National Park Service
U.S Department of the Interior



Olmsted Center
for Landscape Preservation

Cultural Landscape Report

Fort Wadsworth
Gateway National Recreation Area



Cultural Landscape Report

Fort Wadsworth
National Park Service
Gateway National Recreation Area

Site History

Landscape Existing Conditions

Analysis and Evaluation

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National Park Service Gateway National Recreation Area, New York, 2022

This report has been prepared for the National Park Service Gateway National Recreation Area and the Olmsted Center for Landscape Preservation, which promotes the preservation of significant landscapes through research, planning, stewardship, and education. The Center accomplishes its mission in collaboration with a network of partners including the National Park Service.

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Cover Photo: Aerial View of Fort Wadsworth, circa 1930. From Gateway National Recreation Area Collections, Photo 19398

Title Page: View of Battery Weed from seawall, December 2021

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ACKNOWLEDGMENTS

This report represents a significant undertaking in research, analysis and dedication that extends beyond the efforts of those listed on the cover page. From PaleoWest, Helen Juergens and Christopher Baker served as the Principal Investigators and primary authors. Steve Burns contributed to the entire effort as the lead cultural landscape architect providing the current conditions analysis and evaluations for eligibility. Michael Mirro contributed all geographic information system and spatial analysis data and assisted Helen Juergens in drafting the historic and current conditions plans. Ben DiBiase served as historian, and contract manager. A tremendous amount of gratitude must also be extended to PaleoWest's design team lead by Lek Borja and Alyssa Maziarz as well as copy editor Kris Stelter.

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Other repositories that were accessed in-person for this report include the Metropolitan Transit Authority Bridges and Tunnels Archive in Manhattan. Mary Hedge, Archive Manager, and Nellie Hankins, Archives Assistant, were instrumental in providing a substantial amount of research materials pertaining to the planning and construction of the Verrazzano-Narrows Bridge. Various archivists and reference librarians with the National Archives and Records Administration as well as the New York Historical Society and United States

Army Center of Military History's Harbor Defense Museum assisted with remote research.

This study began at the height of the COVID-19 pandemic which presented a myriad of challenges and potential pitfalls; however, the authors are deeply grateful for the unwavering support, flexibility, and overall goodwill shown them by everyone involved in this study along the way.

CHAPTER 1: INTRODUCTION

Fort Wadsworth is part of the Staten Island Unit that makes up the Gateway National Recreation Area. Established in 1972, the Gateway National Recreation Area includes 27,000 acres in New York and New Jersey, and the 117-acre Fort Wadsworth area contributes to the nearly 3,000 acres of National Park Service land on Staten Island. In continuous use from the late eighteenth century to the late twentieth century as a military installation, the area encompassing Fort Wadsworth has been strategically significant, protecting the entrance into New York harbor. The site evolved over time as the coastal batteries constructed from the mid-nineteenth century into the early twentieth century were quickly made obsolete by more advanced military technology such as airplanes, long range guns on Dreadnought battleships, and later, intercontinental missiles.

This report examines the existing conditions and historical land use of Fort Wadsworth from the earliest known historical records of human habitation through the modern era of National Park Service management and use. This report provides a detailed contextual analysis of the evolving military, and often concurrent public recreational, uses of the site and the changing landscape as Staten Island and the greater New York City metropolitan area grew rapidly over the course of the last two centuries. This report will serve as a critical management tool for National Park Service resource managers as large areas of Fort Wadsworth's historic resources and infrastructure, including abandoned gun batteries, are gradually covered by natural vegetation as well as invasive vines and plants.

STUDY AREA SETTING

Fort Wadsworth is on the western side of the New York Harbor Narrows, separating Staten Island to the west and the Borough of Brooklyn to the east. The location of Fort Wadsworth as a strategic military outpost—and as part of a larger network of coastal fortifications protecting the only entrance into New York Harbor—dates to the late eighteenth century. The military reservation was previously known by several different names and has expanded over time to include facilities still operating as active military installations within the legislated National Park Service boundaries.

Several large fortifications, including Battery Weed, are on a headland directly on the western shore of the Narrows. Fort Tompkins sits at the top of a 120-foot

high bluff. Both constructed in the nineteenth century, they are flanked by numerous outlying gun batteries and support infrastructure, most of which are presently obscured or inaccessible.

The Fort Wadsworth site is visited for its scenic harbor views of the surrounding New York City metropolitan area. Much of the central landscape is dominated by the towering Verrazzano-Narrows Bridge connecting the Borough of Brooklyn to Staten Island, which was completed in 1964. Heavy vegetation obscures much of the historic defenses and surviving support infrastructure, as well as the historic fields of fire looking across the Narrows and eastward towards the Atlantic Ocean.

Steep cliffs descending towards the water are largely unchanged over two centuries, as is the sloping landscape south and east of the main military batteries along the waterfront. Circulation patterns largely follow historic period roads and are accompanied by the addition of parking lots and recreational facilities.

STUDY SCOPE AND METHODS

This cultural landscape report is meant to be a foundational planning and management document for resource managers of the Gateway National Recreation Area to aid in understanding the character-defining features of the landscape that make the unit unique and convey its significance. As such, this report documents the physical history and changes to the landscape that have evolved over the course of the last two and half centuries to inform treatment strategies and future preservation efforts.

Today, Fort Wadsworth is a National Register of Historic Places-designated Historic District, with several contributing resources individually listed. This report covers the entire Fort Wadsworth property from the shoreline inland towards New York Avenue, the approaches to the Verrazzano-Narrows Bridge, and the coastal roads and beaches making up the southern portion of the property. Within this report, Fort Wadsworth will be described in four landscape character areas based on historical development patterns: Coastal North, Coastal South, Inland North, and the Verrazzano-Narrows Bridge (Figure 1.1). Generally, the Coastal North area was the first to be developed for military defenses, and the oldest forts are located here. As the installation grew, various batteries were installed within the Coastal South area. The Inland North area was used historically for more administrative, supportive, and housing functions where sight lines or fields of fire were not the primary focus.

This report is divided into three main sections and adheres to the guidelines set forth in A Guide to Cultural Landscape Reports: Contents, Process, and Techniques.2 Chapter 2 includes a detailed site history and integrates historic maps with historic period plans created using various source materials, including maps, diagrams, historic documentation, and photographs, in addition to other source material. Chapter 3 is a detailed landscape documentation of Fort Wadsworth in its current condition. This includes contemporary landscape photographs and analysis of known historic features and alterations over time. Finally, Chapter 4 includes a summary of the landscape's significance and includes all contributing and non-contributing features to the National Register of Historic Places eligibility as a historic landscape.. Finally, Appendix A is a detailed inventory table of existing landscape features with graphic references.

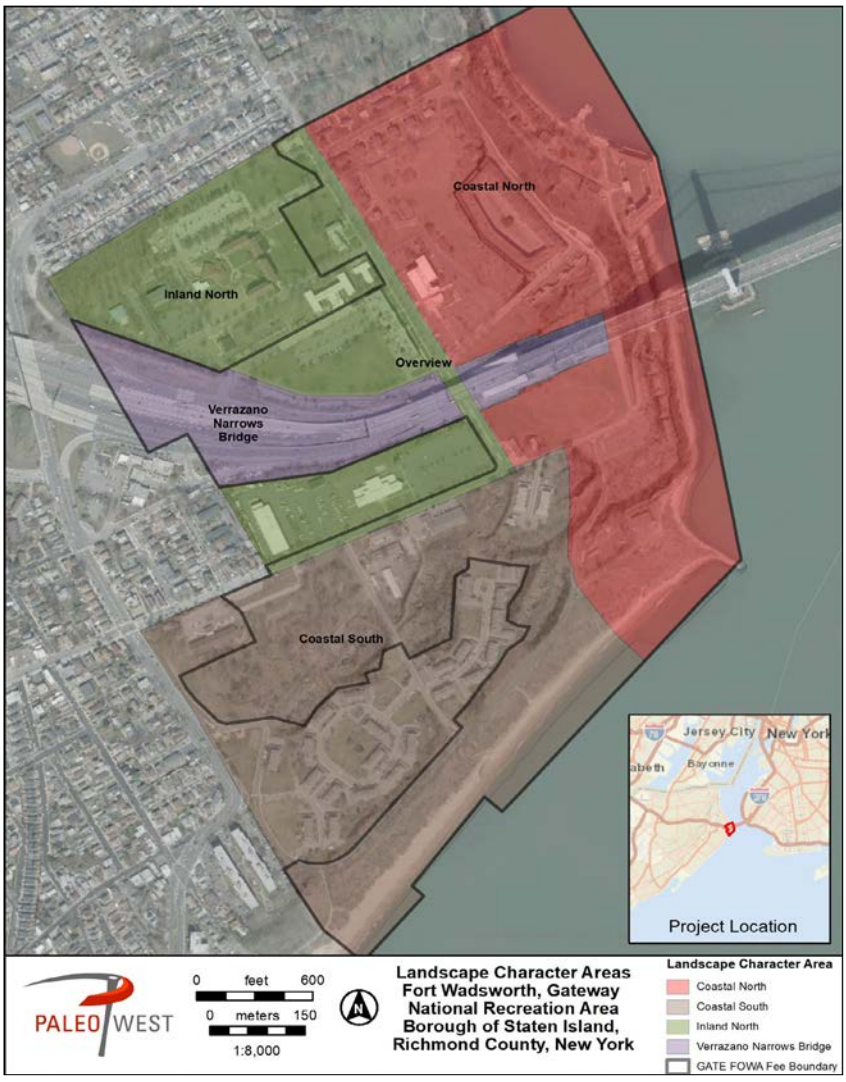
Source material consulted for this study has includes photographs, maps, and documentation from the Gateway National Recreation Area collections housed within the administration building at Fort Wadsworth. Other collections include an extensive grouping of military photographs, plans, and maps housed at the National Archives and Records Administration in Washington, D.C. Several public and private collections were consulted, including material from the New York Public Library, the Metropolitan Transportation Authority's Bridges and Tunnels

Archives in Manhattan, existing management documents, including the Fort Wadsworth National Register of Historic Places District nomination form, historic structure reports, and cultural landscape reports from Fort Wadsworth and the broader Gateway National Recreation Area units.

Cultural landscape studies and resource investigations, historic maps have been georeferenced into a geographic information system to identify features within the study area. Traditional methods for referencing maps includes using an orthorectified aerial image as a starting point, where common points are linked between the map and aerial. Image orthorectification removes the effects of camera tilt and distortion due to slope in imagery resulting in a planimetrically accurate image where features are represented in accurate positions. Thus, referencing a historic map against an orthoimage will result in accurate placement of that map in a coordinate system. To improve upon this process, PaleoWest used a LiDAR derived point cloud of the study area to derive accurate rectified elevation models to base georeferencing. Using LiDAR point clouds makes it possible to derive a digital surface model, which includes vegetation, buildings, and other vertical built features and a bare earth digital elevation model where vegetation, buildings, fences, and other vertical built features are algorithmically removed. Removal of vegetation for much of this area allowed for a clear delineation of batteries, fortifications, roads, and other buildings that were obscured by tree cover permitting highly accurate georeferencing of maps where these features are depicted. Use of the digital surface model permitted accurate georeferencing to building corners and other features not obscured by vegetation.

For this study, LiDAR data was downloaded from the National Oceanic and Atmospheric Administration Digital Coast: Data Access Viewer. Point cloud tiles covering the study area (Quantum Spatial 2018) with an estimated point density of 1 point per square foot (10.75 points per square meter) and vertical accuracy of 0.016 feet (0.005 meter) were downloaded and mosaiced into a LASER (LAS) dataset in ArcGIS Pro. The point cloud was classified (assigning numeric values to point types such as vegetation, ground, building, etc.) to simplify processing. Using geoprocessing tools included in ArcGIS 3D Analyst, a bare earth digital surface model and digital elevation model were generated (Figure 1.2 and Figure 1.3). From these, a shaded relief model (where elevation is represented by a color gradient and vertical features are shaded by modeled source of light) was generated. These show the study area with vegetation and buildings (digital surface model) and as a digital elevation model depicting only the ground surface. A rooftop model was generated from the digital surface model, resulting in a vector layer that outlines rooftops of buildings in the area. Additionally, 1-foot contours were developed for the study area. Using these data, PaleoWest could improve upon historic map georeferencing accuracy by use of additional surface features exposed in the LiDAR data not visible due to vegetation in orthoimages.

Figure 1.1. Landscape character areas of Fort Wadsworth.



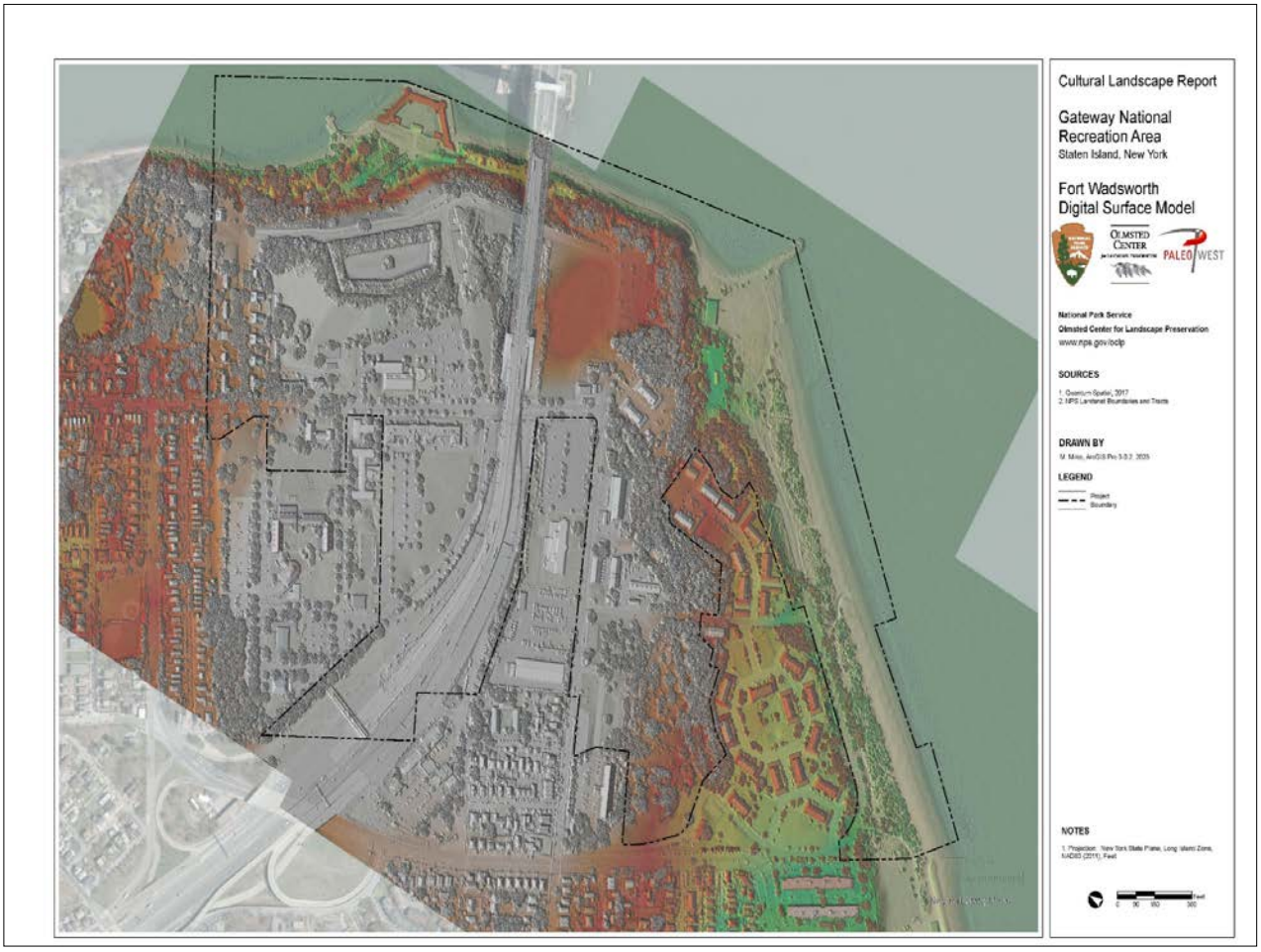


Figure 1.2. Digital surface model (DSM) of Fort Wadsworth.

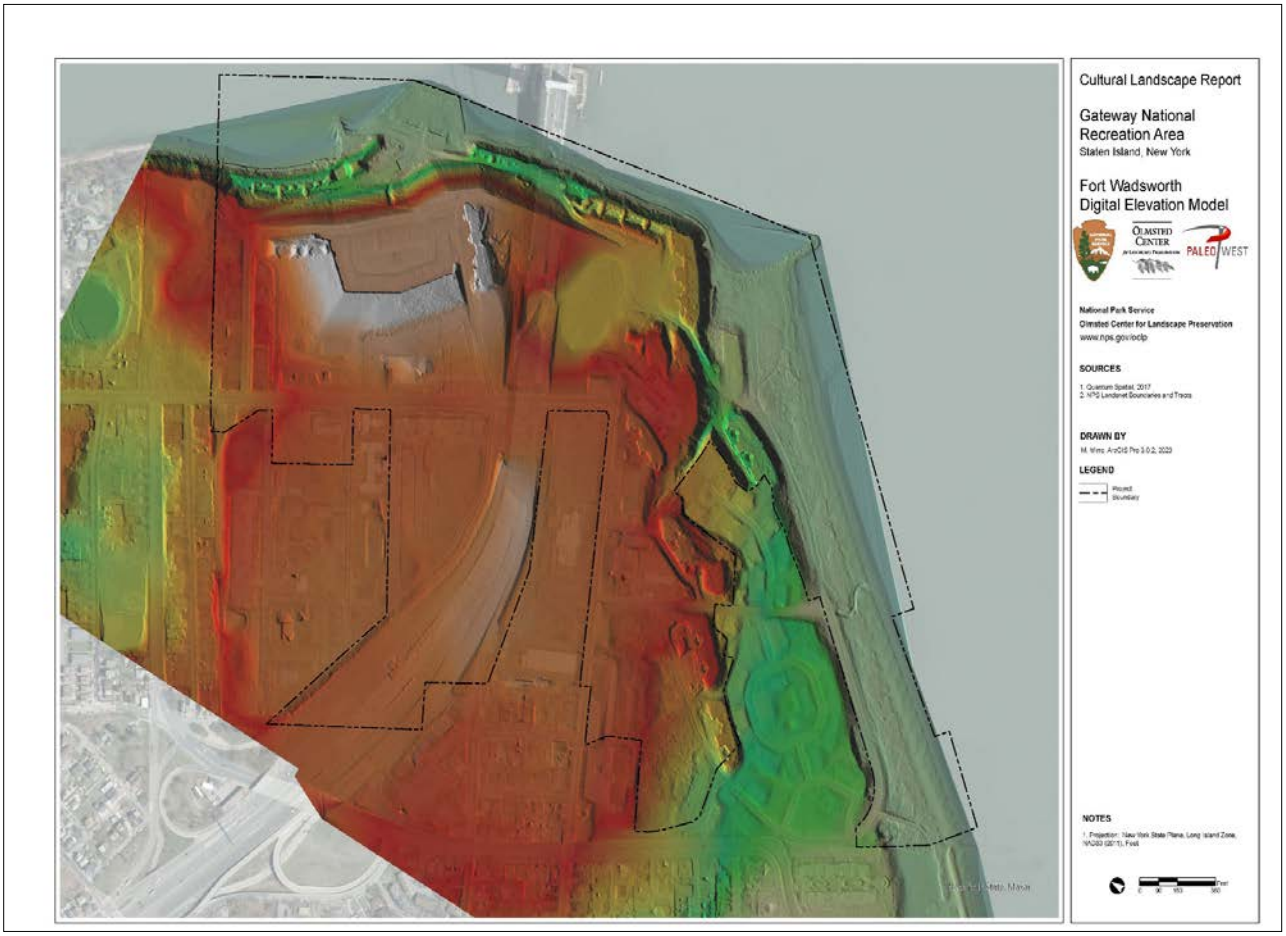


Figure 1.3. Digital elevation model (DEM) of Fort Wadsworth.

SUMMARY OF FINDINGS

The Fort Wadsworth Historic District encompasses 117 acres of the former military reservation that was developed on the northwestern point of Staten Island, overlooking the Narrows, beginning in the late eighteenth century to guard the entrance to New York Harbor. The site of Fort Wadsworth was initially fortified during the Colonial Period and was acquired by the Federal Government in 1794. According to the National Register of Historic Places documentation, the Fort Wadsworth Historic District contains a total of 83 counted resources, 62 of which are contributing (33 buildings, 17 structures, and 12 sites) and 21 are non-contributing (16 buildings and 5 structures).[1] The period of significance for the park extends from 1794–1946, covering the years of active defensive use.

Two of the contributing structures, Battery Weed (formerly Fort Richmond, built 1847–1864) and Fort Tompkins (built 1859–1876), were previously listed in the National Register. These are large granite structures that were developed as part of the Third System of American coastal defenses. Twelve outlying concrete gun batteries and mine-related infrastructure date from the Endicott Era of the late nineteenth century and early twentieth century, and one gun battery was constructed during World War II. Other contributing resources consist of officer's quarters, enlisted men's residences, support infrastructure, and a historic light station. Non-contributing resources were either constructed after the period of significance or have been altered to the point where they no longer possess historic integrity. The boundary of the study area was drawn to exclude areas of the former Fort Wadsworth military reservation that were developed for the United States Army Reserves and United States Coast Guard in the late twentieth century after the defensive works were decommissioned.

The Fort Wadsworth Historic District retains integrity to the areas and periods of significance. In general, the district conveys its historical significance through its location, setting, design, materials, workmanship, feeling, and association.

The Fort Wadsworth Historic District encompasses the core areas of the military reservation that contain fortifications, gun batteries, and support infrastructure related to its significant coast defense mission during the historic period. Although construction outside the period of significance has resulted in incremental and obviously intrusive additions to the historic landscape at the headlands of the Narrows, the district incorporates the important features that defined it during the period of significance. These features include the dominant aspect of Flagstaff Hill and its slopes above the Narrows, the defensive inter-relationship of Battery Weed and Fort Tompkins, the string of outlying batteries along the base of the bluff, the dispersed Endicott Era gun batteries to the south, and the varied circulation network responding to military planning and to the topography of the headlands. Essential views of the Narrows and its maritime approaches from these

fortified locations are preserved with few exceptions. During the historic period, much of the reservation could be described as a carefully groomed, campus-like appearance with large areas of sodded and graded defensive earthworks extending from the southeastern corner of the historic district to its northern boundary. Although vegetation has obscured some of this landscape, this groomed appearance has been retained at the headlands around Battery Weed and Fort Tompkins. Less preserved is the landscape around the Endicott Era batteries in the southwest of the historic district, where vegetation and modern construction have intruded. Landscapes surrounding batteries of this period, however, had a markedly more naturalistic appearance than in earlier phases of development, so not all of the invasive vegetation at these locations should be considered deleterious to the district's integrity.

The most detrimental impact on the district's integrity was the construction of the Verrazzano-Narrows Bridge, which roughly bisects the district and has altered the perceived scale and relationship between the historic fortifications and the landscape. A visitor's overall understanding of the district's significance is not seriously affected; however, since a substantial number of the historic views to and from the district remain intact. The construction of military buildings post-dating the period of significance has largely maintained the existing street grid and pattern of development. Most of the modern military construction has occurred outside the study area boundary, in peripheral areas of the military reservation that were not intensively developed during the historic period. Certain gun batteries have been partially buried but remain visible as sites where surviving features contribute to the district's overall feeling and integrity.

CHAPTER 2: SITE HISTORY

PRE-CONTACT TO 1847: COLONY TO FEDERAL ACQUISITION

INTRODUCTION

The Staten Island landscape that became Fort Wadsworth evolved from a naturalistic style in the early 1600s when Europeans first colonized the area, to a fledgling military reservation in the mid-1800s during the Mexican American War. Over two centuries, the ancestral homelands of the Lenape Indians witnessed the rise and fall of colonial powers, the American Revolution, the War of 1812, and the expansion of Dutch, British, and American settlement onto Staten Islands.

The seventeenth and eighteenth centuries in North America were dominated by a period of global European colonialism. This span of time was characterized by intense competition between the European colonizers and resistance from the colonized. The British, in an effort to consolidate power in North America, annexed New Amsterdam from the Dutch in 1664. The cession included Staten Island. This was one of many British colonial conflicts. For example, King Philip's War threatened the Puritan colonies in Massachusetts in 1675; Bacon's rebellion erupted in Virginia a year later; international competition over access to American trade goods resulted in the French and Indian War (Seven Years War) in the 1750s.

The late eighteenth century and early nineteenth century was an era of rebellion as colonized nations in the America's fought for independence. The first war for independence occurred in North America when tensions with the British Government erupted into the American Revolution in 1776. When Cornwallis surrendered to American revolutionaries in 1783, Staten Island became a part of a newly founded New York State.

Seacoast defense became a priority for the new nation over the next century. Fortification development during this era is divided into three categories defined by phases of construction and federal policy directing the design of fortified defenses. The First System of Seacoast Defenses began in the 1790s as a result of Congress's assessment of inadequate defenses of American ports and concern over increasing tensions in Europe. The First System defenses did not follow a standardized design or program. They were typically low earthen structures with simple timber or brick walls. Congress recognized the weaknesses of the First System fortifications and proposed a program of improvements. The Second System forts were standardized by the Army Corps of Engineers

and were composed of stronger materials, brick, and stone, and designed in geometric shapes that often incorporated casemates. These defensive works were considerably more robust than those of the First System Fortifications. Second System Seacoast Fortifications defined American Seacoast fortification development into the late 1810s. Military philosophy shifted again in 1817. Federal military planners determined that permanent seacoast fortifications were defensive necessities. These Third System forts varied in design but shared some commonalities. Armaments were contained in multiple tiers of arched casemates. Walls were at least 5 feet thick and constructed of brick or stone, and the fortifications were typically angular in shape. [1] These trends are reflected in the harbor defenses constructed on Staten Island.

NATIVE AMERICAN OCCUPATION

Archaeologists have documented over 12,000 years of pre-contact Native American occupation in what is now known as New York State, and oral traditions of present-day tribes in the area tell of a 50,000-year cultural occupation. [2] In the Paleoindian Period (prior to 8,000 years ago), inland-based resources were a main staple, and hunting and collecting along the Northeast's waterways was the dominant subsistence strategy. In the Archaic Period (approximately 8,000 years ago), settlements became more concentrated within the region's major river drainages. By the Woodland Period (3,000 years ago), concurrent with a focus on coastal and riverine settlement, large populations were living in nucleated settlements and developing complex social ties, with language, kinship, ideology, and trade connecting individuals throughout the Northeast. These tribes and their ancestors adapted to changing environmental and social conditions as nomadic hunter-gatherers, agriculturalists, farmers, and traders.

Before Europeans arrived in North America, the Algonquin populated the land along the Atlantic, stretching as far west as the Mississippi River.[3] The Algonquin people comprised roughly thirty nations, each speaking a dialect of the same language and sharing similar customs. One such Algonquin nation was the Lenape, meaning "original people."[4] The Lenape were divided into three bands: the Munsee, the Unami, and the Unalacthigo. The scope of Lenape territory covered New Jersey, New York Harbor, and the Lower Hudson Valley, extending west into eastern Pennsylvania and east through Long Island.[5]

The environment and topography of Staten Island's eastern shore are ideal for human occupation and the exploitation of natural resources. The same characteristics that made the landscape favorable for defenses would have been appealing to local populations. The high ground above the shoreline offers commanding views of the Narrows and the entrance to the surrounding harbor. Level areas are convenient for constructing campgrounds. The beach and coastline are accessible for transporting people and supplies. Forests provide large

quantities of timber for building materials and a source of fuel, natural ponds serve as a reliable fresh water source, and the local soils are well-drained and productive.

Historic records from the Contact Period (beginning with Verrazzano in 1524) indicate that the lower Hudson Valley and coastal areas of New York were inhabited by Munsee-speaking groups of the larger Lenape cultural group. Munsee groups generally shared similar modes of subsistence, settlement, social organization, and forms of material culture.[6] European settlers identified the early-seventeenth-century inhabitants of Staten Island as the Raritan, Hackensack, Tappan, and/or Neversink Indians.[7] The island would have also been used by people from nearby areas, including Brooklyn. As Fort Wadsworth sits at the point that is the shortest distance from the Brooklyn shore, it would serve as a natural landing point.

Multiple pre-contact sites have been recorded across Staten Island, dating largely to the Woodland Period (circa 3,000–500 years ago). These sites are characterized by a greater density of artifacts and features suggesting longer, more intensive, and continuous occupations. Evidence of occupation is found near major rivers and estuaries, with smaller campsites on the interior.[8] The Late Woodland economy on Staten Island seems to have been primarily oriented to marine resources, supplemented by horticulture and seasonal hunting and gathering.[9] The area of Fort Wadsworth possesses archaeological sensitivity, given the existence of pre-contact sites on the island and similar landforms in the New York Harbor area, but a generally high level of disturbance over long periods of development can be detrimental to the preservation of any buried cultural deposits.

COLONIAL ERA

The region that became New York City attracted the attention of the Dutch at the same time that the British were colonizing Virginia and Massachusetts, and the Spanish were already well established throughout North and South America. The Dutch, who dominated international trade in the early 1600s, laid claim to a vast region that included parts of the current states of Delaware, New York, New Jersey, Connecticut, Pennsylvania, and Rhode Island in 1614. The region, named New Netherlands, was chartered as the exclusive trading grounds of the Dutch West India Company. Seven years later, the Dutch established a trading post on the tip of Manhattan Island. The post, New Amsterdam, became the Dutch colonial capital in North America and the nexus of Dutch settlement in New Netherlands. The Dutch were the first Europeans to occupy and attempt to settle Staaten Eylandt, as it was known, in the mid-1600s. Dutch colonial administrators unsuccessfully tried to gain a foothold on Staten Island as early as the 1630s but were repeatedly repulsed by Native resistance. The Lenape Indians, who had long resided on the island, were resistant to the European intrusion,

and repelled all attempts at settlement for nearly three decades. For example, David Pietrz de Vries established a plantation near what is now Tompkinsville in 1639, but Lenape raids destroyed the enterprise in 1641. Conelis Melyn may have attempted to establish another plantation on Staten Island in the early 1640s—the precise location of the settlement is not known—but the effort was understood to have been abandoned by 1643. Correspondence related to the establishment of Melyn's plantation includes discussion of the construction of a redoubt and signal flag at the Narrows; however, there is no evidence that either were ever constructed. Melyn tried to establish a settlement at the Watering Place in 1650, perhaps near his unsuccessful 1643 effort. This colony endured until 1655, when it was destroyed in the Lenape raid. The Dutch finally established a settlement that became known as Oude (Old) Dorp, about a mile southwest of what is now Fort Wadsworth in the early 1660s.[10] Oude Dorp was an agricultural community that took advantage of nearby pasturage and cropland; however, there is no indication that the area that became Fort Wadsworth was incorporated into the community's agricultural regime.[11] This is reinforced by a 1679 account in which Jaspar Dankars and Peter Sluyter explored the eastern, western, and southern sides of Staten Island. When the men reached the Narrows, they climbed up a steep bluff and immediately became lost in the woods.[12] The description does not indicate the precise location where they ascended the bluff, but it was likely somewhere within the area now understood as Fort Wadsworth. The fact that men became lost in the thick woods indicates that the land was still undeveloped or long regrown over a decade following the founding of Oude Dorp. Moreover, Dankars and Sluyter, who found their way back to the coast after an hour, did not describe encountering any trails, structures, or buildings in the Fort Wadsworth area.

Dutch control over New Netherlands ended in 1664 when British forces captured New Amsterdam. The transition from Dutch to British control was bloodless. New Amsterdam was renamed New York in honor of the Duke of York (who became King James II in 1685), but life on Staten Island remained essentially unchanged. The British resurveyed and expanded Oude Dorp in 1671. The community, which remained occupied by Dutch settlers, was renamed as Nieuwe (New) Dorp. Otherwise, the transition to British administration does not appear to have affected the newly established town of New Dorp, and the Dutch settlers were allowed to remain in place. Six years later, the Duke of York obtained title to Staten Island from the Lenape. This led to the subdivision of the island into English Crown Lands that were distributed to individuals. The area north of Battery Weed was subdivided before 1700. A small parcel (30 acres) was selected by an individual known only as F. Walton. This piece of land, which was never patented, included the area where Fort Tompkins and Battery Weed were eventually built.[13] There is no indication that the land was developed at the time of its divestment to Walton.

Population growth on Staten Island was gradual, but by the mid-1700s, the island featured four villages and the Narrows was becoming an important transportation corridor with a ferry that linked the island to Long Island. A 1745 map depicts a ferry crossing and a single building at the future location of Fort Wadsworth (Figure 2.1). Villages are shown to the west and south of the ferry crossing, and farmsteads are scattered throughout Staten Island; however, other than the ferry crossing and a single building, there is no indication that the Fort Wadsworth area was occupied permanently in 1745.

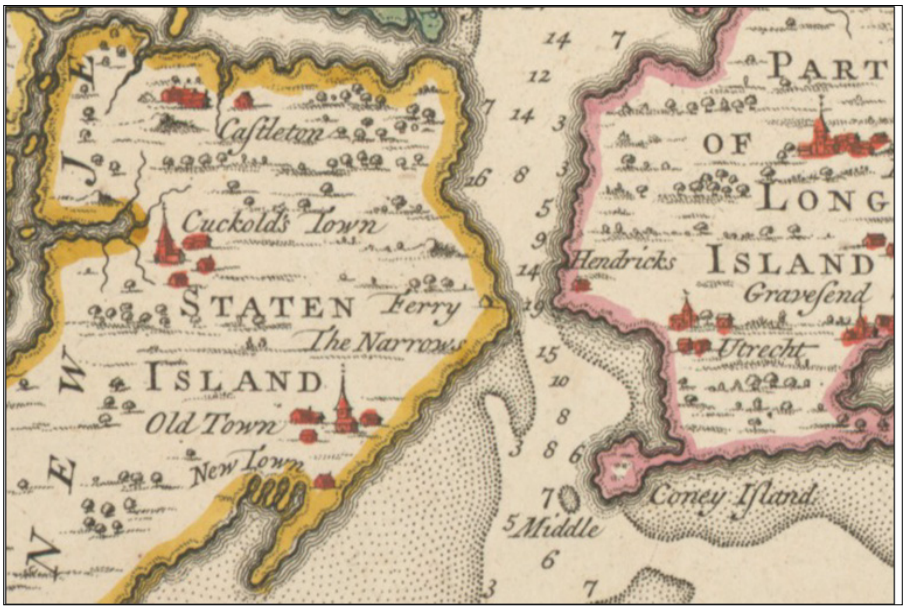


Figure 2.1. Detail of a 1745 map titled Les principales forteresses, ports &c. de l'Amerique septentrionale. The map depicts a ferry crossing and a single building (likely associated with local ship building operations) at the future location of Fort Wadsworth (New York Public Library).

John Van Deventer, a Dutch shipbuilder, acquired the land that became Fort Wadsworth in the mid-eighteenth century. The area became known as Van Deventer's Point. It is possible that the building depicted on the 1745 map was associated with his shipbuilding business. He constructed and launched at least one ship, the Irene, at Van Deventer's Point in 1748.[14] John Van Deventer passed away in 1759 and was buried at Van Deventer's point. The land would remain in the Van Deventer family until 1794, when a portion of the estate was sold to the State of New York. There is little indication that the area that became Fort Wadsworth changed appreciably in the latter half of the eighteenth century. The Van Deventer family constructed a farmhouse in the mid-1780s in the southeastern portion of the future Fort Wadsworth area. In the northern portion, agricultural land was leased to Cornelius McLean. Sources do not indicate details of how the land was used, but a 1776 map suggests cultivated land at the top of the bluffs (Figure 2.2).[15] West of the family's former home, a cemetery vault is depicted as late as 1809 near the southern boundary of present Fort Wadsworth in the approximate location of Battery Ayers. [16]

British forces began using Staten Island as a staging area when the American Revolution erupted in the summer of 1776. They remained on the island until the

end of the Revolutionary War. The British presence on Staten Island resulted in construction across the island, including at the strategically important Narrows. British military planners recommended several batteries on both sides of the Narrows, including three fortifications at the future site of Fort Wadsworth. The high ground provided an ideal spot for signal towers, allowing the military to communicate and surveil over large distances. Transportation systems, including ferries, wharfs, and roadways, were established. They also used locally available firewood and foraged to support troops and civilians on Staten Island and Manhattan. The proposed British defenses comprised an "Upper Battery" with 20 guns, a "Lower Battery" near the water with 10 guns, and a "retrenched battery" with 15 guns (Figure 2.2). Within three years, the British constructed a redoubt (fort), a line of gun platforms, and a hot-shot furnace.[17] No battles occurred at Staten Island, and the fortifications at the Narrows remained uncontested throughout the war.

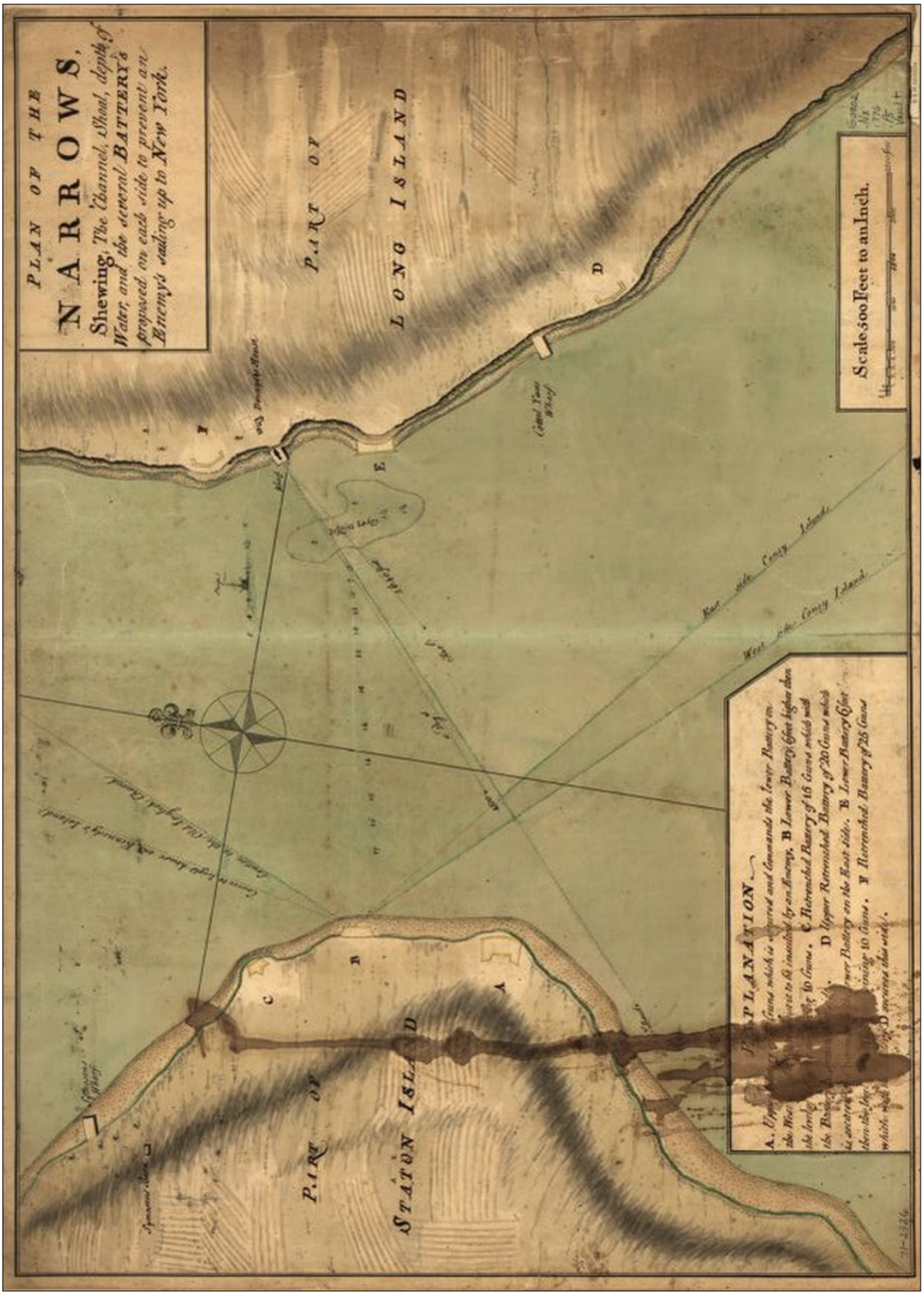


Figure 2.2. A 1776 map described as a Plan of The Narrows, shewing [sic] the channel, shoal, depth of water, and the several battery's [sic] proposed on each side to prevent an enemy's sailing up to New York. The map depicts agricultural fields adjacent two three defensive structures. The area denoted with A was the Upper Battery with 20 guns, B was the Lower Battery "Six Feet above the level of the Water" with 10 guns, and C was the Retrenched Battery with 15 guns (Library of Congress).

Maps created in 1781 and 1782 indicate varying levels of development at the Narrows. A 1781 map developed for British General Sir Henry Clinton shows a star-shaped fort, a network of roads, and a single building on the future site of Fort Wadsworth (Figure 2.3). Another map developed by German mercenaries supporting the British during the Revolutionary War, shows more detail (Figure 24). The map depicts a ferry across the Narrows approaching Staten Island just north of the area that is now Fort Wadsworth. Eight structures or buildings are depicted at water level, spanning from the ferry to the current location of Battery Weed. A road runs diagonally up a fortification and flagstaffs. The road intersects with a north/south road that runs south to a star-shaped fort, six support buildings, and a small fortification. A road to Richmond is just north of the fort. A third map from 1781 imprecisely depicts a signal house and fort on the bluffs above the water (Figure 2.5). A fourth map, based on surveys conducted in 1781 and 1782, depicts a redoubt on the east side of the Narrows but only shows a flagstaff on the west side (Figure 2.6). The map depicts two east-west trending roads or trails in what became the southern portion of Fort Wadsworth.[18]



Figure 2.3. Detail of a 1781 map of New York and Staten Island and part of Long Island, by George Taylor and William Skinner, Surveyors to his Excellency Commander and Chief. The map depicts a road network, a building, and a star-shaped fort on the bluff above the harbor (Boston Public Library).



Figure 2.4. Detail of a 1781 map titled Situation Des Posten zu Denises Ferry auf Long Island wie solder den 7th October 1781. The map shows extensive British development at Fort Wadsworth (University of Michigan



Figure 2.5. Detail of a 1781 map titled Chart and plan of the harbour of New York & the county. adjacent, from Sandy Hook to Kingsbridge, comprehending the whole of New York and Staten Islands, and part of Long Island & the Jersey shore: and shewing the defences [sic] of New York both by land and sea. The map imprecisely shows a signal house and fort at the future site of Fort Wadsworth (Boston Public Library).



Figure 2.6. Detail of a 1781 map titled Plan of New York and Staten Islands with part of Long Island, survey'd in the years 1781 & 82 . The map depicts the Flagstaff and road or trail on the Staten Island side of the Narrows (Library of Congress).

The four maps are not necessarily in agreement on details, but they reveal that the British actively occupied the future site of Fort Wadsworth and constructed a network of roads and erected buildings and structures on the site. The general spatial layout of the site as a defensive outpost with batteries at water level and a supporting fort on the bluff above was first expressed in 1776 and acted upon by the early 1780s. This was the basic development scheme for local harbor fortifications into the early twentieth century. The maps also reinforce the importance of the Staten Island side of the Narrows as an important communication site and harbor gateway with the indication of a flagstaff and signal house near the fort.

THE EARLY REPUBLIC

The British left Staten Island in 1783 following the British surrender in Yorktown, Virginia. Instead of retaining its use as a site for harbor defense, the land returned to pre-Revolutionary patterns centered on agriculture. The remnant fortifications, probably of earth and timber, were all on private land, and there was no incentive to maintain the perishable structures once the British departed. The fortifications deteriorated in the years following the Revolution.[19] Agricultural use of the site continued for about a decade until the State of New York selected the site as a component of a series of harbor defense batteries in the 1790s. The State Government determined that a portion of Van Deventer's estate was required to adequately defend the harbor.

Just over a decade after the end of the Revolutionary War, state and federal governments agreed that a comprehensive system of fortifications was required to protect the city. The State of New York took the lead in locally developing First System fortifications. Planning for the local fortifications began in 1794.

Officials proposed fortifications on Governor's Island, Ellis Island, Staten Island, and Bedloe's Island (the current site of the Statue of Liberty). Modest work occurred at the Narrows in the summer of 1794, and may have included the repair of salvageable portions of the British fortifications and the construction of a blockhouse. About 50 men spent the summer working on the fortifications, but no record exists describing precisely what work was completed. There is no evidence that First System gun batteries were ever constructed at the site.

In the meantime, the state of New York began acquiring all privately owned parcels within the boundaries of the proposed fortifications. Landowners on Staten Island were reluctant to sell their land to the state, making it the last private land to come into state ownership. About 24.5 acres were finally transferred from private ownership to the State of New York in November 1794. The state considered the site vitally important and proposed that fortifications be constructed in many of the same locations formerly used by the British. The planned land use even included rebuilding the "old fort" and constructing batteries on the beach, ostensibly below the bluff where the fort would stand.[20]

The planned defensive works at the Staten Island site did not begin construction immediately. New York State judged that the fortifications should be funded by the Federal Government, and a series of budgetary shortfalls and disagreements between state and federal officials prevented the commencement of construction of fortifications at the Narrows. By 1806, the United States was questioning the entire idea that shore batteries alone could protect the Narrows.[21] President Thomas Jefferson argued that gun boats were a highly effective harbor defense tool that could be used in combination with shore batteries, artillery, and floating batteries. He requested the deployment of 200 gun boats to harbor areas across the United States.[22] His approach did not make shore batteries, such as those at the Narrows, obsolete; however, it did result in a more diversified approach to harbor defense.

Planning for construction of fortifications at the Staten Island site continued while federal harbor defense policy evolved in the early 1800s. The project was led by United States Army Corps of Engineers Colonel Jonathan Williams. He began intensive design work in 1806 when he surveyed the Narrows to measure the distances between other defensive positions at Governor's Island, Ellis Island, and Bedloe's Island. The forts at Governor's Island consisted of Fort Jay (Fort Columbus), which employed triangular bastions, and the nearly circular casemated Castle Williams. Fort Wood, another star-shaped fort and the current base for the Statue of Liberty, was on Bedloe's Island. Fort Gibson on Ellis sland, was a semi-circular fortification.

A year later, in 1807, Williams presented his innovative plans for fortifying the Narrows. He proposed sinking blocks across the narrows at intervals of about 70 feet to prevent the unimpeded movement of enemy ships through the Narrows. Harbor mines, then called torpedoes, were to be placed in the spaces between the blocks. Williams also recommended constructing casemated batteries on Hendricks Reef in New York Harbor just off the coast of Brooklyn and opposite the Staten Island shore. The plan subsequently became public and controversial. Daniel Tompkins, the newly elected Governor of New York, approached Williams and asked him for a more conventional plan. Williams responded in 1808 with a proposal to construct fortifications on the Long Island side (Fort Hamilton) and Staten Island side of the Narrows. He concluded that two defensive works should be constructed on Staten Island, one at water's edge and another on the bluff above.[23] A year later, amid rising tensions between the United States and Britain, Staten Island finally became an area of focus. Defensive preparations brought coastal defenses out of the inner harbor and closer to an approaching enemy.

THE STATE RESERVATION

Construction of the Second System of Seacoast Defenses began in 1808, in preparation for conflict leading up to the War of 1812. In November 1809, the State purchased an additional 22 acres south of the parcel purchased in 1794. Construction work proceeded quickly. A semi-circular earthen water battery named Fort Richmond was completed by January 1810. It was accompanied by two more earthen batteries (Figure 2.7). One of the batteries, Fort Morton (indicated in an 1809 map as Battery B), was a curved structure near the water's edge to the south of Fort Richmond. Another battery, Fort Hudson (indicated as Battery A), was farther south and slightly up slope from Fort Morton.[24] The three fortifications could mount 92 cannon. The emplacements were constructed among existing farmhouses, dwellings, and assorted small buildings. Two roads running north to south descended from the bluffs down to Fort Richmond. This circulation pattern continues throughout the military history of Fort Wadsworth and remains an important component of the current landscape managed by the National Park Service.[25]

The War of 1812 ultimately facilitated a second wave of development on New York's Staten Island parcel. Driven by the continued hostilities between the United States and Britain, the State of New York appropriated funding for the construction of additional defensive works at the Staten Island Narrows. Approved in June 1812, the appropriations called for an additional fortification, to be called Fort Tompkins, and support buildings. The state also funded the establishment of a telegraph (semaphore) observatory and signal poles near Fort Tompkins. A blockhouse was constructed on the hill above Fort Richmond in 1813.[26] Work on Fort Tompkins began in 1814. The layout of the fort was modified

from a rectangular plan to a star-shaped design, but the fort was never completed. An outwork known as Fort Smith, consisting of a square redoubt with four 18-pound cannon, was built on private land about 500 yards west of the Narrows the same year work began on Fort Tompkins. The fortification was intended to defend Fort Tompkins from a land-based attack.[27]

The end of the War of 1812 resulted in the suspension of construction activity at the Narrows, and work was halted by 1816. Fort Smith was on leased land and dismantled after the war's end. Nonetheless, the Second System defensive works constructed during this time were more enduring than the First System fortifications. Instead of earthen construction, the new fortifications were built with masonry, resulting in greater permanence. The unfinished Fort Tompkins remained a prominent landmark for decades. The site returned to its historical use as a pastoral and agricultural landscape that afforded commanding views of the Narrows.[28]



Figure 2.7. Map titled Map of the State Land at Staten Island Representing the Situation of the Ground and Fortifications to be Erected, March 13, 1809 . The map shows state constructed fortifications near the water including Fort Richmond, small dwellings, and the proposed Fort Tompkins, the design of which was modified prior to construction; Battery A is Fort Hudson and Battery B is Fort Morton (National Archives and Records Administration

FEDERAL ACQUISITION OF THE STATE RESERVATION

The construction of the fortifications on the State Reservation was a cooperative effort between the Federal and State Governments; however, the United States embrace of the Third System of Seacoast Defenses resulted in a strategic shift. Federal military planners understood that the new fortifications would be more costly and extensive than the previous works. The Narrows was now a high-priority site for coastal defense, and the State of New York lacked the funding or expertise to embark on the extensive commitment. State legislators were even reluctant to fund simple maintenance of existing defenses at the Narrows.[29]

The United States and State of New York subsequently negotiated to transfer the 47-acre state reservation to federal ownership. The New York Assembly authorized the sale to the United States in 1818. Governor Dewitt Clinton immediately began negotiations with Secretary of War John C. Calhoun, but the sale was suspended by 1820. Negotiations began again a few years later and this time the State provided the United States with a proposed cost. Fort Richmond, the uncompleted Fort Tompkins, and the parcel they sat upon were valued at almost $360,000 in the mid-1820s. Again, negotiations between the Federal and State Governments stalled, and the transfer was put on hold in the late 1820s. The only notable change occurred in 1828, when the state authorized the establishment of a lighthouse on a bluff southeast of Fort Tompkins. Negotiations occurred fitfully through the 1830s without results. Finally, in 1841, the United States and New York State agreed on a purchase price of just under $33,282. Another six years passed before the sale became final.[30] The state land finally became federal property in February 1847. Congress appropriated $100,000 for the purchase of the land and the repair of existing defensive works.[31]

PUBLIC USE OF THE STATE RESERVATION

The area that became Fort Wadsworth had reverted to previous agricultural land use after the War of 1812. Fort Tompkins sat idle and became "filled with earth and filth," with "filth" used as an old term for weeds growing on pasture land.[32] The land surrounding the state-owned land was used as pasture by local residents.

The inactive fort also became a popular recreational site by the 1820s (Figure 2.8). Excursions to the fort and its commanding views of the Narrows were common. Officials testing the semaphore system on Signal Hill in 1821 noted, "a party of ladies who were taking an airing on the heights." They reported that "Mrs. Tompkins," the wife of Vice President Daniel Tompkins, was among the party.[33] Herman Melville passed through the Narrows in 1839 and recreated the landscape 10 years later in his novel Redburn. Although probably somewhat fictionalized to fit within the narrative of his book, Melville's description of the fort and the surrounding landscape is valuable. He wrote:

> *on the right hand side of the Narrows as you go out, the land is quite high; and on top of a fine cliff is a great castle or fort, all in ruins, and with trees growing round it…. It was a beautiful place, as I remembered it, and very wonderful and romantic, too…On the side away from the water was a green grove of trees, very thick and shady and through this grove, in a sort of twilight you came to an arch in the wall of the fort…and all at once you came out into an open space in the middle of the castle. And there you would see cows grazing…and sheep clambering among the mossy ruins…Yes, the fort was a beautiful, quiet, and charming spot. I should like to build a little cottage in the middle of it, and live there all my life.* [34]

Henry David Thoreau lived on Staten Island for part of 1843 and spent many hours immersed in the landscape around the unoccupied fort. He wrote that the woods were "full of large honeysuckle in full bloom [and] the painted cup [Castilleja septentrionalis] is very common in the meadows here." Thoreau cataloged the trees he encountered. Cedar trees (Juniperus virginiana) were the most common, but gum (Nyssa sylvatica) and tulip trees (Liriodendron tulipifera) were particularly interesting to the naturalist. In a letter to Ralph Waldo Emerson, Thoreau wrote that he was "able to study the aspects of commerce at [the] Narrows here, where it passes in review before me, and this seems to be beginning at the right end to understand this Babylon [New York City]." [35] Popular orator Reverend Henry Whitney Bellows delivered a sermon at the fort in the summer of 1843. At least one audience member, Henry David Thoreau, was more impressed by the "fine prospect [view] over the Bay and Narrows" than the oratory. [36] The landscape also hosted impromptu celebrations, at least one



Figure 2.8. An engraving by Nathaniel Currier titled New York Bay from the Telegraph Station, circa 1833. The image shows a pastoral landscape with civilians recreating among the fortifications (New York Public Library).

of which ended tragically. A group of revelers visited the overlook in April 1847 to celebrate American victories in the Mexican American War. One man died tragically when he was accidentally shot.[37]

1847 END OF PERIOD LANDSCAPE DESCRIPTION

Development during this period occurred predominately in the Coastal North Landscape Character Area as defensive fortifications, with some domestic and agricultural use in the Coastal South and Inland North areas. Fortifications occupied strategic locations on the landscape, with a primary fort at the high point of the bluff and batteries and redoubts below. Support buildings, including barracks, housing, storage, and access roads, occupied the area encompassing that landscape. This spatial organization and land use pattern persisted through the New York State period of development and beyond (Figure 2.9).

