National Park Service
Cultural Landscapes Inventory

2024



Fort Wadsworth

Gateway National Recreation Area

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Fort Wadsworth

Resource Classification: Cultural Landscape

CLI Identification Number: 650080

Parent Landscape: 650080

Inventory Status: Complete

Park Information

Park Name: Gateway National Recreation Area

Alpha Code: GATE

Park Organization Code: 1773

Park District: GATE

Region: Northeast

Restricted: Yes

Landscape Description:

Fort Wadsworth is a former military reservation that was transferred to the Department of the Interior in 1995 as part of the Staten Island Unit of Gateway National Recreation Area (NRA) in New York. Gateway NRA, which encompasses numerous former military and city park lands in lower New York Harbor and adjoining coastal areas, was established by Congress in 1972 along with Golden Gate National Recreation Area in San Francisco as the first park system specifically for urban recreation. The primary purpose of Gateway NRA is to preserve and protect, for the use and enjoyment of present and future generations, an area possessing outstanding natural, historic, and recreational features.
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 landscape is dominated by the towering Verrazzano-Narrows Bridge connecting the Borough of Brooklyn to Staten Island, which was completed in 1964. Dense 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.

Fort Wadsworth can be described in four landscape character areas based on historical development patterns: Coastal North, Coastal South, Inland North, and Verrazzano-Narrows Bridge. 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. The Verrazzano-Narrows Bridge area encompasses the massive footprint of the bridge within historic Fort Wadsworth. (CLR 2022: 1-3)

SIGNIFICANCE SUMMARY

Fort Wadsworth is nationally significant under National Register of Historic Places Criteria A, C, and D. Under Criteria A and D, the property is significant in the area of Military History for its association with the development of the United States' coastal defense system between the late eighteenth and early twentieth centuries. This system was an essential component of military policy during the formative years of the nation, when the risk of waterborne invasion posed the most serious threat to security. The prominent port cities that served as vital links in the country's commercial and communication systems were the most likely targets. As the most important American port, New York City received a large share of the resources devoted to the system and ultimately was guarded by a ring of mutually supporting coastal fortifications that covered multiple avenues of approach to the harbor. Fort Wadsworth was a key element of the city's 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 property also has the potential to yield substantive information about the functional and structural evolution of Fort Wadsworth as a vital element of the New York Harbor defense system through all of its iterations from the late eighteenth century to the early twentieth century. Under Criterion C, the property is significant in the areas of Engineering and Architecture as an excellent example of a fortified military landscape that was shaped through multiple periods of development in response to evolving military technology. The property includes a variety of both outstanding and representative examples of coast defense infrastructure. Battery Weed and Fort Tompkins are primarily the work of military engineers Joseph C. Totten and John G. Barnard.

The period of significance for Fort Wadsworth is 1794-1946, beginning the year that the US government began its First System defensive works at the property and ending the year that Fort Wadsworth was deactivated as a coastal defense facility.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The historic integrity of Fort Wadsworth is evaluated by comparing landscape characteristics and features present during the period of significance, 1794-1946, with existing conditions as assessed in 2022-2023. Many landscape characteristics and features from the period of significance remain today. The property 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 sometimes intrusive additions to the historic landscape at the headlands of the Narrows, the post incorporates the important features that defined it during the period of significance. The features 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. Essential views of the Narrows and its approaches from these fortified locations are preserved, with some exceptions. During the historic period, much of the reservation had 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 volunteer vegetation has destroyed some of this landscape, this groomed appearance has been kept mostly intact at the headlands around Battery Weed and Fort Tompkins. Less preserved is the landscape around the Endicott era batteries in the southwest corner, where vegetation and modern construction have intruded on historic sight lines. Landscapes surrounding batteries of this period, however, had a markedly less groomed 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.

Since 1946, some landscape characteristics and features at Fort Wadsworth have changed. The most detrimental impact on the Fort Wadsworth's integrity was the construction of the Verrazzano-Narrows Bridge, which roughly bisects the post and has altered the perceived scale and relationship among the historic fortifications and the landscape. A visitor's overall understanding of the post's significance is not seriously affected, however, since a substantial number of the historic views to and from the district remains 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 district 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 whose remains contribute to the district's overall feeling and integrity.

Condition:
The condition of Fort Wadsworth is evaluated as "Fair." As reported in the 2022 "Cultural Landscape Report for Fort Wadsworth," there has been damage to significant historic landscape features, particularly some of the historic batteries and other structures. Vegetation around many batteries is overgrown, which promotes their structural deterioration and obscures historically open fields of fire. (CLR 2022: 165)

Landscape Hierarchy Description:

There are three management units at Gateway NRA, and three landscapes at the Staten Island Unit: Miller Field, Great Kills, and Fort Wadsworth. Battery Weed Headland is a component landscape of Fort Wadsworth. Landscapes identified at the Jamaica Bay Unit are Breezy Point, Floyd Bennett Field, Jacob Riis Park, and Floyd Bennett Field. The landscape identified at the Sandy Hook Unit is Fort Hancock Military Reservation with three component landscapes: Post Grounds, Coastal Defense Batteries, and Proving Ground.

Landscape Type:

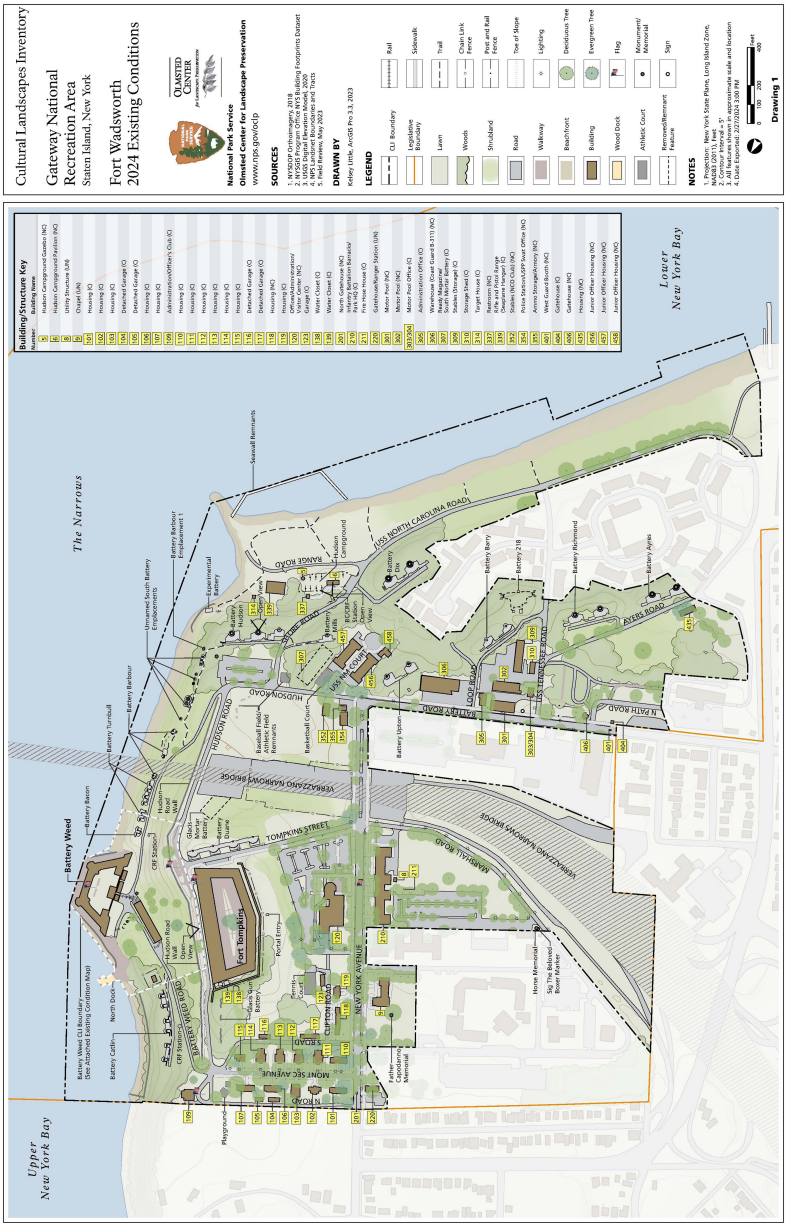
Historic Site

Historic Designed Landscape

Other Names:

Other Name:	Signal Hill	**Other Name Type:**	Historic
Other Name:	Fort Wadsworth	**Other Name Type:**	Both Current And Historic
Other Name:	Fort Richmond	**Other Name Type:**	Historic
Other Name:	Gateway National Recreation Area, Staten Island Unit	**Other Name Type:**	Current

Site Plan



Site map for Fort Wadsworth, 2024.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 07/10/2024

Completion Status Explanatory Narrative:

Information for this CLI is taken directly from the 2022 report, “Cultural Landscape Report, Fort Wadsworth, National Park Service, Gateway National Recreation Area: Site History, Landscape Existing Conditions, Analysis and Evaluation.” The CLR was prepared under contract with PaleoWest, LLC: Helen Juergens, M.A., M.Arch., RPA, Architectural Historian; Chris Baker, Ph.D., Historian; Ben DiBiase, M.A., Historian; and Steve Burns, B.S., Historic Landscape Architect. Gateway NRA staff involved in the CLR included Holly Staggs, Archeologist, and Nadya Nenadich, Historic Architect. The CLR was also prepared in cooperation with the Olmsted Center for Landscape Preservation, Boston, Massachusetts: Eliot Foulds, Program Manager for Preservation Planning; Ethan Berriault, Cartographic Technician; and Kelsey Little, Geographic Information System Coordinator. This CLI was assembled and edited by Jeff Killion, Historical Landscape Architect, Olmsted Center, in 2024. The park contact is Caridad de la Vega, Cultural Resources Program Manager.

Concurrence Graphic Information:

Attachment File Path

CULTURAL LANDSCAPES INVENTORY
CERTIFICATION FORM

Fort Wadsworth
Gateway National Recreation Area

Gateway National Recreation Area certifies the findings of the Cultural Landscape Inventory (CLI) for Fort Wadsworth, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Fort Wadsworth is hereby approved and accepted.

JENNIFER NERSESIAN Digitally signed by JENNIFER NERSESIAN
Date: 2024.07.10 09:12:03 -04'00'

Superintendent, Gateway National Recreation Area Date

Park Superintendent Completion Form, July 10, 2024.

Geographic Information

State and County:

State	County
New York	Richmond County

Size (Acres): 170.91

Land Tract Number(s)

Portion of the 180.91-acre Tract 02-103, excluding the 10-acre Battery Weed Headland area.

Boundary Description:

The boundary of this CLI is coterminous with the study boundary in the 2022 “Cultural Landscape Report for Fort Wadsworth” as well as the land tract 02-103 boundaries as shown in the NPS Land Resources Program Center map. The 10-acre Battery Weed Headland area is not included in the CLI boundary. The 170.91-acre CLI boundary includes the entirety of the 117-acre Fort Wadsworth Historic District boundary, with exception of the Battery Weed Headland area. Like the CLR, the CLI boundary excludes areas of the former Fort Wadsworth military reservation that were developed for the US Army Reserves and US Coast Guard in the late twentieth century after the defensive works were decommissioned.

The CLI boundaries are irregular, but generally conform to those areas where significant concentrations of coastal defense-related resources are located. The north and east boundaries conform to the historical boundaries of the Fort Wadsworth Military Reservation. To the west and south, the boundaries exclude tracts of vacant land, portions of the military reservation still under military control, and resources on the periphery
that post-date the site’s period of significance.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
Aerial Photograph	Area	40.608324	-74.056072	
Aerial Photograph	Area	40.60719	-74.055067	
Aerial Photograph	Area	40.605791	-74.056656	
Aerial Photograph	Area	40.604912	-74.055789	
Aerial Photograph	Area	40.6043	-74.054862	
Aerial Photograph	Area	40.604744	-74.053356	
Aerial Photograph	Area	40.599795	-74.052275	
Aerial Photograph	Area	40.596138	-74.056842	
Aerial Photograph	Area	40.596237	-74.057101	
Aerial Photograph	Area	40.594972	-74.058502	
Aerial Photograph	Area	40.594872	-74.058313	
Aerial Photograph	Area	40.593918	-74.059448	
Aerial Photograph	Area	40.594394	-74.060208	
Aerial Photograph	Area	40.595197	-74.060882	
Aerial Photograph	Area	40.595392	-74.060494	
Aerial Photograph	Area	40.595396	-74.060111	
Aerial Photograph	Area	40.595538	-74.05974	
Aerial Photograph	Area	40.59742	-74.057568	
Aerial Photograph	Area	40.597551	-74.057748	
Aerial Photograph	Area	40.598821	-74.056281	
Aerial Photograph	Area	40.598913	-74.056578	
Aerial Photograph	Area	40.599797	-74.056284	

Aerial Photograph	Area	40.599742	-74.057478	
Aerial Photograph	Area	40.5987	-74.057767	
Aerial Photograph	Area	40.598427	-74.058426	
Aerial Photograph	Area	40.598645	-74.058537	
Aerial Photograph	Area	40.598514	-74.058994	
Aerial Photograph	Area	40.598165	-74.058946	
Aerial Photograph	Area	40.5981	-74.059218	
Aerial Photograph	Area	40.5802	-74.059243	
Aerial Photograph	Area	40.59792	-74.059866	
Aerial Photograph	Area	40.597694	-74.060192	
Aerial Photograph	Area	40.597368	-74.060576	
Aerial Photograph	Area	40.597476	-74.061114	
Aerial Photograph	Area	40.597526	-74.062056	
Aerial Photograph	Area	40.597928	-74.062584	
Aerial Photograph	Area	40.598308	-74.062844	
Aerial Photograph	Area	40.598714	-74.061453	
Aerial Photograph	Area	40.599106	-74.061682	
Aerial Photograph	Area	40.599385	-74.062092	
Aerial Photograph	Area	40.599771	-74.061045	
Aerial Photograph	Area	40.599867	-74.061123	
Aerial Photograph	Area	40.601301	-74.056915	
Aerial Photograph	Area	40.602117	-74.057523	
Aerial Photograph	Area	40.601247	-74.059995	
Aerial Photograph	Area	40.601019	-74.061856	

Aerial Photograph	Area	40.601846	-74.062843	
Aerial Photograph	Area	40.601576	-74.063481	
Aerial Photograph	Area	40.603546	-74.064947	
Aerial Photograph	Area	40.602756	-74.062069	
Aerial Photograph	Area	40.60411	-74.05897	
Aerial Photograph	Area	40.60451	-74.059317	
Aerial Photograph	Area	40.604176	-74.060034	
Aerial Photograph	Area	40.605169	-74.060831	
Aerial Photograph	Area	40.605461	-74.060073	
Aerial Photograph	Area	40.60579	-74.060246	
Aerial Photograph	Area	40.605985	-74.060797	
Aerial Photograph	Area	40.60614	-74.060897	

Location Map:



Map showing the management units of Gateway National Recreation Area. (https://www.nps.gov/gate/planyourvisit/maps.htm)





Map of Fort Wadsworth and surroundings. (https://www.nps.gov/gate/planyourvisit/maps.htm)

Regional Landscape Contexts:

Type of Context: Physiographic

Description:

Fort Wadsworth is located within the Atlantic Coastal Plain physiographic region, within the Eastern Broadleaf Forest (Oceanic) ecological sub-region of the upper Atlantic coastal plain. This ecological sub-region consists mostly of northeastern oak-pine forest, along with fringes of northern cordgrass prairie, cedar bogs, transitional pine forests, deciduous swamps, pine plains, and grassy savannas. The region is generally characterized by level to gently sloping terrain. However, glacial deposits across Staten Island resulted in a much more varied topography. Todt Hill, less than three miles west of Battery Weed, is the highest hill on the Eastern Seaboard south of Maine at an elevation of 410 feet. The landform of Fort Wadsworth, with its 125-foot change in elevation that is one of the highest points along the coastline of New York Harbor, was originally formed by a glacial terminal moraine and thousands of years of coastal erosion. (CLR 2008: 117)

Fort Wadsworth is located within the urban core of the New York bight (recessed coastal area) ecosystem. The area historically was a rich and diverse ecological region due to the confluence of several major river systems at the Atlantic Ocean. Today, three hundred and ninety five ecologically important species are known to occur within the ecosystem, which is on the North American migratory flyway. Peregrine falcons, on the federal and state lists of endangered species, nest on the Verrazzano-Narrows bridge, and short-nosed sturgeon, listed as endangered by the National Marine Fisheries Service, exists within the Hudson River at New York Harbor. The rocky intertidal areas and tidal wetland areas immediately to the north and south of the Battery Weed headland consist of salt and brackish marshes, tidal creeks, and protected open water coves. (CLR 2008: 118)

Type of Context: Cultural

Description:

Fort Wadsworth is located in the New York City borough of Richmond on the eastern shore of Staten Island, approximately six miles by water south of Manhattan. The site lies on the western shore of the Narrows, which forms the southern entrance to New York Harbor where the landforms of Staten Island and Long Island lie closest together. Directly across the Narrows at the opposite side of the Verrazzano-Narrows Bridge is Fort Hamilton in Brooklyn, the eastern counterpart to Fort Wadsworth. The bridge is part of Interstate Route 278 that extends from New Jersey across Staten Island and becomes the Brooklyn-Queens Expressway on Long Island. Staten Island is connected to mainland New Jersey by way of the Goethals Bridge, Bayonne Bridge, and Outerbridge Crossing. As of 2020, Staten Island had a population of 495,747. (CLR 2008: 118; https://en.wikipedia.org/wiki/Staten_Island, citing US Census Bureau)

To the north and west of Fort Wadsworth are older street-car suburbs, with Saint George the primary urban center two miles to the north. Along the northern boundary of Fort Wadsworth is Arthur Von Briesen Park, a city park. The approach and toll plaza for the Verrazzano-Narrows Bridge extend across the center of Fort Wadsworth from east to west. Along the shoreline south of Fort Wadsworth are boardwalks and bike paths that connect a series of public parks within Gateway National Recreation Area. (CLR 2008: 119)

Type of Context: Political

Description:

Fort Wadsworth is a former federal military reservation that was part of a system of New York Harbor defenses dating back to the eighteenth century. The property consists of two nineteenth century stone forts (Fort Tompkins and Battery Weed), nineteenth and early twentieth-century earthen and concrete batteries along the shoreline, and approximately twenty buildings constructed prior to 1945. Approximately sixty buildings at Fort Wadsworth date to after 1945, most built by the navy in the 1980s when it redeveloped the reservation as the headquarters of the New York Navy Yard. (CLR 2008: 119)

Today, Fort Wadsworth is a part of the Staten Island Unit of Gateway National Recreation Area, a 26,000-acre urban park system in the New York Harbor region administered by the National Park Service and established on October 27, 1972. The National Park Service assumed jurisdiction of Fort Wadsworth in 1995. The park maintains a visitor center near Fort Tompkins in building #120, a newer building along New York Avenue that is one of two main thoroughfares through the site. Many of the buildings on the reservation are presently occupied by other agencies, including the Army Reserve Center and the US Coast Guard Auxiliary. (CLR 2008: 118-119)

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/10/2024

Management Category Explanatory Narrative:

Fort Wadsworth meets the criteria of the “Must Be Preserved and Maintained” management category: “The preservation of the inventory unit is specifically legislated.” The October 27, 1972, enabling legislation for Gateway National Recreation Area states:
“In order to preserve and protect for the use and enjoyment of present and future generations an area possessing outstanding natural and recreational features, the Gateway National Recreation Area (hereinafter referred to as the “recreation area”) is hereby established.”

