

50584

aka 29284

SBCEAR

⁴
(85-2414)

1986

HP

② The Proposed Quality Housing Program
Zoning Text Amendments,

DRAFT ENVIRONMENTAL IMPACT STATEMENT,

Appendix 5: Archaeological Assessment "
of the 34 Study Areas

111

November, ② 1986

QUALITY HOUSING

PURPOSE AND METHODOLOGY

ARCHAEOLOGICAL RESOURCES

The purpose of this survey is to identify (list and map) all designated and eligible for designation archaeological resources in the thirty-four neighborhood study areas included in the EIS for the Proposed Quality Housing Program Zoning Text Amendments. The maps and explanatory lists were compiled from national, state and city departments. The identification of potential archaeological sites and sensitive zones on the maps and lists was not undertaken unless said resource was already officially inventoried.

This report is organized by borough and each neighborhood within each borough, organized numerically, is accompanied by a map showing the inventoried archaeological resources. The key on each map indicates the type of site or zone and in which file it was located; explanatory material for listed sites and zones is on a separate sheet following the map. The files researched were: 1) The National Register of Historic Places; 2) contract reports, survey inventories and Department of Transportation project reports in the New York State Historic Preservation Office; 3) New York State Museum records in the NYS Department of Education; 4) New York City Landmarks Preservation Commission (LPC) contract reports, sponsored studies and survey inventories as well as source material used by LPC to flag areas or parcels for archaeological consideration. An historical overview is provided for each neighborhood.

NEIGHBORHOOD MAP LEGEND

Information obtained from the State Historic Preservation Office
(including survey and contract reports, inventories, and
DOT Projects)

- ★ archaeological site, specific locale recorded
- ★-- archaeological site, general area recorded

Information obtained from the New York State Education Department,
New York State Museum, Division of Historical and Anthropological
Services

- ▲ archaeological site, specific locale recorded
- ▲-- archaeological site, general area recorded

Information obtained from the New York City Landmarks Preservation
Commission (reference materials as determined by the NYCLPC)

- _A archaeologically sensitive area
reference volumes, alphabetized by author
- _Z archaeologically sensitive area
contract reports, alphabetized by author
- † cemetery

A NYCLPC project that identified nineteenth century neighborhoods and land use changes over time, in all 5 boroughs of New York City, was studied. When specifically applicable to archaeological sensitivity, the neighborhood project information will be included on the explanatory page and/or on the map page with dates and legend on the explanatory page. These studies were done in time periods and the map convention depicts:

- early nineteenth century
- mid nineteenth century
- late nineteenth century.

New York City Designated Landmarks

- Only designated landmarks which could host significant archaeological resources are mapped.

National Register of Historic Places

- _N Listed on the National Register

New York City Historic Districts

- City Historic Districts

National Register Historic Districts

- _N National Historic Districts

NOTE: If the same site has been identified by more than one agency/
source, that repetition will only be noted in the explanatory
text.

Unless otherwise noted, all maps are on a north - south
orientation. Scales vary according to the base maps provided.

Certain maps are based on boundaries as depicted in the first
issuance and were not adjusted after the final issuance of maps.
The slight boundary changes did not, in any way, alter the results of the archaeological overview.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn

The following is a report of the documentary research undertaken to assess the archaeological potential of nine neighborhoods located in the Borough of Brooklyn, Kings County, New York. There will be an overview of both the prehistoric and historic eras of Brooklyn with an emphasis on the project area. In addition to a discussion of the municipal history of the borough, background material for the date and type of settlers, the development of the road and transportation systems, and the type of economic activity in the general area will be provided. The last section of the report will discuss, in very general terms, the types of archaeological sites that may be potentially identifiable within each Neighborhood.

A distinction between the two groups of neighborhoods became obvious when their landuse and settlement patterns were examined; and therefore, it was decided to treat them different. Neighborhoods 1, 2, and 3 are part of what was early Brooklyn which contained the original village, the first transportation arteries, and the municipal complex. Also, the area north of Prospect Park experienced intense urban development long before the sections to the south which remained sparsely settled until the early twentieth century.

To obtain an understanding of the archaeological potential of Neighborhoods 4 through 9 primary records were consulted. The primary records examined were limited to cartographic representations (i.e. city and county atlases and maps). The graphic sources provide extremely detailed information about the date, type, location, and extent of development in each Neighborhood. These sources also identify some of the early landowners of the project area.

All of the maps examined for this portion of the project date between 1850 and 1920, during which time the area changed from a rural, agricultural hinterland to a mixed commercial/residential suburb of Manhattan.

Over the past thirty years New York archaeologists have analyzed Indian artifact collections, studied ethnographic reports, and have also excavated and interpreted newly discovered sites to arrive at a consensus of when the first people arrived in the New York City area and how, through time, they patterned their lifeways. (e.g., Ritchie, 1973 and 1980; Saxon, 1973; C. Smith, 1950; Ceci, 1980) Even though we know that Paleo-Indians, migratory hunters of big game, were the first inhabitants of southern New York approximately 10,000 - 12,000 years ago, evidence of these first inhabitants is often very difficult to locate archaeologically because the sea level rise since that time period has inundated the earlier coastal regions. (Saxon, 1973: p. 202) However, through comparative analysis, we know that Paleo-Indians preferred specific geographic locations: (1) lowland sites near coniferous swamps and large rivers; and (2) upland bluff and ridge-top sites where deciduous trees dominated. (Rutsch, 1983: p. 33)

"The Early Archaic Stage (c. 9,000 years ago) followed the Paleo-Indian Stage in the Long Island area and is represented by numerous small, nearly always multi-component sites, variously situated on tidal inlets, coves, and bays. By the late Archaic Stage (8,000 - 6,000 years ago), the exploitation of shellfish resources was in full force; the coastal shell middens still found today are a testament to this activity. Within the New York City area, there is evidence of a transitional culture between the Archaic and Woodland Stages. Substantial-sized sites of the Snook Kill Phase of this transitional stage have been located by archaeologists on high sandy river terraces. Although numerous small camps did exist during this period, relatively little use was made of inland sites." (Kearns and Kirkorian, 1985: p. 8)

By the time of the Woodland Stage (c. 3,000 years ago), the sea level and topography of Neighborhoods 1 - 9 was essentially the same as that viewed by the first European arrivals (c.1600). This Stage is associated with the introduction of hand formed clay vessels and maize cultivation and with sites situated on knolls or well-drained terraces in close proximity to a water resource. Middlesex Phase sites of the Early Woodland Stage have been most often discovered during sand and gravel mining operations that were located near a lake or river. (Ritchie, 1980: p. 201) Late Woodland sites are usually found on the "second rise of ground above streams or coves" and on "well-drained sites." (*ibid.*, pp. 264-265)

According to maps made prior to 1640 Indians were occupying, at the least, four long houses in the Kings County area. These houses, reportedly occupied during the colder seasons, were located on maps in the following vicinities: (1) Flatlands; (2) the present location of Borough Hall; (3) Indian Pond at Bay Parkway

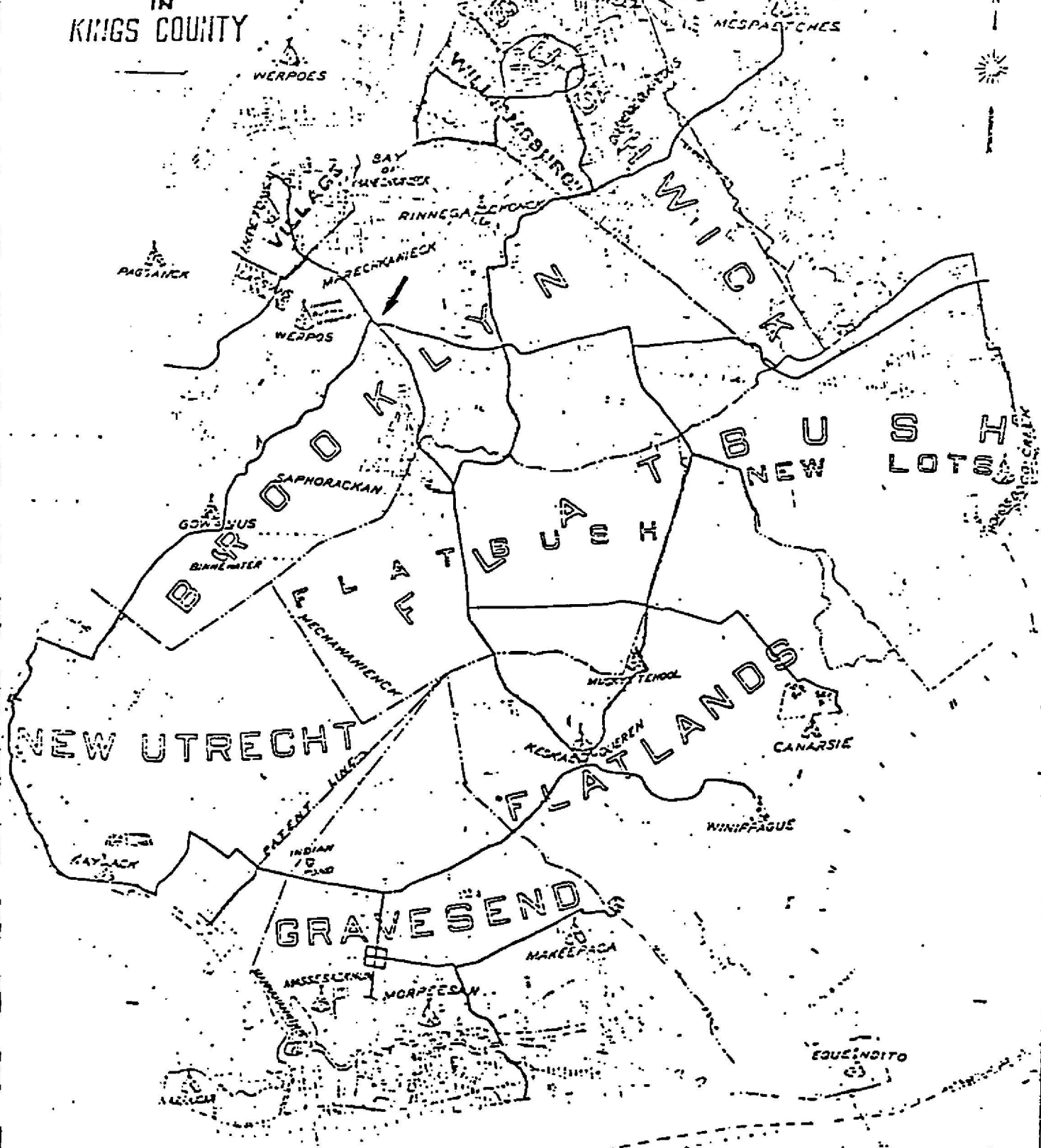
and King's Highway; and, (4) Fort Hamilton. (Indian Trails of Kings County, compiled by F. B. Cropsey, p. 9) Daniel Denton's 1660 report of the Indian life on Long Island stated that the native population was greatly reduced "and it hath been generally observed, that where the English come to settle, a Divine Hand makes way for them, by removing or cutting off the Indians either by Wars one with the other, or by some raging mortal Disease." (Denton, 1902: p. 45) By Denton's time the Indian occupation had decreased from six towns to two small villages and the west end of Long Island hosted four or five Dutch towns and twelve English towns in addition to villages and farm houses. (ibid., p. 40) These Dutch and English settlements were situated in part on property obtained by the West India Company (5/10/1640) from the great chief Penhawitz, the head of the Canarsee tribe. (Stiles, 1867-9: p. 29) The Canarsee Indians were a strong western Long Island tribe of the Metoac or Matouwas Confederacy. (Solecki, 1982: p. 97) The principal site and headquarters of the Indian population was Canarsie, a name which still appears on the city map in Flatbush. The village and planting fields extended inland from the present Canarsie Beach Park as far as Avenue J where it centered on East 92nd Street. (Lopez and Wisniewski, 1978: p. 208) By the time of European arrival in New York harbor, the Native Americans of the Brooklyn Neighborhoods 1-9 area were part of the Delaware culture and speaking a Munsee dialect of the Eastern Algonquian language.

Reginald Bolton, a New Yorker with keen interest in the Native American past, published a series of books and articles in the first part of this century verifying the locations of earlier reports of Indian sites. Grumet's 1981 publication has extended, corroborated, and, in some instances, corrected Bolton's placement of habitation sites, planting fields, and trails. (See the following Bolton, Grumet, and Kelly maps.)

According to Bolton's findings and interpretations, at the time of European arrival the Native Americans of western Long Island had large tracts of upland fields in corn cultivation but their living and camping activities were concentrated along the shore and watercourses. He stated that the "interior area was destitute of occupied stations, owing to the absence of watercourses." (Bolton, 1922: p. 130). However, he felt strongly that the original Indian paths that traversed the borough of Brooklyn became the early colonial roadways and were still traceable as nineteenth century highways. Currently there is a concern among New York archaeologists that Bolton's assessment of the paucity of inland sites, which is seemingly upheld by the early twentieth century field reports, is only a reflection of the visibility and scale of the coastal shell midden sites and that significant, smaller and/or specialized inland sites have been overlooked.

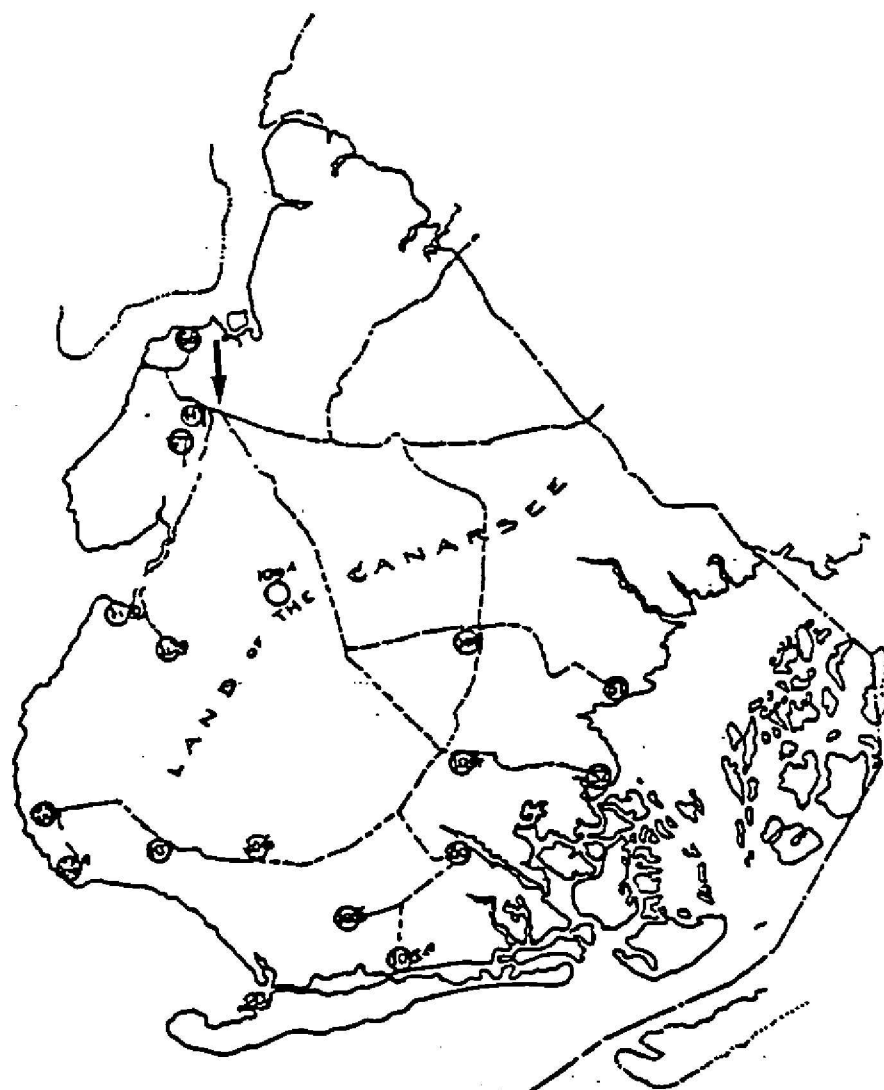
INDIAN VILLAGES PATHS, PONDS AND PLACES IN KINGS COUNTY

Photocopied from:
Reference collection of the
Long Island Historical Society



Photocopied from:

Reginald Bolton. INDIAN LIFE OF LONG AGO IN THE CITY OF
NEW YORK. 1934. New York: Shoen Press
p. 144



INDIAN SITES IN THE BOROUGH OF BROOKLYN

Grumet, Robert S.

1981 Native American Place Names in New York City.
New York: Museum of the City of New York

BROOKLYN BIBLIOGRAPHY PREHISTORIC

- Bolton, Reginald
1922 Indian Paths in the Great Metropolis. Indian Notes and Monographs, Museum of the American Indian, Misc. 23.
- Ceci, Lynn
1980 "Locational Analysis of Historic Algonquian Sites in Coastal New York: A Preliminary Study," in Proceedings of the Conference on Northeastern Archaeology, J. Moore, ed. U. Of Massachusetts-Amherst, Dept. of Anthropology Research Report 19:71-91.
- Cropsey, Frances Bergen (compiler)
1925 "Indian Trails of Kings County," presented at Meeting of Women of '76, D.A.R. November 1925. (Brooklyn Historical Society)
- Denton, Daniel
1902 Denton's New York. Cleveland: The Burrows Brother Co. Reprinted from original edition of 1670.
- Kearns, Betsy and Cece Kirkorian
1985 "Phase 1A Archaeological Impact Report for the Atlantic Terminal Urban Renewal Area Project, Brooklyn, New York." Mss. on file with the NYCLPC.
- Lopez, Julius and Stanley Wisniewski
1978 "The Ryders Pond Site, Kings County, New York," in The Coastal Archaeology Reader: Selections from the New York State Archaeological Association Bulletin, 1954-77. New York: SCAA.
- Ritchie, William A.
1980 The Archaeology of New York State. Harrison, NY: Harbor Hill Books. (revised edition)
- Ritchie, William A. and Robert D. Funk
1973 Aboriginal Settlement Patterns in the Northeast. Memoir 20 of the NY State Museum and Science Service. Albany: The State Education Department.
- Rutsch, Edward
1983 "Westside Highway Cultural Resource Survey, Archaeological Work Program." Mss. on file with the NYCLPC.
- Saxon, Walter
1973 "The Paleo-Indian on Long Island," NYSAA Bulletin, No. 57, March 1973.

Smith, Carlisle

1950 The Archaeology of Coastal New York, Anthropology Papers
43 (2). New York: American Museum of Natural History.

Solecki, Ralph S.

1982 "A Seventeenth Century Fireplace at Maspeth, Long
Island," in The Second Coastal Archaeology Reader:
1900 - to the Present. New York: SCAA

Stiles, Henry R.

1867- A History of the City of Brooklyn. Volumes 1-3.
1869 Brooklyn, New York.

The following narrative of the history of Brooklyn does not pretend to be exhaustive or original. This material has been included to provide a rough outline of the major forces governing the development of the borough and the project areas. The historical narrative will end in the early decades of the twentieth century by which time the basic pattern of the present cultural landscape was set. This information is drawn mainly from David Ment's excellent short work, The shaping of a city: a brief history of Brooklyn (c.1979). Additional material is drawn from J. T. Bailey's early nineteenth century description of what became the borough of Brooklyn, An historical sketch of the city of Brooklyn, and the surrounding neighborhood, including the village of Williamsburgh and the towns of Bushwick, Flatbush, Flatlands, New Utrecht, and Gravesend (1840). Also consulted was Henry Reed Stiles', A history of the city of Brooklyn, including the old town and village of Brooklyn, the town of Bushwick, and the village and city of Williamsburgh (1867-70). The information in this important source provides a level of detail which is beyond the scope of this project.

A. Contact and Colonial Period

Prior to the expansion of European culture and settlements into the New York Bay area the western part of Long Island was occupied by the Canarsee Indians. The Canarsee were members of the Algonkian linguistic group that inhabited the Atlantic coastal area from Canada to North Carolina. Major settlement areas include the Canarsie, Flatlands, Sheephead Bay, Gowanus, and the downtown sections of Brooklyn. Both present day Kings Highway and Flatbush Avenue began as Indian paths (Ment c.1979:6-9).

The earliest substantive European settlement was the establishment in 1625 of New Amsterdam by the Dutch West India Company on the southern tip of Manhattan. New Amsterdam soon became the center of the company's commercial network in North America. With the ascendancy of New Amsterdam a pattern of economic and social relationships between Manhattan and the other boroughs (and also the adjacent areas of New Jersey) was cast that remains intact to this day.

Land grants to individuals were made throughout the 1630's and early 1640's. By the mid-1640's the company had acquired title from the aboriginals to most of what is presently known as the borough of Brooklyn (identical in area to Kings County). In the late 1640's much of the shoreline and inland area were owned by Dutch farmers; with major clusters occurring at the intersections of major roads "around Wallabout Bay, Gowanus Bay, the ferry landing (present day Brooklyn Bridge), and in several more southerly areas, which became known as Midwout (Flatbush), New Amersfoort (Flatlands), and Gravesend" (Ment c.1979:12-15).

The ethnic and religious diversity of New Amsterdam, one aspect of which was the Dutch reliance on African slave labor, was matched in the early Brooklyn settlements. As early as 1642 English emigrants from Massachusetts Bay Colony received a land grant and established the settlement of Gravesend. A town charter was obtained in the late 1640's.

The Dutch settlement of Brooklyn (also spelled Brucklyn and Breuckland), following the lead of Gravesend, was chartered in 1646. Charters and recognition of local magistrates were granted by the directors of the Dutch West Indian Company to New Amersfoort as early as 1647, Midwout in 1652, New Utrecht in 1657, and Bushwick in 1661 (Ment c.1979:15).

Throughout the remainder of the colonial period (and for some time after the War of Independence) the rural towns of Brooklyn remained small, essentially Dutch, farming communities. While there obviously were changes in local governmental institutions, there was no wholesale change in property ownership or religious persecution following either the conquest of New Amsterdam in 1664 or the War of Revolution (1776-83). The flow of grain and vegetable produce from the farms remained steady to the markets in Breucklan and Manhattan. "Population grew slowly in the seventeenth century and remained below 3000 through most of the eighteenth century" (Ment c.1979:18).

B. The 19th Century to the End of the Civil War

The expansion of the City of New York was the major reason for the growth of Brooklyn throughout this entire period. By the end of the 1830s New York was the most

populous city and the most important seaport of the nation. As Brooklyn became a residential suburb of Manhattan, economic and population growth occurred primarily in the town of Brooklyn, then centered around the East River ferry landing. In 1816 a portion of the town of Brooklyn was incorporated as the Village of Brooklyn and in 1834 to the creation of the City of Brooklyn (Ment c.1979:28).

The character of the rural towns, including Flatbush, Flatlands, New Utrecht, and much of Brooklyn and Bushwick was in sharp opposition, but necessary, to the developments of Brooklyn, and to a larger extent, the growth of New York. These prosperous agricultural communities, with a strong Dutch heritage, continued to produce food, and farm products for secondary processing and distribution, for the Brooklyn and New York markets. Up until 1827, when slaves were emancipated in the county, there was a widespread use of slave labor in agriculture.

The middle third of the century was a period of transition for Brooklyn, and was reflective of major changes occurring in the nation as a whole and in New York City. The national economy was transformed by industrialization and a variety of internal improvements, including canals, railroads, and river steamers that reinforced connections between agricultural regions and manufacturing and port centers, especially New York City. Brooklyn remained economically joined to New York City and shipping and manufacturing companies located along the waterfront. The waterfront was an ideal location for receiving raw materials, fuel, and shipping manufactured goods.

During the period between 1830 and 1860 the population of Brooklyn grew to 267,000 due to natural increase, immigration, and annexation. In 1855 the cities of Williamsburgh, Greenport, and the rest of Bushwick were added to Brooklyn, which by 1860 was the third most populous city in the country (Ment c.1979:38).

The growth of the City of Brooklyn into rural areas required the extension of transportation systems, the construction of new residential neighborhoods, and the installation of municipal services. Improvements in transportation included the horse-drawn railroad and expanded ferry service over the East River. This period also witnessed the construction of a massive water system (based on reservoirs in Ridgewood). Finally, perhaps in

response to the rapid development of areas and as a retreat from the increasingly crowded city, there was a movement to preserve and landscape open spaces, resulting in the establishment of Green-Wood Cemetery in 1838 and Prospect Park, started in 1860 (Ment c.1979:49).

The rural towns of Kings County remained basically small, farming communities throughout this period. The total population of the area in 1865 was less than 15,000 (Ment c.1979:38). Prior to 1840 Coney Island and Bath House (also known as Bath, located to the west of Coney Island in New Utrecht) was the nearest area to New York for sea bathing. This development represents the start of the recreational and resort industry in the area. Another economic activity of the area was shad fishing (Bailey 1840:41-51).

C. The Late Nineteenth Century

The continued growth of New York City in the late nineteenth century, eventually leading to the consolidation of Brooklyn and Manhattan (and Queens, Bronx and Richmond) into Greater New York, guaranteed development in Brooklyn. "The interdependence of the two cities was most visibly symbolized by the completion of the Brooklyn Bridge in 1883" (Ment c.1979:55). But the economic relationship between the cities was controlled by Manhattan and by a vast shoreline undergoing constant improvement. In addition to a tremendous growth in shipping and manufacturing between 1868 and 1898, the Brooklyn waterfront controlled a greater tonnage than Manhattan. Manhattan controlled the manufacture and shipping of higher valued commodities. Many Manhattan manufacturing companies maintained their executive and sales offices in Manhattan while relocating their facilities, especially those that need plenty of space, to Brooklyn (Ment c.1979:56).

Population in Brooklyn continued to soar as a result of the economic growth centered on the waterfront. Also, by the late nineteenth century, changes in the means of transporting the even increasing number of people resulted in the extension of first, the horsecar and then steam railroad, throughout the county. These forms of transportation, which generally followed the routes of older roads, stimulated the development of the shore resort industry.

In the outlying towns, outside the City of Brooklyn, the main economic activity, even at this late date, continued to agriculture. Along the south coast the resort industry expanded adjacent to Coney Island, the premier resort spot for the upper and middle class of New York.

In 1874, as a prelude to the expansion of the City of Brooklyn a Town Survey Commission was created by the New York State Legislature to survey and map the towns of Flatbush, Flatlands, New Utrecht, and Gravesend. The commission superimposed a city street grid throughout the remaining undeveloped portion of the county, which either incorporated or resulted in the vacating of portions of the historic road network.

The present street grid, based on the commission's blueprint was not realized until well after the opening of the Brooklyn Bridge and the construction of regular rapid transit throughout the area. With increased urbanization of the rural areas the towns of Flatbush, Gravesend, New Utrecht, and Flatbush were annexed by Brooklyn in 1894 and 1896 (Ment c.1979:62).

D. The Twentieth Century

As a borough of New York City, Brooklyn in the twentieth experienced peaks in populations, industrial growth, and in terms of total employment. Between 1900 and 1940 the population doubled to 2.6 million, which would have been the third largest city in the country. (Ment c.1979:68-72).

BROOKLYN

NEIGHBORHOOD 1

BOERUM HILL/COBBLE HILL/LOWER PARK SLOPE/
FOURTH AVENUE/ATLANTIC AVENUE

Situated in one of the oldest areas in Brooklyn, this neighborhood lies only three blocks from the old Brooklyn City Hall and was intersected by pre-Revolutionary streets like Red Hook Lane, today's Court Street. There was a high hill (called Cobleshill and shown on the Ratzer 1766-67 map) at the intersection of Court with Atlantic and Pacific Avenues that was a fortification during the Revolutionary War's Battle of Brooklyn for the Continental forces.

The area was well settled early in the 19th century and lay within the boundaries of the first Village of Brooklyn (1834). Atlantic Avenue was the main commercial thoroughfare and contained the main line of the Long Island Railroad from 1836 to 1861 when the railroad was cut back to Flatbush Avenue. In later years trolley lines grid-ironed the tract with tracks on Atlantic Avenue, Court Street, Boerum Street, Bergen Street, Smith Street, Hoyt Street, and Third Avenue.

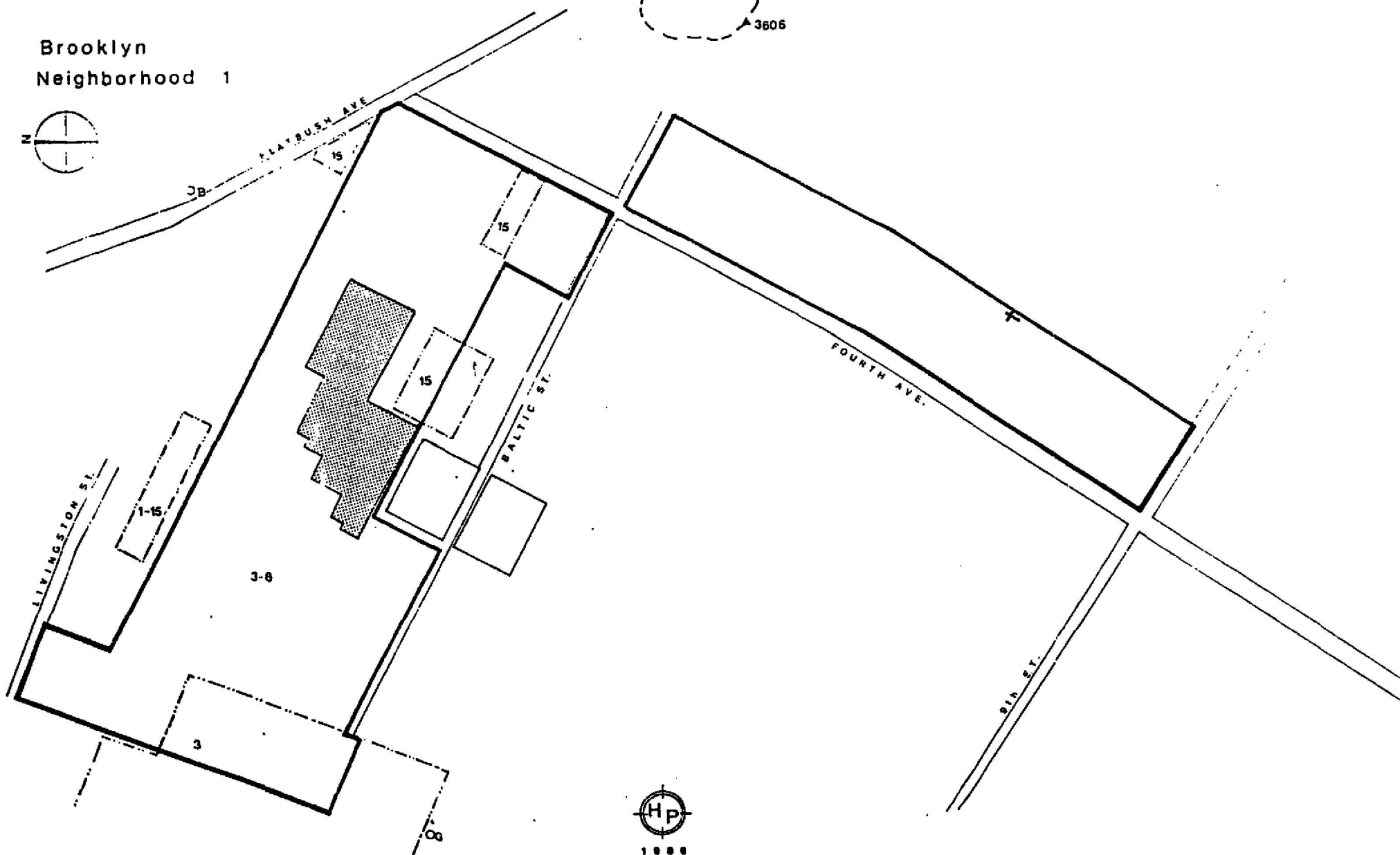
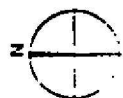
There are blocks of row houses and a number of old churches, some run down. Many of the properties have been converted to factories/ commercial establishments; at the turn of the century there were already a number of bottling works and express companies among the private homes.

There are parts of two historic districts within Neighborhood 1. From Atlantic to Baltic and from Clinton to Court are blocks in the Cobble Hill historic district (New York City designation). "The district developed as result of the establishment in 1836 of ferry service from Atlantic Avenue to South Ferry in Manhattan, and was well advanced by the time of the Civil War. With the treeshaded District are rows of architecturally interesting dwellings...representing successive phases of stylistic development" from the 1830s to the early 20th century. (Landmarks Preservation Commission, 1979, p.61)

The entire Boerum Hill Historic district lies within the bounds of Neighborhood 1. It was quite fashionable in the mid-19th century and still retains many fine examples of row and single houses. It "was named after an old Brooklyn family which for generations played a prominent role in the area." (LPC, 1979, p.58)

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 1



BROOKLYN

NEIGHBORHOOD 1

- ▲--- New York State Museum Inventoried Site:
 3606 camp site (reference: A. C. Parker, 1920, Kings County #2)
 Parker's information came from Furman's description of a
 "barren sand hill 70 feet high and covered with stones,"
 which is given in full in Lopez and Wisniewski's "The
 Ryder's Pond Site, Kings County, New York" in The Coastal
 Archaeology Reader, Vol. II in the Readings in Long Island
 Archaeology and Ethnohistory. New York: SCAA.

