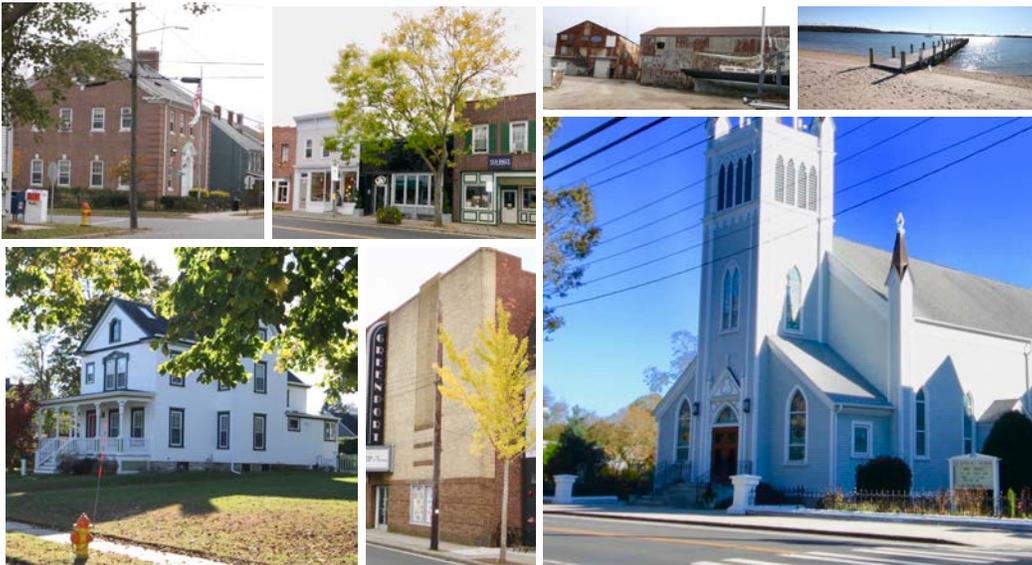


RECONNAISSANCE LEVEL
HISTORIC RESOURCES SURVEY

VILLAGE OF GREENPORT
SUFFOLK COUNTY, NEW YORK
2020



Prepared for the Village of Greenport by:



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Prepared for:

The Honorable George W. Hubbard, Mayor
The Village of Greenport Historic Preservation Commission
Karen Doherty, Chair
The Village of Greenport
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Village of Greenport

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Floyd Memorial Library

In conjunction with:

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1.0 PROJECT DESCRIPTION

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In 2019, the Village of Greenport hired Preservation Studios to complete a Reconnaissance Level Historic Resources Survey of the Village of Greenport. The survey was funded by a grant from the Certified Local Government program, a grant program of the New York State Office of Parks, Recreation, and Historic Preservation, and the Village of Greenport.

The Historic Resources Survey project manager was Derek King, Preservation Studios Director of Operations. The primary researchers and authors of this report were Karen A. Kennedy, Preservation Studios Director of Architectural History, Katy Stuck, Preservation Studios Architectural Historian, and Joseph Duggan, Assistant Architectural Historian. Ms. Kennedy and Ms. Stuck completed the field work in October of 2019. The Preservation Studios project team members meet or exceed 36 CFR Part 61 “Professional Qualification Standards” of the Secretary of the Interior’s Standards.

Historic buildings, landscapes, structures, and other features are distinct components of communities that highlight history on the local, regional and national levels. A current survey of the Village of Greenport’s historic resources is an important first step in identifying, recognizing and protecting the significance of these properties and keeping them a vital part of the community’s built environment. Placing a resource in a larger context provides a sense of place. The information gained from documenting historic resources forms the foundation for integrating historic preservation into planning, community development, and economic revitalization efforts.

The survey area in the Village of Greenport is a mixed-use residential, commercial, recreational, aqua-cultural and light industrial area located on the east end of Long Island in the Town of Southold in Suffolk County, New York (fig 1.1). The village was sparsely settled until around 1820. At that time, the rise of the whaling industry, shipbuilding and chandlery led to rapid land purchase and development and early settlers arriving in Greenport were predominantly of English descent. Later in the nineteenth century, Greenport was home to a thriving fishing industry that encompassed menhaden fishing, oyster farming and scallop fishing. The new residents who came eastward on the Long Island Railroad to find work in this industry came from diverse backgrounds including Irish, German, African American, Portuguese, Jewish and Italian. The survey area contains a large collection of buildings which date to the second half of the nineteenth century, including many captain’s houses, significant churches and an historic shipyard. This area also includes a large portion of the primary commercial and business district of the Village of Greenport, located generally along Front Street between Main Street and Third Street. Although some of the buildings along Front Street have been demolished and replaced in recent years, the majority of this commercial strip is intact and represents the development of the village from the early 1800s through the mid-twentieth century.

The survey area contains one census tract: 1701.01. This census tract meets the eligibility requirements for the State commercial and residential historic preservation tax credit program. The properties located in this tract already meet one of the two needed components to take advantage of the historic preservation tax credit program; the second component would be listing on the State and National Register of Historic Places. This historic resources survey is the first

step in identifying those buildings, sites, structures, objects and districts which appear to meet the requirements for listing on the State and National Registers.

The objective of the Village of Greenport is to complete a Reconnaissance Level survey of approximately 1100 properties located within the survey area as defined by the Village of Greenport and the Greenport Historic Preservation Commission in order to locate and identify significant individual properties and potential districts. The survey boundary is defined as the entire incorporated village of Greenport (fig 1.1). The focus of this survey is on reviewing the above-ground extant building stock. The Village of Greenport was previously surveyed in 1977 with an updated survey in 1998.

This report begins with the project methodology (Section 2), which explains how the objectives of the historic resources survey were carried out. The next section is an annotated list of properties (Section 3). A historical overview of the Village of Greenport is featured in Section 4. Also included is an architectural overview of the types and styles of buildings and structures identified in the report (Section 5). Recommendations for further designation of significant properties or districts are included in Section 6. A working bibliography is included in Section 7 and mapping is included in Section 8. Section 9 includes a photo log.

Parcels within the Village of Greenport, NY



Figure 1.1
Village of Greenport Reconnaissance Level Historic Resources Survey Boundary Map

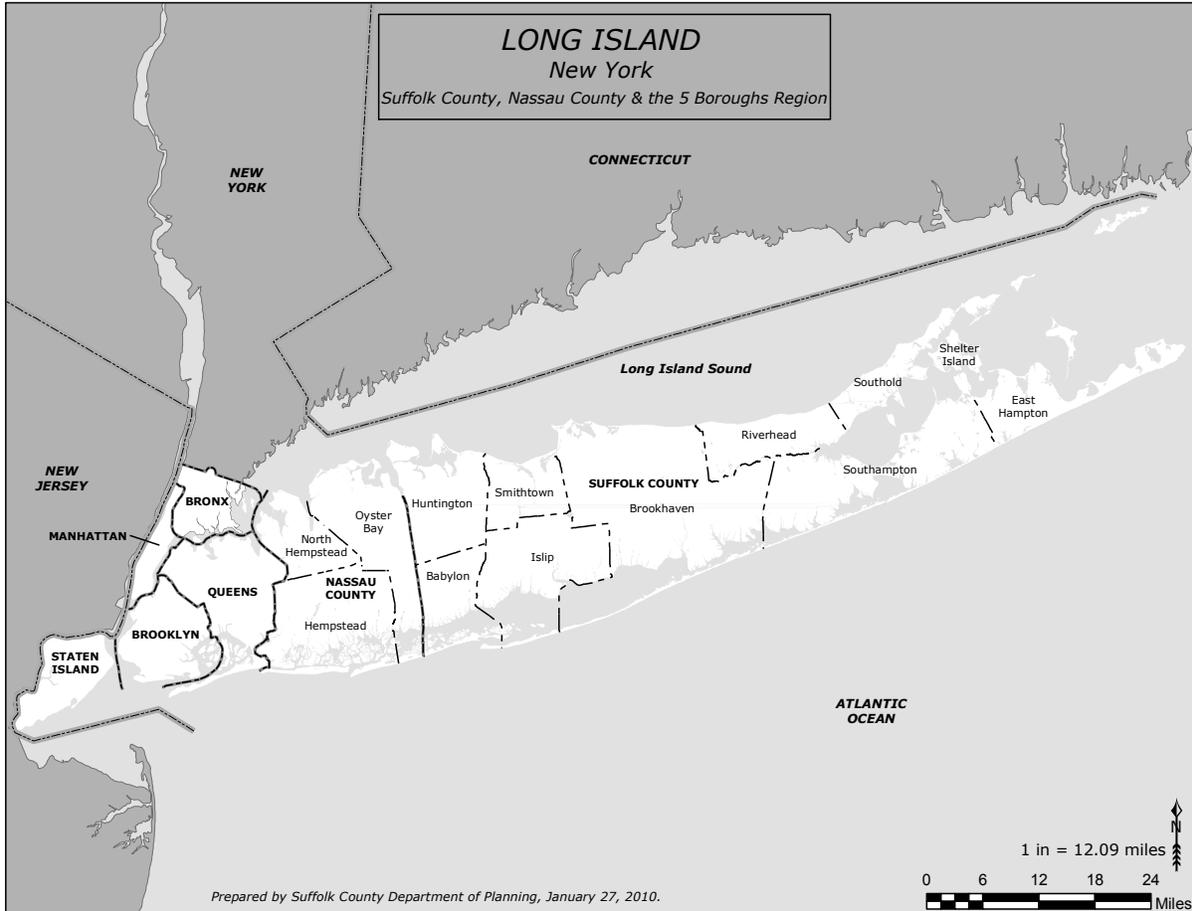


Figure 1.2
Long Island, showing location of Town of Southold at Eastern End
Suffolk County Department of Economic Development and Planning, Cartography and GIS

SUFFOLK COUNTY, NEW YORK



Figure 1.3
Suffolk County, showing
location of Town of Southold
and Village of Greenport

*Suffolk County Department of
Economic Development and
Planning, Cartography and GIS*

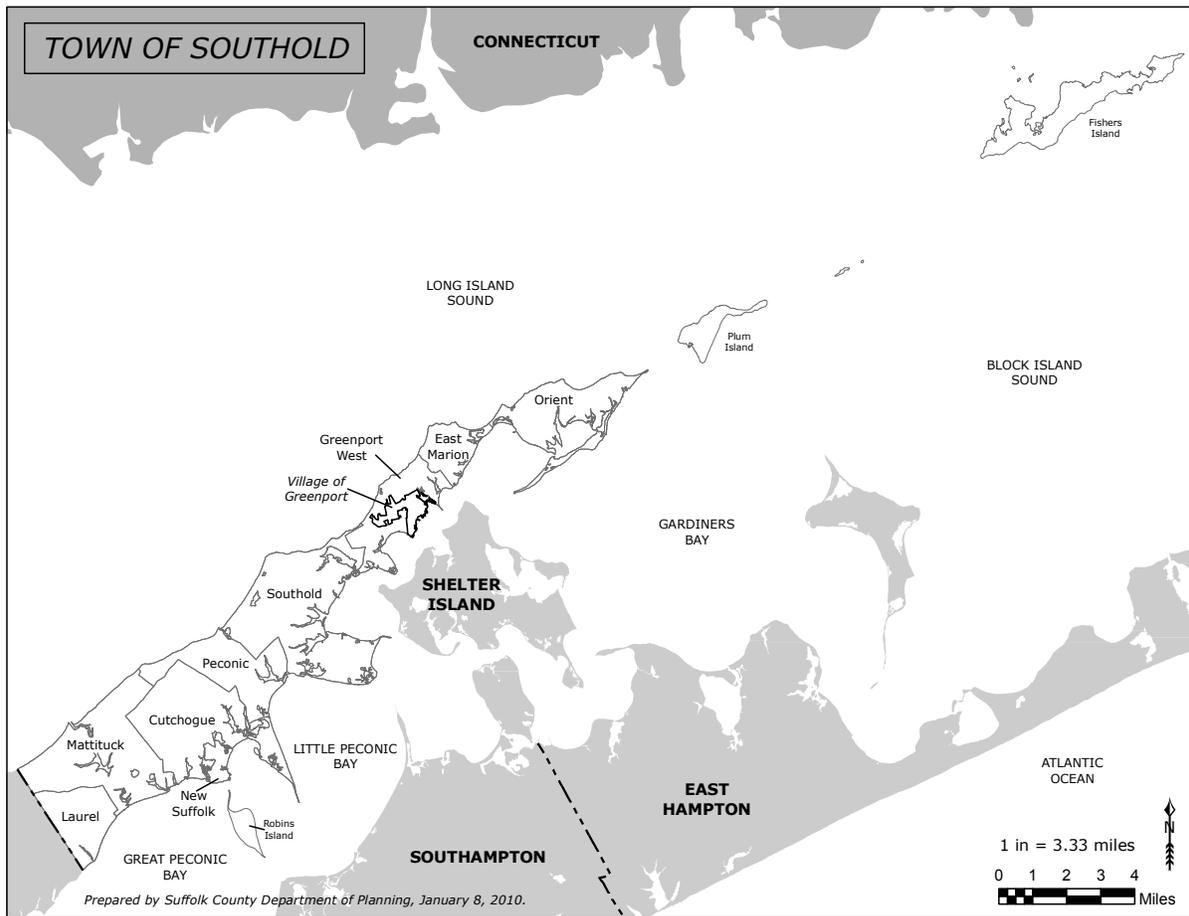


Figure 1.4
 Town of Southold, showing Village of Greenport location
 Suffolk County Department of Economic Development and Planning, Cartography and GIS

2.0 METHODOLOGY

2.0 METHODOLOGY

This methodology statement is prepared as part of the project tasks. It outlines the research sources identified, field strategies, context development approach, and decision-making structure for the project. It includes selection criteria used to identify surveyed properties. All project tasks and products meet the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) criteria, methodology, and current standards for Historic Resources Surveys.

The survey area encompasses those properties within the survey area defined by the Village of Greenport. This survey covers the entire incorporated Village of Greenport as outlined in figure 1.1. After a visual view of approximately 1100 resources, this survey is aimed at identifying potentially significant historic resources which were documented in the annotated list and under “Recommendations” in Section 6. Based on the buildings identified in the historic resources survey, recommendations for further historic designations will be made.

The Preservation Studios team worked in full cooperation with contacts in the Village of Greenport which included Paul J. Pallas P.E., Village Administrator, Karen Doherty, Chair of the Village of Greenport Historic Preservation Commission, and Stephen M. Bull, former Chair of the Village of Greenport Historic Preservation Commission. Preservation Studios has also worked with New York State Historic Preservation Office National Register Survey specialist Jennifer Betsworth to finalize project objectives, review report materials and survey information, clarify issues, and establish contacts.

2.1. Background Research

A preliminary search for documentary research materials for the Village of Greenport was completed and formed the basis for the analysis and recommendations for historic designations. The bulk of the historic research involved identifying major themes in the history of Greenport, including architectural, maritime, industrial and other related information. Research also focused on understanding the historic function, ownership and construction information for significant properties identified in the historic resources survey. Research was conducted at the Floyd Memorial Public Library and Greenport Village Hall. These resources maintain files on city history, maps, significant buildings and sites and other information. Research was also conducted utilizing online databases such as Digital Sanborn Maps, NYSHPO’s Cultural Resource Information System (CRIS) and others. A working bibliography appears in Section 7.

An Historic Resources Survey for the Village was conducted in 1977 with an updated survey in 1998; these inventories were reviewed to garner as much information as possible on individual buildings. While useful from an historical perspective, the surveys did not include substantial analysis of the Village’s historic fabric or recommendations for historic designations.

2.2 Historic Resources Field Survey

In general, buildings that are a minimum of fifty years of age are considered historic. The current survey was limited to above-ground historic resources which could be viewed from the street. Prehistoric and historic archaeological sites were outside the scope of this study. The Village of Greenport survey base map was prepared by J. R. Holzmacher, P.E., LLC using the County's GIS data (Section 8). The Preservation Studios team used the map in the field to locate and record significant properties.

According to the *Guidelines for Local Surveys: A Basis for Preservation Planning* bulletin issued by the National Park Service, a Reconnaissance level historic survey may be thought of as a preliminary step in locating and identifying an area's resources. A reconnaissance level survey may be considered "a once over lightly" inspection of an area, most useful for characterizing its resources in general and for developing a basis for deciding how to organize and orient more detailed survey efforts. In conjunction with a general review of pertinent literature on the community's past, a reconnaissance may involve such activities as:

- A "windshield survey" of the community-literally driving around neighborhoods and noting the general distribution of buildings, structures, and neighborhoods representing different architectural styles, periods, and modes of construction.
- A "walkover" archaeological inspection, perhaps coupled with small-scale test excavations, to get a general idea of the archaeological potential of portions of the community.
- A study of aerial photographs, historical and recent maps and village plans, soil surveys, and other sources of information that help gain a general understanding of the community's layout and environment at different times in history.
- Detailed inspection of sample blocks or areas, as the basis for extrapolation about the resources of the community as a whole.¹

Selection criteria and guidelines were developed to guide the selection of those properties within the specific survey area determined by the Village of Greenport and SHPO that were inventoried. The criteria were based on the National Register of Historic Places Criteria for Evaluation. The National Criteria are stated as follows:

The quality of significance in American History, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B. that are associated with the lives of persons significant in our past; or*

¹ Patricia L. Parker, *Guidelines for Local Surveys: A Basis for Preservation Planning*, Vol. 24, Washington DC: National Park Service, 1985. National Register Bulletin, Web. 6 July 2010; 12.
<http://www.nps.gov/history/nr/publications/bulletins/pdfs/nrb24.pdf>

- C. that embody the distinctive characteristics of a type, period or method of construction or that represent a significant distinguishable entity whose components may lack individual distinction; or*
- D. that have yielded, or may be likely to yield, information important in prehistory or history.*

Information collected in the field for each inventoried property was recorded on a historic resource survey matrix form for use in preparing comments and recommendations. The type of information gathered for the survey included a street address, site-building-lot (SBL) number, property/owner name if known, architectural style, architectural and stylistic details, approximate date of construction, and notes on condition and integrity if appropriate. All inventoried properties were photographed with a 35mm digital camera. All inventoried properties are presented in the report in an annotated list of properties (Section 3). An historical overview is featured in Section 4, the architectural overview is contained in Section 5 and recommendations for future designations are included in Section 6.

2.3 Analysis and Recommendations and Bibliography

Karen Kennedy, with assistance from Jennifer Betsworth, NYSHPO Field Office, directed the historic resources field survey in the Village of Greenport survey area and compiled the analysis and recommendations portion of this report for the Village of Greenport (Section 6). Based on field observations of the survey area as well as historic research on the history of Greenport, the analysis and recommendations sections provide a means for the identification of significant properties and recommendations for their recognition and designation. Based on National Register Criteria for Evaluation, these properties are recommended for local designations or for nomination to the State and National Register of Historic Places. As a Certified Local Government, the Village of Greenport has the power to establish both individual local landmarks and local historic districts under Chapter 76, Article 76-4 of the Village Code. The bibliography (Section 7) represents a working list of sources used in developing the historical and architectural overview, and those that were useful in documenting historical facts about the resources that were the subject of the historic resources survey.

3.0 ANNOTATED LIST OF PROPERTIES

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The Windshield Survey of the Village of Greenport encompassed approximately 1100 properties. Twelve primary buildings and one site are documented in the annotated list of properties in this reconnaissance level survey. The purpose of the Annotated List of Properties is to catalog primary buildings, structures and sites which were found to have architectural or historical significance. Secondary buildings associated with residential properties (i.e., garages, barns) are not included in the total number of surveyed properties. Additionally recommended historic districts, district extensions and complexes are not included in this section, please see “Recommendations” under Section 6.0 for this information.

As a means to organize and clarify the data recorded in this survey, the list is arranged in sequential alphabetical order by street address. Each entry contains a thumbnail photograph of the property, location, site-block-lot (SBL) number, approximate date of construction, description, and notes about alterations and condition. Where applicable, a Unique Site Number (USN) has been included based on information from the NYSHPO’s Cultural Resource Information System (CRIS). Dates are noted as *circa* based on review of exterior stylistic details and historic materials and construction techniques. These dates should take into consideration a margin of error of approximately ten years when *circa* is applied. In some cases, a more specific date was identified for certain prominent sites, based primarily on review of Sanborn Fire Insurance maps.

