

PUBLIC SCHOOL 102 (later PUBLIC SCHOOL 17 – THE CITY ISLAND SCHOOL), 190 Fordham Street, the Bronx. Built 1897-98; Charles B.J. Snyder, architect.

Landmark Site: Borough of the Bronx Tax Map Block 5643, Lots 1001-1018. Note: the Landmark consists of the original 1897-98 portion of the school building, as well as the adjacent western and eastern side yards and the northern front yard.

On June 28, 2011, the Landmarks Preservation Commission held a public hearing on the proposed designation as a Landmark of Public School 102 (later Public School 17 -- The City Island School) and the proposed designation of the related Landmark Site (Item No. 2). The hearing had been duly advertised in accordance with the provisions of law. Four people, including representatives of the Historic Districts Council, New York Landmarks Conservancy, and The Victorian Society New York, spoke in favor of designation.

Summary

Located on City Island in the Bronx, Public School 102 (later Public School 17 -- The City Island School) was constructed in 1897-98 and served as the community's only school until 1931. The architect of the two-story (plus basement), Georgian Revival style red brick-clad building was C.B.J. Snyder, Superintendent of School Buildings for New York City from 1891 until 1923. This is one of Snyder's few extant school designs in this mode, and represents a suburban typology appropriate to a larger



lot size, in contrast to the constricted building lots located on densely built up urban blocks of Manhattan and Brooklyn, where Snyder pioneered the use of the H-plan school buildings with exterior courtyards. As originally constructed, Public School 102 measured roughly 65 by 87 feet, but was expanded in 1929-30 to meet the needs of a growing population. Re-numbered Public School 17 in 1903 and designated as The City Island School in 1916, it was replaced in 1975 by P.S. 175. The original school building then began to be used by various community groups; the City Island Historical Society and Nautical Museum still occupies a portion. In 2000, part of the original structure and the addition were converted into condominium apartments. Despite the painting of the red brick cladding, loss of the historic entrance and portico by fire in 2007 (since re-created), the removal of the original cupola, and the addition of side dormers, Public School 102 remains a rare example of Snyder's use of the Georgian Revival style, is one of the few small community schools by Snyder that is extant, and is an important reminder of the period of this community's consolidation into the City of New York. The designated Landmark consists of the original 1897-98 portion of the school building, as well as the adjacent western and eastern side yards and the northern front yard.

DESCRIPTION AND ANALYSIS

City Island¹

Located just south of Pelham Bay Park in Long Island Sound, New City Island received its name around 1761, when a syndicate intended to transform it into a commercial center that would rival New York, a project that failed to materialize. In 1818, 42 acres at the island's southernmost tip came into the possession of George Horton, Supervisor of the Town of Pelham in Westchester County, who promoted the layout of streets, including Pilot, Pell, Schofield, and Main (now City Island Avenue), the public highway. In the first half of the 19th century, parts of the island were subdivided and changed hands many times, but this remained a largely rural community. The island's first commercial enterprise, a solar salt works that produced salt from evaporated seawater, was established by E.C. Cooper in the 1820s. Around 1830, Orrin Fordham, a shipbuilder from Connecticut, established an oyster planting business on the island's east side, a concept that revolutionized the American oyster business. Between 1847 and 1869, numerous settlers moved to City Island to take part in the oyster business, which became "the chief industry employing the bulk of the male population at City Island."²

City Islanders also profited by servicing, supplying, and building ships, which supported the island's economy throughout most of the 20th century. There were many small shipyards serving the oyster boats throughout the 19th century, but the first commercial one, D. Carll Shipyard, was established in 1862. After the Civil War, the Carll yard became known for the construction and rebuilding of large luxury yachts, and other commercial yards were soon established, resulting in the construction of numerous luxury and racing yachts including a number of America's Cup winners. The federal government also commissioned vessels from City Island boatyards during both World Wars. After World War II, the leisure-boating industry rose to prominence.