This prehistoric site is in the boundaries of Neighborhood 3.

- NYC LPC Neighborhood Maps, 1852
 1-15 agricultural land and undeveloped land
 15 undeveloped land
 3 residential community
 3-6 residential and industrial combination. This is the
 category that the majority of the northern section of the
 Neighborhood falls into. The southern section of the
 Neighborhood that fronts on Fourth Ave. is technically
 outside the boundaries of the Brooklyn Village of 1852.
 This southern area was a combination of residential and
 other uses and undeveloped parcels like its northern half.

● New York City Historic District:
 Boerum Hill Historic District (c.1848-1880)

- B Reginald Bolton has four major Indian trails converging
 at the Atlantic and Flatbush Avenues intersection. For a
 complete description of this prehistoric potential see
 Kearns and Kirkorian, "Phase IA Archaeological Impact Report
 for the Atlantic Terminal Urban Renewal Area Project, Brooklyn,
 New York," Mss. on file with the NYCLPC.
- G Grumet's research indicates a high concentration of prehistoric
 activity that appears to be in the area due west/south of the
 Neighborhood where the original watercourse flowed. Grumet
 places planting fields, habitation sites, and trails in this
 area, which may, in part, coincide with the Neighborhood
 parcel.
- + cemetery
 Veghte Family Plot, Fifth Ave. and 3rd St. - 9 stones
 1780-1840

BROOKLYN NEIGHBORHOOD 2
PARK SLOPE (SOUTH)/WINDSOR TERRACE

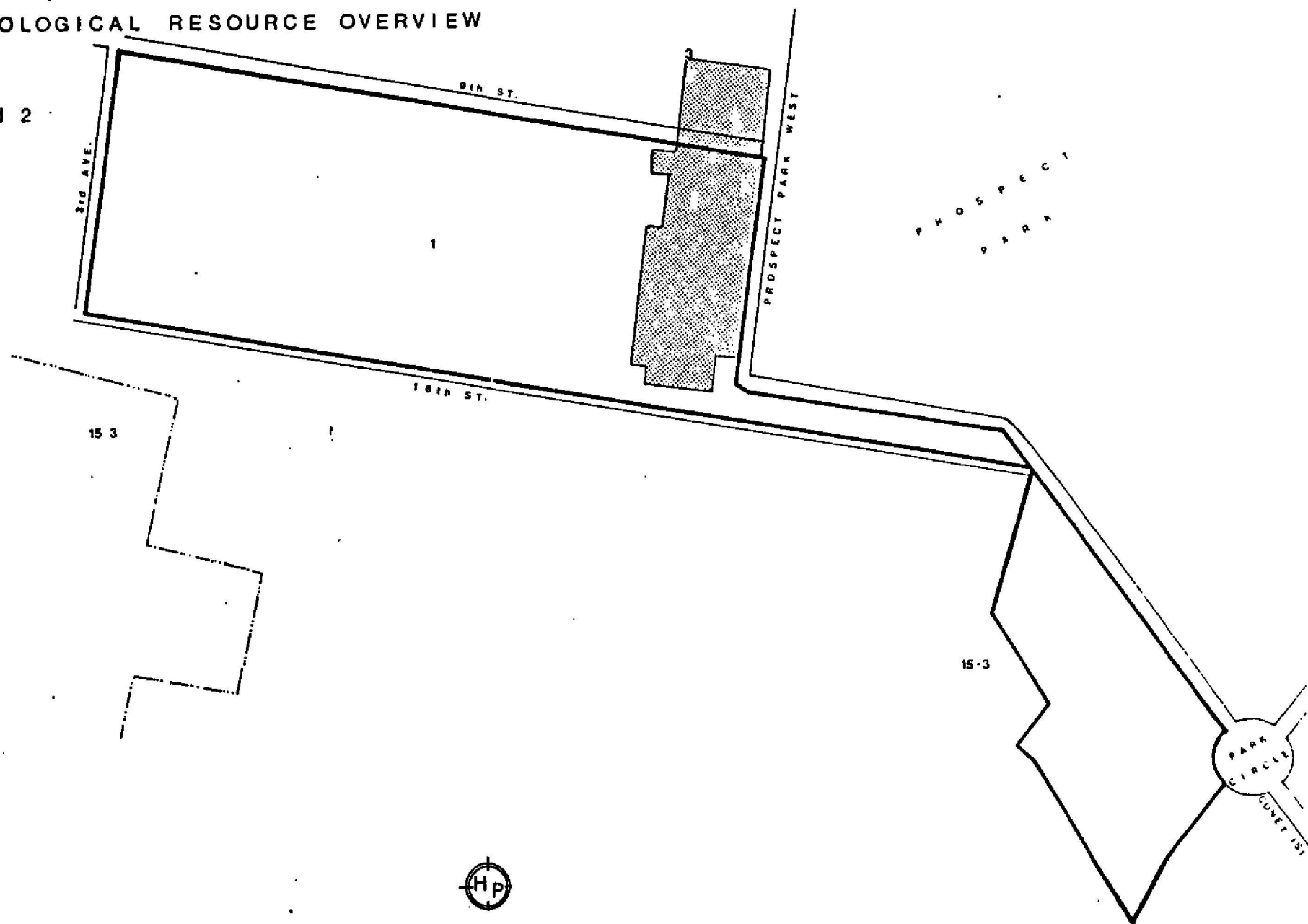
Neighborhood 2 is in the area of Brooklyn called Park Slope, which, like the rest of Kings County was inhabited by Carnarsee Indians. Dutch settlers arrived in 1636 and their village was granted a patent by the governor in 1646. From then until the first half of the nineteenth century, the Park Slope section was farm land. The rapid growth of Brooklyn in the 1820s, its incorporation as a city in 1834, and a street plan in 1839 encouraged real estate speculation in the area. However, it was not until construction of Prospect Park began in 1866 that development really burgeoned.

"Even before the park was developed, an aristocratic tone had been set for the new neighborhood by the lovely country house of Edwin Clark Litchfield...The tract he assembled included the high ground that now comprises the central portion of Park Slope from First to Ninth Streets, as well as a broad area of meadows and marshes lower down near the Gowanus Canal [the study area]." (Ment, 1979,p.67) Litchfield's villa still stands and is in Prospect Park. Much of the building which followed was speculative, but on an elegant scale. Most blocks were developed with row houses, though mansions and single family homes were built, especially circling the park and in the northern sector.

At the turn of the century, Park Slope was almost entirely residential with most of its inhabitants commuting elsewhere to work. "It was ethnically and economically homogeneous, although incomes were certainly higher at the top of the Slope near the Park than at the bottom [where Neighborhood 2 is located]." (ibid.,p.77) From about the time of World War I, the neighborhood began to decline, first with the proliferation of lodgers and then with the alteration of the now ageing buildings. On some blocks a creeping urban decay set in, but some of that process has been reversed by a renewed interest in the housing stock. A WPA writer characterized the study area in the 1930s this way: "Prospect Park West is an equally fine neighborhood, which west of Sixth Avenue changes into an area of seedy houses, industrial plants, and warehouses." (WPA,1939,p.478)

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 2



BROOKLYN NEIGHBORHOOD 2

- NYC LPC Neighborhood Maps, 1890s
1 - agricultural land
3 - residential community: Park Slope
15-3- undeveloped land and scattered residences



New York City Historic District
Park Slope Historic District, southern extension of District
extends into Neighborhood 2, as shown on map.

BROOKLYN

NEIGHBORHOOD 3

ATLANTIC TERMINAL/PROSPECT HEIGHTS/EASTERN PARKWAY/
WASHINGTON AVENUE

The project area lies approximately 1½ to 2 miles inland and in a southeasterly direction from the ferry landing (today's Fulton Ferry at the foot of the Brooklyn Bridge) about half way between the East River shore and the settlement of Bedford near the Flatbush line (the arm of the study area extends east along the southern boundary of Bedford.). The land was outside the 1646 chartered village, but included in the 1657 "Town" boundaries. The acreage of the parcel fans out from intersections of the most historic roads in the borough. Here the road from the ferry split, one branch continuing on to Jamaica (Queens) while the other went to Flatbush to the southeast. A third turned southwest toward Gowanus. These meandering roads - straightened, regulated, or re-routed in the second quarter of the 19th century - generally followed routes of old Indian paths which the white settlers improved and widened. The main road from inland to the shore had originally been a principal Indian trail which was subsequently widened into a wagon road, known as the Ferry Road. It was laid out in 1704 as a king's highway into Jamaica and Flatbush.

Most of the Neighborhood 3 parcel was included in the second group of land patents (the first was the ferry settlement) granted by the Dutch West India Company in the 17th century. It served primarily as farm land from then through the post-Revolutionary period with more dense settlements dotted along the main roads.

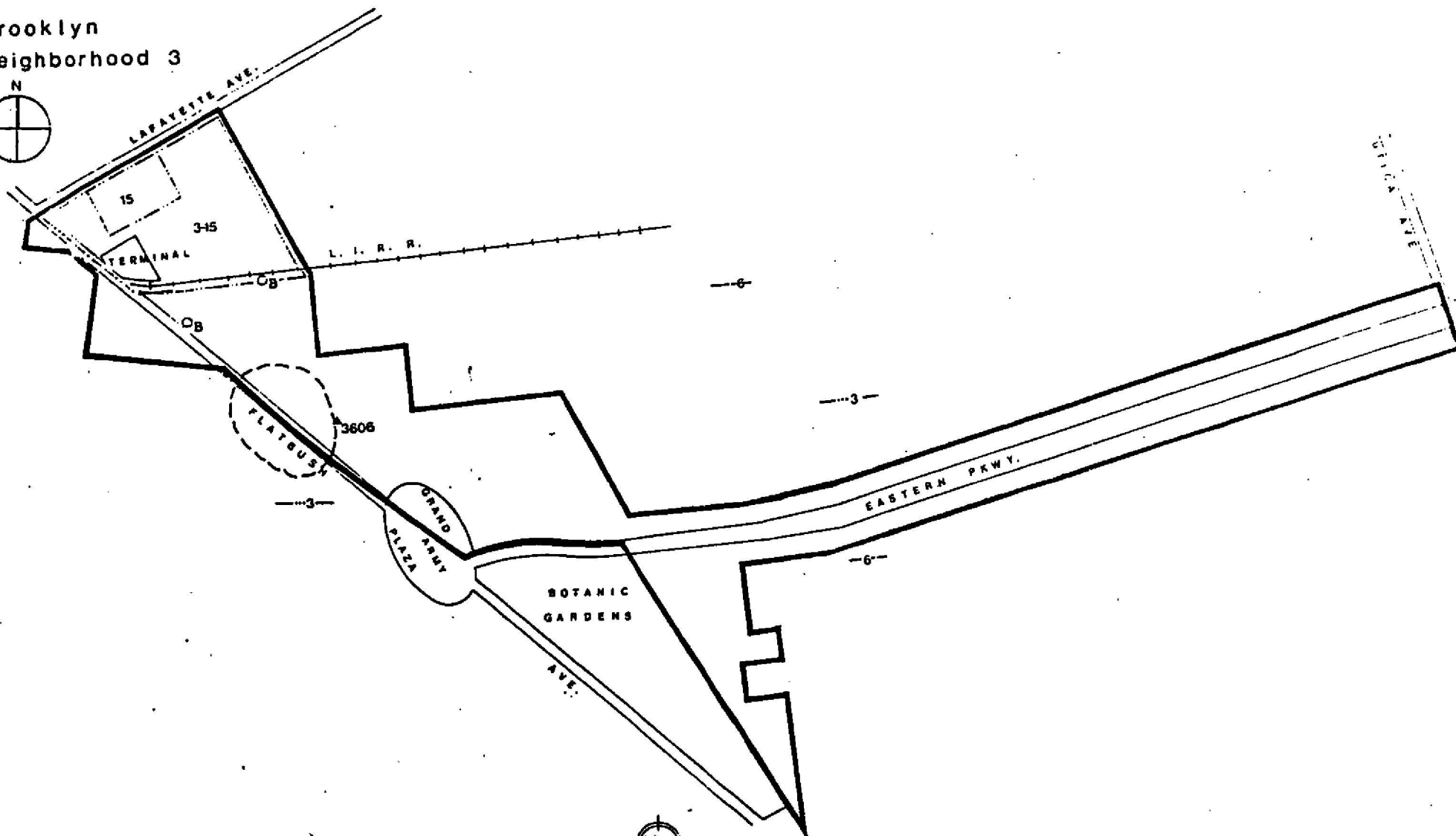
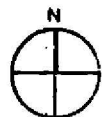
The enormous growth of New York City in the early 19th century clearly affected all of its neighbors. The village form of government became inadequate and in 1834 Brooklyn obtained a city charter from the state legislature and the transition to an urban center began. However, despite the grandiose visions of city planners, the study area was still in an inchoate stage of urbanization until the mid-19th century. Even the introduction of the railroad in 1836 made little difference at first, but it and other indicators predicted what the future held. Many landowners began selling off their homesteads which were laid off in building lots. Many blocks of brownstones were typically erected along with churches and schools and other manifestations of suburban living.

In the 20th Century, small industrial establishments and warehouses were added to the study area.

The study area was and is criss-crossed with generations of railroad, horsecar, trolley and subway lines.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 3



BROOKLYN

NEIGHBORHOOD 3

OB Reginald Bolton's research resulted in the placement of intersecting Indian trails that corresponds to the present-day intersection of Atlantic Avenue and Faltbush Avenue. (Grumet, 1981: p. 70)

----NYC LPC Neighborhood Maps, 1852

15 undeveloped land

3-15 residential and undeveloped land

6 industrial activity

----NYC LPC Neighborhood Maps, c. 1898

3₁ Park Slope residential community
now the Park Slope Historic District

3₂ Bedford residential community

---▲---New York State Museum Inventoried Site:

3606camp site (reference: A. C. Parker, 1920, Kings County #2)

Parker's information came from Furman's description of a "barren sand hill 70 feet high and covered with stones,"

which is given in full in Lopez and Wisniewski's "The Ryder's Pond Site, Kings County, New York" in The Coastal Archaeology Reader, Vol. II in the Readings in Long Island Ethno-History and Archaeology. New York: SCAA.

This section will consist of a verbal description of the neighborhoods, followed by an annotated listing of the potential archaeological sites, all of which are represented on cartographic sources as either being on the border or within a particular area. The following categories or types of sites are noted for each study area:

- A. Infrastructural Sites
 - 1. Transportation improvements (roads, railroads)
 - 2. Municipal systems (water, sewers, etc.)
 - 3. Landfill
- B. Farmsteads and residential sites
- C. Commercial and industrial sites
- D. Recreational sites

BROOKLYN NEIGHBORHOOD 4
 BORO PARK/SUNSET PARK

Neighborhood 4 is located in the Borough Park section of Brooklyn adjacent to the south and west of Greenwood Cemetery. The area can be conveniently divided into two rectangular sub-areas that flank 9th Avenue to the northwest and southeast. The northwest portion of the neighborhood measures eight blocks wide by four blocks long and is bounded by 5th Avenue on the northwest, 39th Street on the northeast, and by 47th Street on the southwest. Sunset Park, the most prominent landscape feature of the sub-area, spans six city blocks between 41st and 44th streets and 5th and 7th avenues. The southeastern portion of the neighborhood measures nine blocks wide by six blocks long and is bounded by 15th Avenue on the southeast and by 42nd and 51st streets on the northeast and southwest, respectively.

In general, the present street grid of the entire area is laid out with avenues extending in a northwest to southeast direction. Streets intersecting the avenues at right angles. The southeast portion of the neighborhood contains two roads that cut across the grid and fragment the city blocks: Fort Hamilton Parkway, which extends in more of an easterly direction than the avenues, and New Utrecht Avenue, which runs north/south through the neighborhood.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The major historic roads are present Fort Hamilton Parkway and New Utrecht Avenue, both date prior to 1852. The "Brooklyn and Bath Plank Road" runs along the route of New Utrecht Avenue. An abandoned segment of the "Brooklyn and Bath Plank Road," is within the study area (see Dripps 1852).

A "Toll House", probably associated with the plank road is shown near study area (Walling 1859)

An unidentified railroad replaced the plank road (Dripps 1868).

No new roads or rail lines on Beers, 1886.

Presently, a subway runs along the same route of the road and appears to have destroyed most, if not all, remains of earlier roads or railroads.

B. Farmsteads and residential sites

Area devoted to agriculture, no structures shown on Dripps (1852) and Walling (1859).

A single structure in study area oriented to New Utrecht Avenue (Dripps 1868).

An unidentified structure, possibly the same structure shown on earlier map (Beers 1886).

C. Commercial and industrial sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868).

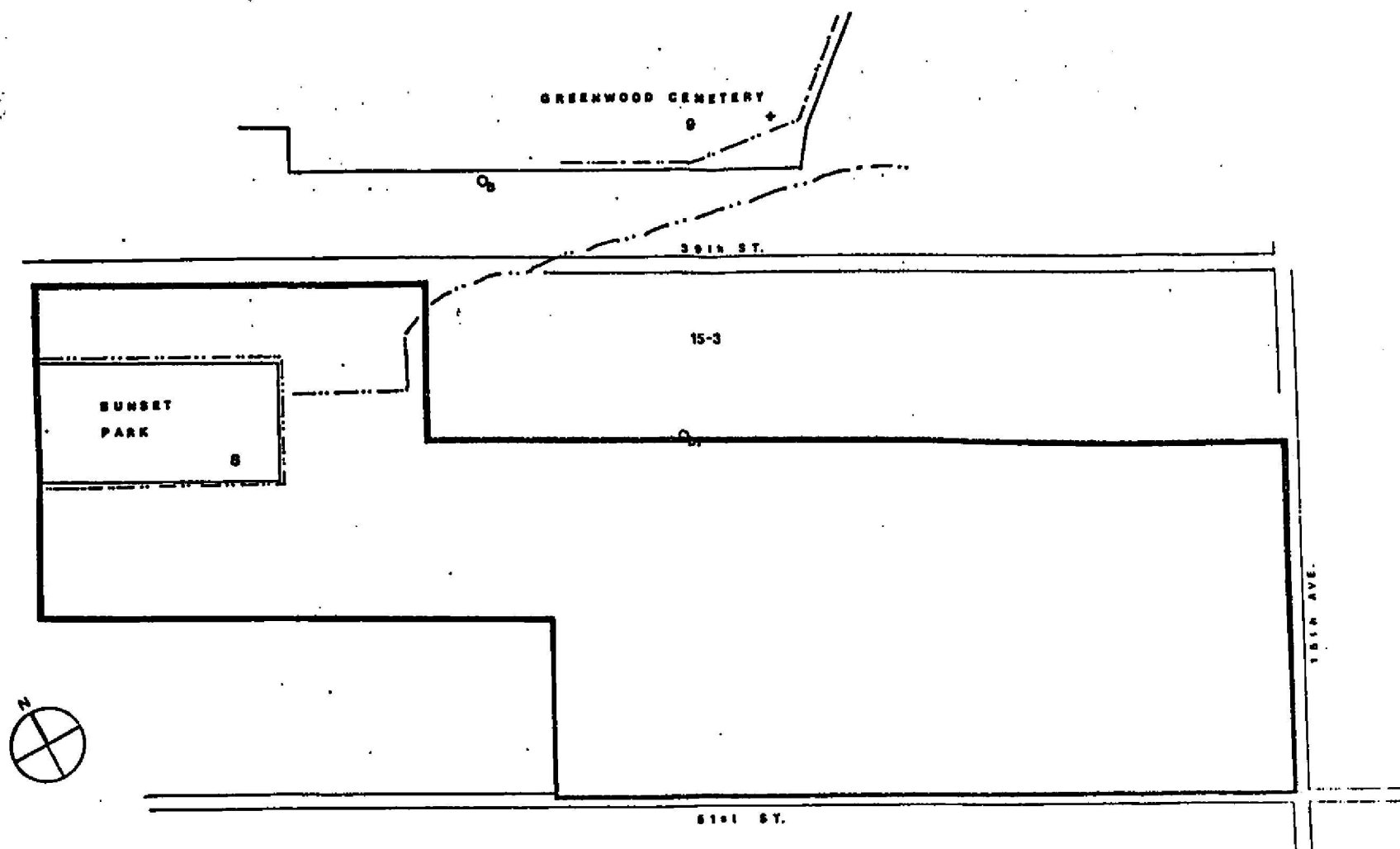
"M. Websters's Son Open Air Carpet Cleaning W'ks" located near 49th Street and Fort Hamilton Avenue (Beers 1886).

D. Recreational sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868), and Beers (1886).

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 4



BROOKLYN NEIGHBORHOOD 4

O_B Reginald Bolton's research indicates a prehistoric habitation site in an area between the boundaries of Neighbirhood 4 and Greenwood Cemetery (approximatky).

O_B Bolton's Indian tail crosses through the mid-section of the Neighborhood.

---- NYC LPC Neighborhood Maps, 1850s

9 - cemetery

8 - park

15-3 the vast majority of the Neighborhood listed as undeveloped land with scattered residences. The thin corridor between the Neighborhood and the Greenwood Cemetery property was the first parcel in the area to be altered for commercial use.

BROOKLYN NEIGHBORHOOD 5
OCEAN PARKWAY/DITMAS PARK

Neighborhood 5 is an irregular shaped zone located in the Flatbush section of Brooklyn. The project area measures approximately one block wide and three blocks long from 8th to 11th Avenue (adjacent to the southwest of Prospect Park) and runs in a northwest/southeast direction. Proceeding southward from Terrace Place to Church Avenue the neighborhood is approximately four blocks wide by eight blocks long. South of Church Avenue the neighborhood extends almost due south along Ocean Parkway for a distance of approximately twenty-one blocks, ending at Avenue I. With the exception of Cortelyou Road and Avenue H, where the neighborhood widens to the east, this portion of Area 5 consists of the blocks bordering both sides of Ocean Parkway. Another segment of Area 5 extends east along Coney Island Avenue from Church Avenue to Foster Avenue (approximately six blocks long and two blocks wide). Flanking Cortelyou Road and Newkirk Avenue, respectively, the neighborhood is one and one half blocks wide and nine blocks long.

The present street grid of Neighborhood 5 is oriented with avenues running in an east/west direction and streets intersecting the avenues at right angles. Within the neighborhood are numerous roads that run counter to the general orientation of the grid, in usually a northeast/southwest direction, such as Cortelyou Road and Newkirk Avenue east of Coney Island Avenue, and Church Avenue.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The historic roads are present-day Coney Island Avenue, identified as the "Coney Island Plank Road", Church Avenue, Cortelyou Road, and Foster Avenue. The area between 18th Avenue and Foster Avenue is identified as "Greenfield" a mid-nineteenth century development (Dripps 1852)

Same basic roads but more development north of Church Avenue, some new streets, "Plank Road Co." building located in northern part of study area (Walling 1859)

"Coney Island Railroad" replaces plank road (Dripps 1868).

All of the major roads are shown. On Coney Island Avenue is a "Horse-car Railroad". Ocean Parkway is called Ocean Boulevard, and the "Brooklyn and Flatbush and Coney Island Railroad", a steam railroad runs along the course of road (Beers 1886).

B. Farmsteads and residential sites

Area devoted to agriculture, a single homestead shown in the Greenfield section (Dripps 1852).

Residential development in area southeast of Greenwood Cemetery (Walling 1859).

Scattered development in Greenfield and north of Church Avenue west of Coney Island Avenue, increasing through time (Dripps 1868, Beers 1886).

C. Commercial and industrial sites

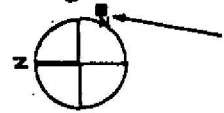
No sites depicted on Dripps 1852, possible commercial activity along the more densely populated roads, no industrial sites (Walling 1859, Dripps 1868, Beers 1886).

D. Recreational sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868), and Beers (1886).

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 5



12

OB

OCEAN AVE.

15-3

COREY ISLAND AVE.

OCEAN PKWY.

PARADE GROUNDS



BROOKLYN NEIGHBORHOOD 5.

OB Reginald Bolton placed an Indian trail on the approximate route as the present day Flatbush Ave., that passes the eastern boundary of the Neighborhood.

----- NYC LPC Neighborhood Maps, 1850s

3 - residential cluster to the immediate northwest of the Neighborhood

12- transportation complex

15-3 undeveloped land with scattered residences dominated the Neighborhood

The residential clustering that occurred as the century progressed concentrated along what is now Ocean Parkway and radiated out from the original Flatbush Village, which is to the northeast of the Neighborhood.

■ N National Register Historic Landmark:

The Flatbush Town Hall, the Flatbush Reformed Dutch Church, and Erasmus Hall were part of the core of the original Flatbush community. (Symbol is representative of the address of the Town Hall - 35 Snyder Avenue.)

BROOKLYN

NEIGHBORHOOD 6

THE JUNCTION (NOSTRAND AVENUE/FLATBUSH AVENUE)

Neighborhood 6 is located in the Flatlands section of Brooklyn, south and east of the Brooklyn College campus. The irregular shaped zone extends for about five blocks along Nostrand Avenue between Glenwood Road and Avenue L. While the majority of the area is three blocks wide, east of 32nd Street, between Avenues H and I, the neighborhood is nine blocks wide.

The predominate orientation of the road network is with streets extending in a north/south direction. The avenues (with the exception of Nostrand Avenue) intersect the streets at ninety degree angles. Within the neighborhood both Flatbush Avenue and Amersfort Place, in opposition to the regular grid, stretches in a southeast/northwest direction.

In addition to the road network, the right-of-way for the Long Island Railroad cuts east/west through the neighborhood between Avenues H and I.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The main historic road is Flatbush Avenue, and present-day Amersfort Place is the old route of the road (Dripps 1852)

Flatbush Ave labelled as "Flatbush Plank Road" (Walling 1859, Dripps 1860).

Flatbush Ave straightened, "Manhattan Beach Railroad" (steam) extends through area (Beers 1886), presently the Long Island Rail Road.

B. Farmsteads and residential sites

Three structures, possibly farm complexes oriented to Flatbush Avenue and Amersfort Place apparently located in study area (Dripps 1852, Walling 1859, Dripps 1868)

Four potential sites shown on Beers (1886).

C. Commercial and industrial sites

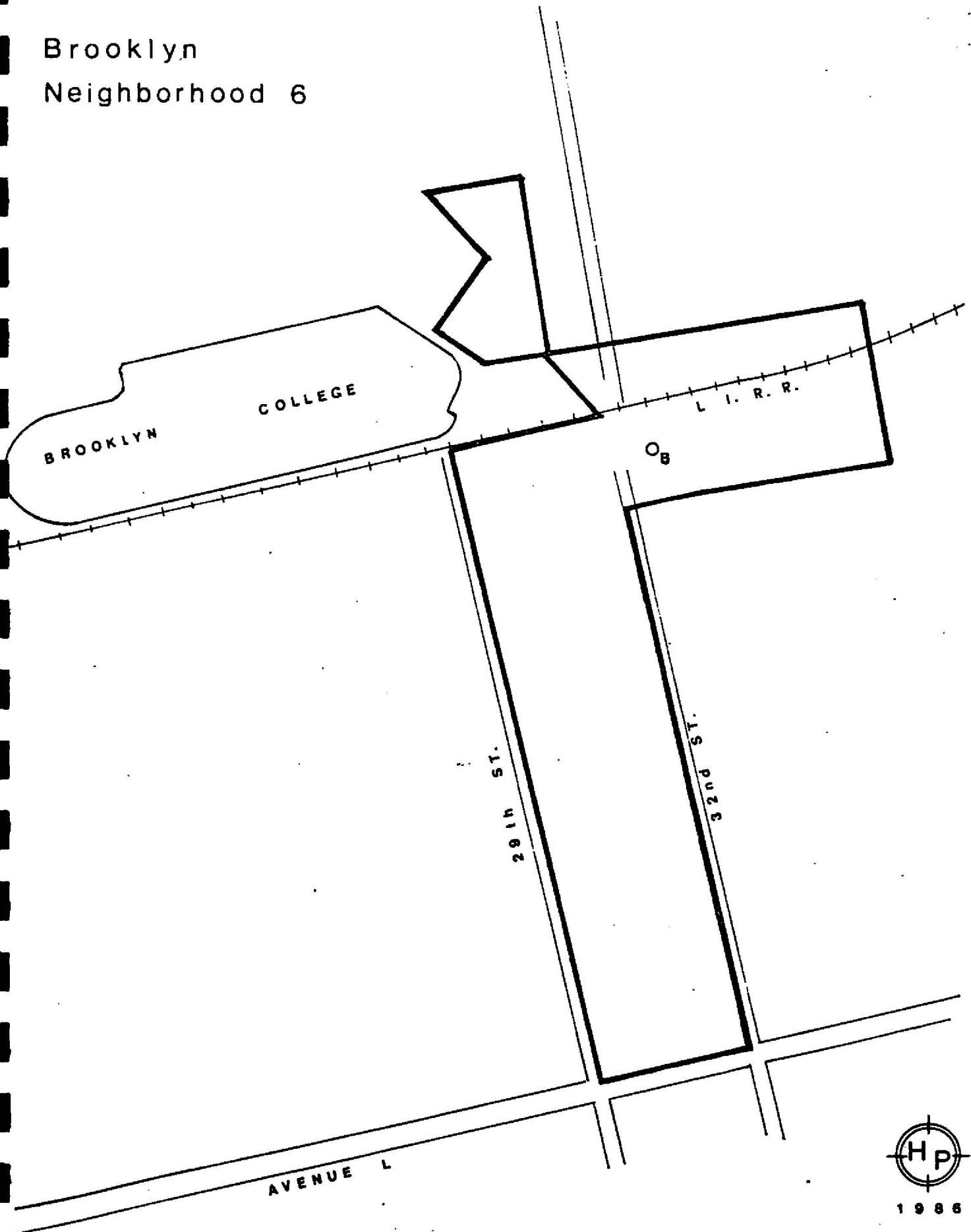
No sites depicted on Dripps (1852), Walling (1859), Dripps (1868) and Beers (1886).

D. Recreational sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868), and Beers (1886).

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 6



1986

BROOKLYN NEIGHBORHOOD 6

- B Reginald Bolton (1922) placed an Indian trail on the path of Flatbush Ave. - at least the section that passes through Neighborhood 6. (Grumet, 1981: p. 70)

BROOKLYN NEIGHBORHOOD 7
MIDWOOD

Neighborhood 7, a rectangular zone located in the Flatlands section of Brooklyn. The area, which measures four blocks wide and seventeen blocks long, is bounded by Avenue M on the north, Quentin Road on the south, and by East 4th Street and East 21st Street on the west and east, respectively. As in the previously described neighborhood, the present road network is generally oriented with avenues running in an east/west direction. Ocean Parkway, Coney Island Avenue, and Ocean Avenue are exceptions to this rule. All streets stretch in a north/south direction. In opposition to the grid is a portion of Kings Highway, which cuts across the southeast corner of the neighborhood in a roughly east/west direction. Other roads running counter to the grid include a portion of Bay Avenue (in the northeast corner) and Ryder Avenue. Bay Avenue is oriented at a right angle to Kings Highway and extends to the northwest.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The main historic roads are the "Coney Island Plank Road", Bergan Lane (present Ocean Parkway), and Kings Highway (Dripps 1852, Walling 1859)

"Coney Island Railroad" replaces the plank road (Dripps 1868, Beers 1886).

B. Farmsteads and residential sites

A total of ten structures within study area, four possible farmsteads, all east of Coney Island Plank Road, and oriented to Kings Highway (Dripps 1852)

A single additional structure shown near Ocean Parkway, possible in study area (Walling 1895).

Area north of Kings Highway, along Foster Avenue, called "New Greenfield" (Dripps 1868)

Increasing number of structures through time (Beers 1886).

