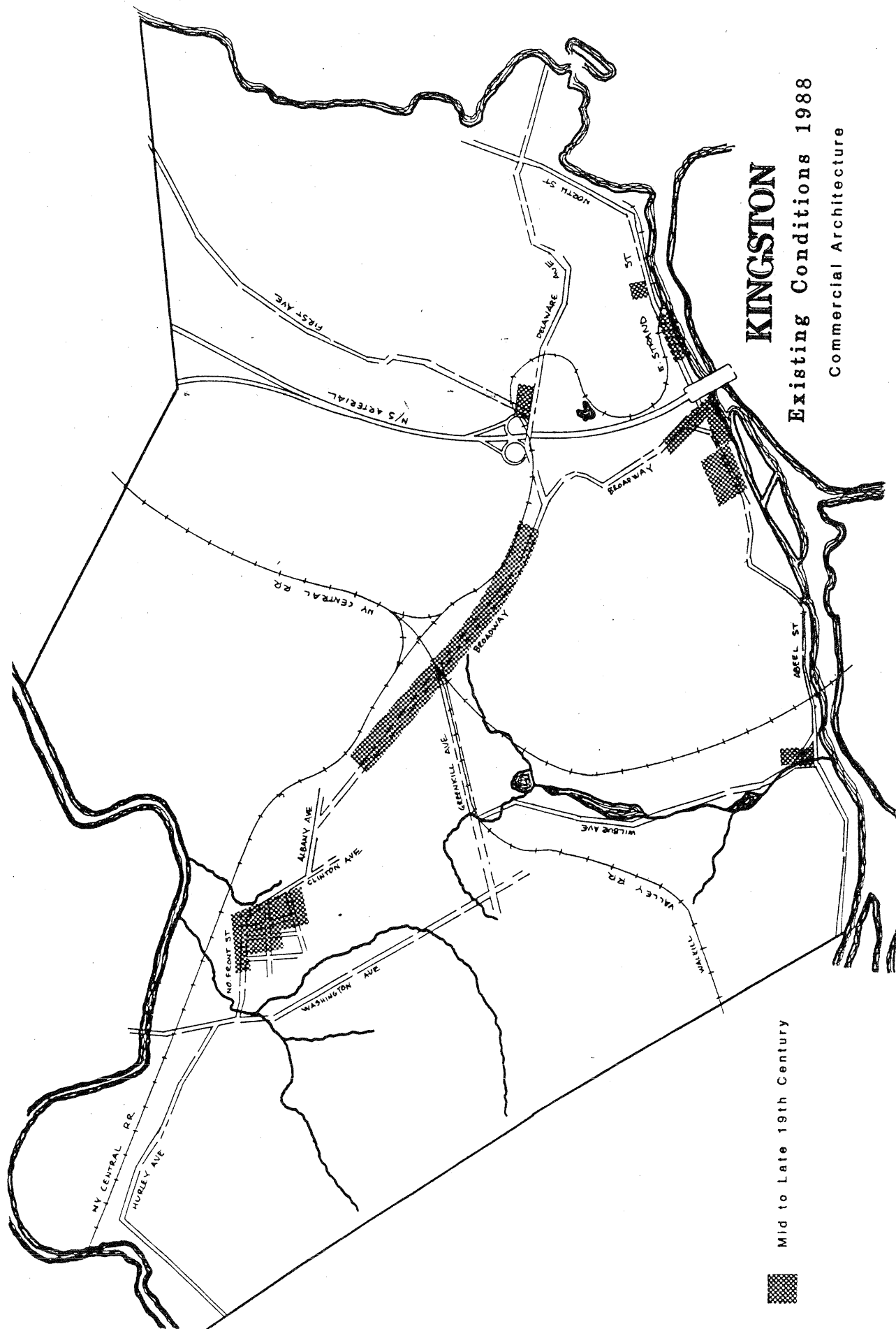
Buildings and Sites
Historic Industrial





KINGSTON

Existing Conditions 1988
Surviving 18th and early 19th Century
Vernacular Architecture



KINGSTON

Existing Conditions 1988

Commercial Architecture

Mid to Late 19th Century

OVERVIEW OF PREVIOUS SURVEY WORK

Malo, Paul. "The Architecture of the Stockade District, Kingston, New York" February 1969. A study conducted by Paul Malo, Assistant Professor of Architecture at Syracuse University on behalf of the Landmarks Preservation Commission through the support of the New York State Council on the Arts. It identified existing architectural features of select buildings in the Stockade District. Recommendations were included for the preservation of the Louw-Bogardus ruins and the Hoffman House. there are no accompanying maps and reference is made to buildings by commonly used names rather than addresses.

Collamer, Jeanette and Karen S. Hartgen. "Stage I Literature Review, City of Kingston Sewage Collection System and Treatment Facilities, Project #C-36-1037, Ulster County, New York" June 1978. Literature search for Kingston sewage facility limited to the Strand area which is found to be an extremely sensitive area for prehistoric evidence. A cursory examination of archaeological findings as well as an overview of the history of the City of Kingston. It reflects the preservation philosophy of the time it was written.

Eisenburg, Leonard. "Ponckhockie dig" Sunday Freeman, August 3, 1986, 3. Article discussing the archaeological study conducted by Leonard Eisenburg, Assistant Professor of Anthropology at the State University of New Paltz. Area in Ponckhockie identified as the site of an Indian settlement during the Late Woodland Period (1200-1300 A.D.) with a population of 50-100.

Historic American Building Survey. Kingston, New York. P. Ward, delineator.

Library of Congress, Washington, D.C. Measured scale drawings of a section of Clinton Avenue (early federal designation).

Urban Cultural Parks manual, Reimann-Buechner Associates, Syracuse, New York. Report which produced a narrative and physical representation of the City's historic resources as they relate to the Urban Cultural Park concept.

Kellar & Maxwell. "Survey overview" Kingston, New York, 1985. Produced under the auspices of the Certified Local Government program, the report summarized briefly the areas of the city with potential historic and architectural integrity.

REGISTRATION DATA

1. Chestnut Street Historic District, N.R., listed 1985
District Nomination Form completed and recommended for National Register recognition in 1985. Provides detailed architectural and historic descriptions of properties and is keyed to a photographic study.
2. Clinton Avenue Historic District, N.R., listed 1970
Included in the Kingston Stockade Historic District which was listed in 1975.
3. Community Theatre, N.R., listed 1979
Recognized as a local landmark in 1988.
4. Kingston City Hall, N.R., listed 1971
Recognized as local landmark in 1988.
5. Kingston Stockade Historic District, N.R. listed 1975
Originally completed in 1972 and accepted for the National Register of Historic Places in 1973. Information provided was minimal. Survey work updated in 1987 under a Certified Local Government grant. The present boundary appears arbitrary for a comprehensive understanding of the area.
6. Kingston/Rondout Lighthouse, N.R., listed 1979
This a very detailed and complete form by Elise Barry of Rhinebeck, New York.
7. Ponckhockie Union Chapel, N.R., listed 1980
Additional thorough research was conducted 1987-88 by McLaren Engineering Associates in preparation of an application for Environmental Quality Bond Act funding.
8. Rondout-West Strand Historic District, N.R., listed 1979
Blue forms completed by volunteers with and without experience resulting in uneven levels of documentation of the area; the best examples were prepared by Michael Lynch. A boundary extension is sought to include the western section of Rondout.
9. Senate House, N.R., listed 1971 (included in the Kingston Stockade Historic District)
10. West Strand Historic District (included in the Rondout-West Strand Historic District), N.R., listed 1974
11. Kingston-Port Ewen Suspension, N.R., listed 1980

A complete listing of National Register and local landmark designations is appended to this document.

ANNOTATED LIST OF HISTORIC PROPERTY TYPES

HISTORIC RESIDENTIAL ARCHITECTURE

EIGHTEENTH CENTURY VERNACULAR ARCHITECTURE, c.1700-1799

GENERAL CHARACTERISTICS

The majority of Kingston's surviving 18th century architecture is vernacular in design. Of the approximately 75 examples built before 1800, 50 are built of native, uncoursed limestone and 10 are built of post and beam frame construction with clapboard exteriors. The stone houses are generally 1-1 1/2 stories in height and feature elongated rectangular plans. The frame houses range from one to two stories and often feature side hall or center hall floor plans.

RANGE

Kingston's 18th century architecture is largely concentrated in areas of early settlement particularly in the Stockade District (see map). Early frame buildings are also believed to survive along the Rondout waterfront. Isolated examples originally built as farmhouses are located on the flatlands surrounding the Stockade such as Albany Avenue and the Suydam Farm on Hurley Avenue.

INTEGRITY

The stone houses survive with a fairly high level of integrity given their age. Some were converted to commercial use in the Stockade during the mid to late 19th century, and others were altered with colonialized details (dormers, doorway details, etc.) during the early 20th century as the city took new pride in its historic colonial past. Frame houses, built of less permanent and more difficult to maintain materials are more likely to have experienced major alterations and replacement of materials. Therefore, intact frame houses from this period are especially rare. Heavily altered frame buildings of this period are sometimes difficult to identify in the field.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. Four Corners	23-23
2. 43 Crown Street	23-24
3. Senate House, Clinton Ave.	22-14
4. Delaware Avenue	18-9
5. Suydam Farm	25 8-12
6. Foxhall Manor, Albany Ave.	26-10
7. Bogardus Tavern, 96 Maiden Lane	26 18-19
	22-23
8. 88 Maiden Lane	26-20
9. 35 Crown Street	24-1
10. Louw Bogardus Ruins	24 11-12

EARLY NINETEENTH CENTURY RESIDENTIAL ARCHITECTURE 1800-1850

GENERAL CHARACTERISTICS, NUMBERS

During the early 19th century the building stock in Kingston was mixture of Post-Colonial Federal, Greek Revival, and vernacular styles. Of the approximately 125 remaining examples built in this period, the majority are post and beam frame construction with clapboard exteriors, 15 are brick and several are coursed limestone (the Daughters of the American Revolution building on Green Street). They are generally two stories and feature rectangular floor plans. Larger examples often feature symmetrical facades with center hall floor plans whereas smaller examples feature three bay side entrance facades with sidehalls.

RANGE

The early 19th century buildings are located in the areas of the original settlements, along the Rondout and the village of Kingston. The greatest concentration is in close proximity to the Stockade area in the Fair Street-St. James Street section, and referred to as the Stockade Extension in the Existing Conditions chapter of this report.

INTEGRITY

The survivals of this period are generally of good to excellent integrity. Many architectural details are well maintained and include fanlights and transom windows, column supports, decorative cornices, and entry porches. A notable

brick town house in the Federal style is located at 15 Hone Street in the Rondout and a highly detailed clapboard house is found at 57-59 St. James Street. Two excellent Greek Revival houses with temple facades are found at 26 Pearl Street and 120 St. James Street, and a simpler version at 159 Fair Street. A number of period houses with altered siding and some replacement windows are also located in the Stockade Extension (Furnace Street, between Liberty Street and St. James Street). These houses are situated on small lots with minimal setbacks.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. 15 Hone Street	20-15
2. 143 Fair Street	23-11
3. 26 Pearl Street	23-16
4. 120 St. James Street	23-22
5. 127 Fair Street	23-10, 24

MID TO LATE NINETEENTH CENTURY RESIDENTIAL STYLES ARCHITECTURE 1850-1899

GENERAL CHARACTERISTICS, NUMBERS

The mid- to late 19th century was a time of great expansion in Kingston and the building stock multiplied accordingly. Literally hundreds of structures were built throughout the city. Inspired by the Picturesque Movement, a variety of eclectic architectural styles became popular in the city during the mid-19th century including Gothic, Italianate, and Second Empire. Later in the century, the Stick Stick style, Queen Anne, Shingle and Chateausque styles also became popular. Larger houses of this period are characteristically two to three stories high, and are highly detailed with architectural embellishments and irregular floor plans. The wall siding materials are wood, brick, and stucco on stone with the first two used most commonly.

There are two notable examples of coach houses that survive without the mansions for which they built. These are the Cornell Coach house, a Second Empire brick structure at 8-14 Spring Street which is now occupied by the Southside Baptist Church; and the brick Tudor Coach houses at 8-18 and 20-22 Augusta Street.

RANGE

These buildings occur throughout the city, intermingling with the Stockade area and the Rondout. The heaviest concentrations occur in neighborhoods along Broadway: Chestnut Street, East Chester Street, Clifton Avenue, Albany Avenue, Henry Street, and the Elmendorf/Downs/ Tremper Avenue area as well as along Washington Avenue (see map: City of Kingston, New York: Existing Conditions, Late 19th Century Housing).

INTEGRITY

The many examples of this period are maintained with a wide range of integrity from poor to excellent. The hazard of substitute building materials and inappropriate additions is clearly represented. Within each architectural style there are differences of scale. For example, the John Cordts Estate, a superb survival of a Second Empire mansion with outbuildings, grounds, fencing, and vista can be seen as a large scale version in contrast to 32 Stuyvesant Street, a mid-scale Second Empire house.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. Delaware Avenue- Gross Estate	19-2	
2. Lindsley Avenue- Cordts Estate	18 1-8	
3. 34-56 Grove Street	18-11,13	
4. 41-51 Grove Street	18-10	Queen Anne
5. 45-47 Jarrold Street	19-3	Queen Anne
6. 32 Stuyvesant Street	20-8	Second Empire, brick
7. 34-36 Stuyvesant Street	20-7,10	Queen Anne, brick
8. 26-30 Stuyvesant Street	20-9	Second Empire
9. 8-14 Spring Street		Second Empire, brick
10. 20-22 Augusta Street	19 20-21	
11. 8-18 Augusta Street		Tudor Coach houses
12. 81-83 West Chestnut Street	19-24	Queen Anne
13. 10-14 West Chestnut Street	20-2	Italianate
14. 17-21 West Chestnut Street	20-3	Italianate
15. 144-170 West Chestnut Street		Neo-classical

VERNACULAR HOUSING, c. 1850-1899

GENERAL CHARACTERISTICS, NUMBERS

This category of housing is Kingston's most predominant type of building stock with literally hundreds of examples. The characteristics of this group exhibit a simplicity of scale and design, although some stylistic details are commonly observed, such as simple Queen Anne spindlework porch details or decorative bracketing. The houses are generally built with a front gabled roof, often with a wing, and full or partial porch, and siding of wood or brick.

RANGE

These occur usually in patterned neighborhood developments primarily in the midtown section, particularly Andrew Street, along Foxhall Avenue, the North Rondout area, the Henry Street section, O'Neil Street and South Manor Avenue as well as Ponckhockie.

INTEGRITY

The range of integrity is poor to excellent with poor maintenance, synthetic siding and inappropriate alterations the greatest threats. Ponckhockie and North Rondout are noted for their brick examples. 54-56 Tompkins Street is an unusual, small Italianate house c. 1890 with patterned brick details, and 47-49 Walnut Street exhibits the front gable, side wing configuration with decorative porch and cornice details in fair condition. Tubby Row, located at 76-88 Spring Street, is an unusual brick mansard roofed row house with excellent details despite its deteriorated condition.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. 40-42 Post Street	20-16	Italianate brick
2. 76-88 Spring Street	20-14	Second Empire worker housing
3. 54-56 Tompkins Street	18-24	Brick Italianate, c.1910
4. 47-49 Walnut Street	18-21,22	Vernacular Victorian

SECTION
B

EARLY TWENTIETH CENTURY RESIDENTIAL ARCHITECTURE 1900-1940

GENERAL CHARACTERISTICS, NUMBERS

The beginning of the 20th century in Kingston saw the era of period revival styles, particularly the Colonial Revival and Tudor style houses, and the introduction of a new style, the Craftsman style cottage/bungalow. There are approximately 200-300 buildings in this category. Generally of two stories, they are sided with wood clapboard or brick, although there are scattered examples of decorative concrete cinder block, stucco on metal lath, and coursed limestone (Myron Teller houses). For the Colonial and Tudor Revival, the houses vary from large scale mansions to middle class neighborhood examples. The floor plans are often irregular with great emphasis on architectural embellishment deriving from the period. The Craftsman cottages and bungalows are 1 1/2- 2 stories with a low pitched roof, pronounced eaves and full porches. They derive from the aesthetic of the Arts and Crafts movement.

RANGE

Kingston's 20th century architecture is largely found in the planned residential neighborhoods in the northwest section of the city, the Pearly Street to Hurley Avenue area, and in the northeast section radiating loosely on both sides of Albany Avenue but particularly the North Manor Avenue section. A number of examples of the bungalow style occur along the Washington Avenue area. Intact Bungalow houses are also found on President's Place in Rondout, Hoffman Street in midtown, and along Albany Avenue. The large scale mansions are scattered throughout the city with several Colonial Revival examples found in the Chestnut street National Register District, one in Ponckhockie, Clifton Avenue and Highland Avenue have several large Revival houses as well. Examples of each style are scattered throughout the city.

INTEGRITY

The houses in this grouping are generally of good integrity, due in part to the recent date of construction. The Bungalow houses seem to be more vulnerable to poor rehabilitation work or inappropriate alterations while the larger Revival houses are occasionally subject to commercial conversions.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. 231-335 East Union Street	18-14	Colonial Revival
2. 21-27 President's Place	20-12	Colonial Revival
3. 6-8 President's Place	20-13	
4. 69-79 West Chestnut Street	19-25	
5. 120-134 West Chestnut Street	19-23	
6. 64-74 West Chestnut Street	20-5	

HISTORIC COMMERCIAL ARCHITECTURE

LATE 18TH, EARLY 19TH CENTURY COMMERCIAL ARCHITECTURE CIRCA 1777-1850

CHARACTERISTICS, NUMBERS, LOCATION

There is a limited survival of commercial architecture from this period, given the penchant to renovate and reconstruct. Kingston has one superb example of a Greek Revival bank on the corner of Main and Fair Streets in the Stockade Historic District, and named today, the Key Bank of Southeastern New York. One other possible site is a vernacular building on Clinton Avenue, a simple classical style clapboard 1-1 1/2 story structure in a row of buildings recorded by the HABS Building Survey. It is difficult to determine at what time the current storefronts were added.