City Island was part of the Town of Pelham, Westchester County, linked to the mainland by a toll bridge in 1873, until it became part of the eastern Bronx when it was annexed by New York City in 1895. The population around that time was about 1,400.³ Limited access to the island discouraged dense development, and as a result the island has retained its small-town atmosphere, with yacht clubs, marinas, and popular seafood restaurants continuing to play a role in the island's economy.

The first school on the island, constructed by the Town of Pelham, opened in 1839 on Main Street (now City Island Avenue), and was enlarged in 1847. This was replaced in 1860 by a school at Main Street and Orchard (now Hawkins) Street. The City Island School (Grammar School No. 102) was one of nine former Westchester County schools that became part of the 24th Ward of the Annexed District of the Bronx. In 1895, the publication *School* reported that the City Island School was an "old frame structure... found in a dilapidated and unsanitary condition. It is on a low, sunken lot, and [the Chairman of the Board of Education] suggested that the proper disposition of this would be to sell the property and to purchase a new site on higher ground, and erect a new and suitable building."⁴ The Board of Education soon began making plans for a new school building for the island.

C.B.J. Snyder, Schools Architect⁵

Charles B.J. Snyder (1860-1945), New York City's Superintendent of School Buildings, was the architect responsible for the planning, design, and construction of all new and expanded schools in the five boroughs after the Consolidation of Greater New York in 1898. Appointed to this position

in 1891 (at age 31), when he oversaw only Manhattan and the Annexed District of the Bronx, Snyder remained in the post until 1923. By that year, he had presided over some 400 school projects -- new buildings, as well as numerous additions and alterations to existing schools, throughout the city. Snyder was born in Stillwater, New York, attended Cooper Union (c. 1881-84), and worked in the early 1880s with William E. Bishop. His own architectural practice was first listed in New York City directories in 1886. *History and Commerce of New York 1891* claimed that he had erected

a large number of handsome and substantial edifices, warehouses, office buildings and fine residences, not only in this city but elsewhere. He has developed a large business in Central America. He is the designer of the earthquake-proof buildings which have been erected in Costa Rica and other points in that section. ... Mr. Snyder was the first to discover the true principle on which such buildings should be erected...⁶

Snyder remained in practice until around 1936.

As a specialist in school design, C.B.J. Snyder was recognized as a national leader in this regard as early as 1905 in *American Architect & Building News*:

Possibly it was not the best, probably it was not the most economical, certainly it was not the most expeditious way to have all the school-houses the city stood in such sore need of designed and built by the official architect to the Department of Education. But, since that method had to be followed, it is a matter of wonderful good fortune that the official architect chanced to be such a man as Mr. C.B.J. Snyder, who not only at the outset showed such distinct capacity for his task, but has proved himself a man able to grow as his opportunities opened before him. Mr. Wheelwright in Boston, Mr. Ittner in St. Louis, Mr. Mundie in Chicago, have done excellent service to their respective cities in the way of building schoolhouses... but they have not had to do their work under the same sort of pressure that has been put upon Mr. Snyder, and they have not had to adapt their architectural treatment to as closely restricted sites.⁷

Snyder's achievement was particularly remarkable given the scale of new school construction in New York City, as cited in the same publication:

The magnitude of the undertaking and the reality of the need for these new school-houses is shown by the fact that, even after several years of active building, there are at this time seventy-seven school-houses in various stages of completeness now in charge of the architect to the Department of Education, while contracts for twenty-four more will shortly be made.⁸