C. Commercial and industrial sites

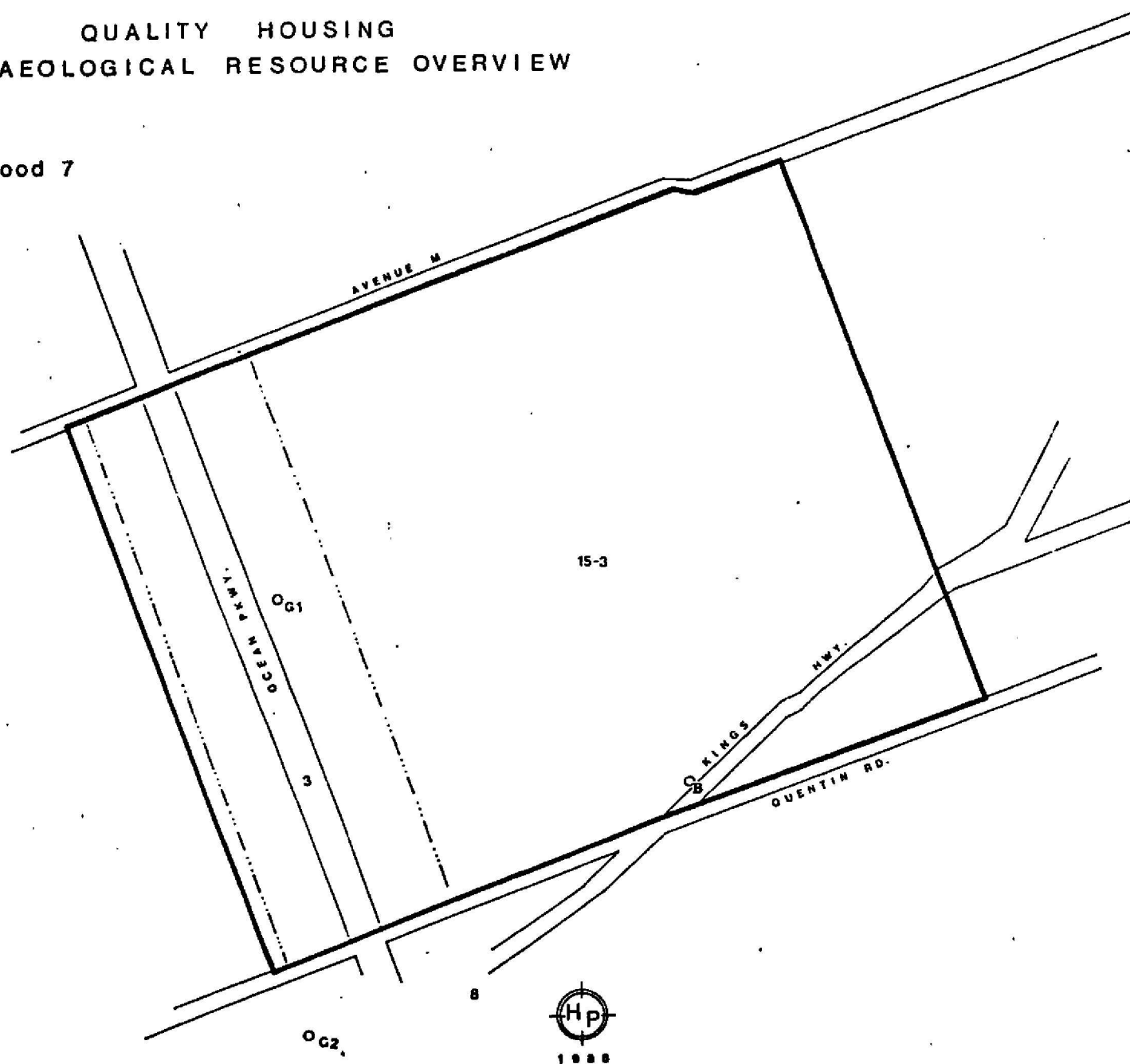
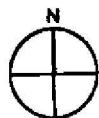
No sites depicted on Dripps (1852), Walling (1859), Dripps (1868) and Beers (1886).

D. Recreational sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868), and Beers (1886).

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 7



BROOKLYN

NEIGHBORHOOD 7

- OG1 Grumet has placed the makeopaca tract of land north of the Kings Highway in the Neighborhood 7 area. This is not a specific habitation site but the name of a "great clearing or open field." (Grumet, 1981: p. 22)
- OG2 Grumet has placed the tract, "identified by the Indians as Massebackhun", in the Neighborhood 7 vicinity - south of the Kings Highway. The precise boundaries are unknown - Gravesend section of southwestern Brooklyn. (Grumet, 1981: p. 31)
- OB Reginald Bolton's Indian trails research placed a trail, mechawanienk, along the Kings Highway in Brooklyn and Queens.
- NYCLPC Neighborhood Maps, 1898
3 - along the road, now called Ocean Parkway, was a residential cluster
8 - Brooklyn Jockey Club

BROOKLYN NEIGHBORHOOD 8
 BENSONHURST

Neighborhood 8 is located in the Bensonhurst section of Brooklyn. The irregular shaped zone is best described if broken into northeast and southeast sub-areas. The northeast portion extends along Bay Parkway between the Shore Parkway (Belt Parkway) on the southwest and 65th Street on the northeast. The general orientation of a majority of the road network is in a northeast/ southwest direction. Northeast of 86th Street the avenues extend in a northeast/southwest direction and are intersected by street at right angles. Southwest of 86th Street the situation is reversed.

The southeast portion of Neighborhood 8 is bounded by Cropsey Avenue on the northeast and by the Shore Parkway on the southwest. The area measures approximately one block wide and fourteen blocks long. The blocks within the neighborhood are oriented in a slightly more easterly direction than the blocks of the prevailing grid to the north.

In opposition to the grid of the general area is the west terminus of Kings Highway, which extends in a east/west direction, and the area north of Kings Highway than flanks Bay Parkway to the southeast. The city blocks within this portion of the neighborhood are part of a grid that extends in a north, northwest to south, southeast direction.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The major historic roads are Kings Highway (a portion extends further west than the present road) and Cropsey Avenue. The "Bath and Coney Island Plank Road" extends along the route of Cropsey Avenue (Dripps 1852, Walling 1859)

Same roads as above, some filling in area west of Stillwell Avenue on Dripps (1868).

The "Brooklyn - Bath and Coney Island Railroad" runs along Bath Avenue in an east/west direction (Beers 1886).

B. Farmsteads and residential sites.

In the northeastern portion of the study area there were four structures near or in the study area. Near Bath Avenue and Bay Parkway were two structures owned by "Egbert Benson" a major land owner of the area. The area along shore is labeled as "Unionville" with numerous structures, located in village. Many of the structures, including a church, are within the study area. Some structures owned or occupied by the Cropsey family (Dripps 1852)

Same as earlier map, but with more development (Walling 1859, Dripps 1868).

Fewer number of structures show on Beers (1886).

C. Commercial and industrial sites

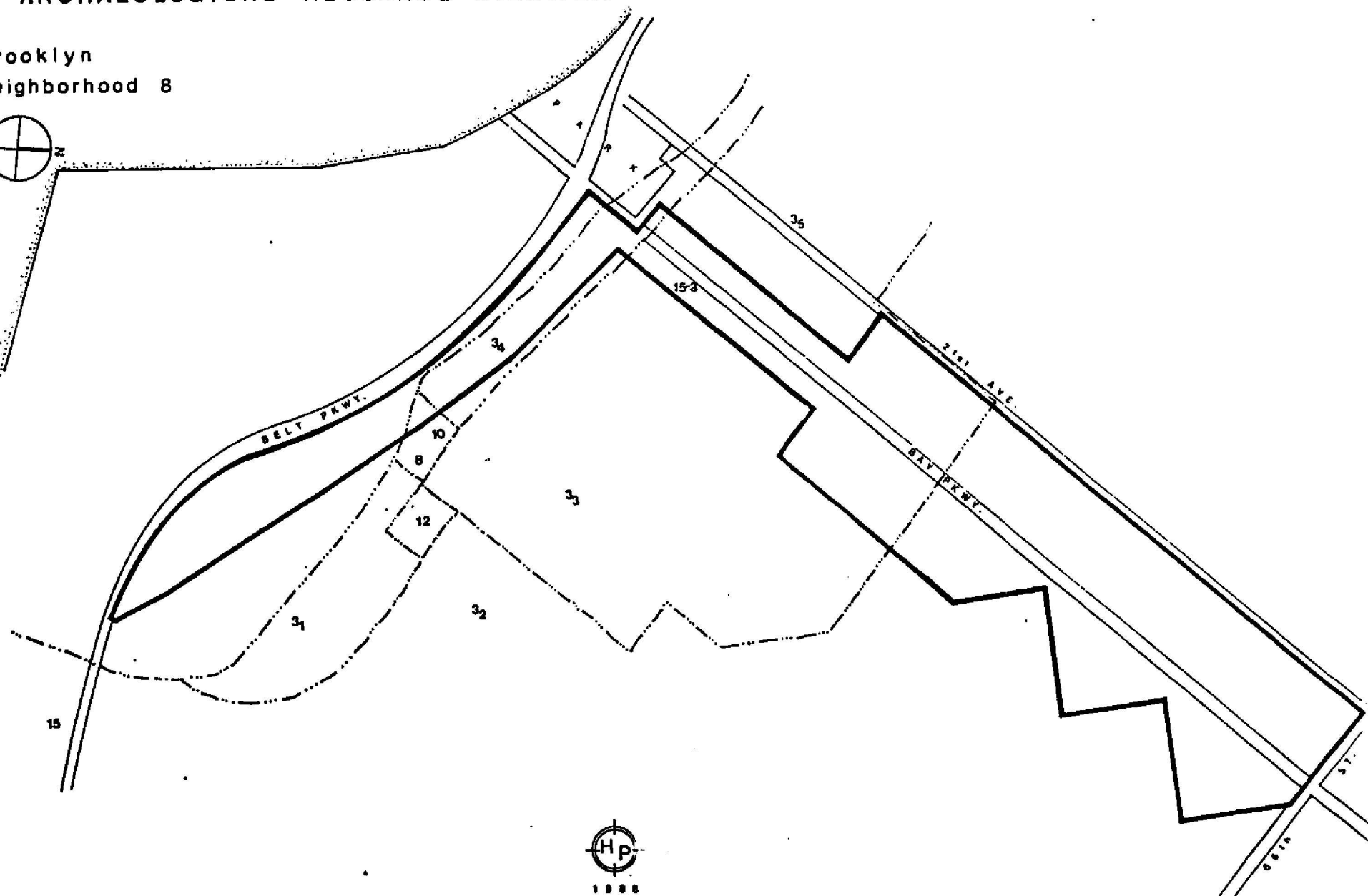
A "Dye Wood Mill" was located on a neck of land near the extreme southeast portion of the area (Dripps 1852, Walling 1859, Dripps 1868). The mill is not shown on Beers (1886).

D. Recreational sites

No sites depicted on Dripps (1852), Walling (1859), Dripps (1868), and Beers (1886).

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 8



BROOKLYN

NEIGHBORHOOD 9

NYC LPC Neighborhood Maps, 1898

15 stream-filled wetland

15-3 undeveloped land with scattered residences

12 transportation complex

10 docks and wharves

8 park

3₁ residential cluster

3₂ Gravesend - residential community

3₃ Unionville - residential community

3₄ Bath Beach - residential community .

3₅ Bath - residential community

BROOKLYN NEIGHBORHOOD 9
BRIGHTON BEACH

Neighborhood 9 is located in the Coney Island section of Brooklyn adjacent to Brighton Beach. The generally rectangular area is situated south of the Shore Parkway (Belt Parkway) and east of Ocean Parkway. The area measures approximately fifteen blocks long between Sheepshead Bay Road and Ocean Parkway and five blocks wide between the Shore Parkway and the south shore of Coney Island.

Unlike the other neighborhoods, there is no single overriding grid in Neighborhood 9, and the orientation of the streets and avenues will be given in reference to the area's major roads: Ocean Parkway, Coney Island Avenue, and Brighton Beach Avenue. West of Coney Island Avenue, which runs in a north/south direction, to the west boundary of the neighborhood the streets are oriented in a northwest/southeast direction. East of Brighton Beach Avenue the streets are oriented in a northeast/southwest direction. East of Corbin Avenue to the neighborhood's limits the street grid is laid-out in a north, northwest/ south, southwest direction. Two of the major avenues that intersect the streets, besides Coney Island and Brighton Beach Avenue, are Neptune and Ocean View Avenues.

A. Infrastructural Sites

1. Transportation improvements (roads, railroads)
2. Municipal systems (water, sewers, etc.)
3. Landfill

The major historic road is "Coney Island Plank Road", which runs along present-day Coney Island Avenue and that portion of Brighton Beach Avenue west of Coney Island Avenue (Dripps 1852, Walling 1859).

A "Toll Gate", probably associated with the plank road is located on the south side of Coney Island Plank Road, west of where Brighton Beach Avenue bends to west (Walling 1859, Dripps 1868).

A horsecar rail line follows the route of Coney Island Avenue in neighborhood. Also, steam railroads include the "New York and Manhattan Beach Railroad" and the "Brooklyn, Flatbush and Coney Island Railroad". Finally, a new road is shown on Beers (1886): Ocean Parkway.

B. Farmsteads and residential sites

Map is unreadable in this area, so there may be some structures on the high ground (Dripps 1852).

No residential structures (Walling 1859, Dripps 1868, Beers 1886).

C. Commercial and industrial sites

Map unreadable (Dripps 1852)

Unidentified "Factory" located north of the westward bend of the plank road (Walling 1859).

Factory structure is now unidentified (Dripps 1868).

The "factory" is not depicted on Beers (1886).

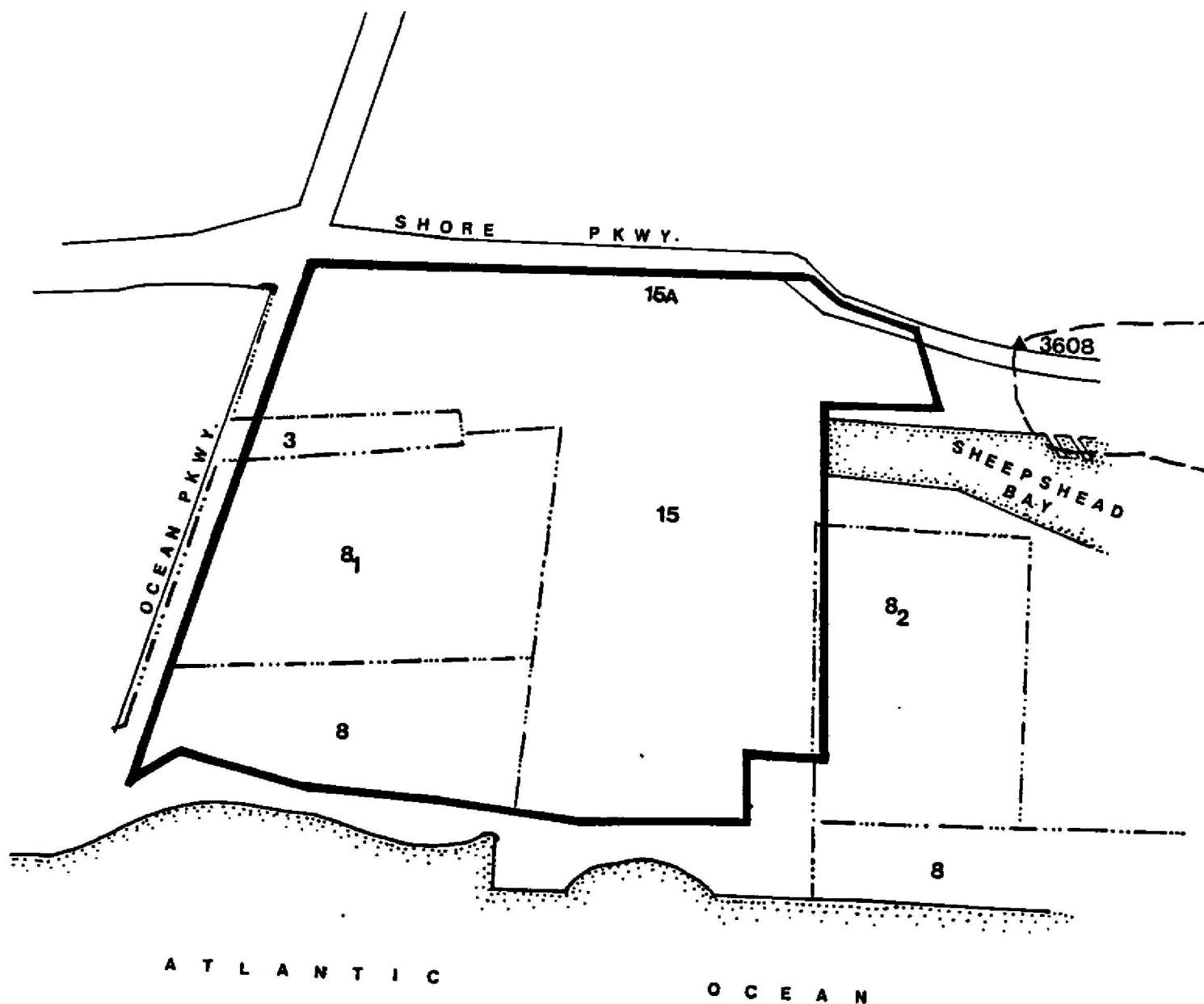
D. Recreational sites

No sites depicted on Dripps 1852, but numerous hotels are immediately adjacent to project area (Walling 1859, Dripps 1868).

Within the study area on the Beers map (1886), is a race track of the "Brighton Beach Racing Assn." located on the site of the former factory, and "Bader's Grand Cent. Hotel".

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Brooklyn
Neighborhood 9



1986

BROOKLYN NEIGHBORHOOD 9

- NYC LPC Neighborhood Maps, 1898
- 3 - residential cluster fronting on Neptune Avenue
 - 8 - park
 - 8₁ - Brighton Beach Race Track
 - 8₂ - Bicycle Track
 - 15 - undeveloped land
 - 15A - stream-filled wetland
- ▲----- New York State Museum Inventoried Site:
- 3608 A prehistoric burialsite and shell heaps (reference: Parker, 1920, Kings County #4)

In summary, a wide range of potentially identifiable cultural resources may be located within the six Brooklyn neighborhoods. The majority of the sites are domestic farmsteads and farm complexes that are characteristic of the long history of the area as an agricultural hinterland of New York City. Some of these potential sites, which for the most part are oriented to the historic road network, may date to as early as the first half of the seventeenth century. Archeological resources associated with the site may provide information about Dutch and English colonial society and economics.

The historic road network (and other internal improvements, such as railroads) in addition to providing a locus for settlement, can be considered sites in and of themselves. The various segments of plank roads and railroads within the study areas that have escaped demolition by subsequent maintenance and replacement by different forms of transportation may yield important evidence regarding construction techniques and method of modification.

The small number of industrial sites that may be within the entire project area is not surprising. These sites, which were apparently dependent or subservient to agriculture, the area's main economic activity, may provide important information about colonial technology, the commercial development of the immediate area, and early nineteenth century manufacturing.

Finally, a number of sites within the study areas are associated with the recreation and resort industry, such as hotels, racetracks, and amusement complexes. These types of sites may contain archaeological resources which can provide insights into how different ethnic and social classes spent their leisure time.

BIBLIOGRAPHY BROOKLYN HISTORIC ERA

Works Cited

Bailey, J. T.

- 1840 An historical sketch of the city of Brooklyn, and the surrounding neighborhood, including the village of Williamsburgh and the towns of Bushwick, Flatbush, Flatlands, New Utrecht, and Gravesend. Brooklyn: Published by the author.

Beers, J.B.

- 1886 New Map of Kings and Queens Counties, New York. New York: J.B. Beers and Company. From actual surveys, scale: 1"=200 rods.

Dripps, M.

- 1852 Map of Kings and part of Queens Counties, Long Island, New York. Published by the author. Surveyed by R.F. O'Conner, scale: 160 chains=2 miles.

Dripps, M.

- 1868 Map of Kings County. New York: Published by M. Dripps. Scale: 2 and 13/16"=1 mile.

Landmarks Preservation Commission

- 1979 A Guide to New York City Landmarks. New York: L.P.C. and Bowne & Co. Inc.

Ment, David

- c1979 The shaping of a city: a brief history of Brooklyn. New York: Brooklyn Rediscovery, Brooklyn Educational & Cultural Alliance, Brooklyn.

Walling, H.F.

- 1859 Topographic Map of the Counties of Kings and Queens, New York. New York: Published by [...E.] & A.A. Baker. From surveys under the direction of H.F Walling, scale: 1600 rods=5 miles.

White, Norval and Elliot Willensky

- 1978 A Guide to New York City, revised edition. New York: Collier Books.

Works Progress Administration

- 1939 The WPA Guide to New York City. New York: Pantheon Books.

Works Consulted:

Beers, J.B.

1874 Farm Line Map of the City of Brooklyn. Brooklyn:
J.B. Beers and Company. Henry Fulton, C.E.

Bromley, G. W. and E. Robinson

1880 Atlas of the Entire City of Brooklyn. New York:
G.W. Bromley and Company.

Bromley, George W. and Walter S. Bromley

1893 Atlas of the City of Brooklyn, New York.
Philadelphia: G.W. Bromley and Company.

Calver, William Louis

1950 History written with pick and shovel; military
buttons, belt-plates, badges, and other relics
excavated from Colonial, Revolutionary, and War of
1812 camp sites by the Field Exploration Committee
of the New-York Historical Society. New York:
New-York Historical Society.

Dripps, M.

1877 Atlas of the Townships of New Utrecht, Gravesend,
Flatbush, Flatlands, and New Lots, Kings County,
New York. New York: Published by M. Dripps.

Goldstone, Harmon H. and Martha Dalrymple

1974 History Preserved - A Guide to New York City
Landmarks and Historic Districts. New York:
Simon and Schuster.

Hyde, E. Belcher

1917 Atlas of the Borough of Brooklyn, City of New
York, Volume 2. Published by E. Belcher Hyde,
surveyed by Hugo Ullitz, CE.

Hyde, E. Belcher

1920 Atlas of the Borough of Brooklyn, City of New
York, Volume 3. Published by E. Belcher Hyde,
surveyed by Hugo Ullitz, CE.

Mc Elroy, Son & Brown

1875 Map of Kings County showing the Avenues, Streets,
Basins, Bulkhead Lines, Railways & c. of the
County Towns [as laid out by the Town Survey
Commission] in connection with the City of
Brooklyn. Brooklyn: Published by McElroy, Son &
Brown. Scale: 2-1/4"=1 mile.

Robinson, Elisha and R.H. Pidgeon
1886 Robinson's Atlas of the City of Brooklyn, New
York. New York: Published by E. Robinson.

Robinson, Elisha
1898 Atlas of the 29th, 30th, 31st and 32nd Wards,
Borough of Brooklyn, City of New York. New York:
E. Robinson and Company.

Stiles, Henry Reed
1867-70 A history of the city of Brooklyn, including the
old town and village of Brooklyn, the town of
Bushwick, and the village and city of Williams-
burgh. Brooklyn, New York: Published by
subscription.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx

BRONX NEIGHBORHOOD 1
 RIVERDALE

Bronx Neighborhood 1 includes territory of three established communities: Spuyten Duyvil, Kingsbridge, and Riverdale. Bounded by both the Hudson and Harlem Rivers, Neighborhood Number 1 stretches, in an irregular manner, as far north as 239th Street and as far east as Corlear Avenue. The Henry Hudson Parkway (Route 9A) runs through the parcel that is proposed for rezoning, as does Johnson Avenue. Neighborhood 1 contains several small parks, e.g., Ewen Park and the Henry Hudson Memorial Park.

The westernmost ridge that runs in a north-south direction through the Bronx extends from Yonkers through Riverdale and Spuyten Duyvil to the confluence of the Harlem and Hudson Rivers. When first encountered by European explorers, Neighborhood 1 was topographically very different from what is currently visible. A brook bounded the eastern portion of the Neighborhood, the Marble Hill station area (which is actually outside the rezoning boundaries) was an island at high tide, and the Spuyten Duyvil Neck of land extended southerly into what is now considered Manhattan.

The earliest ethnographic reports of the project area are from Henry Hudson's expedition up the "North River" aboard Half Moon. His men attempted to capture two natives and a skirmish later ensued with these Indians who had a large village site at the mouth of Spuyten Duyvil Creek (where the Harlem River now joins the Hudson River). (Comfort, 1906: p. 3) Native Americans of the Munsee-speaking upper Delaware culture undeniably exploited the resources of this elevated site which was surrounded by both major and fresh water resources. There is a certain degree of confusion as to whether we associate Neighborhood 1 with the label of: (1) wiechquaeskees - individuals or groups, first identified as Wikagyl in 1616, that occupied northern Manhattan and portions of the Bronx but by the 1640s were situated in central Westchester County (Goddard, 1978: p. 214; Grumet, 1981: pp. 59-60); or, (2) nipnichsen - which is Bolton's (now disputed) collective term for the Native American defenses (c. 1643-1644) on the north shore of the Harlem River in the southern section of Riverdale. (Grumet, 1981: p. 40) There is agreement on the high degree of prehistoric and contact period exploitation of the neighborhood 1 area. Gowahasuas, probably a habitation site, was identified by the Indians in 1669. (Grumet, 1981: p. 10) Another probable habitation site, shorakapkok, was located at the northernmost reach of the Harlem River - at one time the Cold Spring Harbor section of Spuyten Duyvil Creek. (ibid.: p. 52) (See the following maps.)

In 1645 ownership of a large tract (that included Neighborhood 1) that was bounded by the Croton River, Bronx River, Harlem River, and Hudson River was confirmed as a patent by Governor Kieft to Dr. Adrian Van der Donck, who purchased the parcel from the Indians. Later the southern portion of the parcel, south of

Dogwood Brook (approximately 247th Street), was sold to William Betts and George Tippet. (Fordham Library Branch, Bronx History Reference Division Scrapbooks: p. 429) The southern extremity of the north-south ridge that passed through Riverdale was known as Tippet's Neck (or Tibbett's Hill) since the Tippet homestead was near the end of the point. Through marriage the neck passed into the hands of the Berriens; "and after the Revolution until the present [1912] the promontory has been known as Berrien's Neck." (Jenkins, 1912: p. 21) The Berrien was still standing in the late nineteenth century. (Comfort, 1906:p. 19) For centuries this tract was used as farmland.

The Neighborhood 1 area hosted considerable activity during the Revolutionary War. In June of 1776 "Washington had inspected with great thoroughness the region around Kingsbridge. Finding seven places well fitted for defence, he promptly gave orders, as he esteemed it a pass of the utmost importance in order to keep open communication with the country.'" (Comfort, 1906:p. 23) Unfortunately these fortifications weren't all completed before the British succeeded in uniting their forces from the north with those that already held Manhattan. As late as 1900 the remains of some of these fortifications, including Fort 2 in the study area, were still visible on the landscape. It was reported that nineteenth century construction on the site of Fort 4 unearthed several six-pounders. (Comfort, 1906: p. 24)(See map.)

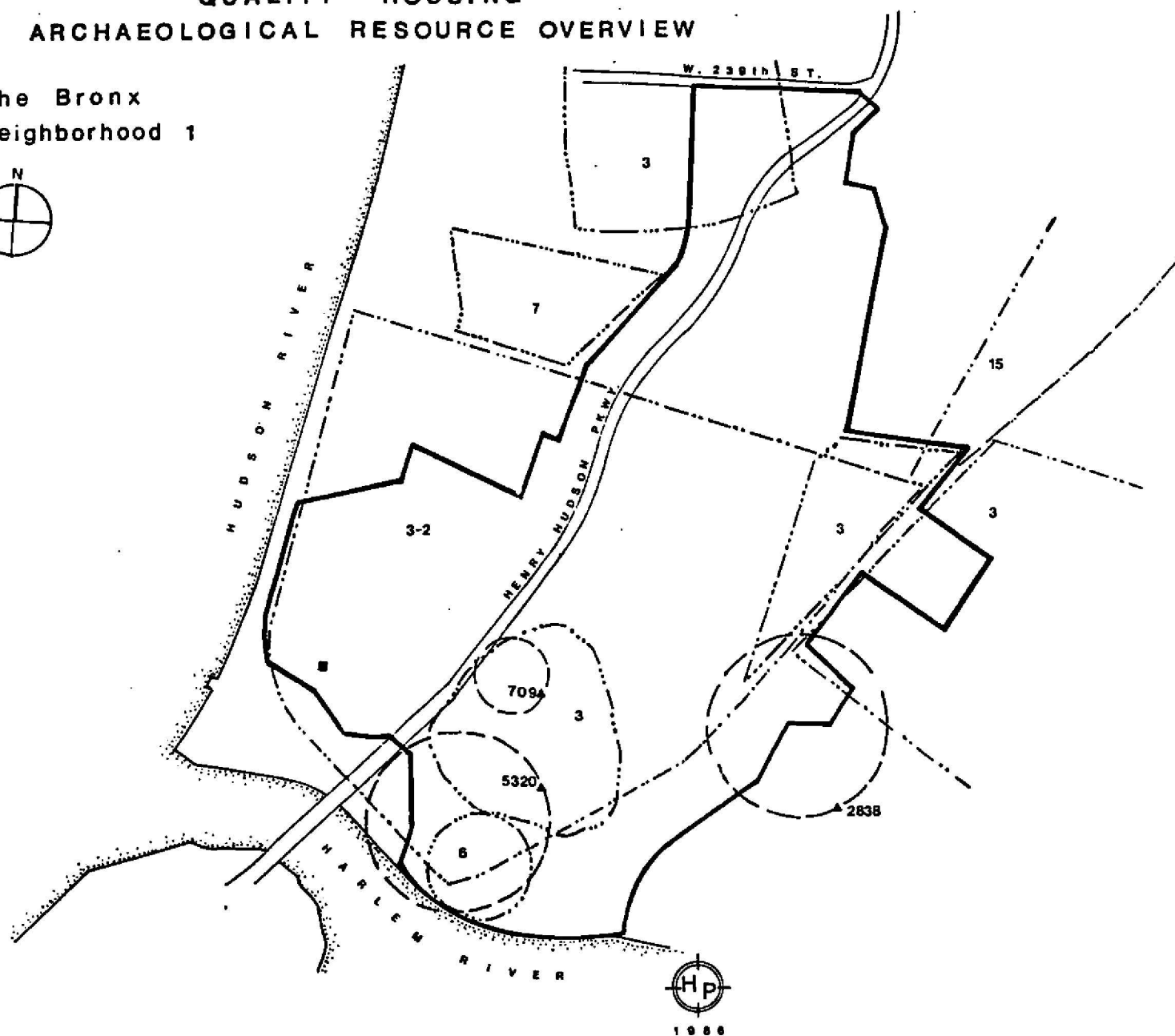
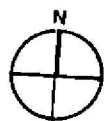
The Townships Act of 1788 placed Neighborhood 1 area in Yonkers. By the mid-nineteenth century (1852) the extreme southern section of Yonkers had been laid out in a village plan by three men from Troy and, eventually, was officially named Spuyten Duyvil. At the base of the ridge bluff they established a foundry which supplied projectiles for U. S. Navy guns. (Jenkins, 1912: p. 330) "In 1853 Hudson Park was laid out by a land company in the northwest corner of the Betts and Tippet tract of 1668, on a farm belonging to Samuel Thomson." (*ibid.*: p. 327) North of Hudson Park was the eighteenth century Hadley farm that became part of the Delafield estate that was intact into the twentieth century. The Riverdale area in the north of Neighborhood 1 was known for its pastoral atmosphere and fine country residences that dotted the heights along the Hudson River. (French, 1860: p. 707) This reputation lasted into the twentieth century. (See maps.)

The history of Neighborhood 1 is, in many ways, the history of transportation links with Manhattan. As early as the late 1660s, ferrying rights between new Amsterdam and the north shore of Spuyten Duyvil Creek were granted. The first Kingsbridge, a toll bridge, was erected in 1693 in approximately the same location as the present Broadway bridge that crosses the Harlem River. Between 1713 and 1900 the Kingsbridge was removed, due to inconveniences of the high tide at the Creek, "to near the Old Manor of Fordham." (Jenkins, 1912: p. 188) In 1846 the first railroad bed and railroad bridge was laid along Yonkers' Hudson shoreline and connected with Manhattan. (Comfort, 1906: p. 79)

The Harlem Ship Canal was opened in 1895 and irrevocably altered the borough's topography. Spuyten Duyvil Creek and much of the surrounding low-lying marshland was filled in with materials removed from the excavation at Grand Central Station. (See the following Grumet map for details of the Neighborhood shoreline changes.) Both the completion of the Ship Canal and the increased building activities in the Bronx after the introduction of the elevated railroad necessitated the completion of increased docking facilities along the shore. (Jenkins, 1912: p. 196) Currently, the Bronx - Manhattan connection is dominated by the Henry Hudson Parkway bridge.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx
Neighborhood 1



BRONX NEIGHBORHOOD 1

- ▲709 New York State Museum Number, prehistoric site referred to as Kappock (reference: Harrington)
- ▲2838 New York State Museum Number, prehistoric village site (reference: A. C. Parker, 1920, "Bronx #16")
- ▲5320 New York State Museum Number, traces of prehistoric occupation (reference: Parker)
This site corresponds to Bolton's designation shorakapkok, the Cold Spring Harbor section of Spuyten Duyvil Creek.

Bolton's site gowahasuasing was originally located on the neck of land that extended from the southern tip of Neighborhood 1 into Spuyten Duyvil Creek but was severed from the Bronx when the Harlem Ship Canal was dug.