“The recreation area shall comprise the following lands, waters, marshes, and submerged lands in the New York Harbor area generally depicted on the map entitled “Boundary Map, Gateway National Recreation Area,” numbered 951–40017 sheets 1 through 3 and dated May, 1972. Staten Island Unit—including Great Kills Park, World War Veterans Park at Miller Field (except for approximately 26 acres which are to be made available for public school purposes), Fort Wadsworth, and the waterfront lands located between the streets designated as Cedar Grove Avenue, Seaside Boulevard, and Drury Avenue and the bay from Great Kills to Fort Wadsworth.” (GMP-EA 2014: 606)

Management Agreements:

Type of Agreement: Special Use Permit

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

The Staten Island Shakespeare Theater Company. With permission, they are permitted to perform a few times over the summer in Battery Weed. This has not been authorized the past two summers.

Type of Agreement: Interagency Agreement

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Interagency Agreement with US Coast Guard addressing shared responsibilities for Fort Wadsworth. This addresses utilities, roads maintenance of land areas, and legacy use of Building 311 (aka 306) warehouse and the Chapel. They are an in-holding, entitled to occupy lands and facilities within FOWA's boundary.

Type of Agreement: Interagency Agreement

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Interagency Agreement with Army Reserves addressing utilities and maintenance of common areas. They are also an in-holding, entitled to occupy lands and facilities within FOWA's boundary.

Type of Agreement: Special Use Permit

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Special Use Permits are issued for special events such as the marathon and the five-boro bike tour, and also for activity required by the TBTA in connection with the Bridge (repairs, etc).

Type of Agreement: Special Use Permit

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

The TBTA has an easement for the access points to the bridge. It is unclear whether they have a reserved right to the land under the bridge on which they store their equipment.

Type of Agreement: Other

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

There is also a Letter of Intent associated with a proposed lease for Building 109 (Officers' Club), in which the Staten Island Holocaust Center proposed a rehabilitation project for a museum. Status unknown.

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. Outward views of the Manhattan skyline to the northeast, the flat expanse of Brooklyn across the Narrows to the east, and the Atlantic Ocean to the south, are critical to the significance of Fort Wadsworth. The views are also associated with informal recreational use of the military site dating back to the nineteenth century. Aside from the addition of the Verrazzano-Narrows Bridge and the growth of successional woods, the character of these views remain little changed since the end of the historic period. (CLR 2008: 169)

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

Fort Wadsworth is part of Gateway National Recreation Area, which encompasses numerous former military and city park lands in lower New York Harbor and adjoining coastal areas. Established by Congress in 1972, the primary purpose of Gateway NRA is to preserve and protect, for the use and enjoyment of present and future generations, an area possessing outstanding natural, historic, and recreational features. Fort Wadsworth, a former military reservation, was transferred to the Department of the Interior in 1995 as part of the park's Staten Island Unit. Prior to that date, several resources at Fort Wadsworth were listed in the National Register of Historic Places.

On January 20, 1972, Battery Weed was listed as a structure in the National Register as an important example of military architecture from the second half of the nineteenth century. The documentation identified areas of significance as Military and Architecture, and the period of significance as the nineteenth century, with specific dates of 1847–1861. The documentation focused on the structure itself and did not discuss resources and associated features of the surrounding headland.

On July 30, 1974, the Fort Tompkins Quadrangle was listed as a structure in the National Register for its site and architectural design, and in conjunction with Battery Weed, its association with Fort Wadsworth, "the oldest active permanently occupied military post in the United States, with service under three flags." The documentation identified areas of significance as Archeology-Historic (Aboriginal), Architecture, and Military, and the period of significance as the nineteenth century, with specific dates of 1847–1861. The documentation focused on the structure itself as well as its association with Batteries Weed, Morton, and Hudson.

On July 5, 1985, the Endicott-era batteries (Duane, Ayers, Richmond, Barry, Upton, Dix, Mills, Hudson, Barbour, Turnbull, Bacon, and Catlin) at Fort Wadsworth, including their magazines, casements, emplacements, and earthworks, were determined eligible for listing in the National Register through a Determination of Eligibility (DOE) process. The DOE identified significance as a discontiguous district in the areas of Military and Architecture.

On November 18, 1996, additional resources at the Battery Weed Headland were determined eligible for listing by the New York State Preservation Office (SHPO) as part of an update to the park's List of Classified Structures (now Historic Structures Inventory) for Fort Wadsworth.

Documentation of the entire 247-acre Fort Wadsworth reservation, including Battery Weed, Fort Tompkins, Endicott-period batteries, and other resources, was prepared and submitted for listing in the National Register in 1997-1998 as a historic district for national significance in areas of Military, Social History, Architecture, Engineering, and Archeology-Historic (Non-Aboriginal), with the period of significance of 1755 to 1945. Although signed by the New York State Historic Preservation Office (SHPO) in 1998, the nomination was not accepted by the Keeper of the National Register for technical reasons and a substantive question concerning an archeological site.

On September 21, 2009, the New York SHPO concurred with the findings of a Cultural Landscape Inventory (CLI) for the 3-acre Battery Weed Headland. The CLI identified areas of significance as Architecture, Engineering, and Military and the period of significance as 1847-1945. The CLI noted that there may be significance in the area of Archeology, and thus an earlier start date for the period of significance, but such determination would require future archeological investigation. The CLI was based on a Cultural Landscape Report (CLR) for Battery Weed Headland completed in 2008.

On July 18, 2022, the 117-acre Fort Wadsworth was listed as a district in the National Register for its association with the development of the United States' coastal defense system, its importance within the system of New York Harbor aids to navigation, its potential to yield substantive information about its functional and structural evolution, as an example of a fortified military landscape shaped through multiple periods of development, and for its outstanding and representative examples of coast defense infrastructure. The documentation identified areas of significance as Archeology-Historic (Non-Aboriginal), Architecture, Engineering, Maritime History, and Military History, and a period of significance as 1794–1946. Several features previously listed or determined eligible for listing were evaluated as non-contributing due to significant alterations: Building 301-Motor Pool, Building 302-Motor Pool, Building 352-Stables, and Building 406-Gatehouse.

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the areas and periods of significance for the Fort Wadsworth are adequately described in previous National Register documentation. The 2022 National Register documentation adequately describes the site's numerous historic resources that contribute to its significance. Therefore, for purposes of the CLI, the Fort Wadsworth CLI is considered "Entered-Documented."

Eligibility: Eligible -- Keeper

Concurrence Eligibility Date: 07/18/2022

Concurrence Narrative:

Significance Level: National

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

Fort Wadsworth is nationally significant under National Register of Historic Places Criteria A, C, and D. Under Criteria A and D, the property is significant in the area of Military History for its association with the development of the United States' coastal defense system between the late eighteenth and early twentieth centuries. This system was an essential component of military policy during the formative years of the nation, when the risk of waterborne invasion posed the most serious threat to security. The prominent port cities that served as vital links in the country's commercial and communication systems were the most likely targets. As the most important American port, New York City received a large share of the resources devoted to the system and ultimately was guarded by a ring of mutually supporting coastal fortifications that covered multiple avenues of approach to the harbor. Fort Wadsworth was a key element of the city's 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 property also has the potential to yield substantive information about the functional and structural evolution of Fort Wadsworth as a vital element of the New York Harbor defense system through all of its iterations from the late eighteenth century to the early twentieth century. Under Criterion C, the property is significant in the areas of Engineering and Architecture as an excellent example of a fortified military landscape that was shaped through multiple periods of development in response to evolving military technology. The property includes a variety of both outstanding and representative examples of coast defense infrastructure. Battery Weed and Fort Tompkins are primarily the work of military engineers Joseph C. Totten and John G. Barnard.

The period of significance for Fort Wadsworth is 1794-1946, beginning the year that the US government

began its First System defensive works at the property and ending the year that Fort Wadsworth was deactivated as a coastal defense facility.

Note: The Battery Weed Light Station is locally significant under National Register Criterion A in the area of Maritime History for its importance within the system of New York Harbor aids to navigation (see Battery Weed Headland CLI).

CRITERION A

Military:
Fort Wadsworth is nationally significant in the area of Military as one of the most important coastal defense installations in the country. Between 1794 and 1946, the installation protected New York Harbor, historically the busiest port in the nation and a critical access point for inland transportation modes. Sited at a headland overlooking the Narrows at the entrance to the harbor, the fort's location has been recognized since the American Revolution as a strategically essential point of defense and was accordingly made a priority of multiple American coastal defense improvement programs. (NR 2022, Sec.8: 34)

CRITERION C

Engineering:
Fort Wadsworth is nationally significant in the area of Engineering as a significant military landscape developed and elaborated between 1794 and 1943 that incorporates the full range of buildings, structures, and features of a US Army coastal defense reservation. The landscape contains examples of forts and gun batteries from the Third System, post-Civil War, Endicott-era, 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. Additionally, a number of lesser fortifications and defense-related sites (visible ruins) remain that lack individual distinction and integrity but contribute to the overall character of the property. In their totality, the contributing resources demonstrate the evolution of coast defense design and engineering over an approximately 150-year period and illustrate the army's historic adaptation of the military reservation to accommodate new coast defense strategies, technologies, and ordnance. (NR 2022, Sec.8: 70)

In addition to containing a diverse array of significant coast defense infrastructure, Fort Wadsworth also contains examples of the work of significant military engineers. Battery Weed and Fort Tompkins gain additional significance under Criterion C at the national level as examples of the work of Major General Joseph C. Totten (1788–1864) and Brigadier General John Gross Barnard (1815–1882). Totten was Chief Engineer of the Army Corps of Engineers from 1838 to 1864, and his name appears on many of the drawings for Battery Weed, as well as plans for Fort Tompkins that were drawn under his direct supervision. Barnard directed the majority of the construction activities for these two Third System works. (NR 2022, Sec.8: 81,84)

Architecture:
Fort Tompkins, located within Fort Wadsworth, is nationally significant in the area of Architecture for its exemplary design and craftsmanship as a Third System military fortification. Under this system (1816-1865), the Fort Tompkins and Battery Weed at the Narrows achieved their greatest relative importance in the defense of New York harbor. (HSI 2022, #041192)

Fort Tompkins was a product of the later stages of this period and its attitudes. Construction for Fort Tompkins began in 1859 and was completed in 1876. Sited on the highest point of the west side of the Narrows, the structure was built in the shape of an irregular quadrangle measuring approximately 500 by 250 feet. Built of granite and brick with earthen roofs, the front facing the Narrows is approximately 500 feet long with two arched entries, and 75 feet long at either end. On the interior of the wall are 18 open arched rooms with deep vaulted ceilings, divided by granite and brick rectangular pillars and extending 75 feet to the exterior wall. This area was covered by an earthen roof forming a parapet for observation. (HSI 2022, #041192)

CRITERION D

Historic (Non-Aboriginal):
Fort Wadsworth is nationally significant in the area of Archaeology: Historic-Non Aboriginal for its potential to yield important information about the military development of the island from ca.1807 to 1905. No above- or below-ground evidence of defensive works dating to the British occupation of the district or First System improvements have been identified. However, there is visible evidence of the structural evolution of the New York Harbor defense system through the early twentieth century. (NR 2022, Sec.8: 34,65-68)

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

C - Embodies distinctive construction, work of master, or high artistic values

D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1794 - CE 1946

Historic Context Theme	Subtheme	Facet	Other Facet
Shaping the Political Landscape	Political and Military Affairs 1783-1860	War Of 1812, 1812-1815	
Shaping the Political Landscape	The Civil War	Battles In The North And South	
Shaping the Political Landscape	Political and Military Affairs 1865-1939	World War I, 1914-1919	
Shaping the Political Landscape	World War II	War In Europe, Africa, And The Atlantic, 1939-1945	
Expanding Science and Technology	Technology (Engineering and Invention)	Military (Fortifications, Weapons, And War Vehicles)	

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

Area of Significance Category: Engineering

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Military

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

NRIS Name:	Ft. Tompkins Quadrangle
NRIS ID:	74001300,
Primary Certification Date:	07/30/1974
NRIS Name:	Fort Wadsworth Historic District
NRIS ID:	99000430
Primary Certification Date:	07/18/2022

State Register Documentation:

National Historic Landmarks:

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1524	Explored	Giovanni da Verrazzano sails into the Narrows.
CE 1609	Established	Henry Hudson names Staaten Eylandt (Island of the States) in honor of the States General of the Netherlands.
CE 1621 - 1664	Established	The Battery Weed headland area is part of the Province of New Netherland/Dutch West India Company.
CE 1630	Land Transfer	Staten Island is granted to Michael Pauw by Dutch West India Company.
CE 1661 - 1662	Settled	First colonial agricultural settlement on Staten Island, Oude Dorpe, is established.
CE 1664	Land Transfer	King Charles II of England grants Staten Island lands to the Duke of York.
CE 1680 - 1689	Land Transfer	Battery Weed headland is assigned to ownership of F. Walton (not patented).
CE 1683	Established	Staten Island is designated Richmond County.
CE 1711	Planned	Plan approved for a system of signal guns and fire beacons to be developed in several locations at the Narrows, including Staten Island.
CE 1712	Established	First ferry charter between Manhattan and Staten Island.
CE 1750 - 1794	Inhabited	VanDeventer family maintains ownership of the headland, known as “Bluff Point” or “Van Deventer’s Point” ca. 1750-1794.
CE 1754	Planned	Colony of New York proposal for batteries on Staten Island (not implemented).
CE 1755	Purchased/Sold	Colonial legislation authorizes payment to carry to the site two guns along with tar barrels and posts for beacons.
CE 1776 - 1783	Inhabited	British occupy the Battery Weed headland during the Revolutionary War.
CE 1776 - 1783	Farmed/Harvested	British harvest mature trees.
CE 1776 - 1783	Established	Signal Hill is established (land title remained with Van Deventer).
CE 1779	Established	British defenses by this time at Van Deventer’s Point included earthen batteries, redoubt, twenty-six gun platform, and hot-shot furnace.
CE 1782	Built	British construct four-bastion fort and several barbette batteries at/near Van Deventer’s Point.
CE 1794	Purchased/Sold	State of New York acquires 24 ½ acres from Ann Jacobsen and Catherine Van Deventer.
CE 1794 - 1807	Established	Federal government begins First American System of Coastal Fortifications.
CE 1807 - 1817	Established	Second American System of Coastal Fortifications is established.
CE 1808	Planned	Army Engineer Jonathan Williams develops a plan for fortification at the Narrows.

Year	Event	Major Event Narrative
CE 1809	Purchased/Sold	New York State acquires twenty-two additional acres near Van Deventer's Point from John Jacobsen including farm house, barn, and road.
CE 1810	Built	Water Battery-Fort Richmond, Second System Fortress, is completed.
CE 1812	Planned	Due to War of 1812, state and federal governments authorize telegraph observatories and signal poles.
CE 1814	Built	Construction of Second System Fort Tompkins substantially begun, Fort Richmond serves as a checkpoint for all vessels entering or leaving New York Harbor.
CE 1816	Abandoned	Fortifications at the Narrows are largely abandoned by the state due to lack of funds.
CE 1817 - 1861	Established	The federal government institutes the Third American System of Coastal Fortifications with the second Fort Tompkins.
CE 1820 - 1845	Established	Unresolved negotiations between the state and federal governments over ownership of the fortifications at the Narrows.
CE 1828	Established	Fort Tompkins Light built near state fortifications at the Narrows.
CE 1847	Land Transfer	Conveyance of land at the Narrows from New York State to the federal government.
CE 1847 - 1864	Built	Construction of Fort Richmond (Battery Weed) begins.
CE 1847	Built	Battery Weed Road is constructed.
CE 1854	Purchased/Sold	A 5.2 acre parcel is purchased by federal government from Peter Jacobsen on west side of fortifications.
CE 1854	Built	By 1854, Battery Road and New York Avenue are built.
CE 1855 - 1865	Built	A Gatehouse is built (Building 406).
CE 1856	Purchased/Sold	A 17-acre strip parcel along New York Avenue is purchased by federal government from William Aspinwell.
CE 1857	Planned	Congress appropriates $150,000 for reconstruction of Fort Tompkins.
CE 1858	Built	North stone dock is completed.
CE 1858	Built	Range Road is built ca.1858.
CE 1858	Built	Wharf/jetty is constructed.
CE 1859 - 1876	Built	Construction begins on the new Fort Tompkins.
CE 1860	Built	Two story guardhouse with a drawbridge is built on the west face of Battery Weed. Hourly ferry service from Manhattan instituted.
CE 1861	Inhabited	5th Regiment New York Volunteer Artillery is garrisoned at Forts Tompkins and Richmond.
CE 1862	Built	Construction of North and South Cliff Batteries is begun.
CE 1864	Built	Fort Richmond is completed (except for seawall/moat) at a cost of $750,000.00; number of troops at the post peaks at 1,921; many wooden support buildings are constructed.
CE 1865	Altered	War Department changes the name of Fort Richmond to Fort Wadsworth.