Each building or property has been rated as either:

- **“I” – Individually significant resource:** This resource retains a high level of architectural and/or historical significance. Buildings or properties identified as individually significant generally have a high quality of design, exhibit a recognizable architectural style and retain a high level of integrity of location, setting, materials, workmanship, feeling and association. This category may also include vernacular examples, which although they may not represent a specific style, still retain a high level of craftsmanship or form typical of their historic period. These properties appear to meet one or more of the *Secretary of the Interior’s National Register Criteria for Evaluation* and are potentially National Register Eligible.
- **“L” – Listed resource:** This resource has previously been listed on the State and National Registers of Historic Places, either individually or as part of a district. These resources are recorded here as reference and to give context to adjacent or neighboring properties in this survey.

In addition to this rating, each property has also been identified by its Data Category for Functions and Uses as identified in the National Register Bulletin 16A *How to Complete the National Register Form* on pages 20-23. These data categories are used as a means to identify the property’s principal function.

Locations of each resource in the Annotated List of Properties are identified by their address based on data from the Suffolk County GIS system. The address is recorded with the SBL

number as a means to specifically identify each property. All research citations are included in the biography in Section 7.

In addition to this report, submission of property information for each recorded resource in the Annotated List of Properties will be via the SHPO's online database, the Cultural Resources Information System.

ADDRESS: 248 Fifth Avenue	SBL: 10010040000800001000	DATE OF CONSTRUCTION: ca. 1879/ca. 1893	SIGNIFICANCE: I- Religious Architecture
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DESCRIPTION:

Old Lutheran Church and Chapel
 USN: 103-68-0313

One-story frame Gothic Revival church building with prominent three-story central tower featuring a hipped roof entry portico with decorative turned posts supported by brackets. Features a front-facing gable, overhanging eaves and several narrow, flat arch stained glass windows with simple wood surrounds on front elevation and along sides of building. Property also features a complementing ca. 1893 frame Gothic Revival chapel with similar form and architectural elements.

The church was established by German immigrants brought to this booming fishing village by the railroad in the mid-1800s. It served the needs of the congregation until the mid-1960s when a new church was built west of the Village.

Builder: O.K. Buckley

NR Criterion: C, A

ADDRESS: 510 Flint Street	SBL: 100100600005000017003	DATE OF CONSTRUCTION: ca. 1911, east addition: 1950-1970	SIGNIFICANCE: I-Social History
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DESCRIPTION:

Standard Hose Company #4,
Fire House

Two-story, front-gable vernacular frame building converted from a former barn. Features returning eaves, one-over-one sash windows with shutters and a one-story frame extension built in stages between 1950 and 1970. The interior contains a large meeting hall and bar in the rear and serves as a lively social club.

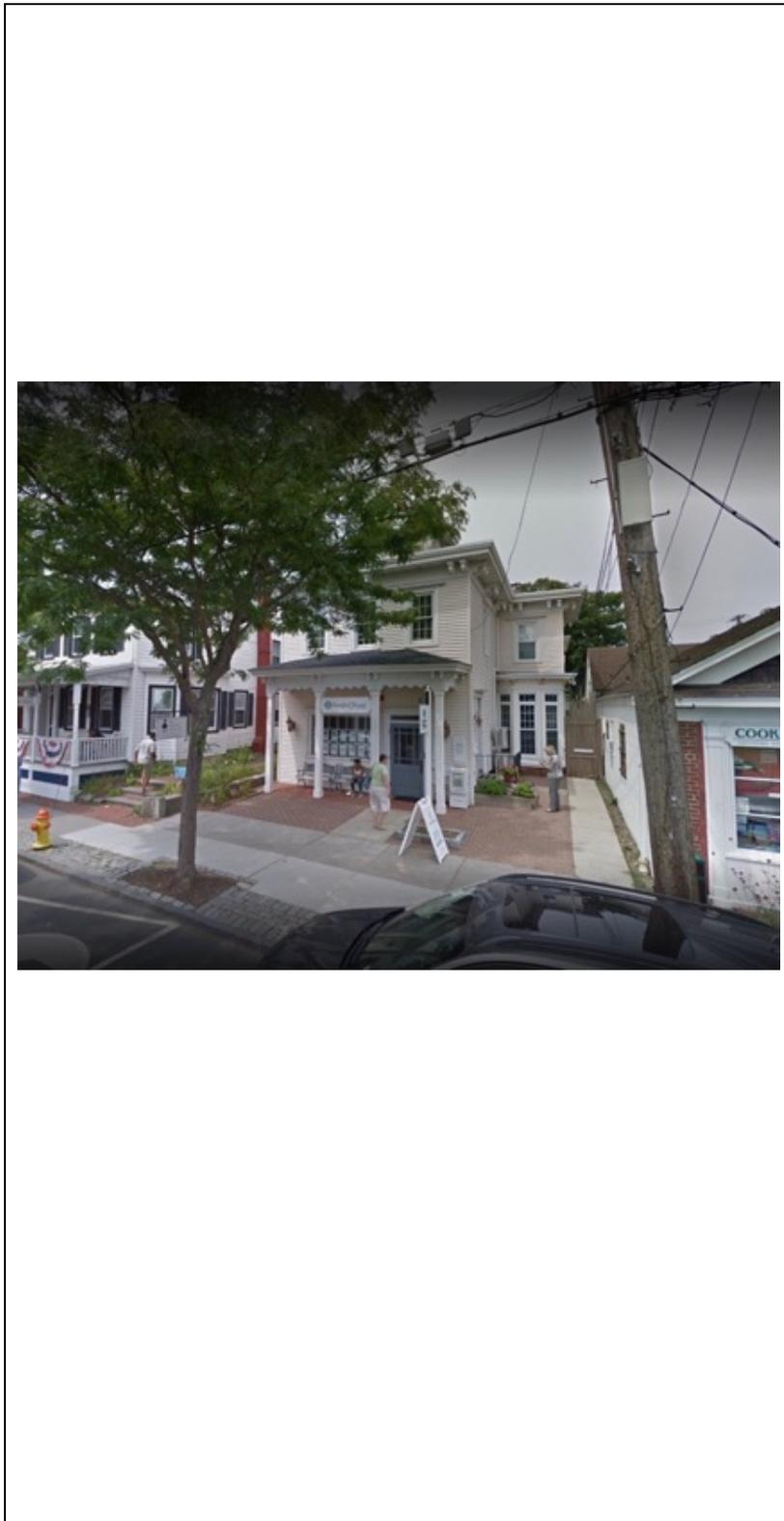
The Standard Hose Company was established in 1911 as “Chemical Engine #2” on Flint Street. Company members raised money for each addition to the current building.

NR Criterion: A

ADDRESS: 519 Fourth Street	SBL: 100100600002000012000	DATE OF CONSTRUCTION: 1903, additions-ca. 1920 and 2000-2001	SIGNIFICANCE: L: Religious Architecture
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	<p>DESCRIPTION:</p> <p>Congregation Tiffereth Israel Synagogue USN: 103-68-305</p> <p>One-and-a-half story frame building (sanctuary) with a front gable roof and a one-story projecting entrance with a low-pitched gable roof. Features round-arch windows with wide, wood surrounds containing the Star of David. Attached to the west end of the sanctuary is an early-twentieth century L-shaped addition that includes a social hall, office and kitchen. An extension to the south side of the social hall for a Hebrew School was added in 2000-2001.</p> <p>This synagogue serves an old Jewish population which organized in 1892 in the home of Lazar Kobre; it was dedicated on January 11, 1904.</p> <p>Builder: Stirling Corwin</p> <p>Individually NR Listed in 2006 under Criterion A for Social History and Criterion C for Architecture.</p>
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ADDRESS: 124 Front Street	SBL: 100100400009000026000	DATE OF CONSTRUCTION: ca. 1850	SIGNIFICANCE: I- Residential/Commercial Architecture
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DESCRIPTION:
 Captain George F. Tuthill House
 USN: 103-68-0086

Two-story, three-bay frame L-shaped Italianate house clad in wood clapboard. Contains cupola/tower featuring round-arch windows. Hipped roof with wide overhanging eaves and paired brackets. Rectangular windows with six-over-six sash. Hipped roof porch with bracketed cornice and simple posts over a side-hall, partially-glazed wood entry door with transom, and multi-pane shop window. Two-story gable wing to the east with bracketed cornice and projecting bay on the first floor. The building was originally a residence which was later converted to a shop in 1975.

Tuthill was a prominent Greenport resident involved in the Menhaden fishing industry. He began his trade as a seaman by 1850 and founded George F. Tuthill & Co which dates back to at least 1874. In 1897, he opened a menhaden fish oil manufactory under the same name at Promised Land in Montauk and kept his fleet of three steamers in Greenport. His company became part of a conglomerate of factories consolidated under the umbrella of American Fisheries Company in 1898. Tuthill would go on to become first a Director in 1908 and then President of Peconic Bank by 1910.

NR Criterion: C, A

ADDRESS: 215 Front Street	SBL: 10010050000400006000	DATE OF CONSTRUCTION: 1939	SIGNIFICANCE: I-Recreation Architecture
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DESCRIPTION:

Greenport Theatre
USN: 103-68-0127

One-story brick Art Deco movie theater with original lobby interior. Features include an asymmetrical facade and vertical emphasis through the use of decorative turned brick. The variation in brick type and color provides additional ornament and architectural interest.

The Greenport Theatre was constructed on the site of the Metro Theatre, built in 1911. The Metro was destroyed in the 1938 hurricane that swept Long Island.

Builder: Charles Langdon Corwin.

NR Criterion: C

ADDRESS: 502 Front Street	SBL: 10100400004000028001	DATE OF CONSTRUCTION: ca. 1858	SIGNIFICANCE: I-Residential Architecture
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	<p>DESCRIPTION:</p> <p>Thomas F. Price House USN: 103-68-0105</p> <p>Two-and-a-half story cross-gable frame house clad in wood clapboard with a rear two-story flat-roofed wing. Front facing gable with decorative vergeboards, and a combination of round and flat arch windows with one-over one wood sash and wood surrounds. Wraparound porch with turned posts.</p> <p>Thomas F. Price was a prominent Greenport resident involved in the Menhaden fishing industry. He began his trade in fish oil by 1870 and founded T. Frank Price & Co which dates back to at least 1874. Price operated a menhaden fish oil manufactory under the same name at Promised Land in Montauk and kept his three steamers in Greenport. His company became part of a conglomerate of factories consolidated under the umbrella of American Fisheries Company in 1898. In 1884, he was name Vice President of People’s National Bank in Greenport.</p> <p>NR Criterion: C, A</p>
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ADDRESS: 210 South Street	SBL: 100100400006000012000	DATE OF CONSTRUCTION: ca. 1858	SIGNIFICANCE: I-Residential Architecture
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DESCRIPTION:

The Halsey Home
USN: 103-68-0539

One-and-a-half story, side gable frame Greek Revival style house clad in wood clapboard. Features frieze band windows and six-over-six wood sash on the first floor. Entry features a transom, sidelights and decorative wood surround. One story side-gable wing with separate entrance and small entry porch. Front porch was removed sometime after 1977.

This home (on the left) was occupied by the Halsey family of Greenport. It may date to as early as 1841, the year Henry W. Halsey was born. Census records and historic maps indicate that Henry most probably inherited the family home upon the death of his widowed mother. Halsey lived in the home with his wife Amanda until around 1880 and was very involved in local Republican politics. He was also the Greenport Fire Department Chief Engineer for several years and later ran for and was elected to the position of Suffolk County Sheriff.

NR Criterion: C, A

ADDRESS: 102 Third Street	SBL: 10010050000400004000	DATE OF CONSTRUCTION: 1953	SIGNIFICANCE: I-Social History
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DESCRIPTION:

American Legion Hall-Burton Potter Post #185
USN: 103-68-0225

One-story side-gable concrete block building with a poured concrete foundation. Two bands of decorative brick define the window placement on the facade (windows are not original). Main entrance is beneath a portico with double, glazed doors with transoms. The portico replaced the original entry sometime after 1977. The interior features a large stage and roller rink and full bar.

The American Legion Hall has served as a gathering place for the community for decades. In addition to being a Legion Post, the building is also utilized as a meeting place for other civic organizations, weddings, parties and wrestling events. It has also functioned as a concert hall featuring entertainers such as the late Charlie Daniels and Wilson Pickett.

NR Criterion: A

ADDRESS: 236 Third Street	SBL: 10010040000500005000	DATE OF CONSTRUCTION: 1928	SIGNIFICANCE: I-Commercial/Government Architecture
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DESCRIPTION:

Greenport Village Hall
USN:103-68-0198

Two-story, four-bay brick Colonial Revival style building with side gable roof. Features a dentilled cornice, brick quoins, and symmetrical rectangular double-hung windows. Federal style entry features a broken pediment with dentils over a recessed round arch entry with keystone, fanlight and glazed door. Fluted pilasters flank the entrance.

Greenport Village Hall originally served as a telephone company building. Today it is home to the Village's local government.

NR Criterion: C

ADDRESS: 614 Third Street	SBL: 10010020000500007001	DATE OF CONSTRUCTION: 1922, ca. 1950, ca. 1970	SIGNIFICANCE: I-Social History and Community Development
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DESCRIPTION:

Clinton Memorial AME Zion Church and Pastoral Residence
USN: 103-68-0216

One-story, three-bay gable front church executed in a simple modernist Gothic Revival style. Features an oculus window in the gable, lancet arch stained glass windows and a portico entry over double, partially glazed doors. Around 1950, a one-story cape-style parsonage with central entry and picture window was built next to the church and a one-story wing was built to connect the two buildings ca. 1970. Alterations to the church after 1977 include replacement siding, new gable window, the addition of stained glass windows and a new portico entry with replacement doors.

The Clinton Memorial AME Zion Church was constructed in 1922 to serve the local African American community. Greenport was an early site of former slave settlement; by the early nineteenth-century, it contained one of seven small Long Island communities of ex-slave families.

Builder: Brewster Smith

NR Criterion: A

ADDRESS: Webb Street	SBL: 100100600002000012000	DATE OF CONSTRUCTION: 1842	SIGNIFICANCE: I-Early settlement and development of Greenport Village
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	<p>DESCRIPTION:</p> <p>Green Hill Cemetery</p> <p>This 3.4 acre cemetery spans a period of almost two centuries and features an intact collection of funerary art from throughout this long period. As the second oldest burial ground in the Village, Green Hill Cemetery provides information about the early citizens in Greenport and serves as a record of the Village.</p> <p>NR Criterion: A</p>
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4.0 HISTORICAL OVERVIEW

4.0 Historical Overview

The Village of Greenport is New York State's second oldest village, and it is among the most prominent maritime locations in the state. Greenport is located in the Town of Southold in Suffolk County, which encompasses Long Island from the eastern edge of Nassau County, which itself borders the New York City metropolitan area, to the eastern end of New York State. Greenport occupies part of the North Fork of Long Island, the peninsula that forms the northern boundary of the Peconic Bay between the Peconic River and the Atlantic Ocean. European settlement in the area of Greenport began around the middle of the seventeenth century. Greenport originally served as a port for agricultural products on their way from nearby farms to New England and New York City. Because of its advantageous location, Greenport grew into a prosperous waterfront settlement with a robust shipbuilding, whaling, and fishing economy during the nineteenth century. Around the turn of the twentieth century, the village also became a popular destination for tourists.

The landmass of Long Island formed roughly 20,000 years ago, during the end of the most recent glacial maximum. As the climate warmed in the northern hemisphere, the Wisconsin glaciation retreated across North America. The retreating ice shelves deposited multiple moraines of gravel and rock between the Long Island Sound and the Atlantic Ocean along the way, forming the geological basis of Long Island. Prior to the arrival of European settlers on Long Island, numerous groups of Algonquin peoples inhabited the area of Suffolk County. At the time of European contact, the North Folk was occupied by the Manhasset/Corchaug tribes, speakers of the Mohegan-Pequot-Montauk-Algonquian language. The lands in Southold, known to the Native Americans as Yennecock, were acquired by the Magistrates of New Haven, Connecticut in a series of deeds that were dated prior to 1640. There would be little conflict between local Native Americans and European settlers when they arrived as the tribes were already debilitated by disease and raids by the peoples of mainland Connecticut.²

European settlement in the area began in the first half of the seventeenth century, when John Youngs led Puritan settlers from the Colony of New Haven in present-day Connecticut across the Long Island Sound to the North Fork. These English settlers founded the Town of Southold in 1640. Youngs and his followers acted at the behest of the Earl of Sterling, who held the title to all of Long Island on the authority of King Charles I. At the time of its settlement, the Town of Southold remained under the jurisdiction of the Colony of New Haven. Although at the time the Dutch occupied Manhattan Island and the surrounding area, their effective control never reached the eastern end of Long Island.³

Several events in the second half of the seventeenth century impacted the sovereignty of the Town of Southold. In 1664, the Colony of Connecticut absorbed the Colony of New Haven, and the British assumed authority over the Dutch holdings in present-day New York. The British and the Dutch vied for power in the region for the next decade, waging both the Second Anglo-Dutch

² David J. Bernstein, Michael J. Lenardi, and Daria E. Merwin, "Stage I Archival Search and Archaeological Survey for Sunset Court," Institute for Long Island Archaeology, SUNY Stony Brook, Greenport, New York. May 2002, 8.

³ "History of Suffolk County," *Suffolk County Government Website*, <https://www.suffolkcountyny.gov/Elected-Officials/County-Executive/History-of-Suffolk-County>.

War and Third Anglo-Dutch War in quick succession, but Manhattan and its surrounds ultimately ended up in British possession, under the jurisdiction of the recently formed Colony of New York. Meanwhile, John Youngs and his followers sought to legitimize their claim to the Town of Southold by executing an agreement with the local Corchaug leaders, who signed the contract in 1665. At that point in time, the Town of Southold contained all of the North Fork, including the area of Greenport.⁴

The Colony of Connecticut held its claims on Long Island for another decade, giving rise to a land dispute with the Colony of New York. In 1673, the Colony of New York claimed possession of all of the English settlements on Long Island, including Southold, Southampton, and Easthampton. The settlers themselves preferred to remain a part of the Colony of Connecticut, and made their preference known by soliciting both the colony leadership and King Charles II to recognize their status as such. In 1674, settlers in Southold voted in favor of remaining in the Colony of Connecticut, but two years later, Sir Edmond Andros, acting as Governor of New York, defied this sentiment and drafted a patent to the effect. From that year forward, Southold and the rest of Long Island remained a part of the Colony of New York, which became New York State over a century later. Thomas Dongan, the next Governor of New York, adopted the Charter of Liberties and Privileges in 1683, which formed the original twelve counties in New York. The area of Greenport fell within the boundaries of Suffolk County, and it has remained in the jurisdiction of the county since.⁵

Records indicate that permanent European settlement in the area of Greenport occurred as early as 1662, when the family of John Youngs settled on forty acres of land in what was then known as Stirling. They settled in close proximity to present-day County Route 48, which later served as the main route for overland travel. A second group of settlers cleared land and built homes and farms along Stirling Basin in an area then known as Green Hill. The name Greenport did not come into official use until much later in 1834, and the names Stirling and Green Hill remained in use into the nineteenth century.⁶

Despite its status as a territory of the Colony of New York, the residents of Southold maintained a primary commercial relationship with Connecticut well into the eighteenth century. These residents engaged largely in subsistence agriculture, cod fishing, coopering, and turpentine production, and settlement concentrated around the landing at the east end of Sterling Street. Any available surplus allowed local settlers to conduct trade with markets across the Long Island Sound. This relationship contributed to the growth of Greenport: unlike other bodies of water around the North Fork, Stirling Basin regularly remained clear of ice throughout the entire winter, and sellers of Southold produce relied on nearby Greenport as a cold weather harbor. A modest port evolved around the winter harbor, leading to the construction of wharfs and inns to

⁴ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," Greenport, New York, June, 2004, 3.3

⁵ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.3-3.4; 2001 9; "History of Suffolk County," *Suffolk County Government Website*, <https://www.suffolkcountyny.gov/Elected-Officials/County-Executive/History-of-Suffolk-County>.