Snyder's concern with health and safety issues in public schools focused on fire protection, ventilation, lighting, and classroom size. He used terra-cotta blocks in floor construction to improve fireproofing, and numerous large windows to increase light and air in classrooms. He also developed new methods for mechanical air circulation in schools, and an interlocking double-staircase for

quick evacuation. The problem of school design in New York, particularly in Manhattan and Brooklyn, was heightened by the relatively constricted sites which were necessitated by the high cost of land acquisition. As a result, in 1896 Snyder introduced the efficient “H-plan” having two side courts, which provided increased light and ventilation as well as areas between the wings for safe recreation. In Snyder’s schools, dedicated indoor and outdoor play space was considered “much to the advantage of the untaught training of childhood,”⁹ and reflected the latest in pedagogical theory. Other innovations included the provision of facilities for manual training, fine arts, and home economics, and accommodations for public assembly and adult education programs. The use of steel skeleton framing for buildings over four stories allowed for cheaper and faster construction and increased window areas. Because of the need to produce so many buildings in such a short span of time, Snyder’s office built upon the design and planning ideas of earlier schools for new ones, and sometimes used the same basic design for multiple sites. This was made easier by his reorganization of the deputy superintendents, so that each was responsible for a single part of the building (such as design and planning, heating and ventilating, electricity, plumbing and drainage, furniture, and inspection and records) and each reported directly to Snyder.

Embracing a variety of architectural styles, Snyder’s schools were considered inventive, handsome, and appropriate as civic monuments. His earliest designs continued the Romanesque Revival style of George W. Debevoise, his predecessor as Superintendent of School Buildings, but Snyder later moved into many other idioms, such as Jacobean, Dutch Renaissance, French Renaissance, Georgian and Colonial Revival, Beaux-Arts, and Secessionist. Snyder is credited with the introduction of the Collegiate Gothic style to New York public school architecture, a style usually associated with universities and one that he successfully used for more than twenty years. John Beverly Robinson, writing in the *Architectural Record*, commended Snyder’s design sensitivity, noting

With all this [i.e. so much construction] the architecture of the buildings has not been neglected, for as education ceases to be conducted by factory methods it is well that the walls where education dwells should signalize the change by forsaking their factory appearance.¹⁰

Snyder was able to adapt these large buildings to the requirements of their sites, while still creating picturesque and well-functioning school buildings. The dramatic and vigorous designs of these buildings, with their distinctive profiles and unique details, helped these schools serve as strong focal points for their communities.

Public School 102 on City Island ¹¹

The task of designing and constructing a new school for City Island during the years of Consolidation was a convoluted, three-year process. In February 1896, C.B.J Snyder reported to the New York City Board of Education’s Committee on Buildings that a one-story brick school could be erected, similar to Bronx Public School 33, for \$32,000, and recommended renting a City Island building as an annex to Grammar School No. 102 until a new school was finished. In March, the Committee voted to rent a building at Main Street and Fordham Avenue (later Street) as an annex, and to advertise for construction bids for the new school. Snyder submitted his proposal and sketch plans in April. On May 26, 1896, the City acquired for \$4,500, from Charles L. and Phoebe Berge, a

115-by-380-foot site, reputedly the highest point on the island and by legend the location of its earliest cemetery, on the south side of Fordham Avenue between Billar Place (now Minneford Avenue) and Fordham Street (now Place). That same month, Snyder filed plans with the Department of Buildings for a one-story (with basement and attic) brick school to cost \$30,000. In June, the Board of Education authorized bids for the construction contract, and received nine. The Board reported in July that it had entered into a \$59,000 contract with builder James O'Toole, but he subsequently declined to execute this contract and forfeited his deposit. In August, the Board of Estimate and Apportionment passed a bond appropriating funds for the City Island school.