Year	Event	Major Event Narrative
CE 1865 - 1875	Built	In 1865-1875, the Experimental Battery is developed.
CE 1867	Demolished	Many temporary wartime buildings are demolished.
CE 1870	Altered	Around this time, macadam is added to roadways at Fort Wadsworth.
CE 1870 - 1889	Built	Between 1870-1889, North Road and Shore Road are built.
CE 1870	Built	Housing (Building 103) is built
CE 1870	Built	Mont Sec Avenue is constructed
CE 1871	Built	South Mortar Battery is completed.
CE 1871 - 1872	Built	The Glacis Mortar Battery is built.
CE 1871	Built	Seawall and moat around Fort Wadsworth is completed.
CE 1871 - 1875	Altered	South and North Cliff Batteries and Hudson Battery are modernized.
CE 1871	Built	Hudson Road is built.
CE 1873	Graded	Ground surrounding Fort Wadsworth including glacis, slopes, and batteries graded and seeded; draining and filling of swamp at foot of glacis at New York Avenue.
CE 1874	Built	The Glacis Gun Battery is built.
CE 1876	Built	Second Fort Tompkins is completed.
CE 1876	Built	Battery Hudson is built
CE 1876	Built	South Mortar Battery is built.
CE 1876	Built	Ready Magazine (Building 307) is built.
CE 1877	Built	Boathouse is constructed on north stone dock.
CE 1880	Established	Rail service is established from St. George to South Beach, and runs past military reservation.
CE 1880	Built	Mont Sec Avenue pedestrian walkways are constructed.
CE 1885	Built	Mont Sec Avenue street lights are installed.
CE 1885	Built	President Cleveland establishes Endicott Board to study coastal defense improvements; earthen berm is constructed at top of slope along present Hudson Road; this begins the Endicott Era in coastal fortifications that extends to World War I.
CE 1886	Altered	Moat dewatered and reservoir constructed at southwest corner; Staten Island Rapid Transit Railroad Company founded.
CE 1887	Altered	Northwest bastion of Battery Weed is converted to a mining casemate.
CE 1887	Built	First mine tracks are completed.
CE 1889	Built	Cable tank #2 is built; Staten Island linked to New Jersey by a railroad bridge.
CE 1890	Altered	Around this time, Fort Wadsworth (Battery Weed) is used for storage of munitions from Ellis Island.
CE 1890	Built	Four housing units are constructed (Building 111, Building 112, Building 113,Building 114).
CE 1891	Built	Water Closet (Building 139) is built within Fort Tompkins.
CE 1892 - 1894	Built	Mine storage building is constructed west of Battery Weed.

Year	Event	Major Event Narrative
CE 1892 - 1901	Purchased/Sold	Around 141 acres are purchased in ten parcels from various owners to the south and west by the federal government, expanding the Fort Wadsworth reservation from 90 to 226 acres.
CE 1893	Built	In ca.1893, Tompkins Street is built.
CE 1895 - 1904	Built	Six new batteries are constructed for higher-powered artillery South and North Cliff and Hudson Batteries equipped with modern guns.
CE 1895 - 1897	Built	Battery Duane is constructed
CE 1896 - 1899	Built	Battery Upton is constructed
CE 1896	Built	South Road is constructed
CE 1897 - 1899	Built	Battery Barry is completed.
CE 1897	Built	In ca. 1897 Loop Road is built.
CE 1898	Built	Battery Richmond is built.
CE 1898	Built	Battery Barbour is built.
CE 1898 - 1899	Built	Battery Hudson is constructed.
CE 1899 - 1900	Built	Battery Mills is built.
CE 1899	Built	Battery Bacon is reconstructed from north end of South Cliff Battery.
CE 1900	Built	Water Closet (Building 138) is built within Fort Tompkins.
CE 1900	Built	Administration (Building 305) is built.
CE 1900 - 1901	Built	Battery Ayres is built.
CE 1900	Built	In ca.1900, Ayres Road is built.
CE 1900	Built	In ca.1900, Tennessee Road is built.
CE 1901	Altered	Army Corps of Engineers transfers mining complex to Coast Artillery Corps.
CE 1902	Altered	Fort Wadsworth renamed Battery Weed; entire US military reservation renamed Fort Wadsworth.
CE 1902 - 1903	Built	Combined fog signal and lighthouse (Battery Weed Light Station) is constructed on barbette of Battery Weed's northeast bastion.
CE 1902 - 1904	Reconstructed	Battery Catlin is reconstructed from North Cliff Battery.
CE 1902	Built	Battery Dix is constructed.
CE 1902 - 1903	Built	Battery Turnbull is built.
CE 1905	Built	Second mine casemate is constructed at Battery Catlin.
CE 1910	Built	In ca. 1910 Clifton Road is completed.
CE 1913	Altered	Six three-inch rapid fire guns are mounted at Battery Catlin.
CE 1916 - 1918	Inhabited	Around 1,400 troops are garrisoned at Fort Wadsworth.
CE 1917	Built	Around this time, a coincidence range finder (CRF) station is built on the slope above Battery Catlin.
CE 1918	Abandoned	Battery Bacon is taken out of service.
CE 1919	Altered	Command shifts from Coast Artillery Corps to the infantry.
CE 1920	Established	Four anti-aircraft guns are emplaced at Fort Wadsworth.
CE 1921	Built	Stables (Building 352) is built.

Year	Event	Major Event Narrative
CE 1927	Built	Storage Shed (Building 310) is built.
CE 1929	Built	Infantry Battalion Barracks (Building 210) is completed.
CE 1931	Built	Stables (Storage) (Building 309) is built.
CE 1932	Built	Detached Garage (Building 105) is completed.
CE 1933	Built	Five housing units are constructed (Building 101, Building 106, Building 107, Building 110, Building 115).
CE 1935	Built	Detached Garage (Building 117) is built.
CE 1935	Built	Detached Garage (Building 116) is completed.
CE 1935	Built	Civilian Conservation Corps (390 Veterans Co.) and Works Progress Administration-funded laborers begin work at Fort Wadsworth; they construct part of seawall and undertake limited forestry work.
CE 1936	Built	Detached Garage (Building 104) is built.
CE 1936	Built	Garage (Building 123) is completed.
CE 1937	Planted	CCC plants London Plane trees along New York Avenue and Mont Sec Avenue.
CE 1937	Built	Motor Pool (Building 302) is completed.
CE 1938	Built	Hudson Road Wall is built.
CE 1938	Built	Administration/Officer's Club (Building 109) is completed.
CE 1938	Built	Motor Pool Office (Building 303/304) is completed.
CE 1938	Built	Motor Pool (Building 301) is completed.
CE 1939	Built	Housing (Building 102) is built.
CE 1939	Built	Housing (Building 119) is built.
CE 1939	Built	Fire Hose House (Building 211) is completed.
CE 1941	Built	Target House (Building 314) is completed.
CE 1941	Built	Rifle and Pistol Range (Building 339) is built.
CE 1941	Established	Fort Wadsworth is returned to the Coast Artillery Corp.
CE 1940 - 1944	Planned	Anti-submarine net (series of subsurface mines) is planned across the Narrows
CE 1942	Abandoned	Battery Catlin taken out of service
CE 1942 - 1945	Established	Harbor Entrance Control Post (HECP) command center established at Fort Wadsworth.
CE 1943	Built	Battery Command and Coincident Range Finder (BC & CRF) Station is completed.
CE 1943	Built	Battery 218 is built.
CE 1944 - 1945	Inhabited	Fort Wadsworth houses a service unit of Italian prisoners of war.
CE 1946	Abandoned	Fort Wadsworth is deactivated as a coastal defense facility.
CE 1948	Developed	Trailer camp developed for military housing at Fort Wadsworth.
CE 1950	Built	After 1950, West Guard Booth (Building 401) is completed.
CE 1952	Moved	Korean War anti-aircraft unit assigned to Fort Wadsworth.
CE 1955	Established	Around this time, NIKE Surface-to-Air Missile Command center is established at Fort Wadsworth.

Year	Event	Major Event Narrative
CE 1956	Built	A tennis court is constructed.
CE 1956	Built	After 1956, a baseball field is developed.
CE 1958	Built	After 1958, a Restroom (Building 337) is built.
CE 1959 - 1964	Built	Construction of Verrazzano-Narrows Bridge begins; buildings in Fort Wadsworth demolished along the bridge approaches. The bridge opens in 1964.
CE 1960	Built	Housing (Building 118) is constructed.
CE 1960	Built	Warehouse (Coast Guard B-311) (Building 306) is built.
CE 1960	Built	Police Station/USPP Swat Office (Building 354) is constructed.
CE 1960	Built	Ammo Storage/Armory (Building 355) is constructed.
CE 1972	Planned	The Department of Defense identifies Fort Wadsworth as surplus property to be transferred to newly established Gateway National Recreation Area at a future date.
CE 1979	Established	US Navy takes over Fort Wadsworth from the army as headquarters of New York Naval Station.
CE 1983	Reconstructed	US Navy begins extensive redevelopment of Fort Wadsworth.
CE 1989	Built	Housing (Building 435) is built.
CE 1990	Built	North Gatehouse (Building 201) is constructed.
CE 1990	Built	Jr. Officer Housing (Building 456) is built.
CE 1990	Built	Jr. Officer Housing (Building 457) is built.
CE 1990	Built	Jr. Officer Housing (Building 458) is built.
CE 1992	Built	A pavilion is constructed.
CE 1994	Abandoned	New York Naval Station at Fort Wadsworth is decommissioned. Management is transferred to the NPS.
CE 1994	Built	Offices/Administration/Visitor Center (Building 120) is built.
CE 1995	Established	NPS assumes jurisdiction of Fort Wadsworth.
CE 2012	Damaged	Damage from Hurricane Sandy in 2012 renders some of slope areas unstable/unsafe. At Battery Weed there is damage to the seawall and fencing. Damage to the Endicott-era batteries include loss of fencing at Battery Duane, collapse of stone walls and unstable earthworks at Battery Hudson, numerous downed trees, and erosion and scouring around many other coastal batteries/earthworks.

Physical History:

INTRODUCTION

The following section provides information on the physical development and evolution of the site, organized by time periods. The section is excerpted directly from the 2022 “Cultural Landscape Report for Fort Wadsworth” by Helen Juergens, Chris Baker, Ben DiBiase, and Steve Burns. Refer to the CLR for more in-depth information.

Fort Wadsworth can be described by four landscape character areas based on historical development patterns: Coastal North, Coastal South, Inland North, and the Verrazzano-Narrows Bridge (Figure 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. The Verrazzano-Narrows Bridge area includes associated access roads. (CLR 2022: 15,166)



Figure 1. Landscape character areas of Fort Wadsworth. (Helen Juergens, Chris Baker, Ben DiBiase, and Steve Burns, "Cultural Landscape Report for Fort Wadsworth [hereafter CLR], 2022: 15)

PRE-CONTACT TO FEDERAL ACQUISITION, to 1847

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 Island. (CLR 2022: 15)

Ecological changes that resulted from broad environmental trends after the retreat of the Laurentide glacier led to diverse and abundant fauna that supported Native American hunter-gatherer groups. Until late in the seventeenth century, Staten Island was home to the Lenape people, known by Europeans as the Delaware, who were part of the larger Algonquian linguistic family that lived on the East Coast from Maine to the Chesapeake Bay. Archeologists have unearthed projectile points, ceramic remains, and shell middens dating to 3,000 BCE, evidence of Lenape use of the available natural resources near the future Fort Wadsworth. (CLR 2008: 16)

The Lenape people called Staten Island Aquehonga-Monacknong, or Monacnong, meaning enchanted woods. Historian George W. Hilton noted in a 1964 publication that Native Americans also called the island Eghquaons, meaning high sandy banks. By any name, the island was host to a prosperous native culture. The Lenape were hunters and fishers harvesting an abundance of oysters from the shallow beds off the shores of the island. Although it is unknown precisely where, the Lenape also made substantial woodland clearings for the cultivation of corn (maize), beans, pumpkins, and tobacco. They made hooks of bone and wove hemp nets for fishing. The Lenape used rushes, grasses, and husks to make baskets and mats, and a variety of island plants and other materials were used for medicinal and ceremonial purposes. (CLR 2008: 16)

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; and international competition over access to American trade goods resulted in the French and Indian War (Seven Years War) in the 1750s. (CLR 2022: 15)

The late eighteenth century and early nineteenth century was an era of rebellion as colonies 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. (CLR 2022: 15)

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. (CLR 2022: 15)

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 forts defined American Seacoast fortification development into the late 1810s. (CLR 2022: 15-16)

In 1817 military philosophy shifted again. 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. These trends are reflected in the harbor defenses constructed on Staten Island. (CLR 2022: 15-16)

The Landscape in 1847:
Development during this period occurred predominately in the Coastal North character area as defensive fortifications, with some domestic and agricultural use in the Coastal South and Inland North character 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. (CLR 2022: 30)

A pentagonal fort called Fort Tompkins sat on the high ground with views and vistas of the Narrows below. This construction involved considerable grading of the natural topography. A trapezoidal fort stood at the easternmost point of the site projecting into the Narrows, originally named Fort Richmond and later renamed Battery Weed, which had a seawall surrounding its east side and a former (filled) moat on the west (Figure 2). The relationship between these two forts, positioned on the high and low ground of the Staten Island bluffs, defined the spatial organization of the site. (CLR 2022: 30)

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 consisted of undeveloped woodland during this period. A natural pond was located south of Fort Tompkins at the corner of present-day Hudson Road and New York Avenue. (CLR 2022: 30)

Structures comprised of Fort Morton (Upper Battery) and Fort Hudson (Lower Battery) were built into the sloping landscape south of Battery Weed (see Figure 2). These smaller batteries support the larger fortifications and followed the same general spatial organization that allowed 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. (CLR 2022: 30)

Buildings between the two large forts sat along the sloping bluffs. A long rectangular building served 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 were presumably utilized as shops, offices, sheds, barns, and storehouses to support military operations. A lighthouse sat on a bluff southeast of Fort Tompkins. (CLR 2022: 30-31)

Circulation across the site consisted of several unpaved roads. One road ran 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 ran east to west and intersected perpendicularly with the aforementioned . It curved 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 appeared to approximate the existing Weed Road. (CLR 2022: 31)

Circulation included ferry service from a wharf located on the shoreline to the north of Battery Weed. The ferry provided transportation across the Narrows and the harbor. A ferry operator’s house stood on the shore in the vicinity of the wharf. Old farmhouses, dwellings, and assorted small buildings existed in the Coastal South area and parts of the Inland North area. Two properties can be identified as the Cornelius McLean and Van Deventer-Fountain houses. (CLR 2022: 31)



Figure 2. "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 (now Battery Weed), 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, from CLR 2022: 27)

MILITARY CONSTRUCTION THROUGH THE ENDICOTT ERA INTRODUCTION, 1847–1905

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. (CLR 2022: 35)

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. (CLR 2022: 31)

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. (CLR 2022: 35)

Seacoast defenses were not a priority in the United States in the 1870s and 1880s. The Reconstruction Era (1865–1877) required the US 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 US military pursued what became known as the Indian Wars, an effort to subdue Native American tribes and extinguish Indigenous claims to Western lands. (CLR 2022: 35)

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 previous 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. (CLR 2022: 35-36)

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. Non-military 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. (CLR 2022: 36)

The Landscape in 1905:
Development during this period occurred predominately in the Coastal North and Coastal South character areas with defensive fortifications spatially organized along the coastal perimeter and oriented towards the coastline and seaward approaches. Support buildings and structures occupied the Inland North area. The broad spatial organization remained 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 3). (CLR 2022: 56)

The landscape was still defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projected into the Narrows, armored by a seawall on its east side. Fort Tompkins sat at the high point on the bluff. The landscape around the fort was clear of vegetation and much of the installation was sodded with grass creating an open landscape. The topography between the two forts consisted of an engineered slope that was cleared of vegetation to create views and vistas for open fields of fire. A natural pond was located south of Fort Tompkins at the corner of present-day Hudson Road and New York Avenue. The area west of New York Avenue was largely characterized by natural vegetation with undeveloped woodland and swampy conditions. (CLR 2022: 56)

Structures on site included several batteries. The fortifications demonstrated manipulation of the topography with engineered fore slopes. Endicott batteries were 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 housed modern high-powered weapons including Battery Duane to the south of Fort Tompkins in the Coastal North area. Batteries Upton, Barry, Richmond, Ayers, and Dix sat in the Coastal South area. Older structures in the Coastal North area continued 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 was reconstructed and renamed Battery Catlin; South Cliff Battery was renovated and divided into three units called Batteries Bacon, Turnbull, and Barbour. Battery Hudson was renovated and expanded to include a new Battery Mills. (CLR 2022: 56)

Buildings within the Coastal North area included 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 lined Officer's Quarters Road, including a small hospital, housing, and an administrative building (Buildings 111, 112, 113, and 114). (CLR 2022: 56)

Along New York Avenue and Clifton Road, was a newer hospital, housing, a bakehouse, and steward's quarters. At the south end of New York Avenue, the Fort Tompkins Lighthouse was relocated to be used as the keeper's house. The lighthouse function was replaced with a lantern and watchroom located on Battery Weed, called the Fort Wadsworth Light (Figure 4). 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 were various support buildings including stables, hostler's building, and a blacksmith shop. (CLR 2022: 57)

Support infrastructure across the site included 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. (CLR 2022: 57)

In the Inland North area west of New York Avenue, buildings included 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 sat to the west of the road (Building 220). (CLR 2022: 57)

Circulation routes included both land and water access. A dock was north of Fort Richmond, used to transport people and materials. Roads were more formal than the previous period with pavement and sidewalks. New York Avenue was the main road running north to south and divided the Coastal North area from the Inland North area. Officer's Quarters Road (existing Mont Sec Avenue) was flanked by North and South Roads. Hudson Road ran north to south on the east side of Fort Tompkins. North and South Weed Roads ran down the bluffs to Battery Weed. Dock Road connected from the battery to the North Dock. Shore Road and Range Road wound down from Hudson Road to the southern Wharf. The main road running east to west that divided the Coastal South area from the Inland North area was called Richmond Avenue (now Battery Road). The new batteries in the Coastal South area were accessed via Richmond Avenue. A public trolly line ran along New York Avenue, turning west down Richmond Avenue. (CLR 2022: 57)

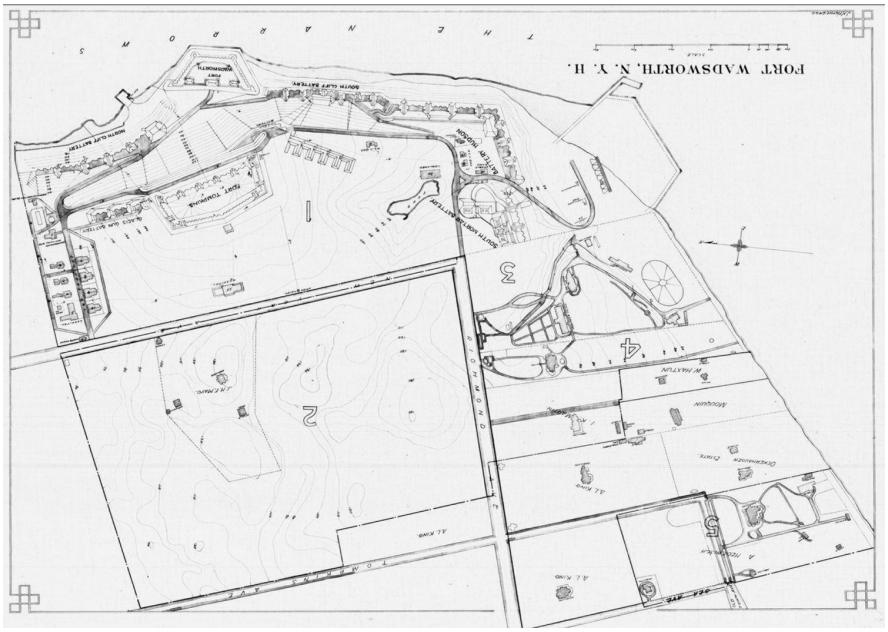


Figure 3. A map titled "Fort Wadsworth, N.Y.H.," circa 1895. The map outlines the privately held land added to the western portion of the post. (National Archives and Records Administration, from CLR 2022: 50)



Figure 4. 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 at Battery Weed. (New York Public Library, from CLR 2022: 55)

EVOLUTION OF FORT WADSWORTH THROUGH THE WORLD WARS, 1905–1945

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 technologies that made Endicott Era batteries obsolete. (CLR 2022: 61)

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. (CLR 2022: 61)

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.