A pentagonal fort called Fort Tompkins sits on the high ground with views and vistas of the Narrows below. This construction involved considerable grading of the natural topography. A trapezoidal fort stands at the easternmost point of the site projecting into the Narrows, called Battery Weed. Battery Weed has a seawall surrounding its east side and a former (filled) moat on the west. The relationship between these two forts, positioned on the high and low ground of the Staten Island bluffs, defines the spatial organization of the site.

Vegetation was kept from growing to any significant height around the original fort buildings and the bluffs between them. Maintenance of the vegetation would provide clear views and vistas of the waterways below and allow for unobstructed fields of fire. Much of the vegetation in the Inland North area consists of undeveloped woodland during this period. A pond is a natural feature located south of Fort Thompkins at the corner of present-day Hudson Road and New York Avenue.

Structures comprised of Fort Morton (Upper Battery) and Fort Hudson (Lower Battery) are built into the sloping landscape south of Battery Weed. These smaller batteries support the larger fortifications and follow the same general spatial organization that allows for a clear view of the Narrows and open fields of fire. Any number of wells may have existed as structures within the landscape. Likewise, corrals, fencing, barns, etc., would have been built across the landscape to support the fortifications.

Buildings between the two large forts sit along the sloping bluffs. A long rectangular building serves as a barracks to house soldiers. The exact number of support buildings is unknown for certain, as period maps differ in these details. Several smaller buildings are presumably utilized as shops, offices, sheds, barns,

and storehouses to support military operations. A lighthouse sits on a bluff southeast of Fort Tompkins.

Circulation across the site consists of several unpaved roads. One road runs roughly north to south on the high ground on the west side of Fort Tompkins in the approximate location of the existing New York Avenue. Another runs east to west which intersects perpendicularly with the aforementioned. It curves to run north to south, descending the bluffs down to Battery Weed, providing circulation between the two fort structures. A road from the upper bluff to the shore appears to approximate the existing Weed Road.

Circulation includes ferry service from a wharf located on the shoreline to the north of Battery Weed. The ferry provides transportation across the Narrows and the harbor. A ferry operator's house stands on the shore in the vicinity of the wharf.

Old farmhouses, dwellings, and assorted small buildings exist in the Coastal South and parts of the Inland North areas. Two properties can be identified as the Cornellus McLean and Van Deventer-Fountain houses.



Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
1847 Historic Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. NARA Sketch of the US Land on Staten Island, 1854
2. NARA Survey of State Fortifications, 1819
3. NARA Site Map of Fort Tompkins, 1819
4. NARA Map of the State Land at Staten Island, 1809
5. NPS Landsnet Boundaries and Tracts
6. Field Review, December 2022

DRAWN BY

E. Berriault, M. Mirro, H. Juergens, 2022

LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Beachfront
- Bare Slope
- Agricultural Field
- Building
- Post and Rail Fence
- Toe of Slope
- Signal Tower
- Contour (10 ft)

NOTES

1. New York State Plan, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5'
3. Agricultural fields are conjectural and intended for illustration purposes only.
4. All features shown in approximate scale and location

0 100 200 400 Feet

Figure 2.9. 1847 Historic Period Plan

1847 TO 1905: MILITARY CONSTRUCTION THROUGH THE ENDICOTT ERA

INTRODUCTION

The United States was in the midst of the Mexican American War when the New York State reservation on Staten Island became federal land. The war, which followed the 1845 United States annexation of Texas, lasted into 1848 and resulted in Mexico ceding more than half of its territory to the United States. The cession included all or parts of California, Nevada, Utah, Arizona, Kansas, Colorado, Oklahoma, New Mexico, and Texas.

Military planners continued to recognize the need for robust coastal defenses, especially in the port of New York. The harbor's protection remained a priority because the port was one of the most important lifelines connecting the nation's interior with the coastal centers. By the end of the Mexican American War, New York City had the busiest port in the nation, and the rapidly growing city was the economic center of the country; however, military priorities outside New York City may have slowed the pace of construction of Fort Richmond. Overall, peacetime military spending grew in the 1850s, but a large majority of units were based in the new territories west of the Mississippi River.

The 1860s was a tumultuous decade for the United States and New York City. The regional and moral debate over the future of slavery in the United States, which generally pitted northern states against the southern states, erupted into war in 1861. The resulting Civil War lasted until 1865. New York City became a center of procurement and logistics for the Union (United States) Army. The city was also a major recruiting ground. Immigrants from Ireland and Germany played a significant role in the war. The end of the war brought a name change to the hilltop fortification on Staten Island. It was renamed Fort Wadsworth in honor of James Samuel Wadsworth, a prominent New Yorker who volunteered for service with the Union and was killed in 1864 at the Battle of the Wilderness.

Seacoast defenses were not a priority in the United States in the 1870s and 1880s. The Reconstruction Era (1865–1877) required the United States Government to turn its attention to the protection of formerly enslaved people in the South and the policing of formerly secessionist state governments. The Army became preoccupied with facilitating the settlement of the interior western territories after the Reconstruction Era. The United States military pursued what became known as the Indian Wars, an effort to subdue Native American tribes and extinguish Indigenous claims to Western lands.

Military attention later returned to seacoast defensive developments in the 1880s. America's coastal defenses had become antiquated following advancements

in weaponry during the Civil War. In 1885, the Endicott Board proposed sweeping changes to seacoast defensive strategy. They recommended numerous small batteries in place of the large, masonry fortifications of pervious eras. These smaller fortifications would be dispersed across and hidden within the landscape. Disappearing cannons, mortars, and rapid-fire guns were favored over smoothbore cannons. Modern materials such as concrete and electricity were employed in defensive constructions for the first time.

Perhaps the greatest continuity through all the change that occurred on the military post between 1847 and 1905 was that Fort Wadsworth remained a popular place for recreation. Nonmilitary uses of the site occurred concurrently with military development. As the population of New York City grew, Fort Wadsworth, with its open landscape, mowed grass, and commanding harbor views, continued to attract city dwellers looking for a respite.

THIRD SYSTEM FORTIFICATIONS

Work on the Third System fortifications began immediately after the United States acquired the state defenses on Staten Island in 1847. The first area of focus was the replacement of William's water battery, Fort Richmond, with a new masonry building designed by Joseph G. Totten, the Chief Engineer of the Army. Work proceeded steadily until the middle of 1850 when funding began to fall short.[38] Indeed, the pace of construction was largely affected by lapses in funding that resulted in slowed or stopped work. Some construction continued until 1852, when all work on rebuilding the fort was suspended for two years. Construction resumed in 1854. Fort Wadsworth's boundaries expanded by 1856 when the United States acquired an additional 22 acres generally west of Fort Tompkins from William H. Aspinwall and Peter Jacobson. The parcels, purchased in 1854 and 1856, set the west boundary of the military reservation at New York Avenue and increased the size of the property to about 70 acres. Construction continued amid the land acquisitions, but as late as 1857, the redesigned fort was only half completed. [39] A dock built north of the fort in the late 1850s, made the movement of materials much more efficient, but work remained bogged down into the 1860s.

The outbreak of the Civil War resulted in changes at Fort Richmond. The post was first garrisoned in 1861, when members of the 5th Regiment of New York Volunteers arrived. Troops occupied the post throughout the war. The war likely added some urgency to construction efforts because Fort Richmond was finally ready for armaments in 1864 (Figure 2.10).[40] The war also resulted in constructing additional earthen defensive emplacements north and south of the new fort (the North Cliff Battery and South Cliff Battery, respectively). Construction of the supplementary batteries began in 1862 and was complete by 1867.

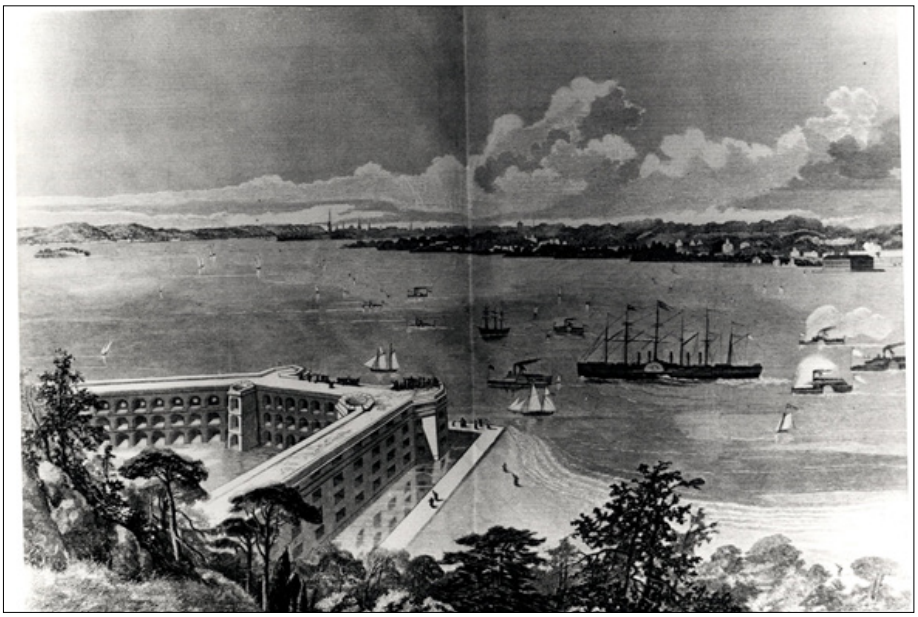


Figure 2.10. Illustration depicting Fort Richmond, circa 1864. Note that Fort Richmond is active and garrisoned and features expansive views across the Narrows; Fort Hamilton is visible on the opposite side of the Narrows (Gateway National Recreation Area Collections, Image 19354).

Although early construction focused on Fort Richmond, a second concurrent project began on the high bluff above the battery in the 1850s. Congress appropriated funds in March 1857 to rebuild Fort Tompkins, a building proposed to serve as fortified barracks for the soldiers operating Fort Richmond and the batteries flanking the fort on the harbor's shoreline. Planning for the project occurred over two years. Discussions pivoted on whether to repair and reuse the unfinished and abandoned state fortress that stood unused for four decades or to raze the building and begin anew. Ultimately the second option prevailed, and detailed plans for a new pentagonal fortification were completed in the spring of 1858. Construction began in the summer of 1859, but work was slowed by the onset of the Civil War and did not actively resume until 1869 (Figure 2.11).

Apparently, the Fort Tompkins landscape had become overgrown during the Civil War, judging by reports that workers had to remove 300 trees from the site in 1869.[41] Work continued steadily in the 1870s until Fort Tompkins was completed in 1876.[42]



Figure 2.11. Rendering by Seth Eastman dating to circa 1870 titled Fort Tompkins & Fort Wadsworth, New York. The painting likely depicts conditions in the late 1860s with a partially complete Fort Tompkins; note that the 1828 lighthouse, which was relocated in the early 1870s, is still standing in its original location (United States House of Representatives Collections).

Officer's Quarters Road (now Mont Sec Avenue), was constructed in 1870. Six small buildings are represented on the 1874 Beers Atlas of Staten Island (Figure 2.12). It is unknown if these buildings were extant in 1874, or are representative of the future officer's quarters buildings, which were constructed over a decade later. If the map represents actual buildings, they are not the current quarters' buildings that line the street today.

Concurrent landscape modification projects included the construction of a glacis mortar battery south of the fort, which was completed in 1871 or 1872. In 1873, workers cleared and engineered the slope between Fort Wadsworth and Fort Tompkins. They also constructed Hudson Road, a terrace, and two-gun emplacements at the south end of the road. A new earthwork formed a barrier between the road and hillside.[43] Moreover, by the 1870s, "all exposed earthen surfaces on parapets, paradoes, traverses, terrepleins, or elsewhere were seeded or sodded with grass, resulting in a rolling lawn throughout much of the post."[44] A moat surrounded Fort Wadsworth (Battery Weed), accessed via a drawbridge on its west side. The glacis gun battery, north of Fort Tompkins, was completed in 1874.[45]

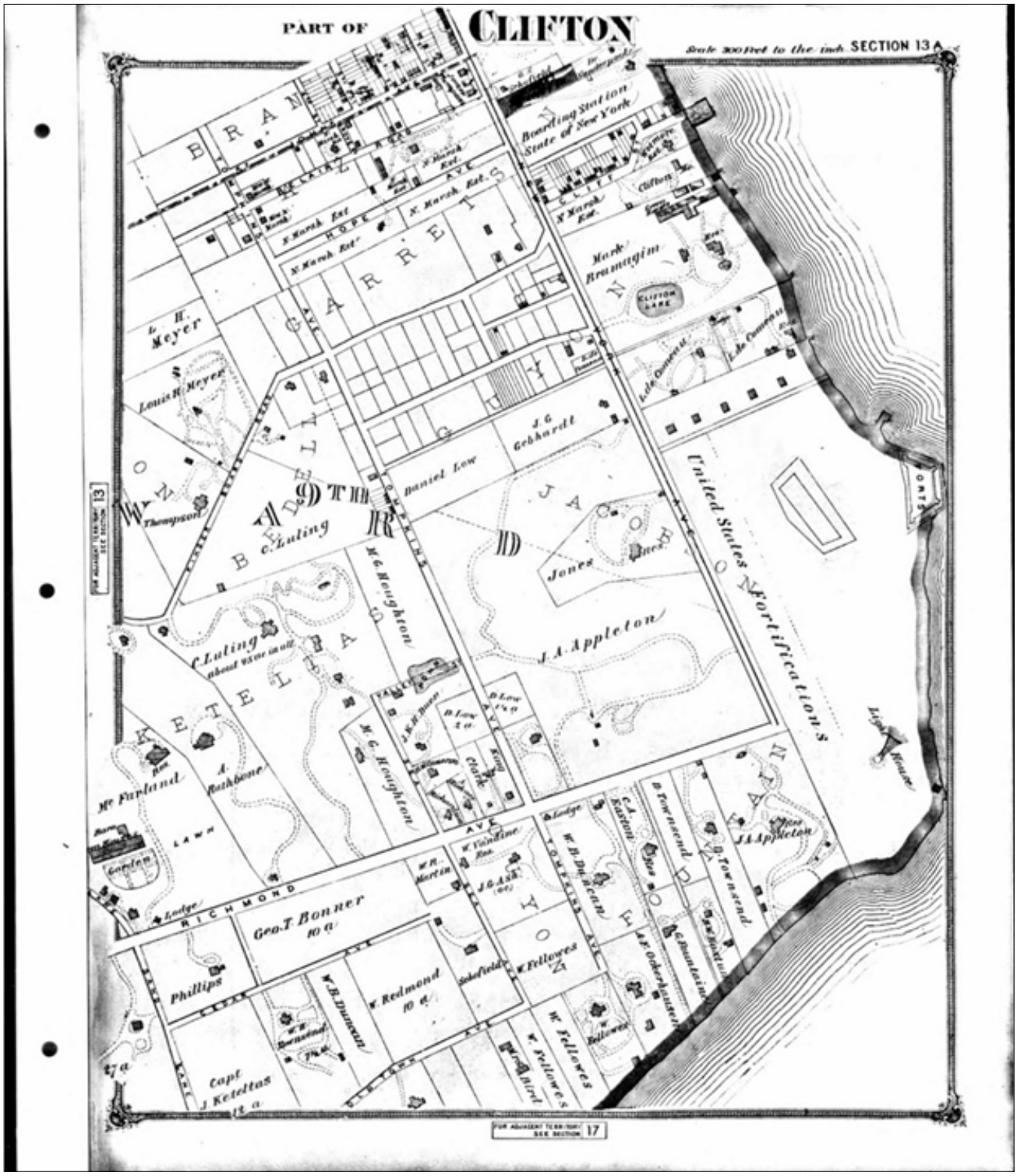


Figure 2.12. Map from Atlas of Staten Island, Richmond County, New York, 1874. Note the location of the lighthouse, Battery Weed, Fort Tompkins, post roads, and housing (Beers Atlas of Staten Island).

The construction of the new fortifications resulted in the relocation of the lighthouse. The Army had determined in 1869 that the original Fort Tompkins lighthouse, which featured a separate keeper's house and tower, needed to be relocated because its current site was needed for expanded defensive works. Planning for the relocation took over a year after the money was appropriated for the project. The fact that the lighthouse was within an active military installation was not lost on the planners. They noted that since the lighthouse "lies within the enclosure of the defensive works," the new facility would occupy as little space as possible. Instead of a separate keeper's quarters and tower, the design would place "the tower over the keeper's dwelling" (Figure 2.13). The new Fort Tompkins Lighthouse, which was placed further inland from its original location, was in operation by the early 1870s (Figure 2.14).[46] The lighthouse was on a high point just north of Battery Hudson.

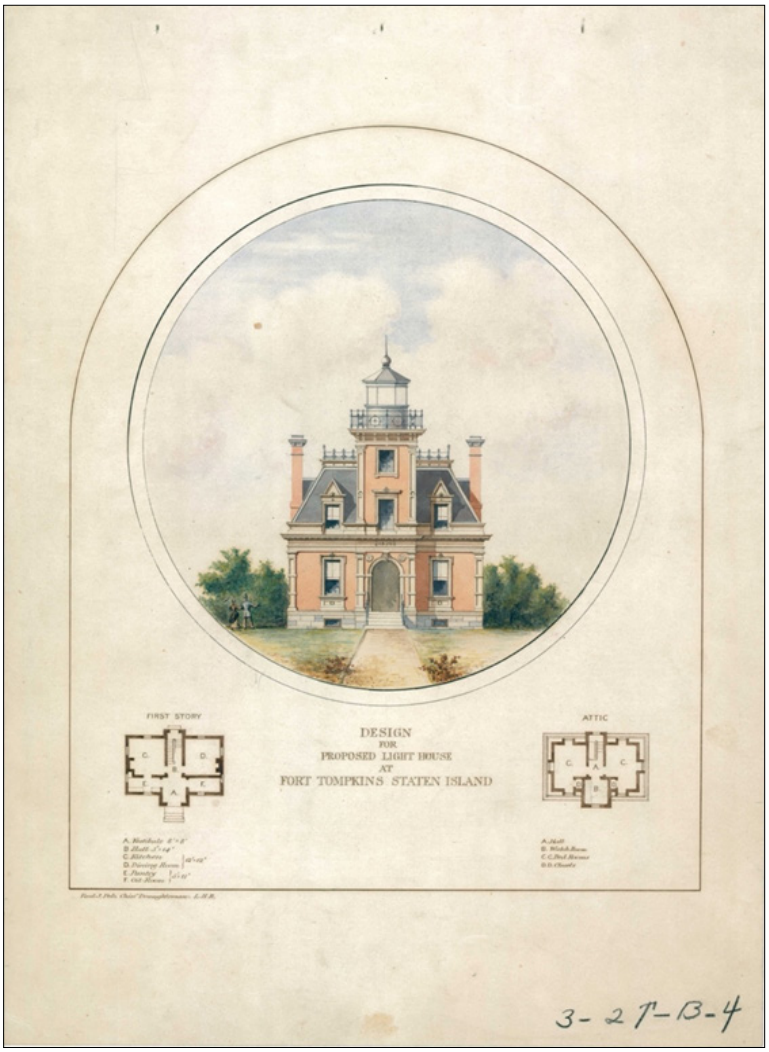


Figure 2.13. Drawing for the proposed Light House at Fort Tompkins, circa 1869. This lighthouse was designed to combine the light and keeper's quarters and replace the original 1828 lighthouse (National Archives and Records Administration).



Figure 2.14. Photograph of the Fort Tompkins Lighthouse, looking north, circa 1903. Note the cleared landscape behind the building (National Archives and Records Administration).

The active periods of construction required housing for the construction workers as well as the soldiers stationed at the post. Housing was built south of Fort Tompkins (Figure 2.15). The exact location of the housing is unclear, but an 1864 photograph shows the top of the lighthouse behind the collection of buildings that would place the buildings between Fort Tompkins and Battery Hudson (Figure 2.16). A pond that is depicted on later maps is west of the buildings. It is likely that the construction of the glacis mortar battery resulted in the demolition of at least some of the housing.

Also around this time, a post cemetery was established near the south west corner of present-day New York Avenue and Battery Road, close to the natural pond. The cemetery was short-lived and between 1886 - 1890 all remains from the burial

ground were transferred to Cypress Hill Cemetery in Brooklyn/Queens. Surveys as early as 1856 depicted a much larger planned cemetery boundary that never materialized before the cemetery was abandoned. [47]



Figure 2.15. Photograph titled Barracks West Side of Fort Richmond, Staten Island, June 29, 1864. The buildings were located south of Fort Tompkins near the future site of the Glacis Mortar Battery (Gateway National Recreation Area, Photo 19432).



Figure 2.16. Photograph titled General view of the Barracks, south side, Fort Richmond, Staten Island, June 29, 1864. The buildings were located between Fort Tompkins and Battery Hudson. Note the lighthouse on the horizon (Gateway National Recreation Area, Photo 19433).

POST 1876 CONSTRUCTION

Work on Fort Tompkins slowed considerably after 1876 and was often interrupted by funding short falls. For example, work for the year 1879 was limited to repairs to roads, earthworks, stables, fences, and the blacksmith shop, minor infrastructural improvements, and the cutting of grasses on slopes.[48] Limited new construction occurred. Approximately 10 wood-framed buildings were erected along what is now Mont Sec Avenue, which served as a major entrance to the post. The buildings included a small hospital, officer's housing, and an administrative building. North and south roads parallel Mont Sec Avenue and added circulation in the residential area. Several military buildings were also constructed near Battery Hudson (Figure 2.17 and Figure 2.18). These included a hostler's building, blacksmith shop, cement shed, noncommissioned officers' housing, and stables. An area designated "Engineers Grounds" was at the far southern extremity of the post. These improvements are shown through a comparison of maps prepared by the Army in 1882 and 1886 (Figure 2.19; Figure 2.20).[49]



Figure 2.17. Photograph with a view looking south from Fort Tompkins towards Battery Hudson, circa 1900. Note the lighthouse and support buildings in the mid ground with broad expansive views of the lower bay in the background (Gateway National Recreation Area, Photo 19658).



Figure 2.18. Photograph of Fort Wadsworth in the late nineteenth century with military support buildings north of Battery Hudson, looking southwest (Gateway National Recreation Area, Photo 19657).

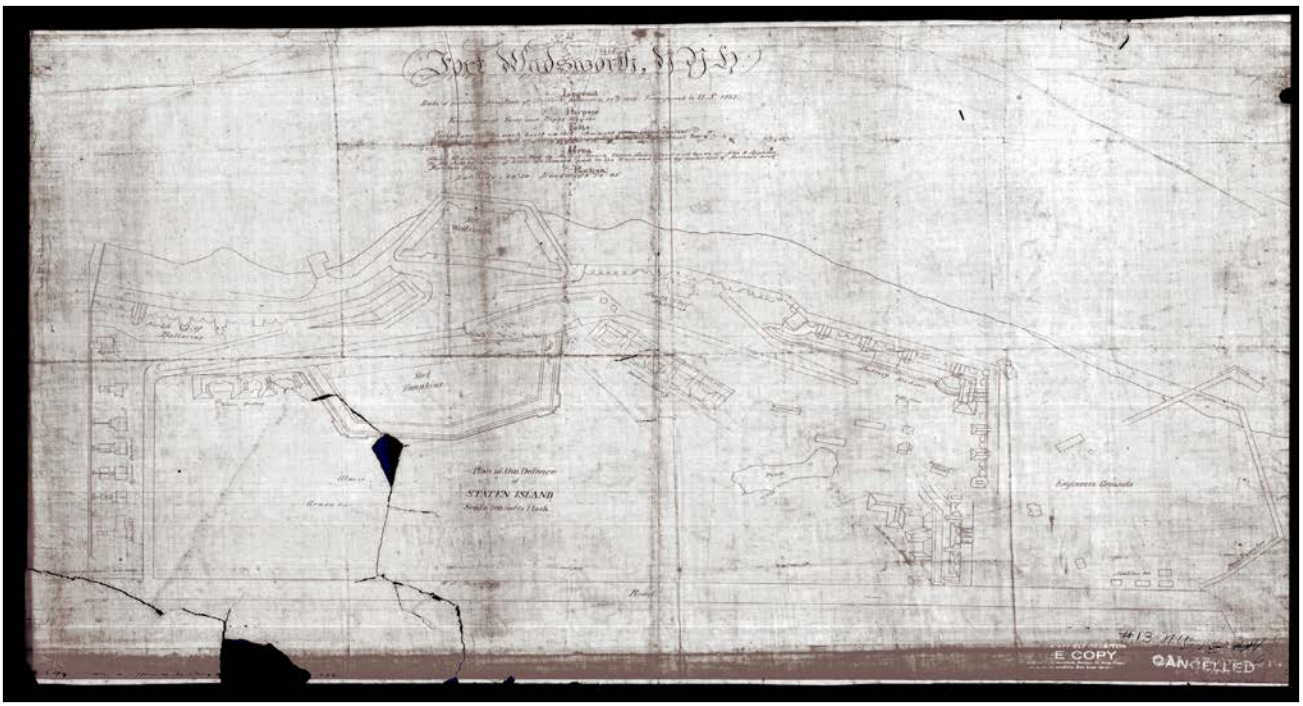


Figure 2.19. A map of Fort Wadsworth prepared by the Army, 1882. Note the housing along Officer's Quarters Road which served as a major entrance to the post (National Archives and Records Administration).

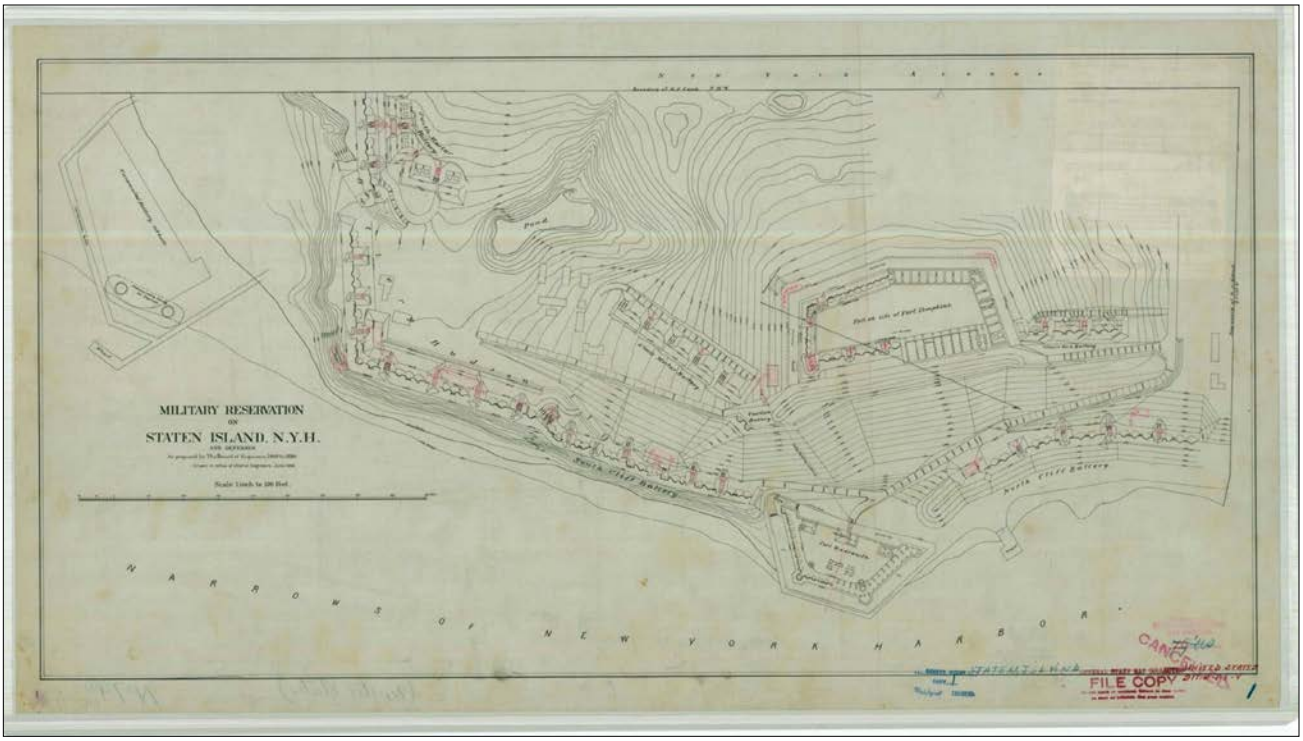


Figure 2.20. Map titled Military Reservation on Staten Island H.Y.H., June 1886. Note the support buildings north of Battery Hudson (National Archives and Records Administration).

PUBLIC USE OF THE FORT WADSWORTH LANDSCAPE IN THE LATE 1800S

The Fort Wadsworth landscape was maintained in a park-like manner and remained accessible to the general public throughout the later nineteenth century. Woody vegetation was cleared from the central core of the post and the hill above Fort Wadsworth (Battery Weed). There were inviting open grassy areas that provided a comfortable space to relax among the fortifications and take in the views across the Narrows. The post's landscape was a well-known attraction, and recreation persisted as an important use of the landscape even as the defensive infrastructure grew. Local residents and tourists congregated on the hill overlooking the Narrows for picnics, leisurely outings, bicycle rides, and other gatherings and celebrations (Figure 2.22, Figure 2.23, and Figure 2.24).[50]

A photograph collected by post commander, Lieutenant Colonel Carmin G. Novis, presents a unique perspective on the installation (Figure 2.21). The precise vantage point of the image is not known, but it appears to show the southwestern portion of the installation as seen from New York Avenue, instead of the often-photographed Fort Tompkins and Battery Weed. In place of the maintained park-like landscape, large masonry buildings, and celebrated views, the image shows a largely agricultural landscape with horses grazing. A tent camp is visible in the center of the image, and temporary buildings are on the left. Although the location of the photograph is not readily discernable, it reveals that while the central core of Fort Wadsworth retained a very martial, maintained layout, other areas reflected a more agricultural or vernacular working landscape.



Figure 2.21. Photograph by Carmin G. Novis titled Fort Wadsworth, view south Towards Water, late 1880s. The photograph shows the less formal landscape of the post south of Fort Tompkins (Gateway National Recreation Area Collections, Image 17127).

An unnamed resident of New York City who worked as a correspondent for the "Buffalo Morning Express" recalled that on trips sailing through the Narrows, he had often "gazed at the murderous looking fort and batteries that crown the hills on the northern end of Staten Island." His impression changed when he joined a party of tourists visiting the fort in 1874. The party approached Fort Wadsworth from the bay, and:

> *all one [saw was] a hill covered with the greenest grass and surmounted with magazines. The drains that cross[ed] and recross[ed] the hill cut it up into immense diamond shaped plots of grass.*[51]

The visitors toured Fort Tompkins and Fort Wadsworth (Battery Weed). The reporter marveled at the robust and gloomy countenance of the unfinished Fort Tompkins, which was considerably more impressive, in his mind, than the "old fashioned" Fort Wadsworth. He and his companions climbed to a parapet and took in the expansive views from an "immense" height. Men at the foot of the hill looked "no bigger than Tom Thumb," and the piles of cannonballs looked like "a dish of huckleberries." The author also noted a 45-foot-deep ditch on one side of Fort Tompkins and the moat that previously guarded the inland side of Fort Wadsworth (Battery Weed) was dry and overgrown with weeds.[52] The moat was only about three years old by this time.

Fort Wadsworth was featured in guidebooks in the 1880s and 1890s. Reau Campbell, a well-known author who went on to write guidebooks for visitors to Yellowstone National Park, Mexico, and Cuba, published a booklet focusing on the attractions of Staten Island in 1889. Campbell described Fort Wadsworth as "a good place to go for a summer jaunt, on wheels, by horse, or on foot." In fact, it "offer[ed] everything for a delightful ramble on a summer's day." The author describes travelng along Officer's Rrow with its "comfortable," and "elegant" houses before reaching the "grassy parapets" of Fort Tompkins that, "do not look as made for war but for lovers' uses." The gentle sloping pathway in front of the fort provided "magnificent views" and encouraged leisurely strolls. Campbell also noted that the grass was "an inviting resting place, where one may sit and watch the ships come and go. . . for miles."[53]

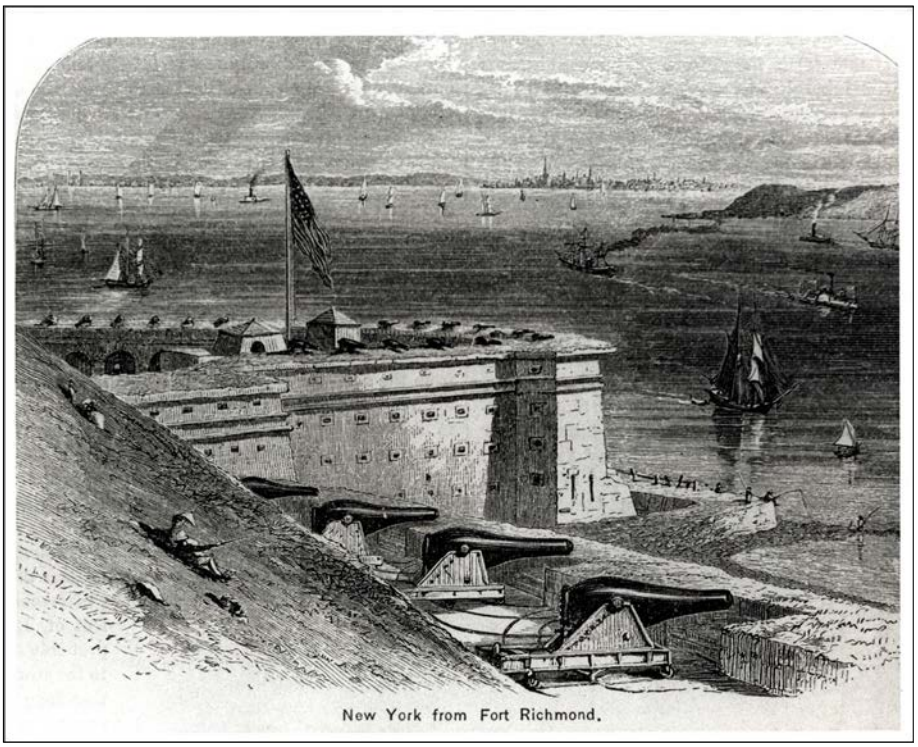


Figure 2.22. Postcard image of Fort Richmond, circa 1870s. The image depicts a fort that appears armed but vacant; civilians are fishing and leisurely resting on the cleared hillside (Gateway National Recreation Area, Image 19355).

An 1891 tour guide advised that:

> *One of the most extensive and picturesque views of New York Harbor, the Narrows, and Lower Bay, can be obtained from the hills back of Fort Wadsworth. This is another of the government's reservations and is located on Staten Island opposite Fort Hamilton. . . . The reservation contains 110 acres of ground and offers amenities for a good half day's outing.*[54]

Other observers agreed with these assessments and asserted that the view from Fort Tompkins was "probably unequalled by any marine view near New York City."[55]

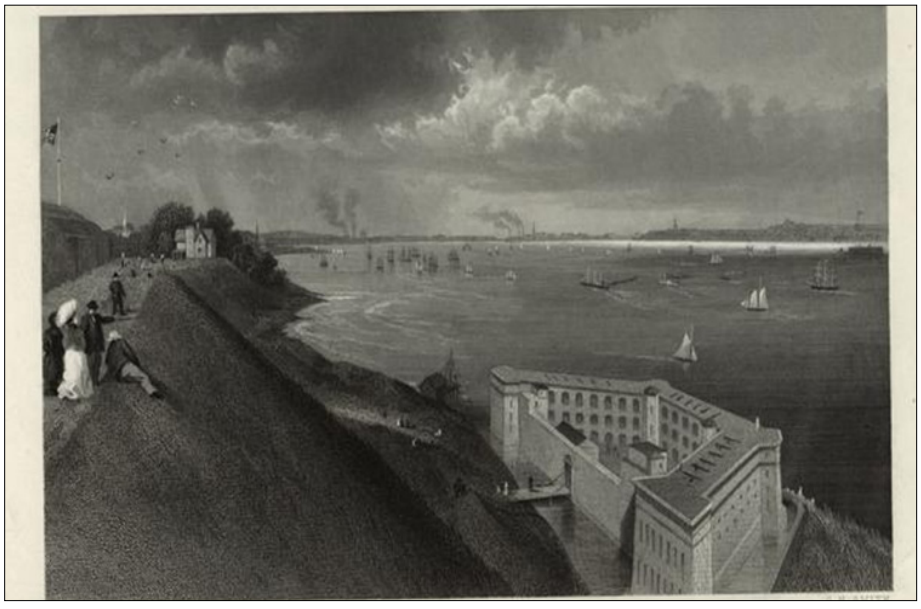


Figure 2.23. Etching by Frederic B. Schell titled New York Bay from the Narrows, 1881. The use of the site for public recreation is reinforced through the depiction of visitors casually walking among the fortifications (New York Public Library).



Figure 2.24. A drawing titled The Narrows and Fort Wadsworth, 1892. Battery Weed serves as a backdrop to the views across the Narrows (Harbor Defense Museum, Fort Hamilton, New York).

The picturesque nature of the fort was likely reinforced by the fact that it was surrounded by large country estates owned by some of the most prominent residents of Staten Island, including John A. Appleton, the owner of an important New York publishing house, D. Appleton & Company.[56] Another landowner was Adolf Hegewisch, the president of the United States Rolling Stock Company. The company manufactured locomotives in the Chicago area but was based in New York.[57] The Alexandre family, who operated the Alexandre Steamship Line that provided travel between New York, Cuba, and Mexico, lived in Manhattan but owned a second home near Fort Wadsworth.[58] Henry Mouquin, a prominent Manhattan restaurateur, also owned property near the post.[59]

THE ENDICOTT ERA

In 1885, President Grover Cleveland's Secretary of War, William Endicott, convened a board to develop recommendations for seacoast defense development. A year later, the board determined that, based on the evolution of naval weaponry and other technologies, new batteries should be relatively small, constructed of concrete, sheltered behind mounds of earth, and dispersed along the coastline. The batteries, designed to blend into the surrounding landscape from the perspective of ships at sea, could house large seacoast rifles, mortars, and light caliber rapid fire guns mounted on pivoting disappearing carriages.[60]

The Endicott Board recommendations resulted in significant changes at the Staten Island post. First, the dispersed nature of the Endicott Era fortifications required more space than was within the 1880s post boundaries. Thus, the Federal Government began acquiring additional parcels from landowners bordering the Army post. The land purchases began in 1892 and were essentially complete by 1901. A circa 1895 site plan titled Fort Wadsworth N.Y.H. documents the fort boundaries as land purchases were proceeding (Figure 2.25). The estates that were

eventually incorporated into the southwest quadrant of Fort Wadsworth were still privately owned by the Ockerhauser, King, Hauxtum, and Mouquin families. Figure 2.27 shows the final boundaries in 1910, representing the legislated boundaries of the Fort Wadsworth portion of the Staten Island Unit of Gateway National Recreation Area. This process expanded the army post from about 100 acres to 226 acres and represented the final boundaries of the installation, which was officially named Fort Wadsworth in 1902. The fortification that was previously known as Fort Wadsworth was renamed Battery Weed.

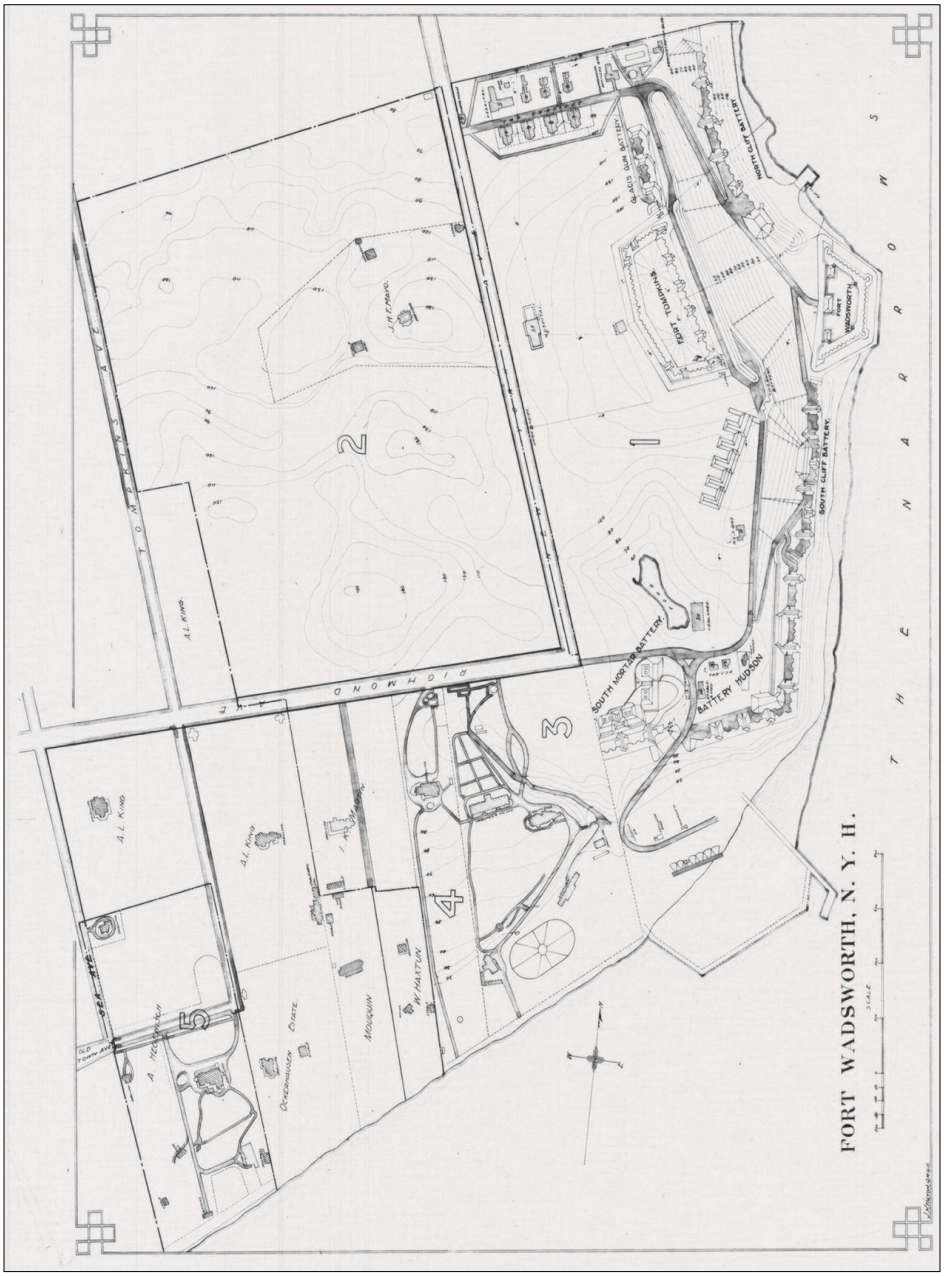


Figure 2.25. A map titled Fort Wadsworth, N.Y.H., circa 1895. The map outlines the privately held land added to the western portion of the post (National Archives and Records Administration).

Endicott Era Construction

Fort Tompkins and Fort Wadsworth changed little in the years between the late 1870s and late 1890s. Still, a handful of new buildings were erected by 1895 when Endicott Era construction began at Fort Wadsworth. A guardhouse was installed at the intersection of New York Avenue and Officers' Quarters Road (Mont Sec Avenue). A new hospital was built east of New York Avenue. This became the post hospital in subsequent years. A telephone building, crematorium, and artillery shed were at the southern end of the post, and several unnamed buildings were to the west. Some of the buildings were repurposed from the former private estates that the Federal Government began acquiring around the post in the 1890s.[61] New road alignments integrated these buildings with the older portion of the post.

Endicott Era projects included the construction of six new batteries designed to support modern high-powered weapons, the reconstruction of the North and South Cliff Batteries, and the renovation and expansion of Battery Hudson, originally built during the period in which the Fort Wadsworth parcel was owned by the State of New York. Other physical changes during the Endicott Era included construction to support a submarine mine (torpedo) defense system. Associated storage buildings, railways, and cable tanks were built in the vicinity of Battery Weed.

The first battery, a five-gun emplacement, was constructed just south of Fort Tompkins between 1895 and 1897. This fortification was officially named Battery Duane in 1900 in honor of Brigadier General James C. Duane, former chief engineer of the Army of the Potomac. The construction of Battery Upton (originally named Battery Clifton, but renamed for Colonel Emory Upton in 1902), Battery Barry (originally named Battery Ravenna, but renamed after William F. Barry in 1903), and Battery Richmond began in 1896, 1897, and 1898, respectively. All three batteries, each with two-gun emplacements, were completed in 1899. Renovations to Battery Hudson occurred in 1898 and 1899, allowing it to support modern weapons. The Army also constructed an expansion of Battery Hudson in 1899 and 1900. Named Battery Mills in 1906 after Colonel Chas J. Mills, the addition mounted two 6-inch breech loading rifles and occupied part of the lower south portion of the South Mortar Battery. The reconstruction of the North and South Cliff Batteries took place between 1898 and 1904. North Cliff Battery was subsequently renamed Battery Catlin. South Cliff Battery was divided into three discrete units named Battery Bacon, Battery Turnbull, and Battery Barbour. Battery Ayers and Battery Dix were built in the first two years of the 1900s with two emplacements each. The South Mortar Battery was abandoned after the Endicott batteries were completed. Battery Upton, Battery Barry, Battery Richmond, Battery Ayers, and Battery Dix were all constructed on the newly acquired land that had once been private estates.[62]

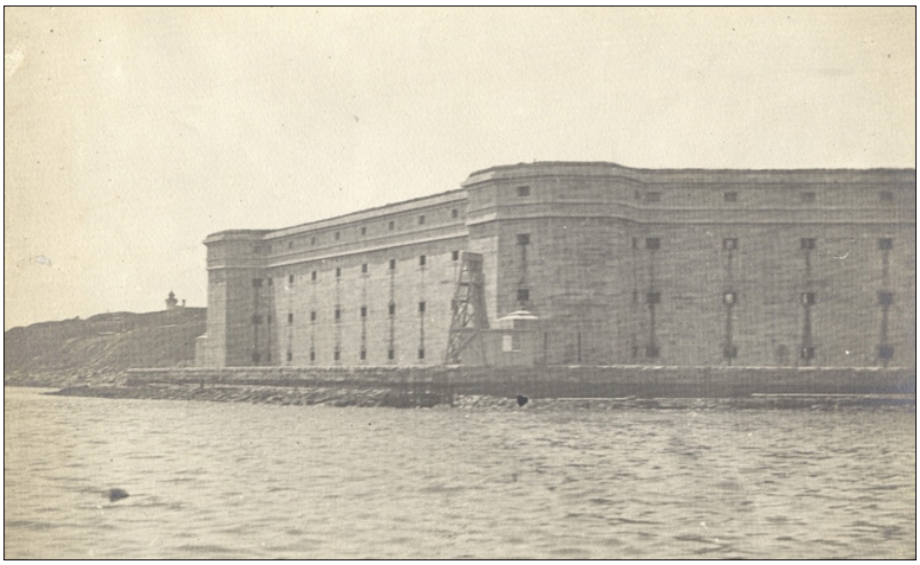


Figure 2.26. A photograph of Fort Wadsworth taken from the Narrows, 1898. Note the lighthouse located inland on the horizon (National Archives and Records Administration).

Meanwhile, the Department of Treasury determined that the relocated Fort Tompkins lighthouse was too far inland to be effective (Figure 2.26). Therefore, they proposed to move the lighthouse to "an angle of the stone fort at Fort Wadsworth [Battery Weed], where it will better serve as a mark to the channel leading directly into New York Harbor." The relocation required the construction of "a lantern and watchroom on the salient of the fort and to place a fog-signal house and apparatus at the foot of the wall."[63] The recommendations were not immediately acted upon. The Fort Tompkins Light continued operating from its inland site for several years before the light was finally relocated to Battery Weed in 1903 and renamed the Fort Wadsworth Light.[64] The existing Fort Tompkins lighthouse building was renovated, moved to New York Avenue, and converted to a single purpose building that housed the lighthouse keeper.[65]

Non-defensive construction also occurred at Fort Wadsworth during the Endicott Era. Several small support buildings and structures were built to support the post's operations and infrastructure, including transformer buildings, a range finder station, water closets and latrines, and a tank house. Additional housing was built along New York Avenue, mostly north of the hospital. A bakehouse and hospital steward's quarters were built south of the hospital. Finally, the Army began developing road infrastructure and additional buildings west of New York Avenue (Figure 2.27). These buildings included a powerhouse, an ordnance shop, quarters, a post exchange, and a gym. Some of the dwellings of former private estates were repurposed for use by the Army. New roads and sidewalks were also laid out to support the post's existing circulation patterns.[66]

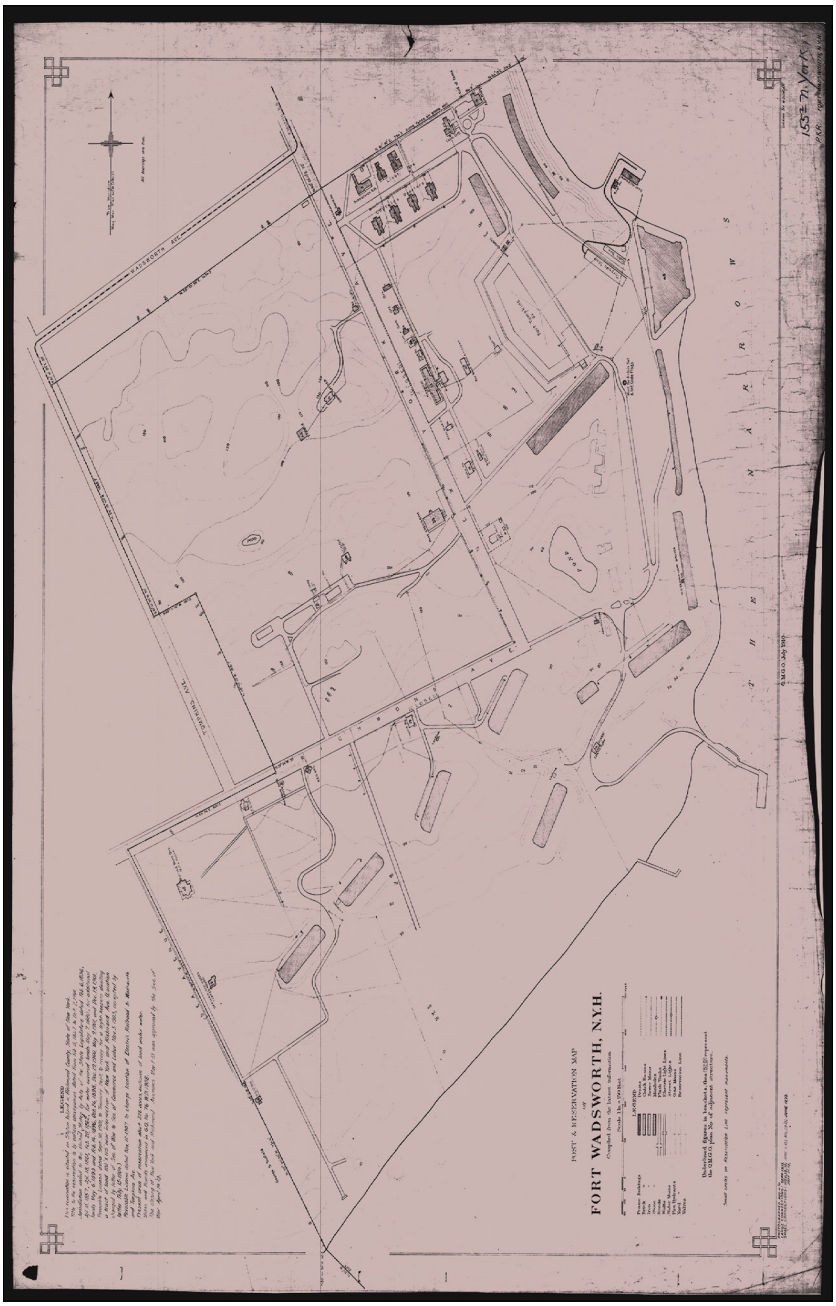


Figure 2.27. A map titled Fort Wadsworth, N.Y.H., circa 1910. The map reflects the final boundaries of Fort Wadsworth with new development in the south and west (National Archives and Records Administration).

The increased construction activity at Fort Wadsworth between 1895 and 1905 did not deter the public's use of the post as a place for leisure. In fact, a trolly line ran through the post, allowing visitors to get off and take a short walk to the overlook at Fort Tompkins (Figure 2.28). The trolly, installed around the turn of the century, ran along New York Avenue before turning west up Richmond Avenue to the post exit. Fare was five cents, and according to at least one writer, the trolly was a good way for fishermen to travel to Fort Wadsworth, where they could catch blackfish and striped bass.[67] Trolly lines operated across Staten Island into the 1930s, with the last line discontinued in 1934.