⁶ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.4; William S. Pelletreau, *A History of Long Island from Its Earliest Settlement to the Present Time, Volume II* (New York: Lewis Publishing Company, 1905), 426-427.

accommodate travelers. Due to its relationship with the harbor itself, the concentration of this growth occurred alongside Stirling Basin within what was then called Green Hill. The oldest known buildings in Greenport date to this period, including 190 Sterling Street (c.1750, NR 1984) and 165 Sterling Street (c.1760, NR 1984). The proximity of the port also facilitated the growth of the local commercial fishing industry.⁷

The growth of the economy and the population of the Town of Southold during the late seventeenth century and the eighteenth century relied on the institution of slavery. Land holders on Long Island claimed ownership of enslaved people as far back as the early seventeenth century, and in the Town of Southold, enslaved Corchaug and Afro-Caribbean people performed agricultural work for several centuries. As early as 1698, over 500 enslaved people lived in the town. The complete abolition of slavery in New York State did not officially occur until 1827, and even after abolition, the formerly enslaved people who remained in the area faced legal, economic, and social discrimination.⁸

Aside from the farms in the area and the activity around the harbor, most of the land in the present-day Village of Greenport itself was sparsely developed in the seventeenth century. In 1687, William Booth purchased roughly 200 acres of this land from the family of John Youngs, and the Booth family retained the title to this land for several generations before selling it to Captain Orange Webb. The family also constructed the Constant Booth Inn (c.1740, NR 1976) at the east end of Sterling Avenue, which gained local renown for having lodged then-Colonel George Washington on his way to Boston in 1757. After multiple changes in ownership and relocations, the inn building now stands on a private road off of Village Lane in Orient, New York, where it is known as the Orange Webb House.⁹

Nearly two decades later, at the onset of the American Revolutionary War, Washington's defeat at the Battle of Long Island left the entire island in British control. British occupation disrupted the economy in the area of Greenport throughout the war as British soldiers exploited the available resources. The occupation interrupted maritime trade and transportation, while the military itself requisitioned agricultural products and timber for use in the war effort. Some residents fled the area altogether, seeking refuge in Connecticut until the conclusion of the war. Following the end of British occupation, the economy slowly recovered and the area entered into another period of agricultural and commercial growth.¹⁰

⁷ Clarebeth M. Cunningham, ed., "Historic Greenport: Chronology & Historic District Walking Tour," Village of Greenport Business Improvement District, 2004, 2; Austin O'Brian, "Greenport Village Historic District," National Register of Historic Places Nomination Form, Division for Historic Preservation, Albany, August 1984, Section 7, Page 1; O'Brian, "Greenport Village Historic District," Section 8, Page 1; Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.5; David J. Bernstein, Michael J. Lenardi, and Daria E. Merwin, "Stage I Archival Search and Archaeological Survey for Sunset Court," Institute for Long Island Archaeology, SUNY Stony Brook, Greenport, New York. May 2002, 9; David S. Corwin and Gail F. Horton, *Postcard History Series: Greenport* (Charleston: Arcadia Publishing, 2013), 8.

⁸ "Slavery in Southold," *Town of Southold Website*,

<http://southoldtownny.gov/DocumentCenter/View/5995/Slavery-in-Southold-African-and-Indian?bidId=>

⁹ Pelletreau, *A History of Long Island*, 426; Cunningham, "Historic Greenport," 2; Norma Kahn, "Webb House," Building Structure Inventory Form, Orient, New York, 1974.

¹⁰ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.5; Cunningham, "Historic Greenport," 2.

The rise of the whaling industry in Greenport following the conclusion of the American Revolutionary War determined the course of this growth for several decades. Greenport first entered into the whaling industry in 1785, when two residents, Nathaniel and Hudson Corwin, organized a small vessel whaling operation. From then on, the prosperity created by whaling outfits in Greenport roughly tracked the course of the regional industry as a whole. What began as a cottage industry increased in scale as the demand for whale oil and other whale-based products like baleen for corsets and ambergris for cosmetics skyrocketed in the first half of the nineteenth century, bringing wealth and economic speculation to Greenport.¹¹

The menhaden industry also played a major role in the growth of the maritime economy in Greenport. Beginning in the late eighteenth century, fishing vessels anchored in Greenport exploited the robust menhaden population in the waters around Long Island for sale as an agricultural resource. Farmers originally tilled the fish directly into the soil, but the accumulation of the fish's oil over the course of several years greatly reduced the quality of the soil. The use of menhaden as a bait fish and a low-cost food source continued through the first half of the nineteenth century.¹²

Speculation and the availability of land drove the municipal organization of Greenport in the first half of the nineteenth century. Captain Webb, who owned 200 acres of the area within the Village of Greenport, died in 1820, and the division and auction of the lots of his property formed the basis for the street grid. The land remained largely unimproved aside from agricultural development, but the rise of the whaling industry promoted rapid purchase and development in the area. The auction of Webb's plot raised about \$2,300, and the new owners set about dividing their purchases into smaller lots for houses and commercial buildings. The paving of Main Street occurred in 1827, as did the construction of several wharves where the street met Greenport Harbor to the south.¹³

The unique conditions and advantages offered by Stirling Basin fostered a successful shipbuilding industry in Greenport. The natural inlets of the basin provided ideal sites for early shipwrights to launch crafts, and as the prospects of the whaling industry and the commercial fishing industry increased, so too did the demand for ships. The industry began in 1834 with the completion of the *Van Buren*, the first sloop constructed in Greenport by boatbuilder Caleb Horton. Shortly thereafter, Hiram Bishop, a shipwright who operated a yard at the east end of Central Avenue (non-extant) constructed the *Jane Bishop*, the first ship from the village.¹⁴

The Long Island Railroad was chartered in 1834 to provide a more efficient means of transportation between New York City and Boston. At the time, the rugged terrain of the potential overland route between these two cities by way of Connecticut appeared impassable,

¹¹ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.5.

¹² H. Bruce Franklin, *The Most Important Fish in the Sea: Menhaden and America* (Washington: Island Press, 2007), 55.

¹³ Corwin and Horton, *Postcard History Series: Greenport*, 8; O'Brian, "Greenport Village Historic District," Section 8, Page 1; Cunningham, "Historic Greenport," 2.

¹⁴ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.6; Cunningham, "Historic Greenport," 4.

encouraging planners to look to Long Island as an alternative. The success of the local whaling industry and the local agricultural operations also informed the decision to select burgeoning Greenport as the terminus of a railroad line connecting New York City to the North Fork of Long Island.¹⁵

The incorporation of the Village of Greenport occurred in 1838, making it the second-oldest incorporated village in New York State, as well as the only incorporated village in the Town of Southold to date. At the time of its incorporation, the boundaries of the village encompassed fifteen homes and five stores, as well as several workshops and warehouses, with several other buildings under construction. Before the end of the decade, over 100 buildings stood in Greenport, and at least 400 residents lived in the village.¹⁶

During the 1830s and 1840s, early villagers founded the first municipal services in the area. The foundation of the first post office occurred in 1832, preceding the incorporation of the village by several years. John Clark, the first schoolmaster in the area, opened a small school on First Street in 1832, which was later replaced by a larger school at 414 First Street in 1845 (non-extant). To best protect the abundance of frame buildings in the village from fire, the Village of Greenport organized a fire department in 1845.¹⁷

Many of the extant nineteenth century buildings in Greenport date to this early period of development. Builders of early- and mid-nineteenth century buildings usually used frame construction techniques, although some masonry buildings constructed of bricks made at nearby clay pits date to this period as well. Much of the earliest commercial construction took place in an area concentrated around the south end of Main Street, and this area remains dense today. Construction took place at a rapid pace, and in 1846, the number of homes in Greenport reached 250, with many commercial buildings along Main Street and the east ends of Front Street and South Street. Although many of the earliest buildings in Greenport did not exhibit a specific architectural style, some examples of early buildings constructed in the Federal style, as well as somewhat later buildings in Greek Revival and Italianate styles, are found in the village.¹⁸

The whaling industry in Greenport peaked in the 1840s. At its height, fifteen large whaling vessels anchored in Greenport (as compared to roughly 640 nationwide). When the national industry peaked a few years later, it ranked as the fifth largest sector of the economy. Some of the captains of whaling ships docking in the harbor constructed residences in Greenport, including Captain George Cogswell's Neoclassical manor at 714 Main Street (1835, NR 1984) and Captain Wells' Italianate house at 530 Main Street (c.1870, NR 1984). It was primarily the

¹⁵ Robert D. Kuhn, "Greenport Railroad Station Complex," National Register of Historic Places Nomination Form, Office of Parks, Recreation, and Historic Preservation, Albany, May 1989, Section 8, Page 2; Bernstein, Lenardi, and Merwin, "Stage I Archival Search and Archaeological Survey for Sunset Court," 10; Cunningham, "Historic Greenport," 4

¹⁶ Cunningham, "Historic Greenport," 2

¹⁷ Pelletreau, *A History of Long Island*, 427-428; *Ibid.*, 508.

¹⁸ O'Brian, "Greenport Village Historic District," Section 7, Page 1; Corwin and Horton, *Postcard History Series: Greenport*, 8.

prosperity of the whaling industry that contributed to the decision to designate Greenport as the terminus of the Long Island Railroad and connect the village to major urban markets by rail.¹⁹

Upon the completion of the ninety-four-mile line in July of 1844, the Long Island Railroad reduced the overland travel time between Greenport and Brooklyn from three days to three-and-a-half hours. Travelers on their way to Boston from New York City arrived in Greenport and took a ferry across the Long Island Sound to Providence, Rhode Island. They then boarded the Providence and Boston Railroad to their destination for a total travel time of about twelve hours. The availability of this efficient mode of transportation accelerated the development already occurring in Greenport.²⁰

Only a few years into the operation of the Long Island Railroad, however, the technological capabilities and the confidence of civil engineers increased to suffice the construction of a railroad line to the north of the Long Island Sound. The completion of the New York, New Haven, and Hartford Railroad in 1849 directly connected New York City and Boston. The competition for passenger traffic jeopardized the enterprise of the Long Island Railroad, and in order to remain in business, the railroad transitioned to running freight between the settlements of Long Island and New York City.²¹

By the mid-nineteenth century, shipbuilding became one of the largest industries in Greenport, and six separate shipyards operated in the village. These shipyards mainly produced schooners, the largest of which measured 165 feet. Shipwrights also constructed marine railways to haul ships in and out of the water. One of these marine railways, constructed c.1850, remains in its place beside the shipyard of the Greenport Yacht & Ship Building Company at 201 Carpenter Street (extant). Meanwhile, lumber yards and sail manufacturers opened to supply the shipbuilding industry, and outfitters, chandlers, and store houses accommodated the many ships frequenting the harbor.²²

The initial rise of the oyster industry in Greenport also occurred around the middle of the nineteenth century. Shell fishing in the waters along Long Island long predates European settlement, as evidenced by shell remains in middens left by Algonquin people. The earliest Dutch and English settlers took advantage of the abundance of scallops, oysters, crabs, lobsters, and clams all along the coastline. These foods served as a staple for all classes of settlers well into the nineteenth century, and the vessels devoted to the collection of these products harbored in settlements along Peconic Bay, including Greenport. Above all other shellfish, oysters in particular served as an important natural resource and a driving economic force in the development of the economy of Greenport. The completion of the Long Island Railroad allowed

¹⁹ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.5; Derek Thompson, "The Spectacular Rise and Fall of U.S. Whaling: An Innovation Story," *The Atlantic*, Feb. 22, 2012, <https://www.theatlantic.com/business/archive/2012/02/the-spectacular-rise-and-fall-of-us-whaling-an-innovation-story/253355/>; Corwin and Horton, *Postcard History Series: Greenport*, 8; Cunningham, "Historic Greenport," 12-13.

²⁰ Kuhn, "Greenport Railroad Station Complex," Section 8, Page 2.

²¹ Kuhn, "Greenport Railroad Station Complex," Section 8 Pages 2-3.

²² Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.6; Cunningham, "Historic Greenport," 4.

producers to sell oysters to markets farther afield, and by the middle of the nineteenth century, an industry devoted to supplying oysters to eateries throughout Long Island and New York City thrived. The steady demand drove overfishing in the years that followed, however, and the importance of the oyster industry temporarily declined.²³

Although it never reached a degree of importance equal to that of the oyster industry, the scallop industry remained a steady source of income for some residents of Greenport throughout the history of the village. Commercialization of the industry began in the 1850s, aided by the advent of the railroad a few years prior, and the supply of scallops did not fluctuate between extremes like the oyster industry. Scallop fishing remains in practice in Greenport.²⁴

While success of other maritime industries increased around the middle of the twentieth century, the whaling industry entered a steep decline by the 1860s. Following a short boom of extreme profitability, overfishing, collapsing demand, and increasing labor costs cut into the fortunes of the whaling outfits based in Greenport. Not two decades after its peak, whaling all but disappeared from the village, and the focus of the maritime economy shifted to other catches. While the decline of the whaling industry devastated the economy and the value of property in Sag Harbor to the south, the economy of Greenport pivoted to other sources of income to avoid collapse.²⁵

Menhaden offered a major alternative for fortune seekers after the decline of the whaling industry. Developments in the second half of the nineteenth century created a boom in the menhaden industry in Greenport. Following the collapse of the guano industry around the middle of the century, menhaden emerged as an alternative source of nitrogen: when refined, the fish proved to be a viable fertilizer alternative. At the same time, the oil produced as a byproduct of refining menhaden became a lucrative alternative to whale oil. As the production cost of whale oil skyrocketed, menhaden oil offered a cheaper alternative.²⁶

In the decades that followed, menhaden processing facilities lined Peconic Bay, and numerous vessels and fishing outfits dedicated to the fish harbored in Greenport. For example, a report on the menhaden industry given in 1880 by ichthyologist George Brown Goode revealed that “the Stirling Company of Greenport, N.Y., took in 1877, with three seine-yachts and six lighters, 14,449,000 fish.”²⁷ In a book devoted to the history of the menhaden industry in the United States, historian H. Bruce Franklin describes the importance of the catch for Greenport in the wake of the collapse of the whaling industry:

In the prominent whaling port of Greenport on the eastern end of Long Island, whalers’ try-pots were actually the vessels being used to separate the oil from menhaden bodies, and a successful factory was just beginning operations [in 1851]. By 1867, the menhaden fishery had entirely eclipsed the whale fishery in Greenport, around which clustered twenty menhaden factories processing the

²³ Antonia Booth and Mark Terry, “Oystering: A Recollection,” *Peconic Bay Shopper*, March 2010, 3-4.

²⁴ Bernstein, Lenardi, and Merwin, “Stage I Archival Search and Archaeological Survey for Sunset Court,” 8.2.

²⁵ Pelletreau, *A History of Long Island*, 497.

²⁶ Franklin, *The Most Important Fish in the Sea*, 55.

²⁷ George Brown Goode, *A History of the Menhaden* (New York: Orange Judd Company, 1880), 88.

teeming bunkers of Peconic Bay and Gardiner's Bay. The Long Island Rail Road [sic], which had previously been extended to Greenport in order to transport whale products, now filled its trains with menhaden products instead.²⁸

Much like the whaling industry it replaced, the menhaden industry brought a measure of prosperity to Greenport. The increasing scale of the industry fueled construction in the area: menhaden processing companies built numerous factories around Peconic Bay. A number of companies operated fishing fleets out of the Greenport Harbor and then transported the catch out of the area in order to keep the odor away from the village. The unprocessed menhaden then arrived in the Promised Land, a collection of processing facilities near the Montauk Railroad in Napeague, south of Gardiners Bay. These fishing operations and processing facilities generated more work opportunities in Greenport itself during the second half of the nineteenth century, spurring the construction of more modest homes in the southwestern portion of the village, along Fourth Street, Fifth Street, and Sixth Street.²⁹

The wealth created by the enterprise also created the opportunity for business leaders to construct more sumptuous residences in Greenport. For example, H. E. Wells, an early pioneer of menhaden oil extraction technology, invested in the area and constructed a large Queen Anne-style house at 455 Main Street (c.1873, NR 1984). Other captains of the industry owned homes in Greenport as well, including Thomas F. Price at 502 Front Street (ca. 1858) and George F Tuthill at 124 Front Street (c.1850).³⁰

The foundation of several private concerns of importance in Greenport occurred surrounding the Civil War. John J. Riddell established *The Suffolk Times*, the first newspaper in Greenport, in 1856. The newspaper originally maintained an office in a non-extant building on the north side of Front Street. Grosvenor S. Adams received the first national bank charter on Long Island in 1864 and established the First National Bank of Greenport, located in the brick building at 238 Main Street (c.1870, NR 1984). In 1870, Manuel Claudio opened a tavern beside Greenport Harbor (according to a member of the HPC, Manuel Claudio came to Greenport as a stowaway on a whaler). Claudio's Restaurant (NR 1984) at 111 Main Street became a destination for tourists and locals seeking seafood and cocktails, and despite multiple changes in ownership, remains in operation today.³¹

The rise of the tourism industry and the introduction of Pullman coaches in the second half of the nineteenth century increased railroad ridership again, and the Long Island Railroad invested in steam-powered ferries to accommodate passengers on their way to destinations in and around the eastern outflow of the Long Island Sound. One of these early tourists, Walt Whitman, took the Long Island Railroad back and forth from Brooklyn to spend time with his sister Mary Elizabeth

²⁸ Franklin, *The Most Important Fish in the Sea*, 58-59.

²⁹ Ralph H. Gabriel, "Geographic Influences in the Development of the Menhaden Fishery on the Eastern Coast of the United States," *The Geographical Review* 10, no. 2 (August 1920): 98-99.

³⁰ Cunningham, "Historic Greenport," 11; Anthony Cardia, "502 Front Street," Building Structure Inventory Form, Greenport, New York, 1977; Louis Black, "124 Front Street," Building Structure Inventory Form, Greenport, New York, 1977.

³¹ Pelletreau, *A History of Long Island*, 427; Cunningham, "Historic Greenport," 4; Cyndi Zaweski, "After Historic Sale of Claudio's in Greenport, Opening Date Unclear," *Suffolk Times*, April 1, 2018.

Whitman Van Nostrand in her Greenport home at 218 South Street (c. 1858, extant). Whitman published accounts of his experience in the *Brooklyn Daily Eagle*, the *New York Evening Post* and the *New York Sunday Dispatch*, exposing New Yorkers to the eccentricities of life in Greenport and encouraging the early tourism industry.³²

In addition to attracting travelers and tourists, the Long Island Railroad also fueled population growth in the Village of Greenport, allowing settlers to reach the village and find employment in the menhaden, oyster, and shipbuilding industries. By 1867, the population of Greenport grew to over 2,000 residents. While many of the earliest settlers were of English descent, the new populations settling in Greenport represented a greater diversity of backgrounds, including Irish, German, African American, Portuguese, Jewish, and Italian. Additionally, Greenport contained a small Long Island community of ex-slave families. A small African American community had developed in the Village, representing approximately four percent of the population by 1870. Sixteen percent of the African American community worked in the mariner trades as seamen, fishermen and boatsmen; the remainder held jobs as laborers and domestic servants. A large majority of the women were “at home” or “keeping house” for their families and women represented the majority of property owners.³³

Settlement spread northward along the blocks of Main Street, First Street, Second Street, and later in the nineteenth century, began spreading to the west along Fourth Avenue, Fifth Avenue, and Sixth Avenue. As demographic diversity increased in Greenport, so too did the number of houses of worship representing different religious denominations. Around 1879, a group of German immigrants commissioned builder O. K. Buckley to construct a frame church at 248 Fifth Avenue, known today as the Old Lutheran Church. The African American community continued to grow; in addition to the aforementioned mariner trades, men were working as cooks on vessels and steamers. Without an established church of their own, the African Americans held meetings in the Lutheran Church. In 1883, the Diocese of Brooklyn, which included all of Long Island at the time, commissioned construction of the Church of Saint Agnes at 523 Front Street to serve Catholic Irish, Italian, and Portuguese immigrants in the area. In addition to the permanent residents settling in Greenport, many travelers stayed in the village on their way to other destinations and in between long-term seafaring work, encouraging the establishment of rooming houses and hotels.³⁴

The growth of the working population of Greenport accelerated the need for expanded access to education. Between 1879 and 1880, the Village of Greenport constructed a frame building (non-

³² Kuhn, “Greenport Railroad Station Complex,” Section 8 Pages 2-3; Greenport Cultural Resource Center, “218 South Street,” National Register of Historic Places Inventory Form, Greenport, New York, August 1977; Karen Karbiener, “Even the Brooklyn Boy Needs a Break: Walt Whitman’s Summer Fling in Greenport,” *The Gotham Center for New York City History* (website), Oct. 25, 2016, <https://www.gothamcenter.org/blog/even-the-brooklyn-boy-needs-a-break-walt-whitmans-summer-pling-in-greenport>.

³³ United States Federal Census, 1870.