The Landscape in 1945:
Fort Wadsworth remained an active installation from 1905 to 1945. Development in this period occurred across the Coastal North, Coastal South, and Inland North character areas. The broad spatial organization of the site remained 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 5. (CLR 2022: 91)

The landscape was still defined by two monumental masonry buildings: Battery Weed projecting into the Narrows, and Fort Tompkins at the high point on the bluff (Figure 6). The topography between the two forts consisted of an engineered slope that was cleared of vegetation to provide views and vistas for open fields of fire (Figure 7). (CLR 2022: 91)

The central core of the installation was carefully maintained and kept clear of vegetation. Much of the installation was sodded with grass creating an open landscape. In the Inland North area, the formerly swampy wooded landscape to the west of New York Avenue was filled and leveled for an open Parade Ground. Likewise, the former natural pond, south of Fort Tompkins at the corner of present-day Hudson Road and New York Avenue, was filled in to create an athletic field. Athletic and training amenities set up across the base included a tennis court, gun ranges, a handball court, baseball diamond, and track field. (CLR 2022: 91)

Structures on site include several batteries. The fortifications demonstrated 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 sat to the south of Fort Tompkins, Glacis Gun Battery stood to the north of Fort Tompkins, Battery Catlin to the north of Battery Weed, and Batteries Bacon, Turnbull (with a new command center), and Barbour to the south of Battery Weed. Coincident range finder stations stood near Batteries Catlin and Bacon. Battery Hudson and Battery Mills were located off of Shore Road. Coastal South area batteries consisted of Batteries Upton,

Barry, Richmond, Ayers, and Dix. Anti-aircraft guns were installed at Battery Barry and a new Battery 218 was constructed to the southwest. (CLR 2022: 91)

Buildings in the Coastal North area included 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 sat 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) stood to the east of South Road. The former hospital on Clifton Road now served as Headquarters. The Lightkeeper's Residence was situated on the east side of New York Avenue to the south of Tompkins Road. (CLR 2022: 91)

Buildings in the Coastal South area included wooden barracks, mess halls, offices, shops, and storage buildings between Battery Ayers and Richmond Avenue (now Battery Road). A pistol and rifle range stood at the southeast end of Range Road. Maintenance buildings formed 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 sat at the intersection of Camp Road (now Tennessee Road) and Richmond Avenue. Buildings in the Inland North area included two large identical infantry barracks on the west side of New York Avenue (Building 210 still stands). To the west of these barracks were multiple post support buildings including an ordinance shop, post exchange, power house, and gym. (CLR 2022: 92)

Circulation routes include both land and water access. Along the coastline there was a southern jetty and a new northern dock. Roads were more numerous than the previous period. New York Avenue was the main road running north to south that divided the Coastal North area from the Inland North area. Mont Sec Avenue was flanked by North and South Roads. Sidewalks and London Plane trees were installed along both sides of Mont Sec Avenue. Hudson Road ran north to south on the east side of Fort Tompkins. A retaining wall ran along Hudson Road. North and South Weed Roads ran down the bluffs to Battery Weed. Dock Road tracked from the battery to the North Dock. Shore Road and Range Road wound down from Hudson Road to the southern Wharf. The main road running east to west that divided the Coastal South area from the Inland North area was called Richmond Avenue (now Battery Road). Coastal South area batteries were accessed by new roads: Loop Road, Camp Road, King Road, and Ayers Road. Circulation was expanded in the Inland North area as well. An unpaved road called General's Road bordered the new Parade Ground to the west of New York Avenue. (CLR 2022: 92)

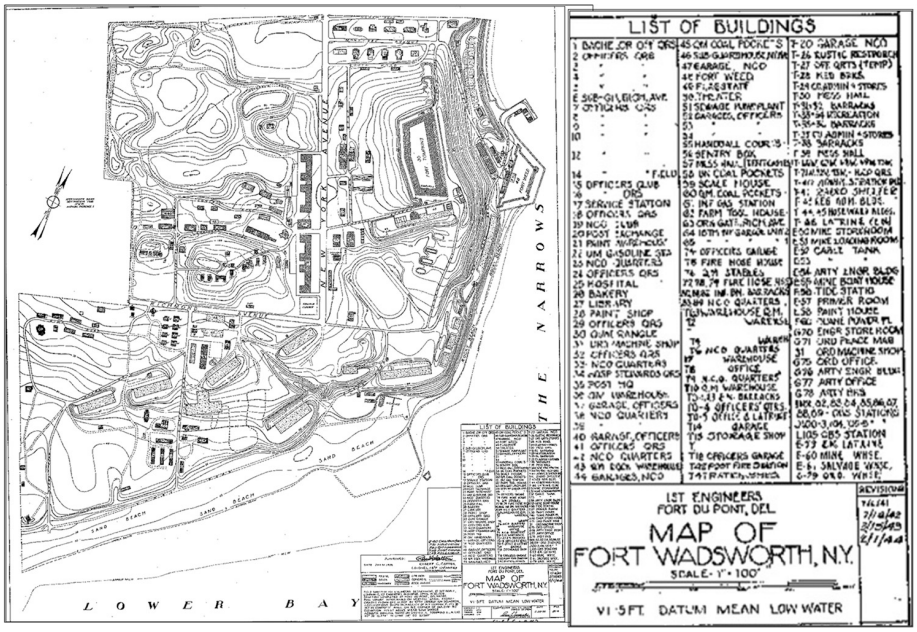


Figure 5. A 1944 Map of Fort Wadsworth. Note the Civilian Conservation Corps projects including the running track south of Fort Tompkins which replaced an earlier pond. (National Park Service, from CLR 2022: 87)

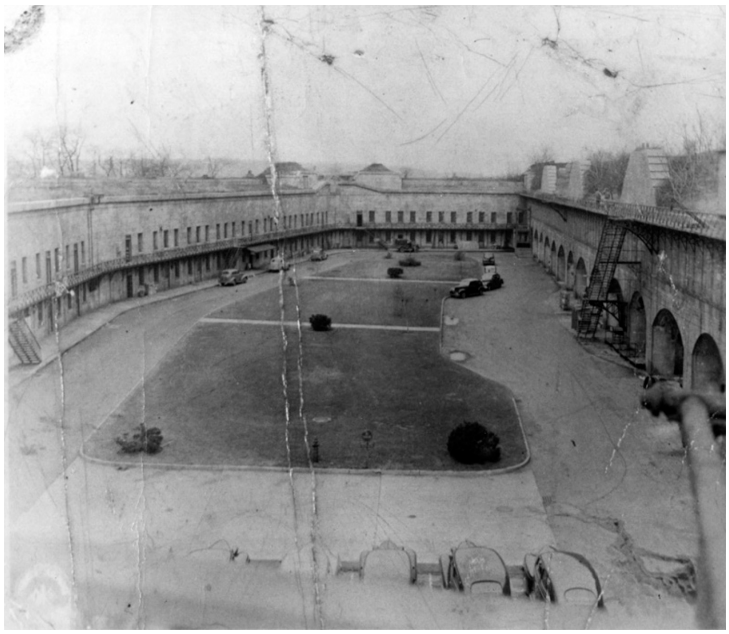


Figure 6. Photograph of the interior of Fort Tompkins showing parade grounds, mid-1930s. Note the central median, curbing, and landscaping added to accommodate automobiles; the shape roughly follows an earlier tennis court design. (Courtesy of Gateway NRA Collections, Image 20594, from CLR 2022: 76)



Figure 7. 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, from CLR 2022: 88)

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

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 country 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. (CLR 2022: 97)

American military strategy in the 1950s centered on a concept known as massive retaliation. The Air Force, established in 1947 out of the US 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 (IBM) entered the Soviet arsenal by the end of the decade. Such missiles could travel thousands of miles to their targets. The United States soon developed its own IBMs. The army deployed sophisticated anti-aircraft missile systems to intercept aircraft and IBMs crossing into American airspace. The missile systems evolved quickly and were known as Nike Ajax, Hercules, and Raytheon Hawk. (CLR 2022: 97)

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, towered 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 now 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. (CLR 2022: 97-98)

The Landscape in 1964:
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 remained 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 was altered by the construction of the Verrazzano-Narrows Bridge, which dominated the views and vistas of the site (Figure 8 and 9). (CLR 2022: 113)

The landscape was still largely defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projected into the Narrows. The seawall surrounded the east side of the fort. Fort Tompkins stood at the high point on the bluff. (CLR 2022: 113)

Vegetation management across the installation is not as active as in the previous period, and overgrowth was allowed to encroach on the forts and batteries (Figures 10 and 11). A baseball diamond near the corner of New York Avenue and Hudson Road replaced the athletic field disturbed by bridge construction. (CLR 2022: 113)

Structures on site included several dismounted batteries. The fortifications demonstrated manipulation of the topography with fore slopes engineered to conceal the concrete structures. In the Coastal North character area, Battery Duane and the Glacis Mortar Battery stood to the south of Fort Tompkins. The Glacis Gun Battery sat to the north of Fort Tompkins. Battery Catlin sat to the north of Battery Weed, and Batteries Bacon, Turnbull, and Barbour were to the south of Battery Weed. Battery Turnbull and the Glacis Mortar Battery were largely buried, and Battery Duane was partially demolished. Coincident range finder stations stood near Batteries Catlin and Bacon. Battery Hudson and Battery Mills were located off of Shore Road. Coastal South area batteries consisted of Batteries Upton, Barry, 218, Richmond, Ayers, and Dix. (CLR 2022: 113)

Buildings in the Coastal North area included 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 stood along Mont Sec Avenue and Clifton Road (Buildings 101–110, 117–119, and 123). A garage (Building 116) stood to the east of South Road. The Headquarters building was located on Clifton Road. A large stable (Building 352) and two new buildings (Buildings 354 and 355) stood near the intersection of New York Avenue and Hudson Road. (CLR 2022: 113)

Buildings in the Coastal South area included military and family housing. The Capehart housing units spread across the Coastal South area south of the batteries (Figure 12). A pistol and rifle range occupied the southeast end of Range Road. Maintenance buildings formed 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 stood at the intersection of Tennessee Road (formerly Camp Road) and Richmond Avenue, and a large warehouse was located south of Richmond Avenue. (CLR 2022: 113-114)

Buildings in the Inland North area featured 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 stood at the post entrance on New York Avenue. One large infantry barrack was situated on the west side of New York Avenue (Building 210). (CLR 2022: 114)

Nearly fifty buildings and structures in the Coastal North and Inland North areas were 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 (Figure 13). (CLR 2022: 114)

Circulation routes relied more heavily on road access than in previous periods. To the north of Battery Weed there was a dock, but the southern jetty had fallen out of use. New York Avenue was the main road running north to south that divided the Coastal North area from the Inland North area. Mont Sec Avenue was flanked by North and South Roads. Sidewalks and London Plane trees lined both sides of Mont Sec Avenue. Hudson Road ran north to south on the east side of Fort Tompkins. A retaining wall stretched along Hudson Road. North and South Weed Roads ran down the bluffs to Battery Weed. Dock Road connected from the battery to the North Dock. Shore Road and Range Road tracked down from Hudson Road to the southern coastline. The main road running east to west that divided the Coastal South from the Inland North area was called Richmond Avenue (now Battery Road). Coastal South area batteries were accessed by Loop Road, Tennessee Road (formerly Camp Road), King Road, and Ayers Road. New roads USS Florida Court and USS New Mexico Court connected to new housing. Circulation was expanded in the Inland North area as well with a more formalized grid. Coast Guard Road, Drum Road, and Artillery Road ran perpendicular to New York Avenue with Maloney Drive and Marshall Road connecting them. (CLR 2022: 114)

The Verrazzano-Narrows Bridge cut through Fort Wadsworth, creating the fourth Landscape Character Area: the Verrazzano-Narrows Bridge (Figure 14). The anchorages and approaches required considerable grading of the topography across a large section of the post. (CLR 2022: 114)

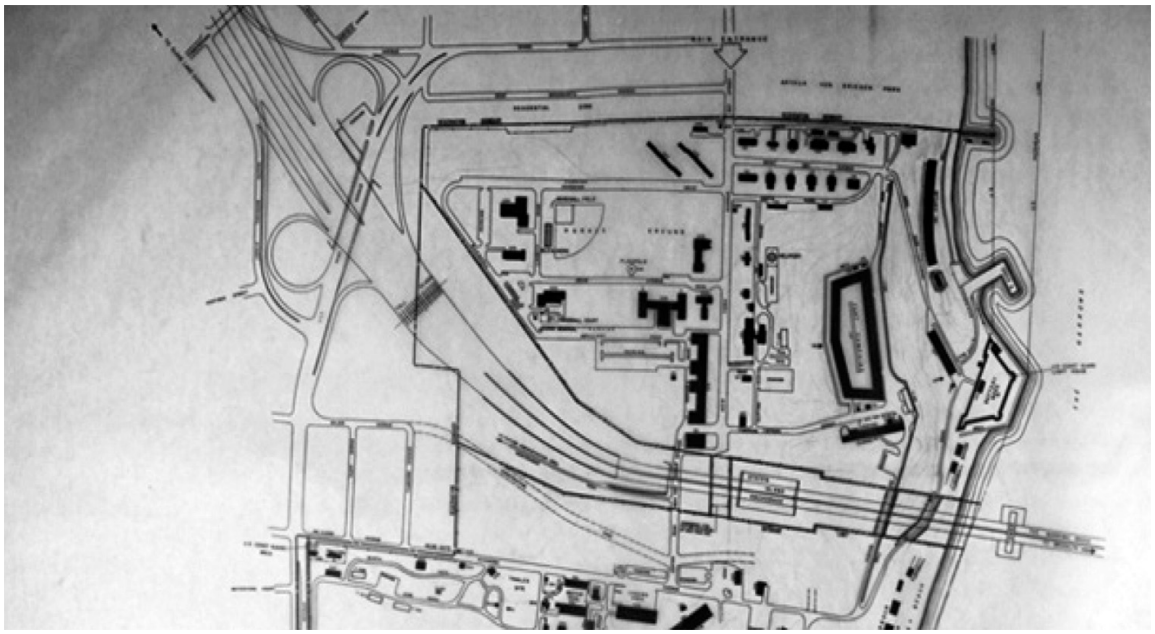


Figure 8. Detail of the Fort Wadsworth General Site Map, 1962. Note the bridge right-of-way (outgrant) cutting through the post. (Gateway NRA Collections, from CLR 2022: 107)



Figure 9. 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 fortifcation's interior was used for storage. (Gateway NRA Collections, Image 21915-3-64(3), from CLR 2022: 107)

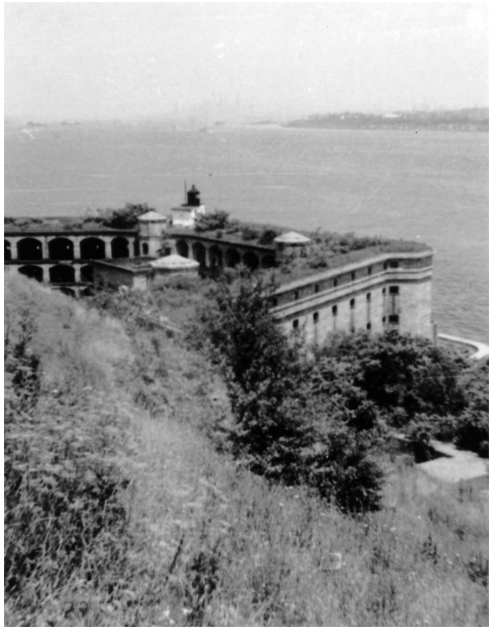


Figure 10. Photograph of Battery Weed and the engineered slope between the forts, 1959. Note the woody vegetation and tall grass growing on the formerly cleared and mowed hillside; the roof of Battery Weed is shrouded in shrubs. (Gateway NRA Collections, Image 18698, from CLR 2022: 104)

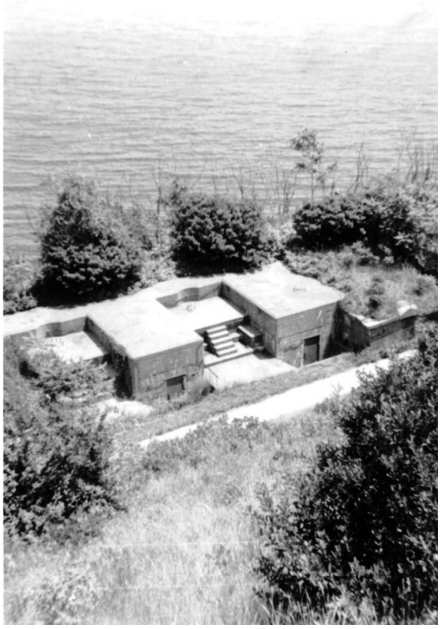


Figure 11. Photograph of an Endicott-era Battery, 1949. Note the growth of young woody vegetation encroaching on the battery. (Gateway NRA Collections, Image 18699, from CLR 2022: 103)

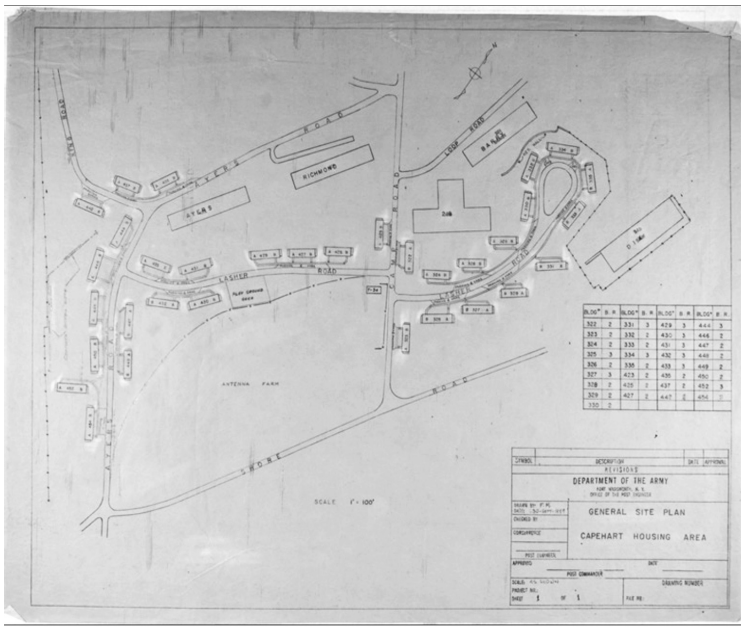


Figure 12. Map of Fort Wadsworth titled General Site Plan Capehart Housing Area, 1959. The proposed housing development included 66 buildings at the southwestern corner of the post. (Gateway NRA Collections, from CLR 2022: 102)