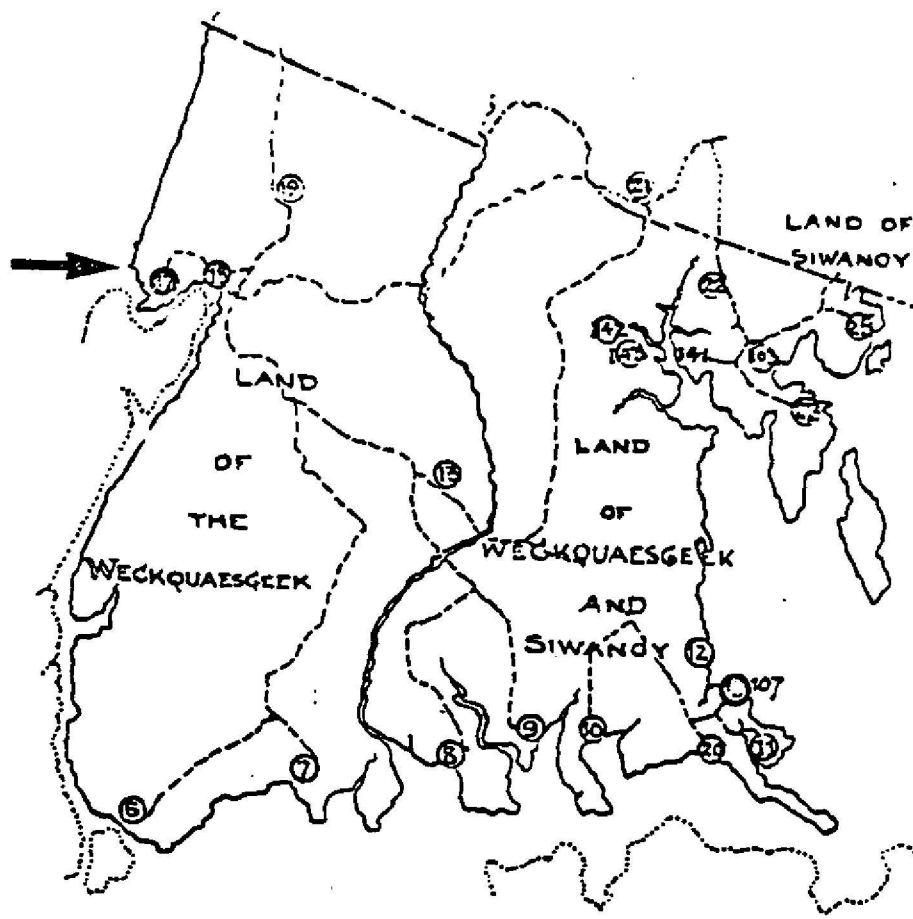
The State Historic Preservation Office has two sites listed that are directly north of the Neighborhood 1 area - in the park at the foot of 247th Street.

- NYC LPC Neighborhood Maps, 1878
 - 3-2 - residential and commercial area
 - 15 - swamp
 - 3 - residential area
- NYC LPC Neighborhood Maps, 1896-7
 - 3 - residential areas
 - 6 - industrial area
 - 7 - institutional complex

- New York City Designated Landmark:
Edgehill Church of Spuyten Duyvil, 2550 Independence Ave.

Note: Another NYC Landmark, the H. F. Spaulding House (Coachman's Residence) is located north of Neighborhood 1 at 4970 Independence Ave.

The Kingsbridge Burial Ground, aka the Berrian Family Plot, which is listed in the NYC LPC's files was not located. According to Dr. William Tiek (author of Kingsbridge and Spuyten Duyvil and School Days in Riverdale, this family cemetery is no longer traceable. (personal communication, 6/27/86)

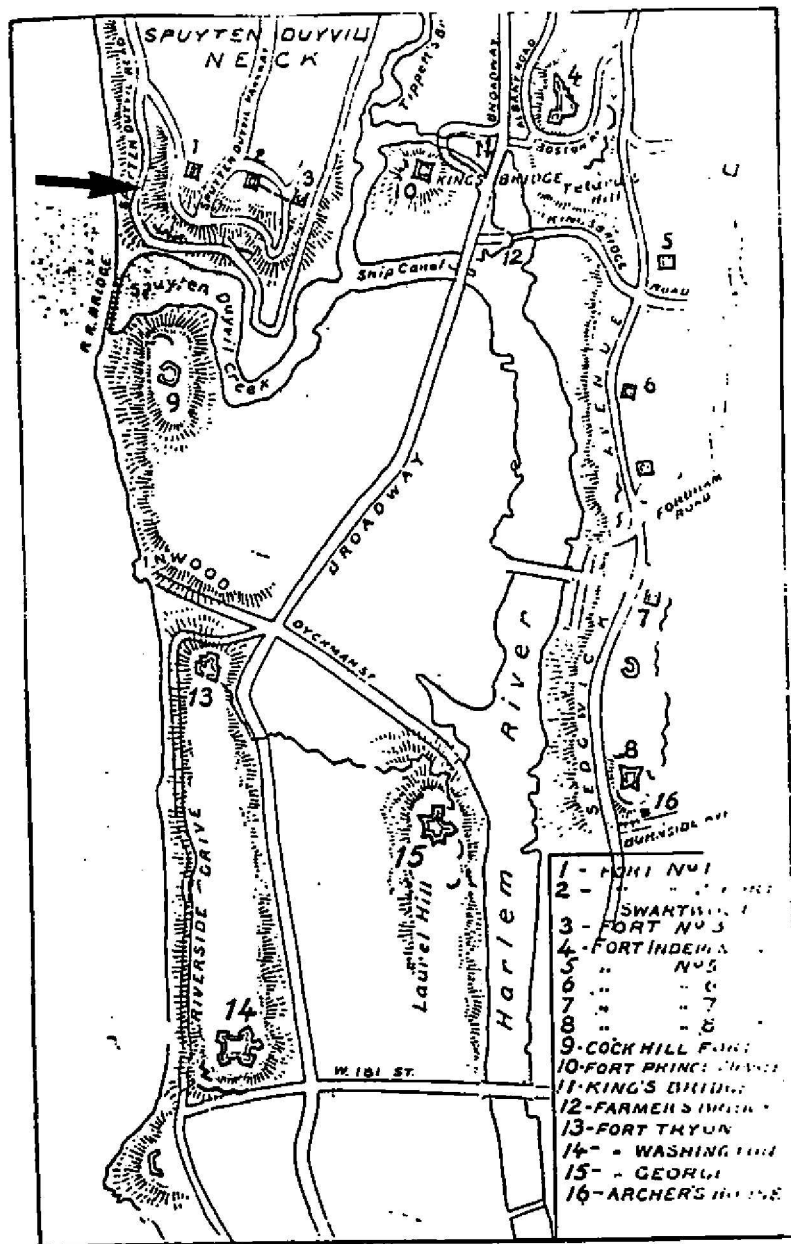


INDIAN SITES IN THE BOROUGH OF THE BRONX

Photocopied from

Bolton, Reginald

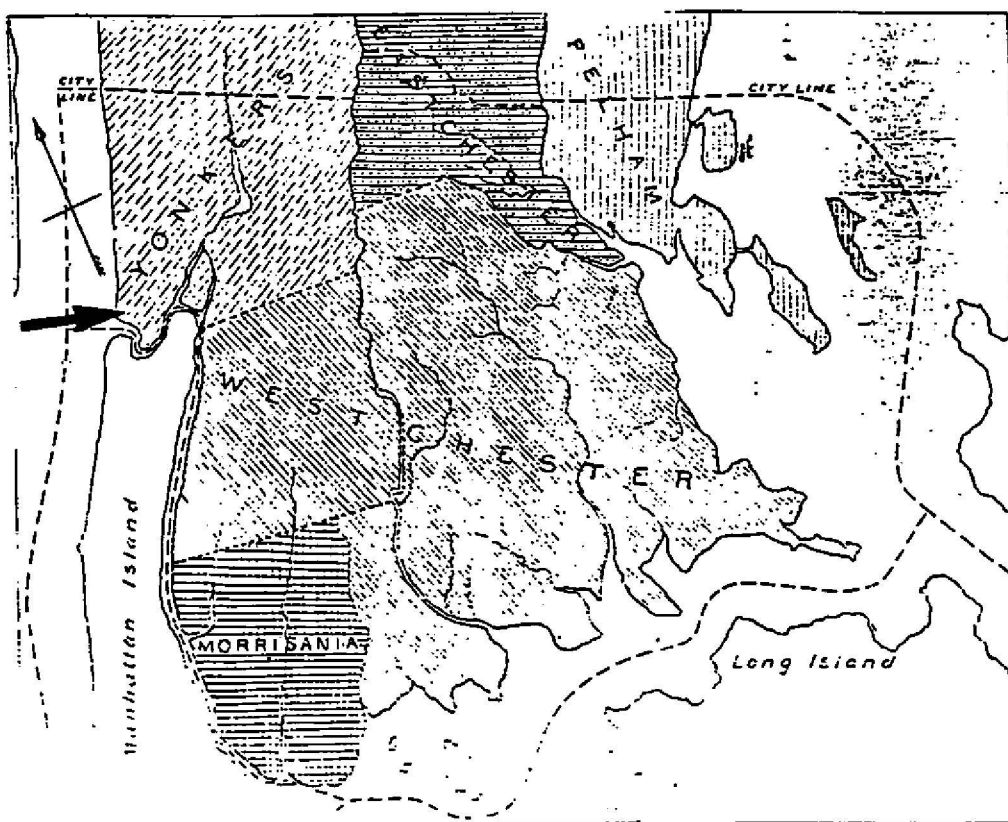
1934 Indian Life of Long Ago in the City of New York.
New York: Joseph Graham.



Photocopied from

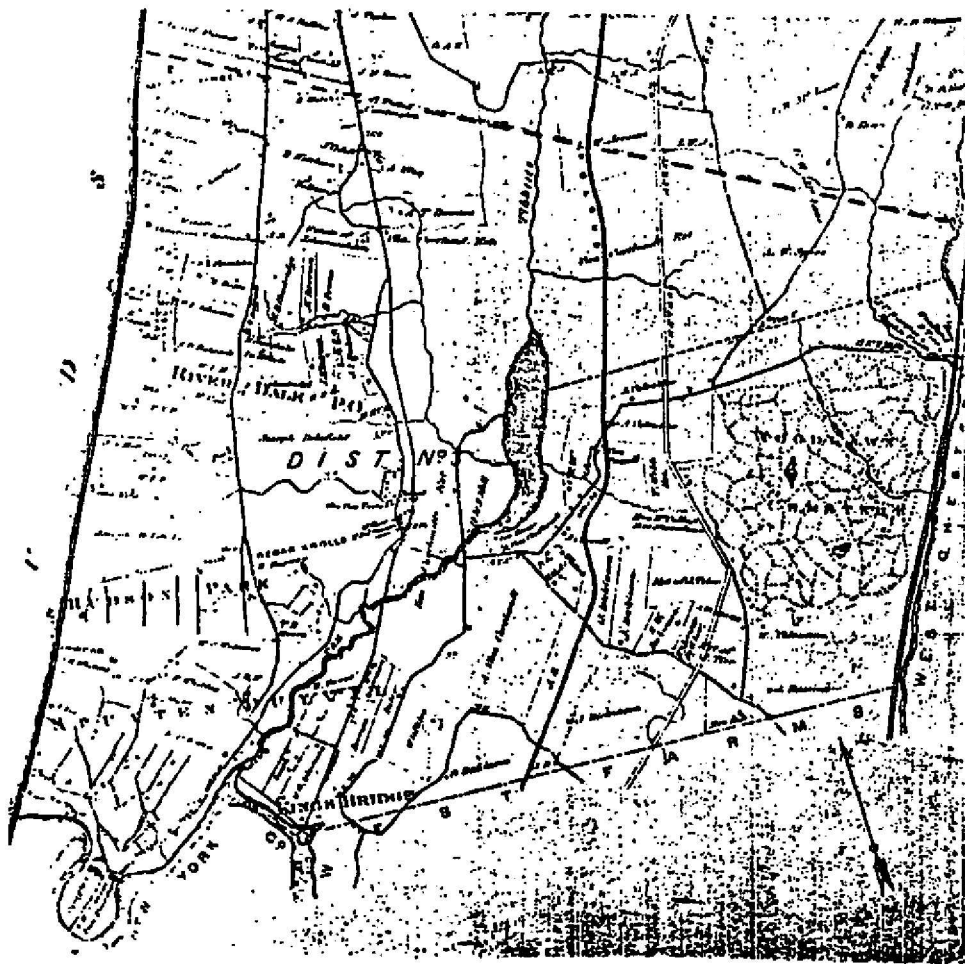
Jenkins, Stephen

1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.



Photocopied from

Jenkins, Stephen
1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.



Photocopied from

Jenkins, Stephen
1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.

BRONX NEIGHBORHOOD 2
WILLIAMSBRIDGE/WAKEFIELD

The most dominant factor affecting the settlement patterns in the Bronx was its natural topography: a system of north-south running ridges with rivers and streams lying in the comparatively level adjacent valleys. (NYCLPC, 1983: n.p.) These elevated ridges are continuations of the ranges of hills of Westchester County. The ridge forming the eastern side of the Bronx valley has a considerable elevation at Wakefield and Williamsbridge, but it falls away gradually toward the shores of the East River and the Sound. Quality Housing Neighborhood 2 is situated on this elevated eastern ridge that parallels the Bronx River. Generally, the western border of this neighborhood is one or two blocks east of the Bronx River Parkway except for a plot that crosses the River and extends slightly west of Webster Avenue between 236th Street and Nereid Avenue. The eastern boundary of Neighborhood 2 is roughly contiguous with White Plains Road. The northern boundary of this neighborhood is one to three blocks south of the Bronx County - Westchester County line. The southern portion of this neighborhood is located east of Woodlawn Cemetery and the northern portion is three to five blocks from the historic Van Cortlandt Park. Portions of the current communities of Wakefield (in the north) and Williamsbridge (in the south) are within Neighborhood 2.

Although current archaeological settlement pattern data indicates a preference for elevated ridge top sites that are located near a major fresh water resource and the extensive Native American exploitation of the borough is well documented, there is very little definitive indication that Neighborhood 2 hosted a significant prehistoric site. Bolton's research in the earlier part of this century indicates that an east-west Indian trail (Sackerah) paralleled the Bronx River, probably following the ridge crest, from approximately the Gun Hill Road crossing of the River to just north of East 222nd Road from where it turned in a northeasterly direction. Therefore, the Indian trail may have only briefly coincided with the Neighborhood 2 parcel. (Grumet, 1981: p. 69; See map.) A review of the archaeological files in the State Historic Preservation Office, in the New York State Museum, and the New York City Landmarks Preservation Commission did not yield known or recorded prehistoric archaeological sites in the subject area.

The topographical features of the Bronx dictated, to a large extent, the original political divisions within its area. The north-south running rivers and streams acted as natural boundaries in the establishment of distinct towns within the borough. In 1683 the county of Westchester was formed. "Its western boundary was the Hudson River; its northern, Dutchess (now Putnam) County; its eastern, the Connecticut Colony and Long Island Sound; its southern, the East and Harlem rivers and Spuyten Duyvil Creek. The Borough of The Bronx was included within the county of Westchester until 1874 for the western part

of the Borough, and until 1895 for the eastern part. Its history is, until these dates, that of the county.

The northernmost portion of what is now New York City was the location of intense activities during the Revolutionary War. The intersection of East 233rd Street and Barnes and Bussing Avenues was the site of War activities. This intersection, known historically as Meteaque's Corners, was the junction of the original Post Road and the road to White Plains. (McNamara, 1973: p. 18) The colonists erected a semicircular redoubt approximately 1000 feet west of the Williamsbridge crossing of the Bronx River in what is now Woodlaw Cemetery. The British occupied, for an extended time, the entire Borough with an outpost at Williamsbridge.

By act of the State Legislature, March 7, 1788, all the counties were divided into townships. There were twenty-one of these in Westchester County, following very closely the lines of the ancient manors and patents." (Jenkins, 1912: pp.1-2) The Bronx of today was covered by six of these towns: Yonkers, Pelham, Morrisania, Eastchester, and Westchester. The township of Westchester included all the land between the Hutchinson River, the Bronx River and Long Island Sound. The northern boundary was the Eastchester township line that ran along the Black Dog Brook. (*ibid.*: p. 6) Eastchester township was bounded on the west by the Bronx River, on the north by Scarsdale, on the east by the Hutchinson River and on the south by Black Dog Brook. At one time the northernmost extent of this part of New York City was Black Dog Brook, or 229th Street. In 1894 the people of the southernmost section of Eastchester voted to become part of the City of New York and the northern boundary was extended to the present location. (*ibid.*: p. 5) Neighborhood 2 encompasses areas that were originally part of Eastchester and also areas that were originally part of Westchester.

The initial transportation routes between Manhattan, the territory to the north, and the Bronx were established in the north-south running valleys. The Native American trails ran along the natural water courses in the ridge valleys. Early colonial roadways followed these same paths. "Many early roads, however, began as private means of access to tracts of property. It was not until the mid-nineteenth century, after the major railroad corridors were built, that the systematic laying out of roads encouraged the development of previously inaccessible portions of the borough." (NYCLPC, 1983: n.p.) Mid-nineteenth century rail connections were originally laid out according to these same ridge lines. These rail lines, later augmented by the elevated, made it possible for "mechanics and working men doing business in the city," to go back and forth daily, "living in the country for the sake of economy." (French, 1860: p. 696) "The New York and Harlem Railroad was completed to Williamsbridge in 1842. By 1844, it was extended to White Plains in Westchester County. This rail line serviced the settlements of Morrisania, West Farms, Fordham, and the cities of Yonkers and White Plains.

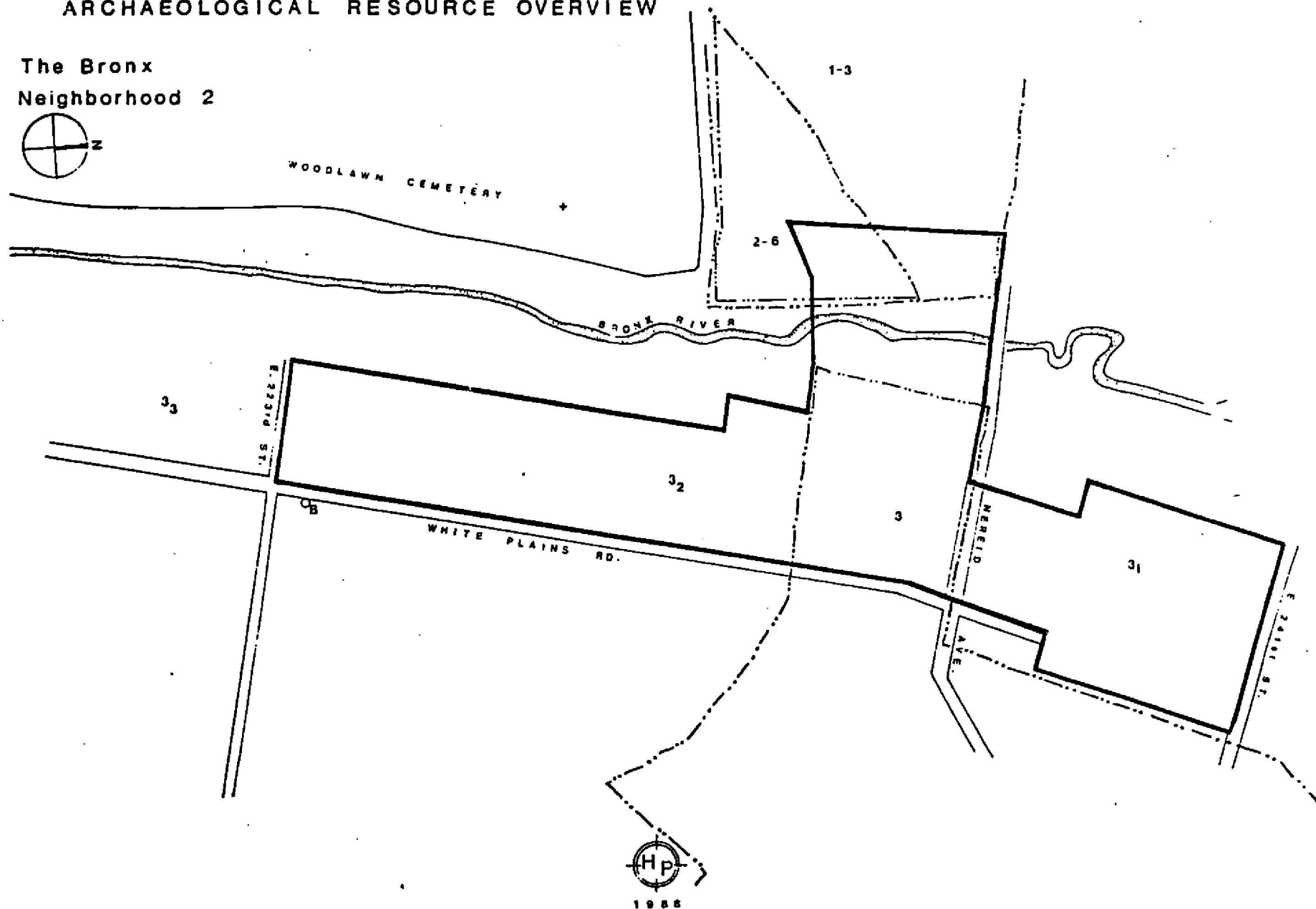
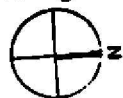
The Hudson River Railroad was completed in 1849, which also promoted the growth to the west and north. The New York and New Haven Railroad was completed in 1848. However, its only Bronx station was at Woodlawn (233rd Street - in Neighborhood 2), which did not do much to push growth in the surrounding farmlands." (NYCLPC, 1983: n.p.) French's 1860 Gazateer lists the planned communities of Wakefield and Washingtonville as "modern" and the majority of Westchester as a suburban community. (French, 1860: pp. 696-706)

The political changes (boundaries, names, and incorporations) of these modern villages between 1850 and 1900 can be confusing. A Wakefield community, laid out in 1853, was incorporated into the village of Williamsbridge in 1888 along with the communities of Olinville #1, Olinville #2, and Jerome. This Wakefield community was situated east of the White Plains Road. As referred to earlier, the norther boundary of Williamsbridge was 229th Street. (Jenkins, 1912:p. 419) When a portion of Eastchester was added to New York City, "The name of Washingtonville was that originally applied to the station on the Harlem Railroad where the NHRR leaves the Harlem tracks and swings to the eastward [approximately 240th Street]; but a few years ago the name was changed to Wakefield, which has thus become the upper end of the city." (Jenkins, 1912: p. 421; See map.) Matilda Street in Washingtonville was home (erected c.1854) to the famous singer Adelini Patti. (Comfort, 1906: p. 50)

Writing in 1912, Jenkins observed that the Wakefield land east of the Bronx River, abreast of Woodlawn Cemetery, was still undeveloped. (Jenkins, 1912: p. 421) As late as the 1920s and 1930s, the northern extent of the Borough, reached by the Third Avenue EL which followed the subway tracks on White Plains Road until elevation at 241st Street, offered spectacular views of the countryside. The huge Victorian Gothic Crawford Memorial Church at 218th Street was a local landmark into the twentieth century. During the early part of this century, Neighborhood 2 was dominated by frame residences, with a few apartment houses near the tracks. Local shopping was concentrated along White Plains Road. (Ultan, 1979: p. 24)

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx
Neighborhood 2



BRONX NEIGHBORHOOD 2

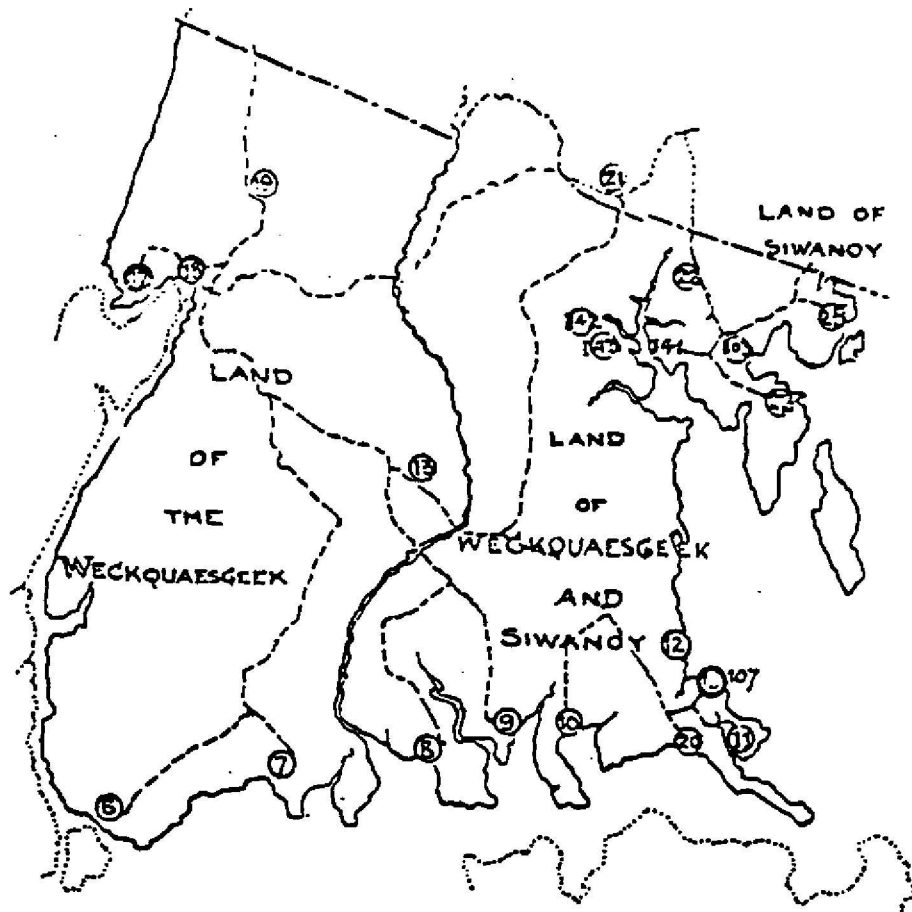
Q_B Reginald Bolton's research on Indian trails resulted in one trail, called sackerah, that he believed ran on an east-west axis across the north Bronx - following the path of the present White Plains Road, north until approximately 225th St, until it moved in an easterly, northeasterly direction.

----- NYC LPC Neighborhood Maps, 1870s

- 1-3 - agricultural land and scattered residences, in extreme western section of Neighborhood
- 3 - residential area
- 3₁ - residential area: Washingtonville
- 3₂ - residential area: Wakefield
- 3₃ - Ollinville

----- NYC LPC Neighborhood Maps, 1986-7

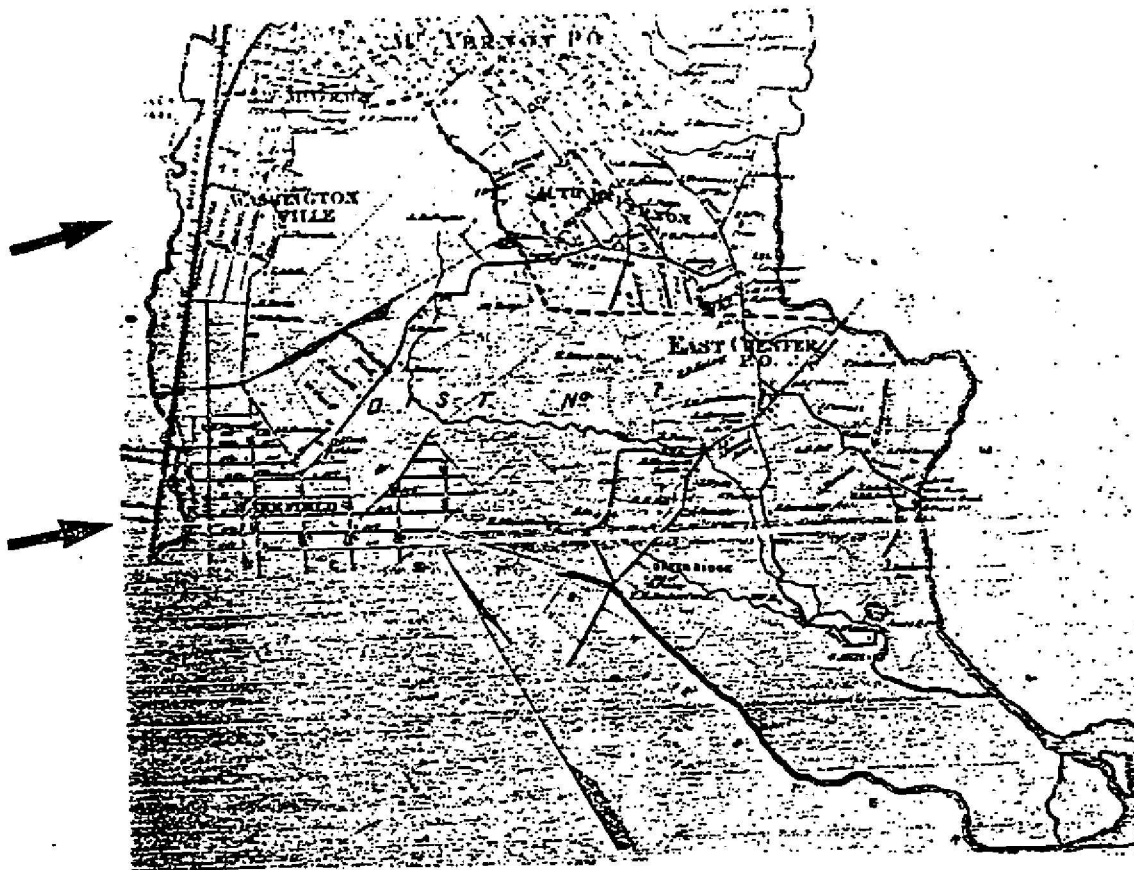
- 2-6 - commercial/industrial complex located in the extreme western sector of the Neighborhood, on the west bank of the Bronx River



INDIAN SITES IN THE BOROUGH OF THE BRONX

Photocopied from

Bolton, Reginald
1934 Indian Life of Long Ago in the City of New York.
New York: Joseph Graham.



Photocopied from

Jenkins, Stephen
1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.

BRONX NEIGHBORHOOD 3
 PELHAM BAY

Neighborhood 3 is an irregularly shaped parcel that lies between the southern tip of Pelham Bay Park and the Hutchinson River. Westchester Avenue bisects the Neighborhood in a southwest to northeast line. The original Westchester Creek water-course flowed along the west side of the Neighborhood. The extensive St. Raymond's Cemetery is south of the Neighborhood.

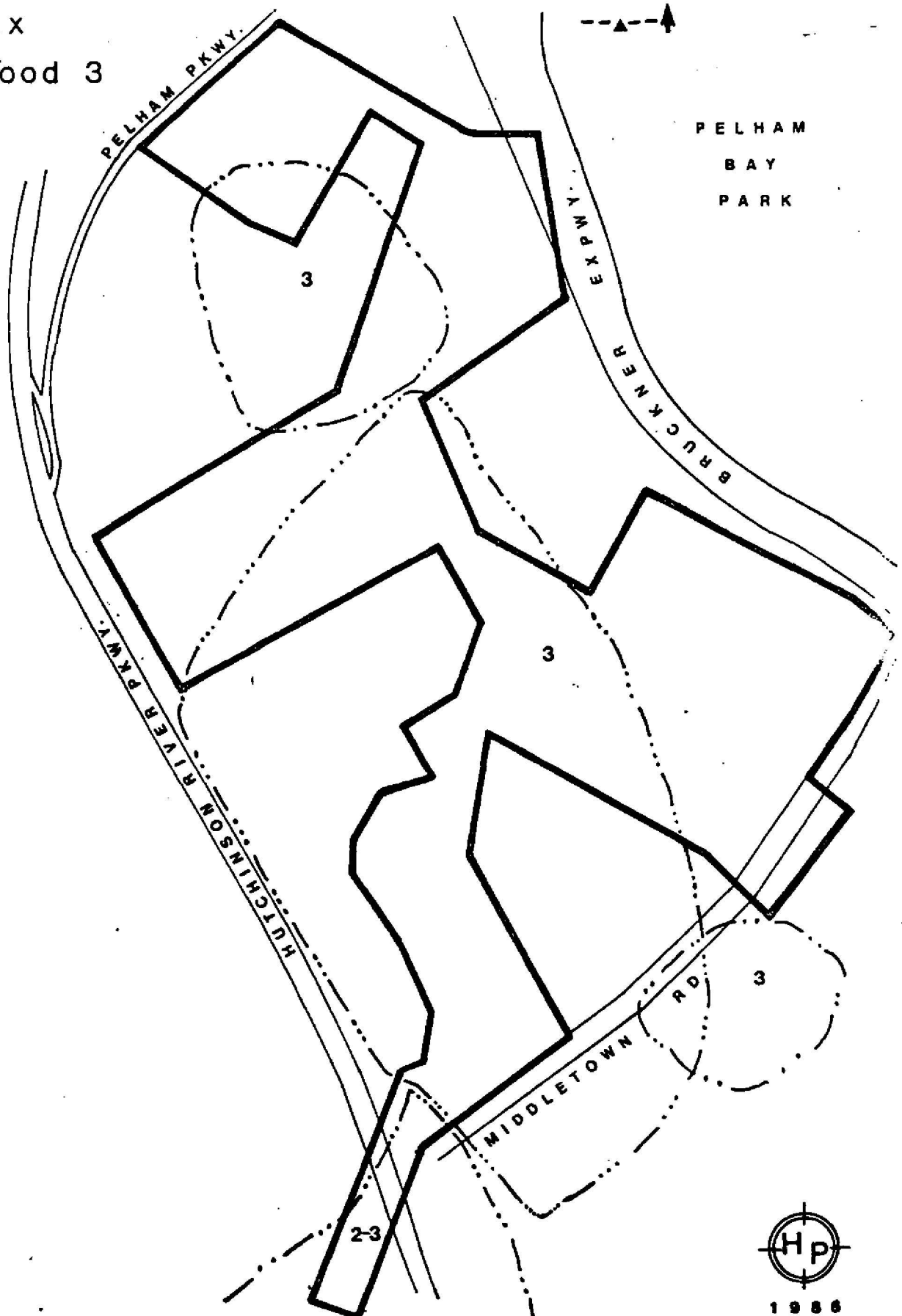
There are numerous prehistoric archaeological sites listed for the eastern portion of what is now considered the Bronx. The Siwanoy, a Munsee-speaking Upper Delaware tribal group, occupied the area when the Europeans first arrived. They had been attracted to the coastal sites for the same resources that later attracted the colonists: shellfish, arable land, cool breezes, fresh-flowing water, convenience of water travel, etc. Ethnographic reports from the first settlers have described their hunting, fishing, and camping systems. Artifactual evidence of their past occupation of the eastern half of the Bronx is still being unearthed, investigated, and reported. There are prehistoric sites inventoried for areas due north and south of the Neighborhood but there are no specific sites recorded within the boundaries. Reginald Bolton's early twentieth century research yielded many Indian trails that correspond to early colonial roadways and even the streets and highways operable today - such as the trail that Bolton believed corresponded to the section of Tremont Avenue that passes through the blocks south of the Neighborhood. Grumet's more recent work (1981) contains this same trail. (See the following map.) A local historian has described this path as a very important link between the two tribal groups occupying different banks of the Bronx River. "It crossed present day Fordham University lawns alongside Fordham Road, and crossed the Bronx River on a line with Lydig Ave. It was the narrow forerunner of Bear Swamp Road (now Bronxdale Ave.) and led through Westchester Square to two large settlements - one in Old St. Raymond's Cemetery, and the other where Schley Ave. meets Eastchester Bay." (McNamara, 1984: p. 14) The Dutch "extinguished" the Indian title to the land in 1643. (French, 1860: p. 706)

The eastern portion of the Borough of the Bronx did not develop as quickly as the land lying west of the Bronx River. One early village center was Westchester. This village center was immediately southwest of Neighborhood 3 and is now known as Westchester Square. (Fordham Branch Library of the NYPL, Bronx History Reference Division Scrapbooks, p. 127) As early as 1693 the English had established a market in Westchester and it was made a borough town in 1696. The accompanying maps, that depict the Bronx in 1776 and in 1867, indicate the concentration of development around the Westchester Village and the lack of development in the Neighborhood area. Under the Townships Act of 1788 a great deal of the eastern half of the Borough was called Westchester; but by 1860, the Village of Westchester, at the head

of the "navigable Creek," supported 1,000 scattered inhabitants. (French, 1860: p. 706) The following twentieth century photograph is of Westchester Square. The coming of the railroad opened up the Neighborhood 3 area to rapid development. "The advent of the railroad lines making the area accessible from the north, south, and west was the single most important factor in the area's development. The Harlem River and Port Chester Railroad (the present Harlem division of the New York Central), built in 1872 can be seen as the start of the rapid development of the eastern half of the borough. This section was annexed to the City of New York in 1895." (NYCLPC, 1983: n.p.) The rural area to the northeast of the village no longer centered its activities on the Creek, which was eventually filled north of East Tremont Ave. "Any archaeological work in the Bronx must take into account the extensive, perhaps more than in any other borough, landfilling." (ibid., n.p.)