³⁴ Earth Tech, “Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23),” 3.5; Cunningham, “Historic Greenport,” 3; Corwin and Horton, *Postcard History Series: Greenport*, 8; Scott Evans, “248 Fifth Avenue,” Building Structure Inventory Form, Greenport, New York, Dec. 1977; Scott Evans, “523 Front Street,” Building Structure Inventory Form, Greenport, New York, Dec. 1977.

extant) at the corner of Third Street and South Street for use as a union free school. By the time of the completion of the school, the population of the village reached about 2,370.³⁵

The changes in transportation patterns brought by the rise of railroads pushed the local shipbuilding industry into decline after the conclusion of the Civil War. As they expanded in scope, railroad networks outperformed coastal shipping, and wooden shipping vessels commanded less of the market for the transportation of raw materials, goods, and passengers between major destinations. Meanwhile, iron- and steel-hulled sailing ships, and a short time later, steam-powered ships displaced wooden ships for use in intercontinental transit. Major shipwright companies in Greenport did not transition away from wooden shipbuilding in full force, and the construction of the last barkentine in the shipyards of the village occurred in the 1880s.³⁶

Captain James Monroe Monsell was a leader in the region's oyster industry in the 1880s. Monsell planted seed oysters in order to cultivate them at maturity, a process that greatly economized the oyster trade. Monsell founded his own company, the Greenport Oyster Company, and by 1908, about thirty oyster companies operated in the area. At some point during the industrialization of the industry, the shellfish shacks along Beach Street on Youngs Point (later renamed Sandy Beach) fell out of use as more industrial processing plants appeared in and around Greenport, and these shacks became seasonal residences. The industry continued to grow in value until its peak around 1930, when oyster beds occupied over 270,000 acres in and around Peconic Bay. At that time, the annual catch of mature oysters reached well over two million, and the booming industry and the associated employment opportunities attracted new residents to Greenport.³⁷ Diversity was well represented in the southwest section of the Village as a variety of immigrant groups and African Americans moved into this area to work as laborers on oyster boats, cullers, sorters, bayman and oyster openers for the various oyster companies.³⁸

The decades surrounding the turn of the twentieth century marked the peak of municipal growth in Greenport. The temporary success of the menhaden industry and the oyster industry provided employment in the village, allowing for the installation of several local improvements. By 1888, four wharves served Stirling Basin and the south side of Greenport Harbor, and villagers constructed several thereafter. In order to better protect the harbor of Stirling Basin, the Federal government undertook the construction of the breakwater at Young's Point (extant) in 1890. Meanwhile, utility companies formed in order to offer modern services to residents of the village. The Greenport Light and Power Company incorporated in 1887 to provide utilities to the village, and by the following year, a water company also operated a non-extant pumping station near the location of the current Greenport High School on Front Street in order to supply the village. The increase of commercial activity associated with the growth of these industries, along with the steady increase in tourism taking place across Long Island through the end of the

³⁵ Pelletreau, *A History of Long Island*, 427-428; Cunningham, "Historic Greenport," 4.

³⁶ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.7; Bernstein, Lenardi, and Merwin, "Stage I Archival Search and Archaeological Survey for Sunset Court," 10.

³⁷ Booth and Terry, "Oystering: A Recollection," *Peconic Bay Shopper*, March 2010, 4; O'Brian, "Greenport Village Historic District," Section 8, Page 2.

³⁸ United States Federal Census, 1920, 1930.

nineteenth century, provided the Long Island Railroad with enough business to construct the Greenport Railroad Station Complex (NR 1989).³⁹

The menhaden and oyster industries also provided ample employment opportunities, and the population continued to grow. By 1910, the number of people living in Greenport reached 3,089, and the steady increase in population drove development in the southwest of Greenport as builders took advantage of the rising demand and constructed new homes in the area. Charles H. Corwin, a builder from a prominent family in Greenport, constructed many of the extant houses on Fifth Street and Sixth Street south of Front Street, including 133 and 149 Sixth Street (both 1888), and 157 and 175 Fifth Street (both ca.1900). The western blocks of Front Street also evolved during this period. Residences constructed in the previous century lined the blocks at the outset of the twentieth century, but over the course of the following decades, the commercial activity once concentrated around the intersection of Front Street and Main Street radiated further west, and commercial buildings replaced some of the residential buildings. By the middle of the century, Front Street supported a mix of residences, hotels, commercial buildings, and religious buildings as far west as Sixth Street.⁴⁰

The construction of new houses of worship also occurred during the first half of the twentieth century. In 1904, the Conservative Jewish Congregation Tifereth Israel constructed a temple at 519 Fourth Street (NR 2006), and the congregation remains active today. The AME Zion congregation was organized in 1921 by Ida Shepard who had migrated to Greenport from North Carolina. Although the majority of the African American community in Greenport were born in New York, individuals began to migrate to New York from the south and Midwest in the early twentieth century for opportunities to work in the fishing industry, rail transport, brick yards, barrel factories and hotel industries. In 1922, Brewster Smith was commissioned to construct the Clinton Memorial AME Zion Church at 614 Third Street with the help of local men of color, several of whose families had lived in the village since the mid-late nineteenth century. The church continues to serve the African American community of Greenport today.⁴¹

As the twentieth century progressed, the residents of Greenport undertook many more municipal advancements. In 1904, Greenport Union Free School District constructed the extant Greenport High School at 720 Front Street, just outside the boundary of the village. The establishment of Eastern Long Island Hospital occurred in 1905, and in 1949, builders laid the cornerstone of the extant hospital building at 201 Manor Place. In 1917, after over a year of construction, Grace Floyd dedicated the Floyd Memorial Library at 539 First Street (NR 1984) in honor of her father David Gelston Floyd. The building remains in use as a public library. Greenport also expanded

³⁹ Cunningham, "Historic Greenport," 4; Pelletreau, *A History of Long Island*, 427; Cunningham, "Historic Greenport," 4; Kuhn, "Greenport Railroad Station Complex," Section 8 Page 3.

⁴⁰ Cunningham, "Historic Greenport," 4; Don Lubov and Anthony Cardia, "133 Sixth Street," Building Structure Inventory Form, Greenport, New York, 1977; Don Lubov and Anthony Cardia, "149 Sixth Street," Building Structure Inventory Form, Greenport, New York, 1977; R. J. Parson, "157 Fifth Street," Building Structure Inventory Form, Greenport, New York, 1977; R. J. Parson, "175 Fifth Street," Building Structure Inventory Form, Greenport, New York, 1977.

⁴¹ Scott Evans and Ellen Stevens, "510 Flint Street," Building Structure Inventory Form, Greenport, New York, 1977; Gail Fischer Norton, "Black History Month: Greenport's AME Zion Church Remains Strong," *Patch*, Feb. 24, 2012, <https://patch.com/new-york/northfork/as-black-history-month-ends-greenport-s-ame-zion-chur3847b46214>; United States Federal Census, 1850-1940.

the fire department in the village by constructing new fire halls, such as the Standard Hose #4 (ca.1910, addition 1950) at 510 Flint Street. The construction of the building now used as village hall at 236 Third Street occurred sometime after 1928, and it originally served as a telephone exchange.⁴²

The onset of Prohibition and its illicit nature created new opportunities for employment in Greenport. The ratification of the Eighteenth Amendment to the United States Constitution in 1919 and the ensuing Volstead Act prohibited the production and distribution of alcohol, and Greenport residents took advantage of the plummeting supply of alcohol in New York State. The harbor became a link in the illicit rum trade during the Prohibition era: rum runners imported their cargo from the Caribbean, which bootleggers then sold in New York City. Meanwhile, others involved in the trade established warehouses and shipyards, and others sold illegal spirits to locals and tourists in speakeasies, including Claudio's Restaurant. The rum trade created wealth in the village during the 1920s, driving down the rate of unemployment to nearly zero, but it also created the conditions for an uptick in violent crime. After similar crime waves across the country captured the attention of the public and reversed its support for the Temperance Movement, the ratification of the Twentieth Amendment and the repeal of the Volstead Act in 1933 ended the rum trade in Greenport. While the conclusion of the Prohibition era brought an end to the rum trade and the illicit establishments it supplied, the reintroduction of legal alcohol sales allowed for appearance of new restaurants and bars. For example, Mitchell's Restaurant opened in a former automobile show room on Front Street (c.1925, non-extant) in 1933 and operated for several decades until the outbreak of a fire destroyed the building in 1978.⁴³

Although it became unprofitable for many years following the rise of automobiles and the construction of the Long Island Parkway System in the 1920s and '30s, the Long Island Railroad continued to operate as a private entity throughout the twentieth century, and its modern public iteration remains in operation as of 2020.⁴⁴

Despite the decline in the importance of shipbuilding to the local economy during the previous century, the construction of specialized craft continued on a smaller scale well into the twentieth century. The shipyards still in operation past the turn of the twentieth century traded in specialized pleasure crafts. One company, the Greenport Yacht & Ship Building Company produced yachts throughout the twentieth century and participated in the war effort during both world wars. During World War I, the company constructed torpedo boats and patrol vessels for the war effort, and during World War II, the U.S. Navy commissioned the company to construct several Accentor-class minesweeping warships. At the end of World War II, the total number of

⁴² Cunningham, "Historic Greenport," 4; Ellen Stevens, "510 Flint Street," Building Structure Inventory Form, Greenport, New York, 1977; Alice Philips, "Greenport Carousel – A History," *North Fork Real Estate Showcase*, April 25, 2019; Greenport Cultural Resource Center, "236 Third Street," Building Structure Inventory Form, Greenport, New York, Oct. 1977.

⁴³ Cunningham, "Historic Greenport," 5; Cyndi Zaweski, "Greenport at 175: A Look at Business Here," *Suffolk Times*, June 2, 2013.

⁴⁴ Kuhn, "Greenport Railroad Station Complex," Section 8 Pages 2-3.

ships produced by the village's shipbuilding industry over the course of its history reached over 550. The Greenport Yacht & Ship Building Company itself remains in operation today.⁴⁵

Local participation in the war effort went beyond the production of arms. Residents of Greenport served in both World War I and World War II. Veterans of the former organized an American Legion chapter in 1919. After the conclusion of the latter, the organization constructed the Burton Potter Post No. 185 at 121 Third Street (1953).⁴⁶

After decades of success, the oyster industry collapsed between 1930 and 1960. Several factors contributed to the decline: advances in dredging technology drove overfishing, as did increasing demand from markets in New York City and Boston. Meanwhile, major storms, including one in 1938, damaged the oyster crop, and diseases and parasites caused die-offs regularly through the twentieth century. By the middle of the 1950s, packing houses closed and few commercial oyster operations remained active, although oyster fishing continues today in a limited capacity.⁴⁷

The rate of menhaden extraction also proved unsustainable, and fisheries off the coast ceased to produce at the rate necessary to support the scale of the fish oil and fertilizer industry. By the middle of the twentieth century, processing facilities devoted to menhaden succumbed to either fire or demolition. While the menhaden fishery has not supported a major economy in Greenport since the middle of the twentieth century, menhaden continue to play an important role in commercial fishing, composing roughly forty percent of the annual catch of fisheries in the United States.⁴⁸

The role of commercial fishing in the local economy tapered over the course of the twentieth century. The depletion of menhaden fisheries and the collapse of oyster farming reduced employment opportunities after World War II, and after and it peaked at about 3,250 in 1940, the year-round population of Greenport slumped. It never again reached its 1940s zenith, but rather than allowing it to enter into a prolonged period of stagnation, the remaining villagers reorganized the local economy around the seasonal businesses associated with tourism. Tourists visited Greenport as early as the completion of the Long Island Railroad in 1844, but the rise of automobiles and the construction of parkways connecting New York City to the rest of Long Island caused a steady rise in seasonal tourism. The idiosyncratic culture of Greenport extolled by Whitman a century before attracted greater numbers of tourists from an expanding middle class, and by the 1960s, Greenport emerged as a regular vacation spot and a popular market for second homes.⁴⁹

The increase in tourism created opportunities for business and organizations throughout the Village of Greenport, and a seasonal economy took hold. In order to cater to these tourists,

⁴⁵ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.7; Greenport Historical Society Website.

⁴⁶ Ellen Stevens, "121 Third Street," Building Structure Inventory Form, Greenport, New York, July 1977.

⁴⁷ Booth and Terry, "Oystering: A Recollection," *Peconic Bay Shopper*, March 2010, 5; O'Brian, "Greenport Village Historic District," Section 8, Page 2.

⁴⁸ Pelletreau, *A History of Long Island*, 500; H. Bruce Franklin and Tom Tavee, "The Most Important Fish in the Sea," *Discover*, Aug. 31, 2001, <https://www.discovermagazine.com/health/the-most-important-fish-in-the-sea>.

⁴⁹ Cunningham, "Historic Greenport," 5; Corwin and Horton, *Postcard History Series: Greenport*, 8.

residents started restaurants that served local catches and produce, increasing employment opportunities in the service industry. Hotels served an increasingly important role as well and in 1957, the Greenporter Motel (extant) opened at 326 Front Street. Additionally, more property owners in Greenport either used their property seasonally or rented their holdings to tourists. Meanwhile, the function of the harbor transitioned to accommodate tourists, and pleasure crafts took the places of many of the commercial vessels that once frequented the harbor in great numbers. Camping in the undeveloped area around Moore's Drain, a stream in northwest Greenport, became a popular pastime for tourists and residents during the summer months. McCann Camp, a small Village-owned campground which opened in August of 1969 at 2600 Moore's Lane and Malarkey Lodge, which is believed to have served as a boy scout camp across the street, both provided locations for recreation in the area.⁵⁰

The area of the Town of Southold immediately outside of Greenport also underwent a shift in the second half of the twentieth century that further amplified the rise of the tourism economy. Residents of the town relied on agricultural products like potatoes, other vegetables, and fruits for centuries. In the second half of the twentieth century, changes in the industry directly affected Greenport itself: as highways improved and shopping destinations farther west attracted more Southold residents, Greenport fell out of favor as the preeminent shopping destination for local farmers. Despite the loss of this commercial relationship, however, Greenport still benefitted from agricultural activity in the final decades of the twentieth century. During that period, a number of entrepreneurs planted vineyards and orchards along the North Fork, creating a popular destination for agritourism and providing potential tourists with another reason to visit Greenport's hotels and restaurants. The North Fork wine industry continues to attract tourists to Greenport and the surrounding area.⁵¹

In recent years, the availability of employment and housing attracted an influx of Hispanic immigrants to Greenport. Between 1990 and 2010, the percentage of Greenport's population identifying as Hispanic increased from four to thirty-four. Many of these new residents attend St. Agnes Church, and their participation in the local economy has provided a boost for the tourism industry and for local businesses.⁵²

The creation of Mitchell Park, a public park and recreation area between Front Street and the Greenport Harbor, boosted the appeal of tourism in Greenport and contributed to the development of a sense of community in the twenty-first century. The destruction of Mitchell's Restaurant in 1978 left a vacancy on the south side of Front Street between First Street and Third Street, and the land remained undeveloped for fifteen years thereafter. In 1996, the village acquired the land, and Mayor David E. Kapell led an effort to create a three-and-a-half-acre park there along the Greenport Harbor. The project resulted in Mitchell Park, which opened in June of 2001.⁵³

⁵⁰ "Vacationer's Trailer Park Opened in Greenport," *Mattituck Watchman* 98, no. 43 (August 7, 1969): 1; Cunningham, "Historic Greenport," 5; Corwin and Horton, *Postcard History Series: Greenport*, 9.

⁵¹ Earth Tech, "Archaeological Reconnaissance Survey: Rock Cove Estates (Lots 1 Through 23)," 3.7; Corwin and Horton, *Postcard History Series: Greenport*, 9.

⁵² Chris Lisinski, "Has the Hispanic Immigration Boom 'Saved' Greenport," *Suffolk Times*, Nov. 6, 2015.

⁵³ Cyndi Zaweski, "Greenport at 175: A Look at Business Here," *Suffolk Times*, June 2, 2013; Lorraine Krehling, "Greenport Gentrifies: A Waterfront Facelift," *New York Times*, July 8, 2001

Upon its opening, Mitchell Park included a number of features that contribute to the wellbeing of the local community and boost the tourism industry. The Northrup Grumman Carousel, a thirty-six-horse carousel constructed by the Herschell-Spillman company of North Tonawanda, New York, acts as the centerpiece of Mitchell Park. The company constructed the carousel in the early 1920s and sold it to an unknown travelling circus. In 1950, the Northrup-Grumman Company purchased the carousel for community events held at their location in Calverton, New York. The company halted use of the carousel in 1995 and donated the carousel to the Village of Greenport. The village constructed a modern glass and steel structure in Mitchell Park to house the carousel, which has served the community since the park opened in 2001. In 2005, the village commissioned the installation of a permanent camera obscura designed by Gary Paul, an architect based in New York City. The camera obscura uses basic lens technology to project an exterior image onto its interior wall in order to instruct and entertain visitors.⁵⁴

In addition to these land-based features, Mitchell Park also incorporates a marina for transient boats, allowing visitors to rent pier space in order to dock their vessel. The Mitchell Park Marina encourages tourists to take advantage of businesses and amenities offered in the village. The marina also hosts the Fireboat Fire Fighter Museum, a retired fire fighting vessel docked along the pier that opened for tours and special events in 2013.⁵⁵

Other recent developments outside of Mitchell Park increase the appeal of Greenport as a tourist destination and an attractive place to live. In 1990, the Railroad Museum of Long Island opened in the Greenport Railroad Station Complex in order to showcase the important role of the Long Island Railroad in the development of the area. Greenport Harbor Brewing Company serves craft beer at their location in the former firehouse at 234 Carpenter Street (ca.1880). The company, which opened its first tasting room in 2009, receives regular mention in regional and national press, and their success allowed for the opening of a second location in Peconic, New York. In 2011, local produce vendors organized the Greenport Farmers' Market in order to sell their produce directly to consumers. The market originally took place in an outdoor space at 1405 Moore's Lane during the summer only. In order to continue through the winter season, the market relocated indoors to one of the buildings of the former Greenport Hygienic Ice Company at 414 First Street (ca.1948) in 2018.⁵⁶

⁵⁴ Erikia Peters, "Greenport's Carousel Still Spinning After an Estimated 100 Years," *Northforker*, Jan. 13, 2020; Vera Chinese, "What Is Greenport's Camera Obscura?" *Northforker*, Sept. 3, 2005.

⁵⁵ "About the Fireboat Firefighter Museum," *The Fireboat Firefighter Museum Website*, <https://americasfireboat.org/about/>; David M. Schwartz, "Historic NYC Fireboat Becoming Greenport Museum," *Newsweek*, March 27, 2013.

⁵⁶ Cyndi Zaweski, "2014 Businesspeople of the Year: Greenport Harbor Brewing Co.," *Northforker*, Jan. 8, 2015; Cyndi Zaweski, "Greenport Farmers' Market to Remain Indoors This Summer," *Northforker*, April 1, 2019; Ellen Stevens, "Greenport Hygienic Ice Co.," Building Structure Inventory Form, Greenport, New York, 1978.

5.0 ARCHITECTURAL OVERVIEW

5.0 ARCHITECTURAL OVERVIEW

5.1 Introduction

This section provides a brief academic description of architectural styles and forms found to be represented in the survey area of the Village of Greenport.

5.1.1 Federal (1780-1820; locally to ca. 1840)⁵⁷

Also known as the Adam style, the Federal style succeeded the colonial period following the signing of the Declaration of Independence. However, the Federal style perpetuated many of the same ideas and techniques used during the colonial era including a preference for frame construction with clapboard sheathing common in examples found in the northern United States. Stucco and stone occur infrequently throughout the eastern United States. In general the symmetrical, box-like Georgian style of the late colonial period evolved into the more ornamented Federal style, and is typically described as having a lightness and delicacy which is lacking in earlier Georgian designs. The most prominent feature of most Federal style buildings is an accented front entry door. Typically this feature is elaborated with an elliptical or semi-circular fanlight above the primary entry door, with or without sidelights, and is usually incorporated into a decorative surround which may feature moldings, pilasters or a crown. Buildings of this style also typically feature a cornice with decorative moldings, double-hung wood sash windows generally with six lights per sash with thin wood muntins, and a five bay primary facade with symmetrical fenestration. Commonly, Federal style buildings appear as side-gabled, box-like structures. While some examples are relatively modest in their decoration, some Federal style buildings feature Palladian windows, oval rooms and decorative swags and garlands carved in wood or plaster.

The survey area of Greenport, particularly the western portion, contains very few examples of early nineteenth century houses as this area was primarily developed in the latter part of the century. However, the eastern portion of the village retains houses from this period as it was the earliest area of settlement. These early houses are documented in the Village of Greenport National Register Historic District (1984). Many of the buildings dating from the early decades of the nineteenth century have been significantly altered and have lost much of their historic character. Some examples, such as 126 Center Street, blend the Federal and Greek Revival styles, indicating their origins in the 1830s or 1840s when the Federal style was falling out of favor while the Greek Revival style was gaining popularity.