Figure 13. 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, from CLR 2022: 109)



Figure 14. Aerial photograph depicting excavation for the bridge anchorage and clearing for the Verrazzano-Narrows Bridge approaches, May 1963. (Courtesy of MTA Bridges and Tunnels Special Archive, Photo NB-3-206, from CLR 2022: 108)

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

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. A more effective defensive posture required robust capabilities in conventional warfare. 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. (CLR 2022: 119)

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 US 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. (CLR 2022: 114)

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 post. This new construction occurred in all areas of Fort Wadsworth and altered the historic landscape. (CLR 2022: 119)

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, after which the National Park Service added 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 remained under the purview of the Department of Defense. (CLR 2022: 119)

The Landscape in 1995:
Leading up to the National Park Service administration of Fort Wadsworth, parts of the landscape

were subject to modern development. Changes occurred largely in the Coastal South and Inland North character areas, which remained in the control of the Department of Defense. Although largely unaltered during this period, a 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 remained 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 15). The Verrazzano-Narrows Bridge dominated the views and vistas of the site, interrupting the original spatial organization (Figure 16). (CLR 2022: 133)

The landscape was still largely defined by two monumental masonry buildings: Battery Weed and Fort Tompkins. At water level, Battery Weed projects into the Narrows, its east side protected by a seawall. Fort Tompkins stood at the high point on the bluff. (CLR 2022: 133)

Only the main post quadrangle west of Fort Tompkins was mowed, and vegetation was allowed to overgrow the Endicott Era batteries and previously cleared areas between Battery Weed and Fort Tompkins. The athletic facilities across the post were well-maintained. (CLR 2022: 133)

Structures on site included several dismounted batteries. The fortifications demonstrated manipulation of the topography with fore slopes engineered to conceal the concrete structures. In the Coastal North area, Battery Duane stood to the south of Fort Tompkins. Ruins of the Glacis Gun Battery sat to the north of Fort Tompkins. Battery Catlin stood to the north of Battery Weed, and Battery Bacon, ruins of Battery Turnbull, and Battery Barbour were to the south of Battery Weed. Battery Turnbull and the Glacis Mortar Battery were largely buried. Coincident range finder stations stood near Batteries Catlin and Bacon. Battery Hudson and Battery Mills were situated off Shore Road. Coastal South area batteries consisted of Batteries Upton, Barry, 218, Richmond, Ayers, and Dix. Batteries Richmond, Duane, and Ayers were partially filled with earth and surrounded with chain link fencing. (CLR 2022: 133)

Buildings in the Coastal North area included a new north gatehouse (Building 201). Housing lined both sides of Mont Sec Avenue and Clifton Road (Buildings 101–110, 117–119, and 123). Garages sat adjacent to the housing. The former Headquarters and surrounding buildings were replaced with a postmodern style large administrative building (Building 120) and parking lot. (CLR 2022: 133)

Buildings in the Coastal South area included new Junior Officer Housing (Buildings 456, 457, and 458) constructed near Battery Upton. Navy housing units located south of Battery Ayers replaced the former Capehart housing. A new Navy Lodge stood at the western extent of the post. A pistol and rifle range occupied the southeast end of Range Road. Maintenance buildings formed the Seabee Complex south of Richmond Avenue, including four motor pool buildings (Buildings 301–304) and an administration building (Building 305). Utilitarian Building 310 was situated at the intersection of Tennessee Road and Battery Road (formerly Richmond Avenue) and a large warehouse stood south of Richmond Avenue. (CLR 2022: 133-134)

Buildings in the Inland North area included a gatehouse, a chapel, and one large infantry barrack (Building 210) on the west side of New York Avenue. (CLR 2022: 134)

Circulation routes relied on road access. The North Dock had fallen out of use at this time. New York Avenue served as the main road running north to south that divided the Coastal North area from the Inland North area. Mont Sec Avenue was flanked by North and South Roads. Sidewalks and London Plane trees lined both sides of Mont Sec Avenue. Hudson Road ran north to south on the east side of Fort Tompkins. A retaining wall tracked along Hudson Road. North and South Weed Roads ran down the bluffs to Battery Weed. Dock Road connected from the battery to the North Dock. Shore Road and Range Road wound down from Hudson Road to the southern coastline. The main road running east to west that divided the Coastal South from the Inland North area was Battery Road (formerly Richmond Avenue). Coastal South area batteries and navy housing were accessed by Loop Road, Tennessee Road, King Road, and Ayers Road. USS Florida Court and USS New Mexico Court connected to housing. Circulation in the Inland North area consisted 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 cut through Fort

Wadsworth, across the Coastal North and Inland North areas. (CLR 2022: 134)

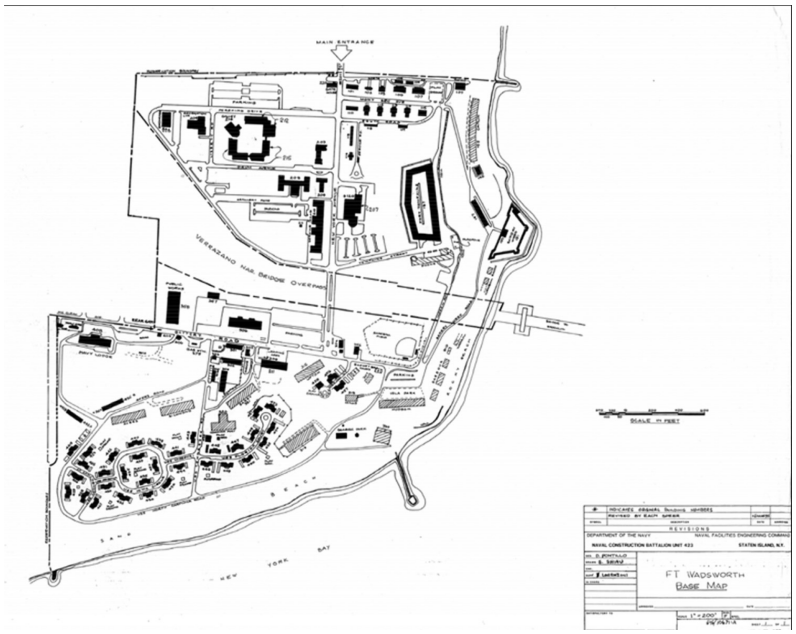


Figure 15. Fort Wadsworth Base Map, 1993. The map shows new Navy construction concentrated in the southern portion of the post. (National Park Service Technical Information Center, from CLR 2022: 128)



Figure 16. Aerial photograph of Fort Wadsworth, 1993. The photograph captures the late 20th-century alterations to the post prior to National Park Service acquisition. (Gateway NRA Collections, Image 30654, from CLR 2022: 132)

NATIONAL PARK SERVICE STEWARDSHIP, 1995–2024

Fort Wadsworth entered a new phase in its history in 1995 (Figure 17). For the first time in two centuries, the primary land use for the property 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 (Figure 18). Important characteristics of public use are the cultural landscape, historic harbor views, and historic buildings that served military and defensive purposes. (CLR 2022: 139)

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 (Figure 19). The park 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 park 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. (CLR 2022: 139)

The National Park Service has undertaken many robust planning, resource identification, and condition assessment projects between 1995 and 2022. These efforts have provided the park with management priorities and a comprehensive understanding of many of the historic resources, including Battery Weed, Fort Tompkins, and Battery Dix (Figure 20). Park staff are well prepared to undertake future projects to protect and preserve Fort Wadsworth's significant resources as funding allows. Some of the proposed landscape-related projects include: "Replace Signs at Fort Wadsworth" (PMIS 251577), "Provide Designated Bicycle Lanes in Fort Wadsworth" (PMIS 340104), and "Implement Fort Wadsworth Security Improvements" (PMIS 339793). (CLR 2022: 139; PMIS)

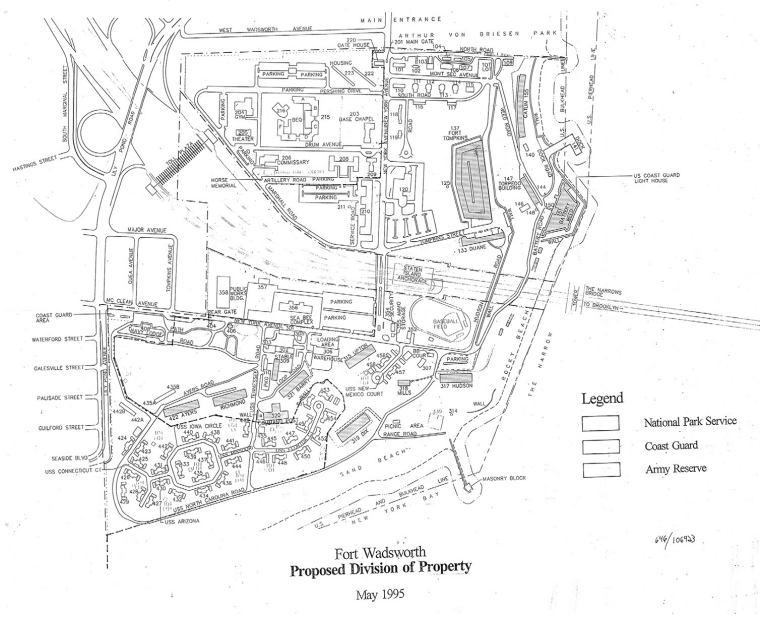


Figure 17. Map titled Fort Wadsworth Proposed Division of Property, 1995. The map illustrates the proposed boundaries between the National Park Service, Coast Guard, and Army Reserves. (National Park Service Technical Information Center, from CLR 2022: 131)



Figure 18. Photograph taken at the 1996 Five Borough Bike Tour showing race participants relaxing on the lawn. (Gateway NRA Collections, Image 30872, from CLR 2022: 144)



Figure 19. 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, from CLR 2022: 142)



Figure 20. Photograph of Battery Dix, the least deteriorated of the Endicott Era batteries, December 2021. (PaleoWest, from CLR 2022: 150)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Defense	Arms Storage	Arms Storage	Yes	No	No
Defense	Fortification	Battery (Defense)	Yes	No	No
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	No	Yes	No
Domestic (Residential)	Multiple Dwelling	Dormitory (Bunkhouse)	Yes	No	No
Domestic (Residential)	Multiple Dwelling	Family Duplex	Yes	Yes	No
Transportation	Pedestrian-Related	Interpretive Trail	No	Yes	No
Landscape	Leisure-Passive (Park)	Leisure-Passive (Park)	Yes	Yes	Yes
Transportation	Water-Related	Lighthouse	Yes	No	No
Defense	Military Facility (Post)	Military Facility (Post)	Yes	No	Yes
Recreation/Culture	Monument (Marker, Plaque)	Monument (Marker, Plaque)	No	Yes	No
Defense	Fortification	Parade Ground	Yes	No	No
Religion	Religious Structure (church)	Religious Structure (Church)	Yes	Yes	No
Vacant (Not In Use)	Ruin	Ruin	No	Yes	No
Domestic (Residential)	Single Family Dwelling	Single Family House	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Sports/Athletic Field	Yes	No	No
Landscape	Scenic Landscape	View	Yes	Yes	No
Government	Government Office	Visitor Contact (Visitor Center)	No	Yes	No
Recreation/Culture	Museum (Exhibition Hall)	Wayside Exhibit	No	Yes	No

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

Fort Wadsworth is open daily from 6 a.m. to 9 p.m. The Fort Wadsworth Visitor Center is open Friday-Monday from 10am to 4pm. Some of the batteries are fenced and closed to the public due to safety concerns. Visitors access Fort Wadsworth via private car, city bus, or bicycle, or on foot. No internal shuttle service is provided within the site and interior roads are closed to private vehicles. However, there are four visitor parking lots. Fort Wadsworth is not accessible by water and no functional dock exists to facilitate water access.

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

According to consultations with David Goldstein, NPS Region 1 Tribal and Cultural Affairs, there is no ethnographic study for Fort Wadsworth.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The historic integrity of Fort Wadsworth is evaluated by comparing landscape characteristics and features present during the period of significance, 1794-1946, with the existing conditions as assessed in 2023. Many landscape characteristics and features from the period of significance remain today. The property 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 sometimes intrusive additions to the historic landscape at the headlands of the Narrows, the post incorporates the important features that defined it during the period of significance. The features 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. Essential views of the Narrows and its approaches from these fortified locations are preserved, with some exceptions. During the historic period, much of the reservation had 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 volunteer vegetation has destroyed some of this landscape, this groomed appearance has been kept mostly intact at the headlands around Battery Weed and Fort Tompkins. Less preserved is the landscape around the Endicott era batteries in the southwest corner, where vegetation and modern construction have intruded on historic site lines. Landscapes surrounding batteries of this period, however, had a markedly less groomed 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. (NR 2022: Sec.7: 25)

Since 1946, some landscape characteristics and features at Fort Wadsworth have changed. The most detrimental impact on Fort Wadsworth's integrity was the construction of the Verrazzano-Narrows Bridge, which roughly bisects the post and has altered the perceived scale and relationship among the historic fortifications and the landscape. A visitor's overall understanding of the post's significance is not seriously affected, however, since a substantial number of the historic views to and from the district remains 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 district 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 whose remains contribute to the district's overall feeling and integrity. (NR 2022: Sec.7: 25)

INTEGRITY

The National Register of Historic Places defines integrity as the ability of a property to convey its significance through physical resources. The National Register program identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Retention of these qualities is necessary for a property to convey its significance; however, not all seven aspects must be present to retain integrity. The following evaluation is based on an 1794-1946 period of significance for Fort Wadsworth. Overall, Fort Wadsworth retains integrity through its location, setting, design, materials, workmanship, feeling, and association.

Location:
Location is the place where the historic property was constructed or the place where the historic event occurred. The Fort Wadsworth cultural landscape encompasses much of the original reservation and later additions related to coastal defenses. Abutting these former uses are modern developments related to housing, lodging, and support facilities.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The overall location and design of Fort Tompkins and defense batteries along the curved bluff is still evident, but somewhat diminished by the presence of the bridge. Layout of streets and open spaces conveys the historic military design, but some areas has been impacted by new housing and support facilities.

Setting:
Setting is the physical environment of a historic property. The headland landform overlooking the Narrows continues to reveal the property's strategic advantages. Some open and grassy spaces have been preserved to convey the purpose of the fort, while other spaces have reverted to woods or have been redeveloped with new buildings and parking lots. The massive Verrazzano-Narrows Bridge overhead greatly impacts the property's setting.

Materials:
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Extant historic materials include stone, brick, concrete, asphalt, metal, wood, and earthen and grass engineered slopes. Historic plant material in the form of London Plane trees still exist along New York and Mont Sec Avenues.

Workmanship:
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. This aspect is clearly evident in the masonry construction at Fort Tompkins and in the concrete and brick constructed batteries. Workmanship is also visible on the historic barracks, gatehouse, and residences on Officers' Row.

Feeling:
Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. Fort Wadsworth still conveys its use as a military post through the extant forts, batteries, Officers' Row housing and enlisted barracks. The groomed appearance of the grounds and presence and rows of London Plane trees also expresses a sense of order. This aspect is somewhat diminished by the overgrown condition of some of the batteries.

Association:
Association is the direct link between an important historic event or person and a historic property. Fort Wadsworth still maintains its associations with the navy and harbor defenses. Examples of work accomplished by the Civilian Conservation Corps is still present. Other military links are just outside of the project boundary, at the Coast Guard and Army Reserve facilities.

The next section presents an analysis of landscape characteristics and their associated features and corresponding Historic Structures Inventory (HSI, formerly List of Classified Structures) names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1794-1946), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

As presented in the 2022 CLR, documentation of existing conditions of the historic landscape is organized according to four Landscape Character Areas (see Figure 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. (CLR 2022: 166)

Note: 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. (CLR 2022: 237)

Landscape Characteristic: Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation. The natural landscape that existed prior to Fort Wadsworth's first period of development by the British is arguably the primary factor that the site exists as a coastal defensive fortification. This geographic location abuts The Narrows, 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 that provides a strategic location overlooking the harbor entrance. The location and landform offered a militarily advantageous condition for both monitoring and defense, as well as water access. These natural features are still strongly evident today. (CLR 2022: 201-202)

Coastal North Area:
The Coastal North Area's terrain was ideal for defenses. Fort Tompkins was built on a rise along the top edge of the bluff, named Flagstaff Hill, and flanked by Battery Duane and the Glacis Mortar Battery, while Fort Richmond (later Battery Weed) stood at the waterfront. Batteries Catlin, Bacon, Turnbull, Barbour, Hudson, and Mills, range finder and battery command stations, and multiple smaller emplacements were built into the bluff. The overall character of the landform, which was predominantly open and clear, is intact despite the presence of the Verrazzano-Narrows Bridge and overgrown vegetation. (CLR 2022: 202)

Other natural features also influenced development of the Coastal North Area. The relatively flat topography west and north of the bluff hosted the post's support, housing, and administrative facilities, many of which remain today. A natural pond provided a source of water for horses and draft animals, and although now filled the undeveloped terrain around it remains partially visible. Much of the native forest on the bluff and level ground was cleared for the defense structures and supplied valuable lumber and firewood, but some of it has regrown. (CLR 2022: 202)

Coastal South Area:
Technological advancement in the Endicott era called for an expansion of Fort Wadsworth and the addition of this land. As with the Coastal North Area, the bluffs overlooking the shore guided development. Batteries 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) and west of Tennessee Road (formerly Camp Road), and below Battery Richmond on Tennessee Road towards the shore, was used for development of housing and "camps" during the 1920s and 1930s. Other support facilities also occupied some of these level areas. (CLR 2022: 223)

The landform and batteries are extant today, but construction of the navy housing units in the 1990s included significant grading around some of the batteries through partial filling and demolition. The batteries are now obscured by vegetation that has overtaken the bluff. The new housing development also razed the camps sites except one, which remains as a small open area. The Navy Lodge, and other facilities and their associated access roads and parking lots, now occupy the level areas along Battery Road. (CLR 2022: 223-225)

Inland North Area:
The Inland North Area was purchased as an expansion of Fort Wadsworth in the Endicott Era. As such, the entire area served to provide additional land in support of the evolving technology and military needs at the turn of the twentieth century. The land was mostly wooded, but there was a small natural swampy pond in the northern half that was later the site of the Parade Ground. The landscape featured two hills; one trending east-west along the north side of Battery Road and the other rising west of New York Avenue in the north half. A series of battery control stations were built into the east-west hill, which overlooked the batteries (in the Coastal South Area). The Commanding Officers' Quarters was built on the northern hill, which offered 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. (CLR 2022: 232)

Today, most of the historic natural features in this area are indistinguishable due to construction of the Verrazzano-Narrows Bridge approaches and development associated with Coast Guard and Army Reserve facilities. At the northern edge of the parcel, the Parade Ground was cleared and leveled in 1927, but this low spot exists now as an open field. (CLR 2022: 232-234)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Bluffs	204145	Contributing					No

Landscape Characteristic: **Spatial Organization**

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. The natural bluff that curves through the eastern and southern portions of Fort Wadsworth dictated the post's layout. Fort Tompkins and batteries were positioned along the bluff, support facilities and more batteries were sited along the waterfront south and east of the bluff, while housing, administration, and other support facilities stood on level ground north and west of the bluff. To the west and north of the bluff, respectively, New York Avenue and Richmond Road (now Battery Road) were the primary circulation features along which the post's facilities were organized. These fundamental spatial relationships remain today, but have been impacted by the Verrazzano-Narrows Bridge and post-historic development.