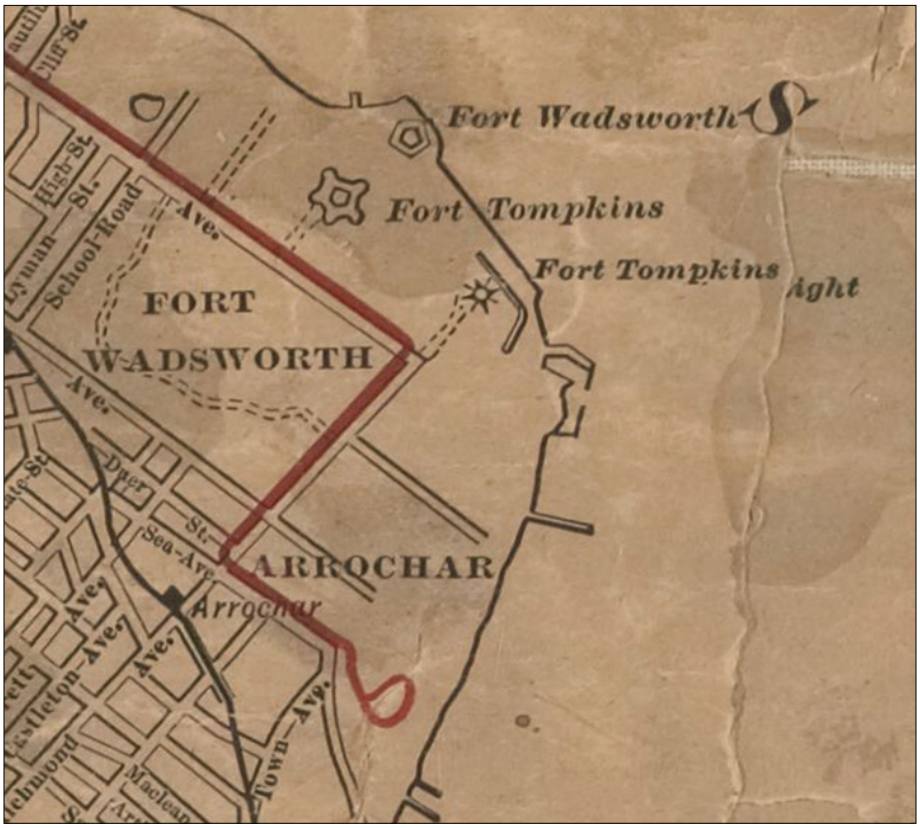


Figure 2.28. Detail of a 1908 Poates Map of Staten Island. A public trolly line runs through Fort Wadsworth, indicated in red (New York Public Library).

A 1900 engraving of the overlook shows people using cannon as seats. Although the image certainly employs some artistic license, it shows that the public perception of the post was a place of recreation and relaxation in the midst of military fortifications (Figure 2.29). The sketch imparts a scene of tranquility with numerous ships plying the waters below the post and a genteel group of men, women, and children recreating on the hillside above Battery Weed. They are leisurely enjoying the overlook, and the cannon are merely part of the scenery. A 1903 photograph of the post looking north from the water presents a different mood (Figure 2.30). Although the characterization of the landscape is similar to the sketch, there are no visitors in view. Instead, the image presents a comparatively stark scene; the view of the fort from the water is that of a picturesque sentinel guarding the entrance to the harbor.[68]

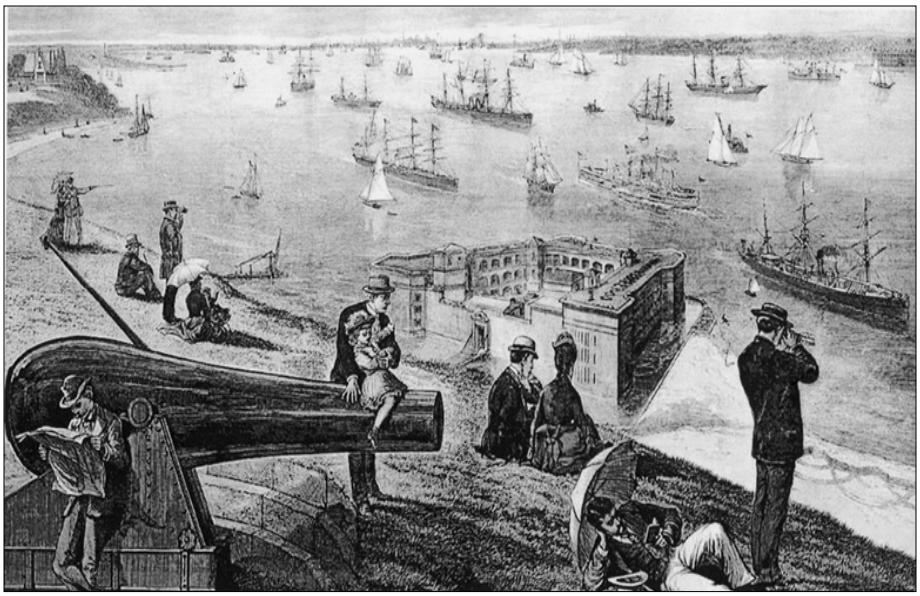


Figure 2.29. Engraving titled The Overlook at Fort Wadsworth, 1900. The image shows Fort Wadsworth as a popular leisure site in the midst of the defensive fortifications (Gateway National Recreation Area Collections, Image 19650).



Figure 2.30. Photographic postcard by the Detroit Photographic Company titled Fort Wadsworth, New York, 1903. The postcard shows the cleared park-like landscape that the military required for defense and the public found desirable for recreation. Note the newly relocated Fort Wadsworth Light (New York Public Library).

1905 END OF PERIOD LANDSCAPE DESCRIPTION

Development during this period occurred predominately in the Coastal North and Coastal South Landscape Character Areas with defensive fortifications spatially organized along the coastal perimeter and oriented towards the coastline and seaward approaches. Support buildings and structures occupy the Inland North area. The broad spatial organization remains consistent from the previous period, with fortifications occupying strategic locations on the landscape, a primary fort at the high point of the bluff, and batteries and redoubts below (Figure 2.31).

The landscape is defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projects into the Narrows. A seawall surrounds the east side of the fort. Fort Tompkins sits at the high point on the bluff.

The landscape around the fort is clear of vegetation and much of the installation is sodded with grass creating an open landscape. The topography between the two forts consists of an engineered slope which is cleared of vegetation providing views and vistas for open fields of fire. A pond is a natural feature located south of Fort Thompkins at the corner of present-day Hudson Road and New York Avenue. The area west of New York Avenue is largely characterized by natural vegetation with undeveloped woodland and swampy conditions.

Structures on site include several batteries. The fortifications demonstrate manipulation of the topography with engineered fore slopes. Endicott Batteries are scattered across the landscape and concealed with undulating terrain and vegetation to minimize their visibility from the water and make them hard targets. Six new batteries house modern high-powered weapons including Battery Duane to the south of Fort Tompkins in the Coastal North area. Battery Upton, Battery Barry, Battery Richmond, Battery Ayers, and Battery Dix sit in the Coastal South area. Older structures in the Coastal North area continue to be used after renovations, including the Glacis Gun Battery north of Fort Tompkins and the North and South Cliff batteries flanking Battery Weed. North Cliff Battery is reconstructed and renamed Battery Catlin; South Cliff Battery is renovated and divided into three units called Battery Bacon, Battery Turnbull, and Battery Barbour. Battery Hudson is renovated and expanded to include a new Battery Mills.

Buildings within the Coastal North area include associated storage buildings, railways, and cable tanks built in the vicinity of Battery Weed. A guardhouse was installed at the intersection of New York Avenue and Officers' Quarters Road (now Mont Sec Avenue). Ten wood frame buildings line Officer's Quarters Road, including a small hospital, housing, and an administrative building (Buildings 111, 112, 113, and 114).

Along New York Avenue and Clifton Road, sits a newer hospital, housing, a bakehouse, and steward's quarters. At the south end of New York Avenue, the Fort Tompkins Lighthouse is relocated to be used as the keeper's house. The lighthouse function is replaced with a lantern and watchroom located on Battery Weed called the Fort Wadsworth Light. Temporary Civil War soldier's housing stood to the south of Fort Tompkins (demolished for the construction of the Glacis Mortar Battery). At the corner of Hudson Road sits various support buildings including stables, hostler's building, and a blacksmith shop.

Support infrastructure across the site includes transformer buildings, range finder stations, water closets and latrines, and a tank house. In the Coastal South area, a telephone building, crematorium, and artillery shed were located at the southern end of the post.

In the Inland North area west of New York Avenue, buildings include a powerhouse, ordnance shop, quarters, a post exchange, and a gym (some of them are repurposed former estate houses). At the northern end of New York Avenue, a gatehouse sits to the west of the road (Building 220).

Circulation routes include both land and water access. A dock sits north of Fort Richmond, used to transport people and materials. Roads are more formal than the previous period with pavement and sidewalks. New York Avenue is the main road running north to south that divides the Coastal North from the Inland North area. Officer's Quarters Road (existing Mont Sec Avenue) is flanked by North and South Roads. Hudson Road runs north to south on the east side of Fort Tompkins. North and South Weed Roads run down the bluffs to Battery Weed. Dock Road connects from the battery to the North Dock. Shore Road and Range Road wind down from Hudson Road to the southern Warf. The main road running east to west which divides the Coastal South from the Inland North area is called Richmond Avenue (now Battery Road). The new batteries in the Coastal South area are accessed via Richmond Avenue. A public trolly line ran along New York Avenue, turning west down Richmond Avenue.



Building Number	Description
108	Coms Office
109	Admin Building
111	Housing
112	Housing
113	Housing
114	Housing
220	Gatehouse
305	Guard House
336	Crematorium
406	Guard House
404	Gatehouse

Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
1905 Historic Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. NARA Map of Fort Wadsworth, 1910
2. NARA Post and Reservation Map, 1908
3. NARA Survey of Fort Wadsworth, 1894
4. NPS Landsnet Boundaries and Tracts
5. Field Review, December 2022

DRAWN BY

E. Berriault, M. Mirro, H. Juergens, 2022

LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Walkway/Hardtop
- Beachfront
- Building
- Sidewalk
- Active Rail Tracks
- Toe of Slope
- Signal Tower
- Removed During Period
- Contour (5 ft)

NOTES

1. New York State Plan, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5'"
3. All features shown in approximate scale and location

0 100 200 400 Feet

Figure 2.31. 1905 Historic Period Plan

1905 TO 1945: EVOLUTION OF FORT WADSWORTH THROUGH THE WORLD WARS

INTRODUCTION

The years from 1905 to 1945 were a period of change for the Army post, which transitioned from a fundamental component of America's seacoast defensive system to a small infantry base. Much of this change resulted from transformations in national military strategy and technologianges that made Endicott Era batteries obsolete.

President Theodore Roosevelt, an ardent proponent of naval power, asked his Secretary of War, William H. Taft, to convene a board to review the Endicott Era seacoast defensive program. The so-called Taft Board's 1905 review incorporated a new military philosophy regarding the ascendant role of the Navy, prescribing that it take on the primary active role in coastal defense. Army controlled bases, like Fort Wadsworth in this scenario, were seen narrowly as port defense. This was a shift from previous military approaches that envisioned the fortifications along the coasts as an interlocking system defending entire coastlines. Ultimately, the Taft Board's greatest focus and legacy was the construction of batteries overseas in Cuba, Hawaii, and the Philippines. Domestically, the Taft Board reviewed the Endicott program in the face of rapidly changing technology. The Taft Board recommendations shaped seacoast defensive planning into the World War I Era.

The advent of the airplane also influenced military planning. The Wright Brothers successfully flew a powered aircraft in December 1903 and over the next several years refined their technology. Aircraft were adopted shortly thereafter for military purposes by leaders in the United States and other nations, predominately for reconnaissance. World War I revealed the airplane's utility in warfare. The power of air warfare was reinforced when Billy Mitchell showed the effectiveness of aircraft as bombers by sinking a captured German battleship in 1921. These events cemented a shift in coastal defensive priorities from batteries designed to intercept ships to air defenses and anti-aircraft batteries that housed smaller weapons. The Army and Navy established air bases in strategic locations nationwide immediately after World War I, including Miller Field on Staten Island and Naval Air Station Rockaway in Brooklyn. The Endicott Era coastal artillery fortifications on Staten Island were converted to anti-aircraft weaponry. The conclusion of World War II brought the last era of Fort Wadsworth's use as an armed active coastal defense post to an end.

A MONUMENT THAT NEVER WAS

Fort Wadsworth, an active military post, nearly became the location of an enormous monument to Native Americans in the early twentieth century. Rodman Wanamaker, the wealthy owner of the Wanamaker department stores in Paris, Philadelphia, and New York City became deeply interested in Native American culture. He feared American Indians to be on the verge of extinction. Wanamaker sponsored photographic expeditions to the western United States between 1908 and 1913 to record what he saw as an imperiled way of life among Native Americans. The photographs were published in books that helped build support for Wanamaker's ambitious effort to memorialize American Indians with a monument.

Wanamaker and his photographer, Joseph K. Dixon, proposed a monument to the American Indian during a dinner party that was held in honor of Buffalo Bill Cody in New York City in May 1909. The project, which became known as the National American Indian Memorial, was Wanamaker's passion for the next several years. He hired architect Thomas Hastings and sculptor Daniel Chester French to design the monument. The men proposed a 35-foot-tall museum building with a 60-foot-tall bronze Indian statue that would stand on a 70-foot-tall pedestal (Figure 2.32). Rising over 300 feet from the ocean, the monument would be taller than the statue of liberty. Meanwhile, Wanamaker worked with West Virginia Senator Nathan Scott to secure permission to erect the memorial at Fort Wadsworth. General Leonard Wood, Army Chief of Staff, administratively selected the front of Fort Tompkins as the proposed location of the monument where it would sit on the highest point within Fort Wadsworth. The last legal barrier was passed when Congress enacted legislation on December 8, 1911, allowing Wanamaker to construct the monument, with his own money, on the military reservation. President Howard Taft travelled to Fort Wadsworth on February 22, 1913, where he, Wanamaker, Dixon, 32 Indian chiefs, and other dignitaries broke ground on the new monument (Figure 2.33). A bronze tablet was buried at the site to commemorate the event.[69]



Figure 2.32. Renditions of the proposed National American Indian Memorial from the printed programs for the Memorial's groundbreaking ceremony, 1913. The drawings show the dramatic footprint of the proposed monument using Fort Tompkins as the base (Library of Congress)



Figure 2.33. Photograph of Rodman Wanamaker posing with Indian chiefs, 1913. The photograph was taken at the groundbreaking for the never-constructed National American Indian Memorial (National Archives and Records Administration).

Wanamaker's dream never came to fruition. The momentum that carried the project to the groundbreaking in February 1913 quickly dissipated. Native Americans who initially supported the monument soured on the project, feeling that Wanamaker and Dixon were disingenuous. The general public and press also began to criticize the project as a waste of time. Eventually, some of the most ardent supporters of the monument began to question its wisdom. The beginning of World War I halted the plans, and the monument was never built.[70]

WORLD WAR I: 1914 TO 1918

Little construction occurred at Fort Wadsworth for a decade after the completion of the Endicott Batteries; however, the impending United States entry into World War I (in April of 1917) resulted in an increase in activity at Fort Wadsworth that began in 1916 and continued until 1918. The number of soldiers increased to 1400, a significant change from the approximately 500 men stationed at the post a few years earlier. Life on the post was rather predictable. The men were required to regularly inspect the artillery on the post, participate in physical training and drilling, maintain the signaling apparatus, and take French language instruction.[71]

The World War I Era also resulted in an increase in construction activity at Fort Wadsworth. Two clusters of temporary buildings were erected on the post. One was north of Battery Hudson, near the current intersection of Hudson Road and Battery Road. Another cluster of temporary buildings was near Battery Ayers and Battery Road. The building uses were diverse and included quarters, mess halls, and storage buildings.[72] The Taft review resulted in technological upgrades to the Endicott Era fortifications on Staten Island such as electrification, updated

aiming mechanisms, and the installation of telephone communication systems. Coincident range finder stations used to support the artillery, another product of Taft Board recommendations, were constructed near batteries Catlin and Bacon in 1917.[73]

1920s

Fort Wadsworth began transitioning from a coastal defense installation to an infantry base in 1919, triggering major construction. Post engineers built several temporary wooden barracks in the early 1920s to house infantry units from the 1st Division, which was headquartered at Fort Hamilton. The barracks were concentrated in two complexes. One collection of temporary buildings was between Richmond Avenue (now Battery Road) and Batteries Richmond and Ayers. The other temporary buildings were north of Battery Hudson along both sides of what is now called Hudson Road. Changes at Fort Wadsworth in the early 1920s included the construction of a handful of additional support buildings and structures. For example, several stables were erected in 1921 near Hudson Road and at the intersection of Richmond Avenue (now Battery Road) and New York Avenue (Figure 2.34). The central core of Fort Wadsworth remained open and cleared of vegetation in the early 1920s (Figure 2.35). Most new construction occurred to the south of Fort Tompkins and Battery Weed.

Following the controversial bombing tests by Brigadier General William "Billy" Mitchell, the ascendency of aircraft as a weapon of war was evident at Fort Wadsworth as early as 1921. Anti-aircraft guns were installed at Battery Barry and north of Fort Tompkins by 1921 (Figure 2.33). Moreover, the coastal defense guns were not installed at batteries Barry, Duane, and Bacon. Emplacement 2 at Battery Mills and Emplacements 2–4 at Battery Barbour were also vacant. The absence of armaments reflects Fort Wadsworth's shifting role in the United States' defensive framework as planners moved from the reliance on fixed seacoast defense to an approach emphasizing mobility through the use of ships and aircraft.

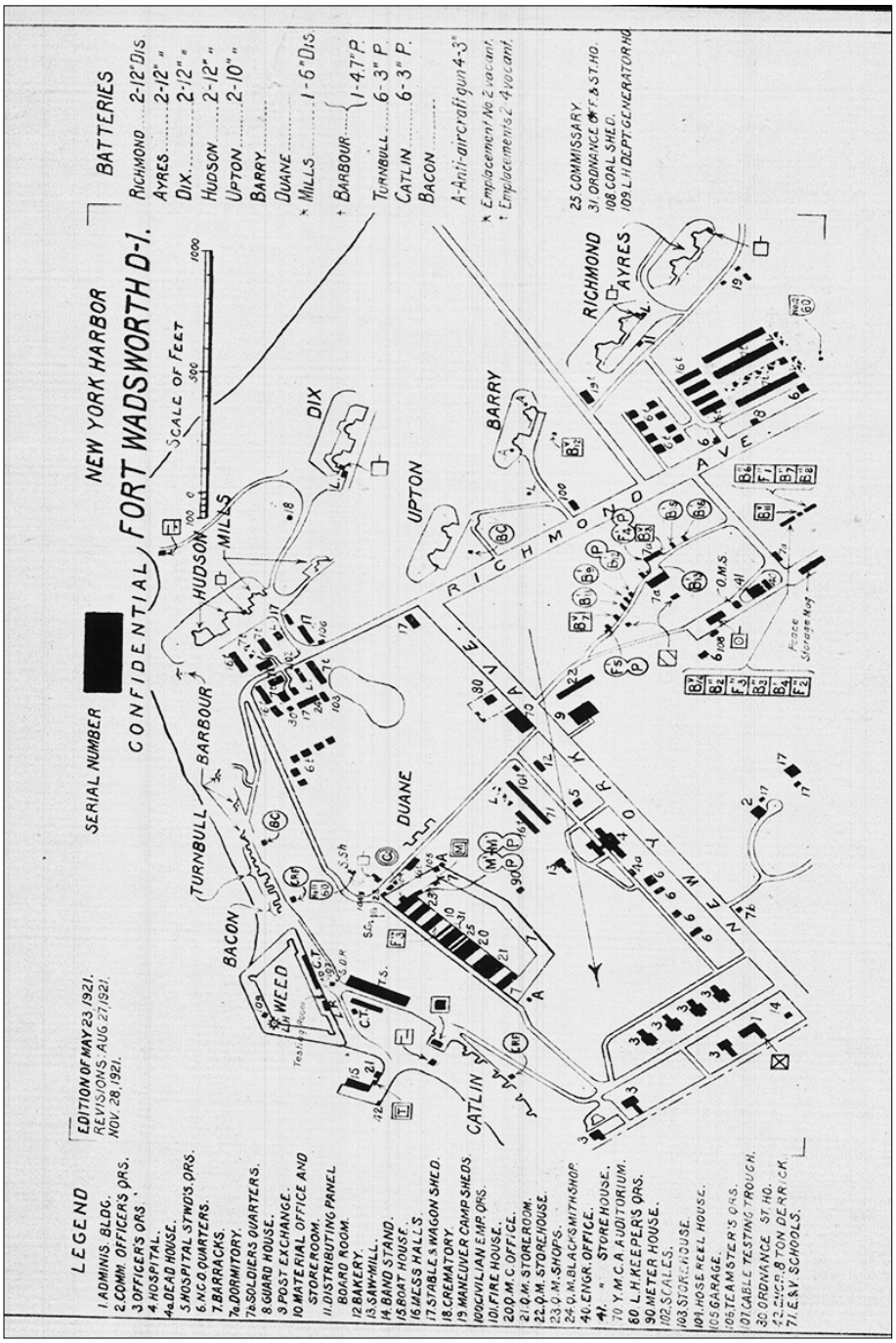


Figure 2.34. A map of Fort Wadsworth, 1921. Gun emplacements are described on the right side of the figure; note all operational guns are those facing south towards the approach (National Archives and Records Administration)



Figure 2.35. 1923 oblique aerial photograph of Fort Wadsworth. The central core of Fort Wadsworth was kept open and clear of woody vegetation; note the contrast between the post and neighboring parcels to the west, which appear heavily wooded (Gateway National Recreation Area Collections, Image 19397).

Sporadic construction continued well into the 1920s. Engineers began constructing a parade ground at the northwest corner of the post in 1925.[74] The project required considerable effort. Workers converted a landscape of "swamp, hills, and trees" to a level, manicured grass field (Figure 2.36). Engineers drained the swamp by running a pipe from the future parade ground to the sewer line that ran along New York Avenue. Once they removed enough water, workers began filling low spots with additional soil. Finally, they cut down a number of large oak trees lining the reclaimed swamp and dynamited the stumps. The entire project took two years. The completed parade ground was immediately west of New York Avenue near the post boundary. The parade ground is not reflected on post maps from the era, but it is visible in a 1942 aerial photograph (Figure 2.37). An unpaved road called the General's Road was built to the south of the parade ground, and the fort boundary was to the north.[75] The construction of utilitarian support buildings also continued, some of which remain. Current Building 310 was a storage shed constructed in 1927 near the intersection of Camp Road and Richmond Avenue.[76]

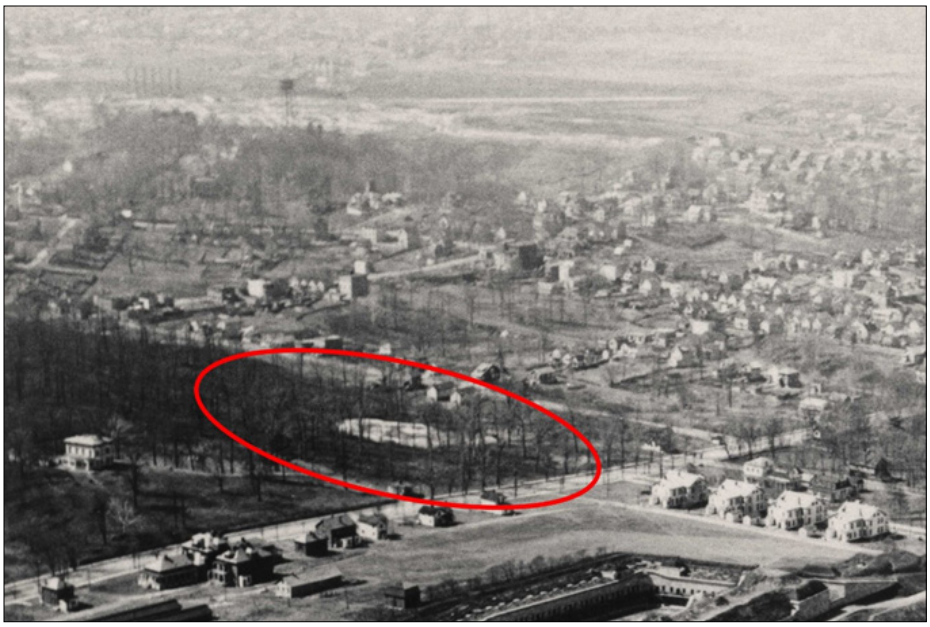


Figure 2.36. Detail of a 1923 oblique aerial photograph showing the wooded area (circled in red) that became the Parade Ground. Note the low, swampy area surrounded by trees on the west side of New York Avenue (Gateway National Recreation Area Collections, Image 19397).

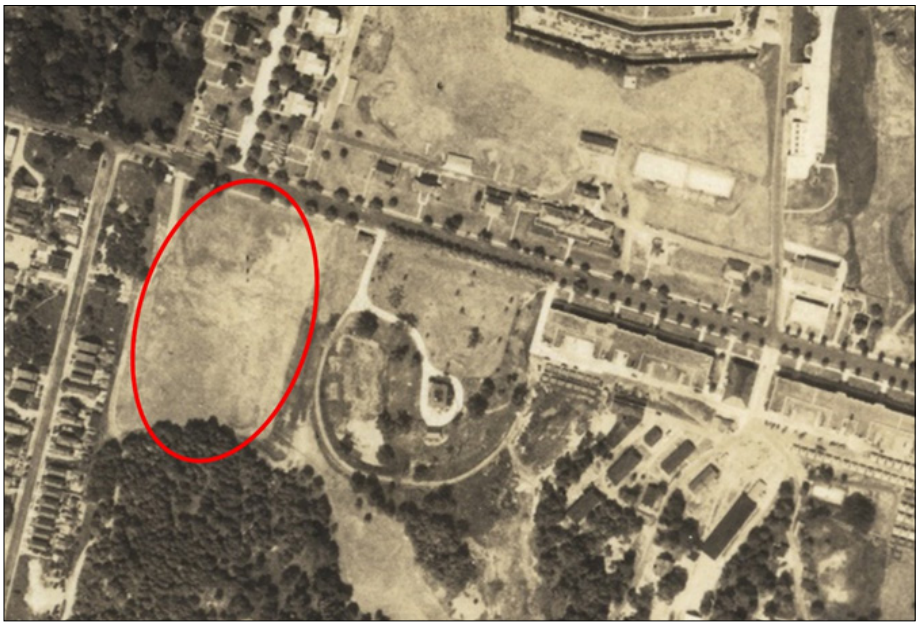


Figure 2.37. 1942 aerial photograph showing the 1920s Parade Ground at left (circled in red). Note New York Avenue running north to south across the image (Gateway National Recreation Area Collections, Image 20614).

Construction of two identical large rectangular concrete and brick infantry barracks began in 1929. The buildings immediately west of New York Avenue near Tompkins Avenue were completed two years later (Figure 2.38 and Figure 2.39). Each building was designed to accommodate 602 men. Initially, the infantry barracks housed soldiers from the Second and Third battalions of the 18th Infantry of 1st Infantry Division. One of the barracks, Building 210, remains in use by Gateway National Recreation Area as park headquarters.[77]

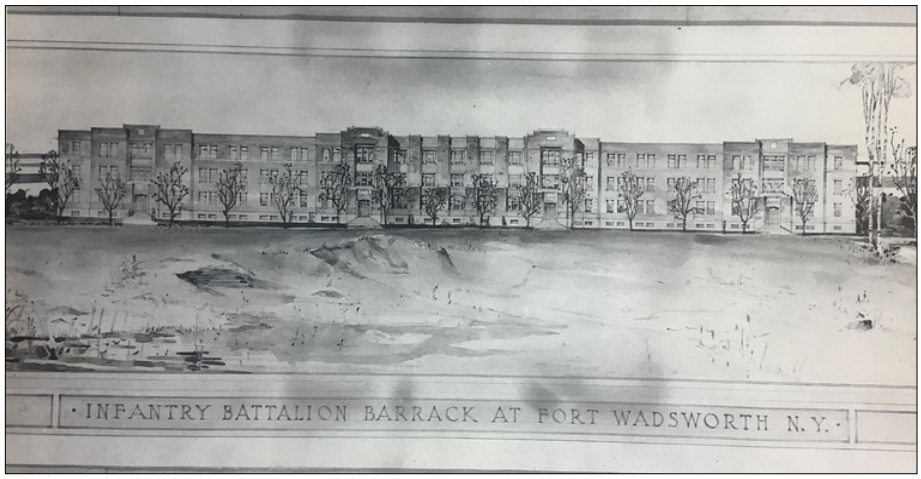


Figure 2.38. Rendering of the Infantry Battalion Barracks, circa 1929 (Gateway National Recreation Area Collections, Image 19419).



Figure 2.39. Postcard showing newly completed Barracks, early 1930s (New York Public Library).

Tragedy struck on March 29, 1930, when a fire swept through the base stables. Army and local firefighters battled the blaze for over five hours. Soldiers rescued a dozen horses and mules, but 54 animals died in the fire.[78] Reports do not indicate which stables buildings burned, but the stables at Richmond Avenue and New York Avenue are understood to have been rebuilt in 1931 (Building 17 in Figure 2.34), indicating that this was the location that burned the year before. The new structure, constructed of brick and large enough to hold 51 horses, remains standing and is now designated Building 352.[79]

Although new buildings appeared at Fort Wadsworth in the 1920s and early 1930s, the overall landscape remained largely unchanged from previous decades. The post was kept clear of vegetation and grassy areas were routinely mowed. The hillside above Battery Weed was also cleared, and the slope and trails between the two buildings were clearly visible (Figure 2.40). This resulted in a highly manicured, expansive, park-like setting. Fort Wadsworth was picturesque enough that the post inspired the publication of another series of postcards in the 1930s. The postcards emphasized an orderly, inviting landscape cleared of trees and other woody vegetation (Figure 2.41, Figure 2.42). The contrast between the manicured Fort Wadsworth and neighboring naturalistic landscape provides some indication of the level of effort that was required to keep vegetation from encroaching into the installation. The portion of the post west of New York Avenue was left in a relatively natural state. This is reflected in a 1925 photograph of a small pond shrouded in thick vegetation that was later drained to construct the Parade Ground (Figure 2.43).



Figure 2.40. Photograph of Fort Wadsworth, August 1925. The landscape of the post is clear of woody vegetation with the slope between Fort Tompkins and Battery Weed kept mowed (New York State Historical Society).



Figure 2.41. Postcard depicting the Administration Building and Officer's Quarters on the post, looking north from the top of the manicured, engineered slope above Battery Weed, circa early 1930s (New York Public Library).



Figure 2.42. Postcard looking down at Battery Weed from Fort Tompkins, circa early 1930s (the mowed grass is prominently displayed) (New York Public Library).



Figure 2.43. Photograph by William T. Davis, of the Fort Wadsworth Military Reservation, 1925. The photograph shows an undeveloped swampy area within Fort Wadsworth, later drained to construct the Parade Ground (New York Public Library, Sperr Collection; Gateway National Recreation Area Collections, Image 19394).

In the 1920s, the Narrows became the focus of another development that fundamentally reshaped the landscape. Planners and promoters in New York City began developing plans to construct a bridge or tunnel from Long Island to Staten Island. The planning and eventual construction of the Verrazzano-Narrows Bridge provided a backdrop to the post-World War I history of Fort Wadsworth. Preliminary planning for a bridge at the Narrows began in the 1880s. Yet, it did not progress until the early 1920s, when New York Harbor was expanded, and the channels in Jamaica Bay were dredged to accommodate large ocean-going ships.[80]

In 1921, the New York State legislature passed an act approving and appropriating funds for the design and construction of a railroad tunnel linking Brooklyn and

Staten Island as part of a plan to move people and freight more effectively to and from the Port of New York. The proposed tunnel and railroad line began at the Long Island Railroad near 7th Avenue in Brooklyn and continued west to a location near the intersection of Bay Ridge Avenue and Shore Road, where it continued under the Narrows. The planned tunnel exited the Narrows north of Fort Wadsworth near the intersection of Fort Place and Tompkins Avenue, near the current ferry terminal (Figure 2.44).

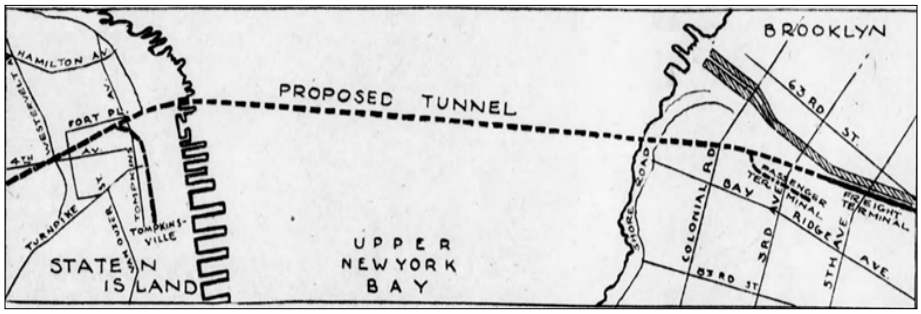


Figure 2.44. Map of a proposed tunnel under the Narrows, 1922 (Brooklyn Daily Eagle, September 3, 1922).

The project was not without controversy and debate. Support for the tunnel was strongest among local boosters and politicians in Staten Island and Brooklyn. The president of the Richmond Borough saw the tunnel as an opportunity to link Staten Island more directly to New York City's core. He expressed optimism that the tunnel would result in the expansion of the New York Subway system to Staten Island by 1926. Despite the sanguinity of local supporters, many New Yorkers considered the project poorly conceived. Railroad trunk line companies opposed the tunnel before work ever began. Company leaders argued that freight was already adequately conveyed using existing rail lines. The debate led to a stalemate between the Mayor's office, which supported the tunnel, and an array of critics, who considered the tunnel unneeded and too expensive.[81] The impasse was finally settled in 1925 when the Governor signed a bill amending the original 1921 Act approving the tunnel. The amendment barred the use of the tunnel by freight trains. Tunnel proposals continued to hold the interest of local supporters, but the legislation effectively doomed the project. City leaders had hoped to use the revenue earned from the movement of freight through the tunnel to recoup the costs of construction.[82]

Meanwhile, another plan for a fixed route crossing the Narrows was coalescing along a different track. Prominent bridge engineers, D.B. Steinman and Van Ness Bates, began collaborating on a proposed bridge over the Narrows in 1923. The project, which was named The Liberty Bridge, was replete with symbolism (Figure 2.45). The designers described the structure as a "superspan. . . with twin towers, one dedicated to Lafayette and the other to Lincoln" to memorialize "the greatest sons of liberty in both the Old World and the New."[83]

The structure, as proposed, was going to span over 4,600 feet and the planned roadway rose nearly 240 feet above the water surface. Lincoln and Lafayette Towers were designed to be 800 feet tall. Engineers intended to place Lafayette Tower on "a small rock (Fort Lafayette) just offshore from Fort Hamilton." Lincoln Tower would rise from "shallow water . . . off Fort Tompkins."[84] The Liberty Bridge dimensions and alignment are very similar to the Verrazzano-Narrows Bridge that was completed four decades later (Figure 2.46).



Figure 2.45. Rendition of the proposed Liberty Bridge by D.B. Steinman titled The Narrows Bridge, no date (Metropolitan Transportation Authority Bridges and Tunnels Archives).

Unlike the tunnel, which was going to be funded by public money, the Liberty Bridge was a private enterprise promoted by the Narrows Development Company. The company advertised the project heavily in New York City in 1926, and the proposed bridge received widespread support, including the endorsement of

the Brooklyn and Richmond Borough chambers of commerce. The only vocal opposition came from residents of Brooklyn's Bay Ridge, whose property would directly and indirectly be affected through the demolition of buildings and reorientation of existing circulation patterns in the neighborhood. Nonetheless, the New York City Board of Estimate and Apportionment officially approved the Liberty Bridge project in 1927.[85]

The Narrows Development Company subsequently formed the Interboro Bridge Company in November 1927 to raise the private capital needed to finance the construction of the Liberty Bridge. Four months later, they submitted a petition to the United States War Department requesting permission to construct the bridge. Eager to begin the project, the company submitted a more detailed proposal to the War Department eight months after their first petition. War Department's approval was necessary because the proposed route cut into Fort Wadsworth and Fort Hamilton. War Department officials ultimately denied the request because the bridge would have hampered military operations.[86]



Figure 2.46. Map depicting the proposed route of the Liberty Bridge, 1926. Note that the proposed route was very similar to the current alignment of the Verrazzano-Narrows bridge (Brooklyn Daily Eagle, March 28, 1926).

Undeterred by the War Department's opposition to the Liberty Bridge, the company recruited Staten Island Congressional Representative Anning S. Prall to introduce legislation authorizing the bridge's construction. The bill, which required unanimous consent to pass, failed by one vote. Fiorello La Guardia, serving as the representative from Harlem, objected to the bill because he believed the bridge should be constructed as a publicly funded project, not to benefit a private company.[87] The rebuke was a significant setback for the Liberty Bridge project, but D.B. Steinman remained undeterred. He continued to work on a series of designs, plans, and proposals until 1947.

Meanwhile, the tunnel project came back to life in 1929 when New York City planners released a report proposing a vehicular tunnel across the Narrows. The project, estimated to cost $3,000,000.00, was authorized by the Board of Estimate

and Appropriation and the Mayor's office. The War Department approved the project this time, and construction planning began immediately; however, the timing could not have been worse. New York City canceled funding for the project as the city and nation plunged into the Great Depression by the end of the year.

1930s

Fort Wadsworth continued to serve as an active infantry post into the 1930s, but the Coast Artillery Corps elements served in a diminished caretaking capacity. By 1935, the coastal artillery mission was essentially finished. The massive guns had been removed from batteries Barry, Duane, Barbour, and Bacon. The guns had also been removed from Emplacement Number 2 at Battery Mills. Anti-aircraft guns in battery Barry were being dismantled. Batteries Turnbull and Catlin retained smaller 3-inch rapid fire guns designed that could be used to intercept fast moving ships that might evade outer harbor defenses. At some point after 1935, the Army proposed removing Battery Barbour but never pursued it.[88]

The post was also selected as the site for a federal prison camp by the 1930s, if not earlier.[89] Individuals indicted under federal prohibition laws comprised the camp's population. Prisoners were held in Fort Tompkins and were put to work on projects within Fort Wadsworth, including the construction of buildings. They also conducted maintenance on Fort Tompkins and may have also maintained the grounds.[90]

Several buildings were constructed by Army engineers and Works Progress Administration and Civilian Conservation Corps crews between 1933 and 1939. The Works Progress Administration and Civilian Conservation Corps were a response to the Great Depression that undermined the world economy by the early 1930s. Incoming President Franklin Delano Roosevelt proposed a broad program aimed at stimulating the economy and mitigating the effects of the Great Depression. He offered what he called a New Deal for the American people. The Works Progress Administration and Civilian Conservation Corps were Roosevelt's hallmark efforts to put unemployed Americans to work on public projects on federal and state land. Specifically aimed at employing young men, the Civilian Conservation Corps program immediately attracted thousands of workers recruited by the Department of Labor, trained by the Army, and overseen by military or federal land management agencies. The workers lived in camps that were usually administered by the Army. Within three months, the Civilian Conservation Corps had 250,000 recruits. By 1935, over 300,000 Civilian Conservation Corps enrollees worked on projects throughout the nation.[91] The program continued until the United States' entry into World War II following the Japanese attacks on Pearl Harbor.

This effort included significant construction along Officer's Quarters Road (renamed Mont Sec Avenue in the 1930s) and Clifton Road, where a new officer's club and additional housing and residential support buildings were erected between 1933 and 1939. These include current Buildings 101–110, 117–119, and 123. They also constructed a garage, now designated Building 116, which was modified in the 1960s. Additional support buildings, including four motor pool buildings (current Buildings 301–304) and an administration building (current Building 305), were built along Battery Road.[92] Crews also added curbing to the interior parade ground of Fort Tompkins (Figure 2.47). The installation of the curbing is indicative of the increased use of automobiles in the United States by the mid-1930s. Later in the twentieth century, a small, brick fueling station was added to the area immediately south of Fort Tompkins facing Battery Duane. Some of this construction is shown on a 1935 map proposed by the Army (Figure 2.48).

The Works Progress Administration and Civilian Conservation Corps crews were encamped at Fort Wadsworth from 1935–1941.[93] Colonel Paul J. Breyer wrote that the Civilian Conservation Corps and Works Progress Administration crews were housed in "specially build [sic] wood plank barracks at the western end of New York Avenue." The claimed location of the camp is likely incorrect. First, New York Avenue runs north/south, so there is no identifiable "west end" of the road.

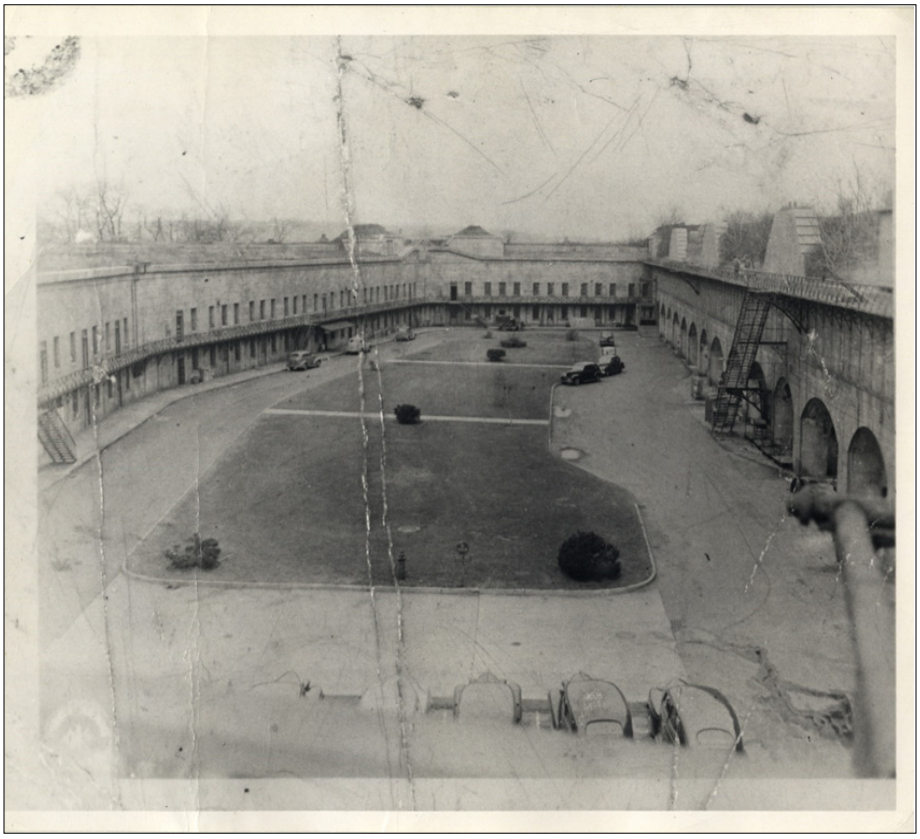


Figure 2.47. Photograph of the interior of Fort Tompkins showing parade grounds, mid-1930s. Note the central median, curbing, and landscaping added to accommodate automobiles; the shape roughly follows an earlier tennis court design (Courtesy of Gateway National Recreation Area Collections, Image 20594).

Second, maps produced during the 1930s show only the large infantry barracks and the post exchange along the west side of the road. A more probable location of the camp described by Colonel Breyer was at the western end of Richmond Avenue (now Battery Road), where maps show a collection of temporary barracks (Figure 2.48).

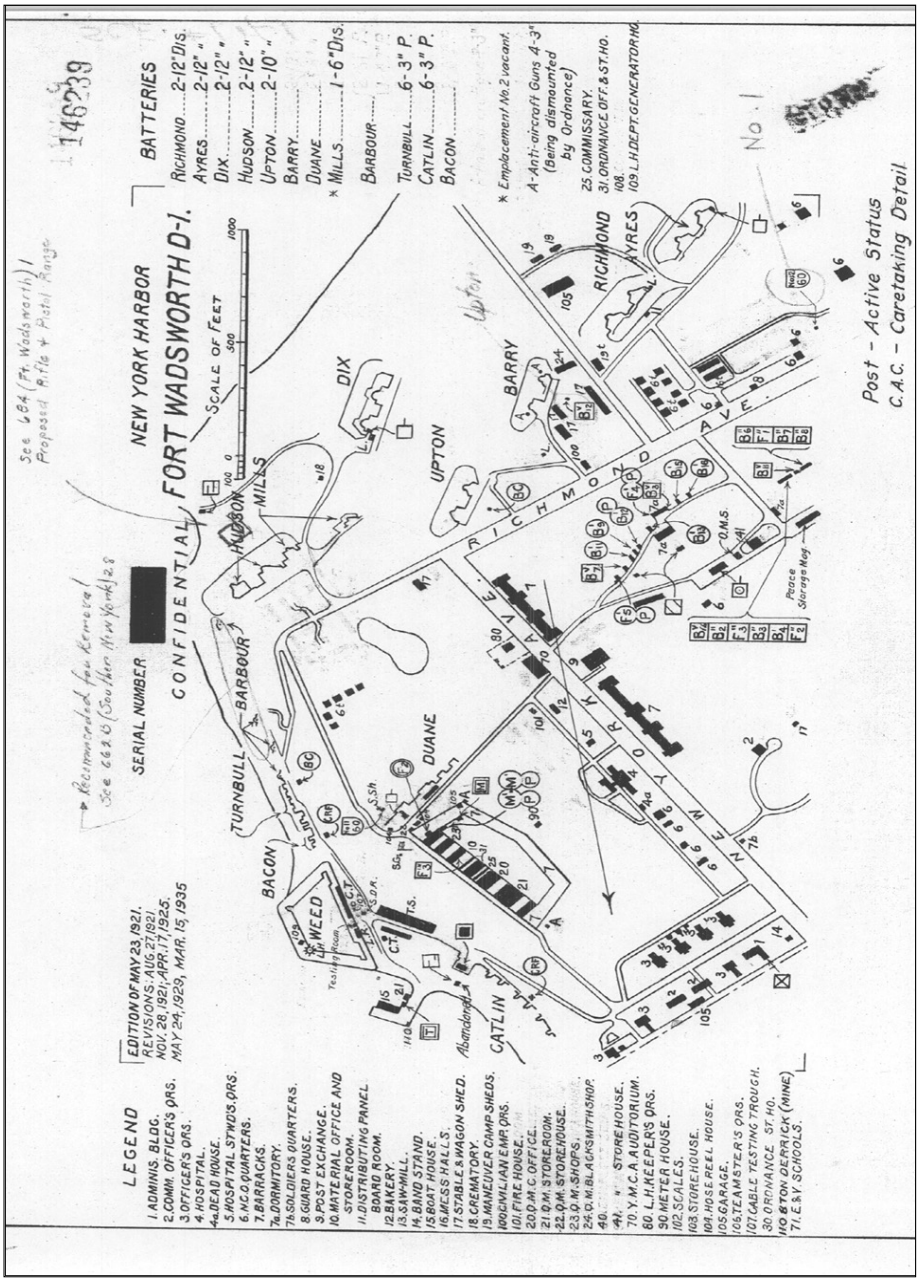


Figure 2.48. Map of Fort Wadsworth with proposed revisions, 1935. Note new construction compared to the 1921 map (Figure 2.34). Gun emplacements are described on the right side of the figure; handwriting is undated but indicates that the Army proposed to remove Battery Barbour sometime after 1935 (National Archives and Records Administration).

During their time at Fort Wadsworth, the Works Progress Administration and Civilian Conservation Corps crews completed nearly $2 million worth of work. Projects included the construction of Fort Wadsworth's entry gates, the post exchange, guardhouses, garages, and a handball court.[94] They may have also installed a tennis court in near Fort Tompkins. The court is not shown on a map created in 1935 but appears on a later map from 1940 (Figure 2.54). Workers also widened and built a retaining wall along Hudson Road in 1938 (Figure 2.49). Crews constructed a "trespass proof jetty," repaired and rehabilitated existing buildings, seawalls, and structures. They additionally cleared trees and performed general landscaping. The men also built several support buildings and other infrastructure (Figure 2.50 and Figure 2.51).[95] By 1939 crews had:

> *virtually rehabilitated 36 obsolete buildings, constructed an athletic field for enlisted men, erected a much needed addition to the post hospital, built a 3000 foot concrete roadway and added to the fuel storage facilities by constructing a 600 ton coal pocket [coal storage building], a 4,500 gallon oil house, and a scale house.*[96]

Landscaping completed by 1939 included "lawn seeding and tree planting, "encompassing over 300,000 square feet." According to the 1937 planting plan, the tree planting included Oriental Plane (Platanaus orientalis) placed along both sides of Mont Sec Avenue, New York Avenue, and Richmond Avenue (now Battery Road). The trees created a shaded corridor along the installation's main routes of travel and use (Figure 2.52). Much of the formal landscaping occurred along New York Avenue and Mont Sec Avenue (Figure 2.53). Finally, the workers constructed brick buildings to store firefighting equipment. The new buildings replaced "old wooden shacks."[97] Although it is not depicted in maps from the period, a baseball diamond was constructed by the Army or Civilian Conservation Corps in the southwestern corner of the post in the 1930s or early 1940s.

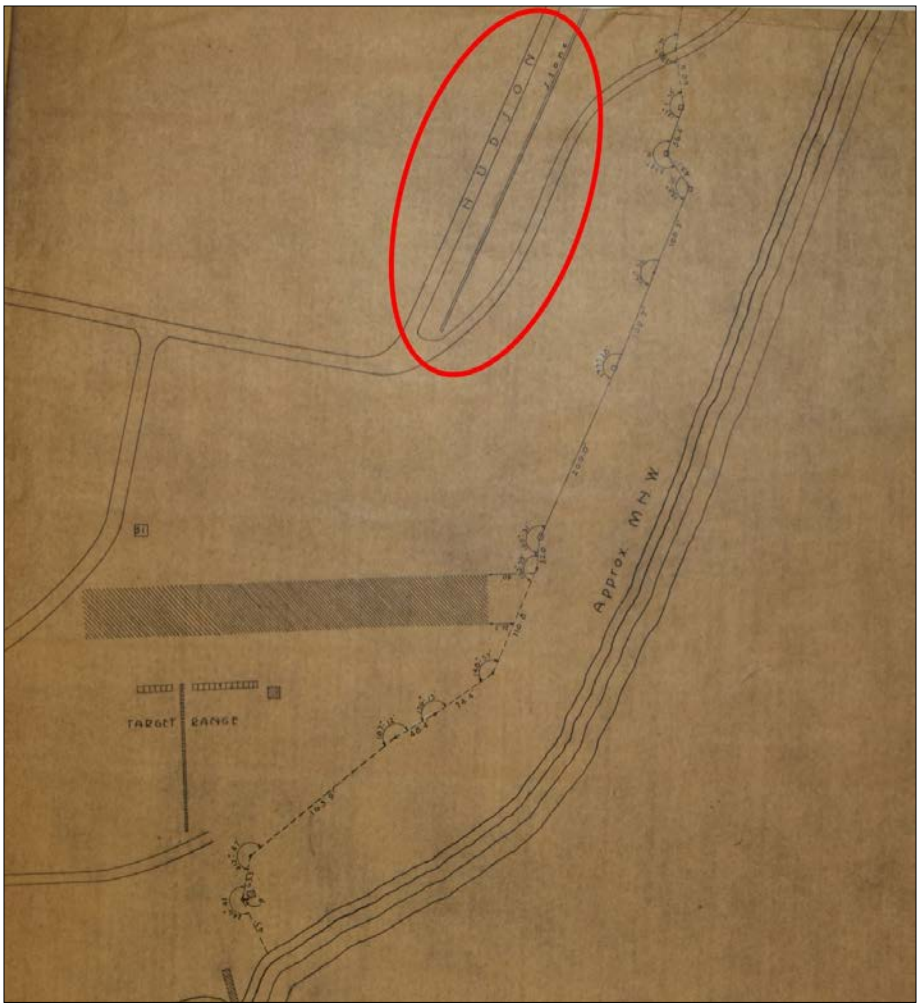


Figure 2.49. Detail of 1941 map depicting Works Progress Administration-era improvements including the stone wall along Hudson Road (noted in red) (Gateway National Recreation Area Collections, Map 2419).



Figure 2.50. Photograph depicting an example of support buildings constructed or renovated through Works Progress Administration projects, 1930s (Gateway National Recreation Area Collections, Image 20603).



Figure 2.51. Photograph depicting an example of support buildings constructed or renovated by the Works Progress Administration, 1930s. Note the stone wall which is a similar type installed along the Battery Weed overlook, later National Park Service Terrace (Gateway National Recreation Area Collections, Image 20605).



Figure 2.52. Photograph taken from Fort Wadsworth Entrance at New York Avenue, 1950s. Note the Civilian Conservation Corps-era entrance gate and row of trees lining New York Avenue (Gateway National Recreation Area Collections, Image 19376).

Work continued into the early 1940s. A 1941 progress report noted that project work involved fencing "all vital areas," painting 36 buildings, rehabilitating one of the old forts (likely Fort Tompkins), and constructing a new jetty. Achievements from 1940 included the installation of new water lines, the construction of "rifle, pistol, and machine gun ranges [Buildings 339 and 314], and the construction of a new roadway and ramp from the new dock up to the fort buildings." [98] The reference to the new dock implies that Works Progress Administration and Civilian Conservation Corps crews also played a role in the construction of the dock.