⁵⁷ Dates provided for architectural styles and information is from two sources: Virginia & Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 1984); and, Jennifer Walkowski and Meagan Baco, "Reconnaissance Level Historic Resources Survey, City of Lockport, Niagara County, New York, February 2011, Section 5.



Photo 5.1 and 5.2 126 Center Street

This Federal style house features a conglomeration of rich Federal and Greek Revival architectural elements and later Italianate updates.



Photo 5.3 235 Fourth Avenue

This modest house features many elements of the Federal style: simple cornice; five bay primary facade; fanlight over the entry. The porch was a later addition.

5.1.2 Greek Revival (1825-1860)

Homes patterned in the Greek Revival style were pervasive between 1825 and 1860, and as the name suggests, drew from the architecture of ancient Greece. Houses of this style have front or side-gable shallow-pitched or hipped roofs, often with detailed cornices and wide trim bands. Fenestration consists of double-hung sash, tripartite, and at times, frieze band windows. Entry or full-width porches are common, typically supported by classical columns. Sidelights, transoms, pilasters, and heavy lintels often decorate doorways. Greek Revival architecture ranged from academic, near-replica examples which closely emulated the forms and shapes of Greek temples

to those more modest examples which utilized individual elements from the Greek vocabulary such as columns, entablature moldings or pilasters and incorporated these into more vernacular building forms. Not limited to domestic applications, examples of Greek Revival can be found in religious, commercial and public buildings.

In the Greenport survey area, extant examples of the Greek Revival style are primarily reserved for more modest, vernacular residential buildings. The side-gable shallow-pitched roof appears to be the most prominent, although there are a few examples of the front-gabled type as well. Another key identifying trait of these houses is usually a two-bay or three-bay fenestration pattern. Of the buildings which are good examples of the Greek Revival, several reflect small later changes which do not obscure earlier architectural styling.



Photo 5.4 210 South Street

An excellent example of the style, the house on the left retains its frieze band windows, clapboard siding and entry with sidelights and pedimented entablature. This was the former home of Henry W. Halsey.



Photo 5.5 529 Second Street

Although this corner house has a rear addition, the main block is intact and retains a shallow-pitched roof, clapboard, double-hung wood sash with plain surrounds and an entry door with pilasters and transom.



Photo 5.6 303 Fourth Avenue

This house retains many original details of the style such as its shallow pitched roof, windows with double-hung wood sash with plain wood surrounds and an entry with pilasters and a simple entablature. Historic wood shingle and clapboard are intact and the main entrance door is original.

5.1.3 Gothic Revival (1840-1880)

There were very few Gothic Revival style residential buildings in the survey area. The style is based on the architecture of medieval England. Resurgent forms gained popularity in that country during the eighteenth-century before appearing in the United States in the 1830s. The style's definitive characteristics include steeply-pitched roofs with steep cross gables, wall surfaces and windows extending into the gables, Gothic-inspired (typically arched) windows, and one-story porches. Decorative elements include intricate verge boards in the gables, and detailed hoods over the windows and doors.



Photo 5.7 502 Front Street

Constructed circa 1858, this house has decorative vergeboards, window hoods and a one-story porch. It was the former home of Thomas F. Price.



Photo 5.8 203 South Street

Constructed circa 1850, this is an excellent example of the Gothic Revival style with its ornate vergeboards, arched gable windows and one-story porch.

5.1.4 Italianate (1840-1885)

The Italianate style was among the dominant residential styles between the 1850s and 1880s, emerging in the 1830s as part of the picturesque movement, which drew inspiration from the romantic, informal and rambling Italian farmhouses and villas. In the United States, the style was popularized in the writings and pattern books of architectural theorists such as Andrew Jackson Downing. In New York, the Italianate style proliferated throughout cities, towns and rural areas from the 1850s until the turn of the century. Sometimes referred to as the Bracketed Style, perhaps the key distinguishing feature of the Italianate style is its decoratively cut often scrolled brackets, which were typically used in abundance to support door and window hoods and to embellish the prominent cornice. Other characteristics of the style include the use of tall narrow windows often segmentally arched, bay windows and porches with elaborate detailing.



Photo 5.9 **200 Atlantic Avenue**

This house, a former barn, is a more modest frame example with a cross-gable roof, brackets and a pedimented window hood in the front gable.



Photo 5.10 **124 Front Street**

An excellent high-style commercial example of the Italianate style with characteristic cupola & brackets. It was the former home of Captain George F. Tuthill.



Photo 5.11 236 Fifth Avenue

A rare example of a rowhouse with modest Italianate details. Both the roof and porch feature continuous bracketed eaves.



Photo 5.12 221 Fifth Avenue

Decoratively trimmed in the Italianate style with bracketed eaves, dentil molding and window hoods and wraparound porch.

The Italianate style is well represented throughout the older section of the village to the east as documented in the Greenport Village National Register Historic District. The buildings featured here are to be included in the extension of the existing district and are designed in relatively modest to more “high-style” versions of the Italianate.

5.1.5 Queen Anne (1880-1910)

Named for the early eighteenth-century British monarch, the Queen Anne movement began in England in the 1860s. In that country, the term is associated with the revival and reinterpretation of several various architectural trends and styles which proliferated throughout Britain from the late fifteenth through the early eighteenth centuries. The Queen Anne style in Britain had a wide variety of sources and inspirations from Medieval Tudor-era half-timbered structures, to the more Classical-inspired Renaissance era designs of the Elizabethan and Jacobean periods. Gothic influences were also apparent in the Queen Anne style.

This wide variety of historical and constructional sources all merge in the Queen Anne style in the United States. The style is characterized by irregular forms, massing and shapes, and a wall surface which is frequently broken by recesses, projections, towers and bays. The influence of Medieval England and France is reflected in asymmetrical massing; varied, textured and patterned wall surfaces and planes; and the prominent use of overhangs, projections and jetties. One of the most common elements found in both high-style and vernacular examples is the widespread use of patterned or shaped shingles, available in a myriad of shapes and designs. These shingles could be applied to a single element such as a gable or a tower, or could be used more broadly across the building. In some examples, exterior surfaces were covered with multiple materials; stone, brick, slate, terra-cotta, stucco, half-timber, clapboard, and shingle. Stucco might be molded or studded with stones or broken glass to emulate the parquetry found on old English dwellings. High hipped roofs and cylindrical or faceted towers or turrets generally with conical roofs brought the forms associated with chateaus, manors, and farmhouses of northwestern and central France to the American landscape. The Queen Anne style can be

generally broken down into four broad categories, based on ornamentation which include the Spindlework subtype, the Free Classic, Half-Timbered and Patterned Masonry. The Spindlework variation accounts for about 50% of Queen Anne architecture and is highlighted by turned porch supports and spindlework ornamentation. This variant is also known as Eastlake detailing, after Charles Eastlake, an English furniture designer who promoted such design elements. The Free Classic variant incorporates elements such as Classical columns, pediments, Palladian windows, dentils and other features. Half-timbered examples can fully or partially incorporate faux-half-timbered elements into the building's facade with shingle or masonry often used. Patterned masonry examples feature polychrome or patterned brickwork or stonework with minimal wood detailing. This type was most prevalent in larger cities such as Chicago, New York, and Washington DC.

A majority of Queen Anne buildings blend many different elements and styles, reflecting the diverse and eclectic nature of the style. Hybrids of the Queen Anne style and Colonial Revival or Craftsman style are perhaps the most common type in the southwest section of the Village of Greenport. The Queen Anne style also permeated vernacular architectural trends as well, and elements such as projecting bays, towers and patterned shingles continued to be used in residential architecture until the 1920s and 30s.



Photo 5. 13 155 Sterling Avenue

This two-story projecting tower configuration is an unusual representation of the style in Greenport. It's patterned shingled tower, prominent use of overhangs and turned posts with spindled balustrade are all elements of the style.



Photo 5.14 125 Sterling Street

Although the original porch was enclosed, this house is still a good example of the Free Classic variant with its asymmetrical form and massing, patterned shingle gable with Palladian window and its utilization of pediments.



5.15 218 Sixth Street

This more modest example features a one-story Porch with spindle balustrade and frieze with brackets.



5.16 327 Fourth Street

This house is an excellent example of the Queen Anne style with its irregular silhouette, patterned shingle, turret and ornate porch detailing.

The Greenport survey area contains numerous examples of the Queen Anne style. This area contains a wide variety of different types of Queen Anne buildings, primarily houses, which reflect the wide-ranging diversity found within this style. The majority of extant examples are of wood frame construction. Examples of the Queen Anne range from modest middle-class examples to the more high-style examples constructed by upper-class residents of Greenport. The use of the Queen Anne style, which was popular primarily in the last two decades of the nineteenth-century, corresponds with the prosperity of Greenport during the boom of its fishing industry. Although many of the buildings in the survey area reflect modification and alteration over time, the form and many of the features of the Queen Anne style remain intact.

5.1.6 Colonial Revival (1880-1955)

This style gained popularity towards the end of the nineteenth century before becoming the most ubiquitous architectural form of the first half of the twentieth century. Many manifestations of this style emerged, most sharing influences derived from early American, or Colonial architecture, such as Georgian, Federal, and Dutch Colonial buildings. Houses of this type commonly have rectangular plans, and hipped, pitched or gambrel roofs. Decorative features mimic classical models and include elaborate porticos or porches. Double-hung sash and multi-pane, symmetrically placed windows are common, as are sidelight flanked entries.

In the survey area, there are a few examples of the Dutch Colonial style which were largely constructed in the early twentieth century in the western area of the village.



Photo 5.17 202 Sixth Street

This is an excellent example of the Dutch Colonial Revival style with its gambrel roof and symmetrical window placement. Although not visible due to foliage, the front elevation features a sidelight flanked entry.

5.1.7 Craftsman/Bungalow (1905-1930)

The Craftsman style became the dominant style for smaller houses constructed throughout the country in the first decades of the twentieth century. Developing as a response to the chaotic ornamentation of the Victorian-era which dominated the late nineteenth-century, the Craftsman movement emphasized the beauty of natural materials such as wood, stone and metals. The American Craftsman movement drew heavily on the ideals of the British Craftsman movement, founded by William Morris in the 1860s, who promulgated a return to hand-made and traditional production in response to the mechanization of the Industrial Revolution and the diminished role of worker as craftsman.



Photo 5.18 131 Sterling Street

This Craftsman Bungalow retains exposed rafter tails and knee braces at the eaves of its prominent side gable. The porch is supported by tapered columns set on masonry piers.



Photo 5.19 223 Fourth Street

This Craftsman house features exposed rafter tails on its front dormer and a full-width, deeply-recessed porch.

In architecture, the Craftsman style was influenced by several sources. It was initially utilized in the design of rustic cottages and resorts, imitating or inspired by vernacular architecture and log cabins. Other influences of the style came from the interest in exotic cultures during the late 1800s, such as Oriental and Indian art and architecture. Some influence from the roughly contemporary Prairie Style (which originated in the Chicago area) may also be seen in the style. The architectural style originated in California, primarily through the work of two brothers, Charles S. and Henry M. Greene. The firm of Greene and Greene practiced architecture in Pasadena, California between 1893 and 1914 and designed numerous examples of exceptionally crafted detailed houses in what became known as the Craftsman style. These landmark buildings became the prototype for more modest examples through the country, and images and plans for Craftsman style houses were widely distributed in magazines and journals such as *Western Architect*, *The Architect*, *House Beautiful*, *Good Housekeeping*, and *Ladies' Home Journal*. By the early twentieth-century, the Craftsman style had been translated into affordable, smaller houses which generally were called bungalows (a term borrowed from India which referred to small, one-story houses with thatched roofs as "in the Bengal style.) This new bungalow house became extremely popular, and proliferated throughout the country in residential neighborhoods in the early twentieth-century.

The Craftsman bungalow is typically a one- or one-and-one-half-story building with a low pitched gable (or hipped roof) set end to the street. The eaves are wide and open, exhibiting structural components such as rafter ends, beams, and brackets. A deeply-recessed porch is often the most dominant architectural feature of the Bungalow. They are generally either full or partial width, with the roof supported by tapered square columns that either extend to ground level or sit on brick piers. Shingle, stone, and stucco, sometimes used in combination, were the most common materials. Windows are usually double-hung sash with vertical lights in the upper sash. Another stylistic variation for the bungalow is the use of simple colonial elements such as large, smooth columns. As a modest, convenient, and economical building type, the bungalow became popular with builders and contractors as well as with house buyers with limited means.



Photo 5.20 303 Fourth Street

A good example of the American Foursquare with its box-massed plan, hipped roof with dormers and porch.

Another common variant of the Craftsman style is the American Foursquare, which seems to draw inspiration from early Prairie style models of the late nineteenth century.⁵⁸ The style likely got its name from the fact that in its most basic form, American Foursquare houses feature four approximately equally sized primary rooms on each level, arranged in a square. This type of simple basic and affordable housing was extremely popular at the turn of the century until after World War II and provided spacious, relatively attractive and affordable housing in both urbanized areas as well as suburban regions. Hallmarks of the style include a box-like square or rectilinear massing of generally two or two-and-one-half stories, a low hipped or pyramidal roof, typically a large front dormer, generally a two-bay facade with simple double-hung factory-produced windows, and a full-width one-story front porch. American Foursquare houses were also popular models of “kit houses” and were produced by companies such as Sears, Gordon Van Tine, Montgomery Ward and numerous other mail-order catalog companies which further enabled this popular, affordable housing type to proliferate throughout the country.

The Greenport survey area contains several examples of the American Foursquare variant of the Craftsman style and many examples of the Craftsman Bungalow style. The commonality of these designs in the neighborhood indicates that the survey area continued to develop into the early twentieth century when the Craftsman style was widely popular.

⁵⁸ The categorization of the American Foursquare housing type is somewhat controversial. Some authors root it in Prairie and Craftsman traditions; while other authors claim it has more in common with the Colonial Revival tradition also prevalent at the turn of the century. This basic, flexible housing form could be detailed and accented with a variety of elements ranging from Classical columns and pediments to Craftsman style woodwork, making it difficult to identify its origins. There were several American Foursquare style buildings in the survey area and the majority were more representative of the Craftsman style; hence, its categorization in this report.

5.1.8 Modernistic (1920-1940)

The Modern architectural movement began in the late nineteenth-century as both an ideological movement, tied to concepts of “modernity” drawn from Enlightenment theory, and also based on new technologies and construction methods from the Industrial Revolution. Modernistic architecture began to take hold following World War I, following in the wake of classical architectural movements of the turn of the twentieth-century. In the United States, the style arrived in 1922 when the Chicago Tribune newspaper held a world-wide design competition for a new headquarters building in Chicago. While the winning scheme was a Gothic Revival tower, the entry which drew the most attention was from a young Finnish architect, Eliel Saarinen, who took second prize with his unique design which featured a simplified, geometric tower with set-backs carved into the building mass as the building rose higher. Also influential to the new design movement was a law passed in 1916 in New York City, which mandated set-backs at certain levels in new skyscraper buildings, in order to allow light and air to reach the city below.

Concurrently, architects, artists and designers sought new ways to enrich the design vocabulary of the dominating classical styles, and turned to more exotic sources for inspiration. Architects looked at ancient cultures such as the Egyptians, the Mayans and Incas in the Americas, and Native American cultures for new inspirations and decorative motifs. Still others were highly influenced by the image of the machine, and drew inspiration from the repetitive, simplified and mechano-industrial images such as gears, wheels, cogs and belts. Later in the 1930s, this mechanical inspiration transformed into a fascination with streamlined forms and aerodynamic shapes, influenced by new designs in airplanes and automobiles.

One of the earliest Modernistic architectural expressions was the Art Deco style which began in the 1920s and lost popularity during the Great Depression in the 1930s. Art Deco architecture is characterized by smooth wall surfaces, often stucco or stone in more high-end examples, contrasted with stylized geometric ornament (often derived from exotic sources or from machine parts) such as zigzags, chevrons, gears, diamonds and other patterns. In more elaborate buildings, common motifs include deer or gazelles, waterfalls, lightning bolts and floral ornament, all stylized in geometric form. Art Deco buildings typically feature projecting ornament or towers which rise above the roofline, giving the building an overall vertical orientation. In skyscrapers and other tall buildings, one of the most distinguishing features of the Art Deco style is the use of set-backs, which diminished the size of the floor levels at different heights of the tall building, a result of the 1916 regulation which influenced the design of tall buildings even in places without such laws. Symmetry in Art Deco buildings is typical, although it is not uncommon to find asymmetrical examples as well.



Photo 5.21 211 Front Street

A good example of the Art Deco style, the Greenport Theatre features an asymmetrical facade and vertical emphasis through the use of decorative turned brick.

5.1.9 Religious Buildings

The Greenport survey area contains several good examples of religious buildings constructed between 1879 and the mid-twentieth century. The survey area contains a wide range of church buildings, both large scale and small, constructed in several different styles. Some of the larger churches also feature ancillary buildings such as a rectory, school or chapel. Architectural styles represented in the Greenport survey area include Gothic Revival, Italianate and modern styles.

The Greenport survey area contains eight surviving church buildings and all but two still serve their original congregations. Constructed by local master carpenter, O.H. Buckley, the earliest church in the survey area is the former Lutheran Church at 248 5th Avenue (ca. 1879).⁵⁹ The church is a modest Gothic Revival style building constructed of wood frame with interlocking timbers and clad in clapboard; it received a rear, one-story addition in the late nineteenth-century. Around the same time, a small chapel, mirroring the architecture of the church, was built at the rear of the property ca. 1893 facing South Street. The church was established by German immigrants who came via the railroad; they were attracted by the opportunities available in the then thriving fishing village.

⁵⁹ United States Federal Census, 1860.



Photo 5.22 Lutheran Church



Photo 5.23 Lutheran Church and Chapel

The church retains its original stained-glass windows with German biblical phrases.

The striking St. Agnes Roman Catholic Church (1883; tower 1905) is a large Gothic Revival church building which retains its original lancet arch stained glass windows and decorative tower topped by four spires. Circa 1886, the church built a rectory designed in the Italianate style next door at 529 Front Street. The rectory retains its decorative bracketed cornice, tall narrow windows with window hoods and original wood surrounds. A sympathetic addition was constructed at the rear of the rectory circa 1950 and between 1953 and 1958, a modern Parish Hall and school were constructed on an adjacent lot at 455 Sixth Street. St. Agnes Roman Catholic Church was formed by Irish, Italian, and Portuguese immigrants who settled in Greenport after the completion of the railroad in 1844.



Photo 5.24 St. Agnes Roman Catholic Church and Rectory

The Gothic Revival style church dates to the 1880s. The tower was added later. The Italianate style rectory was constructed shortly after the church.

The Congregation Tifereth Israel Synagogue (NR 2006) was constructed in 1903 by local builder Stirling Corwin at 519 Fourth Street. A large addition (ca. 1920 and 2000-2001) is at the rear of the building. The style of the synagogue portion is generally described as “Victorian Vernacular,” an unpretentious style based more on practicality and function than adornment and aesthetics. The building possesses a distinctive grace in the simplicity of its architecture, a form that can be seen in buildings in smaller communities and in other small synagogues in the eastern part of the United States. It is the only synagogue in the Village of Greenport and has been serving the wider North Fork Jewish community since its construction in 1903.⁶⁰



Photo 5.25 Congregation Tifereth Israel Synagogue, 519 Fourth Street
The synagogue is constructed in a modest form with little ornamentation.

The Clinton Memorial AME Zion Church was constructed in 1922 by local builder Brewster Smith at 614 Third Street to serve the local African American community. Greenport was an early site of former slave settlement; by the early nineteenth-century, it contained a small community of ex-slave families.⁶¹ Constructed in a simple modernist Gothic Revival style, a modernist vocabulary of restraint in ornamentation and reinterpretation of historical detail is employed in a strong, simplified architectural form.⁶² Traditional features such as the lancet arch windows and front gable form blend harmoniously with an otherwise plain facade. Around 1950, a cape-style parsonage was built next to the church and a wing was built to connect the two buildings ca. 1970.

⁶⁰ Meryl Kramer & Sara Bloom, “Congregation Tifereth Israel Synagogue,” National Register of Historic Places nomination, December 14, 2005, Section 7, 1; Section 8, 1.