Coastal North Area:
The spatial organization of the Fort Wadsworth military landscape underwent many changes during its numerous expansions and modifications, culminating with Fort Tompkins overlooking and guarding the waterside Battery Weed below; an engineered slope between the two defenses; 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 at the northern edge of the post. These spatial characteristics have remained mostly intact. (CLR 2022: 202-203)

Several changes have impacted the historic spatial relationships of the Coastal North Area. In the northern half, the navy demolished the southern segment of Clifton Road in 1993, along with several adjacent buildings including a hospital and housing, to construct the existing Visitor Center and an expansive parking lot. These changes created an entirely different scale and stylistic character. In the southern half, several buildings were razed in 2011 to build Camp Hudson, a modern campground. (CLR 2022: 147,203)

The most significant impact to the historic spatial organization of the Coastal North Area is the looming presence of the Verrazzano-Narrows Bridge throughout the post (Figures 21 and 22). The bridge was built in the early 1960s and essentially divided this area into two halves; its massive west bridge abutment physically dominates the landform, while the overhead structure creates a visual disturbance. The construction of the bridge also required the demolition of portions of the Glacis Mortar Battery and Battery Duane. (CLR 2022: 203)

Coastal South Area:
The spatial organization of the Coastal South Area was centered along the batteries that occupied the bluff. Comparatively flat areas occupied spaces above and below the batteries and featured several clusters of support buildings off of Battery Road and Shore Road/USS North Carolina Avenue, respectively. Major spatial changes occurred in the early 1960s when new housing units set out next to the batteries (Figure 23). The new home developments also brought new access roads and cul-de-sacs. Most of the historic building clusters north of the batteries were razed and replaced with new facilities and their associated roads and parking lots off of Battery Road.

Inland North Area:
The Inland North Area was historically defined by the Commanding Officers' Quarters in the northern half, accessed by a long loop road. Extensive facilities occupied the southern half west of New York Avenue and north of Battery Road, organized by a series of loop road comprised of Control Road, Engineer Road, and Artillery Road. The northern half has remained mostly undeveloped until the 1990s when Coast Guard facilities were built. Reconfiguration of the southern half began in the early 1960s in response to construction of the bridge and approaches, and then in the 1990s by development of Army Reserve facilities along Battery Road. Along New York Avenue, only one of the twin barracks remains (now park headquarters), along with a chapel constructed after the historic period. (CLR 2022: 232)



Figure 21. View looking southeast from Fort Tompkins interior quadrangle. (PaleoWest 2021, DES-1760)



Figure 22. View looking northwest at the west bridge abutment. (Olmsted Center for Landscape Preservation--hereafter OCLP--2021, DSC-0984)



Figure 23. View looking southeast from Battery Dix. (PaleoWest 2021, DES-2122)

Landscape Characteristic: Vegetation

Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape. At Fort Wadsworth, contributing features include cleared areas planted with grass or low-growing shrubs around the forts and batteries, and London Plane trees along both sides of the New York and Mont Sec Avenues. Overgrown vegetation on batteries and their engineered slopes is non-contributing.

Coastal North Area:
During the historic period, vegetation in the Coastal North Area was managed to maintain a clear and open landscape. In the vicinity of the forts, batteries, and buildings, trees were cut down and replaced with grass or other low growing species to create open fields of fire and visual connections to battery command stations. This dominant vegetation pattern collectively conveyed the military purpose of the landscape. With the abandonment of the forts and batteries, clear and open conditions were no longer required, and beginning in the 1950s these landscapes began to be overgrown, which accelerated in the 1970s through 1990s. In the 1930s the CCC planted London Plane trees along both sides of Mont Sec Avenue. (CLR 2022: 215)

Locations most threatened by overgrowth today include most of the coastal bluff areas from Hudson Road down to the shoreline (Figure 24). This overgrowth poses a threat to the structures themselves. However, as directed in the 2014 General Management Plan, the park has accomplished clearing on and around some structures, including Fort Tompkins, Battery Weed (see Battery Weed Headland CLI), and other selected batteries (Figure 25). Most of the 1930s trees planted on Mont Sec Avenue are extant (Figure 26). (CLR 2022: 215-216)

Coastal South Area:
Following the Endicott Era expansion of Fort Wadsworth, the historic vegetation within the Coastal South Area consisted of cleared forest to ensure open fields of fire from the batteries. The areas around the battery control structures (in the Inland North Area) were also cleared to create clear views between them and the batteries. The flatter terrain south of Battery Road was cleared for support facilities and housing. Today, many of the historic batteries and the spaces around are completely overgrown. Post-historic developments feature various degrees of tree, shrub, and lawn landscaping. (CLR 2022: 226)

Inland North Area:
The historic vegetation pattern within the Inland North Area consisted of forest that were mostly cleared away. In the northern portion, the landscape around the commanding officers' residence was also cleared. In the southern part, support facilities west of New York Avenue were thinned of woody vegetation but not completely cleared. Some of the clearings supported the Endicott-Era battery control stations that required a clear line of sight to the batteries to the south (in the Coastal South Area). In 1937 the CCC planted London Plane trees along both sides of New York Avenue. Manicured grass islands were installed along this road after construction of the Verrazzano-Narrows Bridge. (CLR 2022: 215,234)

Modern development and bridge construction has preserved much of the historic vegetation pattern. The notable exception is formal street tree plantings on New York Avenue in 1937 (Figure 27). There are also lawns and trees around the former barracks (Building 210), that now houses Gateway NRA headquarters. (CLR 2022: 234)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Low Vegetation on Batteries and Engineered Slopes	204146	Contributing					No
New York Avenue London Plane Trees	204147	Contributing					No
Mont Sec Avenue London Plane Trees	204148	Contributing					No
Overgrown Vegetation on Batteries and Engineered Slopes	204149	Noncontributing – Incompatible					No

Landscape Characteristic Graphics:



Figure 24. View looking southeast at the overgrown Experimental Battery. (PaleoWest 2021, DES-2273)



Figure 25. View looking southeast at recently cleared vegetation on the south side of Fort Tompkins and grass clearings at Battery Duane. (PaleoWest 2021, DES-1990)



Figure 26. View looking east at London Plane trees and sidewalks on Mont Sec Avenue. The top of a historic lamppost is visible next to the blue car. (PaleoWest 2021, DES-1780)



Figure 27. View looking north at London Plane trees on New York Avenue. (PaleoWest 2021, DES-1910)

Landscape Characteristic: Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape. At Fort Wadsworth, numerous historic roads and walkways are extant, including the two primary routes – New York Avenue and Battery Road – as well as the main street through Officers' Row, Mont Sec Avenue. Non-historic features include roads to modern housing and facilities, and their associated parking lots and walkways.

Coastal North Area:
Circulation systems were part of the site's development as a military landscape, first by the British and then by the State of New York, and eventually by the US government. Many of the historic roads, walkways, and docks are extant, while others have been modified to varying degrees or eliminated over time. Other circulation features are all together new, included roads, parking lots, and walkways. Whether historic or not, many roads now include modern small-scale features such as signage, curbs and gutters, and stripping that somewhat diminishes the historic character. (CLR 2022: 204)

The historic roads in the Coastal North Area that remain either largely intact or with some modifications include Mont Sec Avenue, North Road, South Road, Clifton Road, Hudson Road, Tompkins Street, a portion of Battery Weed Road, a portion of Shore Road, and Range Road. Historic sidewalks still parallel Mont Sec Avenue and traverse the engineered slope between Fort Tompkins and Battery Weed (see Battery Weed Headland CLI). Water access was possible at the Wharf/Jetty and the North Dock (see Battery Weed Headland CLI), but not so today. (CLR 2022: 204)

--Battery Weed Road (portion). This road was realigned ca.1863, with South Battery Weed Road serving as the original access to South Cliff Battery ca.1847 and 1863. 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. It is also likely that Battery Weed Road is the oldest extant road

circulation at Fort Wadsworth. The road provides the only access from the upper bluff fort and batteries to the shore fortifications. The original material was not asphalt, but it was paved during the historic period. (Note: portions of this road are also part of the Battery Weed Headland CLI area). (CLR 2022: 213,289)

--Clifton Road. Built in the late first decade of 1900s, the road appears on a 1908 plan in which it 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 this area's spatial organization. Only about a third of the original Clifton Road survives, as the southern end was demolished during the 1990s navy construction of the Visitor Center. Its original construction may have been unpaved, but the road was paved by the 1930s. (CLR 2022: 210,290)

--Hudson Road. Constructed circa 1871, this L-shaped road 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 and Mont Sec Avenue to the north (Figure 28). To the south it intersects with South Weed Road and then turns east-west to intersect with Battery Road and New York Avenue. The road was paved later in the historic period. (CLR 2022: 210,291)

--Mont Sec Avenue. The first road built to organize the Officers' Row housing area in 1870. The road was paved during the historic period and retains its original alignment. It is bordered by sidewalks, lampposts, and London Plane trees. The original curbs may have been stone but are now concrete (see Figure 26). (CLR 2022: 208,292)

--Mont Sec Avenue Pedestrian Walkways. Built in 1880 parallel and abutting the roadway curbs (see Figure 26). The original sidewalks may have been stone but are now concrete. (CLR 2022: 208,292)

--North Road and South Road. Both roads were constructed as expansions to the Officers' Row housing circulation in ca.1895 (though according to CLR possible as early as 1870). The roads provided garage access on either side of Mont Sec Avenue. Originally, these roads were angled at their western ends to intersect with Mont Sec Avenue about 40 feet east of New York Avenue, which established Mont Sec Avenue as the primary roadway for entry to the Officers' Quarters and the rest of the post. The angles were removed prior to 1921 and straightened to intersect New York Avenue as they currently exist. (CLR 2022: 210,294,296)

--Range Road. Built ca.1858, provided the historic access from Shore Road on the upper bluff to the south shore. The area of the south jetty served different military uses during the historic period. Remnant sites and landscape features are still extant along the road. Historic character has been affected by modern development associated with the Hudson Campground and nearby parking. (CLR 2022: 213,295)

--Shore Road (portion). Built ca.1900, but 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. The road was paved during the later years of the historic period. The historic character of the road has diminished near the modern campground near Range Road. (Note: a section of this road is also part of the Coastal South Area). (CLR 2022: 213,295)

--Tompkins Street. Built circa 1896 in the former location of the Fort Tompkins ditch, it provided an east-west access between New York Avenue and Hudson Road as well as the direct access to Fort Tompkins and Battery Duane. It was paved during the historic period. A modern parking lot at its east end at Fort Tompkins has altered the historic character. (CLR 2022: 210,213,296)

Coastal South Area:

Camp Road (now Tennessee Road) appears to predate the purchase of this land by the United States in the 1890s. The circulation system included two other principal roads intersecting with Richmond Avenue (now Battery Road): Loop Road and the portion of North Path Road near the Navy Lodge (historically King Road). This portion of road served to access 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 it's the former King Road alignment with the construction of the Navy Lodge; it no longer follows its historic alignment beyond the intersection with McClean Avenue. (CLR 2022: 224)

--Ayres Road. Built in 1900, now a narrow lane heading southwest from Tennessee Road. It provided access to Batteries Ayers and Richmond. The middle portion of this road is outside of park property, but the far south end is within the boundary, where it intersects with Shore Road/USS North Carolina Road. (CLR 2022: 224,289; NR 2022, Sec.7: 7)

--Battery Road (portion). See Inland North Area.

--Loop Road. Built in 1897, now a narrow lane connecting to Battery Road and Tennessee Road, provided access to Battery Barry and Battery 218. It is in poor condition due to its degraded asphalt and the impingement of gravel and debris. (CLR 2022: 224,292; NR 2022, Sec.7: 7)

--Tennessee Road (Camp Road). Built before 1874, Tennessee Road is a two-lane road extending south from Battery Road and is flanked at its north end by a concrete sidewalk. It follows its historic 1930s alignment where it intersects with Shore Road/ USS North Carolina 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 associated with the camps in the 1930s were destroyed by construction of the navy housing in the 1990s. (CLR 2022: 225,296; NR 2022, Sec.7: 6)

--Shore Road (portion)/USS North Carolina Road. See Coastal North Area. The history of this road requires additional research. It may have been part of Shore Road, or it may have been built after the historic period.

--North Path Road (King Road). Built ca.1990, this road heads south then west from Battery Road to access non-historic military buildings. Built on the trace of King Road. (CLR 2022: 224,293; NR 2022, Sec.7: 7)

--USS New Mexico Court. Built ca.1993, this cul-de-sac runs southwest from Hudson Road to access non-historic military housing units (Figure 29). (CLR 2022: 297; NR 2022, Sec.7: 7)

Inland North Area:
The Inland North Area was developed during the Endicott era at Fort Wadsworth. The circulation system included a single access road to the commanding officers' quarters that existed prior to it becoming part of the post. A loop road system comprised of Control Road, Engineer Road, and Artillery Road was developed to support the expanded military facilities. In the 1930s, another road was built around the perimeter of the post known as Boundary Road. All of these roads have been demolished, but New York Avenue and Battery Road remain. (CLR 2022: 233)

--Battery Road. Built before 1854 and historically named Richmond Avenue, Battery Road is one of the earliest primary roads to access and organize the post (Figure 30). 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. The two lane road is flanked by a concrete sidewalk on the south side. Adjacent modern building development detracts from the road's historic character. (CLR 2022: 233,289; NR 2022, Sec.7: 7)

--New York Avenue. Built before 1854, this road follows its original historic alignment. Originally an unpaved dirt road, it became one of two primary access roads at Fort Wadsworth. As a formal main avenue, it was improved with sidewalks and formal street plantings of London Plane trees that are

still present (see Figure 27). The road is two lanes, but south of its intersection with Marshall Road it widens to four lanes and is divided by a concrete median strip where it passes under the Verrazzano-Narrows Bridge. (CLR 2022: 233,293; NR 2022, Sec.7: 7)

--Marshall Road. Built in the late 1950s to early 1960s in conjunction with the bridge. It connects to New York Avenue and other interior roads associated with the Coast Guard facilities. (NR 2022, Sec.8: 65)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Ayres Road	204150	Contributing					No
Battery Road	204151	Contributing					No
Battery Weed Road (portion)	204152	Contributing	41235		Location	21178	Yes
Clifton Road	204153	Contributing					No
Hudson Road	204154	Contributing	41237		Location	21180	Yes
Loop Road	204155	Contributing					No
Mont Sec Avenue	204156	Contributing	41233		Location	21181	Yes
Mont Sec Avenue Pedestrian Walkways	204157	Contributing	41232				No
New York Avenue	204158	Contributing					No
North Road	204159	Contributing					No
Range Road	204160	Contributing					No
Shore Road	204161	Contributing					No
South Road	204162	Contributing					No
Tennessee Road	204163	Contributing					No
Tompkins Street	204164	Contributing					No
Marshall Road	204165	Noncontributing – Compatible					No
North Path Road	204166	Noncontributing – Compatible					No
USS New Mexico Court	204167	Noncontributing – Compatible					No
Shore Road (portion)/USS North Carolina Road	204168	Undetermined					No

Landscape Characteristic Graphics:



Figure 28. View looking south at the north end of Hudson Road, at intersection with the north end of Battery Weed Road (background left) and Mont Sec Avenue (background right). (PaleoWest 2021, DES-1794)



Figure 29. View looking northeast at USS New Mexico Court that accesses Junior Officers' Housing (Buildings 456 and 457). (PaleoWest 2021, DES-2262)



Figure 30. View looking east from Battery Road. An Army Reserve building is visible on the left. The building on the right is one of the motor pool buildings (Building 201). (PaleoWest 2021, DES-2228)

Landscape Characteristic: Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity. The two most imposing structures, Fort Tompkins and Battery Weed, anchor the post, while overgrown remnants of gun batteries and fire control stations occupy the curved bluff. Historic residences line Mont Sec Avenue, and several former barracks and support buildings have been repurposed. Numerous buildings and structures were lost to construction of the Verrazzano-Narrow Bridge in the early 1960s and later navy construction of new housing and maintenance facilities.