A site in the Rondout for consideration is 9 Hone Street, a three story frame building with a first floor commercial front. The original facade was acquired by the Winterthur Museum in Delaware in the early 20th century.

The possible site of an 18th century gristmill, as mentioned in the narrative is located on Wilbur Avenue near Rodney Street, close to the Twaalfskill Brook. The location remains a hilly wooded area of potential archaeological significance.

INTEGRITY

The bank is well maintained and exhibits many of its original architectural details despite the addition of modern banking conveniences. The Hone Street building is in poor condition with the application of various

replacement materials. The archaeological potential of the mill sites are threatened by development.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. Gristmill ruins, Wilbur Avenue 23-1.2
2. Key Bank, Main Street 24-6

MID TO LATE NINETEENTH CENTURY COMMERCIAL ARCHITECTURE CIRCA 1850-1899

CHARACTERISTICS, NUMBERS

Located in the city of Kingston are approximately 75-100 buildings from the mid to late 19th century. Predominantly Italianate in style, they are brick two or three story narrow, deep buildings with broad glass store fronts. Typically they have detailed upper story windows and flat roofs. Decorative elements may include projecting cornices with brackets or medallions (Arace Building on Broadway), shaped pediments with name or date block (The Clermont on Wall Street), cast iron storefronts (lower Broadway and West Strand).

RANGE

These vast majority of these buildings are found in the business sections of the city such as Rondout, along Broadway and uptown.

INTEGRITY

This building stock is one of Kingston's most valuable resources and is gravely threatened by incompatible rehabilitation. There are examples of good renovation including Franklin Pharmacy, on the the corner of St. James Street and Broadway, the Arace Electronics building on the corner of Brewster Street and Broadway, and the West Strand commercial row in Rondout. Extremely critical are the rows in the Midtown Core on Broadway, near Old City Hall and UPAC.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

1. Earl B. Feiden Building, 661 Broadway	26-9
2. Arace Electronics	24-22
3. Clermont Building, Wall Street	22-22
4. West Strand Row/Freeman Building	22 8-11

EARLY TWENTIETH CENTURY COMMERCIAL ARCHITECTURE CIRCA 1900-1939

CHARACTERISTICS, NUMBERS

There are approximately 50-75 commercial buildings of this period located in the city. Included in this grouping are factories, hotels and mixed use structures constructed individually or in a row. There are also several examples of 19th century buildings which were updated with early 20th century facades. The predominant elements include two-three story brick construction, and adaptations of popular architectural styles such as Tudor, Art Deco, and Colonial Revival.

RANGE

Hotels are presently found in the Stockade area and include the Kirkland, on the corner of Main Street and Clinton Avenue, The City Hotel, 11 Main Street, the Wiltwyck Inn, Main Street across from the Old Dutch Church, and the Stuyvesant Hotel at the corner of John Street and Fair Street, and the Governor Clinton Hotel on Albany Avenue. Factories are located along Greenkill Avenue and central Broadway. Art Deco structures/facades are found in the Stockade, along Broadway (Empire Liquor Store), and the ATI gas station on the corner of Greenkill Avenue and Fair Street. A Tudor Revival row (Bongartz Building) is found on Broadway between Foxhall Avenue and East Chester Street.

INTEGRITY

The condition of the buildings ranges from fair (Kirkland, Stuyvesant) to good (Bongartz Block, Empire Liquor Store) to excellent (Wiltwyck Inn, Governor Clinton Hotel).

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. Stuyvesant Hotel	25-13
2. City Hotel	25-16
3. Kirkland Hotel	25-17
4. Micronetics, Dederick Street	22-1
5. 300 Wall Street	22 19-20
6. ATI Gas Station	23-6
7. Empire Liquor Store	24-18
8. Kay's Dress Co., Field Court	21-16
9. Baltz's, 55 Greenkill Ave.	21-17
10. Bongartz Block	25 5-6

THEME RELATED PROPERTY TYPES

MARITIME NAVIGATION SITES

GENERAL TYPES, CHARACTERISTICS, NUMBERS AND RANGE

Building types associated with the maritime industry include the Cornell Boatbuilding complex on 94-122 East Strand (a local landmark listing) and an associated Cornell Co. building on 96-110 Ferry Street (now Millens Steel), brick four story and two story boat shops with central, full arched doorways and contrasting lintels. Further along the Creek are a group of wooden warehouse structures associated with the Dwyer Lighterage Co. on Dock Street.

The Rondout II Lighthouse, a brick Renaissance Revival structure built in 1912 is located at the mouth of the Rondout Creek, near the underwater foundation ruins of Rondout I Lighthouse dating from 1867.

The Ferry Landing site at Kingston Point Park and remains of docks are indicative of the important role of Kingston as a Hudson River town.

The remains of vessels are also an important component of the city's maritime history. Within the city limits wooden barge hulks have been identified near North Street in Ponckhockie, alongside the Cordts Hutton brickyard complex north of Ponckhockie and along the west shore of the Hudson River north of the brickyard. Other hulks including one potentially associated with the Delaware and Hudson Canal lie abandoned on the south

side of the Rondout Creek in Sleightsburg. The remains of the 1861 sidewheeler Mary Powell lie in the mud flats along the south side of the Rondout Creek near the railroad bridge. Submerged wrecks may be present in the Hudson River and Rondout Creek at Kingston, but have not been surveyed as part of this report.

Areas associated with the Delaware & Hudson Canal include the Mansion House and 85 Abeel Street as offices/stores/rental housing of the company, and Company Hill Path used to connect the main D & H Company building with the waterfront.

Island Dock, constructed as navigational improvement to serve as a loading area, is evidence again of the importance of this industry to the City's development. Privately owned, it is underutilized and may be subject to speculative real estate pressures.

INTEGRITY

The boatshops have good levels of integrity with their current uses. The warehouses retain fair integrity. Many of the abandoned hulks retain a high degree of integrity despite advanced deterioration, particularly the barges located near the Cordts Hutton brickyard.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. 94-122 East Strand Street	19-4	Cornell Boatbuilding Complex
2. 96-110 Ferry Street	18-15	Millens Steel
3. Rondout II Lighthouse	18-17	
4. Lighthouse ruins	18-18,19	
5. Ferry Landing	17-10,13	
Dock	16-3	
Barge site	16-4	
6. Dock Street	26 4-6	Dwyer Lighterage
7. Island Dock	27-8	
8. Mansion House	27-7	
9. 85 Abeel Street	27-5	

RELIGIOUS PROPERTIES

GENERAL CHARACTERISTICS AND NUMBERS

This group of approximately 30 properties are typically characterized by their monumental scale and architectural sophistication. The majority were built during the 19th century. Often associated with the church itself are complexes which may include related parish houses, walls, campuses, cloistered walkways and burial grounds.

Prominent visual features are the central nave, the two or three cross bays, and the towers/steeple. They are primarily constructed of bluestone, limestone or cement. The best represented styles are the Gothic and Neo-Classical. A representative example of the Gothic style is the Fair Street Reformed Church (near the intersection of Fair and Pearl Streets) built of locally quarried coursed limestone. Other Gothic churches include Ponckhockie Union Chapel on Abruyn Street, the Redeemer Lutheran on Wurts Street, and St. Joseph's Church on Main Street.

RANGE

The buildings are largely centered in the Rondout or the Stockade areas with one on Albany Avenue and two in the Ponckhockie area.

INTEGRITY

Generally, these are of high quality, however, threats do exist in prohibitive costs of necessary repairs and routine maintenance. Ponckhockie Union Chapel is rapidly deteriorating due to water damage.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

Religious properties

1. Fair Street Church	23 15,17 26 21
2. St. Mary's Catholic Church	26 15-17
3. Emmanuel Synagogue	27-4
4. Seventh Day Adventist	27-6
5. St. Joseph's Catholic Church	22-23
6. Ponckhockie Union Chapel	16-12,13

CEMETERIES

GENERAL CHARACTERISTICS AND NUMBERS

There are six or more cemeteries in Kingston of varying sizes and conditions. They range from small plots of one acre to large tracts of land. In style they range from simple headstones in an even grid pattern to elaborate architectural monuments placed in a designed landscape, the best example of which is Montrepose. The cemeteries are found in church yards such as Old Dutch in the Stockade or as autonomous areas like St. Mary's on Foxhall Avenue or Wiltwyck at the end of Pine Grove Avenue. The larger cemeteries often include one or more of the following: caretaker's house, outbuildings for maintenance and equipment, gates, fences vaults, plaques, tombstones and other mourning iconography.

RANGE

The main burial sites are in the south central section of the city on either side of West O'Reilly Street and in the northeast along Foxhall Avenue. the smaller sites are scattered in various wards of the city.

INTEGRITY

The early sites such as Sharpe's and Mt. Zion are in poor condition with major losses of fencing and with deteriorated stones and subject to vandalism. Another early site, located at Old Dutch, is in the center of the uptown commercial area and is well maintained. Wiltwyck, Montrepose and St. Mary's, which are the largest sites, are presently in use and retain good integrity.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

Cemeteries

- | | |
|------------------------|----------|
| 1. Mt. Zion Cemetery | 25 18-19 |
| 2. Sharpe's Cemetery | 26-11 |
| 3. Montrepose Cemetery | 19 16-18 |

BLUESTONE INDUSTRY SITES

GENERAL CHARACTERISTICS, NUMBERS, RANGE

There are few remaining sites connected to the Bluestone industry. The most notable property is the Fitch Bluestone Company business office located in Wilbur on the Rondout Creek in close proximity to former loading docks. A residential property associated with the industry is the Sweeney house on Wurts Street. Of bluestone construction it was owned by the Sweeney family who operated a bluestone yard beneath the West Shore Railroad trestle.

Bluestone sidewalks are located throughout the city and are representative of the industry's local importance.

INTEGRITY

Both buildings are in excellent condition and retain their original features. The Fitch Bluestone Company business office has been recognized with local landmark status. The sidewalks exhibit fair to good levels of integrity and are subject to replacement materials due to their deterioration condition.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

1. Fitch Bluestone Company 19-5

BRIDGES

CHARACTERISTICS, NUMBERS AND LOCATION

Kingston has a variety of bridges, three of which span the Rondout Creek and several span major roadways. The Kingston-Port Ewen Suspension Bridge, known locally as the Rondout Creek Bridge, is located at the base of Wurts Street and was built in 1921. It was listed on the National Register in 1980. The West Shore Railroad Bridge, at 463-469 Abeel Street is a high steel bridge built c.1905 and composed of truss and deck girder spans.

There are at least six overpass bridges which are steel girder structures with concrete decks and railroad tracks built during the early 20th century. These are located at Broadway and Railroad Avenue, on the lower end of West O'Reilly Street, two on East Union Street, on Delaware Avenue near Hasbrouck Avenue, and on South Wall Street near Greenkill Avenue.

INTEGRITY

Few, if any, alterations were noted among the city's historic bridges. Conditions range from those in current use which are well maintained such as the Kingston-Port Ewen Suspension Bridge, the Arterial Bridge, and the Broadway, Union Street and Delaware Avenue overpasses to those which are no longer in use and threatened by deterioration.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

- | | |
|---------------------|----------|
| 1. Railroad bridges | 19 14-15 |
|---------------------|----------|

HORSE CARS, TROLLEYS

There are few properties associated with horse cars and trolley lines, the city transport systems of the late 19th to mid-20th century. One is a brick, two story structure built during the late 19th century on East Chester Street near Broadway. It was used as a car barn for the horse cars first, then for the trolleys and later for the busses. It is noted as the Ulster & Delaware Railroad Car Shops on an 1880 city map. Today it is used as a warehouse for the Kingston Consolidated Schools. Strategically sited at the center of the city along the main trunk line of Broadway, it survives as one of the only identifiable features of the city's historic streetcar system. Also extant is a trolley terminal (constructed by 1880) which is located on Smith Avenue behind the present-day Barclays Bank.

RAILROADS

CHARACTERISTICS, NUMBERS AND LOCATION

There are few property types extant related to the railroad. The West Shore Bridge at Abeel Street, built circa 1905, and related tunnel track as well as track found throughout the city are the most complete properties associated with the rails. The track that is in use is in relatively good condition. Lines no longer in service are in a deteriorated state and some track has been removed.

The turntable location from the Ulster Delaware Terminal Roundhouse is incorporated as an interpretative point at the Trolley Museum on the East Strand. The freight station building, loading docks and platforms on Susan Street off Pine Grove Avenue are now gone. No known rolling stock exists; local railroad memorabilia is collected by the Model Railroad Club and stored in their building located off Susan Street.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

- | | |
|--|----------|
| 1. West Shore Railroad Tunnel and Bridge | 19 12-15 |
|--|----------|

FIRE STATIONS

CHARACTERISTICS, NUMBERS, AND LOCATION

There are approximately 10-15 firehouses scattered throughout the city strategically located to serve each neighborhood. The majority of the buildings are late 19th century, two story, single bay brick structures with simple decorative Italianate details. A noted exception in terms of mass and scale is the Central Fire House on 17-21 East O'Reilly Street which has three bays. The Wiltwyck Firehouse on Frog Alley and the Rondout Fire Station on Garraghan Drive are built of concrete with a steel girder structure and constructed during the 1970s as part of the city's Urban Renewal plan.

INTEGRITY

Each of the buildings are well maintained and the majority of them function still as firehouses and staffed with either paid or volunteer firemen. A notable exception is the firehouse on Fair Street which is operated as Fireman's Museum by the Consolidated Volunteer Fire Companies within the city. This is kept in good order and houses fire fighting memorabilia and equipment.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

- | | |
|---|-------|
| 1. 3 Dunn Street, Twaalfskill Hose #5 | 19-5 |
| 2. 218 East Union Street, Union Hose #4 | 18-23 |
| 3. 85 Hone Street, Rapid Hose #1 | 20-11 |
| 4. Delaware Avenue, Cordts Hose | 17-21 |

BRICK INDUSTRY SITES

CHARACTERISTICS, NUMBERS, RANGE

There is one remaining brickyard (Cordts-Hutton Brickyard) consisting of sheds, a kiln building, a dock with a gantry, a plant railroad and a company office. The brickyard is located on North Street on the bank of the Hudson River. Two wooden barges with intact deckhouses are abandoned at the dock and are believed to have been used in transporting brick on the Hudson River.

There are approximately 200-300 brick residential, commercial and industrial buildings constructed of local brick throughout the city. A concentration of small brick houses in Ponckhockie and North Rondout may be directly related to the presence of the brickyards and the need for inexpensive employee housing.

INTEGRITY

The brickyard is in generally good condition, although the structures have not been used for brickmaking in several years. Its prime location on the Hudson River is a threat to its future preservation as a brickyard.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

- | | |
|----------------------------|--------------------|
| 1. Cordts-Hutton Brickyard | 16 22-24
17 1-5 |
| 2. Kiln | 17 14-16 |

CEMENT INDUSTRY SITES AND CONCRETE BUILDINGS

CHARACTERISTICS, NUMBERS, RANGE

The remaining elements of Kingston's 19th century cement industry are primarily located in the Ponckhockie neighborhood and consists of work silos, lime kilns and quarries and the shell of a concrete warehouse. Some structures are also extant in the Wilbur area along the Rondout Creek. Most of the sites have been abandoned since the turn of the century and are in a deteriorated state. One large cement plant, operated until fairly recently, remains along the river in the northeastern quadrant of the city. It appears to contain early 20th century facilities.

Four important 19th century concrete buildings related to the industry have been identified in Ponckhockie. These include the following: Ponckhockie Union Chapel on Abruyn Street which is listed on the National Register of Historic Places, Union Free School on Lindsley Avenue, the Children's Home (Tompkins house) on Grove Street, and a warehouse on the corner of Tompkins Street and the East Strand. The ruins of a fifth concrete building on the site of the Newark Lime and Cement Company operation, later converted for use as a church, remains on East Union Street. Early concrete retaining walls are evident in scattered locations around Rondout and Ponckhockie, particularly around some of the larger residences.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

- | | |
|-----------------------|----------|
| 1. Silos | 17 17-20 |
| 2. Kilns | 19 6-11 |
| 3. Cave and Quarry | 16 14-15 |
| 4. Kilns, Wilbur Ave. | 23 3-4 |
| 5. Kiln ruins | 16 18-19 |

6. Union Free School	17 2-3
7. Ponckhockie Chapel	16 12-13
8. Children's Home	18

MANUFACTURING BUILDINGS AND WAREHOUSES

CHARACTERISTICS, NUMBERS, RANGE

There are approximately 50-75 industrial buildings primarily located in midtown near the railroad line. Constructed of brick in the late 19th- early 20th century, these vernacular buildings range from two to four stories and exhibit simple brick or terra cotta ornamentation. A notable example in the Rondout area is the Forst Meat Packing Plant on Abeel Street at the base of Hone Street.

In addition, there are approximately 5-10 wood frame warehouses located along the railroad tracks along Foxhall Avenue near the intersection of Cornell Street.

INTEGRITY

Overall, the buildings are in fair to good condition. None appear to be seriously deteriorated, but those that are unoccupied are threatened by abandonment and expedient rehabilitation measures.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

1. Canfield's Supply Co.	21 11, 20-24
2. Huck Manufacturing Co.	21 10
3. Baltz	21 17
4. Romaine factory	21-14
5. Kingston Industrial Complex	20-18
6. Ashley-Universal	20-20
7. Forst Meat Packing Plant	26-1

EDUCATIONAL BUILDINGS

CHARACTERISTICS, NUMBERS, RANGE

There are approximately 15-20 school and related educational buildings located throughout the city which were constructed for public and parochial use. Generally the buildings are large, rectangular brick structures constructed in the late 19th century. Usually two and three stories high and several feature a bell tower and decorative brick ornamentation. Prominent among this group is the early 20th century Neo-Classical High School on Broadway and the adjacent Colonial Revival Myron J. Michael Middle School on Andrew Street. The Kate Walton Field House was constructed in the 1950s and the campus was remodeled in the late 1970s.