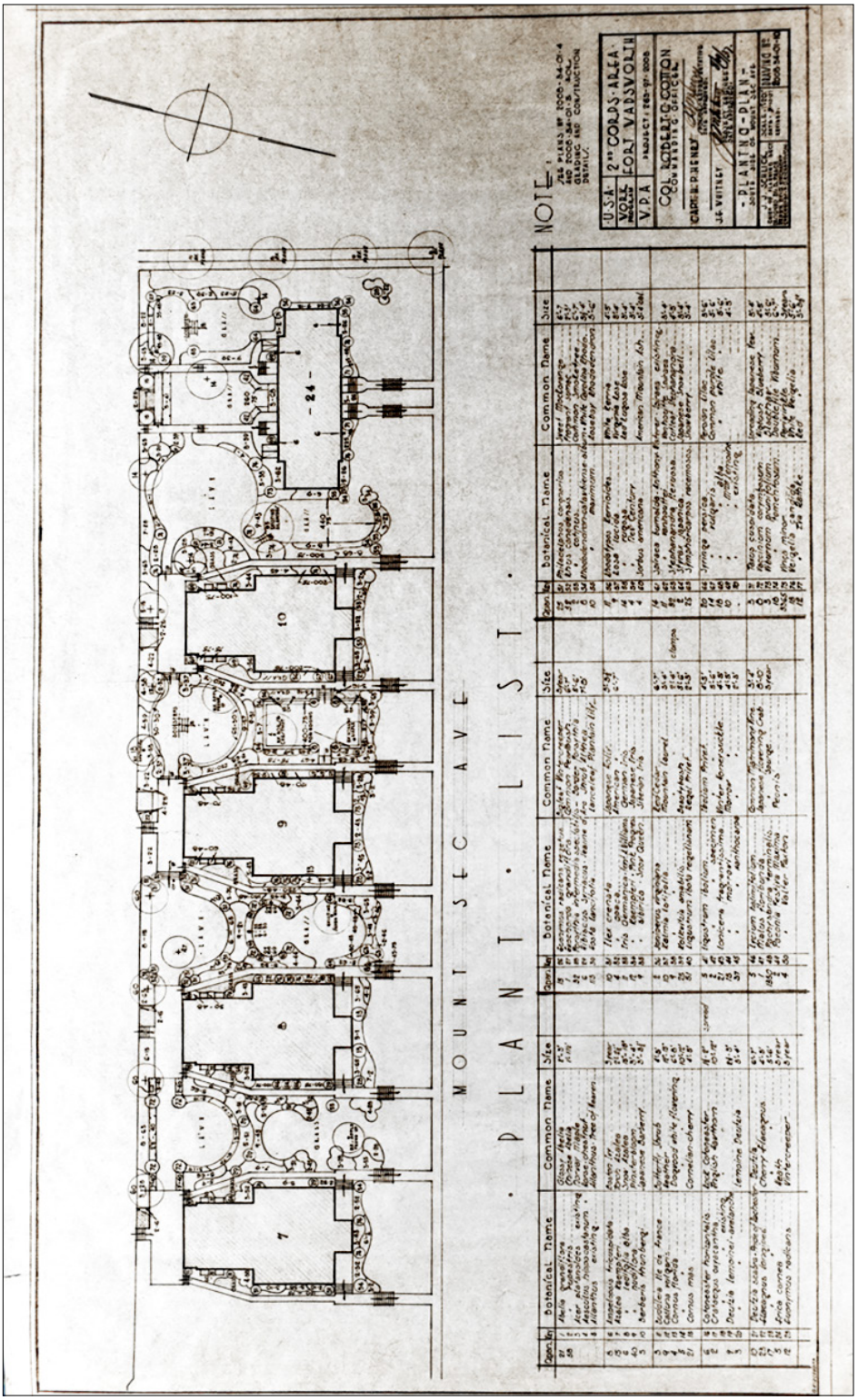


Figure 2.53. Map depicting the planting plan for the south side of Mont Sec, July 13, 1937 (Gateway National Recreation Area Collections, Map 17388).

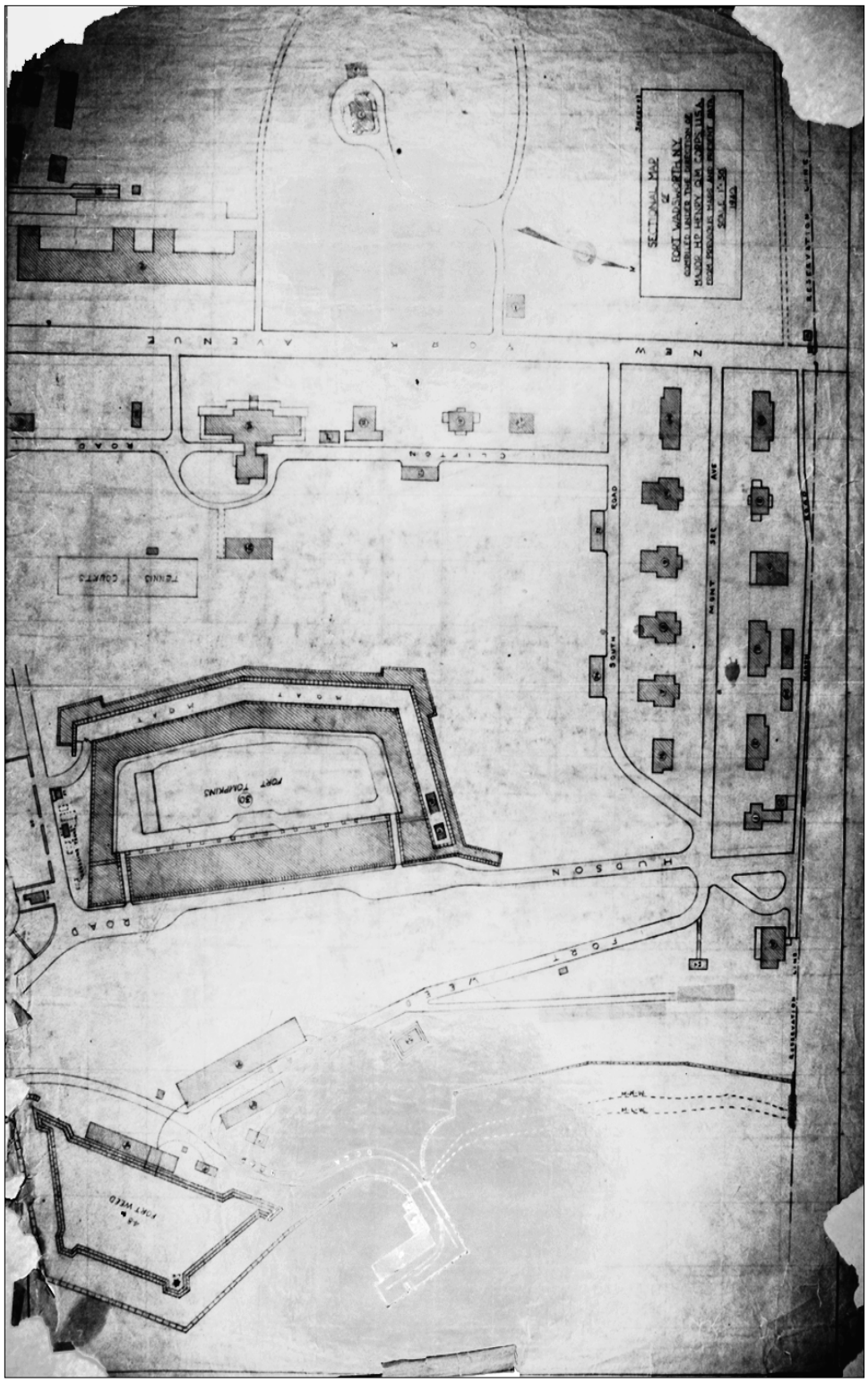


Figure 2.54. (Partial) Map of Fort Wadsworth, 1940. Note the Civilian Conservation Corps construction and tennis courts west of Fort Tompkins (Gateway National Recreation Area Collections, Map 32033).

WORLD WAR II

World War II increased the diversity of uses at Fort Wadsworth. The United States' entry into the war in December 1941 resulted in the deployment of Army and National Guard anti-aircraft artillery units to Fort Wadsworth. Members of the 1st Infantry left the base by late February 1941. Theyced by the 1205th Service Command Services Unit, which began managing training for a dual mission of coastal and anti-aircraft defense. The 1205th also supported and supplied coastal and anti-aircraft defense for all locations on Staten Island and along the New Jersey coast. These troops only spent a brief time at Fort Wadsworth before moving elsewhere. Two Military Police battalions were organized and activated at Fort Wadsworth in 1942. The battalions did not remain at the post; however, one battalion, the 716th, returned to Fort Wadsworth for a few months in 1945.[99]

The Endicott Era coastal artillery was converted to anti-aircraft weaponry. The heavy seacoast guns that were removed from Fort Wadsworth before World War II were replaced with updated technology that could more effectively support the 1205th's mission. This new technology relied on searchlights and anti-aircraft artillery, forming the foundation of Fort Wadsworth's defenses during World War II.[100] A Harbor Entrance Control Post jointly operated by the Navy and Army was also established at Fort Wadsworth. The mission of the Harbor Entrance Control Post was to coordinate the defense of the Narrows between installations throughout the harbor and provide vigilant watch over traffic entering the lower bay. Army engineers constructed an observation tower on Fort Tompkins' parapet to support the Harbor Entrance Control Post operations, but their operations did not, otherwise resulting infrastructural changes at Fort Wadsworth.[101]

The last manned battery, Battery Catlin, was taken out of service in 1942. By this time, ih rapid fire guns designed to impede small fast-moving boats that might evade harbor mines. However, the army constructed two new batteries: Battery 218 and a new Battery Turnbull. The new batteries were part of a planned nation-wide effort to replace the aging and increasingly obsolete Endicott Era batteries. The Army built Battery 218 near Battery Barry. The largely underground structure had platforms for two 6-inch anti-aircraft guns, but the weapons were never installed. New Battery Turnbull was built near the intersection of Shore Road and Range Road and was armed with guns from old Battery Turnbull. Finally, a command center was built just north of New Battery Turnbull.[102]

Fort Wadsworth became the headquarters for the Italian Service Unit in late 1943. The Italian Service Unit was composed of approximately 38,000 former Italian soldiers recruited from Prisoner of War camps to serve as volunteers for the United States war effort. Italian Service Unit members were based at military installations across the United States, but the program was managed out of Fort Wadsworth. The former Prisoners of War were provided surplus American military uniforms (with the insignias removed), paid a stipend, and had greater

freedom of movement than traditional Prisoners of War. The Fort Wadsworth Italian Service Unit headquarters consisted of 125 Italian Service Unit volunteers who joined the 60 officers, 1000 enlisted men, and 750 civilians working at Fort Wadsworth as World War II ended.[103]

The Italians planted a garden on the grounds and baked their own bread in an outdoor oven. Although the Americans and Italians were supposed to avoid personal contact, including having independent quarters and messes, there was some social interaction between Italian Service Unit volunteers and American soldiers and the surrounding Italian American community in Staten Island. American officers were known to have visited the Italian Mess Hall for meals.[103] The precise location of the Italian Service Unit camp has not been determined, but it is possible that the Italian Service Unit was housed at the west end of Richmond Avenue (Now Battery Road), where the Works Progress Administration and Civilian Conservation Corps camps had likely been located before the onset of the war.

Besides the batteries described above, there was little permanent construction at Fort Wadsworth during World War II. Instead, military needs were met with existing and temporary buildings. Fort Wadsworth was dotted with dozens of temporary buildings by 1944. Most were constructed west of New York Avenue and south of Richmond Avenue (Now Battery Road). Temporary buildings included housing, offices, shops, and storage. Tennis must have remained a popular recreational activity at the post, as a tennis/handball court was just northwest of the intersection of New York Avenue and Richmond Avenue. A running track and athletic field constructed by the Civilian Conservation Corps across from the tennis courts on the east side of New York Avenue replaced a pond seen in earlier maps (Figure 2.55).

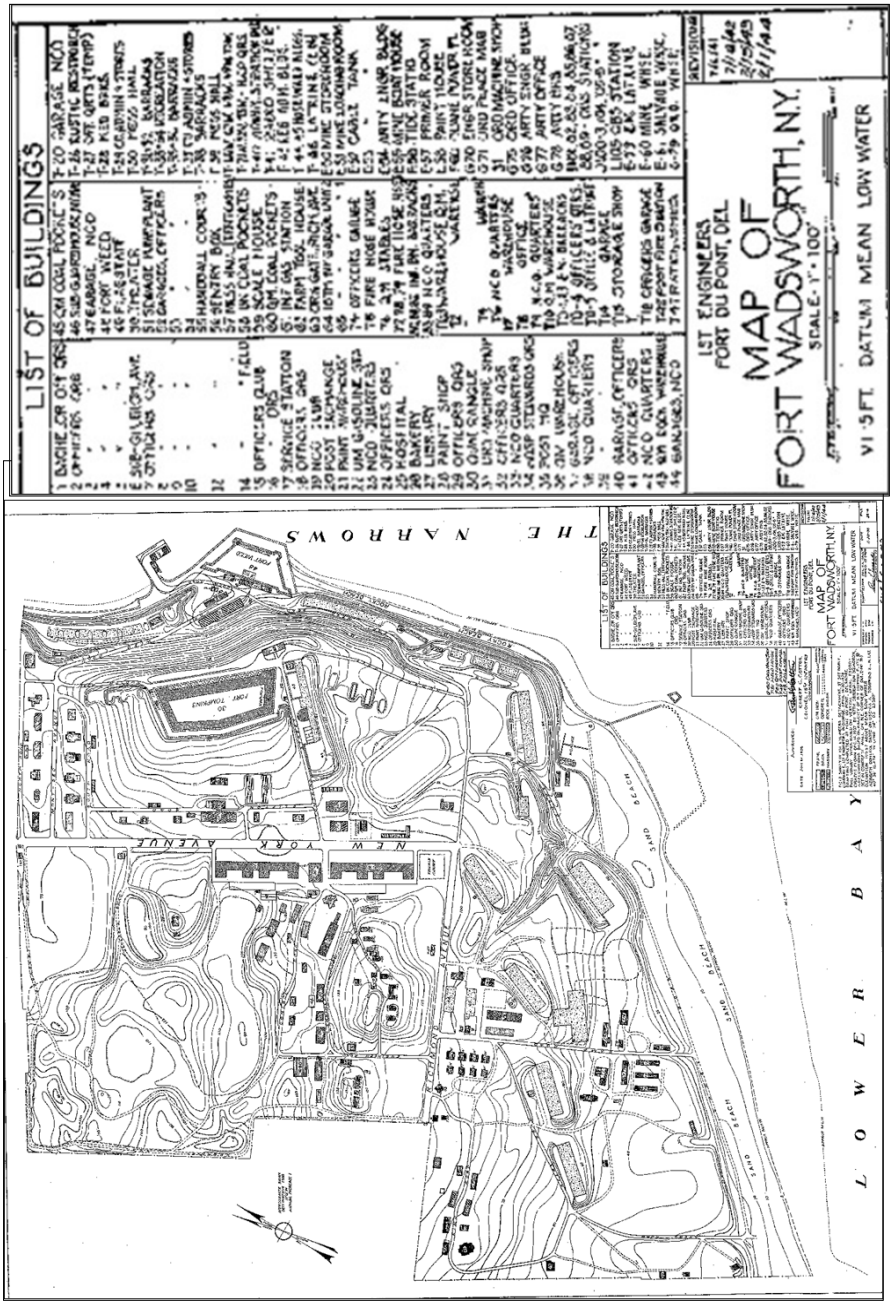


Figure 2.55. 1944 Map of Fort Wadsworth. Note the Civilian Conservation Corps projects including the running track south of Fort Tompkins which replaced an earlier pond (National Park Service)

The area west of New York Avenue was moderately developed in the 1920s and 1930s, but the landscaping remained mostly unaltered and naturally wooded (Figure 2.56). The older developed portions of the Fort Wadsworth landscape remained largely open throughout the 1940s (Figure 2.57). Although there were several new buildings within the central core of the post, the landscape would have been recognizable to someone who had visited decades earlier. The east-facing steep hillside between Battery Weed and Fort Tompkins was kept clear of woody vegetation, and a network of diagonal foot trails linked the area around Battery Weed with Fort Tompkins. The area west of the brick infantry barracks was a mix of unmaintained wooded areas and some small, cleared areas near buildings. Much of the rest of the fortification's landscape was kept open. The only exception by the mid-1940s were trees and shrubs growing on the eastern slopes shielding the concrete gun platforms. Trees and other designed plantings were confined to Mont Sec Avenue and a corridor along New York Avenue and Richmond Avenue (Figure 2.58).



Figure 2.56. Oblique aerial photograph of the area west of New York Avenue, early 1940s. Note the wooded areas in contrast to the open landscape in the central core of the post (National Archives and Records Administration).



Figure 2.57. Oblique aerial photograph of Fort Tompkins and Battery Weed, early 1930s. Note the open, cleared landscape with roads and trails cross the grassy areas (National Archives and Records Administration).



Figure 2.58. Aerial photograph of Fort Wadsworth, 1942, Note the Civilian Conservation Corps-era landscaping along the main roads. Some woody vegetation is beginning to encroach the west side of Fort Tompkins, but the central core of the post is generally clear of non-ornamental trees and shrubs (Gateway National Recreation Area Collections, Image 20614).

The decades-long effort to link Staten Island to Brooklyn via a bridge or tunnel was revived in the late 1930s. The Narrows tunnel project was resumed by a 1936 New York State legislation that empowered the city's Tunnel Authority to operate the Narrows tunnel as a toll road. This resulted in a flurry of planning and preparation that culminated in a report recommending the construction of the tunnel in 1945. The proposed tunnel would have exited the Narrows just north of Fort Wadsworth and would have had little effect on the immediate cultural landscape of the Army post.[105] However, like previous proposals, the tunnel never became a reality.

1945 END OF PERIOD LANDSCAPE DESCRIPTION

Fort Wadsworth remained an active installation from 1905 to 1945. Development in this period occurred across the Coastal North, Coastal South, and Inland North Landscape Character Areas. The broad spatial organization of the site remains the same as the previous periods with defensive fortifications organized along the coastal perimeter and support buildings and structures occupying in the Inland North area (Figure 2.59).

The landscape is defined by two monumental masonry buildings: Battery Weed projecting into the Narrows, and Fort Tompkins at the high point on the bluff. The topography between the two forts consists of an engineered slope which is cleared of vegetation providing views and vistas for open fields of fire.

The central core of the installation is carefully maintained and kept clear of vegetation. Much of the installation is sodded with grass creating an open landscape. In the Inland North area, the formerly swampy wooded landscape to the west of New York Avenue is filled and leveled for an open Parade Ground. Likewise, the former natural pond, south of Fort Thompkins at the corner of present-day Hudson Road and New York Avenue, is filled in to create an athletic field. Athletic and training amenities are set up across the base include a tennis court, gun ranges, a handball court, baseball diamond, and track field.

Structures on site include several batteries. The fortifications demonstrate manipulation of the topography with fore slopes engineered to conceal the concrete structures. In the Coastal North area, Battery Duane and the Glacis Mortar Battery sit to the south of Fort Tompkins, Glacis Gun Battery lies to the north of Fort Tompkins, Battery Catlin to the north of Battery Weed, and Battery Bacon, Battery Turnbull (with a new command center), and Battery Barbour to the south of Battery Weed. Coincident range finder stations stand near Batteries Catlin and Bacon. Battery Hudson and Battery Mills sit off of Shore Road. Coastal South area batteries consist of Battery Upton, Battery Barry, Battery Richmond, Battery Ayers, and Battery Dix. Anti-aircraft guns are installed at Battery Barry and a new Battery 218 is constructed to the southwest.

Buildings in the Coastal North area include temporary wooden barracks, mess halls, and storage buildings to the north of Battery Hudson. Stables were erected near Hudson Road and at the intersection of Richmond Avenue and New York Avenue, replaced with one larger building (current Building 352). Towards the north end of the post, residential support buildings and an officer's club sit along Mont Sec Avenue (formerly Officer's Quarter Road) and Clifton Road (current Buildings 101–110, 117–119, and 123). A garage (current Building 116) lies to the east of South Road. The former hospital on Clifton Road now serves as Headquarters. The Lightkeeper's Residence sits on the east side of New York Avenue to the south of Tompkins Road.

Buildings in the Coastal South area include wooden barracks, mess halls, offices, shops, and storage buildings between Battery Ayers and Richmond Avenue (now Battery Road). A pistol and riffle range sits at the southeast end of Range Road. Maintenance buildings form the Seabee Complex south of Richmond Avenue, including four motor pool buildings (current Buildings 301–304) and an administration building (current Building 305). Utilitarian Building 310 sits at the intersection of Camp Road (now Tennessee Road) and Richmond Avenue.

Buildings in the Inland North include two large identical infantry barracks on the west side of New York Avenue (Building 210 still stands). To the west of these barracks are multiple post support buildings including an ordinance shop, post exchange, power house, and gym.

Circulation routes include both land and water access. Along the coastline there is a southern jetty and a new northern dock. Roads are more numerous than the previous period. New York Avenue is the main road running north to south that divides the Coastal North from the Inland North area. Mont Sec Avenue is flanked by North and South Roads. Sidewalks and Oriental Plane trees are installed along both sides of Mont Sec Avenue. Hudson Road runs north to south on the east side of Fort Tompkins. A retaining wall runs along Hudson Road. North and South Weed Roads run down the bluffs to Battery Weed. Dock Road connects from the battery to the North Dock. Shore Road and Range Road wind down from Hudson Road to the southern Warf. The main road running east to west which divides the Coastal South from the Inland North area is called Richmond Avenue (now Battery Road). Coastal South area batteries are accessed by new roads: Loop Road, Camp Road, King Road, and Ayers Road. Circulation is expanded in the Inland North area as well. An unpaved road called General's Road boarders the new Parade Ground to the west of New York Avenue.



Building Number	Description
101	Housing
102	Housing
103	Housing
104	Detached Garage
105	Detached Garage
106	Housing
107	Housing
108	Coms Office
109	Admin Building
110	Housing
111	Housing
112	Housing
113	Housing
114	Housing
115	Housing
116	Detached Garage
117	Detached Garage
118	Housing
119	Housing
120	Headquarters
123	Detached Garage
201	Gatehouse
210	Enlisted Barracks
220	Gatehouse
301	Motor Pool
302	Motor Pool
303	Motor Pool Office
305	Administration Building
306	Warehouse
309	Stables
310	Shed
314	Target House
336	Crematorium
339	Range
352	NCO Club
401	Back Gate
404	Gatehouse
406	Gatehouse

Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
1945 Historic Period Plan

National Park Service
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SOURCES

1. USGS Topographical Map, 1947
2. US Army COE Redevelopment Plan, 1956
3. NYSGIS Program Office NYS Building Footprints Dataset
4. USGS Digital Elevation Model, 2020
5. NPS Landsnet Boundaries and Tracts
6. Map Ft. Wadsworth, 1938
7. Field Review, 2022

DRAWN BY

E. Berriault, M. Mirro, H. Juergens, 2022

LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Walkway/Hardtop
- Beachfront
- Building
- Deciduous Tree
- Evergreen Tree
- Sidewalk
- Chain Link Fence
- Toe of Slope
- Removed During Period
- Contour (5 ft)

NOTES

1. New York State Plan, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5""
3. All features shown in approximate scale and location

0 100 200 400 Feet

Figure 2.59. 1945 Historic Period Plan

1945 TO 1964: THE END OF FORT WADSWORTH AS A COASTAL FORTIFICATION AND THE CONSTRUCTION OF THE VERRAZZANO-NARROWS BRIDGE

INTRODUCTION

The late 1940s brought the United States and most of the world into a new era that became known as the Cold War. It was a period in which the threat of nuclear war between the United States and the Soviet Union shaped military policy and planning. The United States also became involved in proxy wars against Chinese and Soviet influence, many of which occurred in Latin America and Asia, including Korea and Vietnam. The Cold War also resulted in an arms race that placed the United States on a continual vigilant defensive posture contributing to the expansion of America's peacetime military capabilities.

American military strategy in the 1950s centered on a concept known as massive retaliation. The Air Force, established in 1947 out of the United States Army Air Corps, expanded its strategic bombing capabilities. The Navy developed submarines equipped with nuclear missiles. The army concentrated on developing tactical nuclear weapons to support soldiers on the battlefield. A new weapon, the Intercontinental Ballistic Missile, entered the Soviet arsenal by the end of the decade. Intercontinental Ballistic Missiles were missiles that could travel thousands of miles to their targets. The United States soon developed its own Intercontinental Ballistic Missiles. The army deployed sophisticated anti-aircraft missile systems to intercept aircraft and Intercontinental Ballistic Missiles crossing into American airspace. The missile systems evolved quickly and were known as Nike Ajax, Hercules, and Raytheon Hawk.

Post-World War II peacetime prosperity contributed to population growth across the United States and dramatically altered the culture. These changes were most evident in the rise of post-war suburbs as mostly white city dwellers left urban areas for newly constructed affordable suburban homes in places like Staten Island. A greater reliance on automobile travel allowed suburban residents to commute to the city for work or leisure, even with the availability of public transportation. These shifts influenced the development and construction of the Verrazzano-Narrows bridge. This project had been planned in some iteration since the early 1920s but was not acted upon until the post-war era. The bridge, completed in 1964, crossed through the center of Fort Wadsworth. Construction required the removal of a number of buildings, extensive excavation, and the construction of a major structure that dominates the landscape and viewshed and effectively divided the post into two sections. The bridge enabled convenient travel across the Narrows and facilitated more residential development on Staten

Island. After 1964, most people saw Fort Wadsworth as they drove in automobiles across the bridge.

EARLY COLD WAR

Anti-aircraft and signal operations units were stationed at Fort Wadsworth through the second half of the 1940s. The post also became an Army processing center at the end of World War II. Soldiers transitioning back to civilian life passed through Fort Wadsworth as they returned their government issued supplies. The post also coordinated the assignment of replacement personnel for various Army installations.[106]

Fort Wadsworth became home to one of the most unique but inauspicious residential properties in New York City in 1948. A trailer park or camp was established on the installation to house up to forty military families from units of the Army Signal Service and other military branches (Figure 2.60 and Figure 2.61). The trailers were south of Richmond Avenue, where the army had constructed some "tar paper barracks" during World War II. This may have also been the previous location of the Works Progress Administration/ Civilian Conservation Corps camps and the Italian Service Unit camp. Each trailer pad was equipped with electrical, sewage, and water hookups. A former World War II training building was relocated to the trailer park to serve as a central heating and sanitation building. Although the trailers were usually occupied by Army families, they were also used by Marines, Air Force, Navy, and Coast Guard. Trailer parks were not uncommon in the United States after World War II, but New York City municipal code barred the establishment of trailer parks. Fort Wadsworth, which was Federal land, was the location of the only New York City trailer park established in the post-war era. The trailers were occupied until 1965, when more permanent housing was constructed.[107]

The United States entered the Korean War in the summer of 1950. As a result, anti-aircraft brigades from the New York Army National Guard were activated at Fort Wadsworth; however, the working anti-aircraft guns were at Fort Tilden and Sandy Hook, not Fort Wadsworth. The post was also briefly selected as a training site for draftees entering the infantry in 1951. The new soldiers spent eight weeks drilling and training at Fort Wadsworth, but Army leaders quickly determined that the installation was inadequate for infantry training due to a lack of training space, and the program was discontinued. Training was, instead, consolidated at Fort Dix.[108] At least some of the administrative operations at Fort Wadsworth were based in Fort Tompkins. The former parade ground inside the fort's walls was well maintained as a parking lot for personnel working inside the building. By this time, woody vegetation had begun growing on the tops of the forts' walls (Figure 2.62). An active-duty anti-aircraft brigade, the 52nd AAA Brigade, replaced the National Guard units in the summer of 1952. By 1954, the operations of 52nd



Figure 2.60. Photograph of a woman in the Fort Wadsworth Trailer Court, post-World War II 1940s or 1950s (Gateway National Recreation Area Collections,

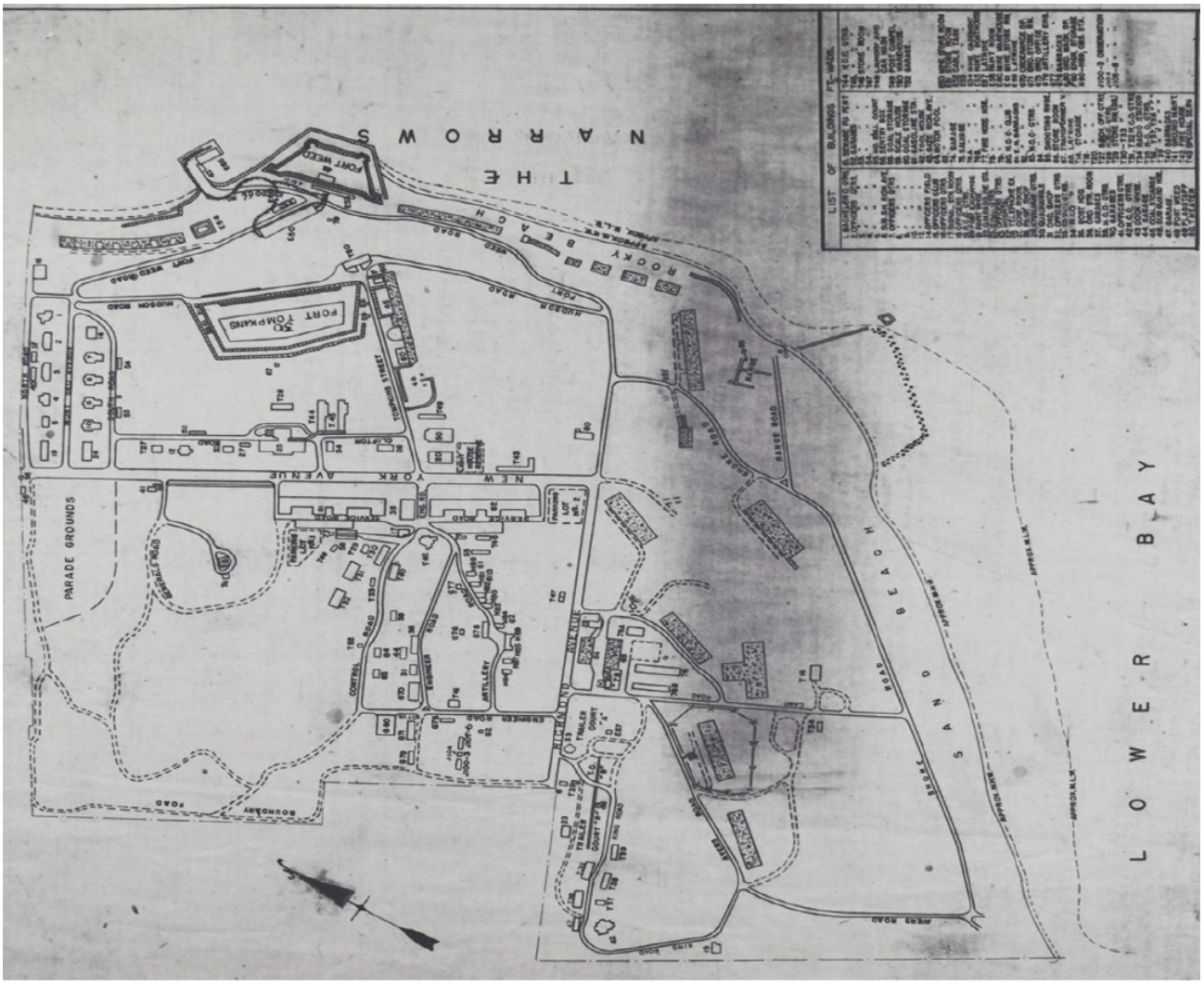


Figure 2.61. Map of Fort Wadsworth, 1951. Note the Trailer Court at the corner of Richmond Avenue and Camp Road (National Archives and Records Administration).

were primarily focused on the radar guided NIKE missile system designed for defense against jet powered aircraft. Fort Wadsworth served as the command-and-control post for missile systems in New York and New Jersey. There were no NIKE missiles at Fort Wadsworth. The 52nd AAA remained at Fort Wadsworth until 1963 when they transferred to Highlands Air Force Base. [109]



Figure 2.62. Photograph of the interior of Fort Tompkins, 1950s. Note the parade ground with modified central median and curbing for automobile parking. Woody vegetation is growing on the fort's roof (Gateway National Recreation Area Collections, Image19389).

Housing was a continual challenge at Fort Wadsworth. The trailer park established in 1948 was a temporary solution. The Army proposed the construction of 66 houses at the southwestern corner of Fort Wadsworth in the 1950s to address the shortage of adequate housing (Figure 2.63). Known as Capehart housing, the units were based on standardized designs built at military installations throughout the United States in the late 1950s and early 1960s.

The new housing was built on a portion of the post south of Battery Ayers, Battery Richmond, and Battery Barry. The housing site was relatively flat and open prior to the construction of the housing. Various temporary storage buildings and sheds were previously near the eastern end of the development in the 1930s, 1940s, and early 1950s. A baseball field occupied much of the building site in the 1940s. The siting of the Capehart housing was likely influenced by topography and existing land use; however, a much more intrusive project in its final planning stages in the 1950s probably also played a significant role in the Army's decision to construct the housing at the southwest corner of the post.



Figure 2.63. Map of Fort Wadsworth titled General Site Plan Capehart Housing Area, 1959. The proposed housing development included 66 buildings at the southwestern corner of the post (Gateway National Recreation Area Collections).

Portions of Fort Wadsworth near Fort Tompkins and New York Avenue remained clear of woody vegetation in the late 1940s and 1950s, but trees and shrubs soon overtook the Endicott Era batteries following the end of World War II (Figure 2.64). Woody vegetation was also beginning to grow behind Battery Weed and up the hill above the battery and portions of Fort Tompkins (Figure 2.65). Encroaching vegetation is an indication of the shifts in land use at Fort Wadsworth. The post was no longer required as an armed coastal defense fortification, therefore, the Army no longer had the imperative to maintain clear sight lines around the batteries.

By the mid-1950s, the New York City Triborough Bridge and Tunnel Authority (Authority) was about to embark on the construction of the Verrazzano-Narrows Bridge. The bridge's construction resulted in dramatic alterations to the Fort Wadsworth historic landscape and significantly reduced the availability of large unoccupied sites for the construction of new housing, especially west of New York Avenue.

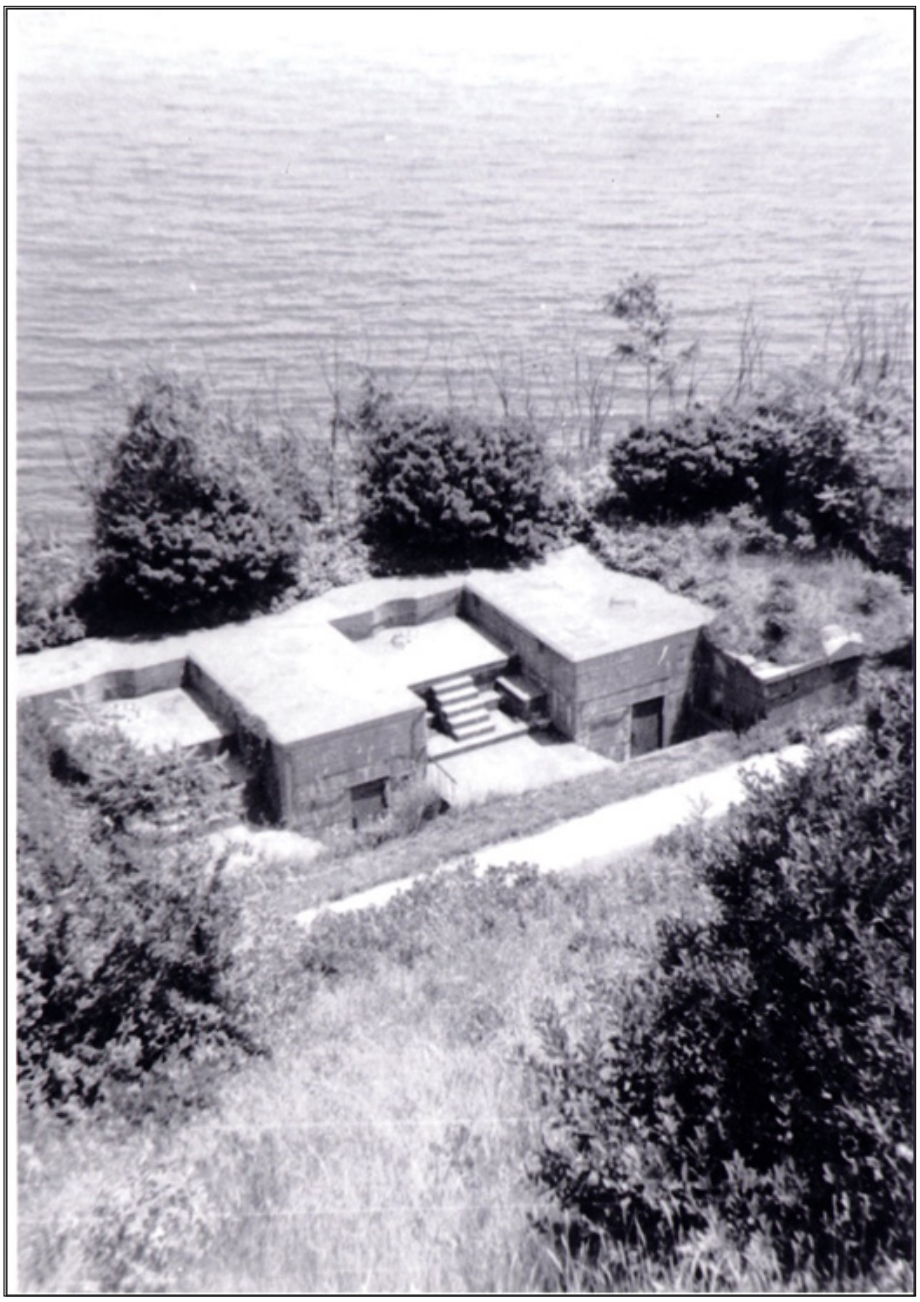
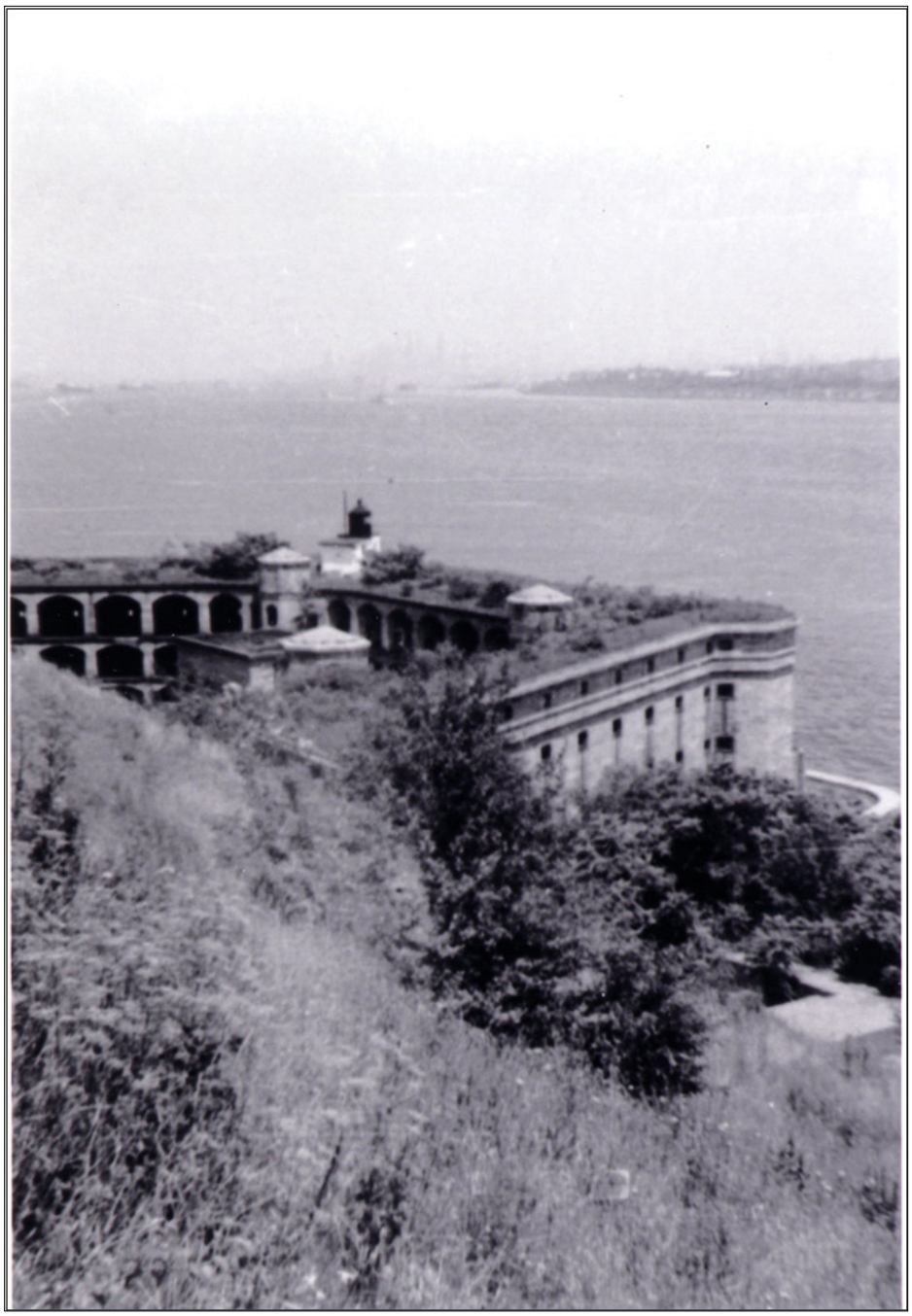


Figure 2.64. Photograph of an Endicott Era Battery, 1949. Note the growth of young woody vegetation encroaching on the battery (Gateway National Recreation Area Collections, Image 18699).

Figure 2.65. Photograph of Battery Weed and the engineered slope between the forts, 1959. Note the woody vegetation and tall grass growing on the formerly cleared and mowed hillside; the roof of Battery Weed is shrouded in shrubs (Gateway National Recreation Area Collections, Image 18698).



VERRAZZANO-NARROWS BRIDGE

The New York City Tunnel Authority merged with the Triborough Bridge Authority in 1946. Robert Moses, the commissioner of the newly formed Triborough Bridge and Tunnel Authority and likely the most powerful public official in New York City, soon decided that a bridge was a better option than the tunnel. He emphatically wrote in a May 1947 letter to the Deputy Mayor that:

> [*t]he Narrows Tunnel is out [and] it need give no concern to any of us. A Narrows Bridge is possible, and we shall prosecute this plan vigorously and with the hope that such a bridge might be financed and completed on the most optimistic forecast within ten years.* [110]

Moses criticized those who expressed concern over the cost of the bridge and wrote that the city should not "call attention to the enormous cost" of the project and admonished local leaders to stop "listening to every budget examiner who has a bright idea."[111] Any hope for a tunnel ended with Moses' declaration in support of the bridge.

Next, Moses and the Authority turned their attention to the War Department, which had objected to the construction of a bridge at the Narrows two decades earlier. The Army's position was unchanged in early 1947. W.F. Heavey, the District Engineer for the Army Corps of Engineers, wrote that "the Secretary of War on several occasions expressed the opinion that an unobstructed entrance to New York Harbor. . . was of paramount importance," that the bridge was "not in the public interest" and that it could undermine military operations. He also noted that the Secretary of War approved a pair of tunnels under the Narrows in 1930. In the opinion of the Army Corps of Engineers, the tunnels were an appropriate and preferable conduit for public travel between Brooklyn and Staten Island. The bridge, in their opinion, was not necessary. Nonetheless, Heavey left the Authority with a glimmer of hope. He concluded his letter by informing the City that any new bridge proposals require an extensive review process.[112]

Moses and his collogues saw this as an opening and began developing the bridge plans in 1947. Nearly three years of planning and negotiations with the War Department finally resulted in the preliminary approval of the Narrows Bridge on May 24, 1949. However, the permit was based on the assumption that the bridge would not cross into Fort Wadsworth.

Initially, the City proposed that the bridge cross onto Staten Island just north of Fort Wadsworth (Figure 2.66). This arrangement was eventually revised to a location crossing directly through Fort Wadsworth. A 1960 report presented the justification for the Fort Wadsworth site. Principal considerations were to minimize the disruption of existing communities and the determination that the destruction of properties that contribute to the local tax rolls should be kept to a minimum. A second consideration was topography and "its relationship to type

of construction and cost."[113] The revised alignment more directly reflected the long-proposed Liberty Bridge design. The proposal required further negotiations with the Army that spanned nearly a decade, but the bridge was finally approved in 1957 with a proposed budget of nearly $325 million.[114]

Negotiations between the Army and the Triborough Bridge and Tunnel Authority included the determination of the bridge and road right-of-way (outgrant) through the post (Figure 2.67). There were several buildings within the right-of-way that would be razed during the construction of the bridge. As mitigation for the demolitions, the Authority agreed to replace several buildings at Fort Wadsworth with new structures.[115]

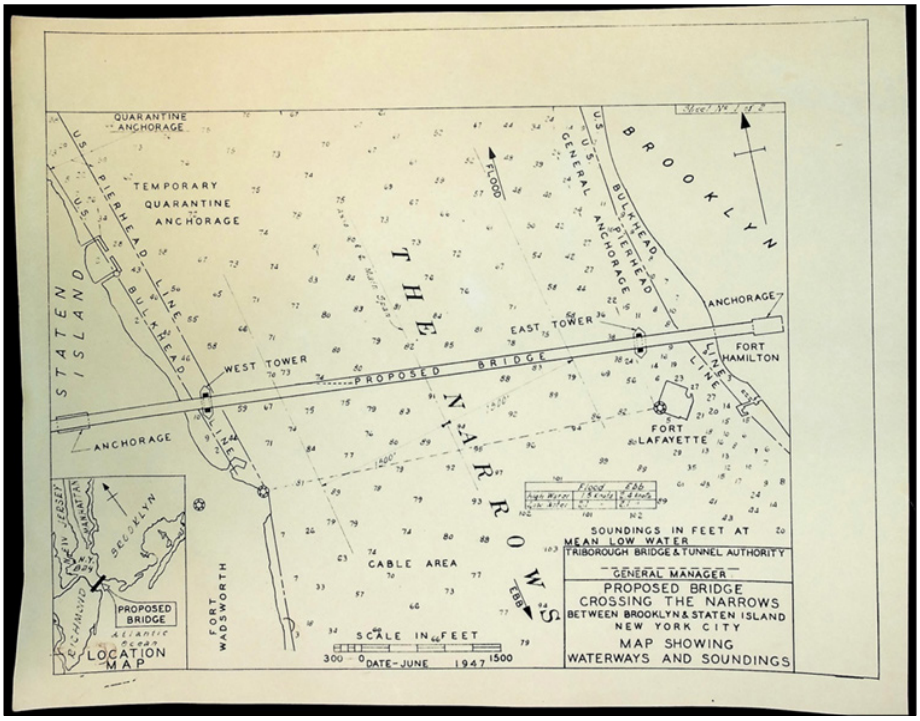


Figure 2.66. Map of a proposed bridge crossing the Narrows, June 1947. The proposed alignment would have avoided Fort Wadsworth (Courtesy of MTA Bridges and Tunnels Special Archive).

Bridge construction began in 1959 and was completed by 1964. During this time, Fort Wadsworth became a busy construction site. Equipment staging areas were established inside the installation, including at Battery Weed (Figure 2.68). The bridge components were truly massive. For example, anchorages on Staten Island, which became prominent structures on the Fort Wadsworth landscape, were up to 150 feet tall and "one half the size of a large city block." They were sunk 50 to 75 feet below the ground surface to ensure structural integrity. Excavation for the anchorages required removing vast amounts of soil in the south-central portion of Fort Wadsworth. The project also resulted in the scraping and leveling a large section of the central-west portion of the post for the bridge approaches (Figure 2.69 and Figure 2.70).[116]

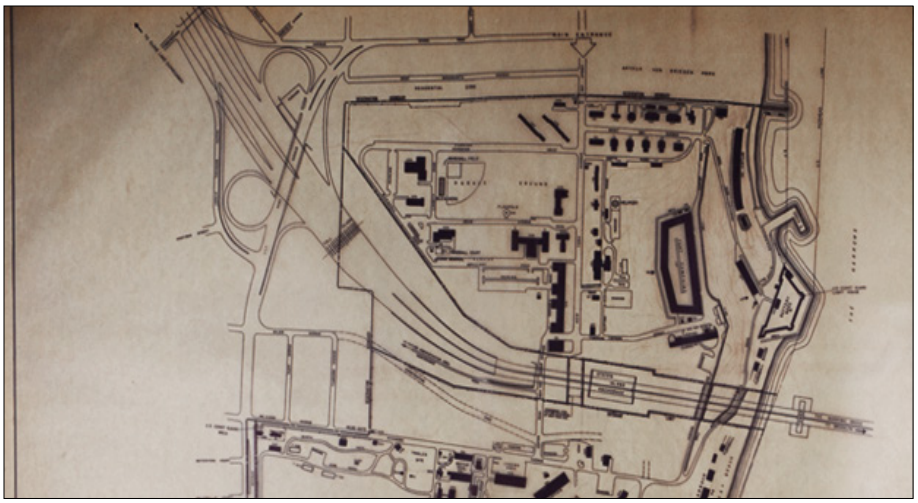


Figure 2.67. Detail of the Fort Wadsworth General Site Map, 1962. Note the bridge right-of-way (outgrant) cutting through the post (Gateway National Recreation Area Collections).

Bridge construction resulted in the demolition and partial demolition of nearly 50 buildings and structures at Fort Wadsworth. Most were temporary buildings constructed during World War II, but over 20 permanent buildings were also removed. These included one of the 1931 infantry barracks, the Post HQ, Coast Guard housing and garage, Officer's Quarters, Non-Commissioned Officer's Quarters, the theater, the post exchange, the ordnance shop, garages, storerooms, handball courts, and a flagpole (Figure 2.71). Most of the Battery Turnbull and the Glacis Mortar Battery were buried during construction, and a portion of Battery Duane was demolished (Figure 2.72).[117]



Figure 2.68. Photograph from Fort Tompkins looking towards Battery Weed, March 1963. Note the temporary buildings and construction staging along the western wall of Battery Weed; the fortification's interior was used for storage (Gateway National Recreation Area Collections, Image 21915-3-64(3)).



Figure 2.69. Aerial photograph depicting excavation for the bridge anchorage and clearing for the bridge approaches, May 1963 (Courtesy of MTA Bridges and Tunnels Special Archive, Photo NB-3-206).

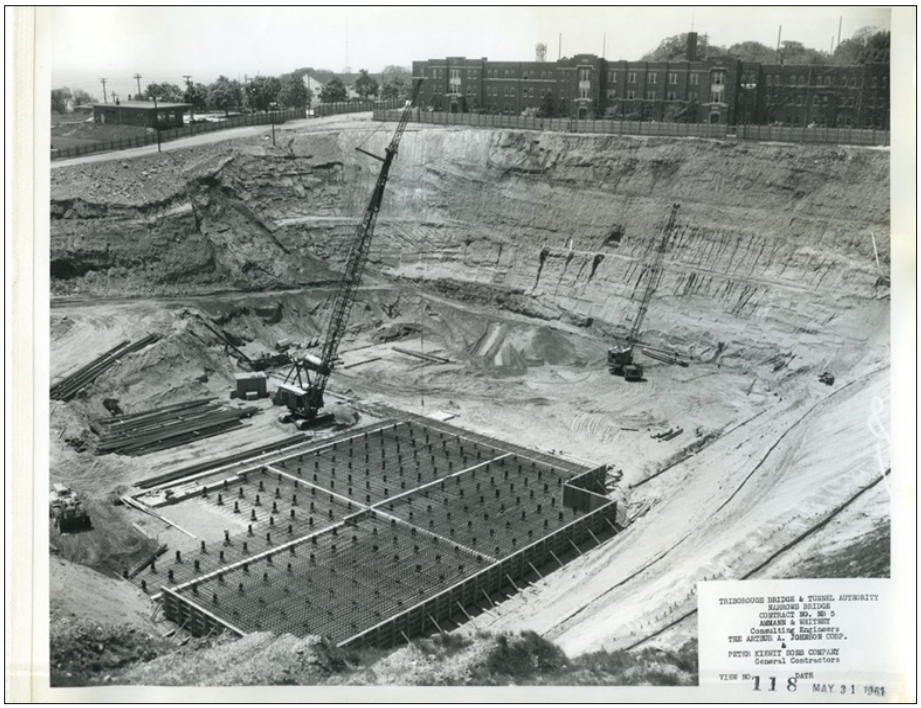


Figure 2.70. Photograph of excavations for the bridge anchorage, May 1961. Note the remaining 1931 Infantry Barracks are visible in the background (Courtesy of MTA Bridges and Tunnels Special Archive, Photo NB-5-118).

The agreement between the United States and the Triborough Bridge and Tunnel Authority allowing the construction of the bridge included stipulations that the Authority build several buildings and structures at Fort Wadsworth. The Authority built new Coast Guard housing and an office/garage at the western edge of Fort Wadsworth near the current location of the Navy Lodge. Other new buildings included a theater, post exchange, multi-purpose building, dispensary, enlisted men's barracks, chapel, and a handball court west of New York Avenue (Figure 2.73). They built new officer's quarters along New York Avenue on the east and west sides of the road. A garage addition was constructed behind quarters on

the south side of Mont Sec Avenue (Figure 274). The Authority built another garage near the officer's quarters east of New York Avenue (Figure 2.75). They also constructed a large warehouse south of Richmond Avenue. Other smaller buildings and structures built by the Authority included a range and warehouse,



Figure 2.71. Photograph of the demolition of the 1931 Infantry Barracks at the southern end of Building 210, June 1961 (Courtesy of MTA Bridges and Tunnels Special Archive, Photo NB-5-164).