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx
Neighborhood 3



BRONX NEIGHBORHOOD 3

--▲- 2830

New York State Museum Inventory Number
According to Arthur C. Parker (1920, The Archaeological History of New York), site (prehistoric) focus is shellheaps on west side of Eastchester Bay, at mouth of a small brook. This area is directly north, northeast of Neighborhood 3, abutting the loop (on northeast side) of Interchange 1 of the Throgs Neck Expressway.

--- NYC LPC Neighborhood Maps, 1868

2-3 - Westchester Village, commercial and residential combination

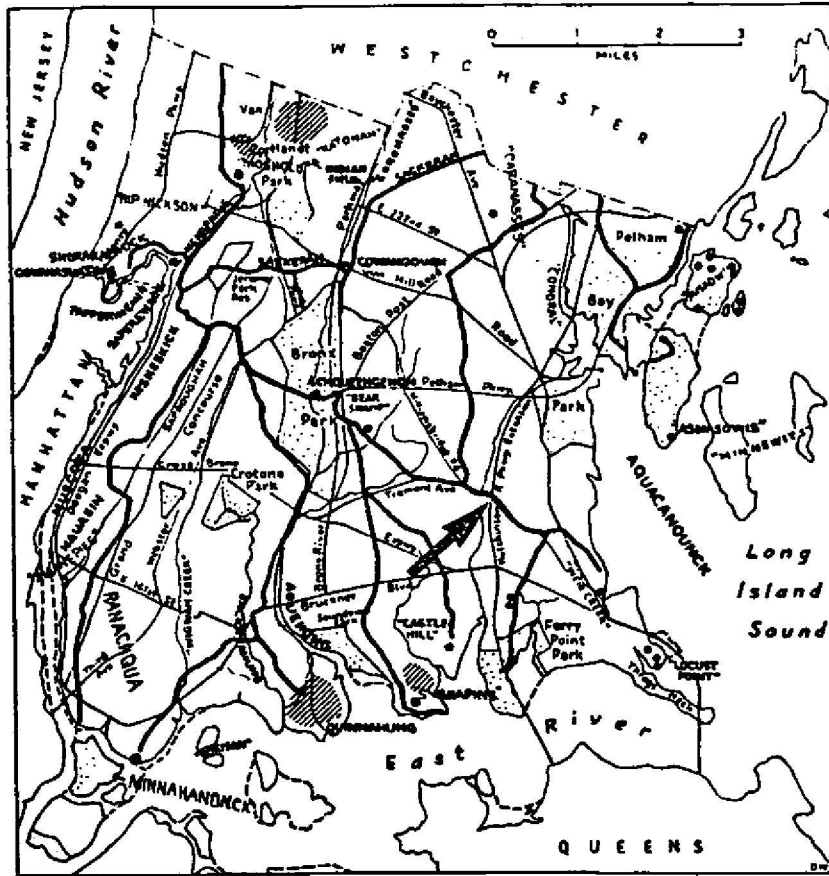
3 - Stinard Town village in north section of Neighborhood, residential

3 - Middle Town village in south section of Neighborhood, residential

The remainder of Neighborhood 3 classified as unimproved land with scattered residences

---- NYC LPC Neighborhood Maps, 1897

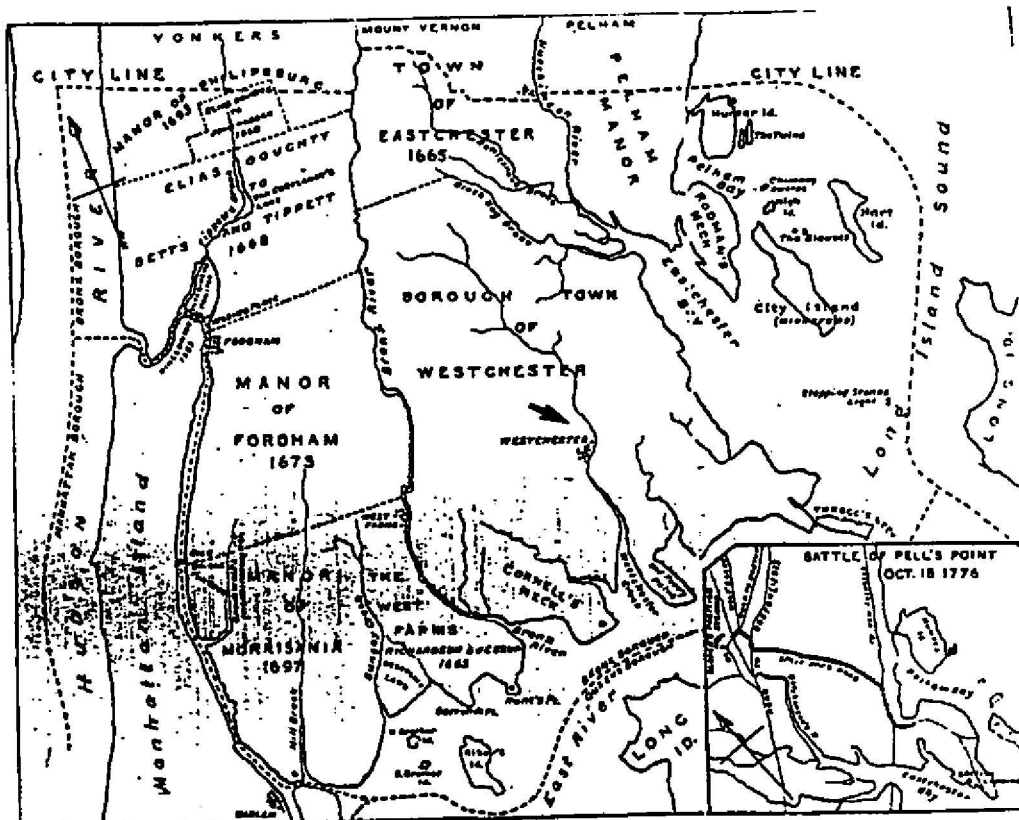
3 - residential community



Photocopied from

Grumet, Robert S.

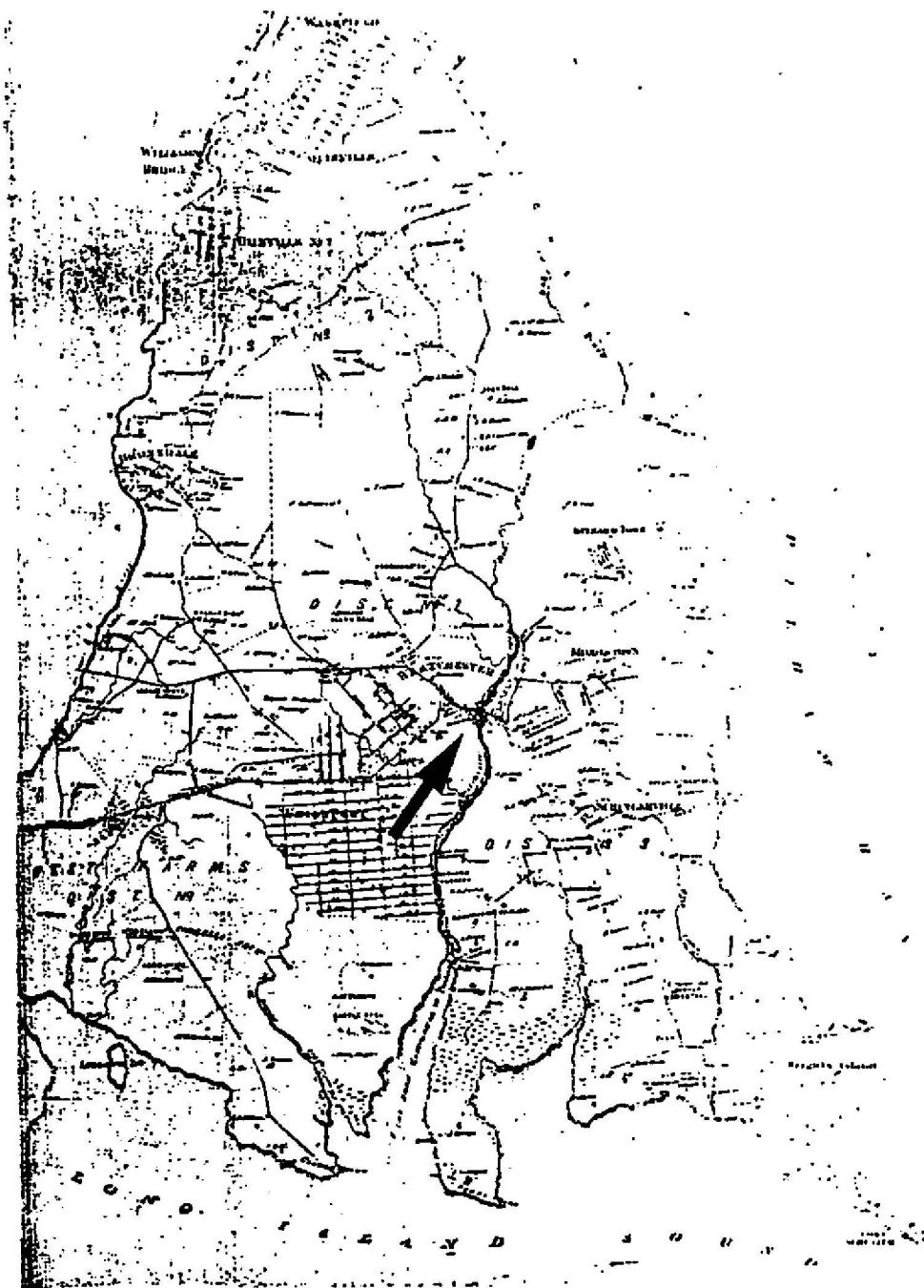
1981 Native American Place Names in New York City.
New York: Museum of the City of New York



At the End of the English Period. [Insert:] Battle-field of Pell's Point, Oct. 18, 1776.

Photocopied from

Jenkins, Stephen
 1912 The Story of the Bronx. New York:
 G. P. Putnam's Sons.



Map of the Township of Westchester, 1867.

Photocopied from

Jenkins, Stephen

1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.



ABOVE: From Westchester Avenue at Westchester Square, looking northwest in 1910, one can see the stores on East Tremont Avenue. Among them are the Knickerbocker Market, the Westchester News Company, a saloon, a theater, a confectionery, a restaurant, Peterson's drugstore, and a grocery. The horse trough and drinking fountain in the center of the photograph were donated by a Mr. Cooley.

Photocopied from

Ultan, Lloyd and Gary Hermalyn

1964 The Bronx in the Innocent Years, 1890-1925.

New York: The Bronx Historical Society.

BRONX NEIGHBORHOOD 4
 EASTCHESTER

Neighborhood 4, is bounded (approximately) on the east by the Bruckner Expressway, on the south by Bartow and Tieman Avenues, on the west by Givan, Baychester, and Crawford Avenues, and on the north by Seton Falls Park, Marolla Road, and the Boston Secor Housing Complex. The massive Co-Op City Complex, directly to the east of the Neighborhood and located between I-95 and the Hutchinson River, dominates the Neighborhood cityscape. Haffen Park, known for its attractive art-deco swimming pool, is situated in the west section of the Neighborhood, across from the Workmen's Circle Home for the Aged.

The evidence for prehistoric exploitation of the Neighborhood 4 area is not definitive. Although there is strong evidence for Native American occupation on the west bank of Eastchester Bay, at Throg's Neck, City Island, Hunter Island, and parts of Pelham Bay Park, there are no recorded sites within the precise Neighborhood 4 boundaries. (McNamara, 1984: p. 14; Parker, 1920: p. 490; James Field, Paine-Huguenot Historical Society, New Rochelle, NY, personal communication; Ralph Solecki, Columbia University, NYC, NY, personal communication) Neither Reginald Bolton nor Robert Grumet locate a habitation site in the Neighborhood. (See the following map.) The absence of a recorded prehistoric site does not indicate the actual absence of any such resource. In actuality, the northwestern boundary of the Neighborhood abuts Seton Falls Park which, according to the Bronx historian Randall Comfort, is the location of an Indian cave, Indian fortification, and also a mysterious Indian hiding place. (Fordham Branch of the NYPL, Bronx History Reference Division Scrapbooks, p. 302) This northwestern portion of the Neighborhood does conform to the geographical and environmental type of site exploited during prehistoric periods: (1) elevated knoll or terrace; (2) proximity to a large water resource (Hutchinson River); (3) proximity to a fresh water resource (Rattlesnake Brook); (4) proximity to the main trails and paths (Split Rock Road). Of prime importance in assessing the prehistoric archaeological potential of the Neighborhood is the relatively undisturbed nature of large portions of the subject area.

Neighborhood 4 was part of a land tract of 9,160 acres purchased from the Indian Chief Wampage by Thomas Pell on November 14, 1654. Pell's treaty with the Indians included a vast area of what is now the Bronx: all of the lands east of the Hutchinson River to Mamaroneck, including City Island, Hunter's Island, and the other small islands bordering the shore; Pell's Point; all of the towns of Pelham; New Rochelle; and an area west of the River including East Chester, part of Mount Vernon, and other acreage in the Bronx. (Beyer Blinder Belle, 1985: p. 5) "Around 1715 one Rev. John Bartow bought much land along the west bank of the Hutchinson River extending back to Eastchester Road and this purchase, for some unknown reason, he called "Scabby Indian." A portion of this real estate transaction was known as Rose

Island. (This Island, approximately 14 acres, is no longer recognizable as an island - having been incorporated into the land that now supports I-95 and Co-Op City.)

The Pell family were Loyalists and fled to New York City during the Revolutionary War. The Battle of Pell's Point, fought in the Pelham Bay Park in October, 1776, proved to be a significant turning point in the patriots' long struggle. "The superlative resistance put up by a colonial brigade against the landing of British and Hessian troops saved the main bulk of the American Army and taught the invading professionals that the 'irregulars' were a force to be reckoned with." (Fordham Branch of the NYPL, Bronx History Reference Division Scrapbooks, p. 164; The accompanying magazine illustration indicates these army movements, which were to the east of the Neighborhood.)

In c.1790 Robert Givan purchased from Bartow a fertile tract of land lying alongside Eastchester Road, and sloping eastward to the Hutchinson River, eventually including Givan Creek and Rose Island. The Givans called their property 'Ednam,' after their estate in Scotand. They moved into a house that was already standing on the high ground. Givan, a miller, also purchased water rights from Bartow to power his mill. "The Givan homestead (part of it standing before our Revolution) is located [1964] at Mickle Ave., behind the Post Office off Givan Square." (McNamara, 1964:p. 12) (See the accompanying newspaper sketch. This site is located one block outside the extreme southwestern Neighborhood boundary.)

This eastern portion of the Bronx developed more slowly and in different patterns than those areas west of the Bronx River. "Farms and estates with scattered village settlements existed along the shorelines and the present Westchester County border, Hutchinson River and Westchester Creek, leaving the vast central part largely undeveloped. This situation persisted well into the last quarter of the 19th Century. Much of the northeast portion of the area, the former manor of Pelham, was swamp and therefore undeveloped. The advent of the railroad lines making the area accessible from the north, south, and west was the single most important factor in the area's development. The Harlem River and Port Chester Railroad (the present Harlem division of the New York Central), built in 1872 can be seen as the start of the rapid development of the eastern half of the borough. This section was annexed to the City of New York in 1895." (NYCLPC, 1983: n.p.)

"In 1902, the upper half of the original Givan farm became a real estate development. Miss Agnes Arden had died some years earlier, but the land had remained in the family's possession and so the venture was given the name of Arden Estates.

Around the same time, the remaining portion of the Givan lands - owned by the Palmers - was subdivided and

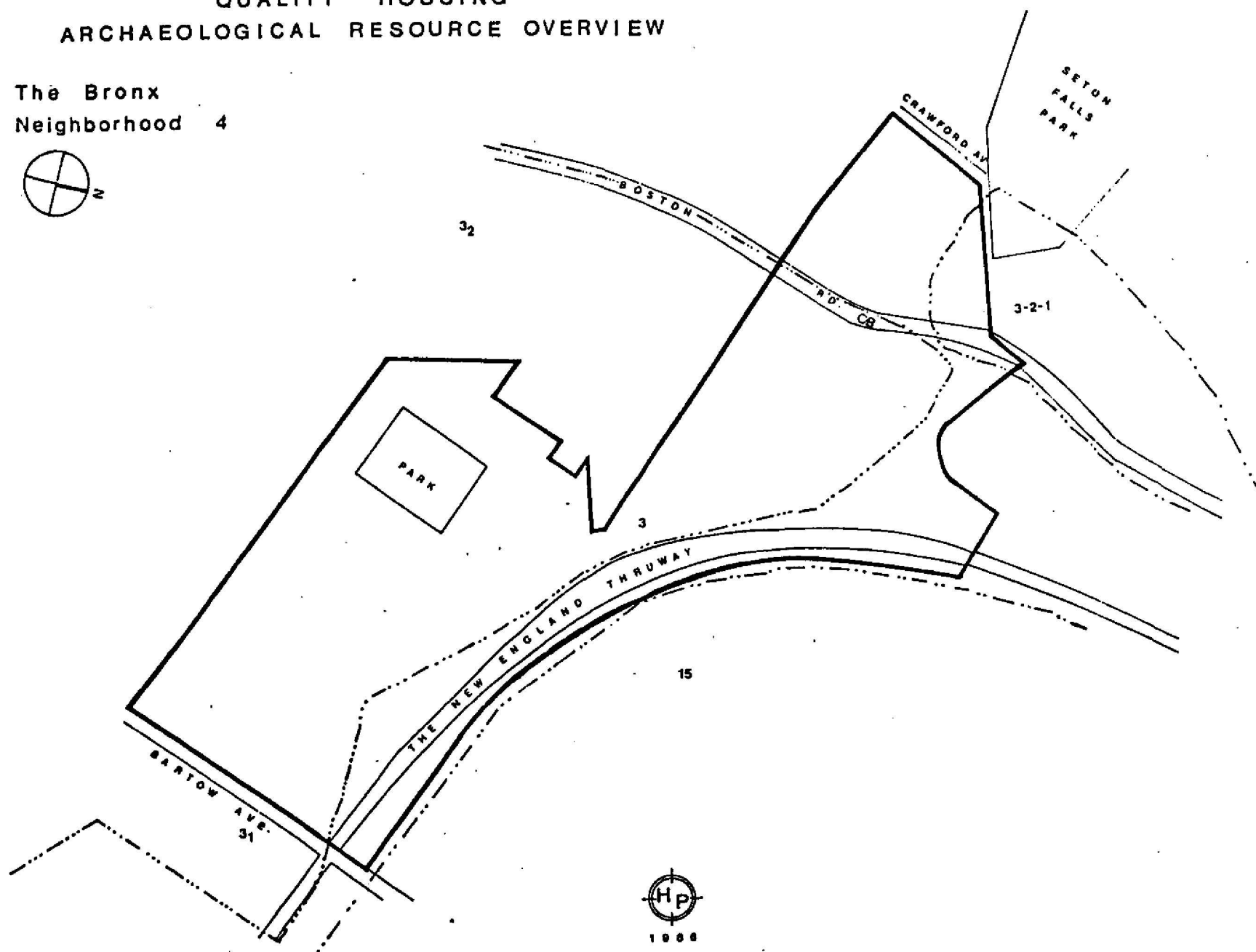
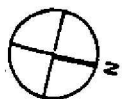
put up for sale as 'Pelham Bayview Park.' On the 38 acres, a LeRoy Avenue [Adee Avenue] was laid out, as was a Palmer Boulevard [never cut through], a Palmer Avenue and a Givan's Drive [only a footpath remains]." (Fordham Branch of the NYPL, Bronx History Reference Division Scrapbooks, p. 189)

Early in this century the Neighborhood pastoral scene was further disrupted by the establishment of the ill-fated amusement park, Freedomland, on the land that is now occupied by Co-Op City. (White and Willensky, 1978: p. 358) The once marshy land and island clusters were extensively filled for the unsuccessful venture - a process that continued when the housing complex was erected.

Currently in Neighborhood 4 there are numerous de-mapped roads (e.g., southern section of Grace and Ely Ave. and portions of Marolla), vacant land (e.g., the area between Palmer and Boller), and a mixture of housing types - large, multi-story housing complexes (e.g., the J. Jagan Building), detached one family homes with small, well kept lawns (e.g., on the southern portions of Tieman, Gunther and Wickham), duplexes, and the one story stone cottage complex on Boller Street, immediately south of the elevated esplanade. The northwest sector of the Neighborhood, in particular, has an idiosyncratic atmosphere - hosting commercial, one family home lots, housing complexes, and relatively untouched open space. The original rough topography of the land can be appreciated in this area of the Neighborhood.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx
Neighborhood 4



BRONX NEIGHBORHOOD 4

O_B R. Bolton placed an Indian trail (1922) within the Neighborhood,
on route of Boston Post Road

----- NYC LPC Neighborhood Maps, 1868

15 - undeveloped land, site of present Co-Op City

3-2-1 residential, commercial, and agricultural strip along
a section of the Boston Post Road

All of Neighborhood 3, with small exception, as noted above,
is listed as undeveloped land and scattered residences.

----- NYC LPC Neighborhood Maps, 1896-7

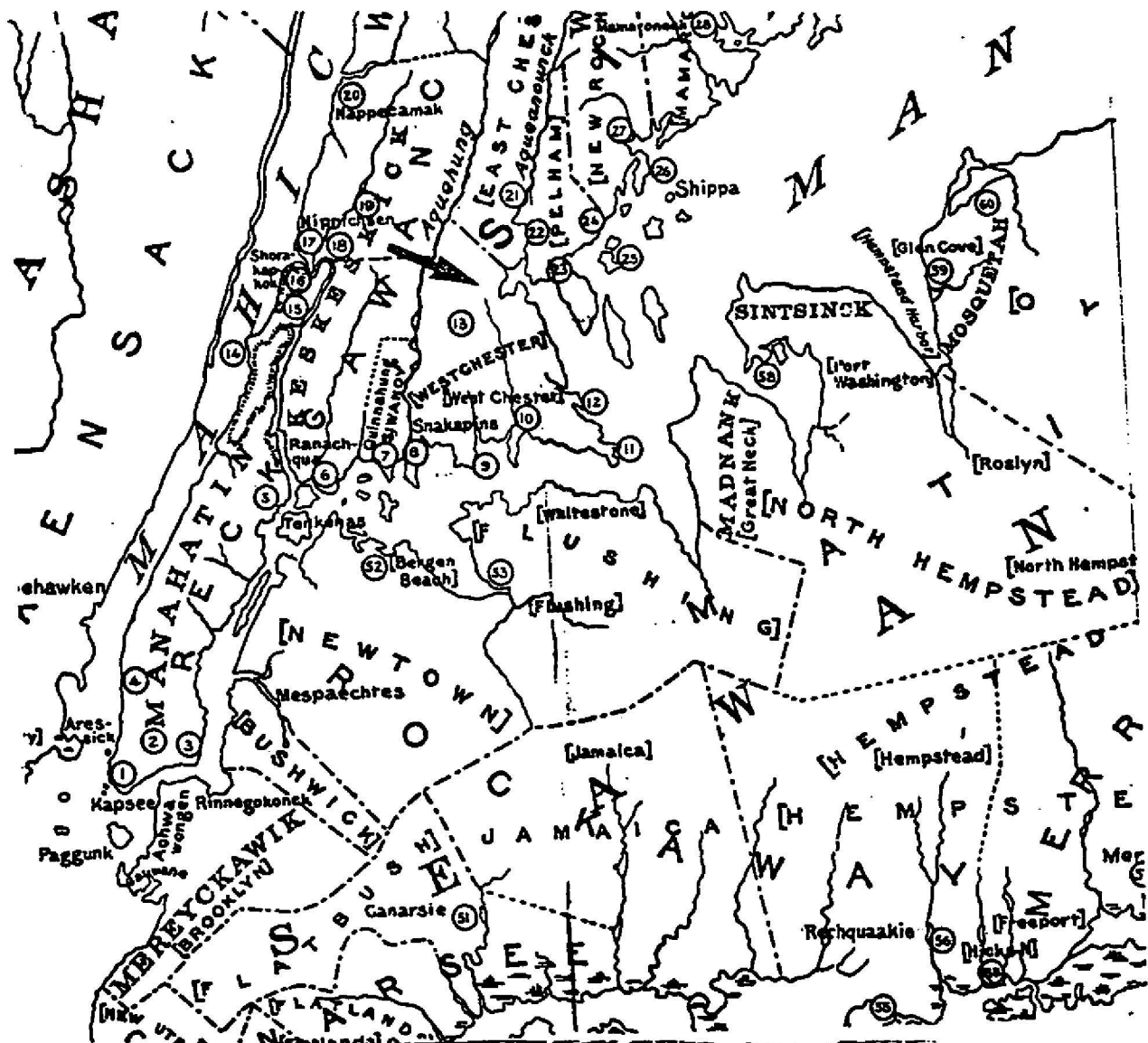
3 - As outlined on the map, Neighborhood 3 is listed as
residential.

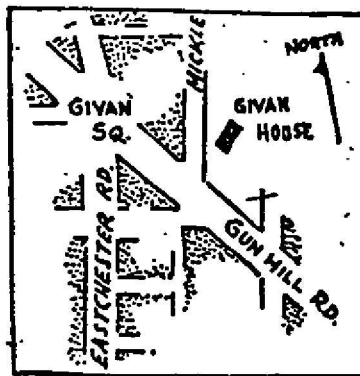
3₁ - Pelham Bay View Heights

3₂ - Arden Estate

Photocopied from

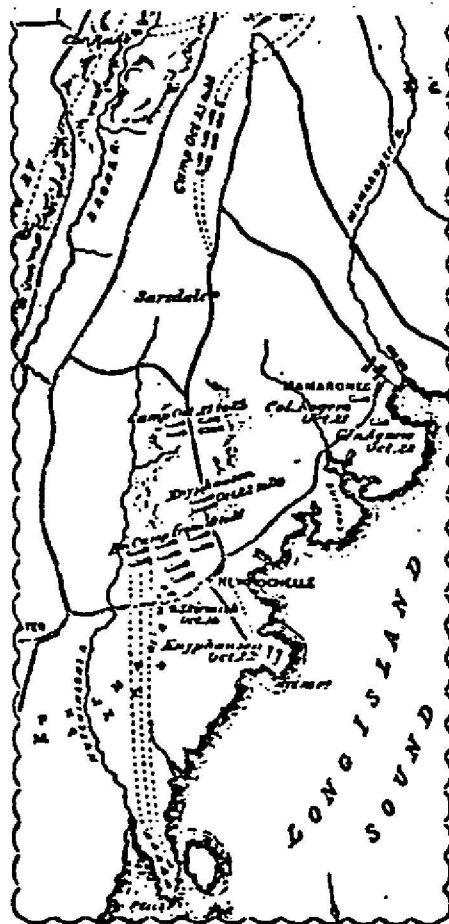
Bolton, Reginald
1920 "New York in Indian Possession," Indian Notes
and Monographs, 2(7). Museum of the American
Indian.





McNamara, John

1964 "The Bronx in History: 'Ednam,' Givan Family's
Mansion Still Stands in Eastchester Area," in
Bronx Press Review, April 2, 1964.



Map showing part of the progress of
the Battle of Pell's Point, after
the British landing, October, 1776.

Fordham Branch of the NYPL,
Bronx History Reference Division
Scrapbooks, p. 164

BRONX NEIGHBORHOOD 5
 NORWOOD

Quality Housing Neighborhood 5 in the Bronx corresponds to the community area called Norwood. Originally known as Norwood Heights, the neighborhood is clearly defined by both the topography and man-made boundaries. It is a triangular shaped parcel situated on a plateau to the north of Bedford Park and surrounded by open space - Bronx Park, Van Cortlandt Park, Woodlawn Cemetery and Mosholu Parkway.

Norwood is an example of the thorough planning that resulted in the many distinct enclaves in the borough. "The Bronx was the most carefully planned of New York City's five boroughs. Its parks were mapped out long before land was cut up into lots, streets paved, and buildings constructed. This happened because Andrew Haswell Green, who became New York City's Park Commissioner in 1857, foresaw the city growing with only blocks of buildings without consideration for parks and gardens. He was disturbed that a forty-five year old plan was still being used by the city fathers without any changes having been made for including parkland while the city was growing." (Mead, 1982: p. 9) By 1898 when Greater New York City was incorporated, the parkland and streets of the Bronx were planned and both Van Cortlandt and Bronx Parks were established. Most of Norwood's streets, that once were associated with the adjacent landowner's name, now carry names either of the great patriots who served our country in its early days, or the names of past engineers in the Department of Public Works. Numbered streets in Norwood run from 202nd Street through 211th Street. Most of them, including Bainbridge, Decatur, Perry and Van Cortlandt Avenue East, are bisected by Mosholu Parkway.

Prior to the controlled development of the last one hundred years, the Norwood neighborhood area experienced at least three other occupations --- prehistoric exploitation, farm usage, and expansive estate divisions. As early as c.1614 it is recorded that Native Americans, called the Siwanoy, occupied the northern coastline of Long Island Sound from Norwalk, Connecticut to what is now known as the south Bronx. However, Norwood is on the west bank of the Bronx River and this water course may have been the dividing line between the Siwanoy and another Upper Delaware Munsee speaking cultural group called the Wiechquaesgeck. (Grumet, 1981: pp. 59-60) Reginald Bolton's "Indian Paths in the Great Metropolis" mentions an east-west Indian trail that traversed the north Bronx. This early path (first recorded in c.1669), known as Sachkerah, appears to cross through the middle of the current Norwood neighborhood. (*ibid*: p. 48) (See the following map.) Sachkerah apparently crossed through an Indian site called Cowangough. This locale could have been simply a "boundary place" or a "wading place." (*ibid*.: pp. 9-10) Evidence of an extensive (and possibly permanent) village to the north of Norwood was uncovered many years ago by a J. B. James. According to Bolton's report of this site, foodpits, human

burials, dog burials, ceramics, and lithic artifacts were found around the Van Courtlandt Mansion and scattered over the playing field adjoining the old building. (Bolton, 1972: p. 141, See map.)