Kingston's first public library building is sited on the corner of Andrew Street and Broadway. It was constructed c. 1905 and financed by the Andrew Carnegie library fund. The library was constructed of brick with granite ornamentation in the Beaux Arts Classical style.

The Senate House Museum is located on Fair Street as part of the NYS Historic Site grounds. It was constructed in the 1920s of bluestone in the Colonial Revival style.

Two other museums are located in converted structures in the Rondout area, the Hudson River Maritime Center and the Trolley Museum.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

1. School No. 1, Wilbur	26-12
2. School No. 5, Franklin Street	24-15
3. Kingston Catholic School	26-14
4. St. Peter's School	24-24
5. Kingston High School	22-6
6. Carnegie Library	22-3

CIVIC AND GOVERNMENT BUILDINGS

CHARACTERISTICS, NUMBERS, RANGE

Many of Kingston's civic and government buildings are located in the center of the city along Broadway between Grand Street and Foxhall Avenue. Commencing in the 1870s, as a symbolic gesture of the joining of the villages of Rondout and Kingston and due to the availability of open land, the area was developed for this purpose. Approximately 10 structures are located here and include Old City Hall, the Armory (Midtown Neighborhood Center), the former central Post Office (now demolished), the Y.W.C.A., the Carnegie Library, the Central Fire Station, and the Kingston Hospital complex. Generally, these are two- three story brick structures with Italianate and Classical Revival features. All of the buildings are structurally sound, but are in varying states of repair. Old City Hall, which has been vacant since the early 1970s, is in the worst condition and is followed by the abandoned Carnegie Library. The Y.W.C.A. has been subject to inappropriate rehabilitation and additions. The Central Fire Station and the Armory are in good condition.

Of particular note in the Stockade area is the Ulster County Courthouse on Wall Street. Constructed in 1818 of coursed limestone, it exhibits federal style detail and is in excellent condition.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

1. Old City Hall	22-4
2. Heating Plant	22-5
3. Armory	22-7
4. Ulster County Courthouse	22-21

SOCIAL AND SERVICE ORGANIZATION BUILDINGS

CHARACTERISTICS, NUMBERS, RANGE

There are approximately 5-10 buildings which serve this purpose throughout the city. Most notable are the Y.W.C.A. building on the corner of Pine Grove Avenue and Broadway and the Knights of Columbus building on Broadway (across from Kingston Hospital), the Home for the Aged on Washington Avenue, the Masonic Temple on Albany Avenue, the Ulster County

Almshouse on Flatbush Avenue (now serving as office space and known as the Ulster County Annex) and the Industrial Boys Home (now the Good Shepard Christian School) on East Chester Street. The buildings were constructed from the late 19th century through the early 1970s and display a variety of stylistic architectural details. Built of brick, all of the structures are in use and in good to excellent condition.

REPRESENTATIVE EXAMPLES WITH PHOTO KEY

- | | |
|------------------------|-------|
| 1. Masonic Temple | 24-16 |
| 2. Knights of Columbus | 24-21 |
| 3. Y.W.C.A. | 24-19 |

PARKS AND HISTORIC LANDSCAPE DESIGNS

CHARACTERISTICS, NUMBERS, RANGE

There are six major parks located in the city and include the following: Hasbrouck Park on Delaware Avenue (part of the former Newark Lime and Cement Company property), Cornell Park on Wurts Street, Block Park on Abeel Street, Hutton Park on Clifton Avenue, Loughran Park on Roosevelt Avenue and Forsyth Park on Lucas Avenue. Hasbrouck Park and Forsyth Park contain stone pavilions constructed c. 1930. There are approximately five smaller park spaces, the most notable being the Academy Green on Albany Avenue. All of the parks are relatively well maintained.

An athletic field, Dietz Stadium, is located on the perimeter of Forsyth Park. It contains a regulation size playing field for football, baseball, and track events, bleacher stands, and locker rooms. It is considered to be in fair to good condition.

Historic landscape design is apparent in the Montrepose and Wiltwyck cemeteries. Montrepose Cemetery exhibits the most clearly and fully developed landscape plan and is well maintained. Wiltwyck Cemetery has the added feature of having its entrance at the end of a planned, tree-lined boulevard. This section of the Cemetery is in fair to good condition.

ENTERTAINMENT FACILITIES

CHARACTERISTICS, NUMBERS, RANGE

Only two structures for staged entertainment are extant in the city. The most important building is the Ulster Performing Arts Center located at 601 Broadway in the center of the city. Listed on the National Register of Historic Places, it was constructed in the early 20th century as a vaudeville theatre and later converted to a Walter Reade Theatre. The building features a vaulted, domed ceiling, stained glass exit signs, plaster decorative details, original fire doors, and a columned Walter Reade marquee. It is presently used as a performing arts center.

A former Opera House is located at the intersection of John Street and Fair Street in the Stockade District. Extensive changes have been made to the interior and exterior, and it is presently used as office space.

REPRESENTATIVE EXAMPLES AND PHOTO KEY

- | | |
|----------------------------------|-------|
| 1. Ulster Performing Arts Center | 26-7 |
| 2. Opera House | 25-14 |

RECOMMENDATIONS

THREATENED AREAS

Throughout the progress of the reconnaissance survey it became apparent that there are several areas which are endangered by present development policies and market demands.

UPTOWN

The first of these are the areas described as the Stockade Extension and Albany Avenue in the Existing Conditions section. Of particular concern are the historic properties along Washington Avenue, Fair Street, Pearl Street, Green Street in the Stockade area and Albany Avenue. The buildings are large late 19th and early 20th century single family structures which are presently subject to conversion for professional and multi-family use. Because there is limited preservation planning associated with approved variances, the rehabilitation required for conversion is haphazard. Because the areas display a physical representation of the architectural progression of the city, we are recommending that intensive level survey be conducted to determine the extent of its historical importance and integrity. Conversion to commercial use does not always lead to loss of integrity. It is necessary to understand the relationship of these buildings to the city's development goals in order to establish a planned, consistent approach to preserving the city's historic resources.

WATERFRONT

Another area of concern is appropriate development along the Hudson River and the Rondout Creek waterfront and includes Wilbur, the Rondout Extension, Ponckhockie, Kingston Point, and the Cordts-Hutton Brickyard as described in the Existing Conditions section. There is a preponderance of vacant land, buildings and abandoned industrial sites subject to speculation due to the prime waterfront location. Intensive level survey would identify the significance of buildings, sites, and the topography within the historical context of the area. With the survey information, it is recommended that a comprehensive approach be created to protect and enhance the historic and archaeological resources along the waterfront and which also permits

economic development. The approach should consider properties for potential designation as Local Landmarks and the National Register and be incorporated into city planning and zoning documents.

ARCHAEOLOGY

It is critical that early in the intensive level survey process that a predictive base map be created for the entire city. A comprehensive survey should be undertaken which includes prehistoric occupation as well as historic settlement residential and industrial areas. The survey should identify sensitive areas of archaeological importance that clearly describes previous land use patterns. The availability of this information would allow development to proceed in an appropriate manner and provide the opportunity for the retrieval and preservation of archaeological material. There is an immediate need for this work because of the demand for new housing and city services and the current public facilities' renovations.

The work should be undertaken by qualified archaeologists due to the anticipated scale of areas with sensitivity. The basis for this expectation is the previous studies conducted in the city by Jeanette Collamer and Karen Hartgen (June 1978), State University at New Paltz by Leonard Eisenberg (August 1986), and Peebles Island (Summer 1988).

ARCHIVES

The City should establish as a priority an organized approach to creating a comprehensive repository of historical materials pertaining to the city's past. The need is clear because there currently is no central location where such materials are maintained. There is a wealth of local information which is privately owned and concern has been expressed over the future of these collections. Owners have expressed an interest in donating their collections to a local archive with professional referencing and collections care. Possible custodians and sponsors of this type of project include: the Historic Preservation Landmarks Commission, the Maritime Center and the Senate House.

Materials presently available for collection are: photographs, maps,, prints, souvenir booklets, postcards, paintings, builder's plans, books, ephemera, folklore, etc. The integrity of the collections seen thus far is superb and warrants preservation locally. The disposition of such collections is of immediate concern due to the passing of the generation familiar with the late 19th and early 20th centuries' activities.

Important collections are known to be held by : Jack Matthews, Bob Haines, Herman Boyle, Edwin Ford, Bob Slater, Walt Brandt, and Peter Dwyer.

ARCHITECTS / BUILDERS

There are several local architects who are responsible for the design of residential and institutional structures during the late 19th to mid-20th century. Noted for their work are Myron Teller, Gerard Betts, and George E. Lowe. Research should be conducted which details their lives and stylistic influence on contemporary Kingston. Known examples of their work as new construction exist in Roosevelt Park and on Pearl Street and clearly exemplify Colonial Revival and Tudor styles. Institutional work includes the Governor Clinton Hotel, the Home for the Aged on Washington Avenue, the redesign of St. John's Episcopal Church, and the vocational building of the Kingston High School. Rehabilitation was practiced on 18th century limestone vernacular houses as well as the reconstruction of old City Hall. Ties to their work still exist due to the continuity of their practices and through the interest of building owners. Extensive research should be conducted which documents these resources.

The influence of builders and their use of pattern books and manuals should also be researched to establish the extent of this type of construction in the city. Known builders are Turck & Burhans. This research project may also include the study of the presence of Sears & Roebuck catalogue houses.

VAUX AND McENTEE

Calvert Vaux, a noted architect and landscape designer of the 19th century, was partner of Frederick Law Olmstead and worked on the plan for Central Park in New York City. His association with the city should be researched because he is known to have spent significant time in Kingston and was married to Sarah McEntee who belonged to a prominent Kingston family. Her father, James McEntee, worked as an engineer during the construction of the Delaware & Hudson Canal. He purchased the property on the bluff above Rondout, along West Chestnut Street, which later became a section of Montrepose Cemetery. In a diary kept by Jervis McEntee, a minor Hudson River School painter who was also Vaux's brother-in-law, he describes many rambles taken with Vaux from Wilbur (Jacob's Valley) across the West Chestnut area and over to Steep Rocks. Vaux's influence on the design of Montrepose Cemetery should be explored because of his familiarity with the area, and his espousal of the rural esthetic epitomized by the landscape plan of the cemetery. Montrepose Cemetery is the burial site for both Vaux and the McEntee family.

Vaux is known to have designed at least two houses in Kingston, one on Grove Street in Ponckhockie which is no longer extant and the house owned by Jervis McEntee. Both houses are illustrated in Vaux's book, Villas and Cottages.

19th CENTURY COMMERCIAL DEVELOPMENT OF KINGSTON

The physical plan of the city is in part related to the successful entrepreneurial activities of its business leaders, notably Thomas Cornell and his son-in-law, Samuel D. Coykendall with interests in shipping, railroad and tourism, Jacob Forst, meatpacking, and David Terry, Alvah Staples and Hutton, brickyard owners. A study of the impact of the types of business and their leadership is needed to understand the choices made in building construction type and style as well as development patterns of various neighborhoods.

A related theme is the influx of immigrant and black labor forces necessary to support these industries. Work should be undertaken to assess the location of ethnic neighborhoods and their influence on the socio-cultural history of the city of Kingston.

DRAFT STAFF-LEVEL RECOMMENDATIONS FOR
INTENSIVE-LEVEL HISTORIC RESOURCES SURVEYS IN
KINGSTON, NEW YORK. M.L.P. DEC. 1988.

Kingston's 19th and early 20th century Industrial Corridor

Scope:

The city's historic industrial corridor includes an area of approximately 1500 acres along the southern and eastern portions of the city. Because of its topography, waterfront access, scenic vistas and large amounts of vacant land, the area is likely to experience intense pressures for residential and recreational development during the next decade. Surviving standing and archaeological historic resources including 19th century manufacturing facilities and sites and worker housing are extremely important to a balanced interpretation of the city's history, but have received little recognition or protection in the past. An intensive level survey of this area will provide criteria and guidelines necessary to evaluate the specialized resources in this area and will result in site-specific documentation, eligibility findings and recommendations for registration.

Property Types:

The survey will provide intensive-level documentation on the following types of historic properties:

- o Machine shops and boiler works
- o Ship-building facilities
- o Shipping facilities
- o Barge hulks
- o Lime and cement manufacturing facilities including kilns and quarries
- o Brick manufacturing facilities and workings
- o Transportation network including historic engineering works.
- o working-class housing and neighborhood development (Ponckhockie and North Rondout)
- o Houses and estates of industrialists.

Budget:

2. Stockade Expansion Area

Scope:

The existing Stockade Historic District, National Register listed in 1975, contains approximately 180 buildings. In 1986, Tony Opalka provided updated inventory coverage within the district, and recommended an expansion of the district south toward Franklin Street including \pm 300 additional buildings on Pearl, Maiden, St. James, Green, Wall, Clinton, Fair and Pine Streets. The 1988 City-Wide Reconnaissance Survey was more liberal in its recommendations, and suggested adding the area west of the existing district as well, including portions of Main Pearl, Lucas, Janet and Emerson Streets. This would appear to add another 200 \pm buildings to the expansion area. The combination of the two possible expansion areas would result in a survey area of \pm 500 acres. the area continues to be moderately threatened by spot conversions, inappropriate rehabilitations and additions, and institutional expansion. The survey will result in recommendations relative to the expansion of the existing historic district.

Property Types:

The survey will provide documentation and eligibility recommendations for approximately 500 commercial and residential buildings, the majority of which date from the 19th century. This level of information is not required for district expansion (buildings list is sufficient), but is preferred at the local level where it may be used by the historic sites commission in administering local ordinances.

Budget:

3. Albany Avenue:

Scope:

Albany Avenue, between Broadway and Foxhall, contains approximately 50 large houses, a church and a cemetery. The majority of the houses were built between 1880 and 1930 in the prevailing eclectic styles of this period. Since 1950, however, heavy traffic, institutional development, and multi-unit and commercial conversions have begun to eat away at the historic fabric of this

area. Although many of the houses satisfy National Register criteria individually, the potential extent and eligibility of a district is uncertain. An intensive-level survey of the area will be needed in order to develop an appropriate preservation approach and specific recommendations for registration. 100 acres.

Budget:

4. Midtown Civic Core:

Scope:

Kingston's Midtown Civic Core is a small but prominent geographic area of approximately 20 buildings and 200 acres located halfway between the Stockade and Rondout. The core developed in the last quarter of the nineteenth century in response to the unification of Kingston and Rondout under a new city charter. The area contains many of the city's most prominent historic civic and institutional properties and is currently threatened by commercial development and hospital expansion. The area is of critical historical and architectural significance and a key to UCP programming.

Property types:

The survey will provide intensive level documentation for the following buildings and others:

City Hall, 1875 (NR listed)
Armory, 1879
YMCA, 1896
Municipal Building
Central Fire Station
Telephone Building
Library, 1904
High School, 1915
Knights of Columbus
Old Wing of Hospital
Middle School, c. 1925
Millard Building
Streetcar Barn/Bus Garage
Post Office site, 1907

Budget:

5. Intensive-level Survey of the Midtown Manufacturing Area:

Scope:

This is an industrial/manufacturing belt located in close proximity to the former West Shore Railroad corridor. The area developed between c. 1870 and c. 1930 and includes approximately 50 buildings in a 300-acre area. The buildings are threatened by declining use and redevelopment.

Property Types:

Mills, warehouses, manufacturing facilities, etc.

Budget:

7. Intensive-Level Survey of the Midtown Residential Neighborhood

Scope:

This is a middle class/working class residential zone at the center of the city containing approximately 300 acres and 200 buildings. Its development appears to parallel that of the adjacent trackside manufacturing area to its south. The building stock is characterized predominantly by two-story frame houses, often with late Victorian trim, duplexes, flats and churches. Although the neighborhood is still viable, its character continues to be threatened by the removal of architectural trim and the installation of artificial siding. Survey will help in developing appropriate preservation treatments for the area.

Budget:

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APPENDICES

CHRONOLOGICAL CONTEXTS
IN THE HISTORICAL DEVELOPMENT
OF THE CITY OF KINGSTON

CONTEXT	APPROXIMATE PERIOD		RELATED HISTORICAL THEMES	
			LOCATION	
Native American Occupation within the boundaries of the current city of Kingston	10,000 BC - 1700 AD		Stockade Vicinity Rondout Vicinity	Native American hunting, fishing, agricultural practices & emergence of semipermanent village
European Exploration, Trade, Defense, and Agriculture during the Contact Period	1609 - 1777		Stockade Vicinity Rondout Vicinity Esopus Floodplain	Settlement, agriculture, commerce, transportation, religion
Political and Military Events of the American Revolution	1776 - 1783		Stockade Area	Government, military
Post Revolutionary Trade, Agriculture and Growth as a Regional Center of Trade and Shipping	1783 - 1825		Esopus Floodplain Stockade Area Rondout Area	Commerce, transportation. Agriculture, government
Immigration, Population Growth, Urbanization and Industrialization	1825 - 1930		City-wide, growth of Ponckhockie and Mid-town	Commerce and industry, transportation, religion, government, education, social institutions, tourism, entertainment
Suburbanization and Urban Renewal	1920 - 1970		City-wide	Transportation, commerce, industry, government, education
Redevelopment and Revitalization	1970 - present		Stockade Vicinity Rondout Vicinity	Government, tourism and entertainment, historic preservation

**THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT**

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
<u>European Settlement</u>	1650 - 1750	Stockade Vicinity	Village development and defensive structures.	252-278 Delaware Avenue 28-9 7 Green Street 23-21
<u>Agriculture</u>				
Native American Agriculture	c.1000 AD - 1650	River Bottomlands	Native American village sites.	
Early European Agriculture & Economy	1650 - 1777	Stockade Area, Rondout Area, Esopus Floodplain	Farmsites, irrigation facilities, defensive structures, miscellaneous building sites, estate sites, dock sites and landings.	
Post War Agriculture Practices	1777 - 1830	Esopus Floodplain, areas surrounding the Stockade	Farm sites, irrigation facilities, estate sites, dock sites and landings.	Suydam Farms 25-13 Foxhall Manor 26-10
<u>Transportation (Overland)</u>				
Early Roads	c.1650 - c.1800	Stockade Area	Early Street network, older arterials	
Turnpikes	c.1800 - c.1880	Plank Rd (Broadway)	and commercial corridors, engineering features such as bridges, roadside	
Highways	c.1850 - c.1940	Albany Avenue, Lucas Avenue, Delaware Avenue	and turnpike inns, tollhouses, early gas stations.	
Railroads	1870 - 1940	Midtown, Rondout	Railroad ROW's and spurs, bridges, yard facilities, terminal buildings, railroad hotels, tolling stock, etc	Train Landing 17-6/9 Tunnel Bridge 19-12/15
Omnibuses	1880 - 1930	Broadway	Car barns, power substations, catenary poles, surviving rail segments, cars.	

THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
Transportation cont. Trolleys	1880 - 1930	Broadway	Car barns, power substations, catenary poles, surviving rail segments, cars.	
(Waterborne) River Navigation	1609 - 1940	Hudson River, Rondout Creek	Historic vessels, hulks, wreck sites, ship stores and facilities, warehouses, dock facilities, shipyards, drydocks, marine railroads, engine shops, passenger terminals, chandlers, sail lofts, navigational aids, bulk loading facilities.	Lighthouse 18-17 Lighthouse Ruins 18-18, 19 Ferry landing, 17-10/13 Dock 16-3 Barge Site 16-4/5
Delaware & Hudson Canal	1825 - 1899	Rondout terminus, Wilbur Island Dock Hill Path, President's Place	Canal boats, hulks and wreck sites, bulk loading and storage facilities, warehouses, boarding houses, hotels, canal office, houses and estates associated with prominent canal officials.	
Commerce & Industry				
Trapping and early Trade with Native Americans	c. 1650 - 1750	Rondout Vicinity, Stockade	Trading sites, fortifications and defensive structures.	
Local and Regional Trade including agri- cultural exports	1750 - 1830	Citywide	Early highways, dock sites, maritime sites, store buildings and warehouses.	
Coal Transshipment	1825 - 1899	Rondout, Island Dock	Canal boats, hulks and wreck sites, bulk loading and storage facilities.	

THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
Commerce & Industry cont. Bluestone Quarrying, finishing, and trans- shipment	1830 - 1930	Wilbur	Quarry sites, finishing sites, docks offices, buildings constructed with bluestone, sidewalks, barge hulks and wreck sites, worker housing.	Fitch 19-6
Brick Manufacturing	1850 - 1970	Steep Rocks, Hudson River banks	Workings, plants and plant sites, rail spurs, brick barges, worker housing.	Site 16-23/25, 17-1/5 Kiln 17-14/16 24-26 Augusta 19-19 216 Delaware 17-22 47-49 Walnut 18-21/22 42 Post 20-16
Cement Manufacturing	1825 - 1890	Rondout, Ponckhockie, Steep Rocks	Mines, kilns, processing sites, rail spurs, worker housing, buildings and retaining walls built largely of concrete.	Ruins 16-6/10 Silos 17-17/20 Kilns 19-7/12, 23-3/4, 16-19/20 Cave & Quarry 16-15/16 Union Free Sch. 17-23 Tompkins House 18-11/12 Ponckhockie Church 16-13/14

**THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT**

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
Commerce & Industry cont. <u>Iron Manufacturing</u>	1850 - 1920	Rondout	Foundry sites, plant sites, commercial buildings constructed with locally cast-iron storefronts or architectural elements.	West Strand 22-8/11
Textile Manufacturing	1870 - 1980	Midtown	Textile plants, warehouses, rail spurs, worker housing.	Midtown Structures 20-17/24, 21-1/25, 22-1/2
Cigar Manufacturing	1880 - 1979	Wilbur, Midtown	Cigar factories.	
Brewing	1860 - 1930	Citywide	Breweries, brewery sites, beer halls.	Tubby Row 20-19
Ice Harvesting, Storage and Shipping	1840 - 1940	Hudson River, Rondout Creek	Ice house sites, ice barges.	
Shipbuilding	1825 - 1945	Rondout, Wilbur, Island Dock	Shipyards, drydocks, marine railroads, engine and boiler works, chanders, sail lofts.	Cornell Bldg. 19-4
Banking	1650 - present	Citywide	Bank buildings.	300 Wall 22-19/21
Local Business	1650 - present	Citywide, concentrations along the Broadway Corridor	Store buildings, office buildings.	Clermont 22-22 212 Fair Street 23-14 14 Fair Street 23-7

THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
<u>Education</u>	1650 - present	Citywide	Public, private, and parochial school buildings and complexes.	Kingston High School 22-6 Union Free Sch 17-23
<u>Religion</u>	1660 - present	Citywide	Church buildings and complexes, parish houses, rectories and parsonages, church halls, parochial schools, charitable facilities, church cemeteries.	Fair St. Church 23-15 St. Josephs 22-23
<u>Government</u>	1650 - present	Citywide, Midtown concentration	City Hall, libraries, hospital, municipal auditorium, courthouses, post offices, public utilities, firehouses, armory, parks, museums.	Carnegie Lib. 22-3 City Hall and Heating Plant 22-4/5 Armory Bldg. 22-7
<u>Social Institutions</u>	1600 - present	Citywide	Volunteer firehouses, lodges, halls, service organization facilities.	Union Hose 18-23 Rapid Hose 20-11 Twaalfskill Hose 19-5

THEMES CHARACTERISTIC
OF KINGSTON'S DEVELOPMENT

THEME	APPROXIMATE PERIOD	PRINCIPAL LOCATIONS	ASSOCIATED PROPERTY TYPES	REPRESENTATIVE EXAMPLES
Tourism and Entertainment	1650 - present	Kingston Point, Citywide	Parks, outdoor recreational facilities, bandstands, hotels, excursion steamships and terminal facilities, Ulster and Delaware RR, hotels, theatres, opera house, museums and historic sites.	Freeman Bldg. 22-9 Harvesttime Christian Academy 24-19 Stuyvesant Hotel 25-14 Rowes Building 25-15 Rachmilowitz 25-18 City Hotel 25-19 Kirkland Hotel 25-20

Archaeology

Stage I
Literature Review

City of Kingston
Sewage Collection System and Treatment Facilities
Project #C-36-1037
Ulster County, New York

June 1978

Written by:
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Archaeological Consultants

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Sources

Maps and Atlases - New York State Library Maps Room
Institutions and People Consulted

Maps

1. Project Location (USGS topographic - Kingston East and Kingston West)
2. Historic Resources of the Hudson 1969
3. Indian Tribes of the Hudson Valley (Brasser 1974)
4. Sauthier's Map of Ulster, Dutchess, and Orange Counties in 1779 (from the Documentary History of the State of New York, Volume I)
5. Beers 1875 Kingston
6. Beers 1891 Kingston
7. Historic Site Locations

Appendix I

Legal Notice: Rondout/West Strand Historic District, Kingston,
Ulster County

Introduction

This literature search for the City of Kingston Sewage Collection System and Treatment Facilities, Project #C-36-1037, refers mainly to the land along the north bank of the Rondout Creek (known as the Strand), from Ponck Hockie on the east, running west along the Rondout Creek, including Island Dock and the hamlet of Wilbur on the west. It extends north along Wilbur Avenue, Washington Avenue and Delaware Avenue, but does not include the historic Stockade District (Map 1).

This report is not a complete history of the city of Kingston, nor does it include research on the "Historic District." The data presented represents a general review of available secondary sources regarding the cultural environment of the study area, consultation with an avocational archaeologist and others familiar with the area's history, and a review of both the New York State Museum Site File and the Department of Historic Preservation Historic Site Files.

The literature search, including references to early histories, was conducted at the Albany Institute of History and Art, the New York State Library, the State University of New York at Albany Library, all located in Albany, New York, and the Kingston Senate House Library, Manuscripts and Maps Section, in Kingston, New York. The New York State Museum Site File and the New York State Division for Historic Preservation National Register File, State Wide File and Historic Structures File, were also consulted. In addition, personal interviews were conducted with Mr. Alvin Wanzer, avocational archaeologist, Rhinebeck, New York, Mr. C. Larios, engineer, Kingston, New York, Dr. Robert Funk, New York State Archaeologist, Albany, New York, and Mr. Paul Huey, New York State Historic Archaeologist, Waterford, New York.

The region, located along the west bank of the Hudson River at the mouth of the Rondout Creek, offers an ideal location for early habitation. Not only did the area provide an abundant source of food and water, but the natural boundaries of the Hudson River to the east and the Rondout Creek to the south lent itself to easy access for travel, while providing a defensible position with natural barriers from attack.

The proposed project plans to reduce the impact of overflows from the sanitary sewer system on the Rondout Creek and the Hudson River. During storms, storm water enters the sewers and overflows into the Rondout Creek at approximately ten separate points.

This study is for the city of Kingston and, therefore, will not propose construction outside of the city. The proposed system will probably include construction of storage tanks for the storm water or construction of new sanitary and storm sewers in existing streets (Brinnier and Larios).

According to the New York State Museum Site File, one prehistoric Indian site is located within the project area, east of the railroad tracks, east of Wilbur. Another site, located just outside the project area, is east of Ponck Hockie and southwest of Kingston Point. Other prehistoric sites have also been located outside the project area: to the south, across the Rondout Creek in Port Ewen (Collamer and Hartgen 1977); to the east, across the Hudson River in the Rhinebeck area; to the north, near East Kingston; and to the northwest of the project area, but still within Ulster County.

Perhaps better known in the Kingston area, however, are the number of historic resources, far outnumbering the known prehistoric sites in this region. Kingston was settled in 1652, and by 1777 had become the third largest city in New York. Today over 122 stone houses still stand in the city and surrounding area, providing further evidence of the size and stability of this early settlement. Although the early years of rapid growth and development have undoubtedly destroyed prehistoric remains in many areas, it would not be surprising to still find evidence that the city of Kingston and the hamlets of Wilbur and Rondout were built upon the sites of prehistoric villages.

Aside from the Kingston Stockade District and the Kingston Senate

House, to the north of the study area, the Federal Register of Historic Sites also lists the Kingston City Hall, 408 Broadway, just outside the project area. The New York State Division for Historic Preservation Site Files list two sites within the study area: the Kingston West Strand Historic District, on West Strand and Broadway; and the underwater site of the "Mary Powell" (a Hudson River steamboat), in the Rondout Creek, opposite 370 Abeel Road. Other known historic sites within the study area (Hudson River Valley Commission 1969:38-39) include:

1. Rondout Lighthouse
2. Ponck Hockie Union Congregation Church
3. A series of limestone quarries, c. 1870 (Mushroom Caves)
4. A 4-story brick warehouse, c. 1870
5. Fitch Brothers Bluestone office, c. 1870
6. Wilbur, 19th century canal village
7. Lime kiln and stone chimney built in a hill
8. Rondout, an area of varied riverfront architecture, from 1825

(Map 2).

In a recent interview with Historic Structures analyst Larry Golbrecht (p.c. 6-13-78), Division for Historic Preservation, he has indicated two additional areas now being considered for listing on the National Register of Historic Places:

1. The Rondout/West Strand District (formerly known as the West Rondout District). Although no map is presently available outlining this district, a verbal description of property lines was provided (Appendix I).
2. Two structures known as the Cornell Steamboat Shops, located within the project area on the East Strand.

Mr. Golbrecht also indicated that the Ponck Hockie district may be eligible for the National Register of Historic Places, as may the Old Kingston Freeman Building and a number of other structures scattered throughout the project area. He suggested careful consideration be given to the location of the treatment plant or storage tanks, in regard to visual and olfactory effects, the avoidance of removing bluestone sidewalks, and the possibility of destroying the stability of historic structures

if blasting is necessary in laying the sewer pipeline.

Environmental Setting

The study area, comprising the floodplain and a hilly region away from the Rondout Creek, is typical of much of Ulster County. According to the Ulster County Planning Board (1973:11), the valleys contain a thick layer of drift deposited by glaciers and alluvial soils suitable for growing crops and vegetables; the bottomland is used extensively for sweet corn production; and the uplands have fields suitable for hay and dairying. Within the study area, the soil consists mainly of Riverhead-Plymouth, a deep, well and excessively drained, coarse and moderately coarse textured soil on sand plains or terraces, and Wassaic-Farmington, a well drained, medium textured soil over limestone bedrock (Ulster County Planning Board 1973:17).

The Hudson River, near the east border of the study area, flows north to south. It is considered an estuary of the Atlantic Ocean and is subject to tidal conditions. However, the quality of water is excellent and suitable for a water supply (ibid:10). In addition to a source of drinking water, the Hudson River and the Rondout Creek once supplied a variety of fish suitable for human consumption. This area was also well known for its great schools of shad and herring which ran up the tributaries each spring, and for the large oyster beds in the Kingston region.

Prehistory

Kingston and the surrounding region is ideally suited for human occupation: To the south is the Rondout Creek and to the west the Hudson River, both of which provided an unlimited food supply. Living near the Hudson River offered the added advantages of easy access for travel and a clear view of the horizon for sighting approaching enemies.

Although the exact dates of when humans first entered the Hudson Valley are unknown, existing evidence suggests it was approximately 10,000 B.C. (Funk 1976). The environment at that time, according to pollen analysis, was primarily a coniferous forest of spruce and pine with some open meadows and parklands (N.Y.A.C. 1976). Large mammals

such as the mastodon, mammoth, dire wolf and giant beaver, all now extinct, were roaming the region (Funk 1976:7).

The first inhabitants in the Hudson Valley are called Paleo-Indians. They lived in small, highly mobile groups, now identified primarily by the chipped stone tools and weapons they left behind. Perhaps the best known is the Clovis Point, a large fluted projectile point, although a variety of other chipped stone tools, including knives, scrapers and graters, are also credited to their skill.

Paleo-Indians are characterized as "big-game hunters," based upon the identification of their remains with extinct fauna consistent with other sites in North America for this period. Based upon recent excavations in Pennsylvania, it appears Paleo-Indians supplemented their diet by collecting wild plants and fishing (McNett in Salwen 1975). Evidence of Paleo-Indians was found in Ulster County, at Twin Fields, located along the Dwaarkill, southwest of the project area. It would therefore not be surprising to find Paleo-Indian sites in this area as well, since these Indians were known to follow the migrating herds of animals along the floodplains of the Hudson River.

By approximately 7000 B.C., a warmer climate, indicated by pollen analysis, shows a shift from an open spruce forest to a closed red pine forest, generally regarded as unfavorable to both game animals and human populations dependent upon them (Ritchie and Funk 1973; Salwen 1975). This may account for the lack of evidence documenting a gradual transition from Paleo-Indian to subsequent Archaic culture in this region.

By 6000 B.C., a mixed forest environment probably richer in food resources utilized by Archaic Indians, including deer, turkey and various nut trees, was present in the Hudson Valley (Funk 1976:10). The gradual appearance of pottery from approximately 1000 B.C. marks the beginning of the Woodland Period. Based upon the fragile nature of pottery, this period is generally associated with a less mobile way of life, thus inferring a semi-sedentary settlement pattern based upon a horticultural subsistence. However, there is no clear evidence for the practice of horticulture in the Hudson Valley until approximately 1000 years ago (Salwen 1975:56). Thus it appears that hunting, fishing and plant collecting were slowly augmented by the cultivation of wild plants,

as for example, squash and gourds, although direct evidence for the Hudson Valley is still lacking.

By 1000 A.D., large permanent villages, dependent upon the cultivation of maize, beans and squash, had begun to develop. Large gardens located in the rich bottomlands along the river enabled a larger, more stable population. With these large villages came evidence of warfare and a shift in settlement patterns to villages still located along rivers and streams, but now situated in easily defensible positions, such as on hills or bluffs, and surrounded by stockades. Although the development of large villages and their violent interaction is for the most part unknown, it has been suggested that possible cycles of land depletion and competition over new land resulted in warfare, causing smaller groups to gather into larger settlements for defense, and thus beginning another cycle of land exhaustion (Salwen 1975:58).

Contact Period

At the time of European contact, a group of Indians, commonly called Esopus, were living along the west bank of the Hudson River (Map 3). The name Esopus, derived from the word Sepuus (generic Algonquin), meaning "a small river," was first used to refer to the area, but was quickly extended to include the inhabitants (Ruttenber 1907:32). These Indians belonged to the family which the French called Algonquin, and the Americans referred to as Lenape. They were part of the Delaware Nation, but regarded themselves as Lenni-Lenape, meaning "Original or Unmixed Men" (Brink 1905:70). They formed the third tribe of the Delaware Confederacy with their council fire at Minisink, with several small clans dwelling in the valley of the Rondout (ibid:70). According to Ruttenber (1907:32), the Delaware combination of the Minsi (Wolf tribe) and Unalachtigo (Turkey tribe), spread over New Jersey, eastern New York and eastern Pennsylvania, extending in subtribes north along the Hudson River to the Catskills. Those dwelling between the Dans Kamer (meaning dance chamber, a name given by the Dutch to a cove where Indians frequently held dances of a religious nature) and Zager's Kil, first appear on record in 1614-1616 as the Waronawanka, "People of the Cove or Bay," which became known locally as what is now the bay south of Kingston

Point (Ruttenber 1907:32).