Figure 2.72. Photograph of the partial demolition of Battery Duane, February 1961 Courtesy of MTA Bridges and Tunnels Special Archive, Photo NB-5-26).

latrine, flagpole, and magazine. City contractors also reconstructed the athletic field that was removed during the excavation for the anchorage.[118]

The construction of the Verrazzano-Narrows Bridge significantly altered Fort Wadsworth's landscape. The most striking change was the construction of the anchorage and bridge that approached directly through the center of the installation. Other changes were the loss of a variety of buildings and the addition of new buildings. Fort Wadsworth was effectively divided into two zones, one north of the bridge where Battery Weed, Fort Tompkins, and other easily recognizable historic buildings were located, and the southern zone that housed simpler buildings, maintenance and storage facilities, and additional housing.



Figure 2.73. Detail of Fort Wadsworth General Site Map, circa 1970. The map includes new buildings constructed by the Metropolitan Transportation Authority (Gateway National Recreation Area Collections).



Figure 2.74. Photograph of new Building 116, a garage, completed January 5, 1961 Courtesy of MTA Bridges and Tunnels Special Archive)



Figure 2.75. Photograph of new Building 220, a garage, completed January 5, 1961 (Metropolitan Transportation Authority Bridges and Tunnels Archives).

1964 END OF PERIOD LANDSCAPE DESCRIPTION

Fort Wadsworth did not play a major role in the Cold War, and the base served largely as an administrative processing center. The broad spatial organization remains consistent from the previous period, with fortifications occupying strategic locations on the landscape, a primary fort at the high point of the bluff, and batteries and redoubts below. However, this spatial organization is interrupted by the construction of the Verrazzano-Narrows Bridge which dominates the views and vistas of the site (Figure 2.76).

The landscape is still largely defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projects into the Narrows. A seawall surrounds the east side of the fort. Fort Tompkins sits at the high point on the bluff.

Vegetation management across the installation is not as active as in the previous period, and overgrowth is allowed to encroach on the forts, batteripes. A baseball diamond near the corner of New York Avenue and Hudson roadHudson Road replaces the athletic field disturbed by bridge construction.

Structures on site include several dismounted batteries. The fortifications demonstrate manipulation of the topography with fore slopes engineered to conceal the concrete structures. In the Coastal North area, Battery Duane and the Glacis Mortar Battery sit to the south of Fort Tompkins. The Glacis Gun Battery lies to the north of Fort Tompkins. Battery Catlin sits to the north of Battery Weed, and Battery Bacon, Battery Turnbull, and Battery Barbour to the south of Battery Weed. Battery Turnbull and the Glacis Mortar Battery are largely buried, and Battery Duane is partially demolished. Coincident range finder stations stand near Batteries Catlin and Bacon. Battery Hudson and Battery Mills sit off of Shore Road. Coastal South area batteries consist of Battery Upton, Battery Barry, Battery 218, Battery Richmond, Battery Ayers, and Battery Dix.

Buildings in the Coastal North area include new officer's quarters along Clifton Road, and new replacement garages on the south side of Mont Sec Avenue and near the officer's quarters east of New York Avenue. Towards the north end of the post, residential support buildings and an officer's club sit along Mont Sec Avenue and Clifton Road (Buildings 101–110, 117–119, and 123). A garage (Building 116) lies to the east of South Road. The Headquarters building sits on Clifton Road. A large stable (Building 352) and two new buildings (Buildings 354 and 355) sit near the intersection of New York Avenue and Hudson Road.

Buildings in the Coastal South area include miliary and family housing. The Capehart housing units spread across the Coastal South area south of the batteries. A pistol and riffle range sits at the southeast end of Range Road. Maintenance buildings form the Seabee Complex south of Richmond Avenue, including four motor pool buildings (current Buildings 301–304) and an

administration building (current Building 305). Utilitarian Building 310 sits at the intersection of Tennessee Road (formerly Camp Road) and Richmond Avenue and a large warehouse stands south of Richmond Avenue.

Buildings in the Inland North area include a new chapel, theater, post exchange, multi-purpose building, dispensary, enlisted men's barracks, and a handball court west of New York Avenue. A gatehouse sits at the post entrance on New York Avenue. One large infantry barrack stand on the west side of New York Avenue (Building 210).

Nearly fifty buildings and structures in the Coastal North and Inland North areas are removed in this period including one of the large infantry barracks, the Post Headquarters, Coast Guard housing and garage, Officer's Quarters, Non-Commissioned Officer's Quarters, the theater, the post exchange, the ordnance shop, garages, storerooms, handball courts, and a flagpole.

Circulation routes rely more heavily on road access than in previous periods. To the north of Battery Weed there is a dock, but the southern jetty has fallen out of use. New York Avenue is the main road running north to south that divides the Coastal North from the Inland North area. Mont Sec Avenue is flanked by North and South Roads. Sidewalks and Oriental Plane trees line both sides of Mont Sec Avenue. Hudson Road runs north to south on the east side of Fort Tompkins. A retaining wall runs along Hudson Road. North and South Weed Roads run down the bluffs to Battery Weed. Dock Road connects from the battery to the North Dock. Shore Road and Range Road wind down from Hudson Road to the southern coastline. The main road running east to west which divides the Coastal South from the Inland North area is called Richmond Avenue (now Battery Road). Coastal South area batteries are accessed by Loop Road, Tennessee Road (formerly Camp Road), King Road, and Ayers Road. New roads USS Florida Court and USS New Mexico Court connect to new housing. Circulation is expanded in the Inland North area as well with a more formalized grid. Coast Guard Road, Drum Road, and Artillery Road run perpendicular to New York Avenue with Maloney Drive and Marshall Road connecting them.

The Verrazzano-Narrows Bridge cuts through Fort Wadsworth, creating the fourth Landscape Character Area: the Verrazzano-Narrows Bridge. The anchorages and approaches required considerable grading of the topography across a large section of the post.



Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
1964 Historic Period Plan

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LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Walkway/Hardtop
- Beachfront
- Building
- Deciduous Tree
- Evergreen Tree
- Sidewalk
- Chain Link Fence
- Toe of Slope
- Removed During Period

NOTES

1. New York State Plan, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5'"
3. All features shown in approximate scale and location

0 100 200 400 Feet

Drawing 1

Figure 2.76. 1964 Historic Period Plan

1964 TO 1995: ARMY, NAVY, AND COAST GUARD USE AND ACQUISITION BY THE NATIONAL PARK SERVICE

INTRODUCTION

The Cold War and the strategy of massive retaliation and mutually assured destruction continued to influence American military policy in the 1960s and 1970s, but military leaders realized that the massive retaliation concept was ineffective. An effective defensive posture required robust capabilities in conventional warfare.[119] However, the Army, an all-volunteer force by the late 1970s, was severely understaffed following the Vietnam War and military planning required a greater reliance on National Guard and Reserve components.

Fort Wadsworth became a component of President Ronald Reagan's vision of a modern Navy. In the early 1980s, the Reagan Administration proposed a 600-ship navy and the expansion of United States Navy homeports. The new homeports were Naval Station Everett, Naval Station Galveston, Naval Station Ingleside, Naval Station Lake Charles, Naval Station Mobile, Naval Station Pascagoula, and Naval Station New York on Staten Island. Many of these bases, including Naval Station New York, were capable of hosting nuclear armed vessels.

Naval Station New York had two components. Seven vessels were to be berthed at two piers on the Stapleton Waterfront, about 0.25 mile north of Fort Wadsworth. The former Army post became the housing, administrative, logistics, and warehousing component of the base. The new designation resulted in extensive construction at the former Army post. This new construction occurred in all areas of Fort Wadsworth and altered the historic landscape.

Naval Station New York operated for about a decade before the military determined it was no longer needed. The Navy's occupation of the site ended in 1994, which meant the National Park Service was finally able to add Fort Wadsworth to the Staten Island Unit of Gateway National Recreation Area. The parcel was divided into a large National Park Service-administered historic core that included the batteries, historic buildings, and much of the original landscape; the area to the south and west that remained under the purview of the Department of Defense.

FORT WADSWORTH IN THE 1960s AND 1970s

Fort Wadsworth retained its largely administrative mission in the 1960s and 1970s, becoming the headquarters for the Army's II Corps in the early 1960s. The headquarters coordinated Army Reserve units throughout the northeastern United States during the Vietnam War. The 26th Army Band, headquartered at Fort Hamilton, was based at Fort Wadsworth as early as 1968. A United States

Army Reserve Center was also established at Fort Wadsworth and remained in operation after the active-duty army components left in 1979. The 26th Army Band was the last army unit to leave Fort Wadsworth in the early 1980s.

Fort Wadsworth continued to welcome visitors in the 1960s. A museum was created in Fort Tompkins in 1966. Exhibits were in "two bays of old Fort Tompkins." The museum, which exhibited materials from the installation's long history, hosted school groups and was open to the public on weekends and holidays until the exhibits were moved to Fort Hamilton in late 1979 or early 1980.[120]

In 1975, the Army made an unprecedented move to limit public access. Previously, local civilians were allowed to freely use the installation's "baseball field, and picnic, beach and camping areas" south of the Verrazzano-Narrows Bridge (Figure 2.77). However, new regulations required that residents apply for access with a formal letter and that permission would only be permitted on "very rare occasions."[121] But only a year later, the public was back. In 1976, the toll plaza of the Verrazzano-Narrows Bridge, just outside the Federal installation, became the starting line for the New York City Marathon. In subsequent years, the post became a staging area for the race.



Figure 2.77. Photograph of the overgrown and disused baseball field just south of the Verrazzano-Narrow Bridge in roughly the location of the former pond, mid-1970s (Gateway National Recreation Area Collections).

The old post was too small and too urban to act as an independent, fully utilized Army base. For this reason, the post became a centralized chaplain school in the second half of the 1970s. The school's establishment grew from planning that began several years earlier. Captain Will Hyatt, United States Army Chief of Chaplains, began promoting a reorganization of the Army's chaplain's school and

leadership in the early 1970s. He envisioned a center that collocated the school, the United States Army Chaplain Board, and a museum. Hyatt also believed the center should not be housed on a large military installation. Instead, he argued, the center should be on a small site where the chaplains were the only, or primary, tenant. His vision was realized when the Army announced in 1973 that the Chaplain Center and School would be established at Fort Wadsworth in 1975. The post was a good fit for Captain Hyatt's preference for a small site. The post was also minimally occupied by the 26th Army band and Army Reserves in the mid-1970s.[122]

Two years later, the Center was in operation at Fort Wadsworth. The center hosted up to 400 people and included the chaplain school, which was previously based at Fort Hamilton, and the Army Chaplain Board, which was moved to Fort Wadsworth from Fort Meade.[123] The Center was housed in Building 210, the former Infantry Barracks.[124] The Chaplains may have also used portions of Fort Tompkins.[125] The planned museum was never developed, but the former post grounds were open to the public on occasion, and Chaplain-related exhibits were incorporated into the existing museum in Fort Tompkins.

The Chaplain Center and School's tenure at Fort Wadsworth was short-lived. Army officials began exploring options for closing the school and relocating it as early as 1977, two years after the Center's establishment. The Center survived another two years but was relocated to Fort Monmouth, New Jersey in 1979, after Army officials determined that they would close Fort Wadsworth. The last chaplains left Fort Wadsworth that December.[126] The 26th Army band relocated to Fort Hamilton shortly after that.

Fort Wadsworth was generally in stasis in the 1960s and 1970s. Some minor construction occurred at the post in the 1970s; for example, the athletic fields were renovated in the late 1970s.[127] However, the Army undertook no major projects. Although the main post quadrangle west of Fort Tompkins was kept mowed, there is no evidence that the overall landscape of Fort Wadsworth was actively managed during the 1960s and 1970s (Figure 2.78). Aerial photographs from the 1970s indicate that previously cleared areas between Battery Weed and Fort Tompkins had become overgrown with vegetation (Figure 2.79). The Endicott Era batteries were also inundated with dense thickets of trees, shrubs, and invasive vines.



Figure 2.78. Photograph of the National Guard 101st Cavalry assisting in the clearing of Battery Weed, November 18, 1973. Note the extensive vegetation along the bluffs in the background (Gateway National Recreation Area Collections, Image 20726).



Figure 2.79. Aerial photographs of Fort Wadsworth, 1975. Note the vegetation growing on the slope between Battery Weed and Fort Tompkins (Gateway National Recreation Area Collections, Images 30667 & 30668).

THE SLOW TRANSITION FROM MILITARY INSTALLATION TO NATIONAL RECREATION AREA

Plans to establish the Gateway National Recreation Area were first made public in 1969. The original concept did not include Fort Wadsworth as a component of the National Park System unit. The recreation area, as proposed in 1969, included Jamaica Bay, Breezy Point, Sandy Hook, Great Kills, and Hoffman and Swinbourne Islands. Nonetheless, the general concept of a recreation area managed by the National Park Service encompassing parcels within one of the most urban environments in the United States marked a departure from previous National Park Service proposals that emphasized non-urban environments. Local reaction to the proposal was mixed. New York City Mayor, John Lindsay, celebrated the news and offered the full support and cooperation of the City Government. Long-time New York bureaucrat and then chairman of the Triborough Bridge and Tunnel Authority Robert Moses was less positive. He asserted that the proposal was "a political rainbow which will never materialize."[128]

Congress held hearings to establish the Gateway National Recreation Area in May 1972. Mayor Lindsey used the hearings as an opportunity to advocate for the inclusion of Fort Wadsworth in the recreation area. He pointed out that the installation already had "fully developed recreational facilities" and that military was expected to declare the property surplus in the coming year. His sentiment was echoed by other New York City officials and citizen groups.[129] Battery Weed and Fort Tompkins were individually listed in the National Register on January 20, 1972 (NR ID 72000908) and June 30, 1974 (NR ID 74001300), respectively. Fort Wadsworth itself was not listed in the National Register at this time.

The suggested addition of the fort to the proposed National Recreation Area had its desired effect. Fort Wadsworth was included in the October 1972 legislation establishing the Gateway National Recreation Area; however, there was more controversy. Initial drafts of the legislation granted the fort to the Department of Interior with immediate effect. The Department of Defense protested and argued that they were going to occupy Fort Wadsworth "for the foreseeable future." This concern was addressed in amended legislation that allowed the Department of Defense to use the property until they determined it as excess. Fort Wadsworth was a component of the Gateway National Recreation Area in name only and was not actively managed by the National Park Service.[130]

The acquisition of Fort Wadsworth remained an unrealized goal in the late 1970s. A 1979 General Management Plan for the recreation area makes this clear. In it, the National Park Service writes that there are "several old structures of major historic significance, including Fort Tompkins, Battery Weed, and a number of heavy gun emplacements." The authors also note the presence of an "ill-maintained dock and large open shed" (Figure 2.80). However, they note:

determinations about the significance and appropriate preservation of the historic structures and other features within Fort Wadsworth will await transfer of the property from the Army... Fort Wadsworth remains closed to public use at present.



Figure 2.80. Photograph of the dock in disrepair, 1970s (Gateway National Recreation Area Collections).

The Army indicated on June 5, 1979, that they would vacate most of Fort Wadsworth and transfer all but the 12 acres that they needed for an Armed Forces Reserve Center to the National Park Service. The National Park Service acquired preliminary control of over 81 acres of the site in the fall of 1979.[131] The land included "the historic fort's beachfront, including the imposing granite citadel Battery Weed." The remaining acreage was to be transferred to the National Park Service by July 4, 1980. The National Park Service was going to gain possession of the historic batteries, Battery Weed and Fort Tompkins, "three baseball diamonds, a swimming pool, a gymnasium with a three-lane bowling alley, a movie theater, picnic areas, and dozens of unoccupied buildings." The agency planned to nominate or consider nominating most of the buildings for inclusion in the National Register of Historic Places.[132]

There was local resistance to the transfer of Fort Wadsworth to the National Park Service. A group of Staten Island businessmen and citizens formed the Task Force of Concerned Citizens to Save the Fort in the summer of 1979. The group appealed to New York Governor Mario Cuomo and President Jimmy Carter to prevent the transfer of the fort from the Army to the National Park Service. They expressed concerns that the new component of Gateway National Recreation Area would undermine local safety and security and that the site serving the

greater New York City population, would result in unbearable traffic jams and an increase in crime. Finally, they suggested that Staten Island already had adequate recreational facilities.[133] The Task Force of Concerned Citizens to Save the Fort organized a protest against the establishment of the park in 1979. Their stated concerns included the loss of what they claimed to be the oldest military installation in the United States. The protesters wanted the property to remain in the hands of the Army.[134]

Nonetheless, the addition of the fort to Gateway National Recreation Area continued moving forward. National Park Service staff were at Fort Wadsworth in March 1980, "cleaning up several areas of the fort making them safe for the influx of visitors." Interpretive rangers were also offering guided tours of Fort Wadsworth. [135] All indications were that the National Park Service would gain title to all of the fort, except for 12 acres that the Department of Defense wanted to retain for the Army Reserve Center. However, as the transfer neared, the acquisition was placed in jeopardy.

During the summer of 1980, the Secretary of Defense, Harold Brown, determined that the Army would retain an additional 28 acres of the fort, which contained 116 family housing units. This likely indicated the area where the Capehart housing was located. According to the Secretary, the units were needed to provide housing for married military officers assigned to duty locations within the greater New York City commuting area. The Secretary of the Interior, Cecil B. Andrus, responded to the change by asserting that the Department of the Interior had no interest in acquiring the land until "such time as the entire site is available for transfer, as contemplated by the legislation [establishing Gateway National Recreation Area]." Secretary Andrus also reminded the Department of Defense that the Army was responsible for maintaining the fort "in appropriate care and custody" until they vacated the site. The National Park Service returned the 81 acres they began occupying under permit in 1979.[136]

Meanwhile, the Navy began searching for office space for the Navy Resale and Support Office (NAVRESSO), the logistics organization established to operate the Navy Post Exchanges from 1979 to 1993, Commissary Stores, Uniform Stores, Enlisted Dining Facilities, and Ships Stores. The Navy determined that the buildings that comprised the former Chaplain School, which occupied 10 acres at Fort Wadsworth, as the best location for the NAVRESSO offices. The Deputy Secretary of Defense approved the request in 1981.[137] NAVRESSO joined a 50-acre Department of Defense complex that also included Army Reserve facilities and family housing. The remaining 176 acres were declared excess.

The excess lands were offered to the Department of the Interior, but the agency refused to accept title to the land. This action was challenged in court, and on July 21, 1983, the United States District Court for New York directed the Secretary of Interior to "take appropriate action to obtain custody of all excess land available

at Fort Wadsworth."[138] The court decision would have required that the National Park Service take over the management of all land not used by the Department of Defense. However, the Navy's 1983 decision to use Staten Island as the homeport for seven Navy battleships prevented any action on the acquisition of Fort Wadsworth by the Department of Interior since the Department of Defense indicated that the homeport may need to use the entire Fort Wadsworth property for administrative space.[139] A draft Environmental Impact Statement completed by the Navy indicated that the homeport would require the use of all but about 50 acres of the post, excluding the NAVESSO facilities and the Army Reserve buildings. The excess 46 acres that were potentially available to the National Park Service included "the northeastern waterfront portion of the fort" that held a former officers' club, dock, and "Fort Tompkins and Battery Weed and fortifications considered representative of those built at Fort Wadsworth." This figure was reduced to 30 acres by the time the EIS was finalized in 1986. The reduced acreage included Battery Weed, Bacon, Caitlin, Turnbull, Barbour, and Hudson. Fort Tompkins and the remaining Endicott Era batteries were to remain under Navy control.[140]

The Department of the Interior again concluded that the land offered up as excess by the Navy was insufficient for inclusion into Gateway National Recreation Area and suggested that the Navy retain the entire property while preserving the integrity of Fort Wadsworth's historic properties.[141] Indeed, the Navy determined in the early 1980s that the Endicott-era batteries should be listed in the National Register of Historic Places as a thematic group. They also concluded that four officer's quarters along the south side of Mont Sec Avenue were eligible for National Register of Historic Places listing.[142]

Guy Molinari, a United States Congressman from Staten Island, became concerned about the condition of Fort Wadsworth's historic properties and asked the Navy to ensure the protection of and public access to Battery Weed and Fort Tompkins. He noted that the buildings had "long been neglected" and "overlooked;" a situation that should be "remedied as early as possible." He urged the Navy to "[allocate] enough property [to the National Park Service] to encompass both forts" so that they could be restored and made accessible to the public.[143] Instead, the Navy determined that Fort Tompkins and the remaining Endicott Era batteries were "inaccessible to the public." The Navy considered Battery Dix and Fort Tompkins for adaptive reuse in 1986, but it appears that they did not ultimately pursue this option.[144]

Although recreational visits to Fort Wadsworth were curtailed in the 1980s, the Navy did allow the use of the installation for the finish of the Five Borough Bike Tour beginning in 1987. The tour, which began in the late 1970s, but did not initially include Fort Wadsworth as the finish, attracted thousands of bicyclists by the 1980s. The 1987 tour left Battery Park in Manhattan on an early May

morning, followed a 42-mile route through the metropolitan area, and ended at Fort Wadsworth.[145] The bike tour still winds through the city's five boroughs to a picturesque finish at Fort Wadsworth.

Late in its tenure on site, the Navy proposed several developments comprising 570,000 square feet of new construction at Fort Wadsworth to facilitate the administrative functions of the homeport. Development plans divided the fort into two sections: the area north of the Verrazzano-Narrows Bridge and the area south of the bridge. Buildings north of the bridge, according to Navy planning documents, were to be laid out in a "campus-like setting" and "organized around the existing parade ground." New buildings proposed for the northern edge of the Parade Ground were to house personnel support services, such as banking, medical clinics, and childcare. An administrative area was planned east of the parade ground near the intersection of Bay Street and School Road. Recreational facilities, including an "expanded gymnasium, indoor pool, bowling alley, and youth center," were proposed for the area west of the parade ground, and the post exchange and other retail facilities were going to be constructed south of the parade ground "between existing retail and NAVRESSO offices." The "Officer's, CPO, and Enlisted Men's Clubs" and unaccompanied officer's housing were planned for the area between New York Avenue and Fort Tompkins.[148] The area south of the bridge was dedicated to housing for enlisted personnel, maintenance facilities, a pre-trial detention center, outdoor recreation facilities, and a Navy Lodge.[147] These general plans were modified in subsequent years but reflected the general land-use planning vision for Fort Wadsworth under Navy administration.

The final EIS for the United States Navy's use of Fort Wadsworth was less ambitious, but it did propose significant construction. Post-wide, the Navy undertook a major construction effort costing approximately $2 million between the mid-1980s to the mid-1990s (Figure 2.81). The first building, constructed in 1989, was a housing unit (Building 435) south of Battery Ayers. Workers erected several buildings in 1990. These include the north gatehouse (Building 201) and Junior Officer Housing (Buildings 456, 457, and 458), constructed near Battery Upton. The Navy razed several buildings east of New York Avenue and constructed a large administrative building (Building 120) in 1993. The building currently serves as the National Park Service Visitors Center and administrative offices.[148] The Navy Lodge hotel, which remains in use, was also constructed during this time near the Coast Guard housing that was constructed by the Triborough Bridge Authority in the early 1960s.

The Navy demolished the existing Capehart housing and replaced it with 32 multi-family apartment units between 1991 and 1993. This project was the ultimate implementation of the Navy's originally proposed construction of 550 housing units in that location. Navy planners concluded that the new housing might require the removal of up to five batteries and an underground command post.[149]

The Navy completed Historic American Engineering Record documentation for batteries Richmond, Duane, and Ayers between 1988 and 1990 as mitigation for the construction of the new Navy housing.[150] It appears that earthen fill was bulldozed onto the aforementioned batteries when the Navy constructed the new housing. It is likely that the current fences surrounding the batteries were erected at this time. The Navy's occupation of Fort Wadsworth came to an end in 1994.

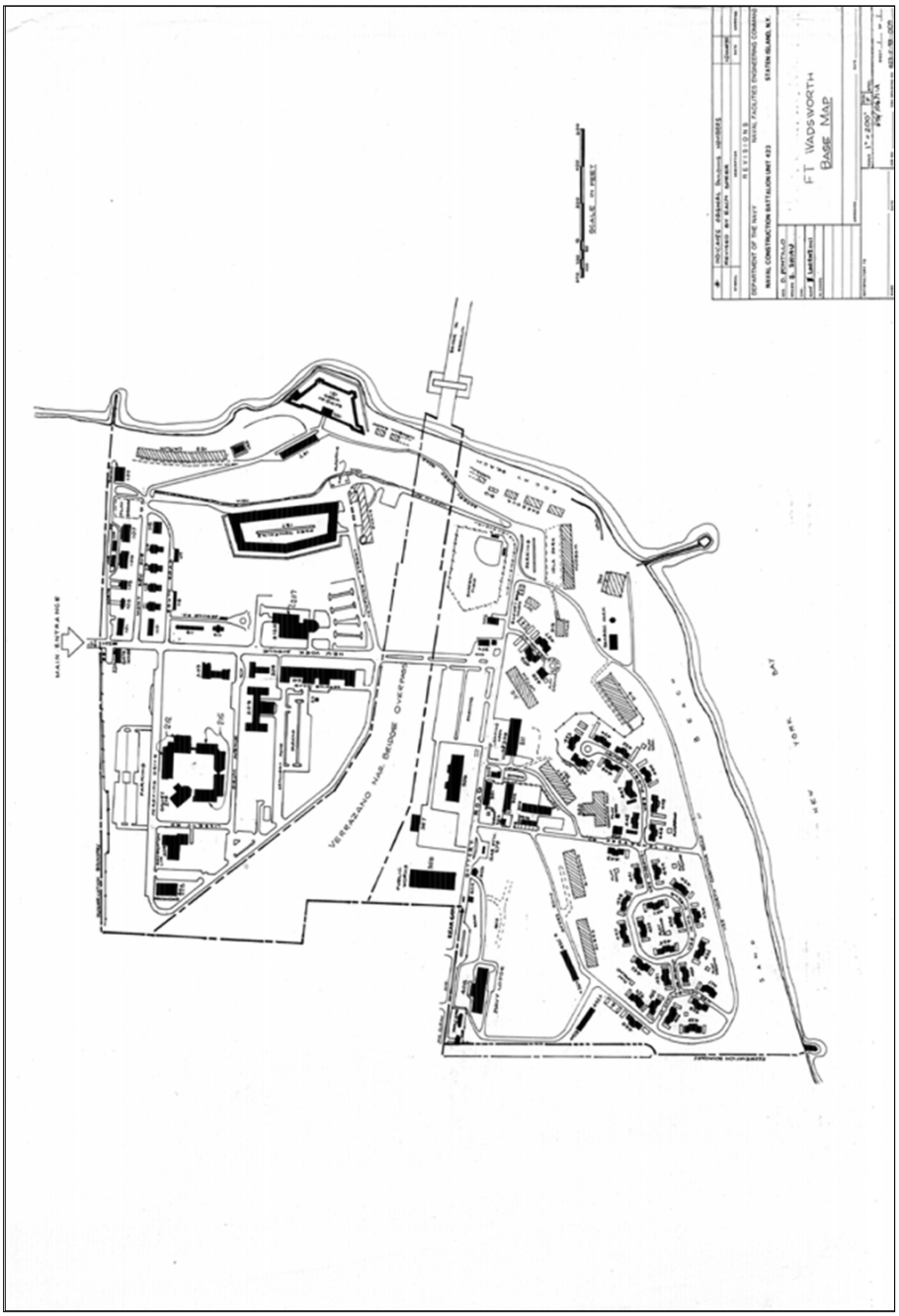


Figure 2.81. Fort Wadsworth Base Map, 1993. The map shows new Navy construction concentrated in the southern portion of the post (National Park Service Technical Information Center).

The National Park Service initially requested on December 22, 19931993, that the Navy transfer the entire property to the agency. However, subsequent analysis caused the National Park Service to reassess their request. Secretary of the Interior, Bruce Babbitt, indicated in a letter to John Dalton, the Secretary of the Navy, that the National Park Service only wanted "approximately two-thirds" of the historic fort, eliminating the portions to the west and south that were largely occupied by modern infill constructed after 1987 (Figure 2.82). Babbitt asserted that the modern development was inconsistent with the original legislated intent of the monument, and the National Park Service did not have the financial capacity or staffing to manage. These were also "facilities not directly related to accomplishing [the National Park Service's] mission" to "preserve and protect for the use and enjoyment of present and future generations an area possessing outstanding natural and recreational features." He suggested, instead, that the excluded areas should be retained by the Department of Defense to support Army Reserve and United States Coast Guard operations.[151] Department of the Interior officials also argued that legislation establishing Gateway National Recreation Area authorized the Secretary of the Interior to make minor revisions to the boundaries of Gateway National Recreation Area.[152]

Babbitt's decision brought immediate condemnation from Staten Island Borough President and former Congressman Guy V. Molinari and his daughter United States Representative Susan Molinari, who asserted that the National Park Service should acquire all of the property within their legislated boundaries.[153] One of the Molinaris' greatest concerns was that if the National Park Service did not acquire the entire property, the newly constructed Navy housing would be converted to a homeless shelter or subsidized housing under a federal program prioritizing excess federal housing for such uses.[154]

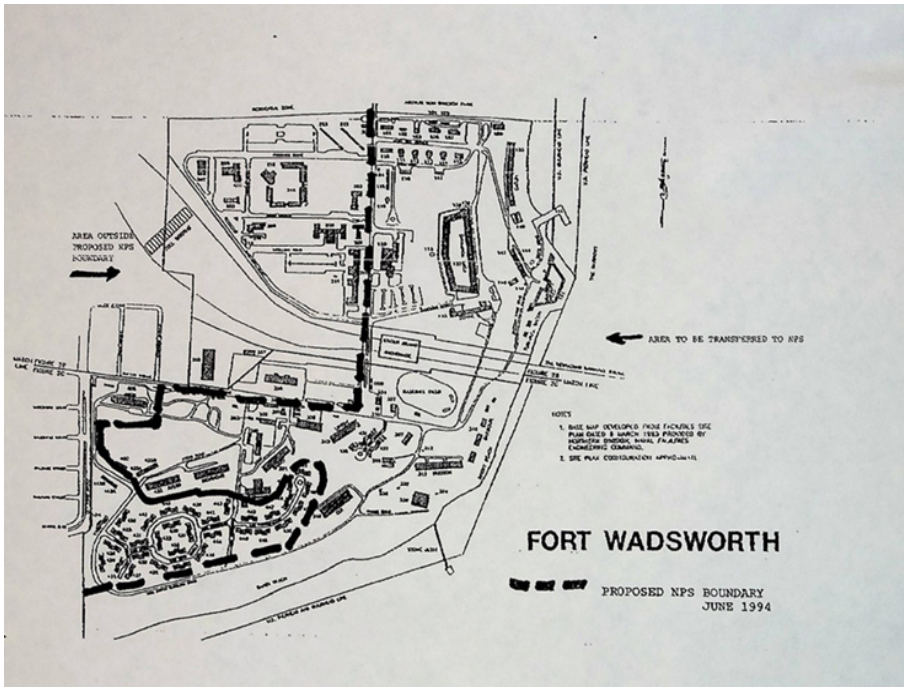


Figure 2.82. Map titled Fort Wadsworth: Proposed NPS Boundary, 1994. Note the proposed boundary eliminated most new Navy construction (Gateway National Recreation Area Collections).

Negotiations between the Department of the Interior, the Navy, and the Base Realignment and Closure Commission continued into 1995.[155] Final boundaries were proposed in May 1995. The historic core of Fort Wadsworth was to become National Park Service property. Most of the area west of New York Avenue and north of Battery Road, excluding Building 210 and associated parking lots, would become Army Reserve property. The southwest corner of Fort Wadsworth was proposed to become Coast Guard property (Figure 2.83). This layout reflects the ultimate division of the property at the former military installation.

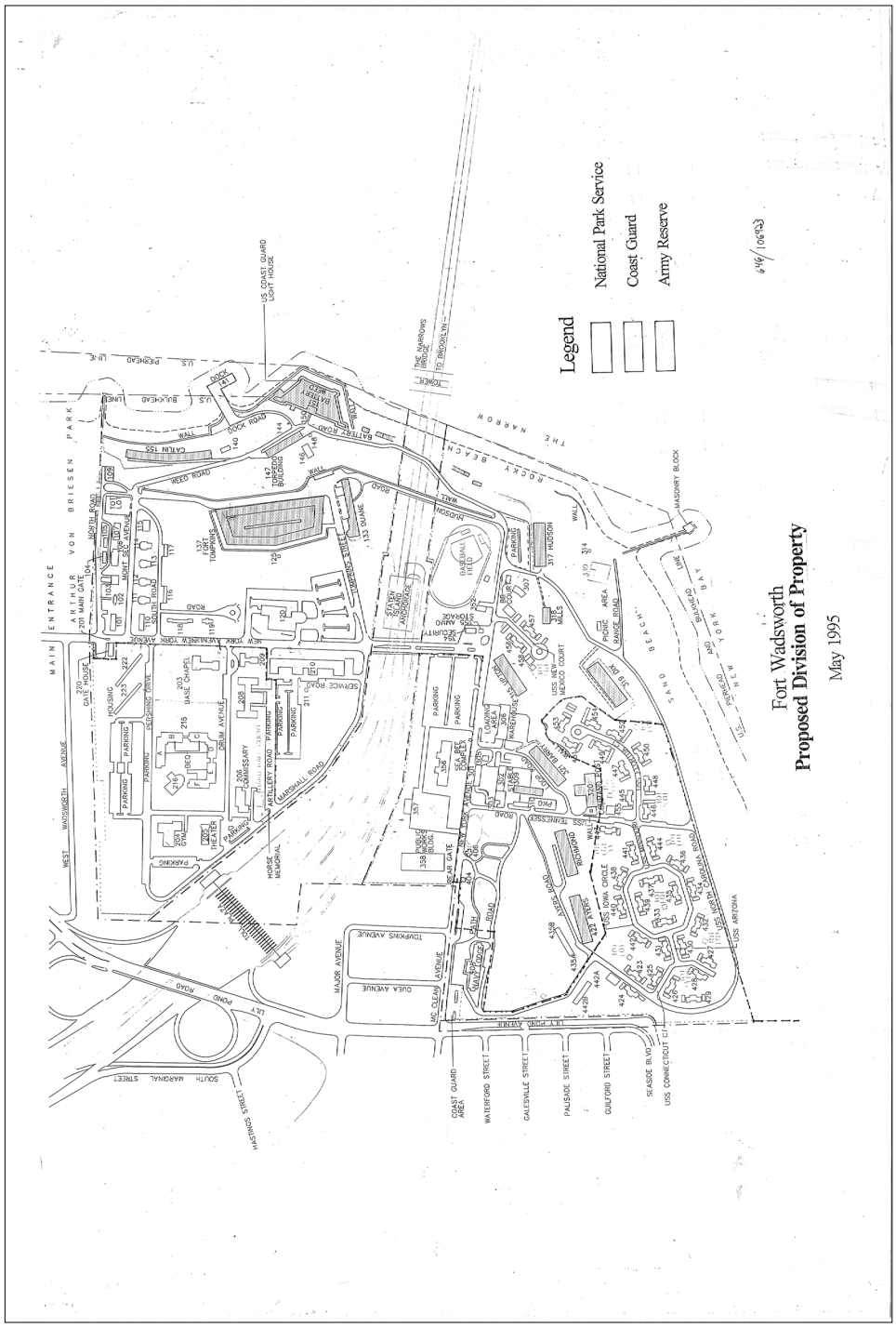


Figure 2.83. Map titled Fort Wadsworth Proposed Division of Property, 1995. The map illustrates the proposed boundaries between the National Park Service, Coast Guard, and Army Reserves (National Park Service Technical Information Center).

Late twentieth century alterations in the Fort Wadsworth landscape predating the National Park Service acquisition of the property are apparent in a 1993 aerial photograph (Figure 2.84). Large, new, modern buildings were constructed in the area north of the bridge approaches and west of New York Avenue. The former post hospital and nearby pre-World War II buildings east of New York Avenue were replaced by a large postmodern administrative building inconsistent with the architectural style of the surrounding buildings. The small, simple ranch-style Capehart housing at the southwest portion of the installation was replaced by a much larger complex of multi-family residential buildings. The new construction resulted in significant damage to nearby batteries. The central core of the base was kept clear of vegetation, but trees, shrubs, and vines continued to encroach on many of the historic properties, including the batteries, the hillside between battery Weed and Fort Tompkins, and along the north side of Fort Tompkins. Trees were also found overtaking the formerly cleared parade ground near the north boundary of the fort. The loss of street trees planted by the Works Progress Administration and Civilian Conservation Corps in the 1930s is also evident.



Figure 2.84. Aerial photograph of Fort Wadsworth, 1993. The photograph captures the late 20th-century alterations to the post prior to National Park Service acquisition (Gateway National Recreation Area Collections, Image 30654).

1995 END OF PERIOD LANDSCAPE DESCRIPTION

Leading up to the National Park Service administration of Fort Wadsworth, parts of the landscape were subject to modern development. Changes occur largely in the Coastal South and Inland North areas. These portions of the Coastal South and Inland North areas remain in the control of the Department of Defense. Although largely unaltered during this period, the new postmodern administrative building on the east side of New York Avenue had a significant impact on the Coastal North area. The broad spatial organization remains consistent from the previous period, with fortifications occupying strategic locations on the landscape, a primary fort at the high point of the bluff, and batteries and redoubts below. The Verrazzano-Narrows Bridge dominates the views and vistas of the site interrupting the original spatial organization (Figure 2.85).

The landscape is still largely defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projects into the Narrows. A seawall surrounds the east side of the fort. Fort Tompkins sits at the high point on the bluff.

Only the main post quadrangle west of Fort Tompkins is mowed, and vegetation is allowed to overgrow the Endicott Era batteries and previously cleared areas between Battery Weed and Fort Tompkins. The athletic facilities across the post are well maintained.

Structures on site include several dismounted batteries. The fortifications demonstrate manipulation of the topography with fore slopes engineered to conceal the concrete structures. In the Coastal North area, Battery Duane sits to the south of Fort Tompkins. Ruins of the Glacis Gun Battery lie to the north of Fort Tompkins. Battery Catlin sits to the north of Battery Weed, and Battery Bacon, ruins of Battery Turnbull, and Battery Barbour to the south of Battery Weed. Battery Turnbull and the Glacis Mortar Battery are largely buried. Coincident range finder stations stand near Batteries Catlin and Bacon. Battery Hudson and Battery Mills sit off of Shore Road. Coastal South area batteries consist of Battery Upton, Battery Barry, Battery 218, Battery Richmond, Battery Ayers, and Battery Dix. Batteries Richmond, Duane, and Ayers are partially filled with earth and surrounded with chain link fencing.

Buildings in the Coastal North area include a new north gatehouse (Building 201). Housing lines both sides of Mont Sec Avenue and Clifton Road (Buildings 101–110, 117–119, and 123). Garages sit adjacent to the housing. The former Headquarters and surrounding buildings are replaced with a postmodern style large administrative building (Building 120) and parking lot.

Buildings in the Coastal South area include new Junior Officer Housing (Buildings 456, 457, and 458) constructed near Battery Upton. Navy housing units located south of Battery Ayers replace the former Capehart housing. A new Navy Lodge

sits at the western extent of the post. A pistol and riffle range sits at the southeast end of Range Road. Maintenance buildings form the Seabee Complex south of Richmond Avenue, including four motor pool buildings (Buildings 301–304) and an administration building (Building 305). Utilitarian Building 310 sits at the intersection of Tennessee Road and Battery Road (formerly Richmond Avenue) and a large warehouse stands south of Richmond Avenue.

Buildings in the Inland North area include a gatehouse, a chapel, and one large infantry barrack (Building 210) on the west side of New York Avenue.

Circulation routes rely on road access. The North Dock has fallen out of use at this time. New York Avenue is the main road running north to south that divides the Coastal North from the Inland North area. Mont Sec Avenue is flanked by North and South Roads. Sidewalks and Oriental Plane trees line both sides of Mont Sec Avenue. Hudson Road runs north to south on the east side of Fort Tompkins. A retaining wall runs along Hudson Road. North and South Weed Roads run down the bluffs to Battery Weed. Dock Road connects from the battery to the North Dock. Shore Road and Range Road wind down from Hudson Road to the southern coastline. The main road running east to west which divides the Coastal South from the Inland North area is Battery Road (formerly Richmond Avenue). Coastal South area batteries and Navy housing are accessed by Loop Road, Tennessee Road, King Road, and Ayers Road. USS Florida Court and USS New Mexico Court connect to housing. Circulation in the Inland North area consists of Coast Guard Road, Drum Road, and Artillery Road running perpendicular to New York Avenue with Maloney Drive and Marshall Road connecting them.

The Verrazzano-Narrows Bridge area cuts through Fort Wadsworth, across the Coastal North and Inland North areas.



Building Number	Description
101	Housing
102	Housing
103	Housing
104	Detached Garage
105	Detached Garage
106	Housing
107	Housing
109	Admin Building
110	Housing
111	Housing
112	Housing
113	Housing
114	Housing
115	Housing
116	Detached Garage
117	Detached Garage
118	Housing
119	Housing
120	Visitor Center
123	Detached Garage
201	Gatehouse
208	Barracks
209	Dispensary
210	Enlisted Barracks
220	Gatehouse
301	Motor Pool
302	Motor Pool
303	Motor Pool Office
305	Administration Building
306	Warehouse
309	Stables
310	Shed
314	Target House
339	Sea Plane Hanger
352	NCO Club
354	Police
355	Armory
401	Back Gate
404	Gatehouse
406	Gatehouse
435	Housing
456	Jr. Officer Housing
457	Jr. Officer Housing
458	Jr. Officer Housing

Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
1995 Historic Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. NYSDOP Orthoimagery, 1994
2. NYSGIS Program Office NYS Building Footprints Dataset
3. USGS Digital Elevation Model, 2020
4. NPS Landsnet Boundaries and Tracts
5. QSI Corvallis, Topobathymetric Lidar, 2017
6. Field Review, December 2021

DRAWN BY

E. Berriault, M. Mirro, H. Juergens, 2023

LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Walkway/Hardtop
- Beachfront
- Building
- Deciduous Tree
- Evergreen Tree
- Sidewalk
- Unpaved Trail
- Chain Link Fence
- Post and Rail Fence
- Toe of Slope
- Lighting
- Removed During Period
- Contour (5 ft)

NOTES

1. New York State Plan, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5'"
3. All features shown in approximate scale and location

0 100 200 400 Feet

Figure 2.85. 1995 Historic Period Plan

1995 TO 2022: NATIONAL PARK SERVICE STEWARDSHIP

INTRODUCTION

Fort Wadsworth entered a new phase in its history in 1995. For the first time in two centuries, the primary land use for the parcel transitioned away from military use and toward a new mission of public use and resource protection. Fort Wadsworth was no longer an active military installation, which was its primary function since 1794. However, for much of its history, the post was also an area that attracted the general public for outdoor leisure. Under National Park Service management, this has become the fundamental use of Fort Wadsworth. In addition to general public use of the site, Fort Wadsworth provides the backdrop and staging for the start of the New York City Marathon each year and continues to host the finish of the Five Borough Bike Tour. Important characteristics of public use are the cultural landscape, historic harbor views, and historic buildings that served military and defensive purposes.

Upon acquiring the majority of the former Army post, the National Park Service was confronted with the task of managing a significant but deteriorated cultural landscape. The large guns had been dismounted over sixty years prior to the acquisition. Military priorities that shifted after World War II resulted in the transformation of an open, clear, mowed landscape into a property characterized by large areas that were overgrown with woody vegetation, often obscuring and undermining historic buildings. The National Park Service has worked over the last two decades, with limited success, to reclaim the pre-World War II managed landscape and historic viewsheds. In addition to vegetation management, the National Park Service has taken measures to protect and repair historic buildings and structures, but there is much more work to be done. Fort Wadsworth's management priorities must share a portion of limited funding that is distributed among all Gateway National Recreation Area units.

The National Park Service has undertaken many robust planning, resource identification, and conditions assessment projects between 1995 and 2022. These efforts have provided the National Park Service with management priorities and a comprehensive understanding of many of the historic resources, including Battery Weed, Fort Tompkins, and Battery Dix. Park staff are well prepared to undertake future projects to protect and preserve Fort Wadsworth's significant resources as funding allows.

FORT WADSWORTH, STATEN ISLAND UNIT, GATEWAY NATIONAL RECREATION AREA

The National Park Service developed a preliminary land use plan for Fort Wadsworth in June 1995. Planners proposed a controlled main entrance at the historic guardhouse on New York Avenue. The seconry west entrance gatehouse was not going to be used. Visitors would be greeted by ana National Park Service employee as they entered at the guardhouse. The buildings along Mon Sec Avenue, New Mexico Court, and Buildings 118 and 119 were to serve as park housing. Maintenance operations and park police offices were to be based at the Seabee Complex. Building 210 was designated for administrative offices, and the rotunda of Building 120 (built in 1993 as an administrative building) would serve as the park visitor center. Staff proposed that barriers be installed at the Endicott Era batteries to protect the safety of visitors and the integrity of the batteries. Barriers were also to be installed at various other buildings, including the Torpedo Building. Planners recommended repairs, graffiti removal, and/or stabilization for Battery Weed, Fort Tompkins, the Endicott Era batteries, and the dock. Interpretation was going to be centered on Battery Weed and Fort Tompkins, but not the Endicott Era batteries and other historic buildings and structures. The proposed Visitor Center exhibits reinforced the focused interpretive program.[156]

A site management plan completed a few months later provides more detail and direction. The narrowly focused interpretive theme of the preliminary plan was expanded to include the entire history of Fort Wadsworth, taking into account the "development and obsolescence" of fortifications, the shifting military uses of the site, and "the transformation for Fort Wadsworth from a military base to nonmilitary use." The plan also stressed the importance of the "rich and diverse" cultural landscape at Fort Wadsworth that reflects two centuries of military use. Of particular note was the central core of the post comprising Fort Tompkins, Battery Weed, and Mont Sec Avenue, the steep topography, the alignment of New York Avenue, and the scenic views. In fact, the "dramatic views of New York Harbor that brought visitors to the base in the nineteenth century" were especially important landscape characteristics.[157]

The National Park Service began several projects in 1995 as the transfer of the site from the Navy to the National Park Service was in process (Figure 2.86). These projects included the conversion of Building 210 into administrative office space and the transformation of the Seabee complex into maintenance facilities. The National Park Service installed interpretive exhibits, a visitor contact kiosk, a gift shop, and restrooms in the rotunda of Building 120. Modifications were made to administrative buildings and historic resources to improve accessibility. Several landscape and site improvement efforts were also started. These included the removal of graffiti and the stabilization of historic resources, the repair of deteriorating roads and sidewalks, enhancements at the Fort Tompkins overlook,

and the installation of wayside interpretive exhibits. While the National Park Service did not own the land occupied by the Coast Guard and Army Reserves, they immediately began efforts to work with their neighbors to limit intrusions into Fort Wadsworth's historic landscape. Specific concerns were the use of fencing that undermined the site's "open feeling" and excess paving. The National Park Service also proposed that the Navy Lodge be removed once it "amortizes its capital investment."[158]



Figure 2.86. Photograph of National Park Service staff and architectural contractors discussing plans for the park, circa 1996 (Gateway National Recreation Area Archives, Photo 30877).

The site management plan envisioned very specific circulation patterns that directed visitors to arrive from the north at New York Avenue, as proposed by the preliminary site plan. All visitor parking would be at Building 120. From this point, visitors would be encouraged to explore the site on foot. The first historic building they would encounter would be Fort Tompkins, which park planners proposed would have costumed interpreters, museum exhibits, and a short interpretive film. Rangers would take visitors on tours of the various sections of the historic fort. Similar interpretive opportunities were planned for Battery Weed. Access to the Endicott Era batteries was expected to be restricted to guided tours only. Costumed interpreters would be available along Mont Sec Avenue. The plan recommended that a portion of the Torpedo Building be converted to restrooms.[159]

It was also clear to park planners that the vegetation at Fort Wadsworth needed to be included in a systematic management plan. In 1995, they proposed a plan that would "outline ways in which the historic, open character of the landscape could be re-created" to be completed by 1997. Areas of particular concern were the Endicott Era batteries that were "overgrown with mature trees" and historic sight lines, including the "slope from the overlook east of Fort Tompkins down

to the torpedo building and areas between the batteries and the shoreline" that were "critical for understanding the military use of the fort."[160] Dense tree and shrub growth obscured views from the overlook that had long been a celebrated vantage point (Figure 2.87). The landscape that had historically been maintained as an open grassy engineered slope was no longer recognizable. Vegetation also shrouded many of the batteries and support buildings that were constructed on the post prior to World War II. Therefore, the removal of intruding vegetation was of immediate concern, and in 1994, park staff felled trees to reestablish the historic scenic view.[161] The National Park Service also constructed a terrace for visitor use in 1995. The terrace consists of a concrete paved area with modern benches, a flagpole, and wayside exhibits (Figure 2.88). Other projects between 1995 and 1997 included the development of visitor center exhibits, waysides, road and sidewalk repairs, and modifications to Building 210 to allow the building's use for office space.[162] No additional new construction has occurred under National Park Service management.[163]



Figure 2.87. Aerial photograph of Fort Wadsworth, 1995. Note the thick woody vegetation in the areas between Battery Weed and Fort Tompkins and West of Fort Tompkins. These areas were historically kept clear of trees and shrubs (National Park Service).



Figure 2.88. Aerial photograph of Fort Wadsworth, 1995. Note the thick woody vegetation in the areas between Battery Weed and Fort Tompkins and West of Fort Tompkins. These areas were historically kept clear of trees and shrubs (National Park Service).



Figure 2.89. Photograph of a vegetation clearing crew made up of volunteers from multiple parks, led by the Olmstead Center, 1990s (National Park Service).

Two important events occurred in 1997. First, crews of park staff from Gateway and other regional parks organized by the Olmsted Center for Landscape Preservation worked in the park to remove vegetation from parts of Batteries Catlin, Bacon, and Turnbull (Figure 2.89). The crews did not work on the other batteries because they had become so overgrown that they were not visible from land or water and were "inaccessible."[164] This episode marks the first programmatic effort to address the preservation of the post's Endicott Era batteries. Second, Fort Wadsworth was open to the public in May 1997. This was the first time in decades that the post was made accessible to the general public. This access was limited to guided tours of Fort Tompkins and Battery Weed. Other historic structures and buildings and the overall landscape were not accessible to the general public. The twentieth anniversary Five Borough Bike Tour ended in Fort Wadsworth two days after the park opened to the public (Figure 2.90).[165]



Figure 2.90. Photograph taken at the end of the 1996 Five Borough Bike Tour showing race participants relaxing on the lawn (Gateway National Recreation Area Collections, Image 30872).

Meanwhile, a vegetation management plan was finalized. The plan focused on Fort Tompkins, the engineered slope between fort Tompkins and Battery Weed, the Endicott Era batteries, and Mont Sec Avenue. Except at Mont Sec Avenue, where the plan proposed maintaining the current landscaping, recommendations centered on the removal of vegetation that was altering the historically managed landscape and physically damaging the historic buildings (Figure 2.91). Plan authors described the difficulty in regaining and maintaining the open landscape that existed under Army management. The report offered that "it is difficult and overwhelming to maintain these areas [that have become overgrown]. since vegetation regrowth is rapid." Vegetation management requires a regular cyclical annual system of removal and stabilization.[166]



Figure 2.91. Photograph taken at the end of the 1996 Five Borough Bike Tour showing race participants relaxing on the lawn (Gateway National Recreation Area Collections, Image 30872).

Stabilization work was completed on Battery Weed and Fort Tompkins in the late 1990s and early 2000s. Volunteers repaired the Fort Wadsworth Light in 2004.[167] The National Park Service completed a Historic Structure Report for Battery Weed pier and seawall in 2006. The analysis determined that the seawall was in "fair condition" even though nine "localized areas" of the wall had partially collapsed and mortar between the seawall's masonry blocks have eroded over time. The outermost bents supporting the dock were in poor condition. There were two areas of deck collapse and moderate to severe settling and tilting of the deck, and granite columns and blocks (Figure 2.92). Recommended repairs included the reconstruction of the collapsing seawall sections and the repointing of all seawall joints. Suggested repairs to the dock included the reconstruction of the outboard sections. If reconstruction was not found feasible, the report authors offered that the dock should be dismantled and "stored for future use." They recommended that the entire top of the dock be covered "with a thin concrete leveling pad," with an anti-skid surface. The granite blocks and columns required repair and repointing, and the bottom of the structure needed to be sealed to protect it from the elements. The report also notes that any free-standing timber piers should be removed and a perimeter railing installed around the dock for safety and code requirements.[168]



Figure 2.92. Photograph of the dock north of Battery Weed looking north, circa 1995. Note the general state of disrepair with vegetation on the decking, damaged piers, and deteriorating stonework (Gateway National Recreation Area Collections, Image 31082).

Beginning in the summer of 2007, the park began contracting for the acquisition of a small herd of goats to assist in vegetation management (Figure 2.93). The goats, which have returned most summers since 2007, are sure-footed voracious herbivores. They proved particularly effective at controlling the vegetation on the overgrown hillside above Battery Weed. The National Park Service has successfully used goats as a landscape management tool in several properties across the nation. The goats themselves often become visitor attractions, as has certainly been the case at Fort Wadsworth.