The Board of Education re-advertised for proposals for the new school's construction in October 1896, receiving five bids, and the contract was awarded to Harry McNally for \$70,750. In November, however, this appropriation was laid over, with the request that Snyder report on "what style of a school building"¹² could be erected instead for around \$30,000. Snyder in December stipulated that costs could be reduced to \$40,000 for a one-story building, with a simpler interior and exterior design; lesser quality materials, including red brick instead of Tiffany (ironspot) brick, and no cut stonework; a flat roof instead of a pitched one; and reduced size of the paved playground. The Committee on Buildings thus voted to re-advertise for proposals for a less expensive school. In April 1897, Snyder filed new plans with the Department of Buildings, and in July the Board of Education received construction estimates. This time, the Board of Estimate and Apportionment refused to issue bonds on this and another Bronx school project on the grounds of "too much woodwork."¹³ Snyder filed new plans in August for a two-story (plus basement) brick school to cost \$60,000. In October, after nine bids were received, the contract was awarded to the lowest (\$53,906), that of the German-born Herman C. Probst (1853-1911), previously a builder in Chicago. That same month, the Board of Estimate and Apportionment approved the \$53,906 in bonds.

Probst's construction contract was supposed to be completed by March 15, 1898, but there were reports in early 1898 of delays due to extreme weather and the "exposed location" of the school's site.¹⁴ The new Public School 102 was finally completed and opened in October 1898 with some 400 students, at a cost (including contents) variously recorded as \$55,828 or \$61,578. The building, measuring roughly 65 by 87 feet, accommodated eight classrooms on the two upper floors, with playrooms in the basement. The majority of the furniture was supplied through the Superintendent of State Prisons.

The Georgian Revival style Public School 102 is one of C.B.J. Snyder's few school designs in this mode, as well as one of the few small community schools by Snyder, that is extant, and represents a suburban typology appropriate to a larger lot size, in contrast to the constricted building lots located on densely built up urban blocks of Manhattan and Brooklyn. Snyder's use of the Georgian Revival style was typified here by the pedimented central pavilion with a prominent Palladian window and an oculus window, the segmental-pedimented entry porch (now re-created), the entrance doors with sidelights and fanlight (also re-created), the central cupola (no longer extant), and the use of red brick.¹⁵ Following Consolidation in 1898, schools in New York City were systematically re-numbered, and this became Bronx Public School 17 in January 1903.

Later History: Public School 17 – The City Island School¹⁶

As part of the Board of Education's school naming policy in 1916, P.S. 17 was designated as The City Island School. By 1922, additional classrooms were needed, for which the City provided portable ones for 135 students. To meet the needs of the island's growing population, the Board of

Education approved an addition for the school in January 1929, which was occupied in September 1930 (Walter C. Martin, architect). Public School 17 remained the only school on City Island until 1931, when the Catholic parochial St. Mary, Star of the Sea School opened on Minneford Avenue (a new building was constructed in 1948). P.S. 17 ceased its function as a school when it was replaced in 1975 by P.S. 175. The following year, the Save the Schoolhouse Committee was formed, and the former school building was leased as community center by various community groups, including the Community Centre and Historical Nautical Museum, Art Resource Centre, and a Youth Program operated by the Police Athletic League. In 1984, the structure was listed on the National Register of Historic Places. The City sold the property in 1988 for \$500,000 to the 190 Fordham Street Realty Corp., with a covenant stipulating that 50% of the older portion of the building be used for “not-for-profit, City Island related, museum and community center uses.”¹⁷ Part of the 1890s school building, and the entire 1929-30 addition, were converted in 2000 into the 16-unit Nautical Winds Condominium. In 2007, the front portion of the original school, including the entrance and portico, was damaged by fire; the portico and entrance were re-created in 2008 by architect Kaitsen Woo, in part with a grant from the New York Landmarks Conservancy. The City Island Historical Society and Nautical Museum still occupies part of the original building, which remains an important reminder of the period of this community’s consolidation into the City of New York.

Description

Note: the Landmark consists of the original 1897-98 portion of the school building, as well as the adjacent western and eastern side yards and the northern front yard.