Coastal North Area:
The earliest maps of the Fort Wadsworth area indicate that the Coastal North Area encompassed the first locations of development. Historic structures included a British star fort, redoubts, blockhouses, gun platforms, barbette batteries, furnace, signal tower, barracks, and sheds, along with the New York State-era versions of Fort Tompkins and Fort Richmond (later Battery Weed), and the numerous housing and support buildings. None of these features remain today. Large private houses and barns from the early 1800s that appear on early maps are also 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. (CLR 2022: 216)

New buildings and structures evolved through changes in technology and use, and many remain today, most notably the later masonry versions of Fort Tompkins and Battery Weed that are currently the post's largest buildings. Also extant are most of the battery structures along the coastal bluff, the batteries north and south of Fort Tompkins, buildings and structures associated with Battery Weed and the seawall and North Dock (see Battery Weed Headland CLI), numerous residences and garages along Officers' Row, and structures associated with the area around Shore Road, including the wharf/jetty. (CLR 2022: 216)

After the historic period, many of these features became deteriorated due to storm damage, vegetation growth, and a general lack of use and upkeep. Demolition of several buildings and structures occurred during construction of the Verrazzano-Narrows Bridge, and more recently to buildings along Clifton Road including the classical-style military hospital. Some of the now missing buildings that appear in historic photos, or on historic plans, were unnamed wooden barracks or housing. (CLR 2022: 216)

While nearly all the earliest buildings and structures are no longer extant, what remains is strongly indicative to the historic use of Fort Wadsworth for coastal fortifications and its design as a military landscape. (CLR 2022: 216,221)
Battery Barbour. 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. Today 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. (CLR 2022: 260)

--Battery Barry. Built in 1897. The two-level structure was designed to accommodate two 10-inch guns on disappearing carriages. The blast apron and parapet are overgrown with trees. There is no interior access. (CLR 2022: 260)

--Battery Catlin. Built in 1902 (Figure 31). This Endicott/Taft-era battery 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. Constructed for six 3-inch gun on pedestal mounts, of which none remain. Currently overgrown with vegetation. (CLR 2022: 261)

--Battery Catlin Coincident Range Finder Station (CRF). Built in 1917 behind Battery Catlin and adjacent to Battery Weed Road (Figure 32). This resource consists of a small, one-level, concrete bunker on a rectangular plan. (CLR 2022: 261)

--Battery Command and Coincident Range Finder Station (BC & CRF). Built in 1942. This two-level concrete bunker has a compact,13-by-13-foot plan with an attached retaining wall projecting from the northwest corner (Figure 33). Two closely spaced observation slits wrap around the south elevation of the building. (CLR 2022: 262)

--Battery Duane. Constructed from 1895 to 1897, Battery Duane lost substantial amounts of its historic concrete work to construction of the Verrazzano-Narrows Bridge (see Figure 25). Located at the former south glacis slope of Fort Tompkins, the Endicott-era battery faces southeast with its parade at the former location of the Fort Tompkins ditch. The two-level battery measures about 350 feet long and 75 feet 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-era 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 (see Figure 25). (CLR 2022: 263)

--Battery Hudson. Built in 1876, modified in 1899. The L-shaped site is divided into physically and historically distinct components. The north leg is an intact post-Civil War open earth and masonry barbette battery consisting of four emplacements divided by three earth traverses. The south leg is a partially buried Endicott-era two-level structure at the south edge of the bluff, built for two 12-inch guns on disappearing carriages. (CLR 2022: 263; NR 2022, Sec.7: 14)

--Battery Mills. Built in 1899, this two-level Endicott-era battery was constructed with the majority of its lower level below the surrounding earthworks. (CLR 2022: 263)

--Battery Turnbull. 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 Verrazzano-Narrows Bridge right-of-way. (CLR 2022: 264)

--Building 101–Housing. Two-story, Colonial Revival duplex built in 1933 on Officers' Row (Figure 34). (CLR 2022: 266)

--Building 102–Housing. Built in 1939, this two-story, four-bay by two-bay, Colonial Revival duplex also has two one-story, flat-roofed wings. (CLR 2022: 266)

--Building 103–Housing. One-and-one-half-story, Second Empire duplex built 1870. 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. (CLR 2022: 266)

--Building 104–Detached Garage. Built in 1936, this 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. (CLR 2022: 267)

--Building 105–Detached Garage. Built in 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. (CLR 2022: 267)

--Building 106–Housing. Built in 1933, this home is a two-story, Colonial Revival duplex, and identical to Building 101. (CLR 2022: 267)

--Building 107–Housing. Built in 1933. A two-story, Colonial Revival duplex identical to Building 101. (CLR 2022: 268)

--Building 109–Administration/Officer's Club. Built in 1938 (Figure 35). The nine-bay by six-bay, Colonial Revival building is one-and-one-half stories in height and has a raised concrete water table. This building replaced a previous building with the same number in the same location. (CLR 2022: 268)

--Building 110–Housing. Built in 1933, this housing is a two-story, Colonial Revival duplex and identical to Building 101. (CLR 2022: 268)

--Building 111–Housing. Built in 1890, this housing features a cruciform plan with enclosed porches set in the interior returns of the front elevation. (CLR 2022: 269)

--Building 112–Housing. Built in 1890. Housing with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. (CLR 2022: 269)

--Building 113–Housing. Built in 1890, this housing has a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. (CLR 2022: 269)

--Building 114–Housing. Built in 1890, features a cruciform plan with enclosed porches set in the interior returns of the front elevation (Figure 36). Identical to Building 111. (CLR 2022: 270)

--Building 115–Housing. Built in 1933 with a cruciform plan with enclosed porches set in the interior returns of the front elevation. Identical to Building 111. (CLR 2022: 270)

--Building 116–Detached Garage. Built in 1935, this ten-bay garage steps down in elevation at its midpoint to accommodate the road gradient. These garages are similar to Building 104 in appearance, materials, and massing, except that they have asymmetrical pent-gable roofs. Constructed of concrete block and has recently installed, vertical-lift vehicle doors that mimic the appearance of wood panel doors. (CLR 2022: 270)

--Building 117–Detached Garage. Built in 1935, it has six bays. 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. (CLR 2022: 271)

--Building 118–Housing. Built in 1960, this long, rectangular, two-story building consists of five single-family units attached end-to-end with party walls. (CLR 2022: 271)

--Building 119–Housing. Built in 1939, this Colonial Revival brick duplex is identical in appearance to Building 102, except that it has a raised basement to accommodate the sloping site. (CLR 2022: 271)

--Building 120–Offices, Administration, Visitor Center. Built in 1994 by the navy at the site of the hospital (Figure 37). The Post-Modern, steel frame building 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. (CLR 2022: 272)

--Building 123–Garage. Built in 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. (CLR 2022: 272)

--Building 138–Water Closet. Constructed in 1900 at the northeast end of the Fort Tompkins trench (Figure 38). It is a brick, 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. (CLR 2022: 272)

--Building 139–Water Closet. Constructed in 1891 at the northeast end of the Fort Tompkins trench (see Figure 38). It is a two-bay by three-bay, side gable former bathroom. The roof is covered with asphalt and has shallow overhangs. 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. (CLR 2022: 273)

--Building 307–Ready Magazine. Built in 1876. Visible remains are composed of two, roughly parallel earth mounds with west-facing entries. (CLR 2022: 277)

--Building 314–Target House. Built in 1941, this one-bay by one-bay shed has a flat concrete slab roof and concrete slab floor. The walls are random mortared rubblestone that match the firing range partition. Debris is piled around it. (CLR 2022: 278)

--Building 337–Restroom. Built in 1958, a rectangular, painted concrete block building with a flat roof. (CLR 2022: 279)

--Building 339–Rifle and Pistol Range. Built in 1941 (Figure 39). A large rectangular shed under a shallow, asymmetrical gable roof with a wood plank fascia. The roof is a modern addition but is deteriorating. Formerly a seaplane hangar. (CLR 2022: 279)

--Building 352–Stables. Built in 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. (CLR 2022: 279)

--Building 354–Police Station/USPP Swat Office. Built in 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 are filled with brick. (CLR 2022: 280)

--Building 355–Ammo Storage/Armory. Built in 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. (CLR 2022: 280)

--Experimental Battery. Built 1865-1875 into the bluff north of the south Wharf/Jetty (see Figure 24). (CLR 2022: 284)

--Fort Tompkins. Rebuilt in 1859-1876 (Figure 40). 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 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. (CLR 2022: 284)

--Glacis Gun Battery. 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. (CLR 2022: 285)

--Glacis Mortar Battery. Built in 1871-1872 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 feet wide and 20 feet long. The berm's long axis runs east-west. The top of the feature is arched and parged with mortar. The open mortar pits and earth-covered magazines are almost completely buried in non-historic fill deposits likely associated with the Verrazzano-Narrows Bridge. (CLR 2022: 286)

--Hudson Road Wall (portion). Built in 1938 (Figure 41). This mortared rubblestone structure on the east side of the road has been repaired in multiple locations with granite paving stones. Note: a portion of this wall is located in the Battery Weed Headland CLI area. (CLR 2022: 291)

--North Road Stone Wall. Likely built in 1870-1895 (Figure 42). North Road is bounded on one side by a roughly 3-foot-high, random-laid, mortared stone wall. (CLR 2022: 294; NR 2022, Sec.7: 6-7)

--South Mortar Battery. Built 1871. Covered way or similar arched, poured concrete opening and an approximately 10-feet-wide by 20-feet-long cast concrete berm set on an east-west axis. The berm's concrete has a coarse rounded aggregate matrix. (CLR 2022: 287)

--Wharf/Jetty. Built in 1858 (Figure 43). 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. The structure has been damaged and deteriorated by what appears to be dumping of building material waste from the demolition of the batteries in the 1990s as well as the harsh shore environment subject to storms and hurricane forces. (CLR 2022: 214,288)

Coastal South Area:
Buildings and structures in the area are associated with the Endicott era when this land was purchased for expansion of the post. Former private residences and utilitarian buildings here were repurposed for military use. The King family 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 (now part of North Path Road) in the vicinity of the Navy Lodge. Building 406–Gatehouse, is the only extant residence that predates the Endicott-era expansion of Fort Wadsworth in this area. (CLR 2022: 226,229)

The extant historic structures within the Coastal South Area include the remains of all the significant historic Endicott battery structures: Upton, Dix, Barry, 218, Richmond, and Ayres. Extant buildings include all of the military buildings within the Seabee maintenance complex between Loop Road and USS Tennessee Road, which include motor pool, storage, sheds, and administration facilities. Building 305–Administration was the earliest of these maintenance buildings, constructed as the guardhouse for the entry on Richmond Avenue (Battery Road) after the Endicott-era expansion. (CLR 2022: 226,229)

Like the Inland North Landscape Area, historic buildings and structures in the Coastal South Area have been heavily impacted by modern development. Navy construction in the 1990s for housing south of the historic batteries, between Upton Battery and South Mortar Battery, and south of the Navy Lodge, damaged and destroyed several buildings and structures. (CLR 2022: 229)

--Battery 218. Built in 1943 and 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). The exterior is overgrown. (CLR 2022: 259)

--Battery Ayers. Built in 1900, this two-level Endicott-era battery has an approximately 275-foot-long plan. The parade of the battery is partially filled and occupied by Ayres Road. (CLR 2022: 259)

--Battery Dix. Built in 1902, the concrete Endicott-era battery is about 280 feet 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. The blast apron and parapet is overgrown with trees. (CLR 2022: 262)

--Battery Richmond. Built in 1898. The approximately 250-foot-long, concrete, Endicott-era structure is set on a northeast-southwest oriented footprint overlooking the lower bay. It was designed for two 12-inch caliber guns on disappearing carriages. (CLR 2022: 264)

--Battery Upton. Built in 1896. There are visible remains of the approximately 125-foot-long, concrete battery for two 10-inch guns on disappearing carriages. About three-quarters of the two-level Endicott-era battery are buried in fill. The remains are heavily overgrown with vegetation. (CLR 2022: 265)

--Building 301–Motor Pool. Built in 1938, the long, rectangular garage and shop in the Seabee complex on USS Tennessee Road is set parallel to and facing Battery Road (see Figure 30). The foundation is a concrete slab. Building has been heavily altered. The interior is subdivided into offices and shops by gypsum board and concrete block partitions. (CLR 2022: 276)

--Building 302–Motor Pool. Built in 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. Building has been heavily altered; interior is subdivided into offices and shops by gypsum board and concrete block partitions. (CLR 2022: 276)

--Building 303/304–Motor Pool Office. Built in 1938, this former gas station has a cross-hip roof on top of a brick store building or office (Figure 44). (CLR 2022: 276)

--Building 305–Administration. Built in 1900, the compact rectangular bungalow has a hip roof surfaced with asphalt shingles and pierced by a brick chimney and a sheet metal vent. (CLR 2022: 277)

--Building 306–Warehouse (Coast Guard B-311). Built in 1960. The large, rectangular storage building has a side-gable roof, concrete block walls, and a raised concrete foundation. (CLR 2022: 277)

--Building 309–Stables. Built in 1931. 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. (CLR 2022: 278)

--Building 310–Storage Shed. Built in 1927 as part of a maintenance complex. (CLR 2022: 278)

--Building 404–Gatehouse. Built in 1939 (Figure 45). 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. (CLR 2022: 281)

--Building 406–Gatehouse. Built 1855-1865, this Italianate wood-frame residence was heavily altered in the post-historic 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). (CLR 2022: 281)

--Building 435–Housing. 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. (CLR 2022: 281)

--Building 456–Jr. Officer Housing. Built 1990 (see Figure 29). Identical to Building 457, this three-story apartment block is on the west side of the road. It has a cross-gable roof, clapboard walls, and attached carports at both ends. (CLR 2022: 282)

--Building 457–Jr. Officer Housing. Built 1990 (see Figure 29). Identical to Building 456, this three-story apartment block is on the east side of the road. It has a cross-gable roof, clapboard walls, and attached carports at both ends. (CLR 2022: 282)

--Building 458–Jr. Officer Housing. Built 1990. Similar in style and appearance to Buildings 456 and 457 but is a smaller, single-family unit with an attached carport. (CLR 2022: 282)

Inland North Area:
Two general areas were developed as a part of the Endicott-era expansion in the Inland North Area. One was the large residential estate in the northern half that became the Commanding Officer's Quarters. The other was a collection of support facilities in the southern half, highlighted by two massive barracks buildings facing New York Avenue built in the late 1920s. (CLR 2022: 234)

Numerous historic buildings and structures are no longer extant. In the northern part, these include the commanding officer's quarters, a soldiers' quarters, and several stable and wagon sheds. In the southern part, these include the Post Exchange (later the Post Headquarters), the regional administration building, officers' quarters, an ordinance machine shop, artillery office, and numerous other smaller buildings and structures. Off of Engineer Road, there was an 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, there were artillery barracks, a dormitory, artillery engineer building, ordinance office, and at least 10 battery control station structures. One of the twin barracks was demolished as part of the Verrazzano-Narrows Bridge construction. (CLR 2022: 234)

--Building 8–Utility Structure. Built after 1946. Brick, roofless enclosure measuring 22 feet by 14 feet stands behind the Building 210 and houses HVAC equipment. The height is around six feet.

--Building 201–North Gate. Built in 1990 (Figure 46). A small hut set on a traffic island in the center of New York Avenue. (CLR 2022: 275)

--Building 9–Chapel. Built in late 1960s through an agreement between the federal government and

the Triborough Bridge and Tunnel Authority. The agreement that allowed the construction of the bridge included stipulations that the Authority build several buildings and structures at Fort Wadsworth. This included a chapel on the west side of New York Avenue. (CLR 2022: 108,111)

--Building 210–Infantry Battalion Barracks. Built in 1929, this three-story, Neo-Classical building has an approximately 400-foot-long by 40-foot-wide footprint with shallow ells extending from the rear (west) of the building. Now used as offices for Gateway NRA (Figure 47). (CLR 2022: 275)

--Building 211–Fire Hose House. Built in 1939. A rusticated concrete block shed located behind Building 210. (CLR 2022: 275)

--Building 220–Gatehouse/Ranger Station. Built after 1946 (see Figure 46). Brick building measures 74 feet by 30 feet, with two shallow projecting ells on the north façade.

--Building 401–West Guard Booth. Built in 1950 (see Figure 45). A small hut set on a concrete traffic island has a concrete slab roof, brick walls with soldier course banding, and a stone water table. (CLR 2022: 280)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Battery 218	204169	Contributing	41223		Location	20079	Yes
Battery Ayres	204170	Contributing	41245		Location	20093	Yes
Battery Barbour	204171	Contributing	41218		Location	20073	Yes
Battery Barry	204172	Contributing	401224		Location	20080	Yes
Battery Catlin	204173	Contributing	41216		Location	27865	Yes
Battery Catlin Coincident Range Finder (CRF) Station	204174	Contributing	41225		Location	20083	Yes
Battery Command and Coincident Range Finder (BC & CRF) Station	204175	Contributing	41225		Location	20083	Yes
Battery Dix	204176	Contributing	41222		Location	20078	Yes
Battery Duane	204177	Contributing	41214		Location	20026	Yes
Battery Hudson	204178	Contributing	41241		Location	20076	Yes
Battery Mills	204179	Contributing	41221		Location	20077	Yes
Battery Richmond	204180	Contributing	41226		Location	20092	Yes
Battery Turnbull	204181	Contributing	41219		Location	20075	Yes
Battery Upton	204182	Contributing	41217		Location	20072	Yes
Building 101–Housing	204183	Contributing	41175		Location	19545	Yes
Building 102–Housing	204184	Contributing	41176		Location	19550	Yes
Building 103–Housing	204185	Contributing	41177		Location	19557	Yes
Building 104–Detached Garage	204186	Contributing	41178		Location	19560	Yes

Building 105–Detached Garage	204187	Contributing	41179		Location	19561	Yes
Building 106–Housing	204188	Contributing	41180		Location	19562	Yes
Building 107–Housing	204189	Contributing	41181		Location	19565	Yes
Building 109–Administration / Officer's Club	204190	Contributing	41182		Location	19568	Yes
Building 110–Housing	204191	Contributing	41183		Location	19569	Yes
Building 111–Housing	204192	Contributing	41184		Location	19997	Yes
Building 112–Housing	204193	Contributing	41185		Location	20000	Yes
Building 113–Housing	204194	Contributing	41186		Location	20004	Yes
Building 114–Housing	204195	Contributing	41187		Location	20007	Yes
Building 115–Housing	204196	Contributing	41188		Location	20010	Yes
Building 116–Detached Garage	204197	Contributing	41189		Location	20011	Yes
Building 117–Detached Garage	204198	Contributing	41190		Location	20012	Yes
Building 119–Housing	204199	Contributing	41191		Location	20019	Yes
Building 123–Garage	204200	Contributing	640349				No
Building 138–Water Closet	204201	Contributing	41193		Location	20027	Yes
Building 139–Water Closet	204202	Contributing	41194		Location	20028	Yes
Building 210–Infantry Battalion Barracks	204203	Contributing	41199		Location	20042	Yes
Building 211–Fire Hose House	204204	Contributing	41200		Location	20043	Yes
Building 303/304–Motor Pool Office	204205	Contributing	41203		Location	20067	Yes
Building 305–Administration	204206	Contributing	41204		Location	20068	Yes
Building 307–Ready Magazine	204207	Contributing	41205		Location	20125	Yes
Building 309–Stables (Storage)	204208	Contributing	41206		Location	20069	Yes
Building 310–Storage Shed	204209	Contributing	41207		Location	20070	Yes
Building 314–Target House	204210	Contributing	41209		Location	20071	Yes
Building 339–Rifle and Pistol Range	204211	Contributing	41210		Location	20086	Yes
Building 404–Gatehouse	204212	Contributing	41212		Location	20090	Yes
Experimental Battery	204213	Contributing	41327		Location	20081	Yes
Fort Tompkins	204214	Contributing	41192		Location	20025	Yes
Glacis Gun Battery	204215	Contributing	41326		Location	20082	Yes
Glacis Mortar Battery	204216	Contributing	654700		Location	20082	Yes