The Indians were divided into tribes, generally taking the name of the place where they lived, thus those on the east side of the Shawangunk Mountains were called Waronawankogs, and those on the west were Wawarsings, Neversinks and Mamakating (Sylvester 1880:22). They were further divided into totemic clans of the turkey, turtle and wolf, which were split into families with a principal head (Ruttenber 1907:32). A number of these families banded together for mutual defense and elected a chief sachem. According to Ruttenber (1907:32), the Esopus Indians represent a combination of four subtribes whose names are recorded as Amangareckan, Kettypowy, Mahou and Katatawes, and whose sachem chief was Sewakenams.

The Esopus way of life was similar to that of their neighbors the Mohawk, the Wappinger and the Mahican. Before Owasco times, ca. 1000 A.D., small village settlements of 250 people or less were dependent upon an economy atuned to the ecology of the northeast forest (Fenton 1971:135). The Esopus were known as a fierce and warlike tribe, although by the time of European contact they had been thoroughly beaten by the Iroquois. Their villages or forts were generally built on high bluffs near springs of water, and usually on, or not far from, the banks of a river. Their circular forts were surrounded by palisades, 12-15 feet high, enclosing approximately one acre of land (Sylvester 1880:22). Early records describe two types of dwellings build by the Esopus. One was a type of longhouse, made of hickory poles with the tops bent together and fastened with lathes, then a covering of elm, ash or chestnut bark, with the smooth side in and overlapped for protection, formed the roof and walls (O'Callaghan 1851, Volume I:125). Houses of 180 feet or less held approximately fifteen families, with 20-30 houses constituting a village (ibid:125). The Esopus also built conical wigwams, 10-12 feet in diameter, made of poles and covered with skins, mats or bark (O'Callaghan 1851, Volume I:180; Sylvester 1880:22). A fireplace was built in the center, around which one or two families gathered, while a hole in the top of the wigwam allowed the smoke to escape.

The women were treated little better than slaves and on them fell the drudgery of life. They planted, tended and harvested the crops of

corn, beans, squash and a species of sunflower, in their gardens located in the lowlands outside the village. There the women worked with the help of only a simple hoe-like tool made from the shoulder bone of a deer or moose, or a clam shell fastened to a wooden handle. The women also cared for the children and home, made the clothes, pottery and baskets, cooked and dried the food, and gathered wild nuts, berries, roots, acorns and shellfish. To supplement their diet, the men hunted moose, deer and bear during the winter months with bows and arrows, snares and pitfalls. During the summer months, a variety of wild birds were added to the cook pots. Fish were also taken with lines or nets of the sinews of deer, or fibers of dogbane, or with fish hooks made of bones of fish and birds (Sylvester 1860:23).

Besides hunting, the men held councils and made war. Pictographic records of Esopus hunting and war expeditions engraved on rocks, small stones, a tusk and shells, have been found throughout Ulster County (Schoonmaker 1888:498). One example of Esopus pictographic art is preserved at the Senate House in Kingston. Another, an engraving of an Indian, is said to be found on the rocks at Esopus Landing, along the west bank of the Hudson River, on the property of Alton B. Parker.

To facilitate early travelers, there was a maze of Indian trails leading through Esopus territory. Many were not much more than the game trails they followed, although two of the main trails along which the Esopus built, travelled and planted their crops, are still remembered today. One, called the Mamakating trail, started at the mouth of the Neversink at Port Jervis, ran through Mamakating Hollow, struck the Rondout at Napanoch, which it followed through Wawarsing and Rochester; in Marbletown, it passed to the Esopus, which it skirted to its mouth at Saugerties (Scott 1860:234). The other, known as the Shawangunk trail, crossed the mountains at Minisink to the eastern valleys where it followed the Shawangunk, the Wallkill and the Rondout, to the Hudson River (ibid:234).

Estimates of the total number of Esopus Indians vary. According to the Documentary History of New York State (Volume IV:47-83), there were from 80 to 161 warriors, and with the help of neighboring tribes, they could muster 400 warriors. O'Callaghan (1851:397) states that in 1659

there were between 400-500 warriors, but with the whole tribe and all Esopus clans, their number could be as high as 1500-2000 warriors.

A description of Ulster County, published in Amsterdam, 1671, by Arnoldus Montanus, tells of the beauty and abundance of the area at the time the first settlers arrived.

The oak usually grows 60 to 70 feet high, for the most part free from knots, for which reason it is well adapted to ship building....Tobacco produces leaves five quarters (1 ¼ yards) long. Pumpkins grow luxuriant and agreeable. Corn sowed in hills six inches apart, sprouts up readily and prosperously if properly weeded. Turkish beans, planted beside the corn, wind themselves around the stalk. Gray peas prosper here so well that two crops are gathered in the year from one field. Medicinal plants and indigo grow wild in abundance. The barley can be tied above the head. Furthermore all sorts of flowers have a pleasant odor and appearance.

The country particularly abounds in turkeys whose number excites no less admiration than their rich flavor and their size; for they go together in flocks of 30 or 40; they weigh 30 and more pounds; they are shot or they are caught with a bait concealing a hook. The waters here swarm in the spring and fall, with swans, geese, wild ducks, teals, pigeons, divers, spoonbills, pelicans, besides other strange species unknown in Europe. The streams and lakes, rich with fishes, furnish sturgeon, salmon, carp, bass, pike, roach, bleak, all sorts of eel, smelt, sun fish, which resembles the bullhead in taste, and little cod fish which are caught near water falls (Brink 1906:363-365).

It is possible that the Esopus Indians had seen European ships sent to trade with the Indians during the 100 years preceding Hudson's exploration in 1609 (Ruttenber 1907:33). It is also highly likely that Dutch traders had visited the area before the first white settlers arrived, particularly since it was the custom of the Dutch to conduct traffic along the Hudson River, especially at the mouths of creeks where the Indians generally lived (ibid:33).

Early records mention the area, the Indians living there, and the fact that their gardens were also located nearby. As for example, in DeLaet's Journal of 1615:

This reach extends to another narrow pass, where, on the west side of the river, there is a sharp point of land that juts out, with some shoals, and opposite a bend in the river, on which another nation of savages, the Waoranecks have their abode, at a place called Esopus. A little beyond on the west side, there is a creek, and the river becomes more shallow, the Waranawankougs reside; here are several small islands (Jameson 1909:46).

Also, in David DeVries' notes of 1640:

The 27th, (April, 1640) we came to Esopes, where a creek runs in, and there the savages had much maize-land, but all somewhat stony.

And, on DeVries' return down the Hudson River:

The 14th May, (1640) took my leave of the commander at Fort Orange, and the same day reached Esopers, where a creek runs in, and where there is some maize-land upon which some savages live (Jameson 1909:206-207).

Historic Period

The story of Thomas Chambers purchase of land in Kingston, then known as Esopus, from the Esopus Indians in 1652, and his subsequent early settlement with a small group from Fort Orange, is well documented (O'Callaghan 1849-1850, 1853-1861; Fried 1974; Sylvester 1880; Schoonmaker 1888). This early settlement, named Wiltwyck, was to the north of the study area (within the Stockade Historic District), and will not be discussed further here, except as the activities there relate to the project area. It is of interest to note, however, that these first settlers probably landed on the Strand, at the mouth of the Rondout Creek, and walked up an existing footpath, mentioned in the Chambers deed, to their settlement (Fried 1974:25) (Map 4).

Johannis Dykman was apparently the first white man to own land along the Rondout Creek, commonly referred to as the Strand (a Dutch word meaning shore or beach; in Esopus Records referring to the north shore near the mouth of the Rondout Creek) (Fried 1974:182). Dykman had purchased 6 morgan (12 acres) from the Indian proprietors, which he then sold in 1653 to Christoffel Davits (ibid:8). Although the exact location

of the first homestead is unknown, records of the First Esopus War state that Indians took possession of Davits house, using it to keep watch over the harbor area, and subsequently burned the structure, thus causing Davits to petition Stuyvesant, in vain, regarding his loss. Of further interest is the mention at the early date of 1658, of a tennis court then existing in the area that today would be located at approximately the corner of Hone and Pierpont Streets (ibid:53-54).

In 1667, Davits sold his land to Evert Pels. This land is described in the deed, at that time, as "situated on the bank of the Esopus (Rondout) Kil, near the Rondout, to the east of the wagon road, running till a running little kil and extending till the second mountain in the interior of the country up to the ponck hachking path, and west of the dwelling standing on the bank near the Roundout" (Fried 1974:151).

In 1660, a fort was built near the mouth of the Rondout Creek, to provide additional protection to Thomas Chamber's small settlement. This fort or "redoubt" gave its name to the creek and is the earliest fort at this location, of which there is any reliable record, with the exception of the fort or stockade built in 1658 to enclose the Esopus settlement to the north (now a part of the Stockade Historic District) (Fried 1974). The "redoubt" was probably located on the high ground at Ponck Hockie, which is now the west side of Abruyn Street, at the corner of North Street or East Strand (ibid:44). Between 1660 and 1677, trading with the Indians, conferences and perhaps negotiations of treaties, took place just outside the Strand gate, at the northeast corner of this fort (ibid:41). A road connecting the Strand and Redoubt with Wiltwyck, shown on a map of 1771, probably followed the earlier footpath, and is most likely present day Broadway (ibid:51-52).

By the late 1670's, the settlement at Kingston had evidently begun to outgrow its stockaded area, as more and more settlers began to build dwellings, barns, mills, and even brickyards, outside the protective fortification (Fried 1974:138-140). An obvious place for many to build was along the banks of the Rondout Creek, for the Strand at that time was undoubtedly a picturesque and desirable area.

Recognizing the potential of this region, Thomas Chambers himself built an early mill on the Strand, and a small house. It was in the

family vault near this house, on the rise of ground north of the Strand (between Hasbrouck Avenue and Broadway), that he was laid to rest in 1694 (ibid:142-144). This vault was later moved, in 1850, when the brick home of Jansen Hasbrouck was erected on the site (ibid:144).

The Kingston area prospered and grew rapidly, soon becoming the capital of the state. Then came the American Revolution, and with it, General Vaughn's well-known expedition of 1777. Anchoring the British fleet in the Hudson River, probably near Esopus Island 12 miles below Rondout, Vaughn brought 1600 men ashore on the banks of the Rondout Creek (Fister 1952:19). With the buildings along the creek, and the vessels lying there soon destroyed, the expedition then marched on Kingston, where according to Vaughn's reports, they burned 326 houses, almost each having a barn filled with flour, grains and valuable furniture (ibid:19). According to some reports, the route the British soldiers followed was along the existing wagon road, now Broadway. However, some confusion and contradiction exists regarding the exact route of the British soldiers when marching on Kingston and upon returning to their ships. Nevertheless, recent construction of low income housing, and work on an existing treatment plant in 1974, has uncovered a number of early historic artifacts, including several stoneware bottles (some still sealed), muskets and a sword, thus giving further evidence of early occupation of this general area (Brinnier and Larios, p.c. 4-13-78; stored at the Senate House, Kingston, New York).

Although most of the inhabitants of Wiltwyck had buried their china and valuables before fleeing to nearby Hurley, they soon returned to begin the arduous task of rebuilding their city. The Dutch rebuilding of houses in this area after 1777, took on the airier features of British architecture by raising the second story (Jeromine 1952:11). Many homes were constructed of native limestone, with walls measuring three feet thick and floor boards of white pine, two and one-half feet wide. Witch catchers were often built in the chimneys (bars with spikes to prevent witches from coming down), and flagged-stone cellars were constructed in a series of small rooms to provide slaves quarters (ibid:11). According to the first census in 1789: 3350 whites and 734 slaves inhabited the area (ibid:11).

The study region is composed mainly of the hamlets of Rondout and Wilbur, both situated along the Rondout Creek. A newspaper announcement in 1806 of a new store and landing erected upon the Rondout Kil, one mile above William Swarts, known as Twaalfskill, and one and a half miles from Kingston Village, is considered the beginnings of Wilbur (Brink 1905:144). By 1849, Rondout became incorporated and in 1872, the villages of Kingston and Rondout united and incorporated into the city of Kingston (Sylvester 1880:226). The hamlet of Wilbur, formerly known as Twaalfskill, was also incorporated into the city of Kingston about this time (ibid:226).

The rapid growth and economic development of the study area, from the time of the first settlement to the present, may be examined as it relates to the rise and general decline of three distinct modes of transportation:

1. From about 1700, the general river traffic was dependent upon sailing vessels, ferrying and fishing boats (which later included steamships), with related shipyards for boat building and repairs centered at the mouth of the Rondout Creek.
2. From 1828 to 1860, small shops, stables, warehouses, industry and boatyards were dependent upon the traffic on the Delaware and Hudson Canal.
3. With the closing of the canal during the late 1800's, business in the area may then be related to the growth and development of the railroad system.

Rondout and Wilbur - Growth and Economic Development

During the 1700's, the area became a busy commercial shipping and fishing center. Stagecoaches from Albany to New York passed through the Kingston area three times a week, and a number of plank roads, such as the Ulster and Delaware Plank Road, the Niversink Turnpike Road, the Union Plank Road, the Free Road and the Old Mine Road, now Route 209, were soon built with accompanying toll gates, including one at Wilbur. However, the many small Dutch sloops which plied the river continued to offer a more relaxing and comfortable way to travel. It was soon

evident that the Rondout and Island Dock was destined to become one of New York's great ports and shipyards. Among the best known boatyards in the area were: John McCauslands, established in 1827 at the "Basin," Thomas Burgess (1838), Morgan Everson (1860's), also at the "Basin," Williams Boatyard, Allen Boatyard, C.M. King & Brothers, and William Gokey's (Sylvester 1880:278). Many of these shipyards built whaling ships, Hudson River sloops and brick barges, while also making general repairs.

Along with shipbuilding, boat repairs and passenger travel, the shipping industry offered an economical method of transportation to the many small mills which sprang up along the streams in both Rondout and Wilbur. The best known early grist mill was DeWitt's Mill, possibly along the Twaalfskill, which had millstones imported from France. It is said that this mill ground flour finer than any other American mill and it was to this mill that General George Washington sent a special order each fall for the flour for his family's personal use (Smith 1959:29).

In 1826, the first steamboat came into the Rondout Creek. At that time there were two landings: (1) Kingston Landing or the Strand, later known as Bolton and then the Rondout, and (2) Twaalfskill, which later became Wilbur (Ringwald 1959:7). Then, with the completion of the Delaware and Hudson Canal in 1828, business in the area increased significantly with steamboats, now making regular trips between Rondout and New York. Among the many steamboats on the Hudson, the "Mary Powell," constructed in 1861, remains the best known. Constructed as a sidewheeler, in traditional Hudson River style, the "Mary Powell" was operated as a family boat with a reputation for staying on schedule (ibid:12). In 1917, the "Mary Powell" made her last trip. She was eventually dismantled along the Rondout Creek, where until 1967, her remains could still be seen opposite 370 Abeel Street (P. Huey, Department of Historic Preservation Site File).

The era of growth and prosperity which came with the Delaware and Hudson Canal lasted approximately 71 years. Its impact on the study area of Wilbur and Rondout, located at the north end of this 108 mile long canal, was significant. Some indication of this busy shipping center is given in an 1840 lithographic sketch of Rondout, which shows 42

dwellings, 9 stores and 24 different vessels.

At Rondout, the loaded boats would glide into a basin above the locks, the teams were then taken to stables behind the stores and the barges entered a weight lock, where loads were ascertained and locked into a lower level to await the tugs to haul them to New York (Shultz 1952:31). Millions of tons of bluestone, lime, brick and coal from Pennsylvania, and cement from Rosendale, have been transported down this canal to be reloaded at Rondout for distribution throughout the northeast (ibid:31). Upon completion, the canal was 32-36 feet wide at the water line, 20 feet at the bottom, and 4 feet deep; it spanned 137 bridges, from tidewater at Rondout to its terminus at Honesdale, Pennsylvania, and rose 937 feet with the aid of 110 locks (Smith 1959:20). Among those responsible for the successful completion of the canal was J. Roebling, of Brooklyn Bridge fame, who designed a series of suspension aqueducts and an insular dock, now Island Dock at Rondout, to form a protective harbor (ibid:20). A number of strict rules and fines were applied to the canalers, in order to protect the canal and keep it clean. Although sections of the Delaware and Hudson Canal are on the National Register of Historic Places, no National Register sections are within the project area.

During the winter months, when the canal closed, the canalers attended school, notably at Wilbur, which had become a prosperous and well known canal town. Here canalers acquired a reputation for fighting and for the speed of terminating their teacher's employment (ibid:20-22).

The canal increased business in the area, contributing to the economic development of the region. Among the industries along the canal at that time were the Newark Lime and Cement Company, established in 1844 along the Rondout Creek waterfront, with its large quarries located to the rear; the Bluestone Business, established in 1859 in Wilbur; and the brickmaking and ice harvesting businesses. It is of further interest to note that until 1859 there was no grading or regulating of Rondout Streets (Maps 5 and 6). Water from a natural spring near Spring Street, ran down Division Street Hill (Broadway), bringing with it deposits of sand to the streets and store floors near Ferry Street (Sylvester 1830:238).

The best year for business in the area was 1872, just following the Civil War. Then came a series of disasters, including the closing of the Rosendale Cement Mines and numerous sections of crumbling embankments along the canal (Smith 1959:25). With the increasing demand for coal, a source of year round transportation was sought. This need was soon filled by the railroads. In November 1898, the last load of anthracite coal traversed the canal; the water was then drawn off, and the era of one of the busiest and most profitable canals came to a close (ibid:25).