Historic: two-story (plus basement) Georgian Revival schoolhouse; brick cladding (now painted), stone watertable, granite stringcourses; central pavilion with Palladian window (originally with Gothic muntins in the round arch) and pediment with oculus window; rear stairwell extension (second-story side windows added 1929-30) with brick chimney stack; denticulated wood cornice; complex hipped roof

Alterations: portico with columns, shingled base, and segmental pediment re-created (2008) after fire (1929 side storm windows not re-created); entrance with wood-and-glass double doors, sidelights, and fanlight re-created (2008) after fire (1929 storm enclosure doors and windows not re-created); one-over-one aluminum windows surmounted by fixed panes (originally six-over-six double-hung wood sash with tripartite transoms on first and second stories, later (c. 1931-36) six-over-six double-hung wood sash without transoms, including basement level), except Palladian window with single panes and fanlight; polygonal cupola on roof removed (c. 1936-77, part of base remains); side dormers and roof deck added (c. 2000)

Site: front yard grassy hill, with steps (post-1984) at eastern corner, and wrought-iron fence set on stone base with gates (pre-1930); historic bluestone entrance steps and stone cheek walls with central pipe railing (post-1936); ramp with metal railings (c. 2000); flagpole (pre-1930); driveway, concrete block retaining wall (post-1984), and chainlink fence on eastern side

Sources: NYC, Bd. of Education, *Annual Report, Part 1: School Buildings* (1908); P.S. 17 historic postcard; NYC, Municipal Archives, Bd. of Education Records (1930, 1931, 1936); LPC (1970s-80s)

NOTES

¹ This section is adapted from: Landmarks Preservation Commission (LPC), *Samuel Pell House Designation Report* (LP-2115)(New York: City of New York, 2002), prepared by Gale Harris.

² Alfred Fordham, "City Island: Its History and Growth," *City Island News*, Oct. 1, 1953.

³ "Glimpses of City Island," *New York Times* (NYT), Apr. 19, 1896, 29.

⁴ "Pelham," *School*, Aug. 15, 1895, 372.

⁵ This section is adapted from: LPC, *Grammar School No. 9 (later Public School 9) Designation Report* (LP-2318), prepared by Olivia Klose; *Public School 166 Designation Report* (LP-2072) and *Stuyvesant High School Designation Report* (LP-1958), prepared by Jay Shockley; and *Public School 31 Designation Report* (LP-1435), *Public School 27 Designation Report* (LP-1895), and *Erasmus Hall High School Designation Report* (LP-2130), prepared by Virginia Kurshan (New York: City of New York, 2009, 2000, 1997, 1986, 1995, and 2003).

The following schools designed by Snyder are designated New York City Landmarks: P.S. 67 (1893-94), 120 West 46th Street; Grammar School No. 9 (later P.S. 9) (1894-96), 460 West End Avenue; P.S. 154 (later 27) (1895-97), 519 St. Ann's Avenue, the Bronx; P.S. 166 (1897-99), 132 West 89th Street; P.S. 167 (later 31) (1897-99), 425 Grand Concourse, the Bronx; Morris High School auditorium interior (1900-04), East 166th Street and Boston Road, the Bronx (also within the Morris High School Historic District); Wadleigh High School for Girls (1901-02), 215 West 114th Street; Curtis High School (1902-04, additions 1922 and 1925), 105 Hamilton Avenue, Staten Island; P.S. 64 (1904-06), 605 East 9th Street; P.S. 91 addition (1905), 1257 Ogden Avenue, the Bronx; Stuyvesant High School (1905-07), 345 East 15th Street; Erasmus Hall High School (1905-06, 1909-11), 899-925 Flatbush Avenue, Brooklyn; P.S. 66 addition (1905-06), 85-11 102nd Street, Queens; Boys' High School additions (c. 1905-12), 832 Marcy Avenue, Brooklyn; Westfield Township District School No. 7 (later P.S. 4) addition (1906-07), 4210 Arthur Kill Road, Staten Island; P.S. 28 (1907-08), 276 Center Street, Staten Island; Girls' High School addition (1912), 475 Nostrand Avenue, Brooklyn; P.S. 72 annex (1912-13), 1674 Lexington Avenue; Flushing High School (1912-15), 35-01 Union Street, Queens; and Newtown High School (1920-21), 48-01 90th Street, Queens.