⁶¹ Gail Fischer Horton, “Black History Month: Greenport’s AME Zion Church Remains Strong,” *North Fork Patch*, February 24, 2012, <https://patch.com/new-york/northfork/as-black-history-month-ends-greenport-s-ame-zion-chur3847b46214>; United States Federal Census, 1920.

⁶² Douglas Shand-Tucci, *Built in Boston: City and Suburb, 1800-2000*, Amherst: University of Massachusetts Press, 1999, 170; Carole Rifkind, *A Field Guide to American Architecture*, New York: Plume Publishing, 1980, 137-138, 147.



Photo 5.26 Clinton AME Zion Church, 614 Third Street

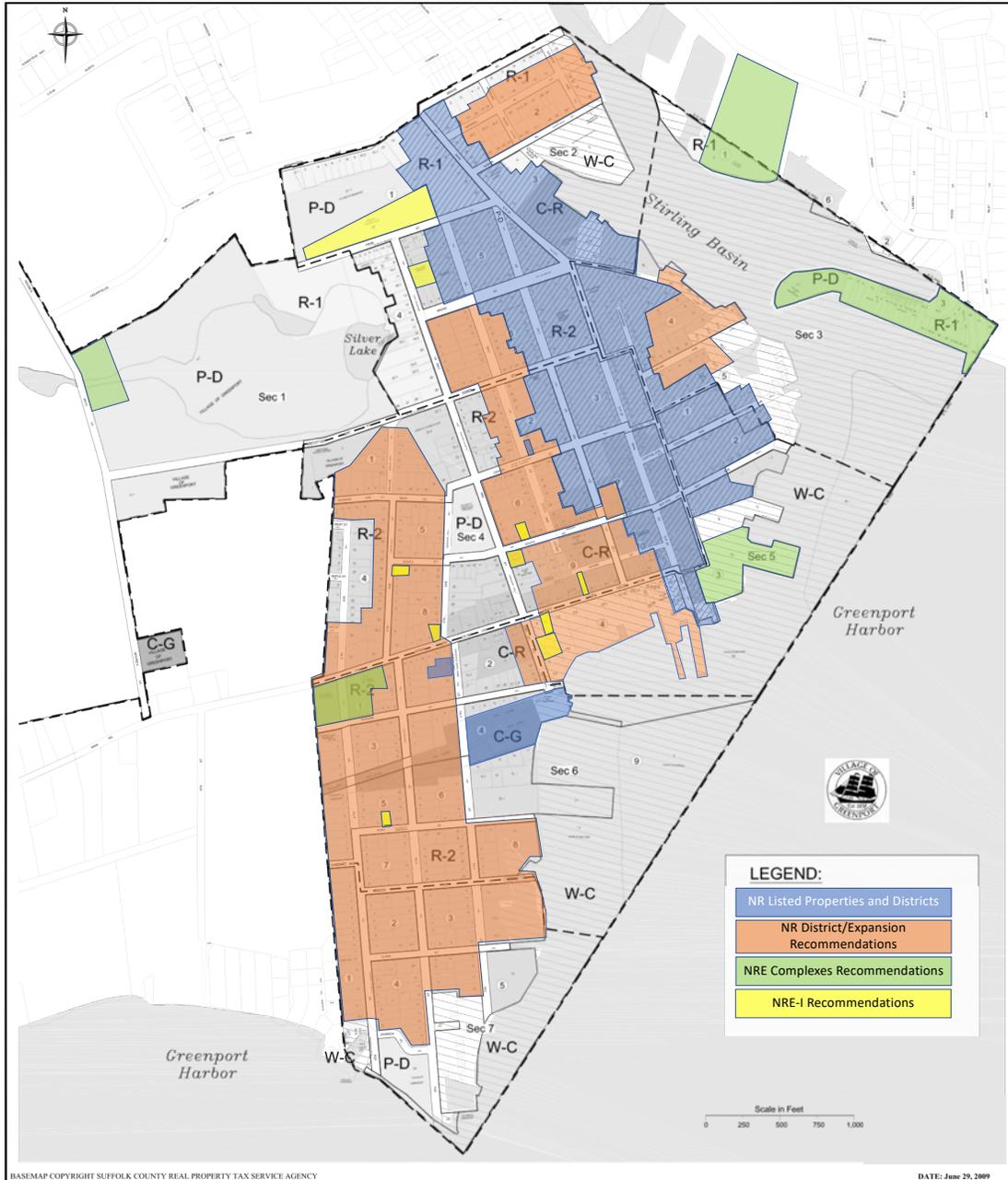
This church is an excellent example of a small-scale, modestly ornamented front-gabled church building constructed in the modernist Gothic Revival style. It was built by an African American congregation in Greenport.

5. Results

The Greenport survey area has a good number of surviving historic properties including residential, commercial, industrial, religious and other types of buildings. The survey area can generally be described as largely residential in character, with a central commercial spine which runs along Front Street between Third and Main Streets. This section of the survey areas is highly trafficked and is becoming increasingly commercialized.

The Reconnaissance Level Historic Resources Survey reviewed a total of approximately 1100 properties, and twelve primary buildings and one site have been documented in the annotated list. Of these properties recorded in the Annotated List of Properties, eleven buildings and one site appear to be individually National Register eligible and one property has previously been National Register listed (these properties are highlighted in yellow in Fig. 3-1). Over the past several years, modern commercial development has resulted in the demolition of historic structures along Front Street and as a result, new hotels and restaurants are being constructed as infill to cater to the nearby vineyards. In contrast, the residential areas located on the perimeter of the existing historic district and on the southwest section of the village, contain relatively few demolitions (these properties are highlighted in orange in Fig. 3-1). The properties on the perimeter of the existing historic district were primarily developed between 1850 to 1890, although there are a few early twentieth century buildings interspersed. The southwest section of the village was mainly developed between the late nineteenth and early twentieth centuries. In each of these two areas, there is a density of historic fabric, retaining the original feel and look of the residential neighborhoods. Although some of the houses have undergone window and siding replacement, the majority are highly intact. The residential area bordering Silver Lake in the northwest section of the village has undergone demolition with the construction of a large subsidized housing project along Webb Street. The majority of the residential stock was

constructed post 1930 and unfortunately, demonstrates significant loss of integrity, either through alteration, loss of historic features, replacement with modern materials and components, or other factors, rendering these properties non-historic. None of these properties appear eligible to be listed on the State and National Register of Historic Places.



Examples of a wide range of architectural styles may be found within the building stock of the survey area. Some styles are well represented such as the Italianate and Queen Anne styles, while others are scarce such as the Federal and Gothic Revival styles, only being noted once or twice. As expected those styles present in greater abundance correspond in date and locale with the historic settlement and expansion trends in the Village of Greenport. Distinct patterns may also be seen in the location and frequency of certain styles which denote areas of certain character, class, or occupation with rough, discernable boundaries. Clearly Sterling Street along Stirling Basin was a fashionable street developed by wealthier residents in the late nineteenth and early twentieth century with its views and sprawling lawns. Toward the western boundary of the village, residential development took place around the same time period; however, the houses reflect a more middle-class community. Lot sizes and houses are smaller and most houses are built close to the street. The architecturally diverse Greenport survey area contains a wide variety of religious buildings, residential and commercial buildings and one remaining industrial complex. The growth of this area from the 1750s to the mid-twentieth century is reflected in the general architectural styles and construction dates of the buildings located within the survey area.

6.0. RECOMMENDATIONS

6.0 RECOMMENDATIONS

Three critical steps of historic preservation are to *identify* historic resources, to *recognize* these historic resources officially, and to *protect* them from harmful changes. Undertaking these steps generally constitutes preservation planning.

In 1984, a large portion of the eastern section of the Village of Greenport was designated as the Greenport Village National Register Historic District. In 1988, the village designated this section as a local historic district by adopting a Historic Preservation ordinance which provides protections for all National Register listed buildings under local law. The adaptation of this code along with the creation of Greenport's Certified Local Government Commission includes all local and National Register listed properties in the village.

The Village of Greenport has acted wisely in undertaking this Historic Resources Survey, acting to identify additional significant architectural and cultural properties in this targeted area. This work has identified the most prominent existing historic structures in the Greenport survey area. Additional work in identification in the future could include undertaking more intensive level documentation of the resources identified in the reconnaissance level survey.

Preservation Studios applauds the Village of Greenport on taking these steps toward using preservation as a tool for revitalization of your community. We encourage you to build on the momentum of this survey. The following recommendations suggest various tools and strategies to identify, recognize and protect these unique resources.

Public Education

For preservation to be successful in any community, it must have strong support from residents. Often, valuable community assets are taken for granted and overlooked by residents who pass by them every day. Gaining public support for preservation efforts requires a coordinated partnership of residents, community leaders, businesses and others to understand the value of protecting existing resources. Preservation can serve an important civic and economic role in communities, as it can foster civic pride and the investment of economic and political resources which can help to stabilize a community.

The first step in creating momentum for preservation and towards recognizing the unique architectural and historic character of Greenport should be to hold a public meeting. The Historic Preservation Commission has taken a strong, active role in creating and envisioning this survey project, and holding a public meeting to announce the findings of this survey is a good way to highlight the efforts of the HPC to the residents and property owners that their buildings and Village has a significant collection of structures worthy of preservation.

Preservation Studios has been contracted to conduct this meeting and recommends holding this initial meeting in a large community space which is familiar to residents such as the Village Hall or the public library, and inviting a variety of public officials, preservation specialists and community groups to attend. Topics to be covered in this meeting will involve a basic introduction to historic preservation; an unfamiliar topic for most residents. This meeting will

explain what preservation is, and what the benefits to preservation can be. A discussion on the various options and programs such as the State and National Register programs, grants and tax credit opportunities, etc. will also be presented. Finally, next steps and what the results of the survey mean to the residents of Greenport will also be discussed.

After this initial public meeting, other educational meetings will likely be needed to further educate area residents. Preservation Studios can provide these specialized meetings and has provided similar programs throughout New York State. Programs might include a meeting on the State and National Register of Historic Places discussion, a specialized tax credit workshop, a workshop on restoring and maintaining historic properties and other topics as needed.

Another educational opportunity to gain support for preservation should be to create historical displays in Greenport. Ideal locations for historical displays would be in the local historical society, post office, Village Hall, the public library, banks, grocery stores or in other locations which could provide space and would be frequently visited by residents. The historical information could be drawn from the survey and could include stories about local history, historic photographs, basic preservation information, description of local architectural styles and other information. These types of exhibits foster pride in the community which leads to support for preserving and maintaining it.

Other public education opportunities include creating a series of brochures or booklets. These booklets give Greenport residents the opportunity to educate themselves on a variety of historical and preservation topics, and can act as a useful way to disseminate information. Topics which could be covered in these booklets include 1.) history and architectural styles of Greenport; 2.) appropriate maintenance and care of historic properties; 3.) preservation basics such as the Secretary of the Interior's Standards for Rehabilitation; 4.) "fact or fiction" type publications, dispelling common myths about historic preservation; and 5.) the State and National Register of Historic Places and what it means to own a historic building.

Another step is to allow easy access to the survey by the general public. Copies of the survey could easily be provided to the public at the local library, historical society and other such institutions. Another easy way to disseminate the survey information is to post relevant links and content on the HPC's section of the Village of Greenport's website. Digital access to the survey will allow current residents and friends from far and wide to learn more about the place in which they live or the place in which their ancestors lived. This is a simple and low cost but highly effective way to communicate to both a local and worldwide audience.

There are a variety of other techniques and methods for educating people on historic preservation. The process should progress slowly and over time. Preservation can be a topic unfamiliar to many people, and if they do not understand the reasoning, the process, the implications and the potential benefits, many people will instinctively react negatively towards preservation programs and act to undermine future preservation efforts in the community.

Initiate the nomination of key properties and districts to the State and National Registers of Historic Places

Preservation Studios recommends that the Village of Greenport officially recognize over time the historic resources – structures and areas of their greatest concentration – identified in the historic resource survey by officially listing them as local village landmarks and districts. As a Certified Local Government, the Village of Greenport has the authority to begin this process immediately under the Village Code, Chapter 76. Other buildings identified in this survey may consider beginning the process of nomination to the State and National Registers of Historic Places.

The National Register is a list of the nation’s properties officially designated as worthy of preservation, including archaeological or historical sites, districts, buildings, structures or objects. The list is maintained by the National Park Service (NPS) under the U.S. Department of the Interior. At the state level, the program is administered by the Office of Parks, Recreation and Historic Preservation (OPRHP), which also oversees the State Register of Historic Places. OPRHP uses the same criteria for evaluating eligibility of historic properties for the State Register as is used for the National Register; typically if a property is listed on the National Register it is automatically listed on the State Register as well.

Listing on the State and National Registers offers many benefits to property owners. It helps to bolster pride in the community’s historic resources. Several grant programs are also available for National Register listed properties, which can aid in funding large-scale rehabilitation and restoration projects. One such grant program is the Environmental Protection Fund Grant Program for Parks, Preservation and Heritage (EPF). The EPF program provides matching grants for historic properties owned by local governments and non-profit groups.

Another key benefit to listing on the National Register is tax credit programs. Presently, New York State offers a 20% tax credit to eligible residential property owners who wish to rehabilitate and repair their historic house. There is also up to 40% in federal and state tax credits available for eligible commercial properties. Both the commercial and residential tax credit programs require that the property be listed as an individual building or as contributing to a historic district on the State and National Registers. The property must also be located in a qualified census tract based on median family income level. The Village of Greenport is located within an eligible census tract, thus the missing component for taking advantage of these historic preservation tax credit programs is National Register listing.⁶³ These tax credit programs can put money back in the pockets of owners of historic properties who seek to care for, restore, repair and maintain their historic buildings, offering an important financial incentive to promote preservation. For more information on tax credit programs, please go to:

<https://parks.ny.gov/shpo/tax-credit-programs/>.

Owners interested in listing a property on the State and National Register should contact Jennifer Betsworth, Long Island representative at the New York State Department of Historic Preservation (SHPO), at 518-268-2189 for more detailed information. Please be advised that

⁶³ The survey area consists of one census tract: 1701.01. 13.8% of the population live below the poverty line, a number that is higher than the national average of 13.1%; *Data USA: Greenport, NY*, www.datausa.io/profile/geo/greenport-ny/.

SHPO approval does not supersede the Village's local law and certificate of approval process. For more information on the local level, please go to: <http://villageofgreenport.org/hpc-forms-applications/HPC-Guidelines-Updated.pdf>.

Listing can provide a measure of protection from state and federally funded, assisted or licensed projects, or even just the determination that a property is eligible for the National Register can offer protection. Either of these measures identifies a property as one whose architecture and/or historical significance and value must be considered in planning by these agencies and by communities using state or federal funds. Governmental agencies are required by law to assess the impact of their projects, such as road widening or bridge replacement, on historic resources which may be impacted by such work. Listing on the State and National Register brings a higher level of review and sensitivity towards future projects.

Coordinate preservation efforts with the Village of Greenport

The Village of Greenport has taken great strides to create an organized historic preservation movement by establishing itself as a Certified Local Government (CLG). By forming the Historic Preservation Commission and moving forward with projects such as this historic resources survey the Village has already taken many of the steps needed to incorporate historic preservation issues and topics into the larger social and political landscape.

As previously stated, a good deal of the eastern portion of the Village has already been listed as a National Register Historic District. With the completion of this survey, the entire extent of the Village of Greenport has been canvassed. At this time, it is imperative to begin recognizing the resources identified in this historic resources survey. As there is much work to do, the process could be accomplished over time and by sub-dividing and distributing the work. The Village may undertake this process several ways, such as by

- encouraging property owners to apply for designation on their own,
- designating Village-owned properties,
- identifying threatened properties as priority designations, or
- proceeding by property type

Once historic properties that have been identified in the historic resources survey have been recognized, especially if historic districts are designated, the step of protection can be pursued.

For a historic structure owned by the village, this may mean commissioning a historic structure report in which experts evaluate what must be done to protect the historic features of a structure to ensure that it's character is protected. Private property owners could be encouraged to undertake a historic structure report for their significant, large scale buildings.

All of these steps, when taken together, are essential components of a preservation plan. Under the Secretary of the Interior's Standards, preservation planning is important to (paraphrasing):

- Strengthen the integration of historic preservation into the broader public policy and land-use planning and decision-making arena

- Increase the opportunities for broad-based and diverse public participation in planning and historic preservation activities
- Expand knowledge and skills and historic preservation planning and practice

By undertaking a preservation planning process, the village can align short-term and long-term actions with the overall goal of creating what Anthony Tung calls a “culture of conservation,” that is, a way of life that recognizes and protects the community’s inheritance from the past as a means of preserving its unique character as a place to live in the future. The Village already has a respectable tradition of recognizing and celebrating its architectural heritage. Several State and National Register listed individual buildings as well as an historic district have been promoted and created in the Village of Greenport. This review of the largely undocumented Greenport survey area is a valuable next step in the Village’s continued effort to identify and recognize significant neighborhoods and communities in Greenport.

The Village of Greenport has shown wise leadership already by commissioning this Historic Resources Survey. This survey work was funded by a certified local government (CLG) grant administered through the new York State Office of Parks, Recreation and Historic Preservation Field services bureau and the Village of Greenport. Implementing these recommendations will further enhance the special character of Greenport and the high regard it holds in the region.

6.1 Protecting Scenic Views and Vistas

Scenic areas provide communities with considerable benefits such as higher property values and increased profits from tourism. Scenic vistas and viewsheds are often destroyed during rapid change, both in the natural and built environments. Greenport has several undeveloped scenic views and vistas throughout the Village on the waterfront. Identification and protection of these assets is an important part of smart growth and scenic stewardship. During the survey, three such waterfront areas were identified:

- Widow’s Hole Preserve, southeast corner of Fourth and Clark Streets
- Fifth Street Beach
- Sandy Beach and the Monument for those Lost at Sea

While it is possible to list landscapes on the National Register of Historic Places, this process is usually applicable to famous gardens and historic sites associated with a renowned landscape architect, person or event. However there are several other strategies for protecting scenic views and viewsheds: educational and voluntary; incentive-based; land purchase; transfer of development rights; and, regulatory. Details on each of these strategies can be found on the Scenic America website at <https://www.scenic.org>. Preservation Studios recommends that the Village review these strategies for potential use in protecting its valuable waterfront assets.⁶⁴

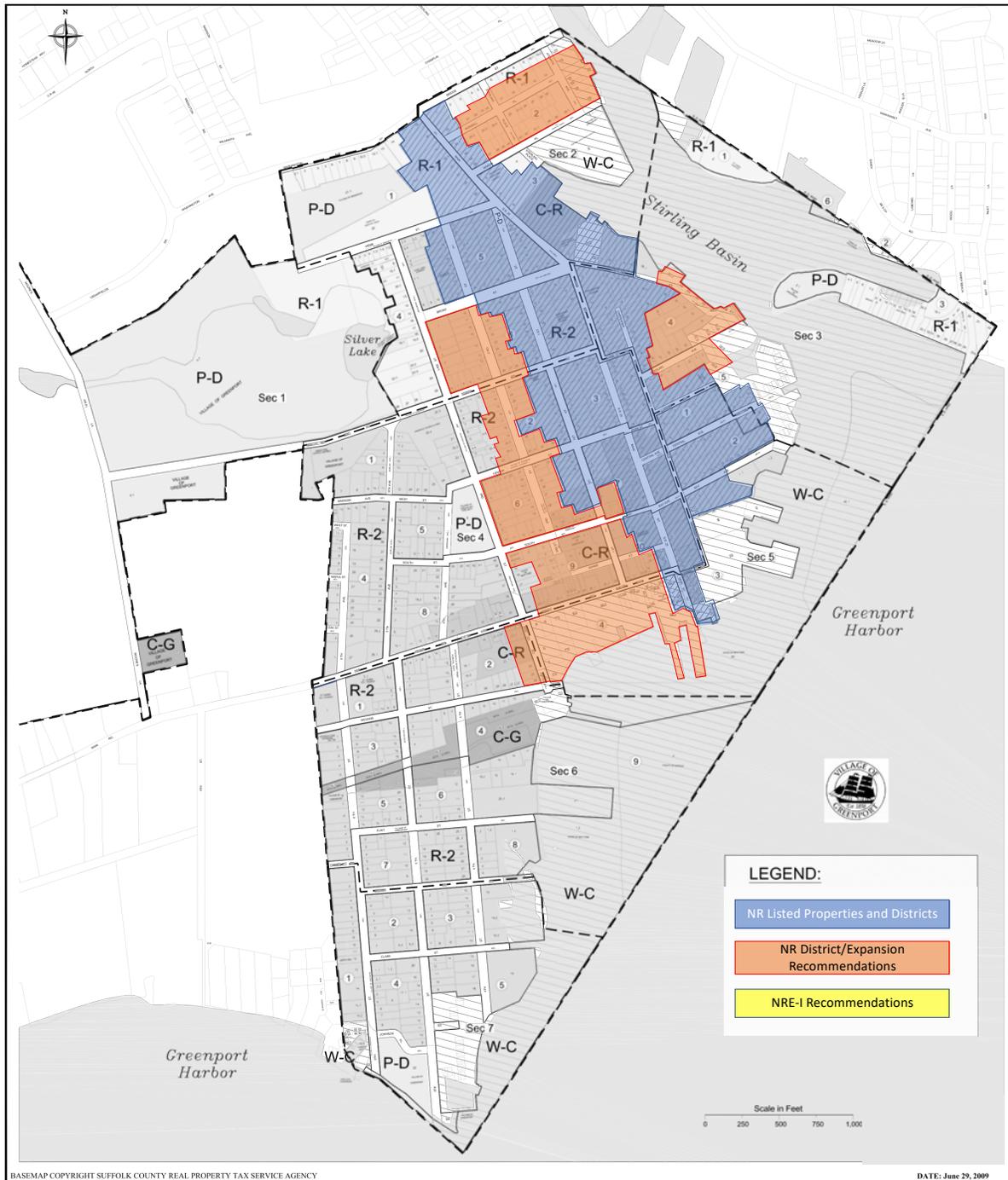
⁶⁴National Park Service, “Acknowledging Landscapes: Presentations from the National Register Landscape Initiative,” accessed June 15, 2020, <https://nps.gov/nr/publications/guidance/nrli/presentations/acknowledging-landscapes>; and Scenic America, accessed June 15, 2020, <https://www.scenic.org>.