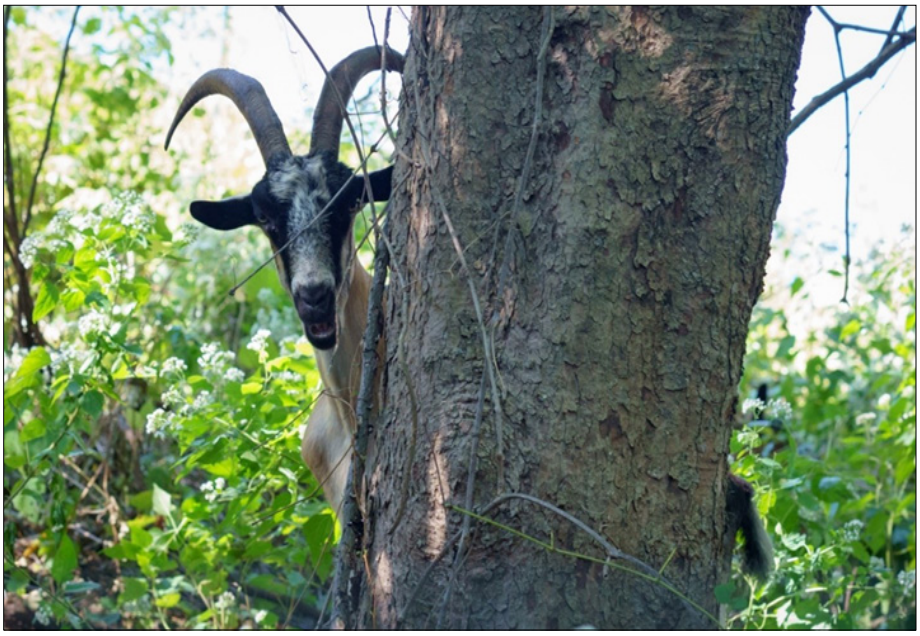


Figure 2.93. Photograph of a goat at Fort Wadsworth, 2007. The animals help control overgrown vegetation (National Park Service).

The Olmsted Center for Landscape Preservation, a program of the National Park Service Northeast Region, completed a Cultural Landscape Report for Battery Weed in 2008. The report focused on the battery and surrounding buildings, structures, and landscape of the headland area. The report authors concluded that while the battery "retains many of its character defining features" related to its use by the United States Army between 1847 and 1945, the battery exhibited an "overall feeling of abandonment." The sense of abandonment was elicited by the presence of deteriorated buildings and the fact that the landscape that was actively cleared by the Army had been allowed to revert to woods and invasive vines.[169]

The authors recommended that the National Park Service work bring the Battery Weed headland landscape back to its 1945 condition. They argued that the most important task in recreating the 1945 historic landscape was the removal of invasive species and successional woods that had invaded the previously maintained landscape. The removal of the vegetation would serve two purposes. First, the historic views and open feeling of the landscape could be recreated. Second, the removal of the vegetation, which is contributing to the deterioration of historic buildings and structures, would benefit the integrity of the built resources on the headland. The report made recommendations for the preservation, stabilization, and, if possible, reconstruction of historic features, including the torpedo building. The report authors also suggested that the National Park Service should focus on "retaining, enhancing, and reintroducing the historic circulation patterns and features" and make them accessible to the public. This, they wrote, would allow for greater interpretive opportunities and improve the visitor experience at Fort Wadsworth. [170]

These Cultural Landscape Report's recommendations presented an ambitious prescription for landscape preservation that went beyond the park's existing maintenance operations. Park landscape maintenance activities in 2008 focused on the area around the overlook near Fort Tompkins, the vicinity of Battery Weed, the grassy areas between the administration building and Fort Tompkins, and around wayside exhibits. The park did not successfully manage the vegetation growing on the slope above Battery Weed, the dock area, the torpedo building, or any other sites off limits to visitors, including the Endicott Batteries.[171] Staff, funding, and programming limitations made aggressive landscape maintenance measures difficult to sustain.

Camp Hudson, a small campground composed of seven sites, opened at the southeastern portion of Fort Wadsworth in 2011. The campground, which was constructed with the assistance of a local Boy Scout troop, has seven tent pads with accompanying picnic tables and fire pits with grills. The walk-in campground also has a pavilion, shower, and restrooms.[172] The development of Camp Hudson, which is in an area formerly used as a picnic area, allowed overnight camping

at Fort Wadsworth for the first time since the 1970s. Local Boy Scout troops occasionally assist in the maintenance of the campground.

Hurricane Sandy battered New York City in late October 2012. The hurricane caused significant damage throughout the city. Thousands of buildings were damaged on Staten Island. The superstorm also claimed 24 lives on the island. Fort Wadsworth was not spared. Hurricane Sandy damaged Battery Hudson and scoured the beach, threatening the stability of many of the coastal batteries and earthworks.[173] The hurricane also uncovered an experimental casemated door that was constructed on the hill below Battery Hudson in 1867. The stone masonry structure had been previously shrouded in debris and vegetation.[174]

Historian Charles F. Phillips, Jr. wrote that as of 2013, "little [had] been done" to protect and preserve the historic structures at Fort Wadsworth, largely due to a lack of funding.[175] Nonetheless, the National Park Service continued to plan for the protection and interpretation of the old Army post's historic resources. A General Management Plan was completed for Gateway National Recreation Area in 2014. The plan emphasized the fundamental importance of Fort Wadsworth's historic buildings, especially Battery Weed, Fort Tompkins, the Torpedo-Storage Building, and the Endicott Era batteries. It emphasized that these resources, especially when viewed within their historical landscape, "are a visible reminder of the importance of preparedness and defense then and now."[176]

The 2014 plan proposed that most public use activities continue as they had in previous decades. Visitors had the opportunity to visit selected fortifications and other features through "scheduled guided programs, living history programs, and self-guided walking tours." The National Park Service also stressed the importance of Fort Wadsworth as a focal point for recreation that was not directly associated with the historic landscape and reiterated that the fort "remain a stopping point, destination, and starting point for [recreational groups]." The old post was still valued as a viewpoint and a space for respite from the surrounding urban landscape. It was a place where "local residents [could] continue to use the park for walking, exercise, and fishing."[177]

The General Management Plan established management zones for Fort Wadsworth. The recreational use zone ran along the southern beach of the site and extended north to the open area south of the Verrazzano-Narrows Bridge. Non-historic buildings and Building 210 were grouped into a Developed zone. The rest of the property was classified as Historic, or in the case of most of the Endicott Era batteries, historic ruins.[178]

Little management change was proposed for the recreation zone. Resources would continue to be managed to ensure continued multi-use coastal recreation and provide a more direct link historic landscape. The National Park Service proposed little change in visitor use in the historic zone but proposed the

rehabilitation of the Endicott Era batteries and the construction of a "Coastal Defense Trail" that linked the fortifications. The National Park Service also planned to incorporate the historic officer's quarters along Mont Sec Avenue and New York Avenue into the historic landscape that was dominated by Fort Tompkins and Battery Weed.[180]

Park staff and contractors have continued to mitigate overgrown areas around Fort Tompkins and Battery Weed, including the engineered slope, perhaps the most challenging cultural landscape management task at Fort Wadsworth. The National Park Service has also undertaken projects to rehabilitate the historic landscape in other areas of Fort Wadsworth. For example, a project to remove "large, damaged trees," replace the revetment, grade banks, and replace the historic seawall between the existing campground and the Verrazzano-Narrows Bridge was undertaken in 2016.[181]

An Historic Structure Report was completed for Fort Tompkins in 2019. The report concluded that the overall site was in fair condition with moderate vegetation growth affecting the glacis slope and parade ground. The structure had been affected by water infiltration, debris accumulation, and general deterioration. The roof and gun mounts were also in poor condition, a result of damage associated with the growth of vegetation on the roof of the building. The central parade ground was generally in good condition but metal features such as the stairs and hoist were in poor condition. The Historic Structure Report recommended the removal of vegetation, excessive soil, and debris from the entire building, extensive mortar repointing, replacement of rotting wood, removal of non-historic elements, mitigation of water damage, concrete repair, and the removal of efflorescence and rust. The report also provided recommendations for rehabilitating the building to bring it up to code for National Park Service use. Proposed uses of the fort included curatorial storage, a small visitor center, and office space on the first floor. They proposed that part of the second floor could be converted into a hostel or hotel.[4]

An Historic Structure Report for Battery Dix was published in 2021. The battery was selected for the report because it was considered to be the "most well-preserved of the four Fort Wadsworth 12-inch gun batteries" (Figure 2.94). Nonetheless, the neglected state of the battery was evident in the fact that the National Park Service had to clear debris from the structure to allow access to the interior. Even with the vegetation removal, field crews were not able to enter the rooms on the east end of the battery.[182] The report noted that the battery was suffering from concrete deterioration and ferrous metal corrosion stemming from:

> *Poor water management and drainage as well as inadequate passive ventilation, all of which are typical issues for Endicott Era batteries. In addition, for the past 75-years, the structure has been completely unmaintained. Persistent water infiltration from the exterior and high humidity within the exterior have saturated the structure consistently, likely causing both chemical and mechanical failure of*

> *the concrete as well as corrosion of the ferrous metal structural and decorative elements.*[183]

The authors stressed that the condition of the battery was primarily the result of a pattern of long-term inattention. Specifically, the vegetation that grew around the structure prevented the battery from drying after rainfall. Plant debris covered portions of the battery, and several feet of soil accumulation made portions of the structure inaccessible.[184] The authors suggested that the National Park Service work to stabilize the emplacements and structure and reestablish the historic landscaping and access paths. They proposed that this approach, a middle ground between the full restoration of the battery and stabilization that only addresses immediate safety and structural concerns, as the most cost-effective way in which the National Park Service can provide public access to the structure. It would also allow visitors to view the battery in its current condition and historic form.[185]



Figure 2.94. Figure 2 94. Photograph of Battery Dix, the least deteriorated of the Endicott Era batteries, December 2021 (PaleoWest).

ENDNOTES

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CHAPTER 3: EXISTING LANDSCAPE CONDITIONS

INTRODUCTORY DESCRIPTION

Fort Wadsworth is on Staten Island and overlooks the Narrows, which divides New York Bay into upper and lower halves. The location has served as a natural point for defense for greater New York City, with remarkable strategic military as well as recreational views across the bay. As a part of Gateway National Recreation Area public land, Fort Wadsworth offers an opportunity to enjoy these panoramas, as well as a unique historic landscape, significant to the nation's military defense history spanning many centuries within this sprawling landscape.

The following fieldnotes reflect observed conditions at the Park at the time of PaleoWest's visit in December 2021. Overall, the cultural landscape is in a fair condition, indicating clear evidence of disturbances to the historic integrity of the landscape from modern intrusions, damage to significant historic landscape features, particularly historic battery and other structures, and changes to management of cleared vegetation and views during the historic period of significance that are currently overgrown. Although some historic landscape features, particularly buildings and some battery structures are in good to excellent condition and states of preservation, others including many of the historic batteries, are severely damaged and threatened. Some degree of corrective action is needed within three to five years to prevent further harm to the historical value of the historic landscape. The cumulative effect of deterioration of many of the significant landscape character features of the cultural landscape, if left to continue without appropriate corrective action, will cause the overall landscape to degrade to a poor condition. Several character defining features, described below, were in an advanced state of threat to their historic integrity due to neglect. Many of the historically significant battery structures are threatened by neglect, partial destruction, and are fenced off to discourage public access out of safety concerns. This management approach, however, has caused continued deterioration to the historic integrity of these significant structure remains of the historic landscape. Alteration to historic circulation features, historic vegetation, buildings, and structures, historic views, and historic spatial organization are prominent character features of the Fort Wadsworth historic landscape in which integrity is most threatened from modern intrusion, abandonment, and overgrowth of vegetation.

Elements missing from the current condition plans supplied by the Park included small scale features such as electrical boxes, signage, and bus stops. These were recorded and are included in the updated current conditions map. They relate to the current use as a public park, dealing with utilities, way-finding, and public access.

LANDSCAPE CHARACTER AREAS

Detailed notes are presented below documenting the existing conditions of the historic landscape, organized according to four Landscape Character Areas (Figure 3.1). These landscape character areas are, Coastal North and Coastal South, which are characterized by their immediate adjacency and relationship to the coastline; the Inland North that has been interrupted by the Coast Guard presence; and the Verrazzano-Narrows Bridge with its associated access roads.

Figure 3.1. Landscape Character Areas of Fort Wadsworth



COASTAL NORTH

The Coastal North Landscape Character Area encompasses the eastern edge of the park, including the most prominent Fort Wadsworth historic landscape structures of Battery Weed and Fort Tompkins. The shoreline is lined by additional historic landscape battery structures which are currently largely obscured by vegetation.

Battery Weed was constructed between 1847 and 1864 at the easternmost point of Staten Island. Of major significance are the panoramic views of the entrance to New York Harbor provided by the prominent headland, which were critical for defense purposes as well as for historic recreational use associated with Fort Wadsworth, and that continue to provide an attraction for visitors. These views have been a significant part of the historic recreational use of Fort Wadsworth throughout the military occupation of the site. The structure has a moat along the western faces that was briefly filled with water but has been earth filled for much of its existence. The four-tiered fort is largely intact; the lower level of the northwest bastion was at one time modified to serve as a mine casemate, and the barbette magazines are currently missing a roof, but overall, it is in otherwise fair condition.

Battery Weed conveys the historic response to natural features of its initial design, construction, and purpose, as a military fortification within the landscape, in which it was placed at the shore with direct line of sight for cannon fire to control the narrows and entrance to New York Harbor in coordination with Fort Hamilton to the east on its opposite side of the harbor. Additionally, the original modification to the shore topography and seawall associated with its historic construction remains nearly intact. The extant remains of the north dock also coveys its significance in the historic response to natural features and the earliest development of Fort Wadsworth as a military landscape in which supplies and materials in the development of the coastal fortifications during all periods of significance were dependent on ferry and boat access in this same location.

Fort Tompkins was built in the Third System Era in 1859. Like Battery Weed, its design and construction as a military fortification are a direct response to the natural features of the landscape in which it was built. It is set in the highest ground, upslope from Battery Weed, and provides canon and gun coverage and protection for Battery Weed below. This pattern of land use and development extant today follows the initial pattern of land use and response to natural features as a military landscape established first by the British construction of the star fort and redoubts and batteries below. The first fortifications of Fort Tompkins and Fort Richmond and the bluff batteries continued this earliest response to natural features and land use pattern established by the British. This same basic response to natural features and pattern of land use as an historic military landscape remains extant through each historic period of development and is visible today with the structures of Fort Tompkins, Battery Weed, and their associated batteries.

The topography and vegetation between the two fortifications was altered in the late nineteenth century, and batteries were built into the northern and southern glacis. Although the engineered topography between Fort Tompkins and Battery Weed is mostly intact, the historically cleared vegetation has been significantly impacted by the lack of maintenance to keep the slope cleared.

Battery Duane significantly cut into the south glacis of Fort Tompkins. The earthwork is still clearly legible, although significant vegetation has grown over the slopes surrounding the fort. The interior of Fort Tomkins is in fair condition, with some areas of highly degraded finishes or trim and a failing roof. Historically kept clear, the barbette battery is overgrown and could threaten the structure.

The exposed structural elements of Battery Duane appear well maintained, and the resource is along a main road accessed by pedestrian visitors. The battery originally had five emplacements, but the westernmost one was removed in the 1930s. Battery Duane is classified as a contributing site due to the loss of the historic concrete work.

The landscape structures of the late nineteenth-century batteries stretching along the coast from Battery Catlin in the north to Battery Hudson in the south are generally in poor condition. With broken concrete, corroded metal trim, and vegetation overgrowth. These batteries retain integrity as landscape structures that convey the historic response to natural features, patterns of land use as a military landscape, and spatial organization of the historic landscape. They are generally accessible by the public if they are willing to venture along the trails running downslope from Battery Weed Road, but these are not well-marked or cleared. Only two emplacements of the original six remain of Battery Turnbull; the other four were either buried by construction fill or demolished at the time of the bridge construction. Likewise, the north and south emplacements of Battery Barbour are missing. Battery Hudson and Battery Mills are in poor condition, with the lower portions of the structure filled with earth, rubble, and debris. The concrete is degraded, and vegetation has covered most of the earthworks. A chain link fence surrounds these batteries to discourage visitors from accessing the structures. A large, paved parking lot buts up against the historic structures on the north side.

Circulation within the Coastal North is largely intact, retaining the configuration developed in the late-nineteenth century, with the notable exception mentioned previously of the area and circulation east of New York Avenue along Clifton Road that was destroyed in 1993 and the significant impact from the construction of the Verrazzano-Narrows Bridge. The slope between Fort Wadsworth and Fort Tompkins was modified in 1873, and Hudson Road was also constructed at that time. The historic pedestrian circulation crossing the slope and connecting the two fortifications has been completely obscured by the overgrowth of vegetation. LiDAR survey, however, revels that the design of this circulation is extant. A late nineteenth-century wharf at the southeastern corner of the park is used by visitors

as an unofficial fishing pier. The wharf is constructed of stone rubble, cut stone, and concrete debris.

Officer's Row is in the northeast corner of the Park, along Mont Sec Avenue, near the northern gateway. Housing was established in this area beginning in the 1870s, with most buildings dating to the late nineteenth century, and a few in the 1930s. The buildings form a visually cohesive group with similar setbacks and architectural styling (Italianate and Colonial Revival). The buildings are well maintained and in good condition.

The Visitor Center is in the Coastal North area on the east side of New York Avenue. The postmodern structure is a non-contributing intrusion on the historic landscape, built in 1994. The building does not relate in scale or style to the period of significance of the historic military landscape and along with the non-historic parking constructed with it, destroyed features of the historic circulation, spatial organization, buildings, and vegetation.



Figure 3.2. A 360-degree photograph of Fort Wadsworth from atop the former coal smokestack on Fort Tompkins. Note the extensive vegetation but extant viewsheds looking over The Narrows



Figure 3.3. Photograph of the interior of Fort Tompkins, facing south (PaleoWest 2021).



Figure 3.4. Photograph of Battery Duane, facing south from the Fort Tompkins west glacis (PaleoWest 2021).



Figure 3.5. Photograph of North Weed Road, facing south. This path has remained largely unaltered from the late nineteenth century (PaleoWest 2021).



Figure 3.6. Photograph of Battery Bacon, showing material condition and vegetative overgrowth (PaleoWest 2021).



Figure 3.7. Photograph of the Torpedo Storage building, facing southeast from Weed Road. Note the missing roof (PaleoWest 2021).



Figure 3.8. 360-degree photograph of the intersection of Battery Weed Road and Dock Road near Battery Weed (PaleoWest 2021).

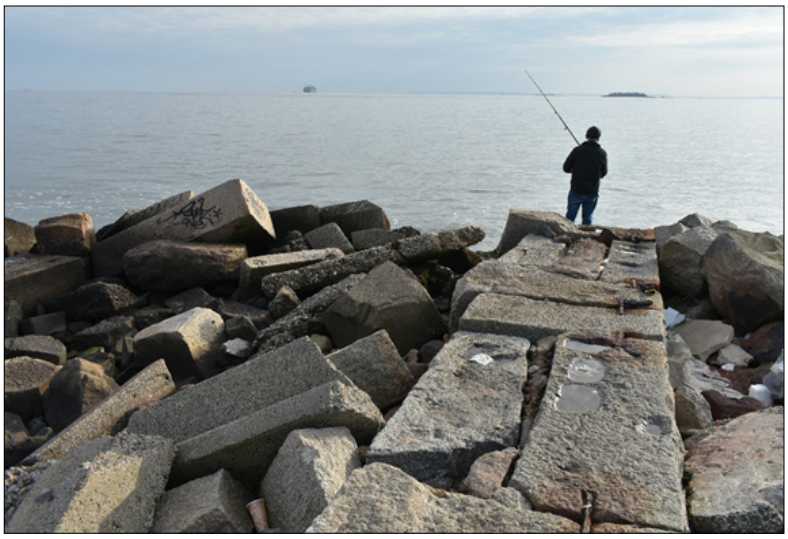


Figure 3.9. Photograph of the south jetty with cut stone and building debris, used by visitors as an unofficial fishing pier, facing southwest (PaleoWest 2021).



Figure 3.10. Photograph of the North Dock, facing east (PaleoWest 2021).



Figure 3.11. Photograph of Battery Weed and the northern shoreline from the northern park limits, facing south. Note the heavy vegetation along the bluff and remains of the Battery Weed North Dock (PaleoWest 2021



Figure 3.12. Photograph of the postmodern Visitor Center, facing north from the parking lot (PaleoWest 2021).

COASTAL SOUTH

In addition to the Bridge area and the Inland North area, the Coastal South area of the historic landscape of Fort Wadsworth has seen a high degree of disturbance to the character features of the historic landscape. This disturbance is largely due to the modern housing developed by the Coast Guard in the late twentieth century. This modern development has significantly impacted the integrity of historic circulation, buildings, vegetation, historic views, spatial organization, and patterns of land use. This new development introduced a new landscape character that is extant today representing primarily this modern landscape.

What is extant of the historic landscape features are a few of the historic buildings along Battery Road, historical Richmond Avenue, portions of the historic road circulation system, and some historic structures. Most important of which are the ruins of the seven Endicott Era batteries expanded after purchase of the southern area after 1895. These batteries retain a high degree of integrity in conveying the historic response to natural features of the site and their construction along the south bluff. They also convey a high degree of integrity connected to the historic land use patterns and historic topography in which the bluffs are dominated by the military batteries and the topography modified for the construction of the batteries during the Endicott Era.

The entire landscape of the Coastal South area, which had been mostly wooded with some residential estates prior to purchase for expansion of the Fort and the Endicott Era batteries, was completely cleared as a part of their construction south of the batteries to allow for visual sighting towards the water. This historic view and vegetation pattern has been significantly impacted by the lack of vegetation maintenance, which has allowed the entire area to become completely overgrown and abandoned near the batteries and slopes adjacent to them.

The batteries in the proximity of the newer housing south of the Verrazzano-Narrows Bridge are enclosed by chain link fencing, which has been in place for many years and damaged by fallen trees or other cuts in the fence. The batteries appear to have been damaged from grading operations as part of the construction of the housing in which fill material was pushed into the first level of the battery and the battery parade. It appears that construction of the housing included efforts to partially destroy and fill in the batteries as a part of the grading for the housing. The entire area surrounding the batteries was then fenced off and seemingly abandoned. Continued lack of active intervention to preserve the remains of the batteries is subjecting them to increasing threats of deterioration and disappearance.

Battery Richmond was, at the time of this documentation, being impacted by an active dumping and chipping operation. Large dumpsters were in immediate proximity to the ruins of the battery, affecting the visual and structural integrity

of the historic landscape structure. Large trucks and trailers in direct proximity to the historic fabric of the structure could further damage features. A large hill of asphalt has been created from dumping waste directly to the west side of the north end of the battery. This accumulation of debris directly damages the integrity of the historic topography, historic views, land use, circulation, vegetation, and other character features of the historic landscape in proximity to this historic structure.

During the period of significance of the historic landscape, this area had few historic buildings as the area was primarily wooded with some large estates present when the properties were purchased and converted to expand the base. A few of these estate buildings were used as housing by the military, but most were demolished. A notable exception was the King House, which was a multi-story home converted to military housing and used for many years as a part of Fort Wadsworth but was also demolished by modern development. A few of the historic buildings that were either reused by the military after purchase or constructed by the military, survive, primarily along Battery Road. These include the gatehouse and residence at the west end of Battery Road, which were constructed for the new west entry to the post along Richmond Avenue, and several other buildings including the Motor Pool Office.

The camp buildings that were at the west end of "King" Road in the vicinity of today's Navy Lodge (where the King House existed) are no longer extant. The camp buildings that were at the north end of "Camp" Road (today Tennessee Road) on the west side and south of Battery Road, are also not extant. Remains of this camp development, however, are visible. At the south end of the former Camp Road north of the shoreline and on the west and east sides of the road, the camp development that was in this location was demolished by the construction of the Coast Guard housing.

Circulation within the Coastal South area has been largely impacted by the modern Coast Guard development. A few of the existing roads, however, are historic or part of historic roads. These include all of Tennessee Road, which was historically Camp Road; Ayers Road, a portion of which on its west end was destroyed by the Coast Guard Housing; Loop Road; Shore Road, which is historic but outside of the Project area; and a portion of North Path Road, access road to the Navy Lodge that was a part of King Road.

The modern Coast Guard housing has significantly impacted the historic landscape character features of land use patterns, response to natural features, circulation, buildings, structures, historic views, and vegetation in the Coastal South Landscape Character Area. The overall integrity of the historic landscape in this area can be characterized as fair based on extant remnant roads, some buildings and structures, and mostly the surviving remains of the Endicott Batteries.



Figure 3.13. 360-degree photograph of the interior of Battery Dix. Note the existing chain link fencing (PaleoWest 2021).



Figure 3.14. 360-degree view of interior of Battery Upton [deterioration of concrete and other structural elements is apparent].



Figure 3.15. Photograph of modern housing in the Coastal South, facing northeast from USS New Mexico Court (PaleoWest 2021).



Figure 3.16. . Photograph of Coast Guard housing, facing south on USS Tennessee Road (PaleoWest



Figure 3.17. Photograph of Building 303/304 Motor Pool Office, part of the Tennessee Road Seabee Complex; facing east from USS Tennessee Road (PaleoWest 2021).



Figure 3.18. Photograph of chipping and dumping activities at Battery Richard (located behind dumpsters), facing south from Ayers Road (PaleoWest 2021).



Figure 3.19. Photograph illustrating the materials condition at Battery Ayers, facing south (PaleoWest 2021).



Figure 3.20. Photograph of Battery Ayers, illustrating fenced condition and vegetation overgrowth typical of the coastal batteries, facing south from Ayers Road (PaleoWest 2021).

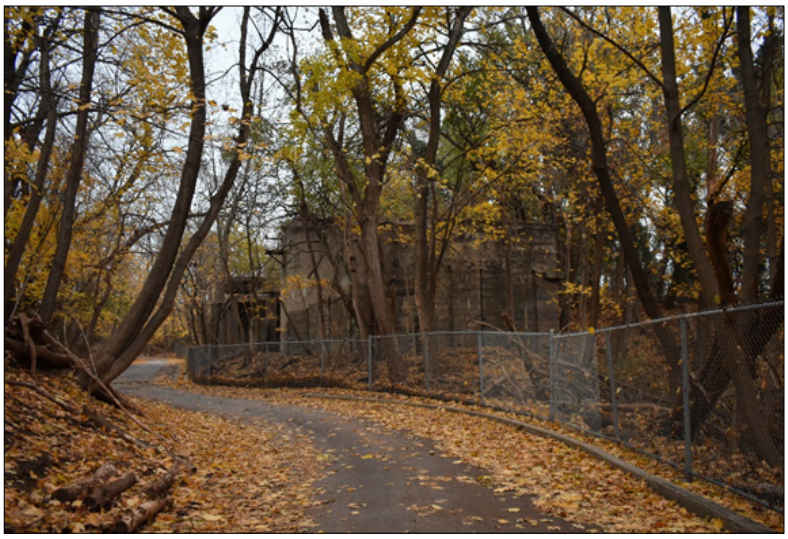


Figure 3.21. Photograph of Battery Barry, facing northeast from Loop Road (PaleoWest 2021).



Figure 3.22. Photograph of Battery Dix, south of the Coast Guard housing, with the lower level buried in fill, facing west (PaleoWest 2021).

INLAND NORTH

The Inland North Landscape Character Area retains little of the historic landscape features of Fort Wadsworth during its period of significance, with the exception of Building 210, some limited structures, vegetation, and circulation adjacent to New York Avenue. The Coast Guard occupies the northwest corner. The majority of the structures in that area were built in the late twentieth century. The largest impact on the Inland North area was the construction of the Verrazzano-Narrows Bridge, completed in 1964. Numerous historic buildings, structures, and historic period roads in its footprint, including the twin of Building 210, were demolished then. This area was mostly acquired to expand Fort Wadsworth in the 1890s. It consisted of wooded private land and was used to expand the post for engineering support, storage warehouses, ordinance structures, housing, and the expansion of numerous battery control stations. These control stations overlooked the Endicott Era batteries constructed south

of Richmond Avenue along the south facing bluffs of the Narrows. There were also multiple buildings and structures including ordinance storage buildings, ordinance machine shops, ordinance peace storage building, artillery office, artillery engineers' office, engineers' storage building, artillery barracks, officers' quarters, and most importantly, the J.H.M. Mayo Home, which are all no longer extant.

The Mayo Home was a private estate when the property was purchased by the United States government to expand the post. The large, two-story residence and outbuildings became military housing and, until 1935, was identified as the Commanding Officer's Quarters and then later as Officer's Quarters. The home was atop a hill overlooking New York Avenue, near the north entry to Fort Wadsworth and Officer's Row. As the commanding officer's home with a prominent location overlooking the base entry and Officer Row below, as well as the hospital and other housing and support buildings East of New York Avenue, this was an important building in the spatial organization of the historic military landscape of Fort Wadsworth.

Along with the destruction of this residence and all the ordinance and engineering buildings described above, the historic circulation system of the Inland North Landscape Character Area was also entirely altered and destroyed. The road that accessed the Commanding Officer's Quarters was known as "Generals Road," and this road no longer exists. Within the engineering and ordinance support complex several roads that served the buildings mentioned that were destroyed included "Engineer Road," "Artillery Road," and a road known as "Boundary Road," that followed the property boundary along the North Landscape Character Area. The Parade Ground remains as a topographic remnant feature at the north side of the character area west of New York Avenue. The construction of the Verrazzano-Narrows Bridge and modern Navy buildings has so altered the historic landscape of the Inland North Landscape Character Area that almost nothing remains of the historic landscape features that once occupied this area of Fort Wadsworth.

One significant historic building directly adjacent to New York Avenue has survived among all that has been demolished and altered within the Inland North Landscape Character Area. Building 210 was constructed as an Infantry Battalion Barracks in 1929. The three-story Neo Classical building is in good condition, with materials and surrounding landscape well maintained. It currently houses the National Park Services headquarters.

Circulation continues to be defined primarily by New York Avenue running north-south, and Battery Road (Richmond Avenue) running east-west. These principle historic roads have been present close to their current configuration since the late 1700s. The I-278 onramp to the bridge intrudes with an imposing overpass over New York Avenue, but otherwise, the historic locational integrity of both

historic roads is high. Small scale features such as utility boxes, modern roadway signing, bus stops, road striping, as well as some historic vegetation changes and particularly significant changes on the west side of New York Avenue and have impacted the historic character related to design, feeling, and association of New York Avenue as mentioned earlier for the Coastal North Landscape Character Area.

The historic integrity of the landscape character features for the Inland North Landscape Character aArea is poor due to the extensive change from modern development.



Figure 3.23. 360 degree view intersection of New York Avenue and Mont Sec.



Figure 3.24. Photograph with Building 210 in the background, bus stop in foreground, facing south down New York Avenue (PaleoWest 2021).

VERRAZZANO-NARROWS BRIDGE

The installation of the Verrazzano-Narrows Bridge in 1964 was perhaps the most impactful change to occur within the Park. The enterprise involved a massive engineering operation that altered the immediate landscape. Many historic structures within the bridge and road footprint were razed. Portions of roads were re-routed, including a temporary re-route of traffic on New York Avenue and a shift of Battery Road to the north. Sections of Battery Weed Road were enlarged to accommodate various equipment and portions of the decking during construction.

Affected structures included the twin Infantry Barracks to Building 210, as well as the support structures behind it to the west; these were demolished. Batteries on the east side of New York Avenue were also disturbed. The Glacis Mortar Battery to the south of Fort Tompkins was largely demolished. Batteries Turnbull and Barbour on the east coast were either partially demolished or buried in fill. The natural pond, south of Fort Thompkins at the corner of present-day Hudson and Battery Road, was filled in.

Although historic circulation remains intact, with roads running below the bridge, the visual impact of the overpass and bridge itself is quite striking. The bridge dwarfs the monumental structures of Fort Tompkins and Battery Weed.



Figure 3.25. Photograph of the I-278 ramp, facing west from New York Avenue (PaleoWest 2021).



Figure 3.26. Photograph of the Verrazzano-Narrows Bridge, facing northeast from New York Avenue (PaleoWest 2021).

CHAPTER 4: ANALYSIS AND EVALUATION

PREVIOUS LANDSCAPE ANALYSIS

PaleoWest reviewed the existing National Register of Historic Places documentation for Battery Weed (1972), Fort Tompkins Quadrangle (1974); National Register Determinations of Eligibility for Endicott Era Batteries, Fort Wadsworth (1985); the Cultural Landscape Report for the Battery Weed Headland (2009); and the the current National Register of Historic Places documentation for the Fort Wadsworth Historic District (2020). A discussion of character-defining landscape features and evaluation of integrity provided in these documents, is summarized below.

NATIONAL REGISTER OF HISTORIC PLACES DOCUMENTATION FOR BATTERY WEED

Battery Weed was listed in the National Register of Historic Places in January 1972. The documentation notes that Battery Weed is an important example of military architecture from the second half of the nineteenth century. The National Register of Historic Places documents note that Battery Weed and Fort Wadsworth constitute the oldest, continually manned military positions in the United States. The original occupation around this location dates to as early as 1663. The structure known as Fort Richmond was built by the State of New York starting in 1814 to replace the earlier British structures, but Fort Richmond was declared unfit for use by 1835. Construction began on present-day Battery Weed by the Federal Government after the purchase of the state land and defenses in 1847 to replace Fort Richmond, and was completed in 1861 when troops were garrisoned there in August of that year. The documentation notes that Battery Weed was one of the most powerful forts on the east coast of America.

The National Register of Historic Places documentation from 1972 indicates that Battery Weed was in good condition at the time and remained unaltered and on its original site. It notes the period of significance as the nineteenth century, specifically 1847–1861. The battery is identified as being significant in the areas of Architecture and Military.

The character-defining features of Battery Weed include the open inner courtyard, which is framed on three sides by tier on tier of segmental arches, forming a series of galleries on three levels; octagonal towers in each corner of the courtyard containing stairs, which gave the troops access to the casemate levels;

points or ravelins on the north and south corners of the fort on the land side; a two-story gatehouse which is approached through a pedimented doorway at the center of the low wall on the land side; and simple exterior walls, with evenly spaced rectangular openings marking the placement of the casemates behind them. The walls of Battery Weed are made of slabs of granite and are as thick as six feet at the sea wall.

NATIONAL REGISTER OF HISTORIC PLACES DOCUMENTATION FOR FORT TOMPKINS QUADRANGLE

The Fort Tompkins Quadrangle was listed in the National Register of Historic Places in July of 1974. Like Battery Weed, the history of Fort Tompkins Quadrangle dates back to the original British fortifications built during the American Revolution. When the Federal Government purchased the property from the State of New York in 1847, they began constructing Fort Tompkins, which was completed in 1861. The fort was garrisoned in 1861. Although originally an artillery fort, the use of this structure had shifted to an administrative use by the time of the 1974 National Register of Historic Places form.

The National Register of Historic Places documentation from 1974 indicates that Fort Tompkins Quadrangle was in good condition at the time. While the structure remained at its original site, it had been altered. The exterior alterations were described as minor, and the structure was observed to maintain the original stone and masonry architectural style emblematic of this period of military stone fort construction. The interior of the fort had been altered more significantly to include the installation of interior partitions, plumbing, heating, and lighting. Despite this, the interior stone and brickwork is still present and conveys the character of the structure. The documentation notes the period of significance as the nineteenth century, specifically 1847–1861. The fort is identified as being significant in the areas of Historic Aboriginal, Architecture, and Military.

The character-defining features of Fort Thompkins Quadrangle include an irregular quadrangle plan; the front wall facing the Narrows, which is approximately 500 feet long with two 75-feet long arched entryways at either end; 18 open arched rooms on the interior of the wall with deep humped ceilings divided by granite and brick rectangular pillars; and an earthen roof forming a parapet for observation. The rear walls of the fort are doubled, which forms a channeled moat. The fort had many internal rooms with gun ports that faced the moat, and passageways to cells and powder rooms were located at the four corners.

NATIONAL REGISTER DETERMINATIONS OF ELIGIBILITY FOR ENDICOTT ERA BATTERIES, FORT WADSWORTH

During the Endicott Era, Fort Wadsworth was outfitted with new gun batteries named Duane, Ayers, Richmond, Barry, Upton, Dix, Mills, Hudson, Barbour, Turnbull, Bacon, and Catlin. The batteries were equipped with different artillery guns, from 3-inch rapid fire guns up to 12-inch counterweight disappearing guns capable of firing 1,000-pound shells approximately 10 miles. The batteries were determined eligible for the National Register of Historic Places in 1985. Three of the batteries initially determined eligible (Hudson, Mills, and Upton) have subsequently been reclassified as sites due to significant disturbance to the structures from fill episodes.

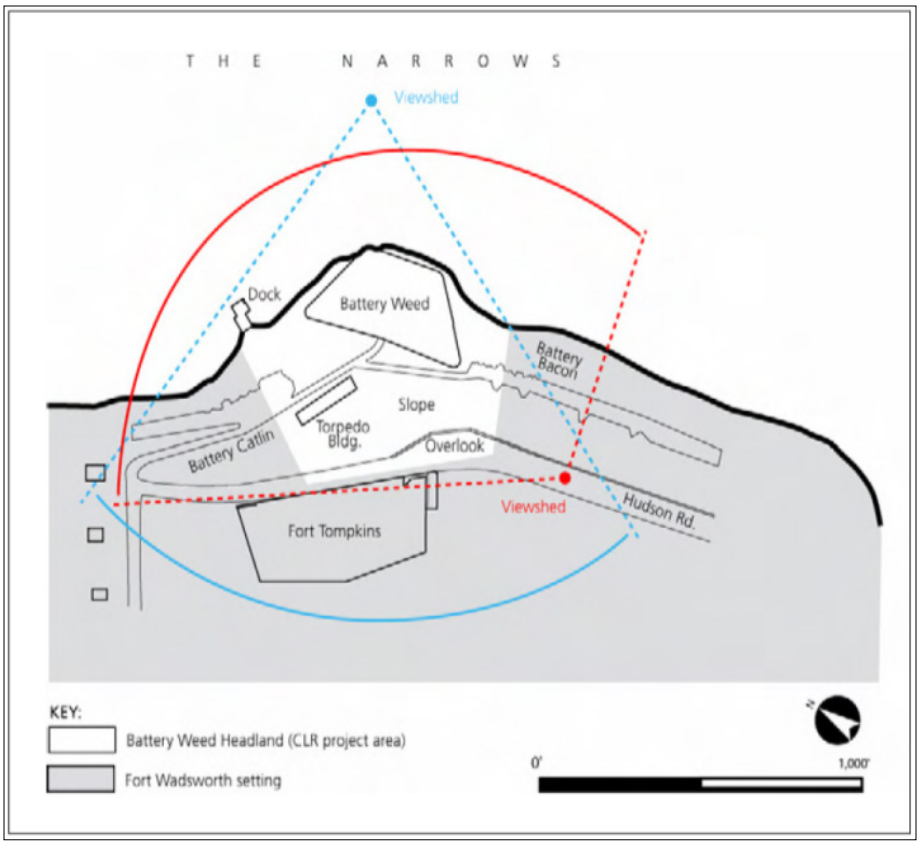
The batteries are located throughout Fort Wadsworth and were found eligible as a discontinuous district under Criteria A and C.

CULTURAL LANDSCAPE REPORT FOR THE BATTERY WEED HEADLAND

A Cultural Landscape Report for Battery Weed was produced in 2008. The Battery Weed Headland constitutes a portion of Fort Wadsworth encompassing Battery Weed and its immediate surroundings (Figure 4.1). As shown in Figure 4.1, replicated from the Cultural Landscape Report, the Battery Weed Headland area includes the battery itself, part of the circulation system, a dock, the torpedo building, a slope, an overlook, and the associated viewsheds towards and away from these components.[1] The goal of the Cultural Landscape Report was to develop a guide for managing the cultural landscape surrounding Battery Weed.

Battery Weed was initially listed in the National Register of Historic Places in 1972 under Criteria A and C in the areas of Military History and Architecture. The Cultural Landscape Report summarizes the National Register of Historic Places -listing document and explains that the document was limited to the structure of the battery. The Cultural Landscape Report recommends that the National Register documentation for the resource be expanded to include eligibility under Criteria A and C under Engineering and the boundary changed to encompass "the surrounding landscape including the adjoining batteries, slope, and overlook."[2] The Cultural Landscape Report further recommends that the period of significance be expanded to as late as 1945, which marks the end of the military use of the Battery Weed Headland. The recommendation to include Engineering as an area of significance is based on how it exhibits "the subsequent evolution in American coastal defense systems." [3] The Battery Weed Headland has been altered to reflect the advancements in coastal defense over time.

Figure 4.1. Battery Weed Headland within Fort Wadsworth (Gleisner and Auwaerter).



Although many features have been altered since 1945, there have been relatively few lost altogether. The features that are no longer extant include six cable tank buildings, a testing tank, a torpedo loading room building used in the mining defense complex, and three buildings on the north stone dock. There are several non-historic features that detract from the historic character of the landscape, most notably successional woods and invasive vines that cover formerly open ground and batteries, and chain-link fencing that closes off historic circulation patterns. Major condition issues that detract from the historic character of the landscape include fire damage to the Torpedo Storage Building, loss of the roofs on the Battery Weed magazines, removal of sections of mine railway, the collapse of the second mine casemate, the loss of the wood extension on the north stone dock, and the probable loss of sections of the slope walks.

Contributing spatial features identified included the moat space, the parade ground within Battery Weed, and the overlook space. Circulation features included the mine railway, overlook promenade, Battery Weed Road, and the dock road. Panoramic views from the overlook and waterfront are also contributing features. Buildings and structures include Battery Weed, the Torpedo Storage Building, the second mine casemate, Battery Catlin parados (magazine), the overlook stone wall, concrete block garage, small concrete shed, north dock, seawall, Battery Bacon north gun emplacement, the Coincident Range-Finder

station, and slope retaining wall. Topographic features that define the historic character of the landscape include the engineered slope above Battery Weed and the earthworks of Batteries Catlin and Bacon. Contributing vegetation features include the specimen trees along Battery Weed Road and Hudson Road and the parade ground lawn. Small-scale features include the parade ground munitions pads, cable testing trough, parade ground flagpole, dock bollards, and dock utility pole.

NATIONAL REGISTER OF HISTORIC PLACES DOCUMENTATION FOR THE FORT WADSWORTH HISTORIC DISTRICT

The current National Register of Historic Places documentation was written in 2020 and was signed by the Keeper in 2022. It describes The Fort Wadsworth Historic District as 117 acres that encompass 83 resources, 62 of which are considered contributing resources and 21 of which are non-contributing. It focuses largely on the built Twoenvironment. Two of the contributing resources are Battery Weed and the Fort Tompkins Quadrangle, which, as discussed, were listed in the National Register of Historic Places in 1972 and 1974, respectively. Other contributing resources include officers' quarters, enlisted men's residences, support infrastructure, and a historic light station. The non-contributing resources were built after the district's period of significance or have been significantly altered, compromising their historic integrity. The historic district boundaries specifically excluded portions of the Fort Wadsworth military reservation created during the late twentieth century for the United States Army Reserves and the Coast Guard. Not included in the National Register documentation discussion are more intangible elements of the cultural landscape such as historic vegetation patterns and significant views and vistas. These elements are included in the Landscape Features Inventory (Appendix A).

The National Register of Historic Places documentation for the Fort Wadsworth Historic District indicates that the district as a whole retains integrity and "conveys its historical significance through its location, setting, design, materials, workmanship, feeling, and association." [4] The documentation notes that one aspect of the historic district, its well-groomed and maintained vegetation, has been compromised in some areas, particularly around the Endicott Era batteries. The form does caveat this statement with the acknowledgment that the vegetation around these batteries was less well maintained during the period of significance, so the modern vegetation cannot be fully considered to compromise the integrity of the appearance. The construction of the Verrazzano-Narrows Bridge is noted to have been the most significant impact on the integrity of the district. The bridge bisects the district and drastically alters views from and towards the district. Despite this, the documentation contends that many historic views to and from the district remain intact which convey the significance of the district.

The district was recommended as eligible for the National Register of Historic Places under Criteria A, C, and D. The areas of significance were Military History, Maritime History, Engineering, and Archaeology: Historic–Non-Aboriginal. The period of significance is identified as 1794 to 1946

The significance of the district under Criteria A and D in the area of Military History lies in its association with the development of coastal defense systems during the late eighteenth and early twentieth centuries. Coastal artillery emplacements were a major component of United States' defensive strategy. The United States has an extensive coastline and depends on shipping through port cities for domestic and international trade. As such, the defense of the coastline was considered a top priority. The Fort Wadsworth Historic District has been a component of United States coastal defense from the Revolutionary War through World War II with a period of significance extending from 1794, the year that the United States Government began its First System defensive works there, to 1946, the year that Fort Wadsworth was deactivated as a coastal defense facility.

The significance of the district under Criterion A in the area of Maritime History is related to the function of the Battery Weed Light Station, built in 1902–1903, and its association with the New York Harbor system of navigational aids. It was one of the first federally constructed lighthouses in the harbor. Earlier lighthouses within the Fort Wadsworth Historic District had been demolished due to their deteriorating condition and interference with fields of fire of various artillery emplacements. The lighthouse was decommissioned in 1965 at the opening of the Verrazzano-Narrows Bridge, but it has been subsequently restored and equipped with an electric beacon.

The significance of the district under Criterion C in the area of Engineering is related to the range of structures, buildings, and features present in the Fort Wadsworth Historic District emblematic of a United States Army coastal defense position. The district contains forts and gun batteries that were built in the nineteenth century through World War II, some of which are "outstanding or rare examples of their respective types."[5] These include National Register of Historic Places -listed Fort Tompkins and Battery Weed, the post-Civil War era Glacis Gun Battery and Battery Hudson, Endicott Era gun batteries with unique characteristics designed to increase firing efficiency, and World War II-era modernization infrastructure. Additionally, two significant military engineers are associated with the district, Joseph C. Totten (1788–1864) and John Gross Barnard (1815–1882).

The character-defining features of the historic district include "the dominant aspect of Flagstaff Hill and its slopes above the Narrows, the defensive relationship of Battery Weed and Fort Tompkins, the string of artillery batteries along the crest of the bluff, the dispersed Endicott Era gun batteries to the south, and the varied circulation network that responds to military planning needs

and to the topography of the headlands."[6] As has been discussed, there are 62 contributing resources in this district. Of these, 33 are buildings, 17 are structures, and 12 are sites (Table 41). The lower portions of the structures are filled with earth, rubble, and debris. The concrete is degraded, and vegetation has covered most of the earthworks. The batteries are surrounded by a chain link fence to discourage visitors from entering the area.

Table 4.1 List of Contributing Resources in the Fort Wadsworth District

Resource Name	CRIS No.	Type	Beginning	Ending
Present Fort Tompkins	41192, GATE0256, NR 74001300	Building	1859	Present
Building 138 Water Closet	41193	Building	1900	Present
Building 139 Water Closet	41194	Building	1891	Present
Battery Weed	41198, GATE00243, NR 72000908	Structure	1847	Present
Battery Weed Light Station	41243	Structure	1902	Present
Fort Wadsworth	–	Structure	1865	1902
Battery Catlin	41216, GATE00257, GATE00274	Structure	1902	Present
Building 140 Mining Casemate	41195, GATE00275	Site	1904	Present
Coincident Range Finder Station	–	Building	1917	Present
Glacis Gun Battery	41326, GATE00262	Structure	1874	Present
Battery Duane	41214, GATE00263	Structure	1895	Present
Glacis Mortar Battery	654700, GATE00260	Structure	1871	Present
Rail Tracks	41244	Structure	1892	Present
North Dock	41215	Structure	1850	Present
Building T-143 Cable Tank	–	Structure	1899	Present
Building T-145 Cable Tank	–	Structure	1905	Present
Building 147 Torpedo Storage	41196	Building	1892	Present
Building 148 Fire Hose House	41197	Building	1939	Present
Cable Storage Tanks	642845	Structure	1905	Present
Battery Bacon	41220, GATE00258, GATE00269	Structure	1899	Present
Battery Turnbull	41219, GATE00258, GATE00273	Structure	1902	Present
Battery Barbour	41218, GATE00266	Structure	1898	Present
Coincident Range Finder Station	–	Building	1917	Present
Battery Hudson	41241, GATE00235, GATE00267	Structure	1876	Present
Experimental Battery	41327	Structure	1865	Present
Building 339 Rifle and Pistol Range	41210	Building	1941	Present
Building 314 Target House	41209	Building	1941	Present
Warf/Jetty	41229	Structure	1858	Present
Battery Command and Coincident Range Finder Station	41225	Building	1943	Present
South Mortar Battery	GATE00261	Structure	1871	Present
Battery Mills	41221, GATE00270	Structure	1899	Present

Resource Name	CRIS No.	Type	Beginning	Ending
Battery Upton	41217, GATE00264	Structure	1896	Present
Battery Dix	41222, GATE00272	Structure	1902	Present
Battery Barry	41224, GATE00265	Structure	1897	Present
Battery 218	41223	Structure	1943	Present
Battery Richmond	41226, GATE00268	Structure	1898	Present
Battery Ayers	41245, GATE00271	Structure	1900	Present
Building 101 Housing	41175	Building	1933	Present
Building 102 Housing	41176	Building	1939	Present
Building 103 Housing	41177	Building	1870	Present
Building 106 Housing	41180	Building	1933	Present
Building 107 Housing	41181	Building	1933	Present
Building 104 Detached Garage	41178	Building	1936	Present
Building 105 Detached Garage	41179	Building	1932	Present
Building 110 Housing	41183	Building	1933	Present
Building 111 Housing	41184	Building	1890	Present
Building 112 Housing	41185	Building	1890	Present
Building 113 Housing	41186	Building	1890	Present
Building 114 Housing	41187	Building	1890	Present
Building 115 Housing	41188	Building	1933	Present
Building 116 Detached Garage	41189	Building	1935	Present
Building 117 Detached Garage	41190	Building	1935	Present
Building 109 Administration/Officers' Club	41182	Building	1938	Present
Building 119 Housing	41191	Building	1939	Present
Building 123 Garage	–	Building	1936	Present
Building 210 Infantry Battalion Barracks	41199	Building	1929	Present
Building 211 Fire Hose House	41200	Building	1939	Present
Building 305 Administration	41204	Building	1900	Present
Building 404 Gatehouse	41212	Building	1939	Present
Building 303/304 Motor Pool Office	41203	Building	1938	Present
Building 310 Storage Shed	41207	Building	1927	Present
Building 309 Stables	41206	Building	1931	Present

LANDSCAPE SIGNIFICANCE

LANDSCAPE ANALYSIS

The evaluation of the landscape within the Fort Wadsworth Unit is presented by each Landscape Character Area addressing the landscape character features present during the historic period of significance. The character features of the historic landscape are evaluated considering aspects of integrity recognized by the National Register: location, design, setting, materials, workmanship, feeling, and association. A comprehensive list is included in the Landscape Features Inventory (Appendix A).

Coastal North

The Coastal North Landscape Character Area encompasses the eastern edge of the Fort Wadsworth, including the most prominent Fort Wadsworth historic landscape structures of Battery Weed and Fort Tompkins. The shoreline is lined by additional historic landscape battery structures. In consideration of the collection of historic landscape features still evident, including buildings, structures, circulation, vegetation, topography, response to natural features, land use, and spatial organization, the Coastal North Landscape Character Area retains the highest degree of integrity of the entire Fort Wadsworth historic landscape. The Coastal North Landscape Character Area strongly conveys Fort Wadsworth's significance as a unique coastal defense military landscape with high integrity throughout all its periods of historic significance.

The following is an evaluation of the principal landscape character features of the Coastal North Landscape Character Area.

Natural Systems and Response to Natural Features

The natural landscape of Fort Wadsworth that existed prior to its first period of development by the British is arguably the primary reason that Fort Wadsworth exists as a coastal defensive fortification. Principal to Fort Wadsworth's historic development is the geographic location. The Narrows is so named for the narrowest point between Staten Island on the west and Long Island on the east, creating a natural entry point to New York Harbor. In addition, the southern tip of Staten Island forms a high bluff. This bluff provides a strategic location overlooking the entrance to New York Harbor. It offers a militarily advantageous condition for both monitoring and defense. Batteries were built into the slope of the bluff along the eastern and southern coasts. This natural feature which initiated the first military fortification in this location is still strongly evident today.

Three additional natural conditions of the Coastal North area influenced development of Fort Wadsworth during its period of significance: the level ground adjacent to the bluff, a natural pond that was ultimately filled in, and the native forest that was used as a source of lumber. The topography west of the bluff is relatively flat which allowed for the establishment of support structures and buildings.

Water access is a primary requisite for the historic development of Fort Wadsworth. The natural pond provided a source of water for horses and draft animals that played an essential role in the historic use of Fort Wadsworth. Although the animals are no longer a part of the landscape, the location of this pond and the undeveloped terrain around it is still partially evident today, suggesting the importance of the pond as a historic natural landscape feature.

Native forests on the high ground of the Coastal North area provided building material and fuel for heat during the earliest development and establishment of Fort Wadsworth as a coastal defense military landscape. This woody vegetation was subsequently cleared and maintained for the purposes of coastal fortification.

Today, the Coastal North area retains a high degree of integrity in location, design, workmanship, feeling, and association. The current condition of the landscape, with the fortifications and batteries in their original materials set on the high bluffs overlooking the Narrows, conveys the same sense of the historic response to the site's natural features that shaped and influenced its development as a military fortification.

The filling of the natural pond had a negative impact on the integrity of the historic landscape; however, the location of the pond as the topographic low point in this still relatively undeveloped part of the landscape help to provide a sense of this feature and its historic location, feeling, and association. The natural forest that provided building material and fuel during the earlier years of Fort Wadsworth historic development was not unique. It was also ephemeral and once cleared, remained so during its subsequent historic periods of use. As further discussed below under Vegetation, the forest overgrowth in areas historically maintained as cleared areas is one of the most significant threats to the historic integrity of all areas of the Fort Wadsworth historic landscape.

Spatial Organization

The spatial organization of the Fort Wadsworth military landscape underwent many changes during its numerous expansions and modifications throughout history; however, the essential characteristics of the Coastal North Landscape Character Area have remained mostly intact. These include an upper Fort Tomkins overlooking and guarding a waterside Battery Weed below; an engineered slope

between the two forts; a system of gun batteries installed along the upper bluff for commanding views across the Narrows; an inland area of military support structures and buildings; a relatively undeveloped area around a natural pond; a primary dock in the north used as a ferry landing and supply outlet; a secondary dock in the south to support military operations; and a highly organized Officers' Row housing area in the north off New York Avenue.