The development of the Kingston area as a railroad center had actually begun about 1866, with the building of the Rondout and Oswego Railroad, later known as the New York, Kingston and Syracuse, and then named the Ulster and Delaware Railroad (Hendricks 1907:222-223). In 1866, the Wallkill Valley Railroad had begun operation, but by 1877, it had become the property of the New York Central Railway Company (ibid: 223). By 1883, the West Shore Trunk Line had begun services between New York and Kingston and finally in 1902, the Ellenville and Kingston branch of the Ontario and Western Railway was also opened for service. Thus, by the latter half of the 19th century, four different railroads converged in the Kingston area. The railroad company employed a large number of local men and constructed a number of buildings. These include the main depot at the end of Railroad Avenue, and the carpenter and plumbing shops which are now the quarters of the Kingston Model Railroad Club, Inc. (Merrihew 1959:28). By 1900, the study area was once again a busy industrial and shipping region. At this time, the Ulster and Delaware yards and turntable were located along the banks of the Rondout Creek (ibid:28). Thus, the railroads have been credited with contributing to the financial stability of the general area. Not only have they become a factor in the development of the Catskills as a summer resort, but they have brought vast amounts of trade and produce from the interior regions, and provided a year round outlet for coal (Hendricks 1907:223). The transportation provided by the railroads advanced another step in the industrialization of the region. During the 1890's, the cigar and tobacco industry, along with the needles trades, became established in the area. These were soon followed by the

manufacture of furniture, machinery, beer, brushes and many other small industries.

Summary

The study area along the mouth of the Rondout Creek has been subject to very early development and change. This region is extremely sensitive and, if it has not been disturbed, is likely to produce evidence of changing lifestyles dating from the prehistoric period to the present. This would include early dwellings, mill sites and shipyards, as well as later structures relating to the Delaware and Hudson Canal and Railroad. Unfortunately, very little professional archaeological survey has been done in this region, and it is presently impossible to tell the extent and depth of disturbance, or the amount of early remains which may still lie intact. Although only one prehistoric site is known to exist within the study area, lying east of the railroad tracks in Wilbur, numerous other prehistoric sites have been located in the region outside the study area, including one site located just east of the study area in Ponck Hockie. Past archaeological experience and knowledge of prehistoric lifestyle and movement patterns give every indication that this area would also be utilized as a village site and/or seasonal fishing ground.

Two areas within the proposed project are being nominated to the National Register of Historic Places. These include the Rondout/West Strand District and the Cornell Steamboat Shops. There are also a number of early historic structures in the general vicinity which should also be given consideration. In addition, the underwater site of the "Mary Powell", in the Rondout Creek opposite 370 Abeel Road, is listed in the Division for Historic Preservation State Wide File.

Eight other known historic sites include:

1. Rondout Lighthouse
2. Ponk Hockie Union Congregation Church
3. A series of limestone quarries, c. 1870
4. A 4-story brick warehouse, c. 1870
5. Fitch Brothers Bluestone Office, c. 1870
6. Wilbur, 19th Century Canal Village

7. Lime Kiln and stone chimney built in a hill
8. Rondout, an area of varied riverfront architecture from 1825 (Map 2).

Because of the concentrated early growth and development of this region along the Rondout Creek, based upon the early shipbuilding industry, the Delaware and Hudson Canal and the Railroads, a Stage I Archaeological Field Survey will undoubtedly add to the list of known historic resources.

Recommendations

A literature review of the study area indicates a region of extreme sensitivity exists along the north bank of the Rondout Creek (Map 7). Because of the present highly developed nature of this area, both commercial and industrial, the use of power equipment will be needed to excavate strategically placed stratigraphic test trenches in all areas where construction will take place. The only exceptions will be in regions of obvious known disturbance, such as along Washington Avenue, where an existing tunnel, buried over 100 feet, has destroyed stratigraphy (p.c. Brinnier and Larios 4-13-78). Area interviews will be necessary to further determine other regions of disturbance within the project area and to list additional historic structures. Although Island Dock has been used as a coal yard for a number of years, tests should also be made on the island to check the depth of deposition in several areas.

Prior to field reconnaissance, the archaeologist should consult with the Department of Historic Preservation to determine the exact boundaries of the two National Register Historic areas. Consideration must also be given to the location of the treatment plant and storage tanks, with regard to their visual and olfactory effects. In addition, care must be taken in the amount of charge used if blasting is needed in laying the sewer pipeline, in order to prevent structural damage to the historic structures.

Note: Photostatic copies of maps were not available at the time of report preparation due to the New York State Library move. Xerox copies of pertinent maps have been included.

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State Wide File

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State University of New York at Albany Library

Mr. Alvin Wanzer, Avocational Archaeologist, Rhinebeck, New York

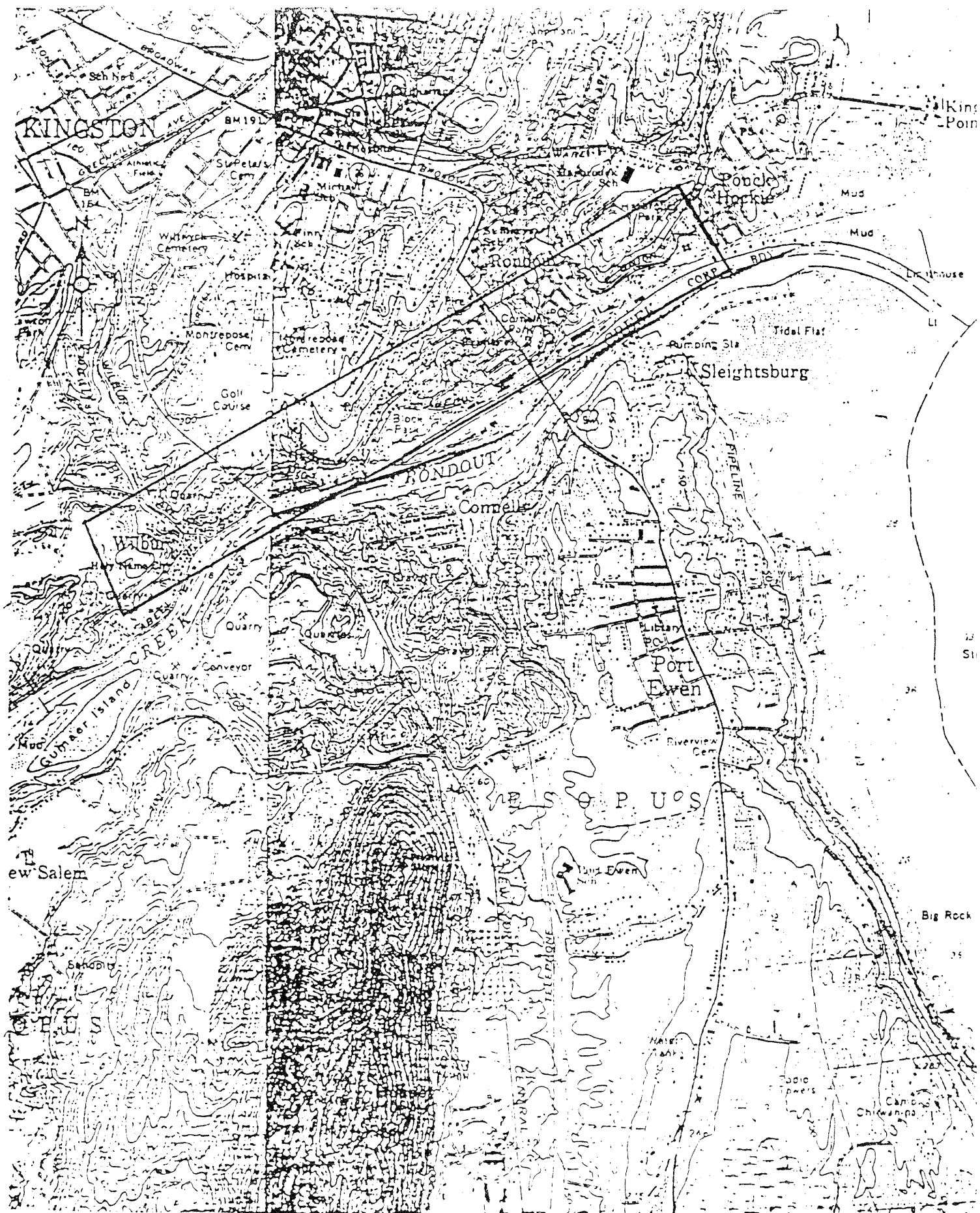
Mr. C. Larios, Kingston, New York

Dr. Rober Funk, New York State Archaeologist, Albany, New York

Mr. Paul Huey, New York State Historic Archaeologist, Peebles Island,
Waterford, New York

Ms. Sandy Smith, Member of Friends of Historic Kingston, Kingston, New
York

MAPS



Map 1: Project Location (USGS topographic
Kingston East and Kingston West)

STON
N
PARK



ULSTER

ULSTER

KINGSTON

KINGSTON

See detail map on page 41

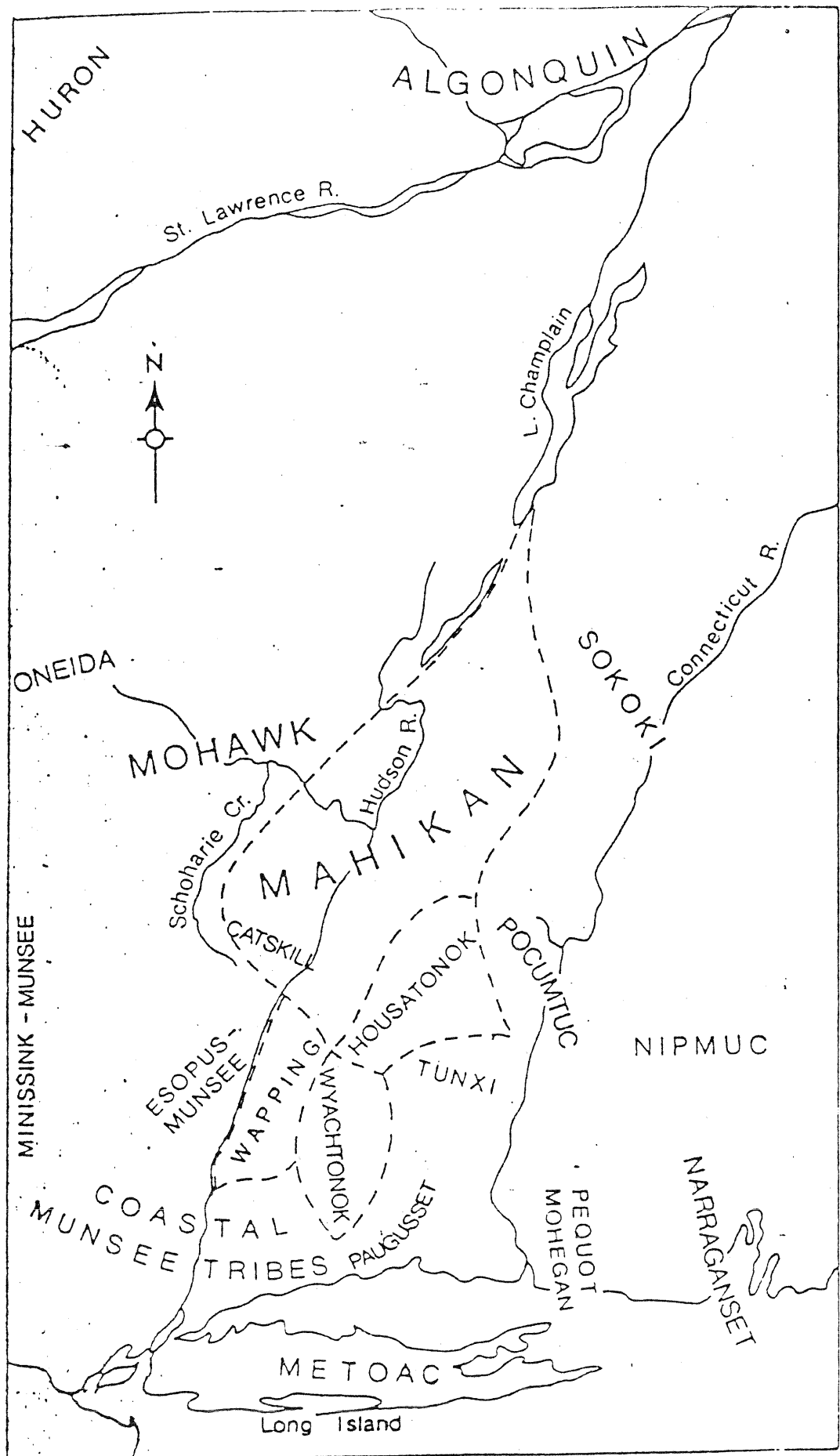
ULSTER

ESOPUS

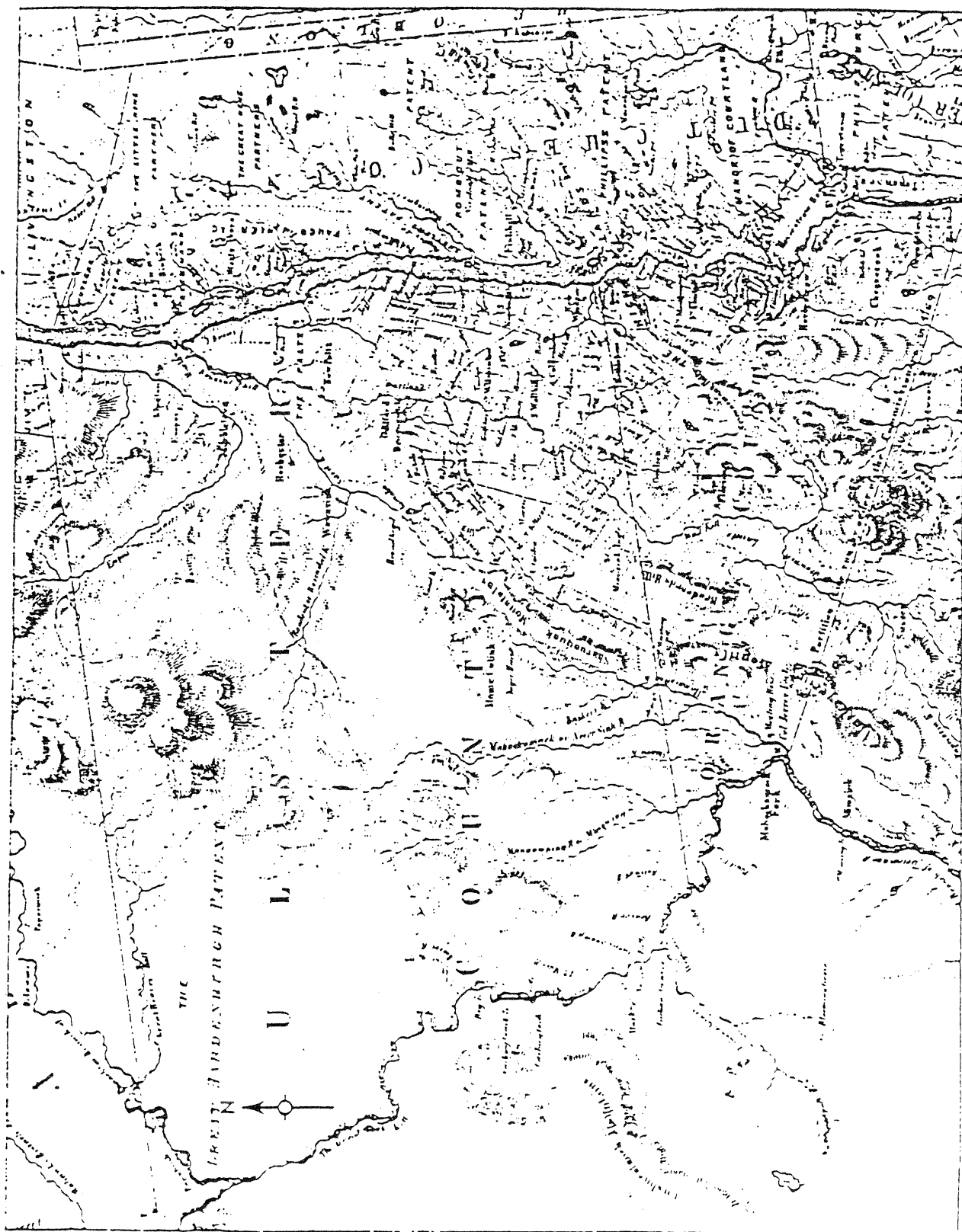
Map 2: Historic Resources of the Hudson 1969:38

City of Kingston, Ulster County

7. Rondout Lighthouse, 2-story brick with tower, completed 1915.
8. Ponk Hockie Union Congregation Church, cast concrete, late 19th century.
9. Mushroom Caves, series of limestone quarries, c. 1870. Later used for growing mushrooms.
10. Warehouse, 4-story brick with heavy wooden beams, built by a millwright, c. 1870.
11. Rondout, an area of varied riverfront architecture, from 1825. Partly destroyed for an Urban Renewal project.
13. Fitch Brothers Bluestone office, 2-story French Victorian, c. 1870. Now deteriorated.
14. Wilbur, characteristic 19th century canal village.
15. Lime kiln, a stone chimney built into the side of a steep hill, arranged so that raw materials could easily be hauled to the top and the burned lime removed from the bottom.