⁶ *History and Commerce of New York 1891* (New York: Amer. Publg. & Engraving Co., 1891), 115.

⁷ "The Excellent Character of Mr. Snyder's Work," *American Architect & Building News*, July 29, 1905, 33.

⁸ Ibid.

⁹ John Beverly Robinson, "The School Buildings of New York," *Architectural Record* (Jan.-Mar., 1898), 371.

¹⁰ Ibid., 383.

¹¹ Bronx County, Office of the Register, Liber Deeds and Conveyances; New York City, Dept. of Buildings (NB 640A-1897); Catherine A. Scott, *City Island and Orchard Beach* (Portsmouth, NH: Arcadia, 2004); Sanborn Map Co., *Insurance Maps of the City of New York* (1897); "May Close the Schools," NYT, Sept. 12, 1895, 8; NYC, Bd. of Education, *Annual Report* (1896), 107, and (1897), 252, *Minutes of the Committee on Buildings*, Feb. 17, 1896, 39-40, Mar. 2, 1896, 50, Apr. 27, 1896, 121, July 6, 1896, 191, July 20, 1896, 203-204, Oct. 7, 1896, 277, Oct. 21, 1896, 301-302, Nov. 20, 1896, 366, Nov. 23, 1896, 368, Nov. 30, 1896, 389, Dec. 3, 1896, 403, Dec. 7, 1896, 407, Dec. 15, 1896, 451, Feb. 14, 1898, 94, May 24, 1898, 309, and July 12, 1898, 411, and *Journal*, Oct. 6, 1897, 1803

and 1818, Oct. 20, 1897, 1950, May 9, 1898, 224, and July 19, 1898, 415; "School Districts Established," *NYT*, May 1, 1896, 2; "The Building Department," *NYT*, May 7, 1896, 12; NYC, Bd. of Estimate and Apportionment, *Journal of Proceedings* (1896), 446-447; "Voted Down the Bond Issue," *NYT*, Aug. 19, 1896, 8; "New School Buildings," *NYT*, Nov. 19, 1896, 9; "Miscellaneous Communications," *School*, Nov. 19, 1896, 88; "Plans for New Schools," *New-York Daily Tribune*, Jan. 25, 1897; "The Building Department," *NYT*, Apr. 23, 1897, 10; "Receiving Estimates," *Real Estate Record & Builders Guide*, July 3, 1897, 9; "The Building Department," *NYT*, Aug. 18, 1897, 8; "23rd and 24th Wards," *Real Estate Record & Builders Guide*, Aug. 21, 1897, 276; "More New School Buildings," *The School Journal*, Oct. 23, 1897, 421; "The City Island School," *School*, Oct. 5, 1898, 35; Booth Bros. & Hurricane Isle Granite Co., advertisement, *Architectural Record* (July-Sept. 1898); "Schools Open This Week," *NYT*, Sept. 12, 1898, 10; NYC, Bd. of Education, "Public School 17," *Annual Report, Part 1: School Buildings* (1908); [Herman Probst], U.S. Census (New York, 1900 and 1910), "Seelbach Fireproof Hotel," *Fireproof Magazine* (Jan. 1905), 41, obit. notice, *NYT*, May 11, 1911, 11, "Yesterday's Wills," *NYT*, May 12, 1911, 11, and "Surrogate Citation," *NYT*, July 11, 1911, 15.

¹² Commit. on Bdgs., Nov. 30, 1896, 389.

¹³ "Salaries for Principals," *NYT*, July 8, 1897, 10.

¹⁴ There were further delays in July with the contract for installation of the school's heating system with the New York Steam Fitting Co.

¹⁵ The Booth Bros. & Hurricane Isle Granite Co. supplied granite employed for the stringcourses.