Currently, of the three areas listed above, only one has protections in place: the Widow's Hole Preserve. This preserve is owned by the Peconic Land Trust and is an excellent example of land purchase strategy. Last year, in conjunction with several partners, the Peconic Land Trust designed a "Living Shoreline" to increase the resiliency of the shoreline to erosion while also increasing the overall habitat value of Widow's Hole.

6.2 Proposed Historic Districts

During the survey work, there were several areas identified in the Greenport survey area which contained a high number of contiguous buildings of exemplary historical and/or architectural distinction. These areas appear to meet the National Register Criterion for Evaluation as potential National Register-eligible historic districts based on their age, integrity of architectural features, associations with prominent citizens and similar styles, themes or construction methods. Additional research will be required to ascertain more exact construction dates, possible architects or builders or different areas of significance for the National Register nomination; however, these findings should form a basis for the further investigation of key areas. Consultation with SHPO will also be required in order to make a final determination of eligibility of buildings within these proposed complexes and districts. For a view of the suggested boundaries of these potential National Register Historic districts, please refer to the map in section 8.0. Representative overview photography in Section 9.0 illustrates these complexes and districts which are briefly described below:

6.2a Expansion of Greenport Village Historic District



Criteria for the existing Greenport Village Historic District is listed under C for Architecture and A for Settlement. The proposed expansion appears eligible for listing under Criterion C as a largely intact suburban area on the periphery of the existing district containing a variety of commercial, religious, civic and residential building types and styles dating from the mid-nineteenth to the early twentieth-century. The expansion of this district is being recommended in several areas to the north, south, east and west as the dates of construction, architectural types, styles and history of the building stock in those areas correspond with the existing Greenport Village Historic District and encompass the remainder of the older commercial and residential core of Greenport. The majority of properties located in the recommended areas of expansion are intact and retain integrity of design, location, workmanship and association. This proposal would also include consideration of several significant monuments or objects such as the Greenport Civil War Memorial at the corner of Broad and Main Streets, the Greenport Maritime Monument on the waterfront at the end of Sterling Avenue, and the Isaac Reeve Memorial on Adam Street. With the exception of the Greenport Civil War Memorial, all other monuments/objects are in new areas being recommended for expansion. Under Criterion A, Preservation Studios recommends expanding the documentation to include Social History. This may include an expanded period of significance encompassing Greenport's settlement and subsequent expansion and development through early agriculture, the mariner trades, industry, the railroad and tourism.

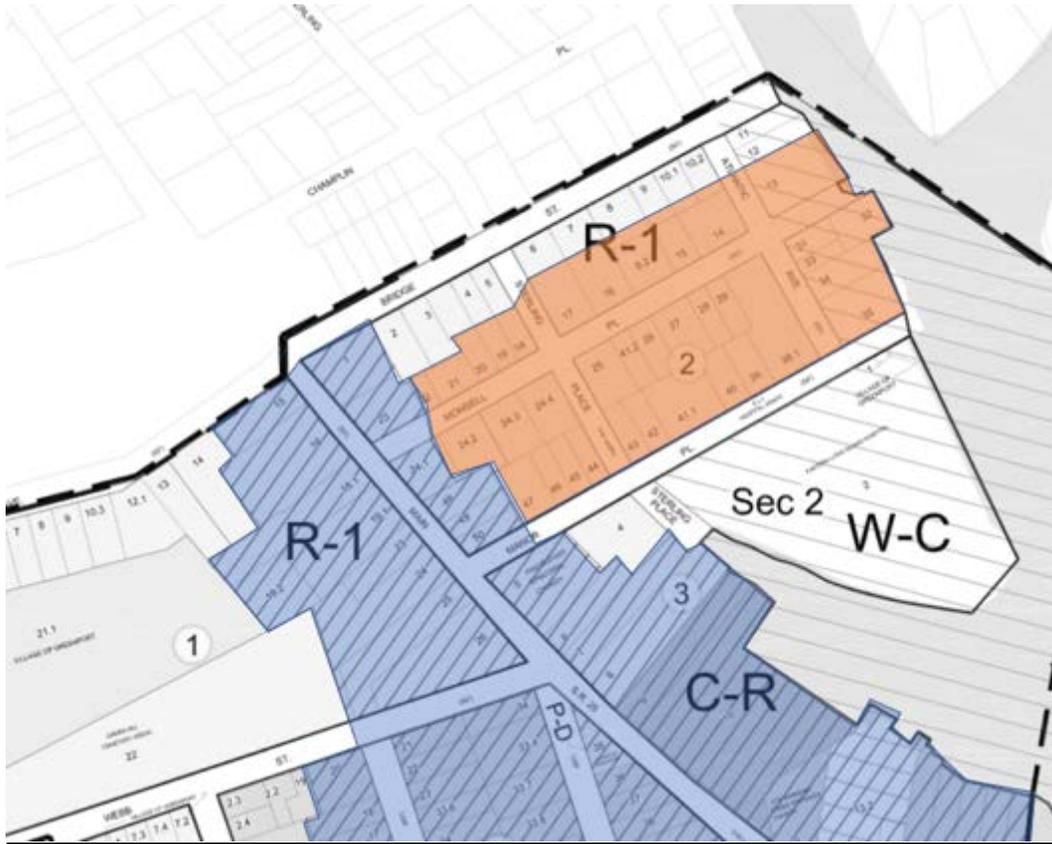
North of Manor Place



Monsell Place at corner of Stirling Place, facing southeast



Monsell Place, south side



This section is bounded by the north side of Monsell Place to the north and Stirling Basin to the east. With the exception of some commercial structures along the waterfront, this area contains a large concentration of late nineteenth and early twentieth century, middle class village residences. Many of these primarily single family frame houses were modestly decorated in architectural styles fashionable in the latter part of the nineteenth and early twentieth century such as the Italianate and Queen Anne styles.

Sterling Avenue and the south end of Sterling Street



Sterling Avenue, south side facing east



Sterling Street, west side facing west



This section was developed earlier than the residences north of Manor Place. The single family frame houses on Sterling Avenue are located to the east of the current district boundary and were developed around the same time as the buildings in the middle section of the Greenport Village Historic District. These residences primarily represent village development between 1850 and 1880 and feature styles such as the Federal and Italianate. Sterling Avenue is at risk as several tear-downs have replaced historic homes with new construction. The south end of Sterling Street contains three single family frame homes that are worthy of further research: 117, 125 and 131 Sterling Street. While 117 Sterling Street has undergone some alteration, the house is believed to be pre-1858 and retains its recognizable historic form. The other two homes at 125 and 131 Sterling Street are excellent examples of the Queen Anne and Bungalow styles and are highly intact.

South of South Street



Front Street, south side facing east



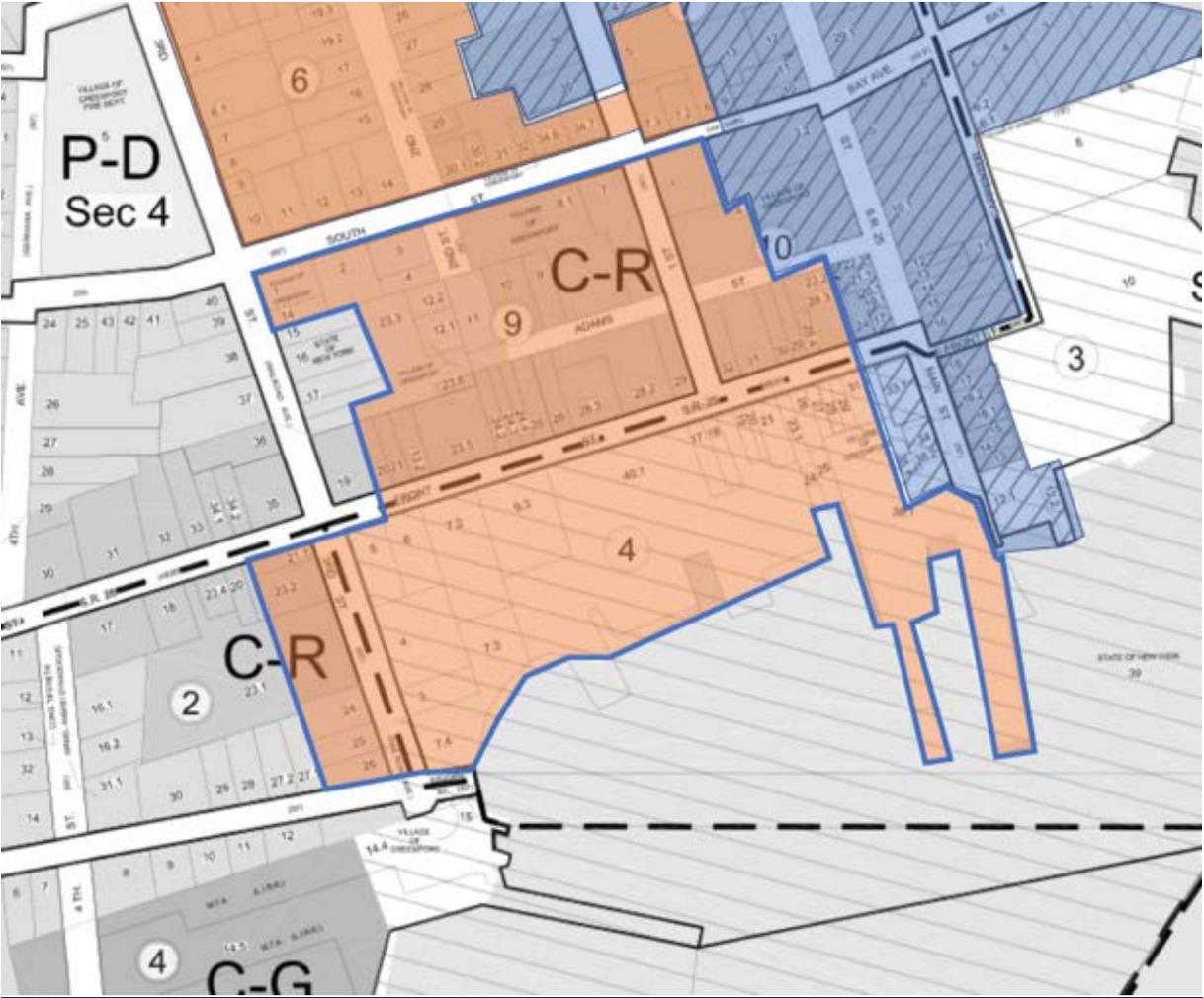
37 Front Street, south side facing northwest



Front Street, north side facing west



Third Street, west side facing southwest



This section is bounded by South Street to the north, Main Street to the east, Greenport Harbor to the south, and sections of Third Street to the west and primarily includes a large commercial strip on Front Street, the waterfront to the south and residential properties along South Street. Village Hall and some residential properties on Third Street are also included. The commercial strip along Front Street contains commercial buildings from the early nineteenth century through the 1960s and represents economic development in the Village throughout this period. Although some buildings have undergone complete facade renovation, most retain their historic form and much historic fabric and represent various architectural styles from the Italianate to Art Deco. The south side of Front Street has experienced a good deal of new development and is particularly at risk; seven buildings have been demolished since the 1977 Historic Resources Survey.

North of South Street



Second Street at southwest corner of Broad Street



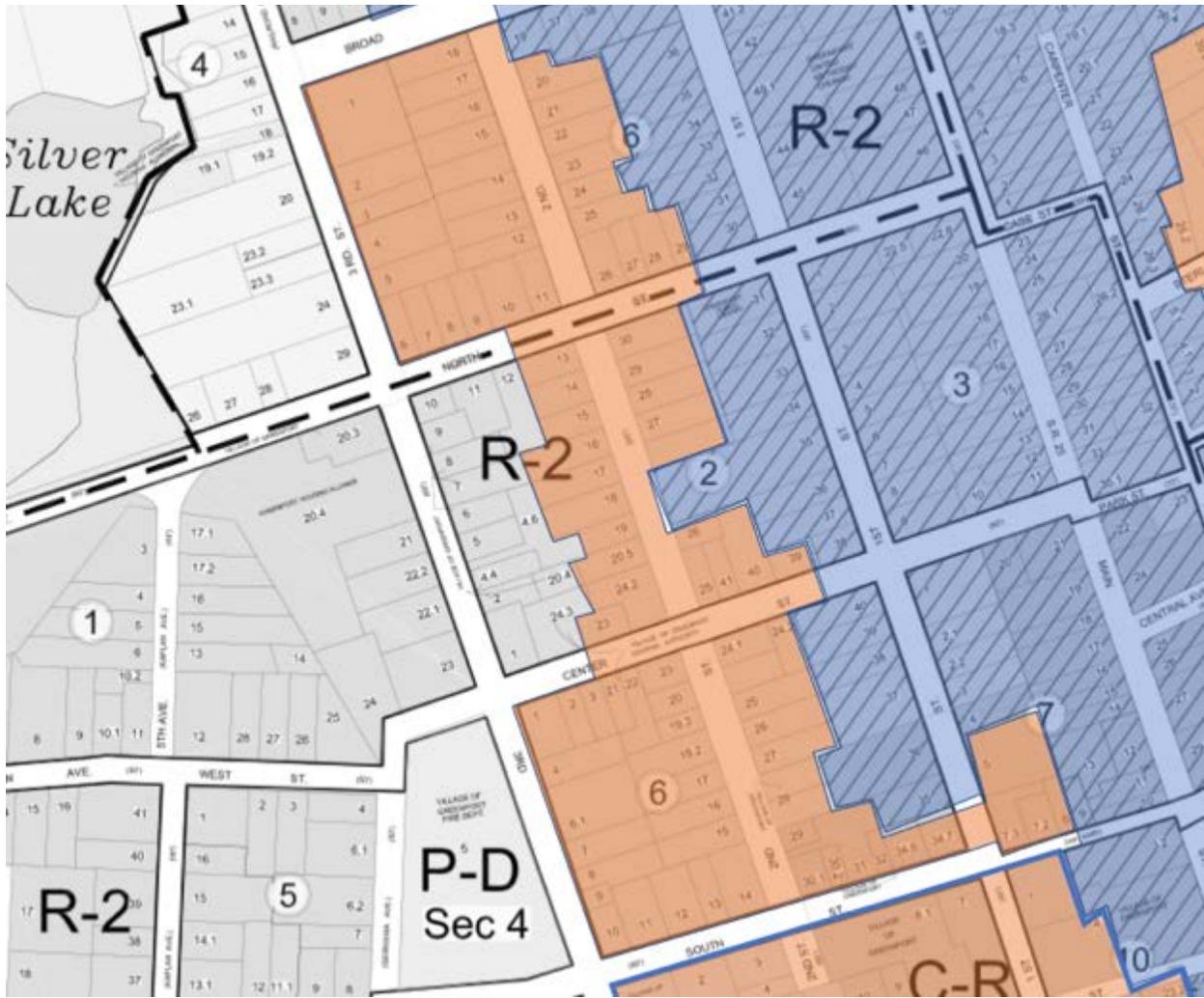
Third Street, east side



North Street, north side



Center Street, north side facing west



This section is bounded by Broad Street to the north, the western border of the Greenport Village Historic District to the east, South Street to the south, and two sections of Third Street to the west. This area contains a large concentration of mid-to-late-nineteenth century, middle class village residences. Many of these primarily single family frame houses were modestly decorated in architectural styles fashionable during this period such as Federal, Greek Revival, Italianate and Queen Anne and mirror the architectural stock to the east on a less grand scale. Tear-downs have taken place on both Second and Third Streets; however, much historic fabric remains.

6.2b Greenport Yacht & Shipbuilding Complex



The Greenport Yacht and Shipbuilding Complex at 201 Carpenter Street appears eligible for listing under Criterion A in the area of Industry as an early representative of marine industrial development in Greenport. By the mid-nineteenth century, shipbuilding became one of the largest industries in Greenport, and six separate shipyards operated in the village. These shipyards mainly produced schooners, the largest of which measured 165 feet. Shipwrights also constructed marine railways to haul ships in and out of the water. One of these marine railways, constructed c.1850, remains in its place beside the Greenport Yacht and Shipbuilding Complex.

Boats of up to 1000 tons can be hauled on it. In the early 1900s, members of the New York Yacht Club had their boats overhauled here and America Cup contenders recruited crew from the yard. During World War II, the yard employed 1200 employees who worked on the construction of minesweepers and landing craft.⁶⁵ The complex, which contains a group of related historic industrial buildings, was constructed circa 1850 and is the only survivor of Greenport's shipbuilding industry; it is still in operation today.

⁶⁵ Village of Greenport Business Improvement District, "Chronology & Historic District Walking Tour," www.greenportvillage.com/take-a-walking-tour/

6.2c McCann's Campground Complex



The McCann's Campground Complex appears to be eligible under Criterion A in Social History for its association with post-war camping trends. After World War II, returning GIs and their young families sought inexpensive ways to vacation. The expanding interstate highway system offered a way to go far quickly and that combination prompted an RV boom that lasted through

the 1960s.⁶⁶ This small local campground first opened in August of 1969 as McCann Park, a Village-owned vacation trailer park at 2600 Moore's Lane.⁶⁷ The purpose of the park was to fill a gap in local vacation accommodations and it has a rich and interesting history of vacation trailer clubs who camped there over the years. There are several small related vernacular wood-frame buildings in the camp that appear to be ca. 1960s as well as a wide-open green space for camping surrounded by a wooded area and small pond.

⁶⁶ Jim Morrison, "Commemorating 100 Years of the RV," *Smithsonian Magazine*, August 24, 2010, <https://www.smithsonianmag.com/history/commemorating-100-years-of-the-rv-56915006/>.

⁶⁷ "Vacationer's Trailer Park Opened in Greenport," *Mattituck Watchman*, August 7, 1969, Vol. 98, No. 43.

6.2d Sandy Beach Historic District



Beach Road, facing west



Beach Road, facing south



The Sandy Beach Historic District may be eligible under Criterion A in Industry for its association with early local commercial scalloping on eastern Long Island. The first evidence of commercial scalloping on the North Fork of Long Island comes from newspaper accounts of local people observing a boat from Connecticut harvesting scallops just northeast of Robins Island. By 1873, commercial scalloping was local in Southold and scallop shacks began to appear.⁶⁸ This small peninsula of land is located at the entrance to Stirling Basin at the southeastern most point of the Village along Beach Road. Former scallop shacks were located on this site but around 1886, local residents turned the area into a summer resort and the former shacks were cleaned out and converted into bungalows.⁶⁹ A Historic Building Inventory Form on file at the State Historic Preservation Office lists a building at 24 Beach Road as constructed in 1872 and as being the last shell fishing shuckers shack on Long Island. A historic map study and initial research did not reveal any additional information on past and present buildings on Sandy

⁶⁸ Charity Robey, "North Fork History Project: The Scallop industry has a rich past on eastern Long Island," *Suffolk Times*, November 25, 2018, <https://suffolktimes.timesreview.com/2018/11/north-fork-history-project-scallop-industry-rich-past-eastern-long-island/>.