The first official purchase of lands from the Native Americans of the Bronx area was in 1639 and Jonas Bronk became the first recorded white settler in the borough area. (Jenkins, 1912: p. 28) As with the rest of the borough, the Norwood neighborhood was farm land till the time of residential development. Issac Valentine, a blacksmith and a farmer of Dutch descent, was Norwood's first resident. At this time Norwood was part of Westchester County, formed in 1683. In approximately 1758 Valentine built his fieldstone home on what is now the corner of Bainbridge Avenue and Van Cortlandt Avenue East. (Mead, 1982 pp. 17-20)

During the Revolutionary War an American fort, manned by Negroes and known in the history of the City as the Negro Fort, was located just north of the Norwood parcel and west of the Williamsbridge crossing of the River. This site is now within the property of Woodlawn Cemetery. (Jenkins, 1912: p. 28)

As late as 1911 cows grazed on two farms in Norwood. The Miller family farm bordered on Holt Place and Reservoir Oval East, the road that encircles the playground today. Miller's farm was not large, but the cows supplied enough milk for neighborhood customers, who had to bring their own milk pails. The Allen's farm was located on the northwest corner of Gun Hill Road and Bainbridge Avenue. Today, high-rise houses cover the farmlands. (Mead, 1982: p. 33, See map.)

In 1866, Norwood had a private estate named "Fairlee." The land, 13.147 acres, was purchased on November 10, 1866, by William Watson Niles and Isabel White Niles from Mary Berrian, et al. It was bounded on the north by Woodlawn Road (now Bainbridge Avenue) from 205th to 207th Streets, on the south by Mosholu Parkway, east by Bainbridge Avenue and west by 207th Street. A private road ran through the property from the front of the main house, built in 1869, leading southward to what is now the center of Mosholu Parkway. After World War I the Niles estate was sold and cut up into building lots for stores and apartment houses. In the rear of these buildings the rock formation and elevation of the estate land can be seen as it was originally. (Mead, 1982: pp. 27-30)

A second stone structure from the pre-development era in Norwood is the Williamsbridge Reservoir keeper's house built in 1888 on the corner of Reservoir Place and Reservoir Oval East. The Williamsbridge Reservoir itself has been the center of Norwood since its construction began in the 1880s. "Water from the Bronx River was impounded at New Castle in northern Westchester. It was admitted into the Williamsbridge Reservoir on December 4, 1888, by way of the Kensico Dam and through the Bronx River pipeline that was built under Putnam Avenue in

Norwood. When filled, the reservoir held 150,000,000 gallons of water, 40 feet deep.

The huge bowl towered over house tops on its eastern side and closed off the view from the house windows that faced it. Small backyards separated the houses from the lower fieldstone wall of the reservoir which still may be seen behind houses at 3321 to 3331 Perry Avenue. By the 1930s, the reservoir had outlived its usefulness. The city drained the bowl and built in its place the twenty-acre Williamsbridge Oval playground in 1937." (Mead, 1982: pp. 14-16) (See the following photograph.)

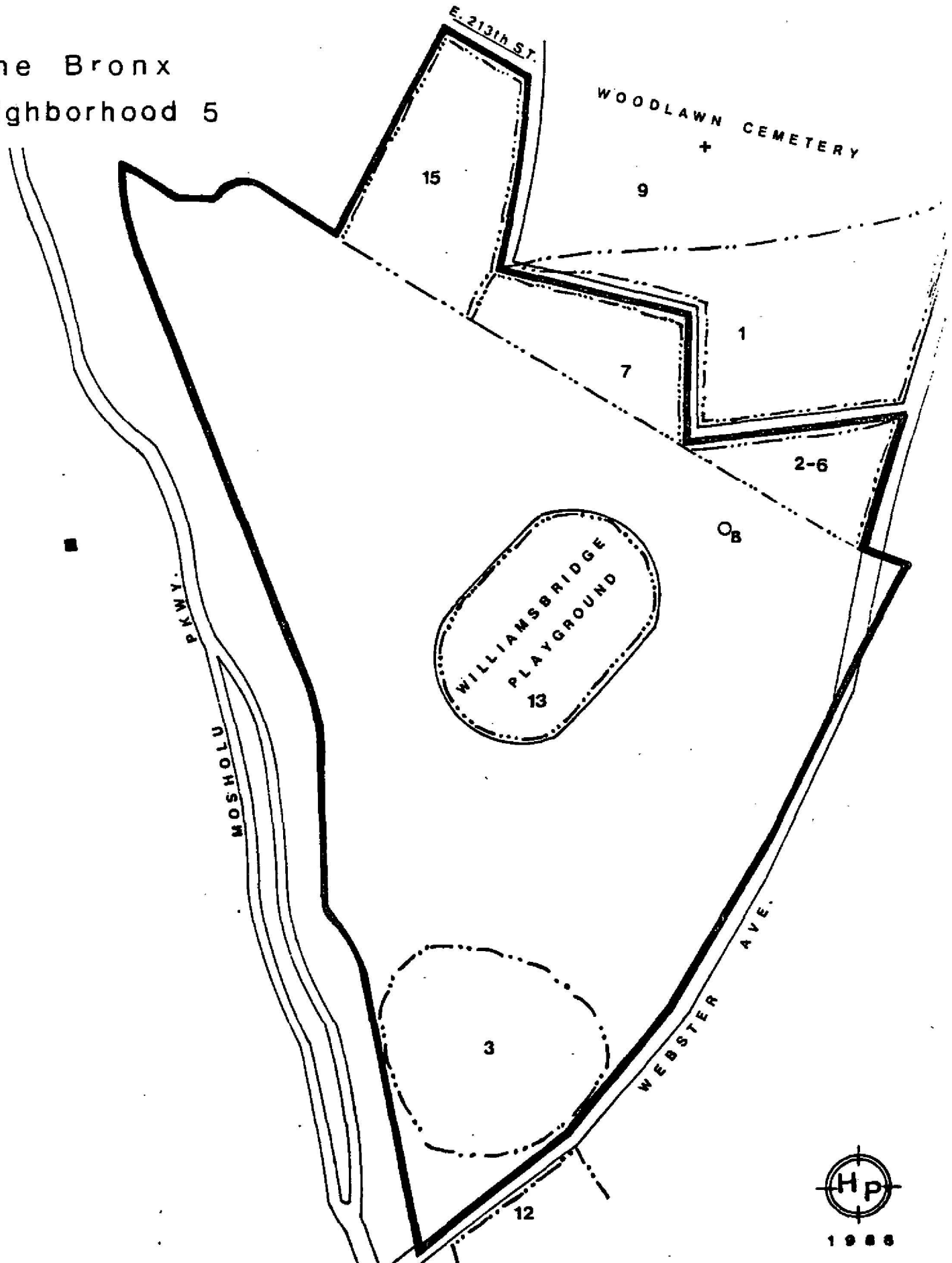
"At the turn of the century when Norwood was being developed, 204th Street (then Woodlawn Road) was equally as residential as commercial. However, by 1920, more stores were needed. The plan was to move the houses around corners, one after the other.

The south side of 204th Street, between Hull and Decatur Avenues, was high and rocky. Four houses were moved from that elevation, after which the rock was blasted to make both sides of the street one level. Over a period of five years, the blueprint plans were prepared and approved, houses moved one after the other to new sites, streets resurveyed, rock blasted and new stores built." (ibid.: p. 39) The commercial expansion of this period is most probably directly related to the 1920 introduction of the 3rd Avenue El into Norwood. Up until that time the only transportation in and out of the east side of Norwood was by trolley cars along Webster Ave. With the exception of the nearby Valentine-Varian house and six frame houses on Bainbridge Avenue at 207th Street, this early subway terminus was a very deserted area when development began in Norwood. In 1982 three of these original six structures were still standing (3176, 3199, and 3025 Bainbridge Avenue) although they were surrounded by a modern shopping district. (ibid.: p. 79)

The northernmost section of Neighborhood 5, situated between Gun Hill Road and the current southern boundary of Woodlawn, was an exception to the residential activity evident in the rest of Norwood by 1896-97. The northwestern portion of Neighborhood 5 - bordered by Jerome, Gun Hill and Bainbridge - was unimproved land during the last decade of the nineteenth century while the land to the east of this unimproved land - bordered by Gun Hill and Putnam Place - hosted a large scale institution. The small triangular plot between Putnam Place and the Bronx River in the northeastern portion of Neighborhood 5 was already a commercial/ industrial complex by the late 1890s.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

The Bronx
Neighborhood 5



1988

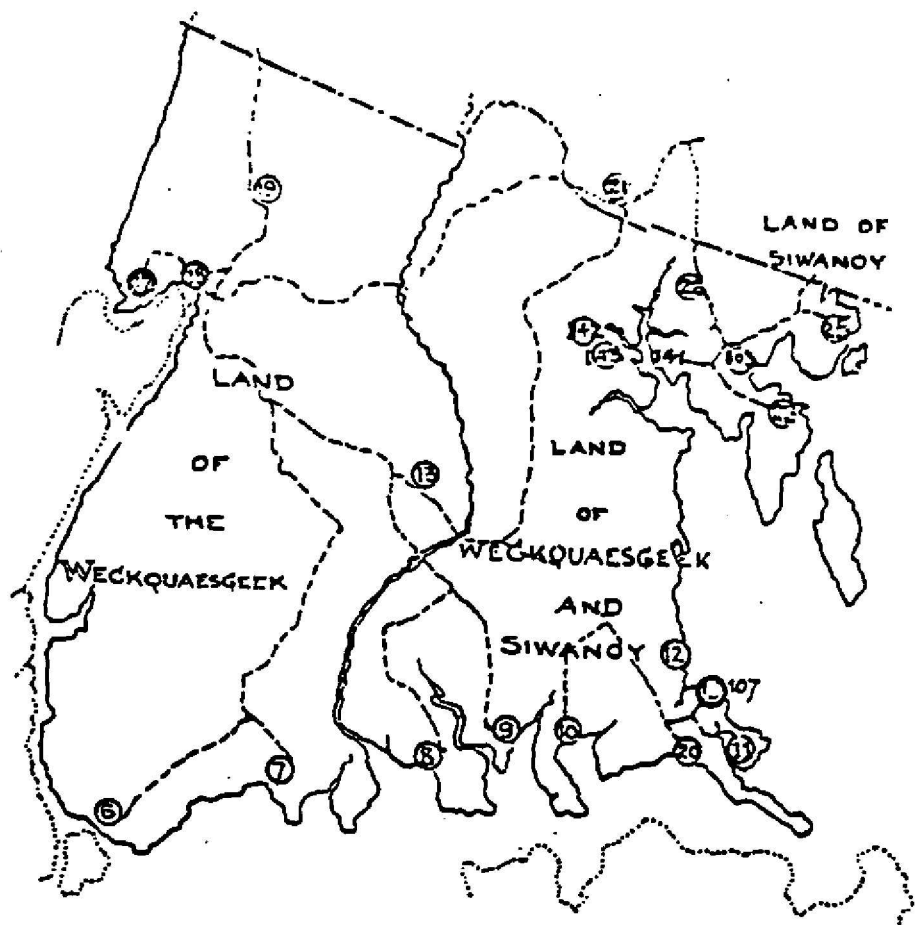
BRONX NEIGHBORHOOD 5

- ₈ R. P. Bolton suggested that Sachkerah was a trail that ran on an east-west axis across the north Bronx. (1922: p. 101) According to Grumet's illustration, p. 69, this trail passed over the Gun Hill Road - Bronx River crossing.

--- NYC LPC Neighborhood Maps, 1876
3 - residential cluster
12- transportation complex
1 - agricultural land
9 - cemetery (large, over one block in size)
The remainder of the Neighborhood 5 area listed as 1 - 3:
agricultural land and scattered residences.

---- NYC LPC Neighborhood Maps, 1896-7
13- reservoir
15- unimproved land
7 - institutional complex
2-6- commercial/industrial complex
9 - cemetery (large, over one block in size)
The remainder of the Neighborhood 5 area listed as 3:
residential cluster.

- New York City Designated Landmark:
High Pumping Station, Jerome Avenue (between Mosholu Park
South and Van Cordlandt Avenue)



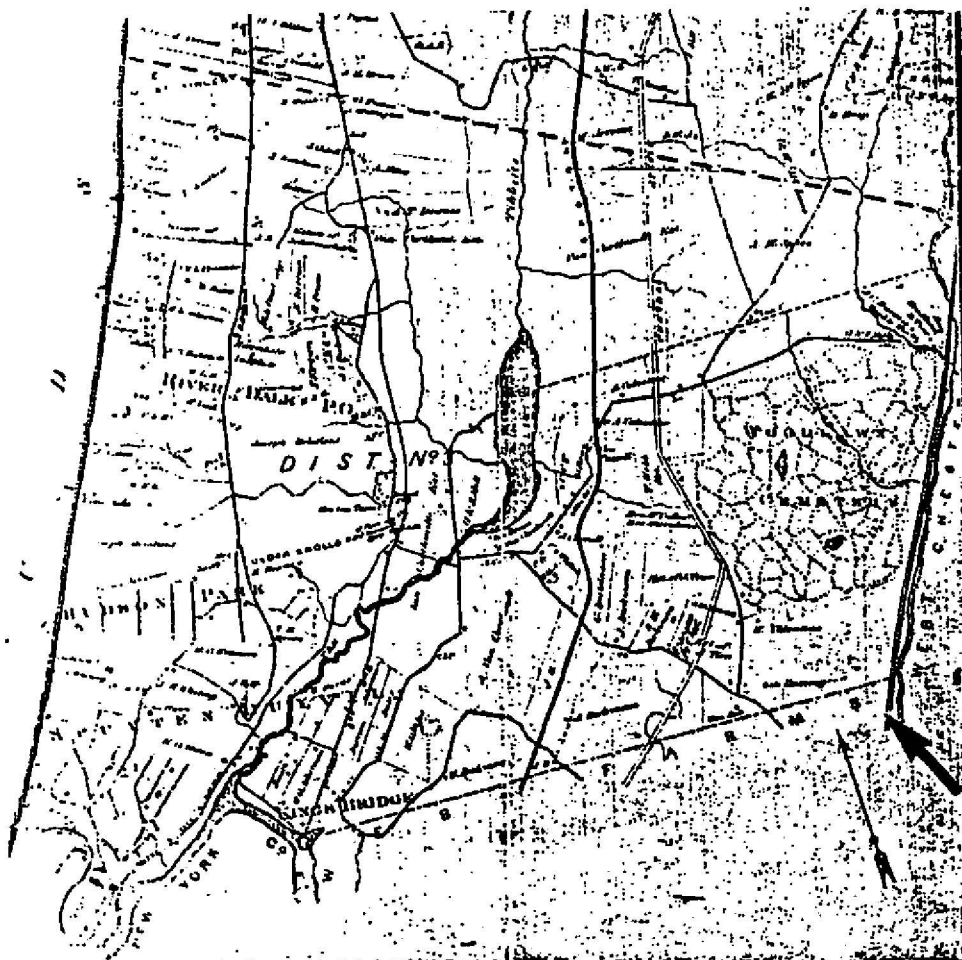
INDIAN SITES IN THE BOROUGH OF THE BRONX

Photocopied from

Bolton, Reginald

1934 Indian Life of Long Ago in the City of New York.

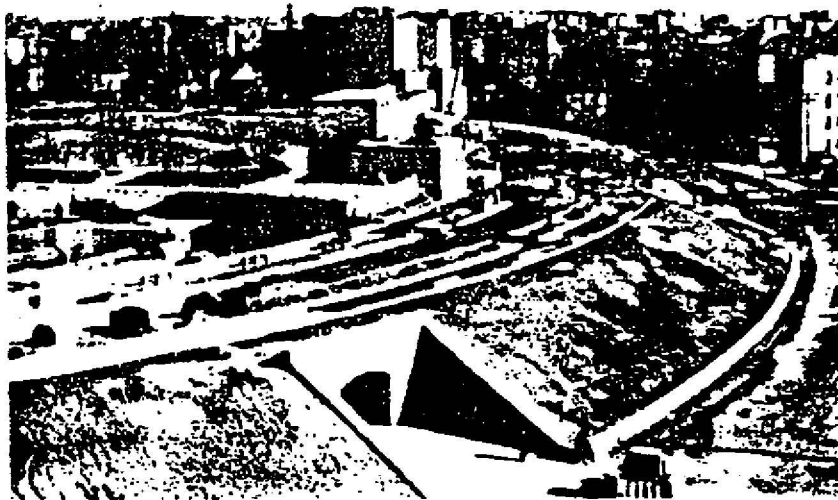
New York: Joseph Graham.



northern Part of the Township of Yonkers, 1867, Made into the Township of Kingsbridge, 1875,
and Part of the Annexed District, 1875.

Photocopied from

Jenkins, Stephen
1912 The Story of the Bronx. New York:
G. P. Putnam's Sons.



The reconstruction of the Williamsbridge Reservoir, 1937. The old reservoir has been drained, and playground equipment and landscaping have been added to make it a new park. The curved street is Reservoir Oval, and the tunnel entrance faces Van Cortlandt Avenue East at Bainbridge Avenue.

The Bronx County Historical Society Collection, New York City.

Photocopied from

Mead, Edna

1982 The Bronx Triangle: A Portrait of Norwood.
New York: The Bronx Historical Society. p. 61

BIBLIOGRAPHY BRONX

Beyer Blinder Belle

- 1985 "The Bartow-Pell Estate: Restoration of the Carriage House, Recommendations for a Master Plan," Draft Mss. on file with the International Garden Club, Inc., Bartow-Pell Mansion Museum, NYC.

Bolton, Reginald P.

- 1972 Indian Life of Long Ago in the City of New York. New York: Harmony Books. (Reprint. Editor, Dockstader)

-
- 1920 "New York in Indian Possession." Indian Notes and Monographs, 2 (7). New York: Museum of the American Indian, Heye Foundation.

Comfort, Randall

- 1906 History of Bronx Borough, City of New York. New York: North Side News Press.

Fordham Library Branch of the NYCPL System

- c.1940- Bronx History Reference Division Scrapbooks.
c.1985

French, J. H.

- 1860 Historical and Statistical Gazetteer of the State of New York. Syracuse: R. P. Smith, Publishers.

Goddard, Ives

- 1978 "Delaware," in Northeast, Vol. 15, B. G. Trigger, Editor, of the series Handbook of North American Indians. Washington: Smithsonian Institution.

Grumet, Robert Steven

- 1981 Native American Place Names in New York City. New York: Museum of the City of New York.

Jenkins, Stephen

- 1912 The Story of The Bronx. New York: G. P. Putnam's Sons.

McNamara, John

- 1973 "The Bronx in History: The 'Corners' of Old Bronx Were Important Locations," in Bronx Press Review, August 30, 1973: pp. 16, 18.

-
- 1984 "The Bronx in History: Boston Post Road Evolved from Siwanoy Indians' Path," in Bronx Press Review, February 23, 1984: p. 14.

McNamara, John

- 1964 "The Bronx in History: 'Ednam,' Givan Family's Mansion Still Stands in Eastchester Area," in Bronx Press Review, April 2, 1964: pp. 12, 20.

- 1984 "The Bronx in History: 'Schley Ave. Excavations' Yield Artifacts of Local Indian Tribes," in Bronx Press Review, February 16, 1984: p. 14.

Mead, Edna

- 1982 The Bronx Triangle: A Portrait of Norwood. New York: The Bronx County Historical Society.

New York City Landmarks Preservation Commission

- 1983 Neighborhood Maps. Mss. and maps on file at the NYCLPC.

Ultan, Lloyd

- 1979 The Beautiful Bronx, 1920-1950. New Rochelle, New York: Arlington House Publishers.

Ultan, Lloyd and Gary Hermalyn

- 1964 The Bronx in the Innocent Years, 1890-1925. New York: The Bronx County Historical Society.

White, Norvil and Elliot Willensky

- 1978 AIA Guide to New York City. New York: Collier Books.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Native American exploitation of the Queens County area is well documented by ethnographic reports from the seventeenth century (e.g., Denton), antiquarian research during the nineteenth and early twentieth century (e.g., Riker and Bolton), and by both amateur and professional archaeological reports (e.g., Asadorian, Lopez, Harrington, Wisniewski, Solecki, Kaeser, and Ceci).

The Queens County landscape during the majority of the prehistoric period of Native American occupation (approximately 11,000 to 370 years ago) was much different from what we see today due to the rise in sea level since approximately 3,000 years ago. New York archaeologists divide this prehistoric period into three sub-periods: the Paleo-Indian, the Archaic, and the Woodland.

The only evidence of Paleo-Indian occupation in Queens County is a projectile point for which no provenience was given. There is a scarcity of reported Paleo sites throughout the Northeast and Middle-Atlantic states due to the migratory nature of their life-style, low population density, and the subsequent inundation of many low-lying areas. Archaic and Woodland camp, village, burial, and special purpose sites in the borough of Queens have been documented. In the coastal and tidewater area of New York the Archaic Stage followed the Paleo-Indian Stage (c.9,000 years ago) and "is represented by numerous, small, nearly always multi-component sites, variously situated on tidal inlets, coves and bays, particularly at the heads of the latter, and on freshwater ponds on Long Island, Shelter Island, Manhattan Island, Fisher's Island, and Staten Island and along the lower Hudson River on terraces and knolls, at various elevations having no consistent relationship to the particular cultural complex." (Ritchie, 1980: p. 143) Polished stone tools (e.g., plummets, net sinkers, and celts) are markers for the Archaic Period.

By the time of the Woodland Stage (c.3,000 years ago) the sea level and exposed coastal regions were, in most respects, as they appear today. Although the Woodland Stage Native Americans preferred occupation sites situated on well drained terraces or knolls overlooking bodies of water, they did take advantage of the natural richness of the low areas. The appearance of ceramics (non-wheel formed clay vessels) is a marker for the Woodland Stage. There is some disagreement among southern New York archaeologists as to whether maize cultivation is a Late Woodland cultural trait. The Native American establishment of large, permanent coastal villages might very well have depended on the introduction of maize cultivation which may or may not have been a result of the very earliest contact with Europeans.

Anthropologists and linguists agree that when Europeans arrived in the Queens area the Native Americans were Munsee-speaking Upper Delaware Indians. (Goddard, 1978: p. 214) (See the following map.) Denton reported, in 1660, that the diseases introduced by the white men had already reduced the Indian population in this area of Long Island from six to two villages. As described by Denton, the Native Americans at this time "...live principally by Hunting, Fowling, and Fishing; their wives being the Husbandmen to till the Land, and plant their corn." "The meat they live most upon is Fish, Fowl, and Venison; they eat like wise Plecats, Skunks, Raccoon, Possum, Turtles, and the like. They build small moveable Tents, which they remove two or three times a year, having their principal quarters where they plant their corn; their Hunting quarters and their Fishing Quarters." (Denton, 1902: p. 45)

Reginald Bolton's research in the early twentieth century is a basic reference text for identifying Indian trails, planting fields, and camp sites in all of the boroughs. Grumet's more recent research has also become a basic reference text that, in most instances, corroborates Bolton's earlier conclusions. Bolton and Grumet are two of the standard indicators used by the New York City Landmarks Preservation Commission in identifying potentially sensitive archaeological areas. Both of these experts listed many archaeological sites in Queens County. (See the following Bolton and Grumet maps.)

Fortunately Queens experienced a great deal of archaeological attention during this century and we are able to use the field reports and published articles to locate areas known to have, at one time, yielded archaeological material. Unfortunately, most of this early research was done as a salvage effort when the development of the borough threatened cultural resources. We do know that certain archaeological sites have been totally or partially destroyed. The following map by Solecki shows a large number of prehistoric sites that were extant in the borough before the 1940s. Although there has been extensive construction, road building, and landfilling in the borough, the potential for extant prehistoric archaeological resources is still high. As can be seen on the following maps, the majority of archaeological work focused on the shoreline sites that were easily identified by the concentration of shellfish debris (middens) or focused on the path of modern construction. This approach has yielded both a spatial and functional bias in the recorded archaeological data. The near exclusive study of shell middens has yielded a wealth of information on Long Island's coastal strip but also a skewed perspective on the functional range of prehistoric sites. The limited number of inland archaeological sites investigated and reported is not necessarily indicative of a lack of inland archaeological sensitive areas. (Lightfoot, et al, 1985: p. 64; Wyatt, 1982: p. 77) (See the following maps from Solecki and Lightfoot.)

Note on Figures for Queens Study

Figures 1-6 are referred to in the pre-historic overview and follow that section.

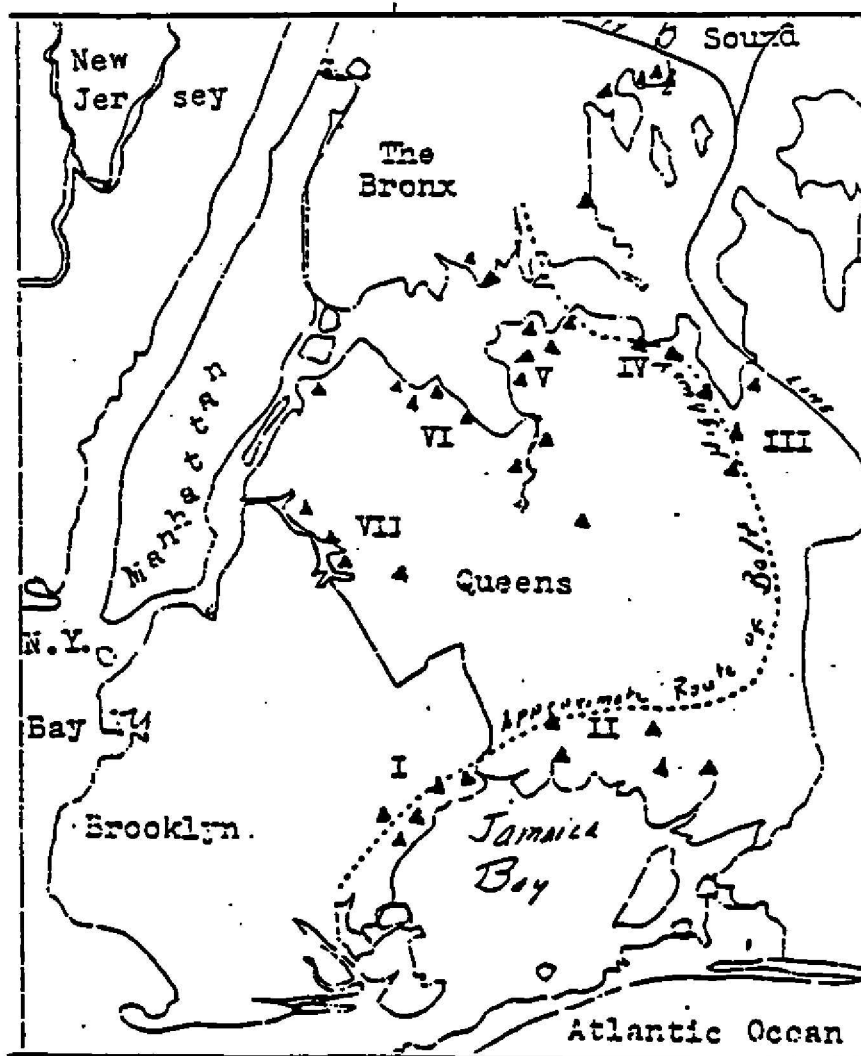
Figures 7-14 follow the historic overview

Figures 7-12 are maps ranging from 1781 to 1904 which trace the development of the Borough

Figure 13 shows Neighborhood 14 (College Point) in 1895

Figure 14 shows Neighborhood 1 (Hallet's Point) in 1851

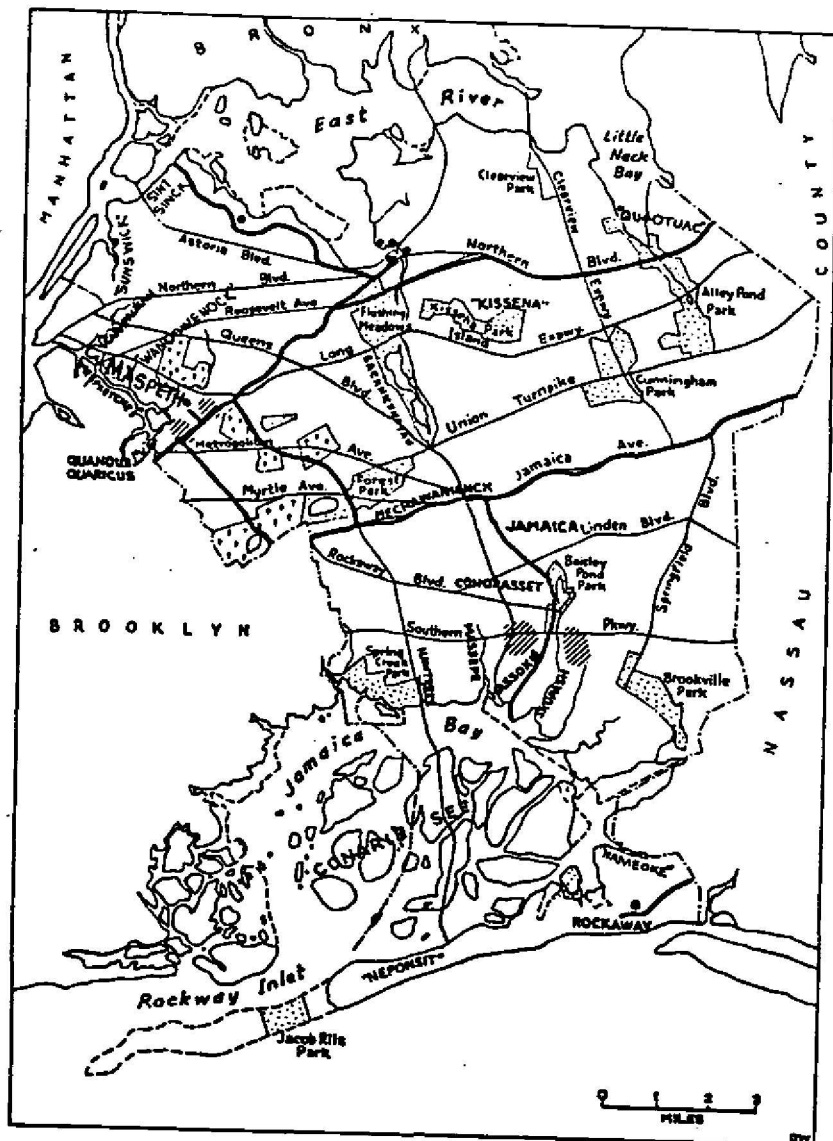
Photocopied from
Solecki, 1941



INDIAN VILLAGE SITES: Triangles on diagram indicate sites explored by Committee on American Anthropology of the Flushing Historical Society. Important locations described in accompanying article are numbered.

Fig.2

QUEENS / 71



Robert Grumet, 1981

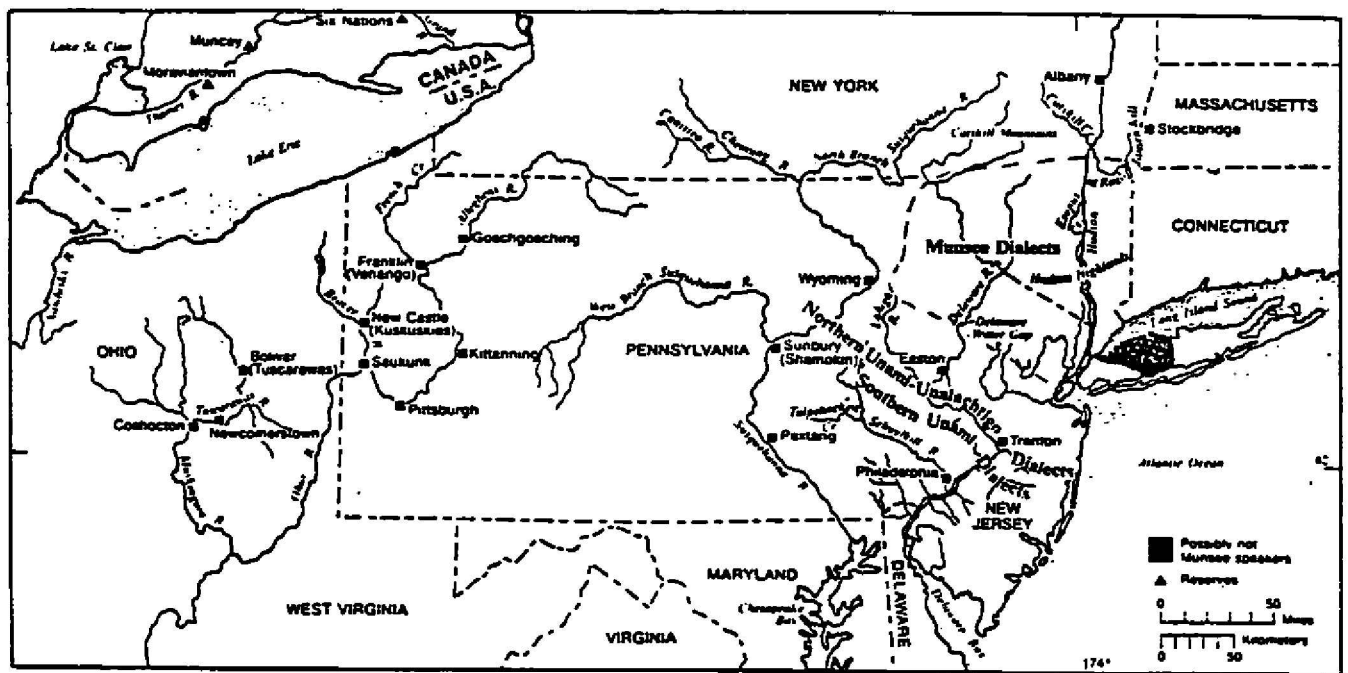


Fig. 1. 17th-century tribal territory and western relocations in the Susquehanna Valley (before 1709-1772), Ohio Valley (1724-1795), and Ontario (1785-present).