¹⁶ Bronx County; "Public School 17," NYC, Municipal Archives, Bd. of Education Records, Building History Record Files and drawings (1929); "Girls' Trade School in Brooklyn Approved," *NYT*, Jan. 24, 1929, 28; "Schoolhouse Renovation Plans Getting Underway," *[New Rochelle] Standard-Star*, July 19, 1976; "Nautical Museum Open Again," *The Island Current* (Jan.-Feb. 2009), 3; "St. Mary Star of the Sea School," www.stmarystaroftheseacityisland.com (July 2011); Kaitsen Woo Architect, City Island Historical Society portico and entrance drawings (2008).

¹⁷ Bronx County, deed dated Feb. 11, 1988.

FINDINGS AND DESIGNATION

On the basis of a careful consideration of the history, the architecture, and other features of this building, the Landmarks Preservation Commission finds that Public School 102 (later Public School 17 -- The City Island School) has a special character and a special historical and aesthetic interest and value as part of the development, heritage, and cultural characteristics of New York City.

The Commission further finds that, among its important qualities, Public School 102, located on City Island in the Bronx, was constructed in 1897-98 and served as the community's only school until 1931; that the architect of the two-story (plus basement), 65-by-87-foot Georgian Revival style red brick-clad building was C.B.J. Snyder, Superintendent of School Buildings for New York City from 1891 until 1923, and that this is one of Snyder's few extant school designs in this mode, and represents a suburban typology appropriate to a larger lot size, in contrast to the constricted building lots located on densely built up urban blocks of Manhattan and Brooklyn, where Snyder pioneered the use of the H-plan school buildings with exterior courtyards; that Public School 102 was re-numbered Public School 17 in 1903, was designated as The City Island School in 1916, and was expanded in 1929-30 to meet the needs of a growing population; that after its replacement in 1975 by P.S. 175, the original school building then began to be used by various community groups, including the City Island Historical Society and Nautical Museum which still occupies a portion, and in 2000, part of the original structure and the addition were converted into condominium apartments; and that despite the painting of the red brick cladding, loss of the historic entrance and portico by fire in 2007 (since re-created), the removal of the original cupola, and the addition of side dormers, Public School 102 remains a rare example of Snyder's use of the Georgian Revival style, is one of the few small community schools by Snyder that is extant, and is an important reminder of the period of this community's consolidation into the City of New York.

Accordingly, pursuant to the provisions of Chapter 74, Section 3020 of the Charter of the City of New York and Chapter 3 of Title 25 of the Administrative Code of the City of New York, the Landmarks Preservation Commission designates as a Landmark Public School 102 (later Public School 17 -- The City Island School) 190 Fordham Street, Borough of the Bronx, and designates Bronx Tax Map Block 5643, Lots 1001-1018, as its Landmark Site (the designated Landmark consists of the original 1897-98 portion of the school building, as well as the adjacent western and eastern yards and the northern front yard) .

Robert B. Tierney, Chair; Pablo E. Vengochea, Vice Chair
Michael Devonshire, Joan Gerner, Christopher Moore, Margery Perlmutter,
Elizabeth Ryan, Roberta Washington, Commissioners



Public School 102 (later Public School 17 — The City Island School), 190 Fordham Street, the Bronx

Photo: Christopher D. Brazee (2011)



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Public School 102 (later Public School 17 — The City Island School)

Photo: New York City, Bd. of Education, *Annual Report, Part I: School Buildings* (1908)



Public School 102 (later Public School 17 — The City Island School)