⁶⁹ David S. Corwin and Gail F. Horton, *Postcard History Series: Greenport*. Charleston: Arcadia Publishing, 2013, 59.

Beach. Additional research and survey work would need to be explored to determine whether or not this area or a portion thereof might be eligible for the National Register of Historic Places.

6.2e The St. Agnes Roman Catholic Church Parish Complex





Map of showing location of church, rectory, parish hall and school



Map showing location of cemetery

The St. Agnes Roman Catholic Church Parish Complex appears to be significant under Criterion C in the area of architecture as a representative collection of ecclesiastic buildings that span more than 130 years of parish expansion and architectural change. The primary component, the Gothic Revival style frame church, was constructed in 1883; the rectory, sited west of the church was built circa 1886 and designed in the Italianate style. The cemetery is located off-site and spans a period of over 120 years; it features an intact collection of funerary art from throughout this long period. The complex was completed with the construction of two mid-century modern buildings across the street from the Rectory: the Parish Hall in 1953; and, the Catholic school in 1958.

The complex also appears to be eligible under Criterion A in Social History as a largely intact example of a neighborhood church complex that served as a social, religious and education center for the Irish, Italian, and Portuguese immigrants who settled in Greenport after the completion of the railroad and established the St. Agnes Roman Catholic Church. This proposed complex contains the following contributing properties and site:

- **523 Front Street – St. Agnes Roman Catholic Church Building (1883)**
- **529 Front Street – St. Agnes Rectory (ca. 1886)**
- **455 Sixth Street – St. Agnes Parish Hall (1953) and Roman Catholic School (1958)**
- **Manhasset Avenue – St. Agnes Cemetery (1896)**

6.2f Southwest Historic District



Fourth Street, northwest corner of Brown Street



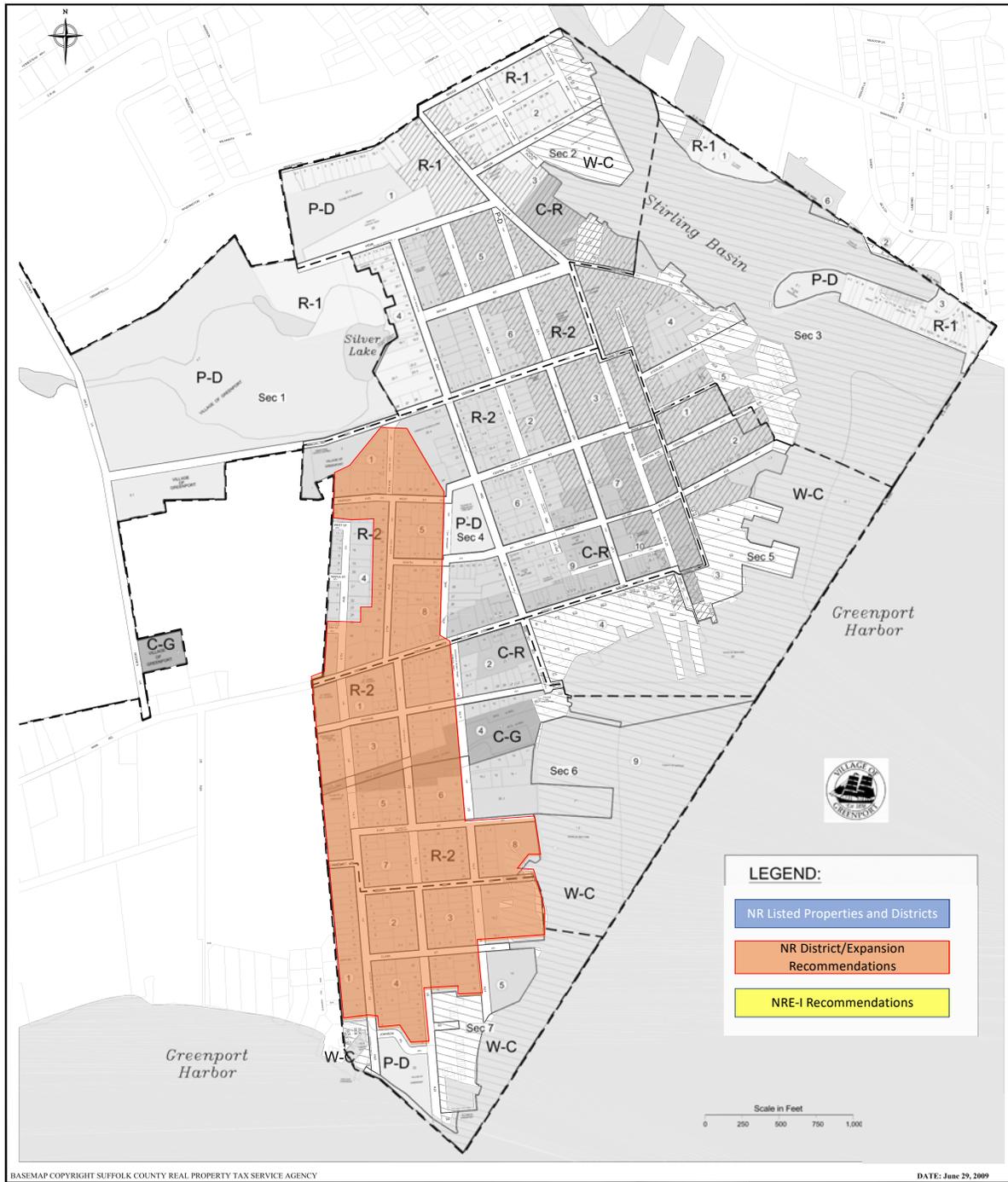
Fifth Street, west side facing south



Wiggins Street, north side facing east



Sixth Street, west side facing north



This proposed historic district appears eligible for listing under Criterion C as a largely intact suburban area in the southwest section of the village containing a variety of middle class residential properties from the late-nineteenth to the early twentieth-century. Representative

styles include Queen Anne, American Foursquare, Colonial Revival and Craftsman. This area displays a good level of integrity to its contiguous streetscapes of historic buildings. Much of this section of the Village, slightly further south and west to its adjacent earlier 1800s growth, began to develop after the Civil War at the end of the nineteenth-century. The proposed district also appears eligible under Criterion A for community development. Many of the economically simplified homes in this section were built to house fishermen employed at nearby factories and railroad workers. F.F. Down's Oyster Factory (1888, non-extant) was located at the foot of Sixth Street and the railroad station is located on Fourth Street. Charles Corwin, a well-known local builder, constructed quite a few homes in this area. This proposed district is bounded by North Street to the north, Fourth Avenue, Fourth Street, and Greenport Harbor to the east, Greenport Harbor to the south and the Village border to the west. This proposal excludes a section of Sixth Avenue between West and Oak Streets as it contains significantly altered and newer construction.

6.3 Key Individual Properties

Each building/site identified as Individually Significant (I) on the Annotated List (Section 3) appears to meet the National Register Criterion for Evaluation and appears to be eligible for individual nomination to the State and National Registers. Any building in the list below which is identified as individually NRE should also be considered for local landmark designation.



1. **248 Fifth Avenue (ca. 1879, chapel ca. 1893) – Old Lutheran Church and Chapel**
The earliest church built in the survey area, this frame Gothic Revival Church and accompanying chapel retain a high level of integrity. The church contains an excellent collection of stained glass windows with German inscriptions, reflective of the German immigrants who founded the church. Criterion: C, A.
2. **510 Flint Street (ca. 1911, addition ca. 1950-1970) – Standard Hose Company #4**
Constructed circa 1911, the Standard Hose Company #4 was built during a time of rapid development in this section of the Village, providing fire protection services to the growing number of homes occupied by workers in the fishing industry. Over the years, it has become a place for social gatherings and events with its large meeting hall and bar. Criterion: A
3. **124 Front Street (ca. 1850) – George F. Tuthill House**
This is an excellent example of a largely intact frame Italianate house that has been converted for commercial use. The L-shaped building features a hipped roof with intact brackets and cupola as well as a side wing with projecting bay. Once the home of George F. Tuthill, a captain of industry in the Menhaden fish oil business. Criterion: C, A.
4. **215 Front Street (1939) – Greenport Theatre**
The Greenport Theatre is the only surviving Art Deco-style building in the village and retains a highly intact exterior and interior lobby. It was built on the site of the former Metro Theatre which was destroyed in the infamous hurricane of 1938. The theatre is currently shuttered due to the Pandemic. Criterion: C
5. **502 Front Street (ca. 1858) – Thomas F. Price House**
This house is a rare example of the residential Gothic Revival style in the Village and features many elements of the style: decorative vergeboards, window hoods, and round arched windows. Once the home of Thomas F. Price, a captain of industry in the Menhaden fish oil business. Criterion: C, A.
6. **210 South Street (ca. 1858) – The Halsey Home**
This house is an excellent example of a modest Greek Revival style home featuring frieze band windows and a classical door surround as well as original clapboard cladding. Once the home of Henry W. Halsey, former Greenport Fire Department Engineer and Sheriff of Suffolk County, New York. Criterion: C, A.
7. **102 Third Street (1953) – American Legion Hall**
Constructed in the post war era, the American Legion Hall has a rich history of social engagement in the community. Designed in a simple modernist style, it continues to provide space for entertainment, community gatherings and social activities for local residents. Criterion: A.
8. **236 Third Street (1928) – Village Hall**

Formerly a telephone company building, now Village Hall, this Colonial Revival style building retains rich detailing throughout with its symmetrical brick exterior, dentilled cornice and Federal style entry. Criterion: C

9. **614 Third Street (ca. 1922, pastoral residence 1950, connecting addition 1970) – Clinton Memorial AME Zionist Church and pastoral residence**

This church was built on funds raised by the local African American community who heretofore utilized meeting spaces in other churches or worshipped in their homes. It was designed in a modest Gothic Revival style by local builder Brewster Smith. Congregants assisted in the construction by laying the foundation.

Criterion: A, C.

10. **Webb Street (1842) - Green Hill Cemetery**

As the second oldest cemetery in the Village, Green Hill contains much information on former residents of the Village as well as a beautiful array of funerary ornamentation.

Criterion: A.

6.4 Previously National Register Listed Buildings

After reviewing information available on the State Historic Preservation Office's Cultural Resource Information System, the following property was identified as being previously listed on the State and National Registers of Historic Places.

1. **Greenport Village Historic District-** NR listed in 1984.
2. **Third Street and Wiggins Street (1892) - Greenport Railroad Complex.** NR listed in 1989.
3. **519 Fourth Street (1903) - Congregation Tiffereth Israel Synagogue.** Individually NR listed in 2006.
4. **126 Center Street (ca. 1845, 1870 expansion) - Charles and Anna Bates House.** Individually NR listed in 2017.

6.5 Local Historic Designations

In order to protect and preserve the unique historic and architectural character of these areas in Greenport, Preservation Studios also suggests that the creation of locally designated historic districts and landmarks be considered. Locally designated historic resources will help the community and residents meet many of their goals for protecting and enhancing the unique character of their historic village in anticipation or in lieu of National Register of Historic Places listing.

As a Certified Local Government (CLG), the Village of Greenport has the authority to establish local historic districts and landmarks under Chapter 76, Article 4 of the Village of Greenport Code. Under this section of the code:

The Commission shall recommend that the Board of Trustees designate a group of properties as an historic district if it:

- (1) Qualifies for inclusion in the National Register of Historic Places as provided in the National Preservation Act of 1966.*
- (2) Possesses significant character or historic aesthetic interest or value as part of the maritime, architectural, economic or social heritage of the Village, town, county, state or nation.*
- (2) Is the site of an historic event or is identified with historic personages.*
- (3) Embodies the distinguishing characteristics of an architectural style or represents the work of a master builder, designer, architect or landscape architect.*
- (4) Because of a unique location or singular physical characteristic, represents an established and familiar visual feature of the Village of Greenport.*
- (5) By being part of or related to the Village Waterfront or other distinctive area, should be developed or presented according to a plan based on an historic, cultural, maritime or architectural motif.*

The Commission shall recommend that the Board of Trustees designate a group of properties as an historic district if it:

- (1) Contains properties which meet one or more of the criteria for designation of a landmark and which may have within its boundaries other properties or structures that, while not of such historic and/or architectural significance to be designated as landmarks, nevertheless contribute to the overall visual characteristics of the landmark or landmarks located within the historic district.*

(2) By reason of possessing such properties, it constitutes a distinct section of the Village.

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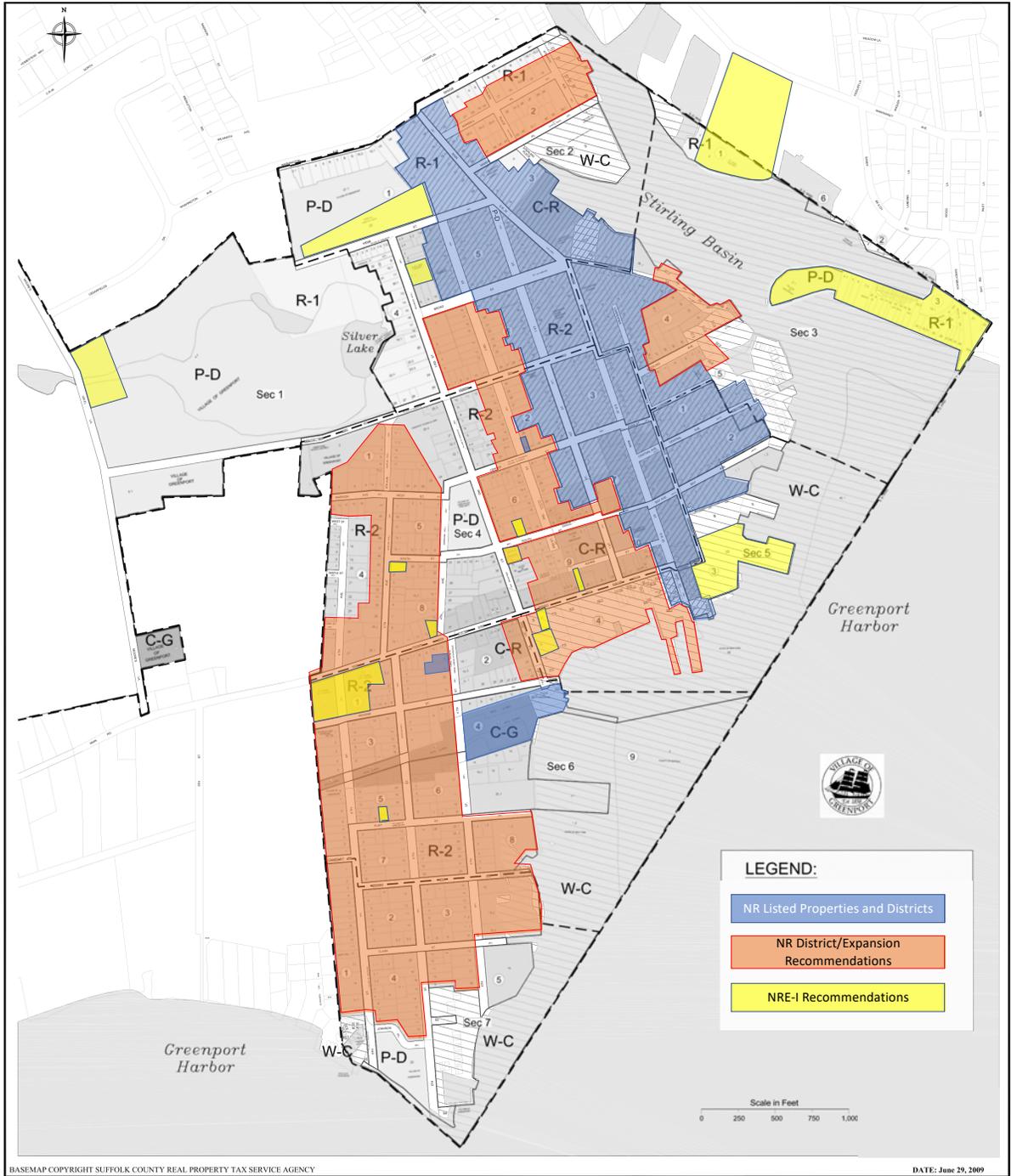
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8.0 MAPS



VILLAGE OF GREENPORT RECONNAISSANCE LEVEL HISTORIC RESOURCES SURVEY – SURVEY BOUNDARIES ENCOMPASS ENTIRE VILLAGE



FINDINGS OF THE VILLAGE OF GREENPORT RECONNAISSANCE LEVEL
HISTORIC RESOURCES SURVEY

9.0 Photo Log

#	Address	Name
1	214-218 Atlantic Street	
2	Beach Street, north end facing northwest	Sandy Beach (historically Young's Point)
3	Beach Street, west side facing south	Sandy Beach (historically Young's Point)
4	Beach Street, west side facing west	Sandy Beach (historically Young's Point)
5	Beach Street, west side facing west	Sandy Beach (historically Young's Point)
6	222 Broad Street	
7	120, 122 & 126 Center Street	
8	201 Carpenter Street	Greenport Yacht & Shipbuilding Complex
9	206 Center Street	
10	221 Fifth Avenue	
11	Fifth Avenue, east side between Front and South Streets facing north	
12	Fifth Avenue, east side between Front and South Streets facing north	
13	Fifth Street, east side at southeast corner of Clark Street facing east	
14	Fifth Street, east side between Clark Street and Jackson Place facing north	
15	Fifth Street, west side at southwest corner of Clark Street facing southwest	
16	510 Flint Street	Standard Hose Company #4
17	235 Fourth Avenue	
18	303 Fourth Avenue	
19	Fourth Avenue, west side between South and West Streets facing north	
20	Fourth Street, at northeast corner of Brown Street facing north	
21	Fourth Street, west side at northwest corner of Brown Street facing north	
22	Fourth Street, west side at southwest corner of Clark Street facing south	
23	Fourth Street, west side at southwest corner of Flint Street facing south	
24	Fourth Street, waterfront facing south	
25	37 Front Street	Little Creek Oyster Farm & Market
26	131 Front Street	Greenport Post Office
27	503 Front Street	
28	523 Front Street	St. Agnes RC Church & Rectory
29	455 Sixth Street	St. Agnes RC Parish Hall & School
30	Front Street, at northeast corner of Main Street facing west	
31	Front Street, north side facing west	
32	Front Street, north side facing north	
33	Front Street, south side facing east	
34	Front Street, south side facing west	
35	Manhasset Avenue, west side between Champlin Place & Fiddler Lane	St. Agnes RC Cemetery
36	Manor Place, at northeast corner of Sterling Place facing east	
37	225 Monsell Place	
38	237 Monsell Place	
39	2600 Moore's Lane, facing northwest	McCann's Campground
40	2600 Moore's Lane, facing south	McCann's Campground
41	2600 Moore's Lane, facing southeast	McCann's Campground
42	North Street, north side between First and Second Streets facing north	
43	North Street, north side between Second and Third Streets facing north	
44	529 Second Street	

- 45 Second Street, east side between Broad and North Streets facing south
- 46 Second Street, east side between Center and North Streets facing south
- 47 Second Street, west side, between South and Center Streets facing west
- 48 Second Street, west side at southwest corner of North Street facing south
- 49 Second Street, west side at southwest corner of Broad Street facing south
- 50 Sixth Avenue, west side at southwest corner of Oak Street facing north
- 51 Sixth Street, east side at northeast corner of Brown Street facing south
- 52 Sixth Street, waterfront
- 53 Sixth Street, west side between Clark Street and Road B facing north
- 54 South Street, north side at northwest corner of Second Street facing northwest
- 55 South Street, north side between First Street and Main Street facing north
- 56 South Street, north side between Second and Third Streets facing north
- 57 South Street, north side between Second and Third Streets facing northwest
- 58 South Street, south side at southeast corner of Fourth Avenue
- 59 Sterling Avenue, south side between Carpenter and Sterling Streets facing northwest
- 60 Sterling Avenue, south side between Carpenter and Sterling Streets facing south
- 61 Sterling Avenue, south side between Carpenter and Sterling Streets facing south
- 62 304 Sterling Place
- 63 Sterling Street, west side between Sterling Avenue and Main Street facing west
- 64 Third Street, east side between South and Center Streets facing east
- 65 Third Street, west side between Front and Wiggins Streets facing southwest
- 66 Third Street, west side between South and Center Streets facing east
- 67 Wiggins Street, north side between Fifth and Sixth Streets facing northeast