Ives Goddard, 1978

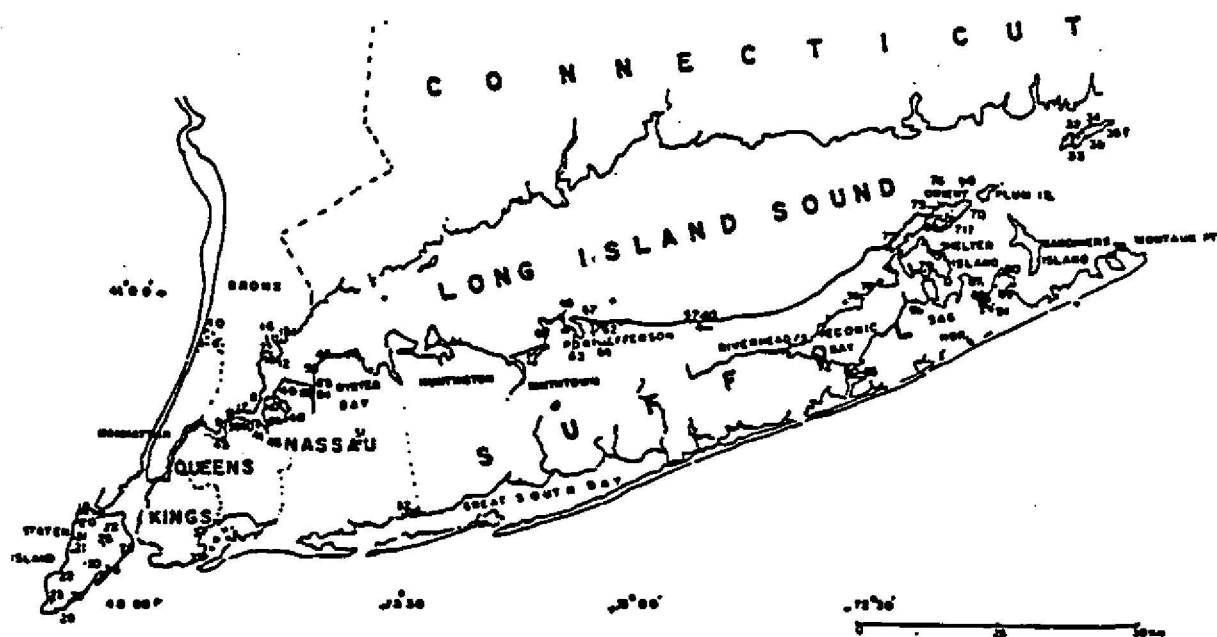
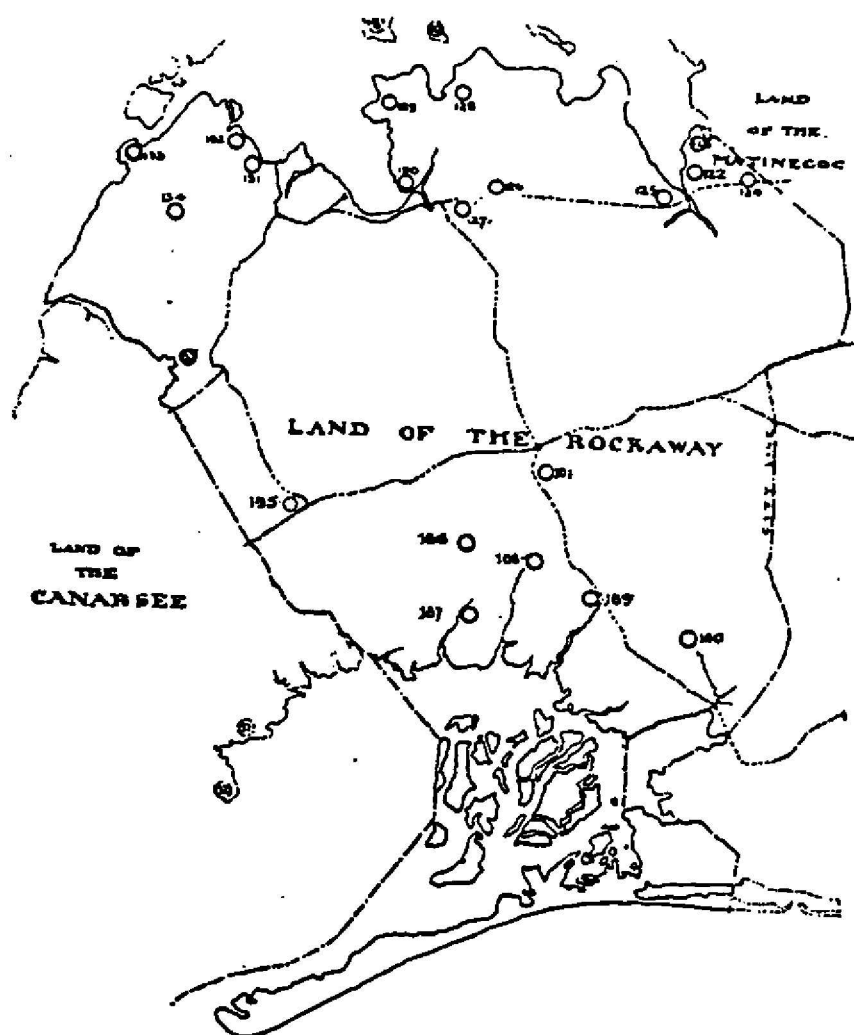
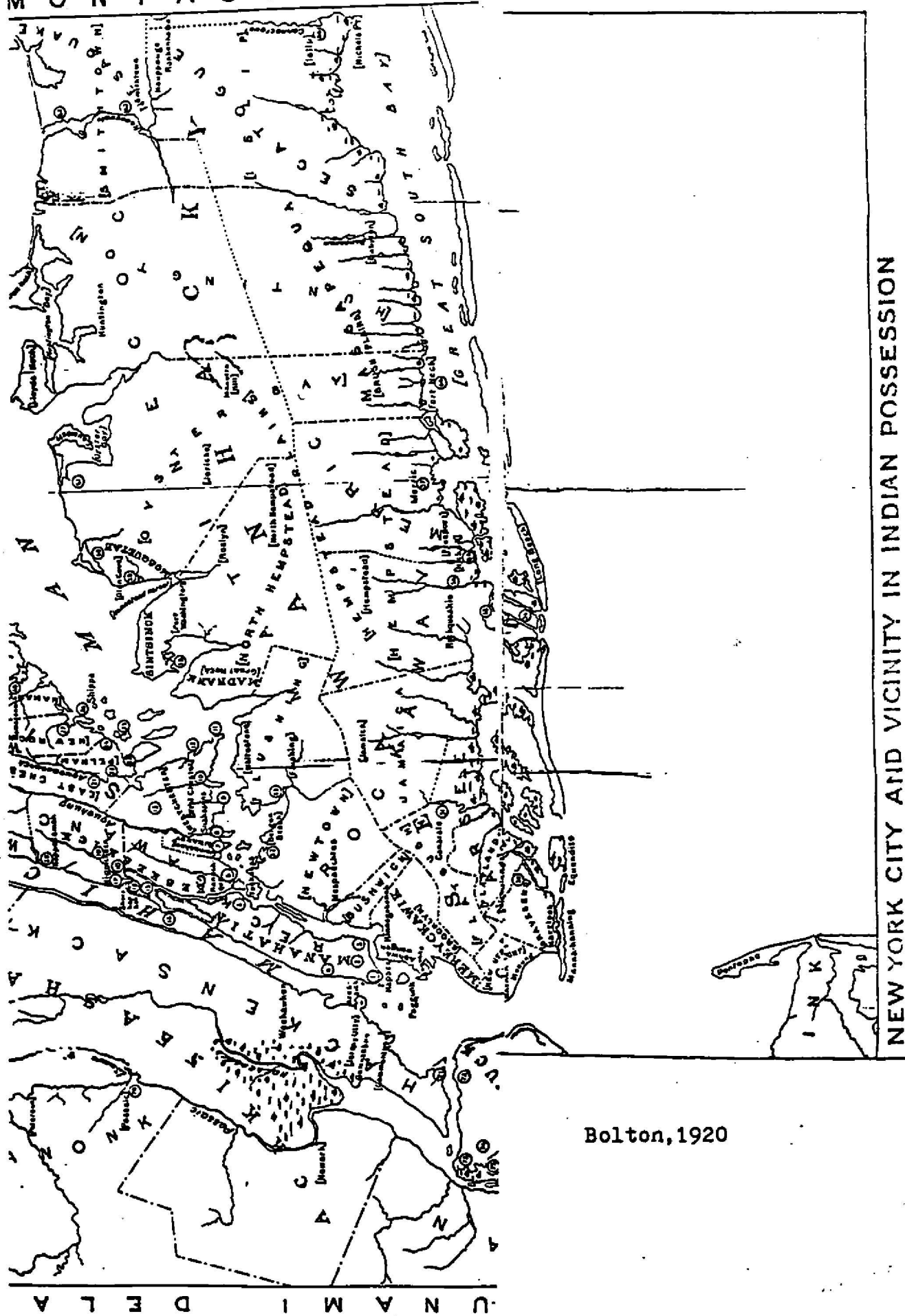


Figure 1. The spatial pattern of coastal New York sites that are reported in the published literature.



INDIAN SITES IN THE BOROUGH OF QUEENS

M O N T A U K



Bolton, 1920

QUEENS

NEIGHBORHOOD 1
POT COVE

This knob of land is in the Astoria section, but was originally part of a 1,500 acre patent grant by Governor Stuyvesant to William Hallet, the first settler, in 1654. Hallet's Cove still bears his name. The steam powered ferry's introduction in 1815 led to the area's growth as a suburb. It was incorporated as the village of Astoria in 1839. Fort Stevens was built on the north corner known as Hallet's Point in 1815. ** Also located in the vicinity of Hallet's Point - Pot Cove after the mid-nineteenth century - were homes of wealthy shippers and lumber merchants whose businesses were dotted along the coastline of Astoria. It is therefore one of the oldest neighborhoods in Long Island City; between 1860 and 1900 this was "The Hill," one of the most aristocratic sections of town.

Most of the houses on 12th and 14th Streets are large two and a half - three story structures which often occupy generous plots. Most of this housing stock dates to mid-nineteenth century. The houses facing 21st Street and just west of it are smaller; this was the lower-class Irish area in early Astoria. At the foot of 12th and 14th Streets is a run-down waterfront area.

The former Dutch Reformed Church of Hallet's Cove, built in 1888, is on the west side of 12th Street. There is a cemetery on the northwest corner of 26th Avenue and 21st Street, the original burial ground for the Catholic parish of Our Lady of Mount Carmel. The plot is about 82' x 188', with most burials between 1844 and 1870. For years the place was like a jungle, but in 1983 the diocese cleaned and fenced the vandalized site.

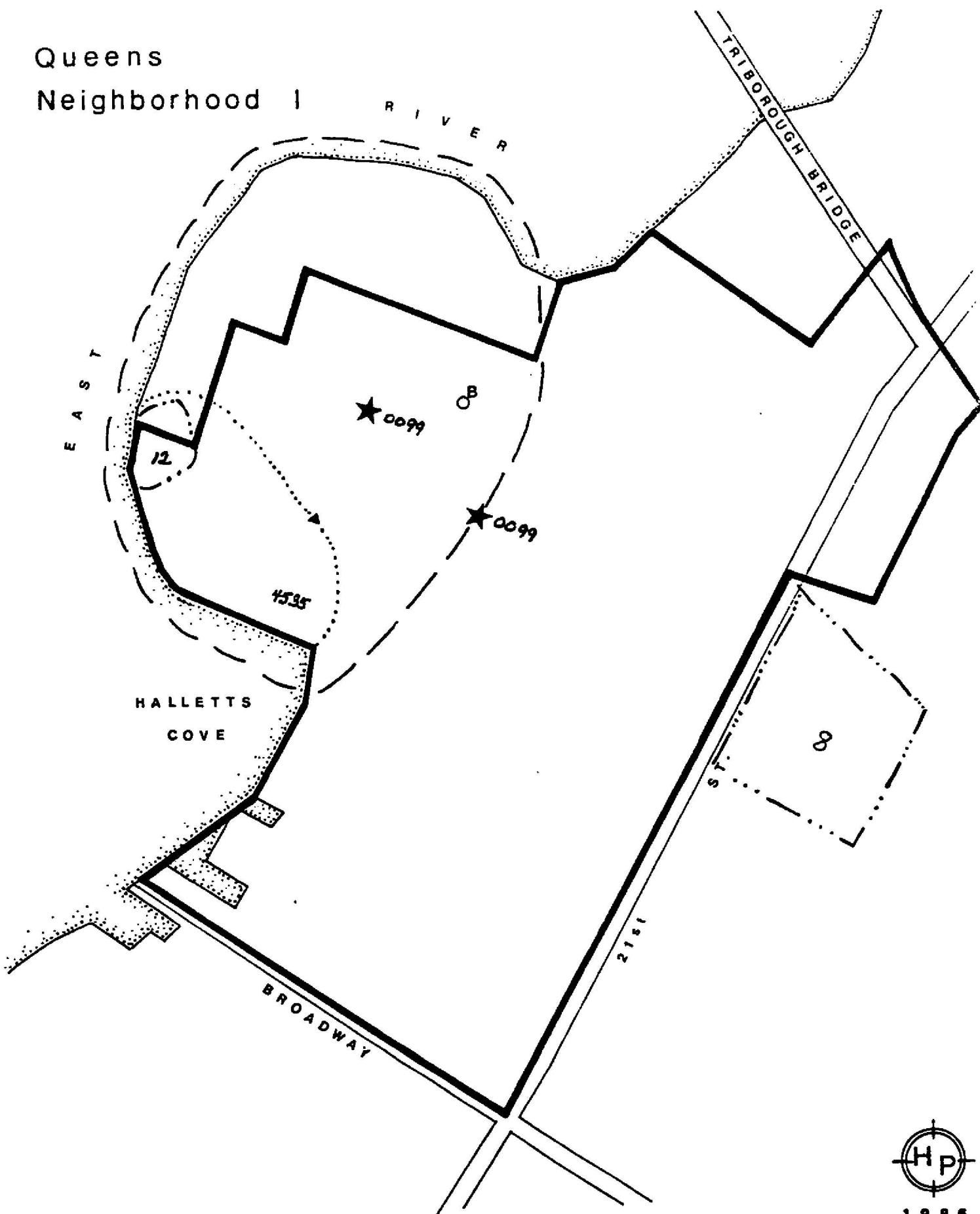
There are several notable houses still standing, among them the Benner Mansion at 25-37 14th Street, built in the Southern Colonial style about 1848.

** In 1814 a special committee said fortifications were needed at Hells Gate, so the Commissioners had erected a "fortification, mounting twelve guns at Hallet's Point, and another on Mill Rock." (Stokes, 1928, vol.iii,p.553) The cornerstone was laid on June 10, 1815 by DeWitt Clinton, the Commissioners, Commodore Decatur, and General Swift. (ibid,p.1571)

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Neighborhood 1



1986

QUEENS NEIGHBORHOOD 1

▲ 4535 State Museum Inventory Number. Shell heap

--★-SHPO inventory number A081-01-0099 - all of Hallet's Point
★ marks specific site

--- NYC Landmarks Preservation Commission Neighborhoods 1850s
12 transportation

---- 1890s .

8 Parks and recreation

○ Bolton, Reginald. Sanfords Point, Astoria. A station which was marked by various Indian objects, was favorably situated on this point of land extending into the East River.

QUEENS NEIGHBORHOOD 2
 SUNNYSIDE/WOODSIDE

This whole section along both sides of Queens Blvd. between 40th and 58th Streets is today called Sunnyside and is relatively recent. Down to about 1917 when the Flushing line of the IRT was opened, this was an unpopulated area of open fields. On the north side and extending up Skillman Avenue is "Sunnyside Gardens," the site for a unique experiment in urban housing (1924). It was a well-planned garden concept development within the confines of a city-block grid.

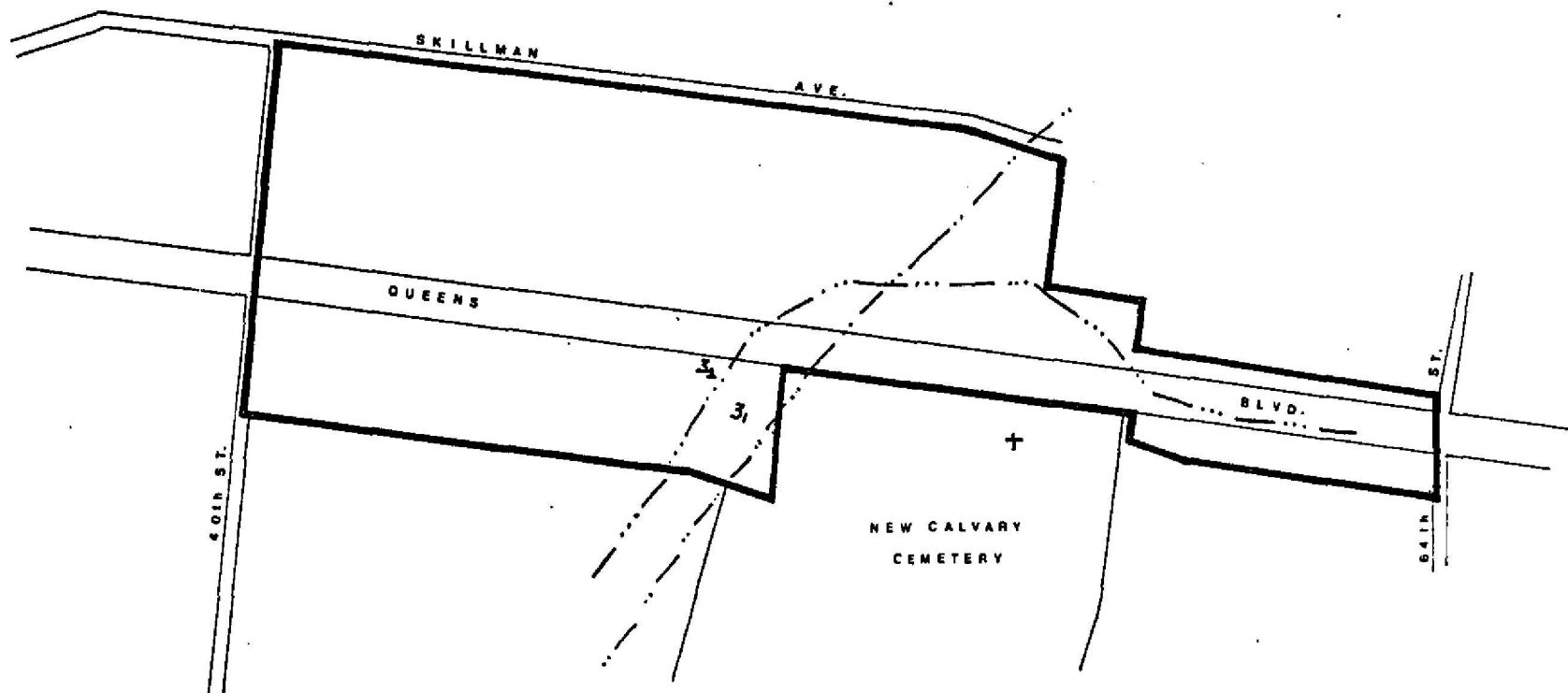
South of Queens Boulevard are apartment houses, nearly all of which were built between 1925 and 1931 by various developers during the feverish building boom in western Queens just before the depression.

East of Roosevelt Avenue Woodside begins. The area north of Queens Blvd. is a mixture of commercial structures and old housing stock behind the factories and stores, most of them built between 1895 and 1910. This was a development known as "Woodside

Heights" beginning in 1886. At the turn of the century there was an outdoor park and beer garden on the northeast corner of Greenpoint Avenue and Queens Blvd; in the 1920s a public swimming pool occupied the site. The narrow strip from 58th Street to 64th Street on the north side of Queens Blvd. is a commercial zone with occasional intrusions of old houses. The former right-of-way of the Long Island Railroad's main line crossed Queens Blvd. at 62nd Street before 1915; traces of this are revealed in the shape of the abutting lots.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 2



QUEENS NEIGHBORHOOD 2

- ...- NYC LPC Neighborhood Maps 1850s
3/1 residential Woodside
-- NYC LPC Neighborhood Maps 1890s
3/2 residential Woodside southeast boundary
- + Cumberson Cemetery NYC LPC Cemetery List) Betts Avenue(old)
and Queens Boulevard next to Calvary Cemetery

QUEENS

NEIGHBORHOOD 3
JACKSON HEIGHTS

Neighborhood 3 encompasses a strip along 37th Avenue from 73rd Street to Junction Avenue. Historically, this area was known as "Train's Meadow" all during the 18th and 19th centuries. It was a somewhat low-lying, grassy section, once the origin of a small stream flowing north to what is now LaGuardia Field. Only one crooked road crossed it - Train's Meadow Road. This was abolished by the Board of Estimate in 1915 to allow the Queensboro Coroporation, developers of Jackson Heights, to put in rectangular streets. The first modern road to cross from east to west was Northern Boulevard, laid out in 1860. Roosevelt Avenue was not laid out until 1913 and was not passable for cars until 1919.

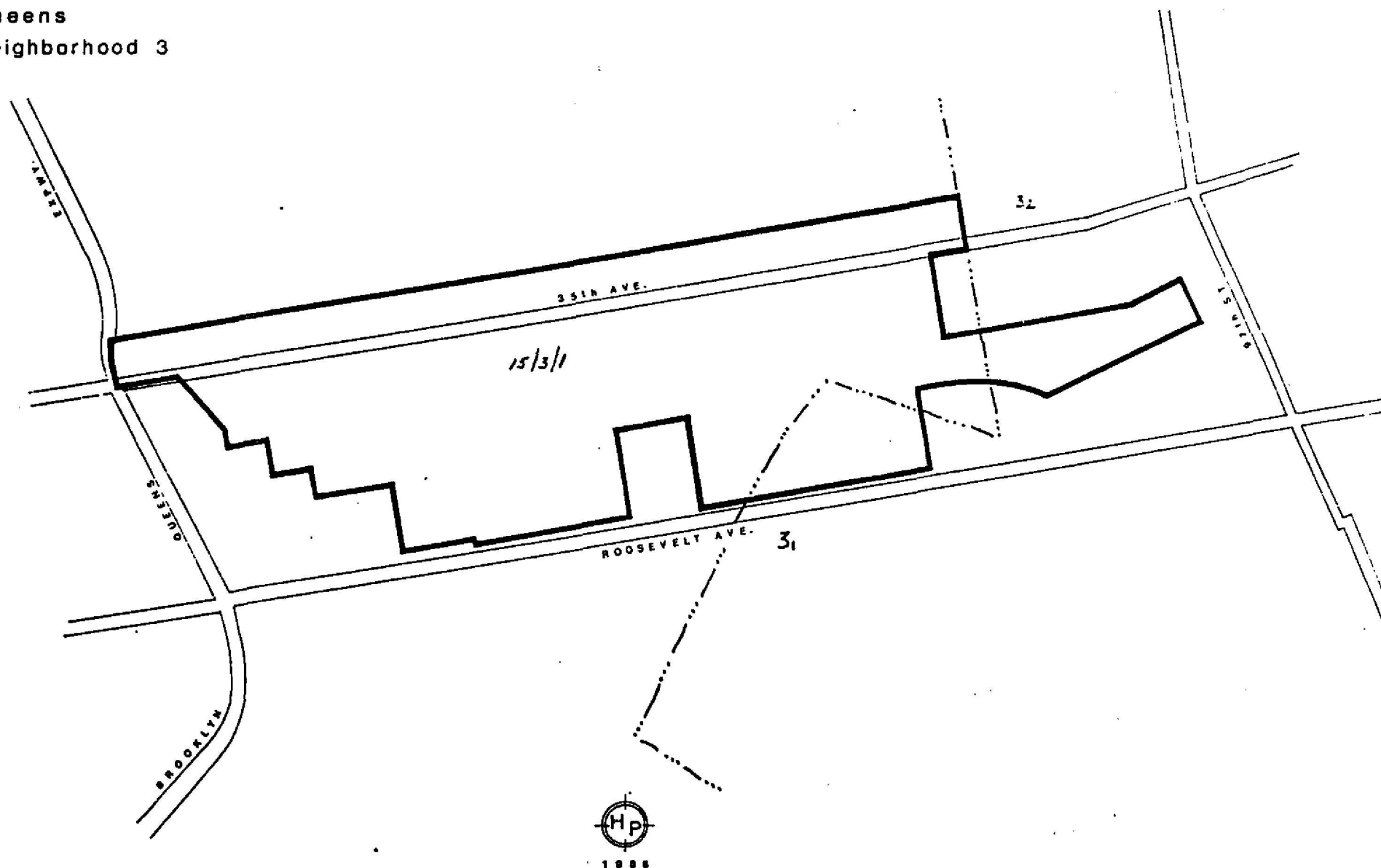
All the streets including 37th Avenue (old Polk Avenue) were laid out and paved by the Queensboro Corp., a syndicate that bought out all the farms and began a planned community beginning in 1909. Eighty-second Street was the first street to be cut through and the first apartment house went up at 82nd and Northern Blvd. in 1914. The whole development was named "Jackson Heights" after Samuel Jackson who laid out Northern Blvd. in 1860. Construction of apartments was slow until the elevated line opened in 1917; the war also stopped building. Beginning in 1920, construction began on an ever-increasing scale and by the Depression, much of the land was built on. Thirty-seventh Avenue, laid out as an 80 foot street, was and is the neighborhood shopping center, but many apartment houses also abut the street.

On the south side of 37th Avenue there is mostly brick and frame private housing from 73rd to 77th Streets. From 77th Street the Jackson Heights through to 90th Street. From 91st to 95th Street there are many frame detached houses built in 1928-29. The stretch from 94th Street to Junction is the old Leverich Estate and was not built on till 1928-31.

[See also Neighborhood 13]

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 3



QUEENS NEIGHBORHOOD 3

----- NYC LPC Neighborhood Maps 1890s

3/1 Elmhurst

3/2 Corona

15/3/1 1898 combination of agricultural land, residential and
unimproved.

+ Moore Cemetery (1760-1865) nearby in Block 1131 (NYC LPC Cemetery list)

The center point of the project study area - the intersection of Broadway and Queens Boulevard - is the site of the second oldest colonial settlement on Long Island after Southhold (1640). The Rev. Francis Doughty, a non-conformist minister from Massachusetts, secured permission from the Dutch authorities in New Amsterdam to start a settlement at the junction of Maspeth and Newtown Creeks in 1642. Hardly had the settlers erected the first dwellings than the First Indian War broke out in 1643. A raiding party of red men rowed up Newtown Creek, surprised the settlement and burnt it to the ground.

Ten years later - 1652 - Doughty and his English colonists chose a safer site farther inland for a second attempt at colonization. In this way the village of Newtown was founded at what is now Elmhurst. The site offered all the attractions of a permanent settlement: fresh water in Horse Brook flowing through the site; fertile meadows all around for agriculture and woods not far off for building material and hunting. The Flushing Meadows two miles away offered plenty of salt hay for winter fodder and bedding for cattle.

Newton Village slowly grew in the succeeding years; more English settlers drifted in, a Congregational chapel was built, a school taught by the minister opened, a Town clerk and magistrate were elected and roads were laid out. From the beginning there were no large estates. People lived in small houses in the neighborhood of what is now Queens Boulevard and walked to their fields on the outskirts of the village. There were a few craftsmen among the villagers like blacksmiths, millers, and wheelwrights, but everybody conducted some sort of farm to provide daily necessities except the minister who was paid for his services in kind and in firewood.

The Village of Newtown became the Town seat of the Town of Newtown and took on some importance as a result. A Town clerk recorded property transfers and sometimes wills and estate inventories; a town hall was built housing the jail, the assessors, the sheriff and the court and magistrate's offices. Road overseers and fence watchers were appointed yearly; also later on, a supervisor, the top administrative official was named.

In the hundred years between the setting-up of the Towns (1683) and the outbreak of the Revolution (1776), New town grew considerably. The population went up by natural increase and Dutch families began to infiltrate from Brooklyn and even New York. There was also some immigration from Europe. The Indian population rapidly declined through European introduced diseases and emigration to Jersey and the West.

"The inhabitants were so entirely given to agriculture, and had pursued it so assiduously, that in 1723 all the land in the township had been taken up." (HISTORY OF QUEEN'S COUNTY, 1882, P.333) So the younger sons of Newtown's families had to move off Long Island to find free open land on which to settle. Farm size rapidly diminished in the 18th century by sub-division among heirs and sales. By 1776 Newtown was a well-established village with an upper class of landed gentry, small farmers, journeymen and a very tiny professional group.

The Revolution found Newtown divided. The wealthier families had an interest in maintaining the status-quo: the Anglican church had been established against the will of the townspeople in 1704 and it formed the nucleus of Tory sentiment. The Congregationalists and Presbyterians, the only other groups, were strongly anti-Royalist in their sympathies. The Battle of Long Island (August 26-28, 1776) decided the fate of the island; beginning in September 1776 British troops occupied Newtown and its outlying villages, patrolled the roads and exacted both food and lodging from the conquered populace. The local inhabitants were robbed often and all the woods cut down for fires in the soldiers' tents. Throughout the occupation Newtown was a town of divided loyalties with its sons represented in both armies.

When peace came in 1783 the British lingered on for months in order to evacuate their sympathizers to a refuge in Nova Scotia. Feeling ran high against these people; a few dared to return from Canada years later but often found their farms confiscated or sold off. The physical devastation left behind by the British took at least a quarter century to repair: cattle depleted or destroyed, woods cut down, churches destroyed, and farms neglected.

The Village of Newtown and, in fact, the whole Town of Newtown had a quiet history for the long period 1783-1850. It was a time of healing and recovery with a very small increase in population. The advent of European immigration because of the Irish potato famine (1847) and the revolutions in Central Europe (1848) stirred up the stagnant pace of life in Queens.

Developers and speculators began to appear, buying up farms and laying out new sub-divisions and even villages. A good example, though out of the study area, is Samuel Lord of the firm of Lord and Taylor who opened up a general store on Broadway and built himself a mansion at Broadway and Elmhurst Avenue. He erected six spacious mansions (Clermont Terrace) on the north side of Broadway between the railroad and the Episcopal Church and rented them as an investment.

The Civil War was a further quickening influence. Many Newtown boys saw the outside world for the first time and life was never thereafter the same. In 1854 the Flushing Railroad laid its tracks through Newtown Village to the East River. As early as 1801 the Flushing and Newtown Turnpike Road and Bridge Co. opened its road along 51st Avenue and Laurel Hill Blvd. to Greenpoint, Brooklyn, and Newtown Village became a junction point for travellers when stage coaches were at the peak of their popularity in the late 1840s and 1850s. The importance of Newtown Village was further enhanced when Thomson Avenue was laid out and opened from Long Island City to Broadway in 1870, giving a direct through route to New York. In the same year - 1870 - Hoffman Ave. was laid out from Broadway, Newtown, to Jamaica, at that time the most populous village in the county. Thomson Avenue and Hoffman Avenue today are the western and eastern ends, respectively, of Queens Boulevard. The increased travel through Newtown Village spurred the opening of a hotel, the "Newtown Hotel," NW corner of 51st Avenue and Broadway, and several saloons.

After 1870 Newtown Village began to be greatly outstripped by the explosive growth of Long Island City and Flushing. In the late 19th century press the village is gently mocked for its conservatism, smallness, and general air of somnolence. (Seyfried, 1985, p.100) Of course, this could not last; in 1876, the street railway reached Newtown Village with its tracks in Broadway. In 1895 another street car line came through Broadway and 43rd Avenue going on to Corona and Flushing. Meanwhile, new villages grew up on all sides. One of these villages was developed in 1893 by Cord Meyer and named "Elmhurst." Though it was located northwest of the Village of Newtown (and of the project area), the name soon came to apply to the whole town.

Elmhurst entered New York City in 1898 along with the rest of Queens and shared in the rapid development that began with the opening of the Queensborough Bridge (1909) and the electrification of the Long Island Railroad (1913). The 200 foot wide Queens Boulevard was laid out in 1910 as an arterial highway through the heart of Queens and as an outlet for the automobile traffic that the bridge was beginning to bring in. The exceptional width of the boulevard caused the condemnation of a large number of buildings on the south side of the old road through Newtown and on the north side between 56th Avenue and the Long Island Expressway. Though the full width of the new highway was curbed and guttered, it was not until the 1940s that the full 200 foot width was used for five-lane traffic in each direction. (Seyfried, REGISTER Index) In 1913 a trolley line was built along the new road, linking Elmhurst with Long Island City and bringing New York within the 5¢ fare zone. (Reifschneider, 1950, p.15) In 1932 the Queensborough Subway began to be constructed through Broadway and Queens Boulevard. In tunneling under Broadway for the four-track line, almost all the old 19th century wooden buildings on both sides of the street had to be demolished; as a result, Elmhurst lost much of its old-time village charm. In 1937 the subway was opened through to Jamaica, bringing rapid transit to central Queens for the first time.