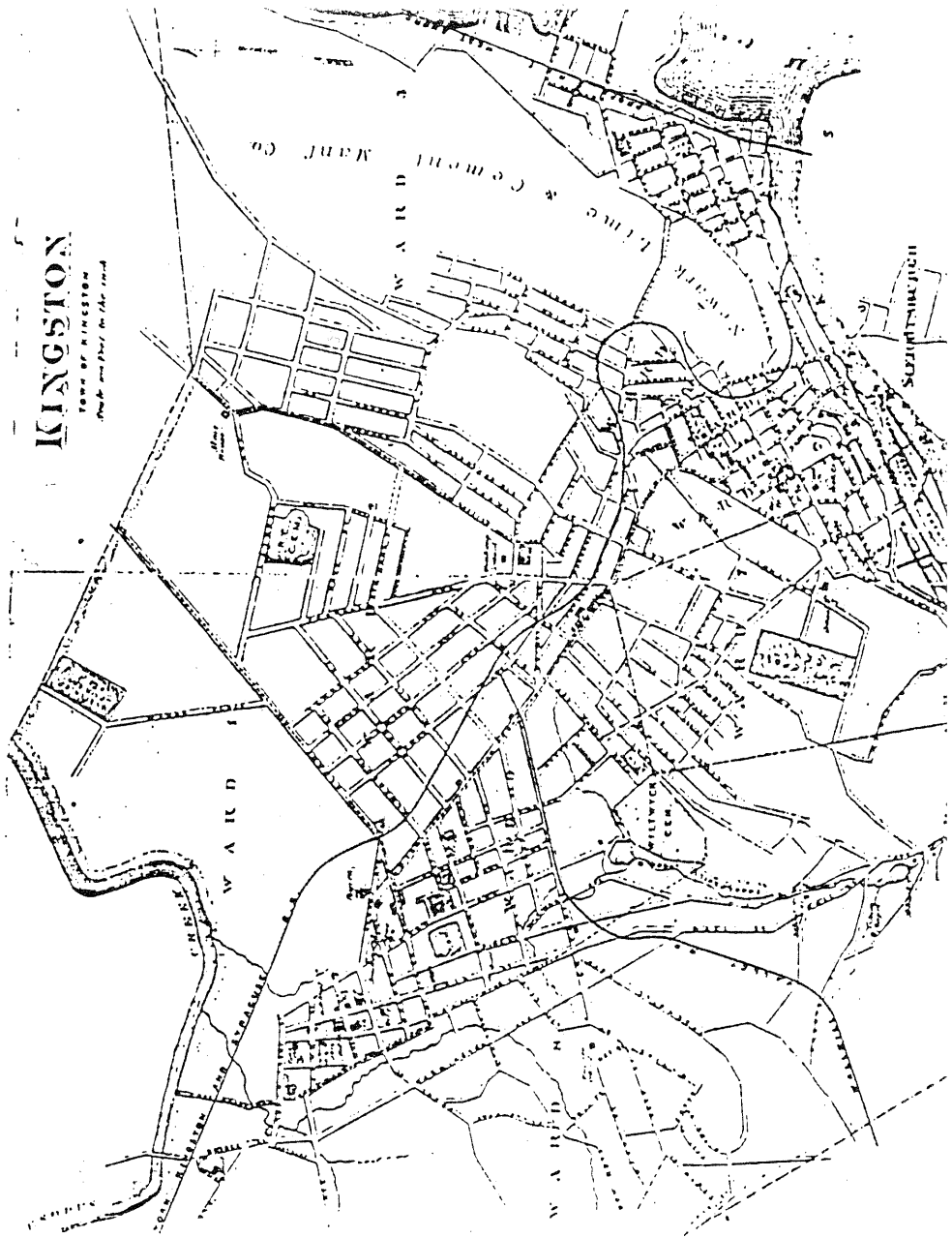
Map 3: Indian Tribes of the Hudson Valley (Brasser 1974)



Map 1: Southwick's Map of Ulster, Dutchess, and Orange Counties in 1779 (from the Documentary History of the State of New York, Volume 1)

KINGSTON

TOWN OF KINGSTON
Map for the year 1900



CITY OF KINGSTON BUILDINGS LIST OF HISTORIC PROPERTIES

ABEEL STREET	Sec. Block& Lot No.	Assessment No.	Listing
5-7 Abeel St.	56.043-4-30	98758	NR,L
13-15 Abeel St.	56.043-3-20	98780	NR,L
17-19 Abeel St.	56.043-3-21	98802	NR,L
41-43 Abeel St.	56.043-3-28	98830	NR,L
71 Abeel St.	56.043-2-17	98890	NR,L
75-77 Abeel St.	56.043-2-18	98912	NR,L
79 Abeel St.	56.043-2-19	98934	NR,L
83-85 Abeel St.	56.043-2-20	98956	NR,L
91 Abeel St.	56.043-2-22	907045	NR,L
97 Abeel St.	56.043-2-31	99022	NR,L
99-101 Abeel St.	56.043-2-30	99044	NR,L
105 Abeel St.	56.043-2-25	99066	NR,L
107 Abeel St.	56.043-2-26	99088	NR,L
109 Abeel St.	56.043-2-27	99110	NR,L
111-113 Abeel St.	56.043-2-28	99132	NR,L
115 Abeel St.	56.043-2-29	99142	NR,L
161-165 Abeel St.	56.050-5-21	99242	NR,L
167 Abeel St.	56.050-5-22	99264	NR,L
169-171 Abeel St.	56.050-4-07	99286	NR,L
177-181 Abeel St.	56.050-4-09	99330	NR,L
223-231 Abeel St.	56.042-15-28	99374	NR,L
14 Abeel St.	56.043-5-20	99792	NR,L
16-20 Abeel St.	56.043-5-19	99814	NR,L
22-102 Abeel St.	56.043-5-10	907070	NR,L
22-28 Abeel St.	56.043-5-18	99858	NR,L
30-32 Abeel St.	56.043-5-17	99880	Demol.
40-44 Abeel St.	56.043-5-14	99912	NR,L
46-48 Abeel St.	56.043-5-13	99924	NR,L
50-54 Abeel St.	56.043-5-12	907090	NR,L
56 Abeel St.	56.043-5-11	99946	NR,L
70 Abeel St.	56.043-5-09	99968	NR,L
74-76 Abeel St.	56.043-5-08	99990	NR,L
78-80 Abeel St.	56.043-5-07	100012	NR,L
82-84 Abeel St.	56.043-5-06	100034	NR,L
86 Abeel St.	56.043-5-05	100056	NR,L
88-90 Abeel St.	56.043-5-04	907100	NR,L

92-94 Abeel St.	56.043-5-03	100078	NR,L
96-98 Abeel St.	56.043-5-02	100100	NR,L
532-574 Abeel St.	56.057-3-11.2	187418	NR,L

ABRUYN STREET

93-97 Abruyn St.	56.036-5-2	903000	NR,L
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ADAMS STREET

11 Adams St.	56.035-1-20	107206	NR,L
13 Adams St.	56.035-1-19	107228	NR,L
17 Adams St.	56.035-1-18	107250	NR,L
19 Adams St.	56.035-1-17	107272	NR,L
23-25 Adams St.	56.035-1-16	107294	NR,L
41 Adams St.	56.035-1-06		NR,L
2-6 Adams St.	56.035-2-23	908000	NR,L
8-10 Adams St.	56.035-2-22	107350	NR,L
12-16 Adams St.	56.035-2-21	107360	NR,L
18 Adams St.	56.035-2-19	107382	NR,L
20 Adams St.	56.035-2-18	107404	NR,L
22 Adams St.	56.035-2-17	107426	NR,L
24 Adams St.	56.035-2-16	107448	NR,L
28 Adams St.	56.035-2-12	107492	NR,L
42 Adams St.	56.035-2-04	107514	NR,L
46 Adams St.	56.035-2-03	107536	NR,L

ALBANY AVENUE

25-35 Albany Ave.	48.080-1-11	44	L
157-171 Albany Ave.	48.080-2-2	7942	L
205-213 Albany Ave.	48.317-1-15	901016	L
227-235 Albany Ave.	48.317-1-11	8118	L

AUGUSTA STREET

13-17 Augusta St.	56.042-3-5	107668	NR
19-21 Augusta St.	56.042-3-4	107690	NR
27-29 Augusta St.	56.042-3-2	107734	NR

12 Augusta St.	56.034-8-27	908050	NR
20-22 Augusta St.	56.034-8-28	107822	NR

BROADWAY

1-9 Broadway	56.043-5-40	100386	NR,L
11-17 Broadway	56.043-5-27	100408	NR,L
19 Broadway	56.043-5-26	100430	NR,L
21-23 Broadway	56.043-5-25	100452	NR,L
25 Broadway	56.043-5-24	100474	NR,L
27-33 Broadway	56.043-5-23	100496	NR,L
37 Broadway	56.043-5-22	100518	NR,L
39 Broadway	56.043-5-21	100540	NR,L
57-61 Broadway	56.043-4-28	100584	NR,L
63 Broadway	56.043-4-27	100606	NR,L
65 Broadway	56.043-4-26	100628	NR,L
69-75 Broadway	56.043-4-37	100694	NR,L
77-79 Broadway	56.043-4-15	100716	NR,L
83-87 Broadway	56.043-4-38	100738	NR,L
89 Broadway	56.043-4-09	100760	NR,L
91 Broadway	56.043-4-08	100782	NR,L
93 Broadway	56.043-4-05	100804	NR,L
97-99 Broadway	56.043-4-04	707130	NR,L
99-101 Broadway	56.043-4-03	100826	NR,L
103-115 Broadway	56.035-2-43	908060	NR,L
117 Broadway	56.035-2-26	107932	NR,L
143-147 Broadway	56.035-2-14	108020	NR,L
155 Broadway	56.035-2-06	108042	NR,L
157-165 Broadway	56.035-2-05	908080	NR,L
169-179 Broadway	56.035-2-02	908090	NR,L
217-235 Broadway	56.034-11-01	108064	NR
241-247 Broadway	56.034-9-06	108086	NR
249 Broadway	56.034-9-05	108108	NR
251-253 Broadway	56.034-9-04	108130	NR
255-263 Broadway	56.034-9-02	108174	NR
397-437 Broadway	56.034-2-41	909140	
467-477 Broadway	56.026-10-19	909150	L
597-603 Broadway	56.109-3-19	127402	NR
226-238 Broadway	56.035-3-01	901893	NR
248-250 Broadway	56.034-10-18	63382	NR
252-256 Broadway	56.034-10-19	63426	NR
258-266 Broadway	56.034-10-02	63448	NR
412-434 Broadway	56.0266-6-35	901500	NR

CLINTON AVENUE

247-251 Clinton Ave.	48.331-5-05	550	NR,L
253-255 Clinton Ave.	48.331-5-21	572	NR,L
267-273 Clinton Ave.	48.331-4-09	594	NR,L
275-279 Clinton Ave.	48.331-4-08	616	NR,L
297 Clinton Ave.	48.331-3-09	682	NR,L
299 Clinton Ave.	48.331-3-08	704	NR,L
301-303 Clinton Ave.	48.331-3-07	726	NR,L
305-307 Clinton Ave.	48.331-3-06	748	NR,L
327-335 Clinton Ave.	48.331-3-03	900040	NR,L
254-256 Clinton Ave.	48.080-1-14	902	NR,L
260 Clinton Ave.	48.080-1-15	946	NR,L
264 Clinton Ave.	48.080-1-16	968	NR,L
286 Clinton Ave.	48.080-1-19	1034	NR,L
209-292 Clinton Ave.	48.080-1-20	1056	NR,L
294 Clinton Ave.	48.080-1-21	1078	NR,L
298-300 Clinton Ave.	48.080-1-22	1100	NR,L
302-304 Clinton Ave.	48.080-1-23	1122	NR,L
308-310 Clinton Ave.	48.080-1-24	90050	NR,L

CROWN STREET

23 Crown St.	48.330-3-18	1408	NR,L
31-33 Crown St.	48.330-3-16	1452	NR,L
41-45 Crown St.	48.330-3-14	1474	NR,L
53 Crown St.	48.330-3-12	1518	NR,L
57-59 Crown St.	48.330-3-11	1540	NR,L
73-75 Crown St.	48.330-3-08	1562	NR,L
10-12 Crown St.	48.331-7-16	1606	NR,L
42 Crown St.	48.331-1-23	1628	NR,L
54-64 Crown St.	48.331-1-16	7018	NR,L
66 Crown St.	48.331-1-16	7018	NR,L

DELAWARE AVENUE

252-278 Delaware Ave.	56.028-1-02	84810	L
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DUNN STREET

3 Dunn St.	56.057-2-12	912050	L
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EAST CHESTNUT STREET

9-11 E. Chestnut St.	56.034-10-17	67518	NR
13-23 E. Chestnut St.	56.034-10-16	67540	NR
22-30 E. Chestnut St.	56.035-3-2	67562	Demol.

EAST STRAND

94-122 East Strand	56.043-6-5	94446	L
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FAIR STREET

239-247 Fair St.	48.331-6-08	1826	NR,L
259 Fair St.	48.331-6-06	1848	NR,L
261 Fair St.	48.331-6-03	1892	NR,L
263-265 Fair St.	48.331-6-04	900080	NR,L
275-287 Fair St.	48.331-6-01	1936	NR,L
315 Fair St.			

260-264 Fair St.	48.331-4-17	2244	NR,L
268 Fair St.	48.331-4-19	2288	NR,L
270 Fair St.	48.331-4-20	2310	NR,L
272-282 Fair St.	48.331-4-21	900150	NR,L
284-288 Fair St.	48.331-4-01	2354	NR,L
290-292 Fair St.	48.331-3-13	2376	NR,L
294-300 Fair St.	48.331-3-14	900155	NR,L

FROG ALLEY

2-22 Frog Alley	48.314-2-21	900066	NR,L
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GREEN STREET

1-7 Green St.	56.091-1-25	162096	L
79-83 Green St.	56.090-4-14	162558	NR,L
85-95 Green St.	56.090-4-13	162588	NR,L
97-99 Green St.	56.090-4-11	162602	NR,L

101-103 Green St.	56.090-4-10	162624	NR,L
105-113 Green St.	48.330-4-14	162646	NR,L
115-119 Green St.	48.330-4-13	162668	NR,L
127-129 Green St.	48.330-4-11	162712	NR,L
133 Green St.	48.330-4-10	162734	NR,L
135-139 Green St.	48.330-4-09	162756	NR,L
141-143 Green St.	48.330-4-08	162778	NR,L
145-147 Green St.	48.330-4-07	162880	NR,L
149-151 Green St.	48.330-3-06	162822	NR,L
157-163 Green St.	48.330-2-08	162844	NR,L
165-167 Green St.	48.330-2-07	162888	NR,L
169-173 Green St.	48.330-2-06	162910	NR,L
28 Green St.	56.091-2-29	2596	NR,L
92 Green St.	48.331-7-11	2794	NR,L
96 Green St.	48.331-7-12	2816	NR,L
106-122 Green St.	48.330-3-19	900240	NR,L
124 Green St.	48.330-3-20	2870	NR,L
126 Green St.			
132 Green St.	48.330-3-22	2904	NR,L
136-142 Green St.	48.330-3-23	2926	NR,L
164-174 Green St.	48.330-3-10	900260	NR,L

HONE STREET

9 Hone St.	56.050-5-13	907165	NR,L
11-13 Hone St.	56.050-5-12	101640	NR,L
15 Hone St.	56.050-5-11	101684	NR,L
17-21 Hone St.	56.050-5-10	907180	NR,L
23-25 Hone St.	56.050-5-09	101728	NR,L
39-43 Hone St.	56.042-9-06	101794	NR,L
79-83 Hone St.	56.042-11-13	108460	NR,L
85 Hone St.	56.042-11-12	908120	NR,L
89 Hone St.	56.042-11-11	108482	NR,L
91 Hone St.	56.042-11-10	108504	NR,L
93-95 Hone St.	56.042-11-09	108526	NR,L
97-99 Hone St.	56.042-5-08	108548	NR,L
101-103 Hone St.	56.042-5-09	108570	NR,L
105-107 Hone St.	56.042-5-10	108592	NR,L
109 Hone St.	56.042-5-11	108614	NR,L
113-115 Hone St.	56.042-5-12	108636	NR,L
117-119 Hone St.	56.042-5-13	108658	NR,L

10-12 Hone St.	56.043-2-01	907190	NR,L
16-18 Hone St.	56.043-1-28	101860	NR,L
20 Hone St.	56.043-1-29	101882	NR,L
22 Hone St.	56.043-1-30	101904	NR,L
24 Hone St.	56.043-1-01	101926	NR,L
84-86 Hone St.	56.042-7-15	108680	NR,L
88-90 Hone St.	56.042-7-16	908130	NR,L
96-98 Hone St.	56.042-6-19	108724	NR,L
100-102 Hone St.	56.042-6-20	108746	NR,L
104-106 Hone St.	56.042-6-21	106768	NR,L
108 Hone St.	56.042-6-22	108790	NR,L
110 Hone St.	56.042-6-23	108812	NR,L
112-114 Hone St.	56.042-6-24	108834	NR,L
116-120 Hone St.	56.042-6-25	108856	NR,L
122 Hone St.	56.042-6-01	108878	NR,L

HUNTER STREET

1-39 Hunter St.	56.043-4-35	907200	NR,L
91-95 Hunter St.	56.042-9-09	102718	NR,L
97-99 Hunter St.	56.042-9-10	102740	NR,L
101-103 Hunter St.	56.042-9-11	102762	NR,L
105-107 Hunter St.	56.042-9-12	102784	NR,L
113 Hunter St.	56.042-9-14	102828	NR,L
115-117 Hunter St.	56.042-9-15	12850	NR,L
119-121 Hunter St.	56.042-9-16	102872	NR,L
123-125 Hunter St.	56.042-9-17	102894	NR,L
127-129 Hunter St.	56.042-9-18	907205	NR,L
131 Hunter St.	56.042-9-19	102938	NR,L
133-135 Hunter St.	56.042-9-20	102960	NR,L
139-141 Hunter St.	56.042-15-14	102982	NR,L
16-18 Hunter St.	56.043-3-12	103202	NR,L
24-26 Hunter St.	56.043-3-09	103224	Demol.
28-30 Hunter St.	56.043-3-08	103246	NR,L
34 Hunter St.	56.043-3-02	103268	NR,L
44 Hunter St.	56.043-1-15	103290	NR,L
46 Hunter St.	56.043-1-14	103312	NR,L
50-52 Hunter St.	56.043-1-12	103334	NR,L
54 Hunter St.	56.043-1-11	103356	NR,L
56-58 Hunter St.	56.043-1-10	103378	NR,L
62-64 Hunter St.	56.043-1-07	103400	NR,L
66-68 Hunter St.	56.043-1-06	103422	NR,L
70 Hunter St.	56.043-1-05	103444	NR,L