Source: historic postcard



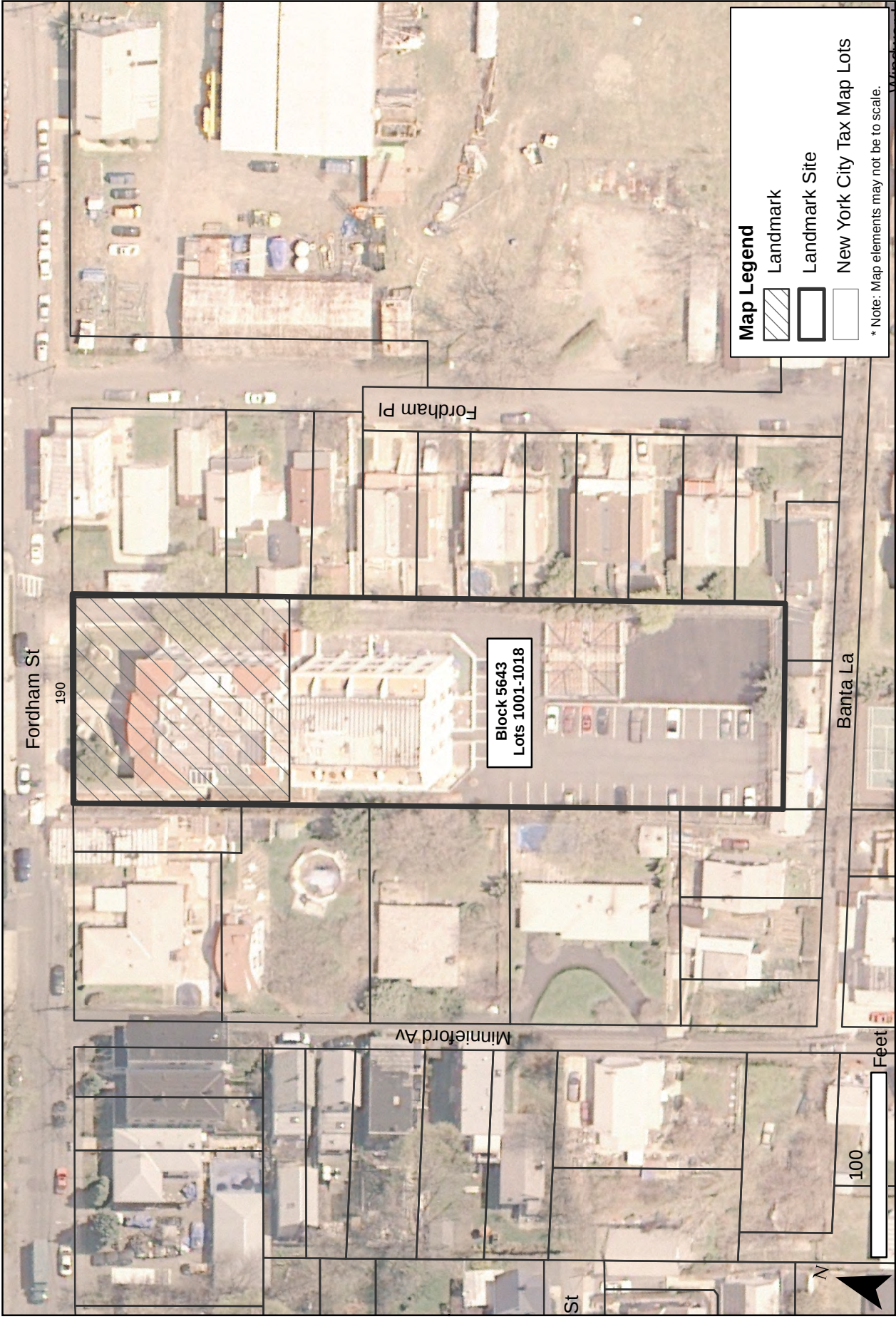
Public School 102 (later Public School 17 — The City Island School)

Photo: New York City Municipal Archives, Bd. of Education Records (1931)



Public School 102 (later Public School 17 — The City Island School)

Photo: LPC (1980s)



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Landmark Site: Borough of the Bronx, Tax Map Block 5643, Lots 1001-1018. Note: the Landmark consists of the original
1897-98 portion of the school building, as well as the adjacent western and eastern side yards and the northern front yard.

Designated: December 20, 2011