Hudson Road Wall	204217	Contributing	41242		Location	42669	Yes
North Road Stone Wall	204218	Contributing					No
South Mortar Battery	204219	Contributing					No
Wharf/Jetty	204220	Contributing	41229		Location	22183	Yes
Building 8–Utility Structure	204221	Noncontributing – Compatible					No
Building 9–Chapel	204222	Noncontributing – Compatible					No
Building 118–Housing	204223	Noncontributing – Compatible					No
Building 120–Offices /Administration/ Visitor Center	204224	Noncontributing – Compatible					No
Building 201 –North Gatehouse	204225	Noncontributing – Compatible					No
Building 301–Motor Pool	204226	Noncontributing – Compatible	41201		Location	20065	Yes
Building 302–Motor Pool	204227	Noncontributing – Compatible	41202		Location	20066	Yes
Building 306–Warehouse (Coast Guard B-311)	204228	Noncontributing – Compatible					No
Building 337–Restroom	204229	Noncontributing – Compatible					No
Building 352–Stables	204230	Noncontributing – Compatible	41211		Location	20087	Yes
Building 354–Police Station/USPP Swat Office	204231	Noncontributing – Compatible					No
Building 355–Ammo Storage/Armory	204232	Noncontributing – Compatible					No
Building 401–West Guard Booth	204233	Noncontributing – Compatible					No
Building 406–Gatehouse	204234	Noncontributing – Compatible	41213		Location	20091	Yes
Building 435–Housing	204235	Noncontributing – Compatible					No
Building 456–Jr. Officer Housing	204236	Noncontributing – Compatible					No
Building 457–Jr. Officer Housing	204237	Noncontributing – Compatible					No
Building 458–Jr. Officer Housing	204238	Noncontributing – Compatible					No
Building 220–Gatehouse / Ranger Station	204239	Undetermined					No

Landscape Characteristic Graphics:



Figure 31. View of Battery Catlin. (PaleoWest 2021, DES-1886)



Figure 32. View looking north at the CRF station at Battery Catlin. (PaleoWest 2021, DES-2010)



Figure 33. View looking southeast at the BC & CRF Station, with the pavilion in the background. (PaleoWest 2021, DES-2117)



Figure 34. View looking at housing (Building 101) on Mont Sec Avenue. (PaleoWest 2021, DES-1782)



Figure 35. View looking north at the Administration/Officer's Club (Building 109). (PaleoWest 2021, DES-1797)



Figure 36. View of housing (Building 114) on Mont Sec Avenue. (PaleoWest 2021, DES-1810)



Figure 37. View looking southeast at the Offices, Administration, Visitor Center (Building 120). (PaleoWest 2021, DES-1931)



Figure 38. View looking south at Building 139 (foreground) and Building 138 (with chimney) within Fort Tompkins. (PaleoWest 2021, DES-1965)



Figure 39. View looking northeast at the former Seaplane Hangar, then the Rifle and Pistol Range (Building 339). (PaleoWest 2021, DES-2268)



Figure 40. View looking west at Fort Tompkins. (PaleoWest 2021, DES-1983)



Figure 41. View looking north at the south end of the stone wall along Hudson Avenue. (OCLP 2021, DSC-0983)



Figure 42. View looking north at the stone wall that stretches along the north side of North Road. (PaleoWest 2021, DES-1801)



Figure 43. View looking north from the wharf/jetty. In the background is the Experimental Battery obscured by vegetation and Battery Weed just beyond the bridge. (PaleoWest 2021, DES-2285)



Figure 44. View looking south at the Motor Pool Office (Building 303/304). (PaleoWest 2021, DES-2211)



Figure 45. View looking southwest at the historic Gatehouse (Building 404) at image left and the non-historic West Guard Booth (Building 401) at image center. (PaleoWest 2021, DES-2234)



Figure 46. View looking south at the gate hut (Building 201) on New York Avenue, at the north boundary of Fort Wadsworth. The Gatehouse/Ranger Station (Building 220) is at image right. (PaleoWest 2021, DES-1779)



Figure 47. View looking south east at the former enlisted barracks (Building 210), now the headquarters of Gateway NRA. (PaleoWest 2021, DES-1914)

Landscape Characteristic: Views and Vistas

A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived. Key strategic views and vistas at Fort Wadsworth looked towards the Narrows from Fort Tompkins, Battery Weed, and the post's many other gun batteries. There were also views between the batteries and their control stations. Interior views highlighted the post's appearance and reinforced the hierarchy of military rank. Many of these views are intact, but others are impacted by the presence of the Verrazzano-Narrows Bridge or are obstructed by vegetation.

Coastal North Area:
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 in the Coastal North Area were from the clear fields of fire associated with the forts, batteries, and command and range finder stations (Figure 48). In contrast, in the west and northern portions of this area, support buildings and plantings along Mont Sec Avenue created framed interior views. Throughout the North Coastal Area, both the open and framed views were a scenic attraction that supported recreational uses at the fort. The construction of the Verrazzano-Narrows Bridge early in the 1960s overwhelmingly impacted nearly every view in consideration of the fort's historic military landscape (Figure 49). For that reason, the bridge is not discussed specifically for each significant historic view. (CLR 2022: 221)

Today, many of the historic field of fire views have been severely compromised by vegetation overgrowth and a lack of ongoing maintenance required to keep the cleared condition. Notable exceptions are the views to the Narrows from Fort Tompkins, Battery Hudson, and the BC/CRF Station (views from Battery Weed are addressed in the Battery Weed CLI). Vegetation overgrowth has also impacted interior views, which historically reflected military planning and use through open lawns and regimented plantings. Such historic views are intact along Mont Sec Avenues, where

there are still formal tree plantings with mowed lawns and ornamental plantings. Contemporary views include those of non-historic housing, the navy-built Visitor Center, and the campground area. (CLR 2022: 222)

Coastal South Area:
During the Endicott Era of battery construction and development, this area was cleared of trees to create open fields of fire. The new west entry into Fort Wadsworth on Richmond Road (now Battery Road), also developed during the Endicott Era, offered important historic views of new military housing and support facilities. Historic views in this area were least effected by the Verrazzano-Narrows Bridge because strategic views associated with the batteries faced the shoreline south of and out of view of the bridge. (CLR 2022: 230)

Today, the historic views and vistas associated with all the batteries have been impacted from complete vegetation overgrowth that occurred after they were abandoned. Other views in this area are not historic due to the replacement or alteration of historic buildings and structures, and the addition of contemporary buildings. (CLR 2022: 230-231)

Inland North Area:
Historic views and vistas in this area were present from an estate on the northern hill that was used as the commanding officers' quarters. From here there were views of the north entry, Officers' Row, and officers' quarters and support facilities facing New York Avenue. Historic views of land on low hills in the southern hills would have revealed extensive support facilities north of Battery Road and west of New York Avenue, chief among them a Post Exchange and two imposing twin barrack buildings, which would have been significant historic views for visitors and military residents alike. This view was part of a longer view of the New York Avenue corridor that was enhanced with trees and formal plantings in the later period of significance. (CLR 2022: 235-237)

Today, most of these historic views are gone or altered. The commanding officers' quarters and most support facilities were razed. Views looking west from New York Avenue have diminished with the loss of the Post Exchange and one of the twin barracks. The addition of non-historic Coast Guard facilities and a chapel, new Army Reserve facilities, and parking lots have altered the viewsheds. Despite such changes, the tree-lined New York Avenue hints at the character of this area during the historic period. (CLR 2022: 235-237)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Open Views from Forts and Batteries (Fort Tompkins, Battery Hudson)	204240	Contributing					No
Open Views from Battery Control Buildings (BC/CRF Station near Battery Mills)	204241	Contributing					No
Obstructed Views from Forts and Batteries (not mapped)	204242	Contributing					No
Obstructed Views from Battery Control Buildings (not mapped)	204243	Contributing					No
Interior Views of Historic Buildings and Structures	204244	Contributing					No
Interior Views of Non-Historic Buildings and Structures	204245	Noncontributing – Incompatible					No

Landscape Characteristic Graphics:



Figure 48. View looking east from the top of Fort Tompkins toward Battery Weed and the Narrows. (PaleoWest 2021, DES-1772)



Figure 49. View looking northeast at the former track and athletic field space. (PaleoWest 2021, DES-2250)

Landscape Characteristic: Small Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. Small scale features of the Fort Wadsworth landscape of are those items, sometimes temporary, associated with the military uses and technology of the site. These might include features such as guns, cannons, cannon balls, and wagons. Features of the fortifications from the historic period such as military signage, lighting, electric poles, bollards, fencing, would be included in small-scale features. Modern signing, utility boxes, modern lighting, trash containers, bus stops, interpretive wayside exhibits, and picnic tables are non-contributing features generally inconspicuous in the landscape.

Coastal North Area:
There are no historic small-scale features extant within the Coastal North Area, except for the light poles on Mont Sec Avenue installed in 1885 to formalize and ornament the road. A tennis court dating to after 1956 stands just east of Building 123. An open-sided pavilion shelter with picnic tables was built in 1992 adjacent to Range Road, and later a gazebo at an unknown date (see Figure 33). In 1939 the CCC laid out a running track and athletic field adjacent to Hudson Road, replacing a natural pond seen in historic maps. The field went through numerous renovations after World War II, including addition of a baseball field with two concrete dugouts at the southeast end after 1956. The athletic field remains as an oval-shaped topographic remnant, with foundations slabs of the dugouts still visible (see Figure 49). (CLR 2022: 223,231,258,287,293; NR 2022, Sec.7: 24 and Sec.8: 52)

Coastal South Area:
No historic small-scale features survive today. Only the contemporary features noted above are present.

Inland North Area:
Today, no small-scale features are extant from the historic period. However, there are three monuments located in this area. (CLR 2022: 237)

--Father Capodanno Memorial. Erected in 1977. Bronze sculpture of a kneeling priest holding Bible and leaning over a wounded soldier. The figures are set atop a granite-clad base that sits on a concrete pad. Inscription on front and back panels. Front reads: "In Memory of Father Vincent Capodanno, Medal of Honor, Vietnam, 1967, Erected by S.I. Marine Corps League and its Benefactors 1977." Back reads: "Father Capodanno born on Staten Island Feb. 13, 1929, For his actions on a battlefield in Vietnam on Sept. 4, 1967. He was mortally wounded while giving medical aid and last rites to his wounded and dying comrades of the 3rd. Batt. 5th Marine Reg., 1st Div. He was no stranger to combat. He died in the manner in which he had lived, unselfishly serving God, his country and fellowman." (HSI 041238)

--Horse Memorial. Pre-cast concrete, trapezoidal prism grave marker surmounted by shallow arch. Bronze plaque reads, "Chilena, champion military jumper, and mount of, Major Eduardo Yanez, Chilean Army, November 30, 1940." The marker is surrounded by grassy area and shallow granite block border. This memorial was relocated with the construction of the Verrazzano-Narrows Bridge. (HSI 041239)

--"Sig The Beloved Boxer" Marker. Erected in 1950, moved in 1961. Upright, granite marker with rounded corners. Smooth cut face with incised flower design at corners and inscribed "Sig, beloved boxer, of Lt. Col. and Barbara Walker, 1937-1950." The marker is sited on a grassy area, adjacent to Horse Memorial. (HSI 041240)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Mont Sec Area Street Lights	204246	Contributing	41234		Asset	545264	Yes
Baseball Field/Athletic Field Remnants	204247	Noncontributing – Compatible					No
Building 5–Pavilion	204248	Noncontributing – Compatible					No
Building 6–Gazebo	204249	Noncontributing – Compatible					No
Tennis Court	204250	Noncontributing – Compatible					No
NPS Interpretive Signs	204251	Noncontributing – Compatible					No
Father Capodanno Memorial	204252	Noncontributing - Managed as a Cultural Resource	41238		Location	242772	Yes
Horse Memorial	204253	Noncontributing - Managed as a Cultural Resource	41239		Asset	42664	Yes
“Sig The Beloved Boxer” Marker	204254	Noncontributing - Managed as a Cultural Resource	41240		Asset	42665	Yes

Landscape Characteristic: **Archeological Sites**

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. Only sites identified in approved National Register documentation are identified in this report and listed below. Please refer to the National Register documentation for details.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Battery Ayres	204255	Contributing					No
Battery Barbour	204256	Contributing					No
Battery Barry	204257	Contributing					No
Battery Catlin	204258	Contributing					No
Battery Dix	204259	Contributing					No
Battery Richmond	204260	Contributing					No
Battery Turnbull	204261	Contributing					No
Fort Tompkins	204262	Contributing					No
Glacis Gun Battery	204263	Contributing					No
Battery Duane	204264	Contributing					No
Battery Hudson	204265	Contributing					No
Battery Mills	204266	Contributing					No
Battery Upton	204267	Contributing					No
Glacis Mortar Battery	204268	Contributing					No
South Mortar Battery	204269	Contributing					No

Condition

Assessment Interval (Years): 8

Next Assessment Due Date: 07/10/2032

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 07/10/2024

Condition Assessment Explanatory Narrative:

The condition of Fort Wadsworth is evaluated as “Fair.” This condition indicates the property shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and that some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left without the appropriate corrective action, the cumulative effect of the deterioration on many of the landscape characteristics will cause the property to degrade to a poor condition. Preservation maintenance and/or use must be combined with corrective action to halt deterioration.

As reported in the 2022 “Cultural Landscape Report for Fort Wadsworth,” there has been damage to significant historic landscape features, particularly some of the historic batteries and other structures. Vegetation around many batteries is overgrown, which promotes their structural deterioration and obscures historically open fields of fire. (CLR 2022: 165)

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: The presence of vegetation in the fields of fire affects visitor understanding of the weapons.

Date Identified: 07/10/2024

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: Erosion along some walkways and social trails promotes erosion.

Date Identified: 07/10/2024

Type of Impact: Improper Drainage

Other Impact:

External or Internal: Internal

Impact Narrative: Improper Drainage promotes this impact

Date Identified: 07/10/2024

Type of Impact: Inundation/Sea Level Rise

Other Impact:

External or Internal: External

Impact Narrative: The coastal location of Fort Wadsworth makes it vulnerable to sea level rise.

Date Identified: 07/10/2024

Type of Impact: Structural Deterioration

Other Impact:

External or Internal: Internal

Impact Narrative: Overgrown vegetation promotes this impact.

Date Identified: 07/10/2024

Type of Impact: Inundation/Storm Surge

Other Impact:

External or Internal: External

Impact Narrative: The shoreline of Fort Wadsworth is vulnerable to this impact, especially in areas unprotected by a seawall.

Date Identified: 07/10/2024

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Document Type: General Management Plan

Title:

IRMA Link:

Narrative:

The Secretary of the Interior's Standards for the Treatment of Historic Properties address four treatments: preservation, rehabilitation, restoration, and reconstruction. The park's 2014 General Management Plan/Environmental Assessment (GMP-EA) best aligns with the Rehabilitation treatment, defined as the act or process of making possible an efficient compatible use for an property or resource through repair, alterations, and additions while preserving those portions of features that convey its historical, cultural, or aesthetic values.

The GMP-EA presented three management alternatives: A, No Action; B, Discovering Gateway (NPS Preferred Alternative); and C, Experiencing Preserved Places. The GMP-EA also prescribed five management zones to articulate desired conditions for park resources and visitor experiences: Marine, Recreation, Natural, Historic, and Development. Additionally, the GMP-EA developed a methodology to evaluate and prioritize the many park resources. Each resource was placed in one of three bands – preserve, stabilize, or ruin – to guide management decisions. (GMP-EA 2014: 37,46-47, 64-65)

Under Preferred NPS Alternative B, Fort Wadsworth includes three management zones and one subzone:
• Recreation: Fort Wadsworth would become a destination for both outdoor activities and community use and would offer a wide range of recreation facilities as well as interpretive experiences.
• Historic: Interpretive programming and media related to the fundamental resources would be increased, allowing for a more in-depth and richer experience of the site's cultural defense resources and cultural landscapes. Battery Weed and Fort Tompkins would be preserved and open to more regular visitor use. Additional batteries would be stabilized, and their unique features incorporated into the recreational and interpretive trail system. The character-defining features of Mont Sec and New York Avenue would be preserved and both avenues would be incorporated into the visitor experience of Fort Wadsworth through improved wayfinding, signage and interpretation.
• Historic-Ruins Subzone: Areas where historic structures and landscapes decay naturally, returning to their component elements by the forces of nature (e.g., wind, rain, ice). These historic structures and landscapes would be stabilized for safety or fenced to limit public access.
• Developed: The park's administration and operation functions and facilities would continue at Fort Wadsworth. Park housing would be maintained or adaptively reused to support interpretive programming and other visitor services and/or provide short-term park housing for park partners and volunteers. (GMP-EA 2014: 96-98)

All three bands are represented at Fort Wadsworth. See Appendix B in the GMP-EA for additional information. (GMP-EA 2014: 624-626)

--B.C. & C.R.F. Stations Ruin
--Battery 218 Stabilize
--Battery Ayres Ruin
--Battery Bacon Stabilize
--Battery Barbour Stabilize
--Battery Barry Ruin
--Battery Catlin Stabilize
--Battery Catlin Magazine Stabilize
--Battery Dix Stabilize
--Battery Duane Preserve
--Battery Hudson Stabilize

--Battery Mills Ruin
--Battery Richmond Ruin
--Battery Turnbull Stabilize
--Battery Upton Ruin
--Battery Weed Preserve
--Battery Weed - Light Station Preserve
--Building 101 - Housing Stabilize
--Building 102 - Housing Stabilize
--Building 103 - Housing Stabilize
--Building 104 - Detached Garage Stabilize
--Building 105 - Detached Garage Stabilize
--Building 106 - Housing Stabilize
--Building 107 - Housing Stabilize
--Building 109 - Admin / Off. Club Stabilize
--Building 110 - Housing Stabilize
--Building 111 - Housing Stabilize
--Building 112 - Housing Stabilize
--Building 113 - Housing Stabilize
--Building 114 - Housing Stabilize
--Building 115 - Housing Stabilize
--Building 116 - Detached Garage Stabilize
--Building 117 - Detached Garage Stabilize
--Building 119 - Housing Stabilize
--Building 139 - Signal Storage Stabilize
--Building 140 - Mining Casemate Stabilize
--Building 147 - Torpedo Storage Stabilize
--Building 148 - Warehouse Stabilize
--Building 210 - Inf. Battery Bks. Preserve
--Building 211 - Open Warehouse Stabilize
--Building 301 - Motor Pool Stabilize
--Building 302 - Motor Pool Stabilize
--Building 303/304 - Motor Pool Off Stabilize
--Building 305 - Administration Stabilize
--Building 307 - Ready Magazine Stabilize
--Building 309 - Stables (Storage) Stabilize
--Building 310 - Storage Shed Stabilize
--Building 339 - Seaplane Hangar Ruin
--Building 352 - NCO Club Stabilize
--Building 404 - Gatehouse Stabilize
--Building 406 - Gatehouse Stabilize
--Experimental Battery Ruin
--Fort Tompkins Preserve
--Glacis Gun Battery Ruin
--Transformer Building Stabilize
--Battery Weed Seawall Preserve
--Roadways Stabilize

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

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