72 Hunter St.	56.043-1-04	103466	NR,L
76-78 Hunter St.	56.043-1-02	103510	NR,L
80-82 Hunter St.	56.043-1-02	103532	NR,L
98-102 Hunter St.	56.050-5-08	103554	NR,L
104-106 Hunter St.	56.050-5-06	103558	NR,L
108-110 Hunter St.	56.050-5-05	103600	NR,L
112-114 Hunter St.	56.050-5-04	103620	NR,L
116-120 Hunter St.	56.050-5-03	103642	NR,L
128-134 Hunter St.	56.050-5-01	103664	NR,L

JOHN STREET

11-17 John St.	48.331-3-10	3014	NR,L
21 John St.	48.331-3-11	3036	NR,L
23-27 John St.	48.331-3-12	3058	NR,L
33-37 John St.	48.331-2-18	3080	NR,L
39 John St.	48.331-2-17	3102	NR,L
57-59 John St.	48.331-1-20	3124	NR,L
61-65 John St.	48.331-1-21	3146	NR,L
83-87 John St.	48.330-3-25	3190	NR,L
89 John St.	48.330-3-26	3212	NR,L
93-95 John St.	48.330-3-27	3234	NR,L
2 John St.	48.331-4-4.2	3256	NR,L
8 John St.	48.331-4-06	3278	NR,L
12 John St.	48.331-4-4.12	3300	NR,L
16 John St.	48.331-4-4.11	3322	NR,L
20 John St.	48.331-4-31	3344	NR,L
22-26 John St.	48.331-4-02	3366	NR,L
50 John St.			NR,L
52 John St.			NR,L
54-56 John St.	48.331-7-02	3388	NR,L
58-76 John St.			NR,L
78-82 John St.	48.330-3-15	3410	NR,L
84-86 John St.	48.330-3-24	3432	NR,L

KINGSTON/RODOUT 2 LIGHTHOUSE

NR,L

KINGSTON-PORT EWEN SUSPENSION BRIDGE

NR,L

LINDSLEY AVENUE

82-152 Linds' y Ave.	56.028-1-04	87428	L
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LIVINGSTON STREET

27-33 Livingston St.	56.034-10-15	75438	NR.
35 Livingston St.	56.034-10-14	75460	NR
37-39 Livingston St.	56.034-10-13	75482	NR
10-18 Livingston St.	56.035-3-05	75504	NR
24-26 Livingston St.	56.035-3-4.2	902320	NR

MAIDEN LANE

105-111 Maiden Lane	56.091-3-13	3608	L
129 Maiden Lane	56.091-2-25.2	3650	L
88 Maiden Lane	56.091-5-01	4092	L
96 Maiden Lane	56.091-4-04	4094	L

MAIN STREET

1-5 Main St.	48.331-4-10	4180	NR,L
7-9 Main St.	48.331-4-11	4202	NR,L
11 Main St.	48.331-4-12	4224	NR,L
19-21 Main St.	48.331-4-14	4246	NR,L
25 Main St.	48.331-4-15	4268	NR,L
27-35 Main St.	48.331-4-16	4290	NR,L
37-61 Main St.	48.331-6-07	900320	NR,L
63-69 Main St.	48.331-7-08	4312	NR,L
75-83 Main St.	48.331-7-09	4356	NR,L
85 Main St.	48.331-7-10	4378	NR,L
10-16 Main St.	48.331-5-02	900325	Demol.
18-28 Main St.	48.331-5-01	900330	NR,L
42 Main St.	48.331-6-18	4422	NR,L
44-46 Main St.	48.331-6-17	4444	NR,L
48 Main St.	48.331-6-16	4466	NR,L
50 Main St.	48.331-6-15	4488	NR,L
52 Main St.	48.331-6-15	4510	NR,L

MANOR AVENUE

Vauxhall	48.065-1-66	25036	L
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MARIUS STREET

69-85 Marius St.	56.032-3-15	147730	?
78-80 Marius St.	56.032-4-37	148038	?

MCENTEE STREET

64-68 McEntee St.	56.042-6-3.1	109978	NR,L
70-72 McEntee St.	56.042-6-2	908220	NR,L

MT ZION CEMETERY

L

NORTH FRONT STREET

1-7 North Front St.	48.080-1-24.2	4695	NR,L
9-17 North Front St.	48.080-1-25	4708	NR,L
31 North Front St.	48.314-2-03	4774	NR,L
33 North Front St.	48.314-2-04	4796	NR,L
35 North Front St.	48.314-2-05	4818	NR,L
37 North Front St.	48.314-2-06	4840	NR,L
39 North Front St.	48.314-2-7	4862	NR,L
41 North Front St.			
47 North Front St.	48.314-2-10	4928	NR,L
49-51 North Front St.	48.314-2-11	4950	NR,L
53-55 North Front St.	48.314-2-12	4972	NR,L
57 North Front St.	48.314-2-13	4994	NR,L
59 North Front St.	48.314-2-14	5016	NR,L
61-63 North Front St.	48.314-2-15	5038	NR,L
79-85 North Front St.	48.315-2-17	5060	NR,L
89 North Front St.	48.315-2-18	5075	NR,L
8-14 North Front St.	48.331-3-02	5170	NR,L
32 North Front St.	48.331-1-08	7194	NR,L
34 North Front St.	48.331-1-08	7194	NR,L
36 North Front St.	48.331-1-08	7194	NR,L
40 North Front St.	48.331-1-07	5192	NR,L
42 North Front St.	48.331-1-06	5214	NR,L
44 North Front St.	48.331-1-05	5236	NR,L
46-48 North Front St.	48.331-1-04	5258	NR,L
50 North Front St.	48.331-1-03	5280	NR,L
52-58 North Front St.	48.331-1-02	5302	NR,L
60-62 North Front St.			Demol.
66-68 North Front St.	48.330-3-07	5346	NR,L
70 North Front St.	48.330-3-06	5368	NR,L

84-86 North Front St.
88-96 North Front St.

48.330-3-02
48.330-3-01

5390
5400

NR,L
NR,L

PEARL STREET

1-13 Pearl St.	48.331-5-20	900420	L
15-19 Pearl St.	48.331-05-16	900439	L
109 Pearl St.	56.090-4-21	911225	L
142-148 Pearl St.	56.090-5-20	178464	L

POST STREET

1 Post St.			
5-7 Post St.	56.043-3-19	103752	NR,L
41 Post St.			
2 Post St.			
8 Post St.	56.043-4-31	103796	Demol.
10-12 Post St.	56.043-4-32	103818	NR,L
14 Post St.	56.043-4-33	103840	NR,L
22-24 Post St.	56.043-4-20	103862	Demol.
28 Post St.	56.043-4-18	103906	NR,L
36 Post St.	56.043-4-13	103950	NR,L
38 Post St.	56.043-4-12	103972	NR,L
40-42 Post St.	56.043-4-10	103994	NR,L
44 Post St.	56.043-4-07	104016	NR,L
50 Post St.			

PRESIDENTS PLACE

9-17 Presidents Pl.	56.042-8-15	104060	NR,L
21-27 Presidents Pl.	56.042-8-13	104104	NR,L
2-4 Presidents Pl.	56.042-8-03	104180	NR,L
6-8 Presidents Pl.	56.042-8-04	104192	NR,L
10-12 Presidents Pl.	56.042-8-05	104214	NR,L
14-16 Presidents Pl.	56.042-8-06	104236	NR,L
26-30 Presidents Pl.	56.042-8-07	104258	NR,L

RAVINE STREET

21 Ravine St.	56.050-4-06	104324	NR,L
23 Ravine St.	56.050-4-05	104346	NR,L
25-31 Ravine St.	56.050-4-04	104368	NR,L

41-45 Ravine St.	56.042-15-13	104390	NR,L
47-49 Ravine St.	56.042-15-12	104412	NR,L
51 Ravine St.	56.042-15-11	104434	NR,L
14-18 Ravine St.	56.050-5-23	104500	NR,L
20-24 Ravine St.	56.050-5-24	104522	NR,L
42 Ravine St.	56.042-9-21	104544	NR,L
44 Ravine St.	56.042-9-22	104566	NR,L
48 Ravine St.	56.042-9-23	104588	NR,L
50 Ravine St.	56.042-9-24	104610	NR,L
52 Ravine St.	56.042-9-01	104632	NR,L

ROGERS STREET

1-5 Rogers St.	56.035-2-07	110946	NR,L
7 Rogers St.	56.035-2-08	110968	NR,L
9-11 Rogers St.	56.035-2-09	110990	NR,L
13-15 Rogers St.	56.035-2-10	111012	NR,L
17-19 Rogers St.	56.035-2-11	111034	NR,L
21 Rogers St.	56.035-1-08	111056	NR,L
23 Rogers St.	56.035-1-09	908230	NR,L
27-29 Rogers St.	56.035-1-11	111122	NR,L
22-26 Rogers St.	56.035-1-15	908240	NR,L
28 Rogers St.	56.035-1-14	908250	NR,L

SAINT JAMES STREET

57-59 St. James St.	56.092-1-27	6204	L
82-86 St. James St.	56.092-5-02	150766	L
106 St. James St.	56.091-6-04	150876	L
118-120 St. James St.	56.091-6-01	150942	L

SPRING STREET

19 Spring St.	56.035-2-32	908260	NR,L
21-23 Spring St.	56.035-2-33	908270	NR,L
25 Spring St.	56.035-2-34	111310	NR,L
27-31 Spring St.	56.035-2-35	908290	NR,L
43 Spring St.	56.042-7-09	111364	NR,L
45-49 Spring St.	56.042-7-10	111386	NR,L
51-53 Spring St.	56.042-7-11	111408	NR,L

55-59 Spring St.	56.042-7-12	111430	NR,L
61-63 Spring St.	56.042-7-13	111452	NR,L
65-71 Spring St.	56.042-7-14	111474	NR,L

64-74 Spring St.	56.042-8-02	907280	NR,L
76-88 Spring St.	56.042-10-08	104918	NR,L
142-144 Spring St.	56.042-13-11	105160	NR,L

STUYVESANT STREET

29-31 Stuyvesant St.	56.035-3-06	79464	NR,L
33-35 Stuyvesant St.	56.035-3-07	79486	NR,L

2-4 Stuyvesant St.	56.035-3-15	98538	Demol.
8-12 Stuyvesant St.	56.035-3-13	98560	NR,L
4-16 Stuyvesant St.	56.035-3-12	98582	Demol.
18-24 Stuyvesant St.	56.035-3-11	98604	NR,L
26-30 Stuyvesant St.	56.035-3-10	98626	NR,L
32 Stuyvesant St.	56.035-3-09	98648	NR,L
34-36 Stuyvesant St.	56.035-3-08	98670	NR,L

WALL STREET

93-103 Wall St.	56.		L
171-175 Wall St.	56.091-1-30	182248	L
237-239 Wall St.	56.091-2-11	6710	NR,L
255 Wall St.	56.091-2-06	6820	NR,L
263-269 Wall St.	48.331-7-07	6864	NR,L
271-275 Wall St.	48.331-7-06	6886	NR,L
277-289 Wall St.	48.331-7-05	900520	NR,L
291-293 Wall St.	48.331-7-04	6908	NR,L
295-299 Wall St.	48.331-7-03	6930	NR,L
301 Wall St.	48.331-1-19	6952	NR,L
303-307 Wall St.	48.331-1-18	6974	NR,L
309 Wall St.	48.331-1-17	6996	NR,L
311-315 Wall St.	48.331-1-16	7018	NR,L
317 Wall St.	48.331-1-15	7040	NR,L
319-321 Wall St.	48.331-1-14	7062	NR,L
323 Wall St.	48.331-1-13	7084	NR,L
325 Wall St.	48.331-1-12	7106	NR,L
327-329 Wall St.	48.331-1-11	7128	NR,L
331 Wall St.	48.331-1-10	7150	NR,L
333 Wall St.	48.331-1-09	7172	NR,L
335 Wall St.	48.331-1-08	7194	NR,L

242-244 Wall St.	48.331-6-13	900530	NR,L
276-282 Wall St.	48.331-6-19	7304	NR,L
284 -286 Wall St.	48.331-6-20	7326	NR,L
288 Wall St.	48.331-6-21	7348	NR,L
290 Wall St.	48.331-6-22	7370	NR,L
292 Wall St.	48.331-6-23	1392	NR,L
298 Wall St.	48.331-6-25	7436	NR,L
300 Wall St.	48.331-2-16	7458	NR,L
302 Wall St.	48.331-2-15	7480	NR,L
304 Wall St.	48.331-2-14	7502	NR,L
306 Wall St.	48.331-2-13	7524	NR,L
308-310 Wall St.	48.331-2-12	7546	NR,L
312 Wall St.	48.331-2-11	7568	NR,L
316 Wall St.	48.331-2-09	7612	NR,L
318-320 Wall St.	48.331-2-08	7634	NR,L
322 Wall St.	48.331-2-07	7656	NR,L
324 Wall St.	48.331-2-06	7678	NR,L
326 Wall St.	48.331-2-05	7700	NR,L
328 Wall St.	48.331-2-04	7722	NR,L
330 Wall St.	48.331-2-03	1744	NR,L
332 Wall St.	48.331-2-02	7766	NR,L
334 Wall St.	48.331-2-01	7788	NR,L

WELLES LANE

12 Welles La.	56.034-9-09	112002	NR
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WEST CHESTNUT STREET

11-15 W. Chestnut	56.034-9-07	112508	NR
17-21 W. Chestnut	56.034-9-08	112530	NR
23-29 W. Chestnut	56.034-9-11	112552	NR
31-35 W. Chestnut	56.034-9-12	112574	NR
37-41 W. Chestnut	56.034-9-13	112596	NR
43-45 W. Chestnut	56.034-9-15	112640	NR
53-55 W. Chestnut	56.034-9-16.1	112662	NR
57-61 W. Chestnut	56.034-9-17	112684	NR
63-67 W. Chestnut	56.034-9-18	112796	NR
69-79 W. Chestnut	56.034-9-19	112728	NR
81-83 W. Chestnut	56.034-9-20	112750	NR
85-91 W. Chestnut	56.034-9-21	112772	NR
93-95 W. Chestnut	56.034-9-22	908318	NR
97-105 W. Chestnut	56.034-9-23.1	112816	NR

29-31 W. Strand	56.043-5-34	105820	NR,L
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WEST UNION STREET

5-7 W. Union	56.043-4-23	105908	Demol.
9 W. Union	56.043-4-22	105930	Demol.
11-13 W. Union	56.043-4-21	105952	Demol.
15-19 W. Union	56.043-3-17	105974	NR,L
21-23 W. Union	56.043-3-14	105996	NR,L
41-45 W. Union	56.043-3-06	106084	NR,L
47-49 W. Union	56.043-3-31	106106	NR,L
51 W. Union	56.043-3-03	106128	NR,L
63 W. Union	56.043-1-17	106150	NR,L
65 W. Union	56.043-1-18	106172	NR,L
69 W. Union		907338	Demol.
73 W. Union	56.043-1-09	106282	NR,L
75 W. Union	56.043-1-08	106304	NR,L
77 W. Union	56.043-1-22	106326	NR,L
79-81 W. Union	56.043-1-23	106348	NR,L
83 W. Union	56.043-1-24	106370	NR,L
89 W. Union	56.043-1-26	106414	NR,L
91 W. Union	56.043-1-27	106436	NR,L
10-14 W. Union	56.043-4-34	106458	NR,L
20 W. Union	56.043-3-22	106502	NR,L
28-32 W. Union	56.043-3-24	907370	NR,L
38-40 W. Union	56.043-3-26	106524	NR,L
64 W. Union	56.043-2-12	106568	NR,L
66 W. Union	56.043-2-11	106590	NR,L
70 W. Union	56.043-2-10	106612	NR,L
74 W. Union	56.043-2-08	106656	NR,L
76 W. Union	56.043-2-07	106678	NR,L
80 W. Union	56.043-2-05	106722	NR,L

WURTS STREET

1 Wurts St.	56.043-2-16	106810	NR,L
3-5 Wurts St.	56.043-2-15	106832	NR,L
7 Wurts St.	56.043-2-14	907375	NR,L
9 Wurts St.	56.043-2--13	106876	NR,L
11-19 Wurts St.	56.043-1-16	106898	NR,L
23-29 Wurts St.	56.042-8-26	907380	NR,L
31-37 Wurts St.	56.042-8-25	907390	NR,L
39-41 Wurts St.	56.042-8-24	106920	NR,L
43-45 Wurts St.	56.042-8-23	106942	NR,L

47-49 Wurts St.	56.042-8-22	106964	NR,L
51-53 Wurts St.	56.042-8-21	106986	NR,L
55-57 Wurts St.	56.042-8-20	107008	NR,L
59-61 Wurts St.	56.042-8-19	107030	NR,L
63-67 Wurts St.	56.042-8-18	907395	NR,L
69-79 Wurts St.	56.042-7-08	115660	NR,L
81-85 Wurts St.	56.042-7-07	115666	NR,L
87-91 Wurts St.	56.042-6-13	908460	NR,L
93 Wurts St.	56.042-6-12	908470	NR,L
95 Wurts St.	56.042-6-11	115676	NR,L
99 Wurts St.	56.042-6-10	908480	NR,L
103-105 Wurts St.	56.042-6-09	115720	NR,L
107 Wurts St.	56.042-6-08	115742	NR,L
109-111 Wurts St.	56.042-6-07	115764	NR,L
113-115 Wurts St.	56.042-6-06	908490	NR,L
2-10 Wurts St.	56.043-3-30	107074	NR,L
12-20 Wurts St.	56.043-3-01	107096	NR,L
74-86 Wurts St.	56.035-2-37	908500	NR,L
98-100 Wurts St.	56.035-1-24	115796	NR,L
102 Wurts St.	56.035-1-25	115808	NR,L
104 Wurts St.	56.035-1-26	908530	NR,L
106-112 Wurts St.	56.035-1-13	908540	NR,L