Several disturbances have impacted the historic spatial organization of the Coastal North Landscape Character Area. In 1993, the Navy demolished the southern half of Clifton Road along with several adjacent buildings including a hospital and housing in order to construct the existing Visitor Center and an expansive parking lot. The historic buildings had been arranged in an regimented layout west of New York Avenue on the relatively level inland terrain. The demolition of this entire complex for the current postmodern building and parking lot created an entirely different scale and stylistic character.

The southern portion of the Coastal North near the South Jetty served various military purposes throughout the historic periods of significance and is today a modern campground. Although it was adapted numerous times to accommodate different military purposes, the modern campground obscures the historic spatial organization of the area. The landscape was leveled and cleared of historic structures for construction of the campground facility. Remnants of the historic features in this southern area include the jetty dock enforced with massive cut stones, the historic Shore Road access to the area, and several extant structures including the Range Finder station.

The most significant impact to the historic spatial organization of the Coastal North Landscape Character Area is the looming presence of the Verrazzano-Narrows Bridge. The bridge cuts through the area dividing Fort Wadsworth. The massive abutments physically impact the historic spatial organization of the area while the overhead bridge creates a visual disturbance. The construction of the bridge also required the demolition of portions of the battery system along the bluff including the Glacis Mortar Battery.

The engineered slope between Fort Tompkins and Battery Weed remains intact. The ruins and sites of several extant support buildings across the slope include the Torpedo Storage building, casemate structure, and Cable Storage Tanks buildings. These retain integrity conveying the spatial organization of this complex of important military buildings and structures.

Despite the numerous disturbances, the overall spatial organization the Coastal North Landscape Character Area remains intact. With the fort on the high bluff overlooking the waterfront fort, batteries installed along the bluff, and inland support buildings, the Coastal North Landscape Character Area retains a high degree of integrity in location, design, workmanship, feeling, and association.

Circulation

The Coastal North Landscape Character Area was primary in Fort Wadsworth's initial development as a military landscape, first by the British and then by the State of New York, and eventually by the United States federal government. It retains a high degree of integrity in the circulation systems of the historic landscape through all periods of significance. Many of the historic roads developed for circulation for the military installations across the site, as well as the ferry landing, are still extant. Although some of the historic roads have been modified to varying degrees, a few are largely intact, while others have been greatly modified or eliminated over time. The overall system of roads, along with the water access docks, still conveys a high degree of integrity of the historic circulation system of Fort Wadsworth through its period of significance.

The historic roads in the Coastal North Landscape Character Area that remain either largely intact or with few modifications include Battery Road, Mont Sec Avenue, North Road, South Road, Clifton Road, Hudson Road, Tompkins Street, Battery Weed Road, Dock Road, Shore Road, and Range Road. Other circulation system landscape features are extant, including the walks on the engineered slope between Fort Tompkins and Battery Weed, and the North Dock and South Jetty that provided water access. Each of the historic roads and other circulation system features in the Coastal North Landscape Character Area are discussed below.



Figure 4.2. Photograph of Battery Weed Road, looking south (PaleoWest 2021).



Figure 4.3. Historic photograph looking south up Battery Weed Road, circa 1930s (Gateway National Recreation Area Collections, Photo 20730).



Figure 4.4. Photograph looking south up Battery Weed Road (PaleoWest 2021).



Figure 4.5. Historic photograph looking towards the Battery Weed Road horseshoe bend leading towards Fort Tompkins, facing south, 1950s. Note the vegetation on the bluff leading towards Battery Weed and Works Progress Administration-era stone wall leading down the road where the vehicles are parked (Gateway National Recreation Area Collections, Photo 20684).



Figure 4.6. Photograph looking along Battery Weed Road, facing north (PaleoWest 2021).



Figure 4.7. Historic photograph looking along Battery Weed Road, March 23, 1963, facing north during the construction of the Verrazzano-Narrows Bridge. Note the top of Battery Weed in the distance and overgrown vegetation on the bluff to the west. The road was unpaved at the time. (Metropolitan Transit Authority Bridges and Tunnels Archive, Photo NB-3-214).



Figure 4.8. Historic photograph looking along Battery Weed Road facing northeast, 1963. Note sections of Verrazzano-Narrows Bridge decking waiting to be lifted into place from the widened roadway. Many of Fort Wadsworth's historic roads were utilized during construction of the bridge in the 1960s. (Metropolitan Transit Authority Bridges and Tunnels Archive, Photo NB-3-244).

Mont Sec Avenue was the first road built to organize the Officers' Row housing area in 1870. Mont Sec is extant from its original alignment along with its associated sidewalks. It was paved and the original sidewalks and curbing may have been stone but are now concrete. Mont Sec Avenue retains a high degree of integrity to its original design, location, feeling, and association as an Officers' Row residential housing area within the Coastal North Landscape Character Area.



Figure 4.9. Photograph of Officer's Row, facing east down Mont Sec Avenue from New York Avenue (PaleoWest 2021).

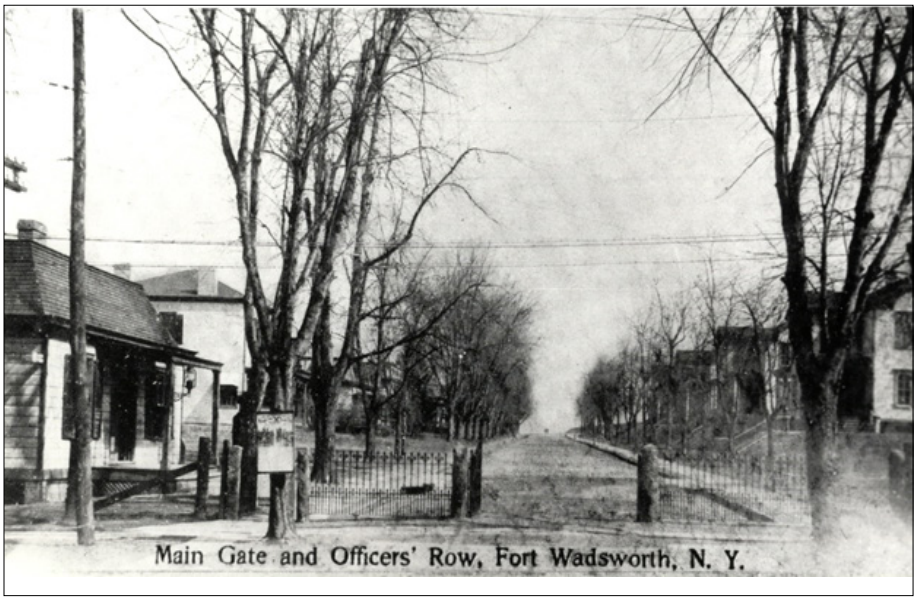


Figure 4.10. Historic photograph of Officer's Row, facing east down Mont Sec Avenue from New York Avenue, circa 1905. Note trees, sidewalks and location of structures. (Gateway National Recreation Area Collections, Photo 19363).

North and South Road were both constructed as expansions to the Officers' Row housing circulation and garage access on either side of Mont Sec Avenue during the historic period of significance, circa 1895. Originally, these roads were angled at their western ends to intersect with Mont Sec Avenue about 40 feet east of New York Avenue. This original angle in the roads established Mont Sec Avenue as the primary roadway for entry to the Officers' Quarters and the rest of the post. The angles of both roads were changed prior to 1921 when the west ends of both roads were straightened to intersect New York Avenue as they currently exist. Both roads retain integrity to their original design, location, setting, feeling, and association as part of the Officers' Row during the Fort Wadsworth historic period of significance.

Clifton Road, built circa early1900s, appears on an1908 plan in which the road originally paralleled New York Avenue and provided access to the hospital, housing, and support facilities between South Road and Tompkins Street. The road intersected South Road on its north end where South Road angled into Mont Sec Avenue. Historically, this road provided important circulation and definition to the spatial organization of the Coastal North Landscape Character Area inland military support facilities of Fort Wadsworth. Only about a third of the original Clifton Road survives, as the southern end was demolished during the 1990s Navy construction of the existing Visitor Center. Its original construction may have been unpaved, but the road was paved by the 1930s. Clifton Road was severely compromised by most of its demolition. It retains some integrity as a remnant of the original road but has lost integrity of location, setting, design, material, workmanship, feeling, and association to the historic buildings it once accessed and served, as well as its importance in defining the now lost historic spatial organization that existed prior to demolition.

Hudson Road, constructed circa 1871, provided the primary north-south access between the military fortifications and batteries along the bluff down to Battery Weed and the shoreline below. It intersects North Weed Road to the north and South Weed Road to the south. Hudson Road retains a high degree of integrity to its original location, design, setting, feeling, and association. Its original material was not asphalt, but it was paved during the Fort Wadsworth historic period of significance. Some loss of integrity to original material and design has occurred because of modern small-scale features such as utility boxes, pavement markings and stripping, widening and road improvements that detract somewhat from its historic feeling and association.

Thompkins Street, built circa 1896, provided an east-west access between New York Avenue and Hudson Road as well as the main direct access to Fort Tompkins and Battery Duane. Its original material was not asphalt, but it was paved during the Fort Wadsworth historic period of significance The road retains a high degree of integrity to its original location, design, setting, feeling, and association. Some

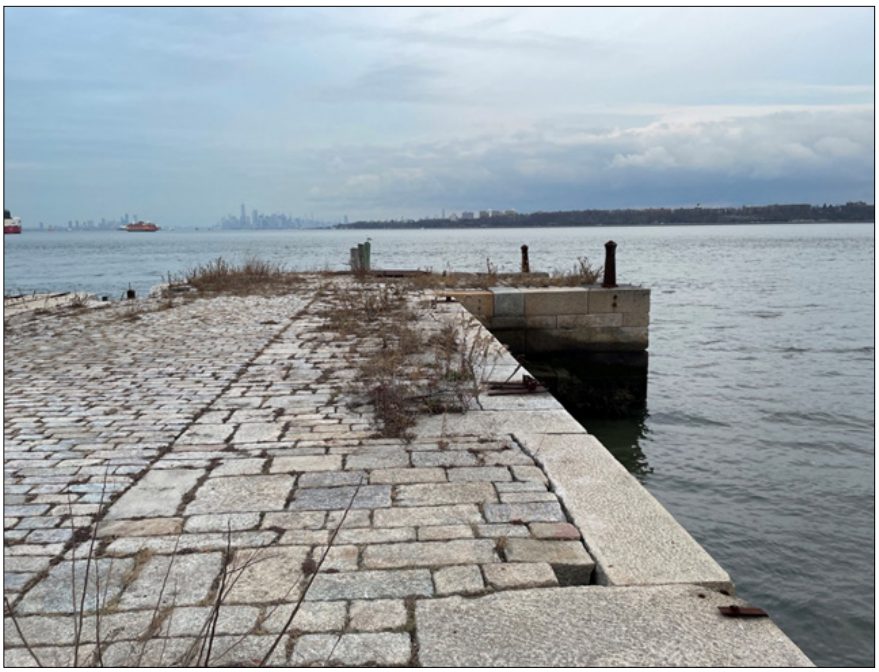


Figure 4.11. Photograph of the Battery Weed North Dock, facing northeast (PaleoWest 2021).



Figure 4.12. Historic photograph of the Battery Weed North Dock, facing northeast, taken June 6, 1963 during construction of the Verrazzano-Narrows Bridge. Note the addition of new decking and reinforcements to support the use of the dock during bridge construction (Metropolitan Transit Authority Bridges and Tunnels Archive, Photo NB_3_249).



Figure 4.13. Historic photograph of the Battery Weed North Dock, facing northeast, circa 1980s. Note the sheds placed during the Verrazzano-Narrows Bridge construction in the 1960s (Gateway National Recreation Area Collections, Photo 29593)

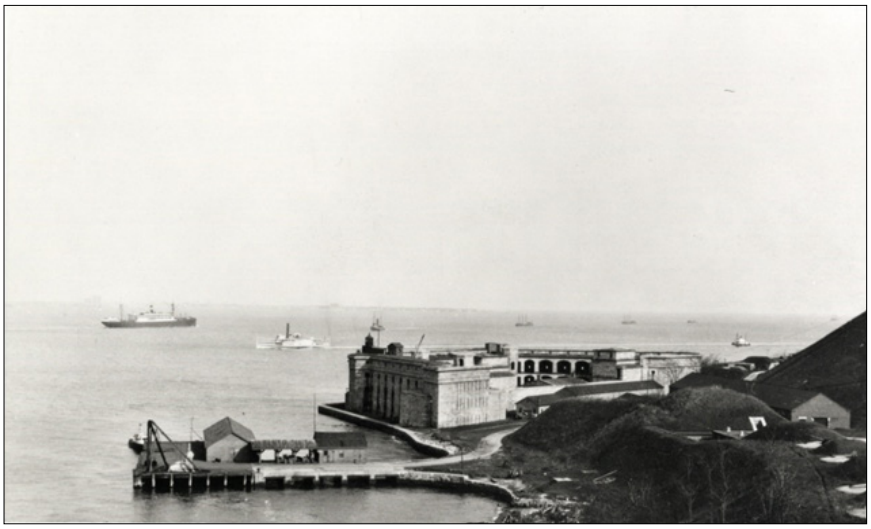


Figure 4.14. Historic photograph of Battery Weed and the North Dock, facing southeast, circa 1915 (Gateway National Recreation Area Collections, Photo 19431).

loss of integrity to original material and design has occurred at its east end near Fort Tompkins due to modern parking lot construction. Other modern small-scale features such as utility boxes, pavement markings and stripping, widening, and road improvements detract somewhat from its historic feeling and association.

North Battery Weed Road was realigned circa 1863, and South Battery Weed Road circa 1847 and 1863 serving as the original access to South Cliff Battery. It is likely that the original alignment of Battery Weed Road may date to at least circa 1809 where it appears on the Williams map of proposed fortifications. Battery Weed Road provides the only road access from the upper bluff fort and batteries to the shore fortifications. It is likely that Battery Weed Road is the oldest extant road circulation on the Fort Wadsworth military landscape. Both North and South Battery Weed Road retain a high degree of integrity to their original location, design, setting, feeling, and association. The original material was not asphalt, but it was paved during the Fort Wadsworth historic period of significance. Some loss of integrity has occurred because of modern road improvements and the introduction of modern small-scale features such as signing, curb and gutter, and road stripping.

Dock Road, built circa 1850, is extant in its original construction and alignment. This road retains a high degree of integrity to its original location, design, setting, feeling, and association. Its original material was not asphalt, but it was paved during the Fort Wadsworth historic period of significance.

Shore Road built circa 1900 may have existed in its current or close to its current alignment at its northeast intersection with Battery Road as early circa 1809. A road closely approximating the existing road ran from the Jacobson House at the top of the bluff to the shore and dock below. This northeast portion of Shore Road retains its narrow width and provides access to adjacent Hudson, South Mortar, and Mills batteries. Within the Coastal North Landscape Character Area, it retains integrity to its historic location, setting, design, feeling, and association. Its original material was not asphalt, but it was paved during the Fort Wadsworth historic period of significance. Some loss of integrity has occurred because of modern road improvements and the introduction of modern small-scale features such as signing, curb and gutter, and road stripping as well as the feeling and association near the modern campground near Range Road.

Range Road, built circa 1858, provided the historic access from Shore Road on the upper bluff to the south shore. Range Road retains integrity to its historic alignment, design, and location. The area of the south jetty served different military uses during Fort Wadsworth's historic period of significance. Remnant sites and landscape features are still extant along Range Road. It retains integrity to its historic location, setting, and design. It has lost some integrity to its historic setting, feeling, and association due to extensive modern development associated with the Hudson Campground and nearby parking.

The earliest access to the military landscape of Fort Wadsworth included a ferry landing site in the vicinity of the North Dock. Water transport for people as well as building materials and supplies was essential to the use and development of Fort Wadsworth. The ferry landing site preceded the North Dock that exists today, constructed circa 1858. The existing dock, although severely deteriorated, retains a high degree of integrity of location, setting, design, material, workmanship, feeling, and association. The existing dock with its massive cut stone granite blocks strongly coveys its historic period of significance.

The South Wharf Jetty, built in 1858, is extant but in significantly deteriorated condition. It no longer reflects its historic military purpose and is extant as somewhat of a visual mystery as to what its original design and construction was. A wharf is indicated as early as 1809 in the Williams plan and the existing jetty is shown in similar but slightly altered configurations on plans from 1882 to 1897, and again in 1938. A stone breakwater was a part of the feature in the 1800s; however, this is now underwater. How this functioned for military use is not clearly understood, but boat access was a significant part of the historic circulation system for Fort Wadsworth. The South Wharf Jetty retains integrity of location, setting, materials, workmanship, feeling, and association. However, it has been damaged and deteriorated by what appears to be dumping of building material waste from the demolition of the batteries by in the 1990s as well as the harsh shore environment subject to storms and hurricane forces.

The slope walkways between Fort Tomkins and Battery Weed were added in 1893 to the engineered slope that had been built in 1873. The walkways are no longer used and are nearly completely obscured by vegetative overgrowth. LiDAR survey indicates that the walks are still extant. Their condition is unknow as they were unable to be examined as a part of this report. Because they appear on the LiDAR imagery and are faintly visible through the overgrowth on current aerial photography, this part of the historic Fort Wadsworth circulation system should be considered extant with integrity to at least its historic location, design, and association. Because its condition has not been assessed, integrity of materials and workmanship cannot be accurately determined. The overgrown condition must be considered as an ongoing threat to the historic integrity of this feature, particularly of feeling and association.

Topography

The topography that was created as a part of the military landscape in the Coastal North Landscape Character Area retains a high degree of overall integrity to the historic period of significance. Specific topographic features include the engineered slope between Fort Tompkins and Battery Weed, the glacis of Fort Tompkins, and the extensive topographic modifications and grading characteristic of all the extant batteries including the fore slopes of the earth sheltered Endicott

batteries. Topographic modifications associated with the historic shoreline seawall of Battery Weed, the North Dock, and South Wharf Jetty also retain integrity. Additionally, the graded house pads along Officers' Row are highly reflective of the military housing practices during the Fort's period of significance.

Historic topographic features that have been impacted or lost include the demolition of the southern end of Clifton Road and the associated support buildings, which included formal engineered slopes up from New York Avenue, and the significant impact to the historic topography from the construction of the Verrazzano-Narrows Bridge. Overall, the historic topographic features within the Coastal North Landscape Character Area retain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

Vegetation

Vegetation patterns through all of Fort Wadsworth's historic periods of significance were characterized as a maintained, cleared, and open landscape. Trees were cut down and the primary vegetation was grass and other low growing species. This open landscape cleared of vegetation strongly conveys the historic use and military purpose of the landscape. Formal plantings were maintained in the form of London Plane trees and manicured grass islands along New York Avenue, and ornamental plantings associated with housing and support buildings across the post.

The formal tree plantings along New York Avenue, especially to the north of the Verrazzano-Narrows Bridge, generally retain integrity from the Fort's period of significance. The bridge had a significant impact on the plantings around the bridge abutments. Ornamental tree plantings, as well as ornamental residential plantings associated with Mont Sec Avenue and the Officers' Row housing, remain largely extant. Overall, the historic ornamental tree planting along Mount Sec Avenue conveys its historic significance and retains integrity of location, setting, feeling, and association.

The cleared historic vegetation character of Fort Wadsworth, and especially the Coastal North Landscape Character Area, has been significantly impacted beginning in the 1950s, accelerating through the 1970s, 1980s, and 1990s. Areas of the Coastal North Landscape Character Area historic vegetation that are most threatened by overgrowth include all the coastal bluff areas from Hudson Road down to the shoreline, atop Fort Tompkins and the Glacis Gun Battery, Battery Duane and the remains of the Glacis Mortar Battery. The overgrowth poses a threat to the cleared historic vegetation pattern and as well as the structural features themselves.

Overall, the Coastal North Landscape Character Area historic vegetation landscape feature can be characterized as having poor to fair integrity related to its

historically cleared character during the Fort's historic period of significance, with fair to moderate integrity associated with the areas of Officers' Row and New York Avenue where the ornamental tree plantings retain their historic location, design, and setting.

Buildings and Structures

The buildings and structures landscape character features within the Coastal North Landscape Character Area exhibit the highest degree of integrity within all the historic Fort Wadsworth landscape. The Coastal North Landscape Character Area encompasses the first areas of development of Fort Wadsworth as a military landscape and therefore, retains the largest number of the earliest buildings and structures. Many historic budlings and structures remain extant from the historic period of significance, including Fort Tomkins and Battery Weed, all of the battery structures along the coastal bluff, the batteries north and south of Fort Tomkins, numerous buildings and structures associated with Battery Weed and the seawall and North Dock, numerous buildings associated with Officers' Row and structures associated with the area around Shore Road, including the South Warf and Jetty.

Innumerable buildings and structures were built during the earliest historic periods of significance of Fort Wadsworth and are no longer extant, especially around the areas south of Fort Tomkins, near Hudson Road and the intersection of Battery Road, the area of Shore Road and Range Road, the large area demolished along New York Avenue by the construction of the Verrazzano-Narrows Bridge, and more recently, the numerous buildings along Clifton Road including the classical military hospital. Many of the no longer extant buildings that appear in historic photos, or on historic plans, were unnamed wooden barracks or housing. Large private houses and barns from the early 1800s that appear on early maps are no longer extant. The earliest lighthouse near the point as well as the replacement residence and lighthouse have been demolished and are no longer extant.

No longer extant historic structures dating from the first development of the military landscape by the British and New York State include the British star fort, redoubts, blockhouses, gun platforms, barbette batteries, furnace, signal tower, barracks, and sheds, along with the New York State Period versions of Fort Tomkins and Fort Richmond, and the numerous housing and support buildings during that period that appear on the earliest maps of the Fort Wadsworth area. The military landscape evolved through changes in technology and use as well as maintainability that affected the survival of many buildings and structures.

Although nearly all the earliest buildings and structures are no longer extant within the Coastal North Landscape Character Area, what remains is strongly



Figure 4.15. Photograph of Battery Weed from Fort Tompkins, facing east. (PaleoWest 2021).



Figure 4.16. Historic photograph of Battery Weed and the Verrazzano-Narrows Bridge from Fort Tompkins, March 1963. Note the construction equipment along the western wall near the salleyport on top of the foundations of the previous cable tank buildings (Gateway National Recreation Area Collections, Photo 21915-3-64(3)).



Figure 4.17. Historic photograph from over Fort Tompkins, facing south, circa 1910 (Gateway National Recreation Area Collections, Photo 19658).



Figure 4.18. Photograph of the south wall of Fort Tompkins and Battery Road, facing west (Battery Duane to the left). Vegetation has been largely cleared from atop Fort Tompkins (PaleoWest 2021)..



Figure 4.19. Historic photograph of the west wall of Fort Tompkins and Battery Road, facing northwest circa 1950. Note the two outbuildings present at that time, including a fueling station. Substantial vegetation covers the top of Fort Tompkins (Gateway National Recreation Area Collections, Photo 29597).



Figure 4.20. Photograph of garages for Officer's Residences (PaleoWest 2021).



Figure 4.21. . Historic photograph of garages for Officer Residences, New Building No. 116, photographed January 5, 1961 (Metropolitan Transit Authority Bridges and Tunnels Archives).

indicative to the historic use of Fort Wadsworth as a military landscape and coastal fortification during its early and later federal periods. Collectively these retain integrity of location, design, setting, materials, workmanship, feeling, and association.

Historic Views and Vistas

As a historic landscape feature, historic views and vistas require an estimation of what views of or from the landscape would have been important, prevalent, or significant to the landscape's users during its historic period of significance. For Fort Wadsworth, these significant historic views and vistas within the Coastal North Landscape Character Area are identified and discussed below. It should be noted that the Verrazzano-Narrows Bridge overwhelmingly impacts nearly every view in consideration of the historic military landscape of Fort Wadsworth. For that reason, it is not discussed specifically for each significant historic view.

As a military landscape whose primary purpose was the coastal defense of the Narrows and entry to New York Harbor, the most significant historic views would have been the clear fields of fire from the defensive works in and around Fort Tomkins and all the batteries along the bluffs across the shore and water below. This includes the maintenance of cleared lines of site from range finding stations to the batteries they served. These historic vistas, essential to the purpose and historic significance of Fort Wadsworth as a coastal defense military landscape, were perhaps the most essential historic views and vistas of Fort Wadsworth.

Coincidentally, these same essential open field of fire across the Narrows from the bluff became historically significant to the recreational use of Fort Wadsworth throughout its periods of significance. The views expanded the significance of the military landscape to include its passive recreational use for the enjoyment of scenic vistas.

Today, these historic field of fire views have been severely compromised by vegetation overgrowth and a lack of ongoing maintenance required to keep the cleared condition. Within the Coastal North Landscape Character Area these historic views and vistas have low integrity in consideration of design, setting, materials, workmanship, feeling, and association to the historic period. The historic views could be considered to have integrity only in location. The restoration of the integrity of the historic views is reversible if vegetation overgrowth is removed.

Although the historic area of signal hill has been cleared to provide the scenic vista of New York Harbor that was so popular during Fort Wadsworth's historic periods of significance, modern National Park Service development including numerous visual intrusions of non-historic small-scale features and development

such as picnic tables, signage, and concrete paving impacts the historic integrity of the view.

Historically, the interior of Fort Wadsworth dominated by support facilities and structures was kept clear of vegetation and maintained with regimented plantings. The widely open views across nearly all of Fort Wadsworth are reflective of the historic military use of Fort Wadsworth.

The cleared and open landscape of the Coastal North Landscape Character Area retains only a fair degree of integrity because of vegetation overgrowth across large areas of the landscape.

Housing areas within the Coastal North Landscape Character Area, including the no longer extant 1800s temporary buildings and the Officers' Row housing were meticulously landscaped with ornamental plantings. This would have been a significant historic view representative of military planning and characteristic of the historic landscape of Fort Wadsworth, impactful for both visitors and military officers who lived on Officers' Row.

Almost all the earlier 1800s housing in the Coastal North Landscape Character Area as well as the earlier housing that was along Clifton Road has been lost and is no longer extant. The tree lined street with mowed lawns and ornamental plantings of Officers' Row continues to convey a sense of its important historic views significant to this area. Particularly significant are the formal tree plantings along New York and Mont Sec Avenues. Changes have occurred through time to Officers' Row since it's development, however, historic views of this area retain a fair to moderate degree of integrity. A detailed study of the historic Officers' Row landscape, particularly historic plantings that help to define the historic character and views of this area would be warranted.

Small Scale Features

Small scale features of the military landscape of Fort Wadsworth are those items, sometimes temporary, associated with the military uses and technology of the site. These might include items such as guns, cannons, cannon balls, and wagons, et cetera. Features of the fortifications from the historic period of use such as military signage, lighting, electric poles, bollards, fencing, et cetera, would be included in small-scale features.

Today, almost no historic small-scale features are extant within the Coastal North Landscape Character Area. Exceptions are the historic light poles on Mont Sec Avenue, and a single armament mounted gun on the National Park Service Terrace adjacent to Fort Tomkins. Surprisingly, only one small gun exists on the Fort Wadsworth historic military landscape that represents one of the nation's most significant coastal military fortifications and one of the longest serving coastal

fortifications in the United States. If there is a single small-scale feature that would most convey the historic significance of Fort Wadsworth, and would benefit public appreciation of the historic landscape, it would be the guns that originally dominated the landscape.

A large collection of small-scale features is visible today within the historic landscape of Fort Wadsworth and the Coastal North Landscape Character Area that are non-historic, such as modern signing, utility boxes, modern lighting, trash containers, bus stops, interpretive wayside exhibits, and picnic tables. To the extent that these small-scale non historic landscape features become prevalent, they can negatively impact historic integrity.

Coastal South

The Coastal South Landscape Character Area encompasses the southern portion of Fort Wadsworth from Battery Road to the shore and from the western boundary of Fort Wadsworth east to the present-day USS North Carolina Road. The batteries included in this landscape character area date to the Endicott Era expansion during the 1890s. Like the Coastal North Landscape Character Area, this landscape character area retains a greater number of historic landscape features directly associated with the military purpose of the landscape circa 1895, but with diminished historical integrity. Large portions of the area are heavily impacted from modern housing development constructed by the Navy in the 1990s as well as other non-historic development along Battery Road.

The following is an evaluation of the principal landscape character features of the Coastal South Landscape Character Area relevant to the historic military landscape of Fort Wadsworth.

Natural Systems and Response to Natural Features

The coastal bluffs overlooking the shore and water to the south were the primary natural feature that shaped and influenced the development in this area. Technological advancement in the Endicott Era called for an expansion and the addition of this land to Fort Wadsworth. The Endicott Batteries, Mills, Dix, Upton, Barry, Richmond, and Ayres were constructed along the bluff overlooking the water below.

The relatively flat terrain along Battery Road (historically Richmond Avenue) west of Tennessee Road (Camp Road) and below Battery Richmond on Tennessee Road towards the shore was extensively used for development of housing and “camps” during the 1920s and 1930s. Like the older portion of Fort Wadsworth in the Coastal North Area, support facilities occupied these flatter areas in the development of the historic landscape in direct response to the natural conditions of the site. The lower camp that had occupied the south end of USS Tennessee

Road (Camp Road) has been completely removed and replaced by the modern Navy housing. Likewise, the camp area in the flat terrain in the southwest corner of Fort Wadsworth is now occupied by the modern Navy Lodge. Visible remains of the camp that existed on both sides of USS Tennessee near Battery Road, are extant as an archeological feature. This remaining camp area, therefore, retains a limited degree of integrity to the historic response to natural features and the use of flatter inland terrain for development of support facilities .

The bluff in the Coastal South Area provides a strategic location overlooking the waters and offers a militarily advantageous condition for the placement of cannon and fortifications This natural feature is still evident today in the location and remains of all the Endicott Batteries in the Coastal South Landscape Character Area. It retains integrity to the landscape of location, and design of the batteries and the access roads to the batteries. It's integrity of setting, feeling and association is diminished due to vegetation overgrowth and from extensive modern housing development below the batteries. Integrity of materials and workmanship for the response to natural features is also diminished due to extensive damage and destruction of the batteries done as part of the Navy housing development.

The overall natural systems and response to natural features for historic landscape of the Coastal South Landscape Character Area retains a fair degree of integrity overall due to the survival of the Endicott batteries, although heavily damaged and impacted by modern housing, as well as the archeological remains of one of the camp sites developed on the flatter inland terrain.

Circulation

The Coastal South Landscape Character Area was a later Endicott Era expansion of Fort Wadsworth. One extant road appears to predate the purchase of the land by the United States in the 1890s. This road is USS Tennessee (formerly Camp Road). The circulation system during the Endicott historic period of significance included two other principal roads intersecting with the historic Richmond Avenue. These are Loop Road, and the portion of North Path Road near the Navy Lodge (historically King Road). This portion of road served to access to the King House that predated the United States' purchase of the property and was reused as married men's quarters and military housing. North Path Road was altered from footprint of the historic King Road with the construction of the Navy Lodge and no longer follows its historic alignment beyond the intersection with McClean Avenue.

Loop Road, USS Tennessee (Camp Road), Ayres Road, the portion of North Path Road (King Road), and the access road for Battery Dix from Shore Drive retain

integrity as circulation features of the historic landscape in the Coastal South Landscape Character Area.

Shore Road largely follows its historic alignment from the 1930s, although it appears to have been unpaved during this time. Likewise, Camp Road follows its historic 1930s alignment where it intersected with Shore Road. Portions of the camp area on both sides of Camp Road near the intersection with Battery Road are also extant as visible archaeological remains.

Numerous roads that existed associated with the camps in the 1930s were destroyed by construction of the Navy housing in the 1990s. Today, the overall circulation system of roads retains a fair to moderate degree of integrity within the Coastal North Landscape Area with the extant roads and remnants mentioned above. These roads retain integrity of location and design. Their historic setting, feeling, and association has been significantly impacted by new development, damage to the historic batteries, demolition of historic buildings served by the road system, and vegetation overgrowth. Changes to pavement and other modern road improvements impact integrity of materials and workmanship from the historic period.

Topography

The topography of the historic Fort Wadsworth Landscape that was created as a part of the military landscape in the Coastal South Landscape Character Area retains poor overall integrity to the historic period of significance. The topographic features that existed during the period of significance were limited to the Endicott batteries developed in this area along the bluffs and the level terrain associated with the camp areas.

The construction of the 1990s Navy housing included significant grading of the batteries by partial filling and demolition of the structures. This impacted the historic structures and topography associated with their original construction. The historic topography and grading associated with development of the batteries retains integrity of location, a sense of the historic topographic setting, feeling, and association due to the extant remains of the batteries. The historic topography has lost integrity of design, materials, and workmanship from the damage done in the 1990s.

Likewise, the loss of all the camp structures and all the camp sites except one, has significantly impacted the integrity of the relatively level topography associated with the development of the historic camps. One camp site remains as a visible archeological site indicating the level historic topography used for development of these camps.

Vegetation

Following the Endicott Era expansion of Fort Wadsworth, the historic vegetation within the Coastal South Landscape Character Area consisted of cleared forest. The areas north of the batteries were cleared in the Inland North Area where the battery control structures were located, on both sides of Battery Road, and from the batteries to the shore. This ensured clear fields of fire from the batteries and clear views from the battery control structures to the batteries. The flatter terrain developed for support facilities and housing south of Battery Road was also cleared.

Today, the historic batteries and the areas around them along the bluff are completely overgrown. The modern housing developments no longer retain any of the historic cleared vegetation. Vegetation clearing associated with the historic housing and military developments on the flatter terrain on the historic Camp Road and south of historic Richmond Avenue has also been altered by modern development.

The historic vegetation character feature no longer retains integrity of location, design, setting, materials, workmanship, feeling, and association due to the overgrowth on and near the batteries as well as extensive modern development within the Coastal North Landscape Character Area. Some of the loss associated with the vegetation overgrowth on and near the batteries could be reversible.

Buildings and Structures

The buildings and structures character feature within the Coastal South Landscape Character Area exhibits low to fair integrity within the historic Fort Wadsworth landscape due to the loss of many historic buildings that no longer exist in this area as well as extensive impact from modern non-historic development over much of the landscape. The Coastal South Landscape Character Area is associated with the Endicott Era of significance when this land was purchased for expansion of the post. At least four homes that existed in the area from the late 1800s were adapted for military housing well into the 1930s and 1950s. Only one of these buildings, Building 406, is extant. Originally owned by A.L. King, the building contributes to the significance of the historic landscape but is not listed as contributing to the current National Register district documentation.



Figure 4.22. Photograph facing north along New York Avenue, with Building 210 in the background (PaleoWest 2021).



Figure 4.23. Historic photograph of New York Avenue, facing north, circa late 1930s; with Building 210 in the background at left. At right and just out of frame is the current location of present-day Visitor Center and parking lot; note the sidewalks and circulation patterns are largely unchanged; however, the southern portion of Building 210 was demolished in the 1960s (Gateway National Recreation Area Collections, Photo 19358).



Figure 4.24. Photograph of rear of Building 210, facing southeast (PaleoWest 2021).



Figure 4.25. Historic photograph of rear of Building 210, circa 1960. The road was constructed as part of re-route of traffic during construction of the Verrazzano-Narrows Bridge and is now partially used as a parking area for staff and Park Police (Metropolitan Transit Authority Bridges and Tunnels Archive, Photo NB-5-52).

Numerous military support buildings and structures existed during the historic periods of significance that are no longer extant. These include former private residences and utilitarian buildings repurposed for military use. The King residences and an 1880s period Hegewisch residence were used for military housing. These were located south of McClean Avenue near the post entrance, where Ayres Road curves to become Shore drive. Buildings and structures once lined both sides of the historic Camp Road, now USS Tennessee Road, as well as the no longer extant King Road in the vicinity of the Navy Lodge.

The extant historic buildings and structures within this landscape character area include the remains of all the significant historic Endicott battery structures: Batteries Mills, Upton, Dix, Barry, 218, Richmond, and Ayres, as well as the older remains of the South Mortar battery.

Extant buildings include all of the military buildings within the Seabee maintenance complex between Loop Road and USS Tennessee, which include Building 301 Motor Pool, Building 302 Motor Pool, Building 309 Stables Storage, Building 310 Storage Shed, Building 303/304 Motor Pool Office, and Building 305 Administration. Building 305 was the earliest of these maintenance complex buildings. It was constructed as the Guardhouse for the entry on Richmond Avenue, now Battery Road, after the Endicott expansion. Motor Pool buildings 301 and 302 are listed as non-contributing in the current National Register documentation due to modifications to historic fabric; however, they retain relevance to the historic landscape as building landscape features in their original locations, and settings.

This is also true for Building 406 Gatehouse, which is the only 1800s extant residence that predates the Endicott Era expansion of Fort Wadsworth in this area. This residence served numerous military purposes during the historic periods of significance. Although listed as non-contributing in the current National Register documentation, this building retains relevance to the historic landscape building feature in its original location and setting. Building 404 Gatehouse at the west entry to Fort Wadsworth is also extant and contributes to the buildings and structures historic landscape feature.

Like the Inland North Landscape Character Area, the Coastal South Landscape Character Area historic buildings and structures are heavily compromised by extensive modern development. Modern Navy development in the 1990s for housing south of the historic batteries, between Upton Battery and South Mortar Battery, and at the Navy Lodge, damaged and destroyed buildings and structures. The development impacted the historic integrity of the buildings and structures landscape character feature so that it is only low to fair overall within the Inland North Landscape Character Area.

Historic Views and Vistas

The historic views and vistas associated with the Coastal South Landscape Character Area were largely associated with cleared vegetation for open fields of fire and the view along historic Richmond Avenue, now Battery Road, which served as the Endicott Era west entry into the post. These significant historic views and vistas within the Coastal South Landscape Character Area are identified and discussed below. As mentioned previously, the overwhelming visibility of the Verrazzano-Narrows Bridge negatively impacts nearly every historic view in consideration of the historic military landscape of Fort Wadsworth. This landscape character area is least effected as its historic views associated with the batteries face the shoreline south of and out of view of the bridge. The bridge historic views visual impact is not discussed specifically for each significant historic view.

As with the Coastal South Landscape Character Area, primary to the purpose of the coastal defense military landscape of Fort Wadsworth were the clear fields of fire for the batteries along the bluff and parallel to the shore below. During the Endicott Era of battery construction and development, the landscape of the Coastal South Area was cleared of trees and remained mostly clear until after battery use ceased in the 1940s and vegetation increasingly encroached on the historic views.

Today, the historic views and vistas associated with all the batteries in the Coastal South Area have been seriously impacted from complete vegetation overgrowth, and also large areas of housing and other modern developments. Although the integrity of the historic views and vistas would greatly improve from a reversal of the vegetation overgrowth, the extensive amount of modern development over the historic landscape continues to severely impact the historic views and vistas. Because of this, the historic views and vistas associated with the clear fields of fire can be characterized as having poor historic integrity and only low to fair historic integrity if the batteries were cleared of vegetation overgrowth. The historic views no longer retain integrity of setting, workmanship, feeling, and association but do retain some integrity to location and design as well as materials due to the extant remains of the batteries and nearby service roads.

The new west entry into Fort Wadsworth on Richmond Avenue, developed during the Endicott Era expansion of the post, was an important historic view. This entry development included improvements to formalize the military operation of the landscape and included the construction of the guardhouse. Development also included new military housing and support facilities in proximity of the main road on the level interior land. Views along the historic Richmond Avenue would have been important and recognizable to visitors and users of Fort Wadsworth during the later periods of significance.

Today, the important historic views associated with Battery Road within the Coastal South Landscape Character Area have been significantly impacted by non-historic modern development on both sides of the road, encroaching vegetation overgrowth, and the complete destruction of numerous historic buildings and structures that existed during the historic period of significance. The historic views associated with historic Richmond Avenue can be characterized as having poor historic integrity. The historic views no longer retain integrity of setting, workmanship, feeling, and associated but do retain some integrity to location and design as well as materials due to the extant location and alignment of the road itself and the surviving historic buildings adjacent to it within the historic landscape.

Small Scale Features

Today, essentially no small-scale features are extant from the historic period within the Coastal South Landscape Character Area. Any signing, light poles, bollards, wagons, drinking fountains, et cetera, that might have existed during the historic period have been destroyed or lost. Two structures that might be characterized as either structures or small-scale features to the historic landscape are extant. These structures are concrete battery control structures associated with batteries Upton and Richmond on their north sides. Apart from this, no small-scale historic landscape features are known to be extant. There is therefore no integrity to historic small-scale landscape features within the landscape character area.

Inland North

The Inland North Landscape Character Area encompasses the northwestern corner of the Fort Wadsworth historic boundary, from New York Avenue to the western boundary and south to Battery Road. The Verrazzano-Narrows Bridge is excluded as a separate landscape character area. In consideration of the collection of historic landscape features still evident including buildings, structures, circulation, vegetation, topography, response to natural features, land use, and patterns of spatial organization within this area of the larger Fort Wadsworth historic landscape, the Inland North Landscape Character Area retains a very low to no degree of integrity. The Inland North Landscape Character Area no longer conveys much of Fort Wadsworth's significance as a unique coastal defense military landscape with high integrity throughout all its periods of historic significance with the notable exception of New York Avenue and Battery Road.

The following is an evaluation of the principal landscape character features of the Coastal North Landscape Character Area relevant to the historic military landscape of Fort Wadsworth.

Natural Systems and Response to Natural Features

The Inland North Landscape Character Area was purchased as an expansion of Fort Wadsworth in the Endicott Era. As such, the entire Inland North Landscape Character Area served to provide additional land in support of the evolving technology and military needs at the turn of the century into the early 1900s. The mostly undeveloped landscape was hilly and wooded at the time of purchase. A small natural swampy pond existed in the approximate location of the Parade Ground. The primary natural features that influenced the military development of this parcel during its historic period of significance were two hills. One trends east-west along the north side of Battery Road and the other rises west of New York Avenue at th e north side of the post.

The hill adjacent to Battery Road overlooked the Endicott Era batteries including Ayres, Richmond, Barry, and Upton. A series of battery control stations were built into the east-west trending hill to overlook the defensive structures, running generally parallel to the batteries.

The hill in the north part of this parcel was chosen as the location for a large residence built to serve as the Commanding Officers' Quarters. The hilltop provided views of the nearby Officers' Row as well as the officers' quarters east of New York Avenue on Clifton Road and much of the Fort's inland facilities.

Today, there is no integrity to the historic response to natural features as the hill and residence are no longer extant. All the Endicott Era military development that was to the north of Battery Road in the southern portion of the Inland North Landscape Area has also been destroyed.

Spatial Organization

The Inland North Landscape Character Area spatial organization during its period of historic significance was defined by the commanding officers' quarters in the north and the extensive military facilities west of New York Avenue. The parcel was organized by a loop road system composed of Control Road, Engineer Road, and Artillery Road with a single access to both New York Avenue and Battery Road (known as Richmond Avenue during the historic period of significance). All of the roads that defined the spatial organization have been demolished and are no longer extant.

There is little to no integrity to the historic spatial organization of the landscape within the Inland North Landscape Character Area with two notable exceptions. New York Avenue and Battery Road remain as extant circulation features, and the extant historic barrack which still stands on New York Avenue serving as the National Park Service administration building today.

Circulation

The Inland North Landscape Character Area was an Endicott Era expansion of Fort Wadsworth. The circulation system during this historic period of significance included a single access road to the commanding officers' quarters that existed prior to it becoming part of the post. A loop road system was developed to support of the expanded military facilities. The road system included Control Road, Engineer Road, and Artillery Road. In the 1930s, another road was built around the perimeter of the post known as Boundary Road. All of these roads have been demolished and there is no integrity to the historic landscape circulation system within this landscape character area, with the notable exception of New York Avenue and Battery Road.

New York Avenue follows its original historic alignment dating to circa 1850s. Originally an unpaved dirt road, it became one of two primary access roads at Fort Wadsworth. As a formal main avenue it included paved separated lanes, sidewalks, and formal street plantings through the 1950s. New York Avenue retains integrity to its original design and construction, although small scale features such as modern signage, utility boxes, bus stops, and pavement markings detract somewhat from its historic feeling and association.

Battery Road, historically named Richmond Avenue, is one of the earliest primary roads in Fort Wadsworth. Battery Road provided access and organization to the post . The post had two entries, one to the north on New York Avenue and the other to the west on Richmond Avenue. Battery Road follows its original historic alignment built in 1847. The road was initially unpaved and was later improved with pavement during the early twentieth century. It retains integrity to its original design and construction during its historic period of significance, although small scale features such as concrete curb and gutter, sidewalks, modern signing, utility boxes, bus stops and pavement markings detract somewhat from its historic feeling and association. Additionally, modern building development detracts from the roads historic feeling and association.

Topography

The topography of the Inland North Landscape Character Area retains no overall integrity to the historic period of significance. The topographic features that existed during the period of significance consisted of two hills. One trends east-west along the north side of Battery Road. Battery control structures were constructed along this hill to have an overview of the Endicott Era batteries along the bluff. The other hill rises west of New York Avenue at th e north side of the post. A large residence, used as the commanding officers' housing, was built on the hill. All of the structures erected in this area north of Battery Road were demolished or radically altered as a part of modern development by the Navy. Substantial redevelopment occurred during construction of the Verrazzano-

Narrows Bridge. At the northern edge of the parcel, a Parade Ground was cleared and leveled in 1927. The topography can still be seen today as a remnant of an open field. This relatively undeveloped lawn is all that is left of any historic topographic landscape feature from the period of significance.

Vegetation

The historic vegetation within the Inland North Landscape Character Area consisted of mostly cleared forest.. In the southern portion, this clearing served the Endicott Era battery control stations which required a clear line of sight to the batteries below. The area around the commanding officers' residence was also cleared. The area of inland support facilities west of New York Avenue was thinned of woody vegetation but not completely cleared.

Ornamental street trees were planted along New York Avenue and Richmond Avenue in 1937. Today, there is little integrity to the historic vegetation of the Inland North Landscape Character Area with the notable exception of the formal street tree plantings on these two roads, the grass planter areas on New York Avenue, and the landscape planter areas and lawns adjacent to Building 210. Everything else associated with the historic vegetation character feature of the Inland North Landscape Character Area has lost integrity due to modern development and construction of the Verrazzano-Narrows Bridge.

Buildings and Structures

The buildings and structures landscape character feature within the Inland North Landscape Character Area exhibits almost no integrity. Two areas were developed as a part of the Endicott Era expansion. One was the significant large residential estate in the north that became the commanding officer's quarters. The other was a development of support facilities to the west of New York Avenue built during the Endicott Era and into the 1930s. Numerous historic buildings and structures within the Inland North Landscape Character Area are no longer extant. In the north, these include the commanding officer's quarters, a soldiers' quarters, and several stable and wagon sheds. To the south, these include the Post Exchange, later the Post Head Quarters, the regional administration building, officers' quarters, an ordinance machine shop, artillery office, and numerous other smaller buildings and structures. Off of Engineer Road, these include the engineer office, engineer storehouse, non-commissioned officers' quarters (presumably for officers associated with engineering), a quartermaster warehouse, engineer storeroom, storage magazine, and dormitory. Off of Artillery Road, these include artillery barracks, a dormitory, artillery engineer building, ordinance office, and at least 10 battery control station structures. A twin barracks, matching the extant Building 210 on the west side of New York Avenue, was also demolished as part of the Verrazzano-Narrows Bridge construction.

None of the many military support buildings and structures within this area to the south of the Inland North Landscape Character Area are extant. Collectively, these buildings were significant to the purpose and use of the military landscape beginning in the Endicott Era. Because of the nearly complete loss of historic buildings and structures within the Inland North Landscape Character Area, this landscape feature no longer retains integrity, with the exception of the extant Building 210 on New York Avenue and a minor Building 211, known as the fire hose house.

Historic Views and Vistas

The historic views and vistas associated with the Inland North Landscape Character Area would have been the cleared hill and views from the commanding officers' quarters overlooking Officers' Row, the officers' quarters and other facilities on Clifton Road, the cleared vegetation area north of Battery Road, and the significant historic views associated with New York Avenue and Richmond Road (now Battery Road). These significant historic views and vistas within the Inland North Landscape Character Area are discussed below. As mentioned previously, the overwhelming visibility of the Verrazzano-Narrows Bridge negatively impacts nearly every historic view of the historic military landscape of Fort Wadsworth. For that reason, it is not discussed specifically for each significant historic view.



Figure 4.26. Historic photograph illustrating the extensive vegetation clearing south of the battery control structures and north of Battery Road. This historic view had a significant and specific function in the historic military landscape. The battery control structures supported the Endicott batteries to the south (Gateway National Recreation Area Collection, Photo 20618 (2

When the Inland North Landscape Character Area land was purchased and made a part of Fort Wadsworth, the large estate on the northern hill was immediately adapted for use as the commanding officers' quarters. The hill provided an ideal location for the commanding officers' residence because of its strategic location with a view of the north entry, Officers' R ow, and important housing and support facilities east of New York Avenue along Clifton Road. This historic view is no longer extant and retains no integrity to the historic landscape.

The area north of Battery Road was cleared for development. Extensive support facilities were built north of Battery Road and west of New York Avenue. Battery control structures were installed north of the Endicott Era batteries Ayres, Richmond, Barry, and Upton. The historic views and vistas to and from this area

have been destroyed and are no longer extant. There is no integrity to this once historic view.

New York Avenue was characterized by a regimented organization. In contrast to the rest of the post, New York Avenue was lined with trees and formal plantings in the later period of significance of Fort Wadsworth. New York Avenue was flanked on the west and east by a planned and organized collection of military support facilities. On the east, support buildings, including the post hospital, were organized around Clifton Road. On the west, the twin barrack buildings and Post Exchange created a classic military layout for the main Avenue. This would have been a significant historic view of Fort Wadsworth for visitors and military residents alike.

Today, much of the integrity of this historic view has been lost with the demolition of the southern half of Clifton Road, the hospital, and officers' quarters to the east and the twin barracks and Post Exchange buildings on the west. New non-historic construction along both sides of New York Avenue has also negatively impacted the historic view, especially the Verrazzano-Narrows Bridge and the Navy-built Visitor Center where the historic hospital was once located. Overall, the historic view retains a fair degree of integrity to location, design, setting, materials, workmanship, feeling, and association. New York Avenue still serves as the main post road with formal street tree plantings, sidewalks, and planting medians. Building 210 stands on the west side of the avenue and a shortened Clifton Road with associated military housing sits on the east side.

Battery Road serves as the main east-west road of For Wadsworth and, like New York Avenue, played an important role in establishing historic views of Fort Wadsworth within the Inland North Landscape Character Area. Intersecting with New York Avenue, it shares an equally wide footprint as a major access route like its north-south counterpart. In the 1930s, a line of formal tree plantings was installed to enhance the boulevard character of both streets. East of the intersection of New York Avenue, the road had a different more functional purpose and view that still exists today. During the historic period, the road was named Richmond Avenue to the west of the intersection with New York Avenue, and as Hudson Road to the east.

The historic views of Battery Road from the western entry of Fort Wadsworth to New York Avenue within the Inland North Landscape Character Area have changed significantly and retain a poor to moderate integrity. The loss of all the historic facilities north of Battery Road, particularly the battery control structures has significantly impacted the historic views associated with this main road. Additionally, the construction of new non-historic buildings, parking areas, and structures has negatively impacted this historic view. Heavy vegetation overgrowth of the Endicott batteries also has negatively impacted the historic views associated with the road.

Small Scale Features

Today, no small-scale features are extant from the historic period within the Inland North Landscape Character Area. Any signage, light poles, bollards, wagons, drinking fountains, et cetera, that might have existed during the historic period have been destroyed. As such, there is no integrity to this historic landscape character feature.

Verrazzano-Narrows Bridge

The Verrazzano-Narrows Bridge Landscape Character Area encompasses the massive footprint of the bridge within historic Fort Wadsworth. The bridge construction in 1964 created a significant zone of destruction within and adjacent to this footprint. There are no historic landscape features extant within this landscape character area and therefore there is no historic integrity remaining.



Figure 4.27. Photograph of the western anchor for the Verrazzano-Narrows Bridge, facing southwest (PaleoWest 2021).

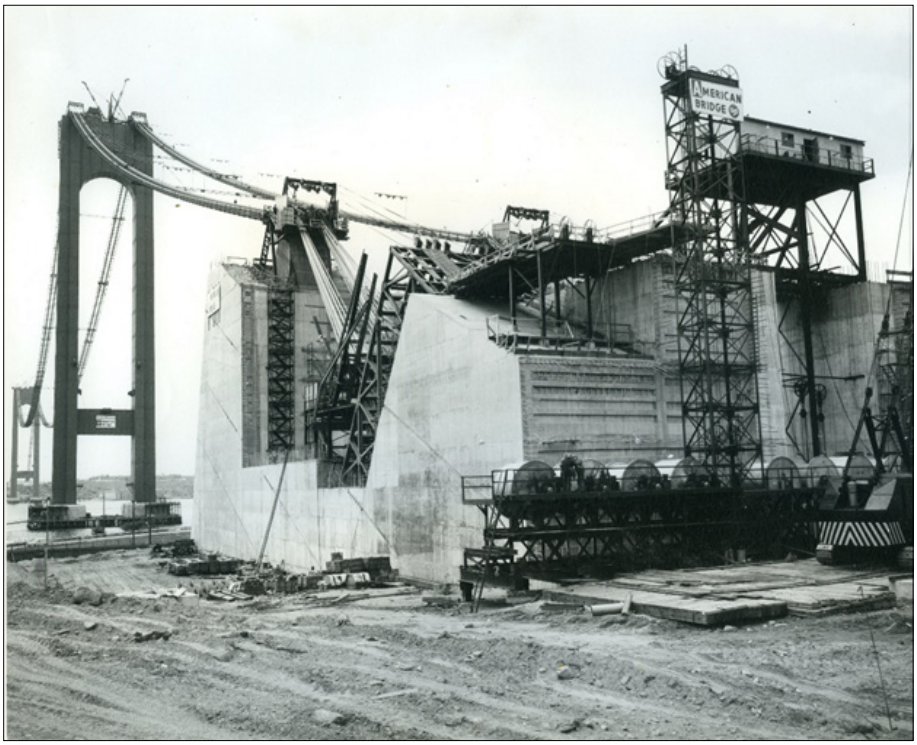


Figure 4.28. Historic photograph of the west anchor for the Verrazzano-Narrows Bridge, 1963, facing southeast (Metropolitan Transit Authority Bridges and Tunnels Archives, Photo NB_3_209).



Building Number	Description
101	Housing
102	Housing
103	Housing
104	Detached Garage
105	Detached Garage
106	Housing
107	Housing
109	Admin Building
110	Housing
111	Housing
112	Housing
113	Housing
114	Housing
115	Housing
116	Detached Garage
117	Detached Garage
118	Housing
119	Housing
120	Visitor Center
123	Detached Garage
201	Gatehouse
208	Barracks
209	Dispensary
210	Enlisted Barracks
220	Gatehouse
301	Motor Pool
302	Motor Pool
303	Motor Pool Office
305	Administration Building
306	Warehouse
309	Stables
310	Shed
314	Target House
339	Sea Plane Hanger
352	NCO Club
354	Police
355	Armory
401	Back Gate
404	Gatehouse
406	Gatehouse
435	Housing
456	Jr. Officer Housing
457	Jr. Officer Housing
458	Jr. Officer Housing

Cultural Landscape Report

Gateway National Recreation Area
Staten Island, New York

Fort Wadsworth
2023 Existing Conditions

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. NYSDOP Orthoimagery, 2018
2. NYSGIS Program Office NYS Building Footprints Dataset
3. USGS Digital Elevation Model, 2020
4. NPS Landsnet Boundaries and Tracts
5. Field Review, December 2021

DRAWN BY

E. Berriault, M. Mirro, H. Juergens, 2022

LEGEND

- Project Boundary
- Legislative Boundary
- Lawn
- Woods
- Shrubland
- Road
- Walkway/Recreational Hardtop
- Beachfront
- Building
- Deciduous Tree
- Evergreen Tree
- Sidewalk
- Unpaved Trail
- Chain Link Fence
- Post and Rail Fence
- Toe of Slope
- Lighting
- Contour (5 ft)

NOTES

1. Projection: New York State Plane, Long Island Zone, NAD83 (2011), Feet
2. Contour Interval = 5'
3. All features shown in approximate scale and location

0 90 180 360 Feet

Figure 4.29. Fort Wadsworth Current Conditions Map

EVALUATION OF INTEGRITY

The Fort Wadsworth cultural landscape encompasses the area of land within the current boundaries of the Fort Wadsworth unit of the Staten Island Unit of Gateway National Recreation Area, approximately 117 acres. Prior to National Park Service stewardship, the landscape was part of an active military installation known as Fort Wadsworth. Two parcels are still occupied by the United States Army Reserve and the United States Coast Guard. These parcels were extensively redeveloped in the late twentieth century and are not considered significant as part of the Fort Wadsworth Cultural Landscape. Moreover, the Verrazzano-Narrows Bridge, constructed in the 1960s, bisects the park unit and is excluded from the cultural landscape as it is completely unrelated to the historic military landscape of Fort Wadsworth.

The Fort Wadsworth Cultural Landscape derives much of its significance from its history as a military installation that reflects the evolution of seacoast fortification strategy in the United States. The landscape was first used as a defensive outpost by the British during the American Revolution. The British fortifications built circa 1783 established the initial military land use and spatial organization of the landscape that continued through subsequent periods of significance. Specifically, this consisted of an upper fort protecting lower batteries and fortifications with batteries established along the bluff. Road circulation connecting the fortifications, following the bluff north-south and east-west, was also established as a feature of the historic landscape. Today's New York Avenue and Battery Road serve as the landscape's primary circulation. They evolved from the earlier, less formal, east-west and north-south roads that accessed the British fortifications. The earliest historic landscape circulation system also included water access by ferry. The location of the 18th century ferry crossing at the Narrows became the North Dock location extant today.

The State of New York acquired the estate that would become Fort Wadsworth in 1794. State officials recognized the importance of the site for the defense of New York Harbor. The state constructed two masonry fortifications and earthen batteries; the most prominent being Fort Richmond which stood in the approximate location of the current Battery Weed. They also began work on Fort Tompkins on the bluff above Fort Richmond. These two forts, one above and protecting the other, followed the earlier military landscape spatial organization and response to natural features that was initially established by the British.

United States military leaders determined in 1821 that the Fort Wadsworth landscape was a desirable site for a new Federal fort and entered into negotiations with the State of New York to purchase the property. The transfer took more than twenty years, but by 1847 the United States acquired 47 acres of state land. Within 10 years, they expanded their holdings to 69 acres and set the west

boundary of the military reservation at New York Avenue. The central core of the Fort Wadsworth cultural landscape was established at this time. The Federal Government replaced the state-built fortification of Fort Richmond near the water with the extant Battery Weed, and the original Fort Tompkins on the bluff with the current Fort Tompkins.

Additional structures, corrals, walls, housing, warehouses, and roads were constructed, supporting the military use of the landscape. The most striking topographic modification to the historic landscape was the construction of an engineered slope between Fort Tompkins and Battery Weed. Vegetation was actively cleared on most of the post, especially on the slope between the forts and along the bluff where it was necessary to maintain clear fields of fire. Construction of the forts spanned nearly three decades and was essentially complete by 1874. The new fortifications were part of what is identified as the Third System of seacoast defenses, in which the buildings had thick and angular shapes, and multiple tiers of casemates.

Military philosophies shifted in the late nineteenth century and ushered in what is known as the Endicott Era of seacoast fortifications. The evolution of weaponry required the construction of relatively small concrete batteries dispersed along the coastline instead of the large prominent stone fortifications exemplified by Fort Tompkins and Battery Weed. Endicott Era construction began at Fort Wadsworth in 1895. Projects included the construction of six new batteries designed to support modern high-powered weapons. It was also during the Endicott Era that Fort Wadsworth expanded to its largest 226-acre footprint. Endicott Era construction was complete by the early 1900s.

The batteries became obsolete in the ensuing decades, and the Fort Wadsworth landscape evolved to meet changing needs. However, the landscape retained much of the cleared martial layout that was in place in the late 1800s until after World War II. The site was occupied by federal military units until the mid-1990s. Fort Tompkins, Battery Weed, the Endicott Era battery structures, roads, support buildings, vegetation, land use patterns, and spatial organization have remained mostly intact from the historic period and reflect nearly two centuries of seacoast fortifications and the evolution of military technology.

The Fort Wadsworth Cultural Landscape is also significant for its role as an important recreational area for New York City residents. The breathtaking vistas that were important to the military for defensive purposes were celebrated by civilians for their picturesque views of the Narrows and New York City. The cleared open landscape that the military maintained to support the mission of Fort Wadsworth was also valued as comfortable place for leisure and recreation. New Yorkers utilized Fort Wadsworth as a place of respite, and guidebooks instructed visitors to visit the landscape for its vistas and park-like landscaping.

The site continues to attract visitors who enjoy the views across the harbor from Fort Tompkins.

In general, the Fort Wadsworth Cultural Landscape conveys its historical significance through its location, setting, design, materials, workmanship, feeling, and association. The landscape is significant for its association with broad patterns in our military history, distinctive fortification constructions, and potential to yield information important to our collective history.

Fort Wadsworth played a key role in the United States' coastal defensive system during the property's period of significance due to its strategic location above the Narrows at the southern approach to New York Harbor. The coastal fortifications evolved with developments in military policy through the late eighteenth and early twentieth centuries. The landscape contains examples of forts and gun batteries from the Third System, post-Civil War, Endicott Period, and World War II programs of fortification construction that express the distinctive characteristics of their respective periods of construction and, in some instances, are outstanding or rare examples of their respective types. The monumental constructions of Fort Tompkins and Battery Weed lend high level of integrity to coastal areas of the landscape. The Endicott Era batteries, while in generally poor condition, stand as an example of modernized mid-century military strategy. Together with extant support buildings and structures, the fortifications retain their relationship to each other and to the landscape. The distinctive character defining features remain largely intact and the landscape overall retains integrity in location, setting, design, materials, workmanship, feeling, and association.

ENDNOTES

[1] Gleisner and Auwaerter 2008:12

[2] Gleisner and Auwaerter 2008:136

[3]Gleisner and Auwaerter 2008:138

[4] National Park Service 2020:25

[5] National Park Service 2020:71

[6] National Park Service 2020:25

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Appendix A: Landscape Features Inventory

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Buildings and Structures Features				
Athletic Field	A running track and athletic field constructed by the CCC in 1939 on the east side of New York Avenue. It replaced a natural pond seen in historic maps. The field went through numerous renovations including post WWII and 1970s. It now exists as a topographic remnant, a level field in the southeast corner hosting the baseball field.			
Baseball Field	Non-contrib-uting	N/A	**Historic Condition:** Built 1956. Concrete block dugouts are set at the southeast corner of the field. **Evaluation:** Non-contributing Structure.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery 218	Contributing	41223	**Historic Condition:** Built 1943. Designed as an earth-covered structure, the World War II battery is now overgrown with trees. The concrete battery consists of an east-west traverse magazine complex flanked by two open, circular gun mounts intended for 6-inch guns on pedestal mounts (never emplaced at this location). **Evaluation:** The battery is in poor condition. The exterior is overgrown with trees. Condition problems with the battery's interior include collapsed utility conduits, peeling paint, corroded or missing metal fixtures (e.g., doors and lights), and a collapsed wood floor.	
Battery Ayers	Contributing	41245, GATE00271	**Historic Condition:** Built 1900. The two-level Endicott Period battery has an approximately 275-ft-long plan. The parade of the battery is partially filled and occupied by Ayres Road. **Evaluation:** The battery is in poor condition with broken and spalling concrete and heavily corroded metal fixtures.	
Battery Bacon	Contributing	41220, GATE00258, GATE00269	**Historic Condition:** One of three batteries built in 1899 as a reconstruction of South Cliff Battery. A two-level, reinforced concrete structure designed for two guns. **Evaluation:** The station is in poor condition, with spalling concrete and corroded reinforcement.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Bacon Coincident Range Finder Station (CRF)	Contributing	41225	**Historic Condition:** Built 1917, west of Battery Bacon. The station is a small, concrete bunker on a rectangular plan. **Evaluation:** The station is in poor condition, with spalling concrete and corroded reinforcement.	
Battery Barbour	Contributing	41218, GATE00266	**Historic Condition:** One of three batteries built in 1899 as a reconstruction of South Cliff Battery. This single-level battery had four structurally distinct concrete emplacements for 4.7-inch and 6-inch pedestal-mounted guns. **Evaluation:** The battery is in poor condition. The northerly and southerly emplacements are non-extant or buried, leaving elements of emplacement number 3, to the north, and number 2, to the south.	
Battery Barry	Contributing	41224, GATE00265	**Historic Condition:** Built 1897. Battery Barry is a two-level structure designed to accommodate two 10-inch guns on disappearing carriages. **Evaluation:** The structure is in poor condition. The concrete is cracked and spalling, and the metal fixtures are corroded and broken. The blast apron and parapet are overgrown with trees. There is no interior access.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Catlin	Contributing	41216, GATE00257, GATE00274	**Historic Condition:** Built 1902. Endicott/Taft Period Battery Catlin faces east and is composed of three pairs of two-level, concrete gun emplacements flanked by earth-covered traverses. Both levels are almost completely exposed. Battery Catlin was constructed for six 3-inch guns on pedestal mounts, of which none remain. **Evaluation:** Battery Catlin is in poor condition, due to the overgrowth of vegetation, corrosion of the metal fixtures, rot in the wood trim components, and efflorescence and erosion of the concrete.	
Battery Catlin Coincident Range Finder Station (CRF)	Contributing	41225	**Historic Condition:** The Coincident Range Finder Station was built in 1917 behind Battery Catlin and adjacent to Battery Weed Road. This resource consists of a small, one-level, concrete bunker on a rectangular plan. **Evaluation:** The Coincident Range Finder Station is in poor condition due to spalling concrete, corroded metal reinforcing bars, and corrosion of the roof struts. However, this resource still retains its historic character and contributes to the Fort Wadsworth Historic District.	
Battery Catlin Magazine	Historic Associated Feature	41231	**Historic Condition:** Built 1902 as a reconstruction of the North Cliff Battery (1862). Endicott/Taft Period resource consists of an earth-covered concrete arched room accessed via a staggered corridor. The entry faces north and is fitted with a heavy bronze-studded wood door that is flanked with projecting granite wingwalls and topped by a beveled lintel. **Evaluation:** Battery Catlin Magazine is in fair condition, with vegetation overgrowth and decay of wood components being the primary condition issues.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Command and Coincident Range Finder Station (BC & CRF)	Contributing	41225	**Historic Condition:** Built 1942. This two-level concrete bunker has a compact, 13-by-13-ft plan with an attached retaining wall projecting from the northwest corner. Two closely spaced observation slits wrap around the south elevation of the building. These are reinforced along their edges with a steel L-channel frame. **Evaluation:** The building is in good condition.	
Battery Dix	Contributing	41222, GATE00272	**Historic Condition:** Built 1902. The concrete Endicott Period battery is about 280 ft long and lies on a northeast-southwest trending footprint that faces the lower bay, with the open battery parade elevation to the north. This two-level structure was designed for two 12-inch guns on disappearing carriages. **Evaluation:** The structure is in poor condition with degraded concrete and broken and corroded metal fixtures. The blast apron and parapet is overgrown with trees.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Duane	Contributing	41214, GATE00263	**Historical Condition:** Battery Duane was constructed from 1895 to 1897 and is located at the former south glacis slope of Fort Tompkins and faces southeast with its parade at the former location of the Fort Tompkins ditch. This two-level Endicott Period battery measures about 350 ft long and 75 ft wide in plan. The historically exposed structural elements are almost entirely visible. The battery was constructed for five 8-inch guns on disappearing carriages, perhaps the first to be used in Endicott-period construction. The structure is entirely poured concrete, excepting the north end, which has a granite ashlar wall. One emplacement is now missing, as is a substantial portion of the upper, loading platform level. Sloping concrete walls, which are additions to accommodate the structure's later use as a coal pocket, extend off the north side. A magazine is located in the southwest corner of the work. The magazine interior has unfinished poured concrete ceilings, walls, and floors. All ceilings are arched. Doorways are trimmed with granite block. **Evaluation:** Battery Duane is classified as a site due to the loss of substantial amounts of its historic concrete work. Battery Duane is in poor condition with deteriorating concrete and an overgrowth of vegetation; however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
Battery Hudson	Contributing	41241, GATE00235, GATE00267	**Historic Condition:** Built 1876, modified 1899. The L-shaped site is divided into physically and historically distinct components: the north leg is an intact post-Civil War barbette battery, while the south leg is a partially buried Endicott Period structure. **Evaluation:** There is no interior access. The battery is in poor condition with problems that include cracked and broken concrete and corroded and broken metal fixtures.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Mills	Contributing	41221, GATE00270	**Historic Condition:** Built 1899. The two-level Endicott Period battery was constructed with the majority of its lower level below the surrounding earthworks. **Evaluation:** The visible remains are in poor condition with cracked and spalled concrete and corroded metal fixtures.	
Battery Richmond	Contributing	41226, GATE00268	**Historic Condition:** Built 1898. The approximately 250-ft-long, concrete, Endicott Period structure is set on a northeast-southwest trending footprint overlooking the lower bay. Battery Richmond is designed for two 12-inch caliber guns on disappearing carriages. **Evaluation:** The interior is not accessible. The structure is in poor condition with broken and spalling concrete and corroded and broken metal fixtures.	
Battery Turnbull	Contributing	41219, GATE00258, GATE00273	**Historic Condition:** One of three batteries built in 1899 as a reconstruction of South Cliff Battery. A six-gun battery, only two emplacements (numbers 5 and 6) remain. The historical footprints of the other emplacements are within the Interstate 278/Verrazano Narrows Bridge right-of-way. **Evaluation:** These emplacements appear to have been demolished or are under construction-related fills. The structure is in poor condition, with degraded masonry and corroded metal elements.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Battery Upton	Contributing	41217, GATE00264	**Historic Condition:** Built 1896. the visible remains of an approximately 125-ft-long, concrete battery for two 10-inch guns on disappearing carriages. About three-quarters of the two-level Endicott Period battery are buried in fill. **Evaluation:** Battery Upton's visible remains are in poor condition and heavily overgrown with vegetation. The concrete is cracked and spalled and the metal fixtures are corroded.	
Battery Weed	Contributing	41198, GATE00243, NR 72000908	**Historic Condition:** Battery Weed was constructed in 1847. It consisted of a granite structure located on a high point on the east side of the fort to provide seaward defenses. **Evaluation:** Battery Weed retains its historic character and is a contributing element to the Fort Wadsworth Historic District. Battery Weed is in fair condition excepting the upper magazines, which are without roofs and in poor condition.	
Battery Weed Seawall	Historic Associated Feature	41170	**Historic Condition:** The Battery Weed Seawall was constructed from 1855 to 1871 and defines the outside of the moat on the seaward fronts. This coursed granite ashlar structure runs below all three seaward fronts and extends north to the North Dock. **Evaluation:** The Battery Weed Seawall retains its historic character and is a historic associated feature to Battery Weed.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 101 Housing	Contributing	41175	**Historic Condition:** Built 1933. Housing is a two-story, Colonial Revival duplex. **Evaluation:** The houses are all occupied and kept in good condition.	
Building 102 Housing	Contributing	41176	**Historic Condition:** Built 1939. Housing is a two-story, four-bay by two-bay, Colonial Revival duplex with two one-story, flat-roofed wings. **Evaluation:** The houses are all occupied and kept in good condition.	
Building 103 Housing	Contributing	41177	**Historic Condition:** Built 1870. Housing is a one-and-one-half-story, Second Empire duplex. It has a four-bay by three-bay, mansard-roof main block; a projecting one-story entry enclosure with a shed roof; and a one-story rear ell with a shallow gable roof. **Evaluation:** The houses are all occupied and kept in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 104 Detached Garage	Contributing	41178	**Historic Condition:** Built 1936. The side-gable building has an asphalt-shingled roof with overhanging wood plank soffits and cornice returns. Six vehicle bays flanked by brick piers and corner quoins fill the north elevation. **Evaluation:** The building is in good condition with a new roof and well-kept trim and masonry.	
Building 105 Detached Garage	Contributing	41179	**Historic Condition:** Built 1932. The side-gable building has an asphalt-shingled roof with overhanging wood plank soffits and cornice returns. Four vehicle bays flanked by brick piers and corner quoins fill the north elevation. **Evaluation:** The building is in good condition with a new roof and well-kept trim and masonry.	
Building 106 Housing	Contributing	41180	**Historic Condition:** Built 1933. Housing is a two-story, Colonial Revival duplex. Identical to Building 101. **Evaluation:** The houses are all occupied and kept in good condition.	

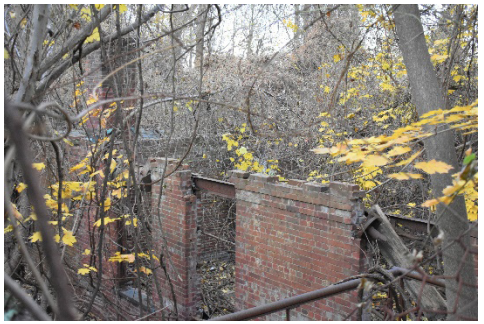
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 107 Housing	Contributing	41181	**Historic Condition:** Built 1933. Housing is a two-story, Colonial Revival duplex. Identical to Building 101. **Evaluation:** The houses are all occupied and kept in good condition.	
Building 109 Administration/ Officer's Club	Contributing	41182	**Historic Condition:** Built 1938. The nine-bay by six-bay, Colonial Revival building is one-and-one-half stories in height and has a raised concrete water table. The building replaced a previous building with the same number in the same location. **Evaluation:** It is currently vacant and in fair condition. Some exterior trim is broken or rotting, and there are isolated areas of interior paint and plaster failure.	
Building 110 Housing	Contributing	41183	**Historic Condition:** Built 1933. Housing a two-story, Colonial Revival duplex. Identical to Building 101. **Evaluation:** Building 110 is in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 111 Housing	Contributing	41184	**Historic Condition:** Built 1890. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. **Evaluation:** Building 111 is in fair condition; peeling paint, missing shingles, and minor masonry problems in the foundations are the primary visible condition issues.	
Building 112 Housing	Contributing	41185	**Historic Condition:** Built 1890. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. **Evaluation:** Building 112 is in fair condition; peeling paint, missing shingles, and minor masonry problems in the foundations are the primary visible condition issues.	
Building 113 Housing	Contributing	41186	**Historic Condition:** Built 1890. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. **Evaluation:** Building 113 is in fair condition; peeling paint, missing shingles, and minor masonry problems in the foundations are the primary visible condition issues.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 114 Housing	Contributing	41187	**Historic Condition:** Built 1890. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. **Evaluation:** Building 114 is in good condition.	
Building 115 Housing	Contributing	41188	**Historic Condition:** Built 1933. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. **Evaluation:** Building 115 is in fair condition; peeling paint, missing shingles, and minor masonry problems in the foundations are the primary visible condition issues.	
Building 116 Detached Garage	Contributing	41189	**Historic Condition:** Built 1935. Building 116 is a ten-bay garage that steps down in elevation at its midpoint to accommodate the road gradient. garages are similar to Building 104 in appearance, materials, and massing, except that they have asymmetrical pent-gable roofs. Both are constructed of concrete block and have recently installed, vertical-lift vehicle doors that mimic the appearance of wood panel doors. **Evaluation:** The buildings are actively maintained and in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 117 Detached Garage	Contributing	41190	**Historic Condition:** Built 1935. Building 117 has six bays. Garages are similar to Building 104 in appearance, materials, and massing, except that they have asymmetrical pent-gable roofs. Both are constructed of concrete block and have recently installed, vertical-lift vehicle doors that mimic the appearance of wood panel doors. **Evaluation:** The buildings are actively maintained and in good condition.	
Building 118 Housing	Non-contributing	N/A	**Historic Condition:** Built 1960. The long, rectangular, two-story building consists of five single-family units attached end-to-end with party walls. **Evaluation:** Non-contributing Building	
Building 119 Housing	Contributing	41191	**Historic Condition:** Built 1939. The Colonial Revival brick duplex is identical in appearance to Building 102, except that it has a raised basement to accommodate the sloping site. **Evaluation:** The residence is occupied and maintained in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 120 Offices, Administration, Visitor Center	Non-contributing	N/A	**Historic Condition:** Built 1994. The Post-Modern, steel frame office consists of a three-story, brick main block and a one-story, semi-cylindrical, stucco-clad wing connected to the main block by a low entry hyphen and stair tower. **Evaluation:** Non-contributing Building	
Building 123 Garage	Contributing	-	**Historic Condition:** Built 1936. The six-bay cast concrete structure has an asymmetrical shed roof clad in asphalt shingles and rests on a concrete slab. The original vehicle doors have been replaced with vertical-lift units that approximate the appearance of swinging wood panel doors. **Evaluation:** The building is in good condition.	
Building 138 Water Closet	Contributing	41193	**Historic Condition:** Building 138 was constructed in 1900 at the northeast end of the Fort Tompkins trench. Building 138 is a two-bay by two-bay former bathroom. It has a hipped pyramidal roof covered with asphalt shingles and exposed rafter tails. The brick walls are topped with a plank cornice and pierced with segmental arch window and door openings that face east and west. A brick chimney is centered on the west elevation. Window sills are granite. The window sash has been removed, and the openings are covered with plywood. **Evaluation:** Building 138 is vacant and in poor condition. Despite being partially overgrown with vegetation, a failing roof, and highly degraded interior finishes, Building 138 retains its historic character and contributes to the Fort Wadsworth Historic District.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 139 Water Closet	Contributing	41194	**Historic Condition:** Building 139 was constructed in 1891 at the northeast end of the Fort Tompkins trench. Building 139 is a two-bay by three-bay, side gable former bathroom. The roof is covered with asphalt and has shallow overhangs under which are set a combination of ogee-profile and flat wood plank trim. Two south-facing entries without doors have concrete lintels and wood plank surrounds. Pairs of symmetrically disposed, rectangular window openings are placed in the west, north, and east elevations. The openings have a combination of precast-concrete, wood, and stone sills and lintels. **Evaluation:** Building 139 is vacant and in poor condition. Despite being partially overgrown with vegetation, a failing roof, and highly degraded interior finishes, Building 139 retains its historic character and contrib-utes to the Fort Wadsworth Historic District.	
Building 140 Mining Case-mate	Contributing	41195, GATE00275	**Historic Condition:** Building 140 was built in 1904 within the footprint of the old North Cliff Battery. Building 140 served as the mine control facility which replaced the facility at Battery Weed. **Evaluation:** Building 140 is in poor condition due to its ruinous state, however it still retain elements of its historic character and contributes to the Fort Wadsworth Historic District.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 147 Torpedo Storage	Contributing	41196	**Historic Condition:** Building 147 consists of a torpedo storage building built from 1892 to 1894. It is located south of the two cable tank sites, across Battery Weed Road. This three-bay by eighteen-bay, stone and brick warehouse has a long narrow footprint. The building is on a sloping site and is one story in height with an exposed basement level. It has a gable roof constructed of riveted iron trusses, brick walls with corbelled cornices on the first floor, and a quarry-faced, granite ashlar basement level. The basement-level walls are lined with sandstone. The regularly spaced window openings have granite sills and lintels and sheet metal shutters, but are missing their sash, frames, and brickmolds. Openings for the mine tram and for personnel are located on the north gable end but lack their original doors. Three openings for mine trams are placed on the south elevation. The east and west openings retain heavy iron doors mounted on strap hinges and pintles. The center opening has a replacement, vertical-lift, roll door. **Evaluation:** Building 147 is in poor condition. It lacks a roof and has extensive fire damage, however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
Building 148 Fire Hose House	Contributing	41197	**Historic Condition:** Building 148 was constructed as a Fire House in 1939. It is located about 25 ft southeast of Building 147. The utilitarian building has an asphalt-shingled, side-gable roof; rusticated concrete block walls; and a slab foundation. **Evaluation:** Building 148 is in poor condition with heavily worn and missing roof shingles, multiple cracks in the walls, and missing roof trim and doors, however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 201 North Gate-house	Non-contrib-uting	N/A	**Historic Condition:** Built 1990. A small hut set on a traffic island in the center of New York Avenue **Evaluation:** Non-Contributing Building.	
Building 210 Infantry Bat-talion Barracks	Contributing	41199	**Historic Condition:** Built 1929. The three-story, Neo-Classical building has an approximately 400-ft-long by 40-ft-wide footprint with shallow ells extending from the rear (west) of the building. **Evaluation:** The building is well maintained and in good condition.	
Building 211 Fire Hose House	Contributing	41200	**Historic Condition:** Built 1939.a rusticated concrete block shed located behind Building 210. **Evaluation:** Building 211 is in fair condition, with a large crack in the rear wall and worn and missing shingles.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 301 Motor Pool	Non-contrib-uting	41201	**Historic Condition:** Built 1938. The long, rectangular garage and shop in the Seabee complex on Tennessee Road is set parallel to and facing Battery Road. The foundation is a concrete slab. The interior is subdivided into offices and shops by gypsum board and concrete block partitions. Building has been heavily altered. **Evaluation:** Non-contributing Building	
Building 302 Motor Pool	Non-contrib-uting	41202	**Historic Condition:** Built 1937. The long, rectangular garage and shop in the Seabee complex on Tennessee Road is set parallel to and facing Battery Road. The foundation is a concrete slab. The interior is subdivided into offices and shops by gypsum board and concrete block partitions. Building has been heavily altered. **Evaluation:** Non-contributing Building	
Building 303/304 Motor Pool Office	Contributing	41203	**Historic Condition:** Built 1938. Building 303/304 is a former gas station with a cross-hip roof on top of a brick store building or office. **Evaluation:** The building is in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 305 Administration	Contributing	41204	**Historic Condition:** Built 1900. The compact rectangular bungalow has a hip roof surfaced with asphalt shingles and pierced by a brick chimney and a sheet metal vent. **Evaluation:** The building is maintained in good condition.	
Building 306 Warehouse (Coast Guard B311)	Non-contrib-uting	N/A	**Historic Condition:** Built 1960. The large, rectangular storage building has a side-gable roof, concrete block walls and a raised concrete founda-tion. **Evaluation:** Non-Contributing Building	
Building 307 Ready Magazine	Historic Asso-ciated Feature	41205	**Historic Condition:** Built 1876. Building 307's visible remains are composed of two, roughly parallel earth mounds with west-facing entries. **Evaluation:** Poor Condition	

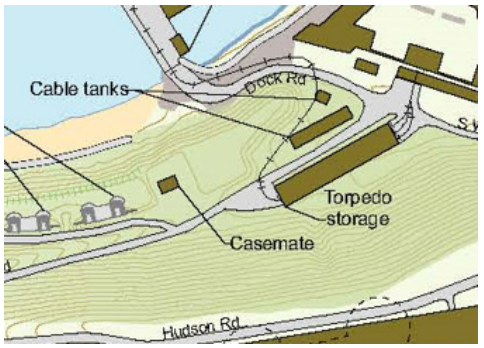
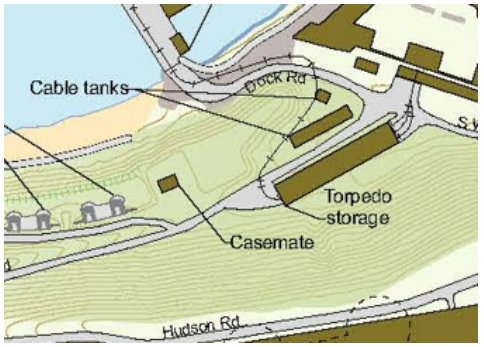
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 309 Stables	Contributing	41206	**Historic Condition:** Built 1931. Building 309 is a long rectangular building east of Building 310. It has a gable roof clad in corrugated concrete panels with three sheet metal vents on the ridgeline. **Evaluation:** The building is in fair condition.	
Building 310 Storage Shed	Contributing	41207	**Historic Condition:** Built 1927 as part of a maintenance complex. **Evaluation:** The building is in fair condition.	
Building 314 Target House	Contributing	41209	**Historic Condition:** A one-bay by one-bay shed with a flat concrete slab roof and concrete slab floor. The walls are random mortared rubblestone that match the firing range partition in materials and workmanship. **Evaluation:** The building is in fair condition. Debris is piled around it, the door is stuck open, and the interior is partially open to the weather.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 337 Restroom	Non-contrib-uting	N/A	**Historic Condition:** Built 1958. Building 337 is a rectangular, painted concrete block building with a flat roof. **Evaluation:** Non-contributing Building	
Building 339 Rifle and Pistol Range	Contributing	41210	**Historic Condition:** Built 1941. Building 339 is a large rectangular shed under a shallow, asymmetrical gable roof with a wood plank fascia. The roof is a modern addition. **Evaluation:** The building is in poor condition, with a deteriorating roof and isolated areas of broken wall masonry.	
Building 352 Stables	Non-contrib-uting	41211	**Historic Condition:** Built 1921. The former carriage house and stable was converted to a barracks in the 1940s and has subsequently been heavily altered for use as a non-commissioned officer's club outside the district's period of significance. **Evaluation:** Non-Contributing Building	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 354 Police Station, USPP Swat Office	Non-contrib-uting	N/A	**Historic Condition:** Built 1960. The rectangular building has a shed roof with deep overhangs, brick walls, aluminum sash windows, and a concrete slab foundation. The service bay openings in the west elevation have been filled with brick. **Evaluation:** Non-contributing Building	
Building 355 Ammo Storage, Armory	Non-contrib-uting	N/A	**Historic Condition:** Built 1960. The small rectangular building has a shallow-pitched gable roof with plank fascia boards, brick walls, and a concrete slab foundation. A steel slab door is set in the west elevation, and a window with a protective grill pierces the south elevation. **Evaluation:** Non-contributing Building	
Building 401 West Guard Booth	Non-contrib-uting	N/A	**Historic Condition:** Built 1950. A small hut set on a concrete traffic island. It has a concrete slab roof, brick walls with soldier course banding, and a stone water table. **Evaluation:** Non-Contributing Building	

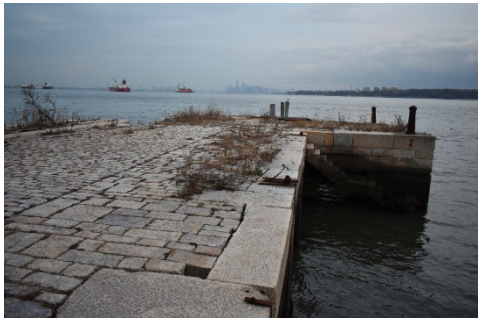
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 404 Gatehouse	Contributing	41212	**Historic Condition:** Built 1939. The square, one-story, one-bay by one-bay building has a flat concrete slab roof, random granite ashlar walls, and a concrete slab foundation. Shallow buttresses project from the corners of the building, and a stone chimney is incorporated into the southeast corner. **Evaluation:** The building is vacant and in good condition.	
Building 406 Gatehouse	Non-contrib-uting	41213	**Historic Condition:** Built 1855-65. The Italianate wood-frame residence was heavily altered in the modern period. It has a compact cruciform plan with an enclosed porch on its northwest corner and a one-story ell on its southeast corner (both added in 1937). **Evaluation:** The interior has been altered with drop ceilings, wood wall paneling, and replacement window casings in some rooms.	
Building 435 Housing	Non-contrib-uting	N/A	**Historic Condition:** Built 1989. The rectangular plan, ranch-type building steps down a sloping site. It has a shallow-pitched, side-gable roof; textured plywood walls above brick knee walls; and a concrete slab foundation. **Evaluation:** Non-Contributing Building	

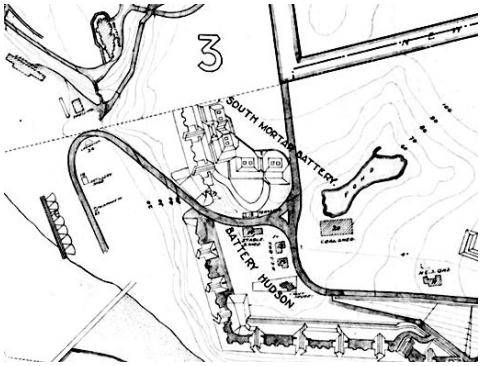
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building 456 Jr Officer Housing	Non-contrib-uting	N/A	**Historic Condition:** Built 1990. Buildings 456 and 457 are identical, three-story apartment blocks on the west and east sides of the road, respectively. They have cross-gable roofs, clapboard walls, and attached carports at both ends. **Evaluation:** Non-Contributing Building	
Building 457 Jr Officer Housing	Non-contrib-uting	N/A	**Historic Condition:** Built 1990. Buildings 456 and 457 are identical, three-story apartment blocks on the west and east sides of the road, respectively. They have cross-gable roofs, clapboard walls, and attached carports at both ends. **Evaluation:** Non-Contributing Building	
Building 458 Jr Officer Housing	Non-contrib-uting	N/A	**Historic Condition:** Built 1990. Building 458, south of Building 456, is similar in style and appearance to Buildings 456 and 457 but is a smaller, single-family unit with an attached carport. **Evaluation:** Non-Contributing Building	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Building T-143 Cable Tank	Contributing	N/A	**Historic Condition:** Building T-143 consists of a Cable Tank constructed in 1899. **Evaluation:** The visible portions of Building T-143 are in poor condition due to decayed and crumbling concrete, however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
Building T-145 Cable Tank	Contributing	N/A	**Historic Condition:** Building T-1435 consists of a Cable Tank constructed in approximately 1905. **Evaluation**: The visible portions of Building T-145 are in poor condition due to decayed and crumbling concrete, however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
Cable Storage Tank Foundations	Contributing	642845	**Historic Condition:** Two Cable Storage Tanks were constructed in 1905 in the lawn flanking the Battery Weed sallyport, formerly known as tanks T-146 and T-149. **Evaluation:** The cast concrete foundations are in good condition, with generally sound concrete. No other part of the structures are extant. The Cable Storage Tanks retain their historic character and contribute to the Fort Wadsworth Historic District.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Experimental Battery	Contributing	41327	**Historic Condition:** Built 1865-75. Built into the bluff north of the south Wharf/Jetty. **Evaluation:** Visible portions of the resource are in poor condition.	
Fort Tompkins	Contributing	41192, GATE0256, NR 74001300	**Historic Condition:** Fort Tompkins was rebuilt from 1859-1876. The structure occupies the highest point of land in Fort Wadsworth and has a commanding view extending from the lower to the upper New York Bay and directly overlooking the Narrows and Fort Weed. Fort Tompkins replaced a Second System fortification of the same name completed in 1817 on the same location, which in turn had replaced a British fort constructed about 1782. The present Fort Tompkins was constructed between 1859 and 1876 in coordination with Battery Weed. Because of Fort Wadsworth's site topography, Battery Weed was designed strictly to provide seaward defenses, and Fort Tompkins was designed to provide landward defense and to garrison artillery troops. The structure was designed by engineers working under Joseph C. Totten, chief engineer of the Army Corps of Engineers. Engineer John G. Barnard superintended the bulk of construction. **Evaluation:** Fort Tompkins retains its historic character and contributes to the Fort Wadsworth Historic District**.** The fort is in generally fair condition, but certain casemates are in poor condition with highly degraded architectural finishes. The roof is failing, and the barbette battery is overgrown with vegetation and also in poor condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Fort Wadsworth Light	Contributing	41243	**Historic Condition:** The light from the Fort Tompkins Lighthouse was relocated to Battery Weed and renamed the Fort Wadsworth Light in approximately 1903. The light was moved because the Fort Tompkins lighthouse was determined to be too far inland to be effective. Also known as The Battery Weed Light Station. **Evaluation:** The Battery Weed Light Station retains its historic character and contributes to the Fort Wadsworth Historic District. This resource is in fair condition and the original lens and keeper's dwelling are no longer extant. The lighthouse was restored in 2002–2005 through an NPS-volunteer partnership. The Battery Weed Light Station is significant at the local level under Criterion A in the area of Maritime History due to its important associations with the system of navigational aids in New York Harbor.	
Glacis Gun Battery	Contributing	41326, GATE00262	**Historic Condition:** The Glacis Gun Battery was constructed in 1874 off the northeast corner of Fort Tompkins near the east end of South Road. This open barbette battery from the post-Civil War era consists of three emplacements containing a total of five gun platforms that step down the slope of the glacis on a north-south axis. The emplacements are divided by earth traverses containing concrete, barrel-arched magazines. The magazine entries are fitted with heavy bronze-studded wood doors flanked with projecting granite wingwalls and topped by beveled triangular lintels. The earth parapets are backed by stepped, breast-height walls of coursed granite ashlar. The rear of the battery is open, with no rear parados. **Evaluation:** The overall configuration of the emplacements, parapet walls, and magazines are readily discernible, and at least one magazine is accessible for inspection. However, the earthworks are overgrown with trees and the gun platforms are no longer visible due to accumulated natural debris. For these reasons, the structure is in poor condition. However, the Glacis Gun Battery still retains its historic character and contributes to the Fort Wadsworth Historic District.	

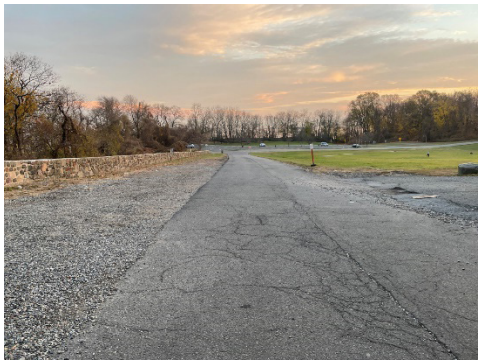
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Glacis Mortar Battery	Contributing	654700, GATE00260	**Historic Condition:** The Glacis Mortar Battery was built from 1871 to 1872 located at the toe of the south glacis flank of Fort Tompkins, south of Battery Duane. The Battery consists of a mortared fieldstone berm measuring about 10 ft wide and 20 ft long. The berm's long axis runs east-west. The top of the feature is arched and parged with mortar. **Evaluation:** The open mortar pits and earth-covered magazines are almost completely buried in non-historic fill deposits likely associated with the Verrazano Narrows Bridge. The battery is in poor condition; however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
North Dock	Contributing	41215	**Historic Condition:** The North Dock was constructed from 1850 to 1858 and is located at the north end of Dock Road. This stone masonry pier is about 40 ft wide and 80 ft long. Transverse granite block columns support an iron and brick jack arch system that creates the deck. The wearing surface of the pier is granite paving stone and block with large coping stones around the perimeter. Two bollards adapted from cannon barrels are mounted on the south side, and remnants of a wood pile pier are present at the east end. **Evaluation:** The structure is in poor condition with crumbling masonry components and heavily corroded iron reinforcing beams, however it still retains its historic character and contributes to the Fort Wadsworth Historic District.	
NPS Terrace	Non-contrib-uting	N/A	**Historic Condition:** Built 1995. The NPS Terrace is a concrete-paved structure furnished with an aluminum flagpole, benches, and multiple NPS wayside interpretive panels. **Evaluation:** Non-contributing Structure.	

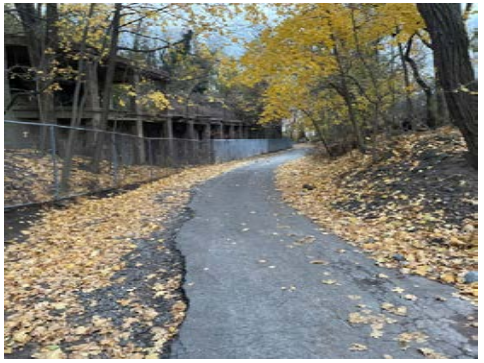
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Pavilion	Non-contrib-uting	N/A	**Historic Condition:** Built 1958. The Pavilion is an open-sided shelter with a hip roof, wood post and beam frame, and a slab floor. **Evaluation:** Non-contributing Structure.	
South Mortar Battery	Contributing	GATE00261	**Historic Condition:** Built 1871. covered way or similar arched, poured concrete opening and an approximately 10-ft-wide by 20-ft-long cast concrete berm set on an east-west axis. The berm's concrete has a coarse rounded aggregate matrix. **Evaluation:** Poor Condition	
Tennis Court	Non-contrib-uting	N/A	**Historic Condition:** Built after 1956. It has a paved surface and is surrounded by a chain link fence. **Evaluation:** Non-contributing Structure	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Transformer Building	Non-contrib-uting	41325	**Historic Condition:** Built in 1940 as a small square utility shed located just north of the Battery Weed Road-Dock Road intersection. It is con-structed of cast concrete with a slab roof and unadorned walls. **Evaluation:** Non-contributing structure, heavily obscured by vegetation.	
Wharf/Jetty	Contributing	41229	**Historic Condition:** Built 1858. The structure projects about 175 ft southeast into the ocean at the mouth of the Narrows and is about 30 ft wide. Most of the jetty consists of large irregular stone blocks. A low granite block wall at its outer end is bound with heavy beds of mortar and iron cramps. **Evaluation:** The jetty is in poor condition	
Circulation Features				

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Ayres Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1900. Narrow lanes providing access from Battery and Tennessee roads to the Endicott Period batteries. **Evaluation:** Fair condition.	
Battery Road	Historic Associated Feature	N/A	**Historic Condition:** Built before 1854. Battery Road is a two-lane thoroughfare west of the New York Avenue intersection but narrows east of that point. It is flanked by a concrete sidewalk on the south side. **Evaluation:** The road is in fair condition, with multiple areas of cracked pavement.	
Battery Weed Road	Historic Associated Feature	41235	**Historic Condition:** Built 1847. Battery Weed Road descends as a single lane from the east end of Mont Sec Avenue behind Battery Catlin to Battery Weed. Portions of the road adjacent to Battery Weed are flanked with concrete curbs and a metal guardrail. **Evaluation:** The road is in good condition.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Clifton Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1910. A narrow paved service lane with concrete curbs that extends south from South Road to parallel New York Avenue. This lane was longer during the historic period and was truncated by construction outside the district's period of significance. **Evaluation:** It is currently in poor condition due to recent utility line excavations.	
Dock Road	Historic Associated Feature	41236	**Historic Condition:** Built 1850. **Evaluation: I**n poor condition and missing most of its pavement due to damage from Hurricane Sandy in 2012. partially covered with eroded slope material and overgrown with vegetation	
Engineered Slope Sustaining Wall	Historic Associated Feature	N/A	**Historic Condition:** Built 1848. a dry-laid granite block structure on the west side of the road, at the toe of the slope near Battery Weed. **Evaluation:** Fair Condition, largely obscured by vegetation and fill.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Hudson Road	Historic Associated Feature	41237	**Historic Condition:** Built 1871. a two-lane road with concrete curbing and a concrete sidewalk until it passes the Fort Tompkins gorge **Evaluation:** Hudson Road is in good condition, with minimal cracking or other damage in the roadway surface or curbing.	
Hudson Road Wall	Historic Associated Feature	41242	**Historic Condition:** Built 1938. This mortared rubblestone structure has been repaired in multiple locations with granite paving stones. **Evaluation:** The Hudson Road Wall is in fair condition, with limited areas of spalled mortar pointing.	
Interstate 278/Verrazano Narrows Bridge right-of-way	Outside	N/A	Construction completed 1964. The roadway and bridge interrupted the historic fabric of the landscape.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Loop Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1897. Narrow lanes providing access from Battery and Tennessee roads to the Endicott Period batteries. **Evaluation:** Loop Road is in poor condition due to its degraded asphalt and the impingement of gravel and debris.	
Mont Sec Avenue	Historic Associated Feature	41233	**Historic Condition:** Built 1870. Road to access Buildings 101-114. Mont Sec Avenue is an asphalt-paved, two-lane road lined with London Plane trees, concrete curbs, and sidewalks. **Evaluation:** The road is in poor condition, with numerous small potholes, patches, and cracks.	
Mont Sec Avenue Pedestrian Walkways	Historic Associated Feature	41232	**Historic Condition:** Built 1880 **Evaluation:** The road is in poor condition, with numerous small potholes, patches, and cracks.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Mont Sec Avenue Street Lights	Historic Associated Feature	41234	**Historic Condition:** Built 1885 **Evaluation:** The street lights are in fair condition.	
New York Avenue	Historic Associated Feature	N/A	**Historic Condition:** Built before 1854. New York Avenue is a wide boulevard flanked by London Plane trees and by sidewalks separated from the roadway with grass shoulders. **Evaluation:** The avenue is in fair condition, with multiple areas of cracked pavement and asphalt patches	
North Path Road	Non-contributing	N/A	**Historic Condition:** Built 1990. **Evaluation:** Non-Contributing Feature	

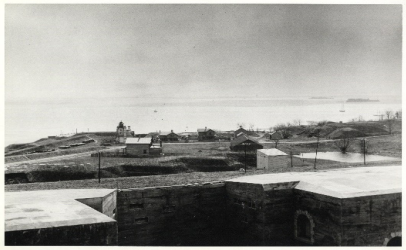
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
North Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1870-1889. These service lanes provide access to garages at the rear of the residences. **Evaluation:** North Road is in good condition with minimal cracking or disintegration of the roadway	
North Road Stone Wall	Historic Associated Feature	N/A	**Historic Condition:** North Road is bounded on one side by a roughly 3-ft-high, random-laid, mortared stone wall that is in fair condition.	
Rail Tracks	Contributing	41244	**Historic Condition:** Narrow Gauge Rail Tracks were constructed between 1892 and 1894 to the west and north of Battery Weed, at the foot of Battery Weed Road. These tracks connected multiple buildings, sites, and structures associated with the storage, assembly, and deployment of mines. **Evaluation:** Portions of the track system not set in the roadways are overgrown with vegetation, and some sections are missing. The tracks are in poor condition; however they still retain their historic character and contribute to the Fort Wadsworth Historic District.	

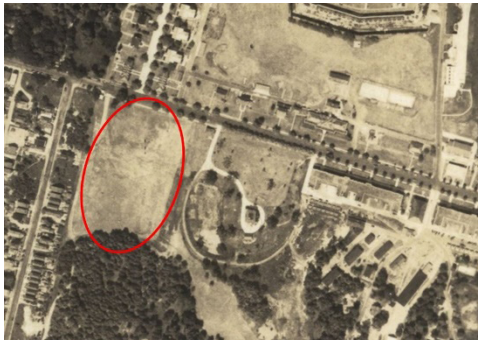
Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Range Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1858. Range Road intersects with Shore Road near Battery Dix and runs east as a gravel lane to access the beach at the extreme southeast corner of the reservation. **Evaluation:** Range Road is in poor condition, with numerous potholes and eroded areas in the gravel surfacing.	
Shore Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1900. Shore Road descends the south bluff as a winding one-lane road from Battery Road in the southeast corner of the reservation to the vicinity of Battery Dix and then passes out of the historic district. **Evaluation:** The road is in fair condition, with some minor cracking and patching of asphalt.	
Slope Walks	Historic Associated Feature	N/A	**Historic Condition:** Built 1893. rise up the bluff from Battery Weed Road to Fort Tompkins. **Evaluation:** The full condition of these walkways is unknown because much of their surfaces is covered with soil and vegetation. The walks are clearly still visible on LiDAR surveys.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
South Road	Historic Associated Feature	N/A	**Historic Condition:** Built 1870-1889. These service lanes provide access to garages at the rear of the residences. **Evaluation:** South Road is in fair condition due to some potholes and pavement disintegration along the curb lines.	
Tennessee Road	Historic Associated Feature	N/A	**Historic Condition:** Built before 1874. A two-lane road extending south from Battery Road and is flanked at its north end by a concrete sidewalk. **Evaluation:** This roadway is in good condition.	
Tompkins Street	Historic Associated Feature	N/A	**Historic Condition:** Built 1896. the former location of the Fort Tompkins ditch **Evaluation:** Tompkins Street is in fair condition, with some asphalt patches and cracking present.	

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
USS New Mexico Court	Non-contrib-uting	N/A	**Historic Condition:** Built 1993. **Evaluation:** Non-Contributing Feature	
Verrazzano-Narrows Bridge	Outside	N/A	The construction of the Verrazzano-Narrows Bridge significantly altered Fort Wadsworth's landscape. The most striking change was the construc-tion of the anchorage and bridge that approached directly through the center of the installation. Other changes were the loss of a variety of buildings and the addition of new buildings. Fort Wadsworth was ef-fectively divided into two zones, one north of the bridge where Battery Weed, Fort Tompkins, and other easily recognizable historic buildings were located, and the southern zone that housed simpler buildings, main-tenance and storage facilities, and additional housing.	
Small Scale Features				

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Armaments	The emplaced guns made Fort Wadsworth one of the nation's most significant coastal military fortifications. Only one small gun still exists in the park.			
NPS Interpretive Signage	**Historic Condition:** Appearing throughout the site, NPS interpretive signage was introduced at Fort Wadsworth after 1993. Beginning in the mid-twentieth century, some interpretive material was made available by the Army inside of Fort Tompkins. **Evaluation:** Non-contributing			
Topography Features				

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Bluffs	**Historic Condition:** The bluffs represent a significant natural feature of Fort Wadsworth that retain integrity despite various alteration over the last two centuries. **Evaluation:** Good condition with some areas showing degradation from erosion. Vegetation coverage is heavy in most areas.			
Endicott Battery Foreslopes	**Historic Condition:** Endicott Era batteries were constructed with earthen foreslopes that served to protect and conceal the fortifications. **Evaluation:** Poor condition. Largely obscured by overgrown vegetation.			
Engineered Slope	**Historic Condition:** Appear throughout the period of significance in various forms. **Evaluation:** Poor to fair condition			

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Fort Tompkins Glacis	**Historic Condition:** Moderate vegetation growth **Evaluation:** Fair condition			
Parade Ground	A swamp area was drained by engineers and the ground leveled in 1925. The Parade Ground remains as a topographical remnant in the form of a level field adjacent to Building 220.			
Vegetation Features				
Cleared Vegetation	**Historic Condition:** For much of the period of significance, the Fort Wadsworth bluffs and areas surrounding military buildings were cleared of vegetation. **Evaluation:** Poor condition. Vegetation has not been cleared to historic levels and obscures much of the historic landscape.			

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
Mont Sec Avenue London Plane Trees	Rows of London Plane trees were installed along the housing corridor as part of the CCC and WPA projects in the 1930s. The plantings are largely intact.			
New York Avenue Formal Plantings	Formal landscaping was installed along the main street as part of the CCC and WPA projects in the 1930s. The plantings are largely intact except where interrupted by construction of the Verrazzano-Narrows Bridge.			
Views and Vistas Features				
View from Battery Control Buildings	The location of Battery Control Buildings was selected because of the panoramic viewshed looking south and east towards the entrance to the Narrows. Historically kept clear of vegetation, this view would have allowed for full visual control of all southern battery fields of fire.			

Resource Name	NR District Nomination	NY CRIS No / NPS	Evaluation Narrative (Historic Period	Existing Conditions and Historic Graphic Reference
View from Battery Hudson	Battery Hudson was constructed in 1876 and expanded in the Endicott Era to include Battery Mills. The location provided strategically advantageous views of the bay and Narrows. Historically, the landscape was kept clear of woody vegetation for clear fields of fire.			
View from Battery Weed	The location for Battery Weed was chosen for its expansive views of the Narrows and the harbor from the shore of Staten Island.			
View from Fort Tompkins	The location for Fort Tompkins was chosen for its commanding view of the Narrows and the harbor from the bluffs. The engineered slope below the fort was historically kept clear of vegetation to maintain clear fields of fire.			



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