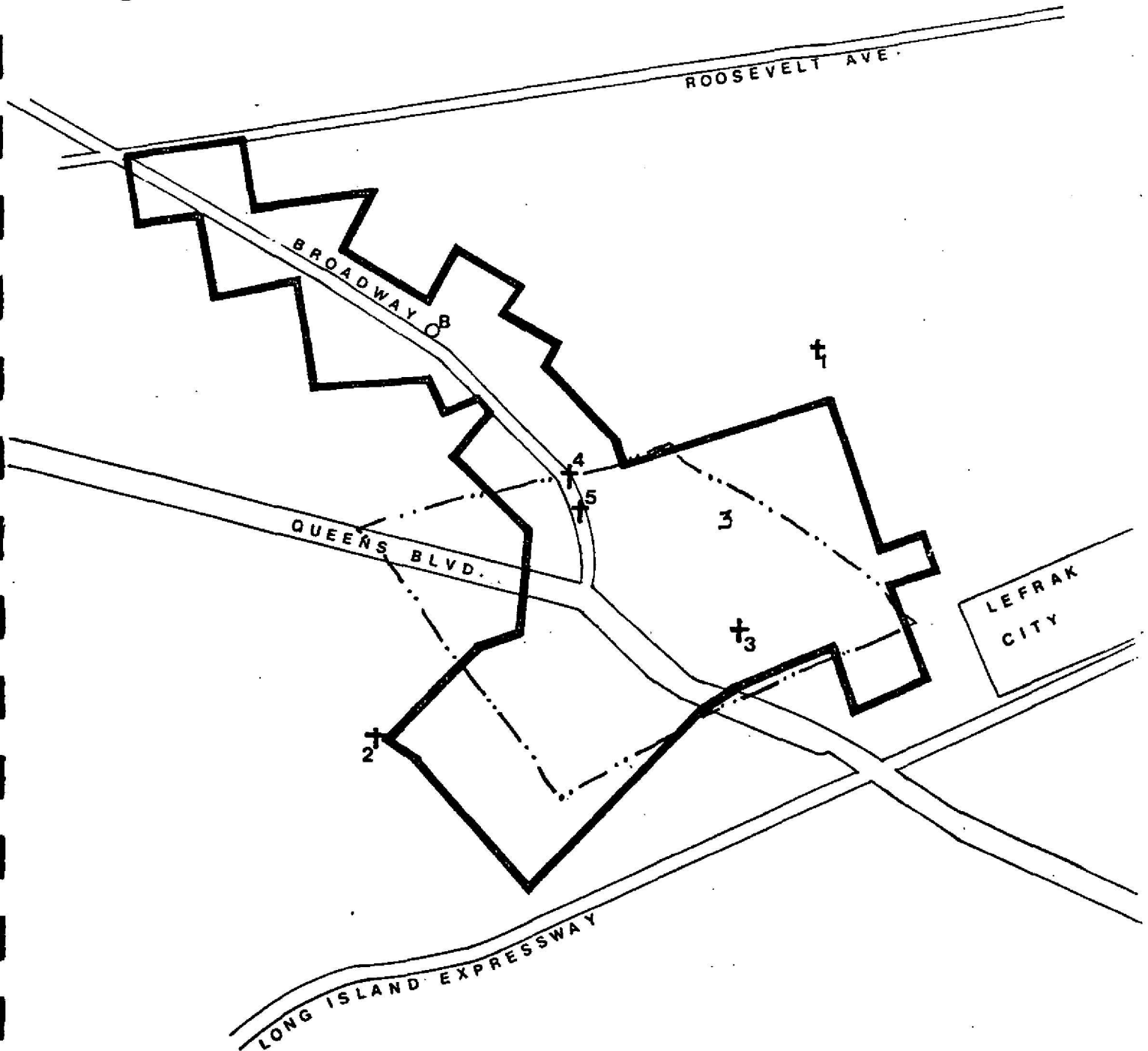
In the post-World War II years, the Long Island Expressway was built near the edge of the study area, and many mid-rise apartments were constructed along Broadway, Elmhurst Avenue, and Queens Boulevard. Commercial buildings were erected along the Long Island Railroad and Queens Boulevard.

(See also Neighborhood 5)

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Neighborhood 4



1986

QUEENS NEIGHBORHOOD 4

+ NYC LPC Cemetery List

- *1 Burroughs 1793-1871
- +2 Duryea Farm dates not given
- +3 Old Newtown 1760-1860
- +4 Reform Church of Newtown 1808-1849
- +5 Saint James 1700-

o Bolton, Reginald "The line of Broadway was evidently a natural line of travel between their Flushing settlement and their stations on the North Shore. Armbruster states that at the time of the arrival of the first white settlers an Indian trail existed where now Broadway runs." (Bolton, 1922, p.183)

--- NYC LPC Neighborhood Maps 1850s Newtown Village

QUEENS

NEIGHBORHOOD 5
REGO PARK NORTH

Neighborhood 5 is a mixed section heavily affected by the penetration of Eliot Avenue (a 1930s street) and the Long Island Expressway. The western end is a tangle of access ramps connecting Woodhaven Blvd., the Expressway and Queens Blvd. Woodhaven Blvd. was widened in the mid-1920s to 150 feet. Putting through Eliot Avenue and finally the Expressway leveled many blocks of early 1920s small private residences on 25x100 foot plots. What remains of the old neighborhood lies east of Eliot Avenue and north of the railroad. These are all 2½ story frame residences; one by one they are being bought up for apartments encroaching from Queens Blvd. The Woodhaven Blvd. station on the Queensborough Subway is only three to five blocks away. South of the railroad are newer dwellings (1930s), brick row houses, all attached and all on 20 foot lots.

The small section north of Queens Boulevard and below the Expressway is all apartments and one or two parking lots. The Junction Avenue frontage is solidly high-rise apartment houses, densely built and densely populated.

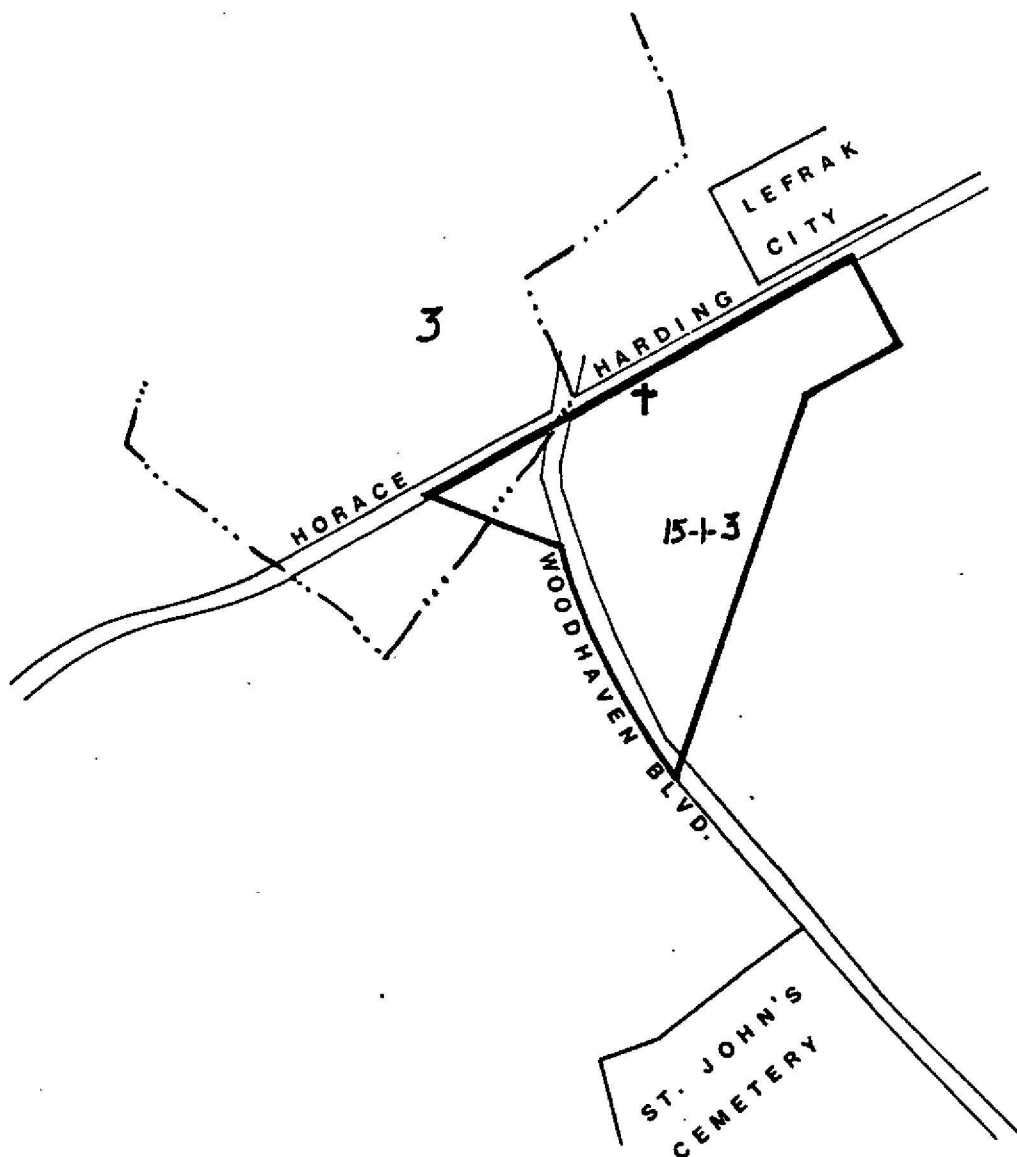
At Eliot and Queens Blvd. was formerly an ancient family burying ground (Gorsline) with four stones still legible in 1919. Burials dated from 1812-1857. It was probably obliterated during the widening of Queens Blvd. and would now be in the eastbound traffic lanes.

[See also Neighborhood 4]

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Neighborhood 5



1986

QUEENS NEIGHBORHOOD 5

+ NYC LPC Cemetery List Cemetery on Queens Blvd. 1812-1853.

---- NYC LPC Neighborhood Maps 1890s

3 Nassau Heights - residential

15/1/3 Farm land/unimproved/scattered residential

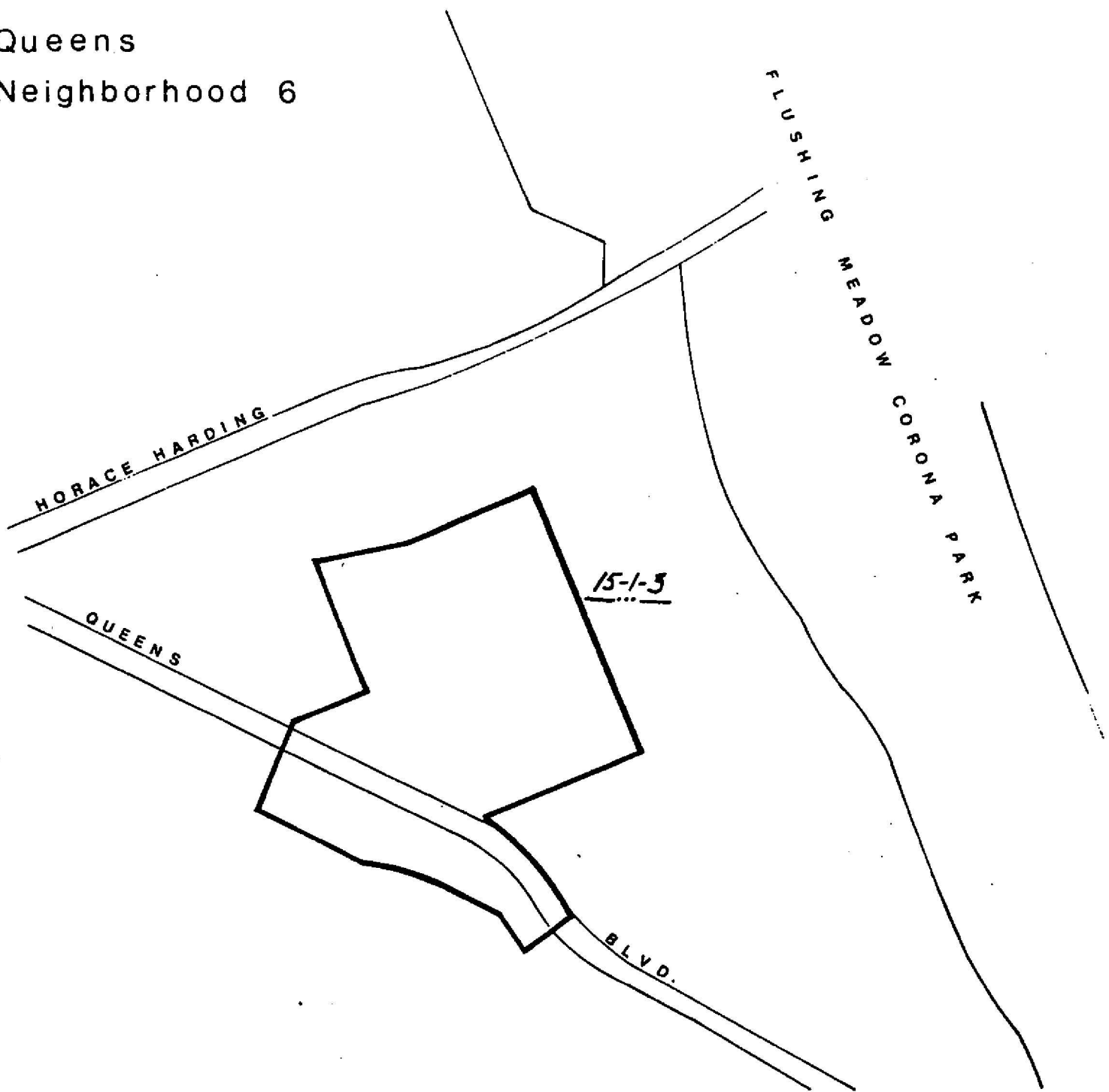
QUEENS NEIGHBORHOOD 6
 REGO PARK

The whole area of this neighborhood was empty land down to 1930. In the 19th century the North Hempstead Plank Road- now 63rd Road- Apex Place and 62nd Drive crossed the upper edge of the tract. There were scattered farm houses along it. A Hundred and Second Street (old Astpria Road), a 49 foot dirt street, dropped south from the Plank Road to Queens Blvd. There were no houses along it. Early in the 19th century before Hoffman Blvd. (Queens Blvd.) was laid out, one had to use 102nd Street and the Plank Road to pass from Elmhurst to Jamaica. Ninety-ninth Street, Yellowstone Blvd. and 108th Street are all post WWII creations.

In the lower part of the tract are a few older private houses; the majority of the housing is now garden apartment and larger apartments.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 6



1986

QUEENS NEIGHBORHOOD 6

-....- NYC LPC Neighborhood Maps 1890s
15/1/3 farmland/unimproved/scattered residential

QUEENS NEIGHBORHOOD 7
FOREST HILLS

This Forest Hills neighborhood is bounded by the LIRR to Austin Street, 71st Avenue to Union Turnpike. The Queens Blvd. side is an unbroken row of retail stores of all kinds, catering to the residents of the high-risers on either side of Queens Blvd. The Austin Street side has a few stores near 71st Avenue. This whole neighborhood is the creation of the Independent Subway which opened here in April 1937. Before that, most of the lots were empty and occasional residences dotted the area. Rapid urbanization began in 1932 with the widening of Queens Blvd. in preparation for the subway. Most of the larger and higher apartment houses are creations of the 1950s and 60s.

The area which is Forest Hills is named for the wooded heights it occupies. It was originally known as Whitepot from an old story that Europeans bought the land from the Indians for two white pots. At any rate, the locality was probably settled about 1650 and from then through the 19th century was farmland. In 1903 Cord Meyer, knowing that the electrification of the LIRR was near and that this area would become prime development land, purchased several farms from the old Dutch settlers who had farmed here since the early 18th century (Lott, Springsteen, etc.). In 1910-11 Meyer sold his holdings south of the LIRR to the Russell Sage foundation. Both Cord Meyer and the Sage Foundation made great efforts to build an English garden village through careful planning, hiring top architects and careful landscaping. Work began as early as 1912 but most of today's housing dates from the 1920s.

The strip along Queens Blvd. has totally changed as a result of the opening of the subway in 1937. Small stores gave way to apartment houses and in the 1950s and 60s to giant high-risers. Queens Blvd. - 200 feet wide - is now a heavy-traffic arterial highway and apartment houses are creeping up the side streets crowding out the older private homes.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 7

FLUSHING MEADOWS
CORONA PARK

QUEENS

BLVD.

15-1-3

3

UNION
TURNPIKE

PARK

MAPLE GROVE
CEMETERY



1986

QUEENS NEIGHBORHOOD 7

-...- NYC LPC Neighborhood Maps: 1390s
15/1/3 Farmland /unimproved/scattered residential
This category covers entire neighborhood
Neighborhood 7 abuts to the south the 1890s
neighborhood, Maple Hill Park

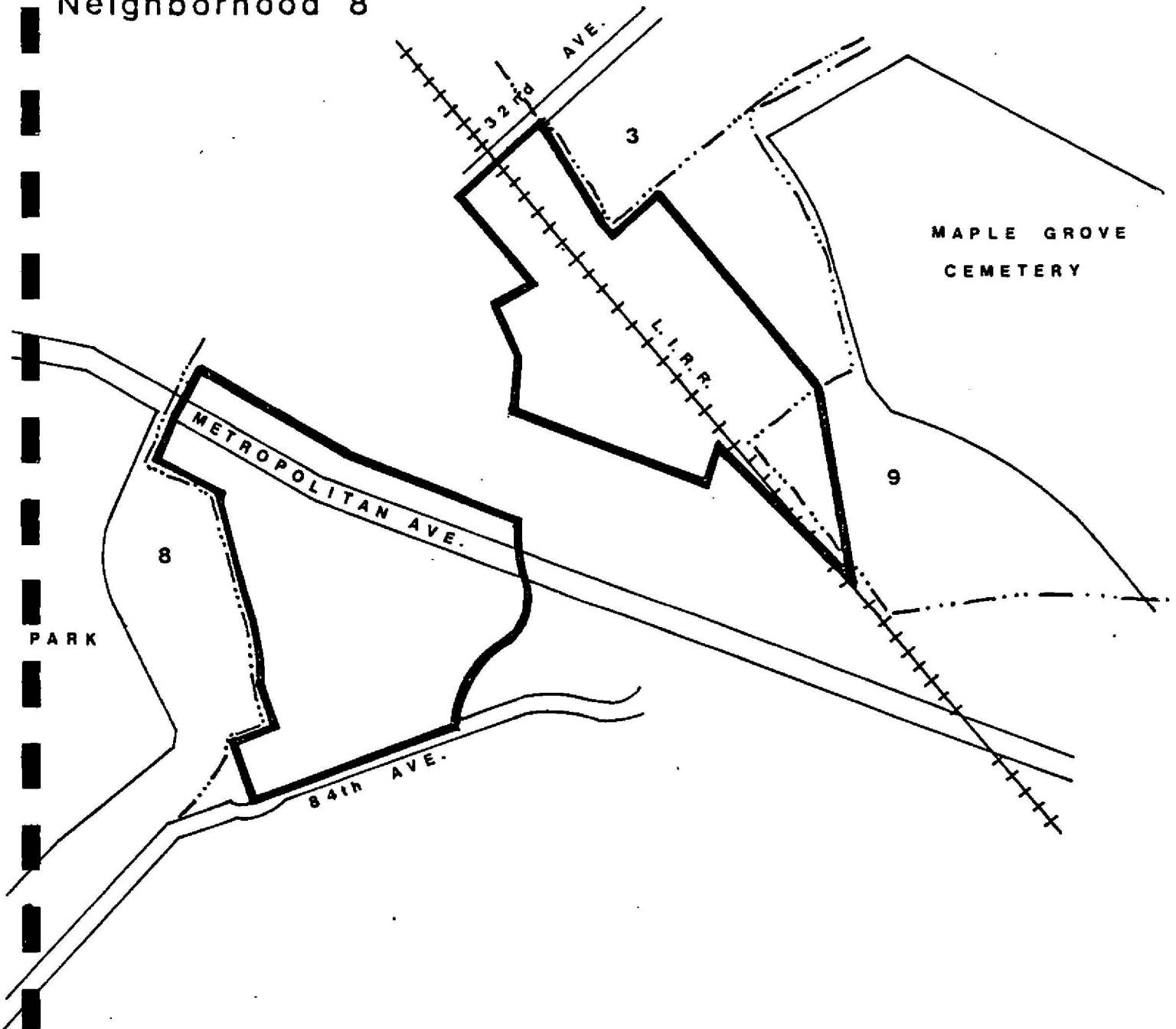
QUEENS NEIGHBORHOOD 8
 Kew Gardens

Once part of the Lefferts family farmland, this neighborhood is now a substantial residential section. In the first decade of the twentieth century, the site was the upper end of a golf course with a lake, but in 1910, the LIRR undertook a relocation of its main line tracks through Forest Hills to eliminate a curve. The new roadbed cut the old golf course in half and forced filling in the lake. The Man Estate that owned the property at that time then laid out the land on either side of the tracks as an expensive residential area. The Long Island Railroad opened a new station (still standing) called Kew and later Kew Gardens, named after the botanical garden in London which the neighborhood supposedly resembled. The houses were large, architecturally varied and built on substantial plots. A residential hotel was erected facing the south platform of the station in 1922 (now a Senior Citizen hotel). On the west end near Metropolitan Avenue there is apartment house encroachment (built around 1930).

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Neighborhood 8



1986

QUEENS NEIGHBORHOOD 3

-...- NYC LPC Neighborhood Maps 1890s

9 cemetery

3 Maple Hill Park Nieghborhood

8 Parks and Recreation

QUEENS NEIGHBORHOOD 9
JAMAICA

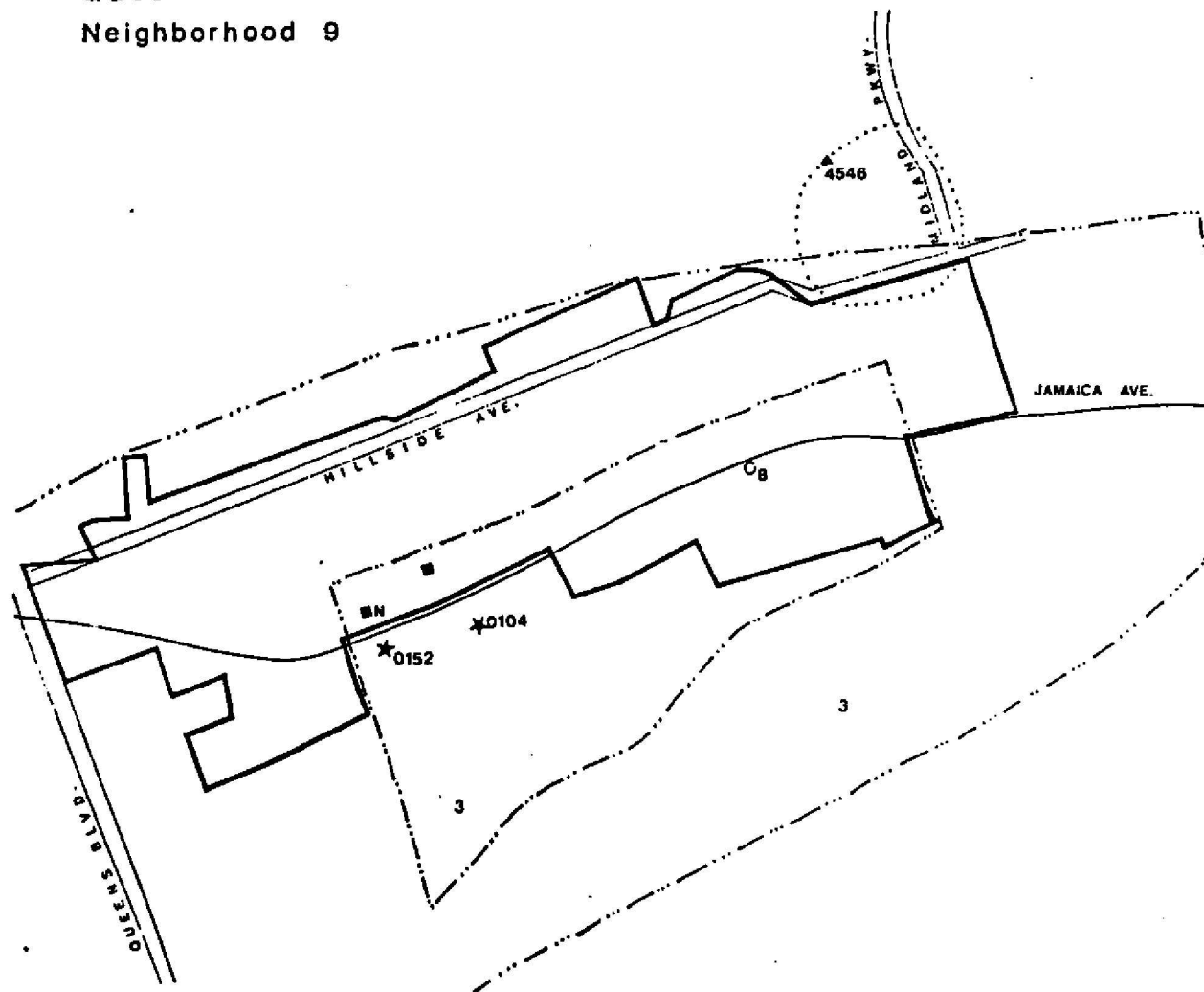
A long narrow strip along Hillside Avenue from Queens Blvd. to 173rd Street makes up this Neighborhood in Jamaica. It was originally settled by the English in the mid-seventeenth century and chartered by Governor Stuyvesant soon thereafter.

The name was soon changed to Jamaica, from the Jameco Indians, the aboriginal settlers. Because of its proximity to Brooklyn and Manhattan, Jamaica early in the eighteenth century became a trading center for the farmers of Long Island; here was brought the produce of the truck farms for which the island was famous. The real growth of Jamaica stems from the electrification of the Long Island Railroad in 1910 and extension of the subways in the 1920s.

Today the whole stretch of about 23 blocks is heavily commercial. The western end up to Sutphin Blvd. is lined with auto showrooms and small repair shops. East of Sutphin Blvd. there is a mixture of old apartment houses, showrooms, used car lots, realty firms, and ethnic food shops. There are subway stations at Sutphin Blvd., Parsons Blvd, and at 169th Street. The latter two are also the termini for many bus lines serving south Queens.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 9



QUEENS NEIGHBORHOOD 9

- ▲ 4546 State Museum Inventory Number. Traces of pre-historic occupation.
- NYC Landmark Grace Episcopal Church and Graveyard
- N NYC and National Register Landmark King Mansion Museum
- ★ SHPO inventory number A081-01-0104 Listed by reporting archaeologist as being eligible for National Register status.
- ★ SHPO inventory number A081-01-0152 Proposed Federal Building, Jamaica, N.Y. Seventeenth Century structures to 1830s situated almost exclusively on Jamaica Avenue.
- ...- NYC LPC Neighborhood Maps 1850s
 3 Village of Jamaica
- ...-NYC LPC Neighborhood Maps 1890s
 3 Village of Jamaica
- Bolton, Reginald. Designation of an Indian trail, Mechawaniénck, which corresponds to Jamaica.

QUEENS NEIGHBORHOODS 10 AND 11
FLUSHING

Both neighborhoods 10 and 11 are located in Flushing, one of the most historic areas in Queens. The Bowne family - Englishmen - settled here in 1642 and the town (Dutch Vlissingen) was chartered by Gov. Kieft in 1645. John Bowne purchased land from the Indians in 1661 on which to build a house which still stands at 37-01 Bowne Street. The Bownes were Quakers and they and their co-religionists met clandestinely during persecution under Gov. Stuyvesant, and later in the Quaker Meeting House on Northern Blvd. between Main and Union Streets. George Fox, founder of the Society of Friends preached to his adherents in 1672; William Penn visited Samuel Bowne in 1700; and George Washington stayed in Flushing in 1789 and 90.

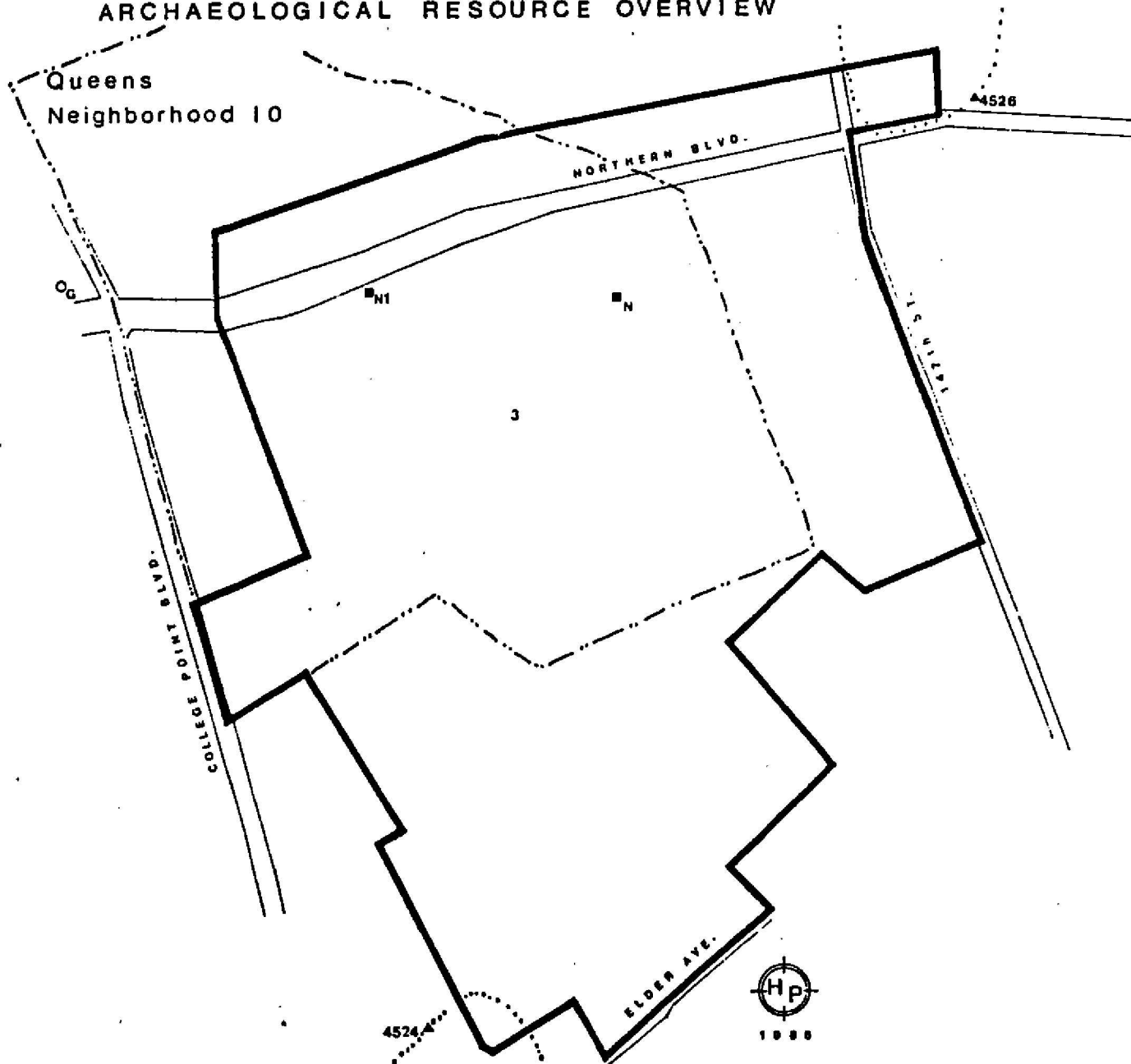
By the 18th century Flushing had become an important village thanks to its location on Flushing Bay. During the Revolution the British occupied the village and kept troops stationed there until 1783. The village remained static to 1850, but development thereafter was rapid. The railroad came in 1854 and the Flushing and North Side Railroad in 1868. Many wealthy New Yorkers built country seats in Flushing because daily commutation to the city was possible (only six miles) and cheap. After the Civil War (to which Flushing sent a company) expansion pushed the borders eastward and southward. By the 1880s the town was known for its large number of stately homes.

When Flushing entered New York City as part of the Borough of Queens, a commercial development began. The trolley came in 1898 with a five-cent fare to Long Island City. The whole character of the village began to change with the opening of the subway in 1928. The low fare brought hordes of home buyers and heavy commercialization to Main Street.

After World War II Flushing rapidly lost its residential character. The huge municipal parking lot on 37-38th Avenues gutted the residential heart of the old village. The large private homes disappeared one by one to be replaced by apartments. Show streets like Sanford Avenue lost their Mansard mansions almost overnight during the 1960s. Today ten and twelve story apartment houses are commonplace in downtown Flushing.

Study Area 11 is part of the Murray Hill section of Flushing. The section owes its name to the family of William Murray, who were early landowners. (The Murray Hill section of Manhattan was named for this same family.)

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

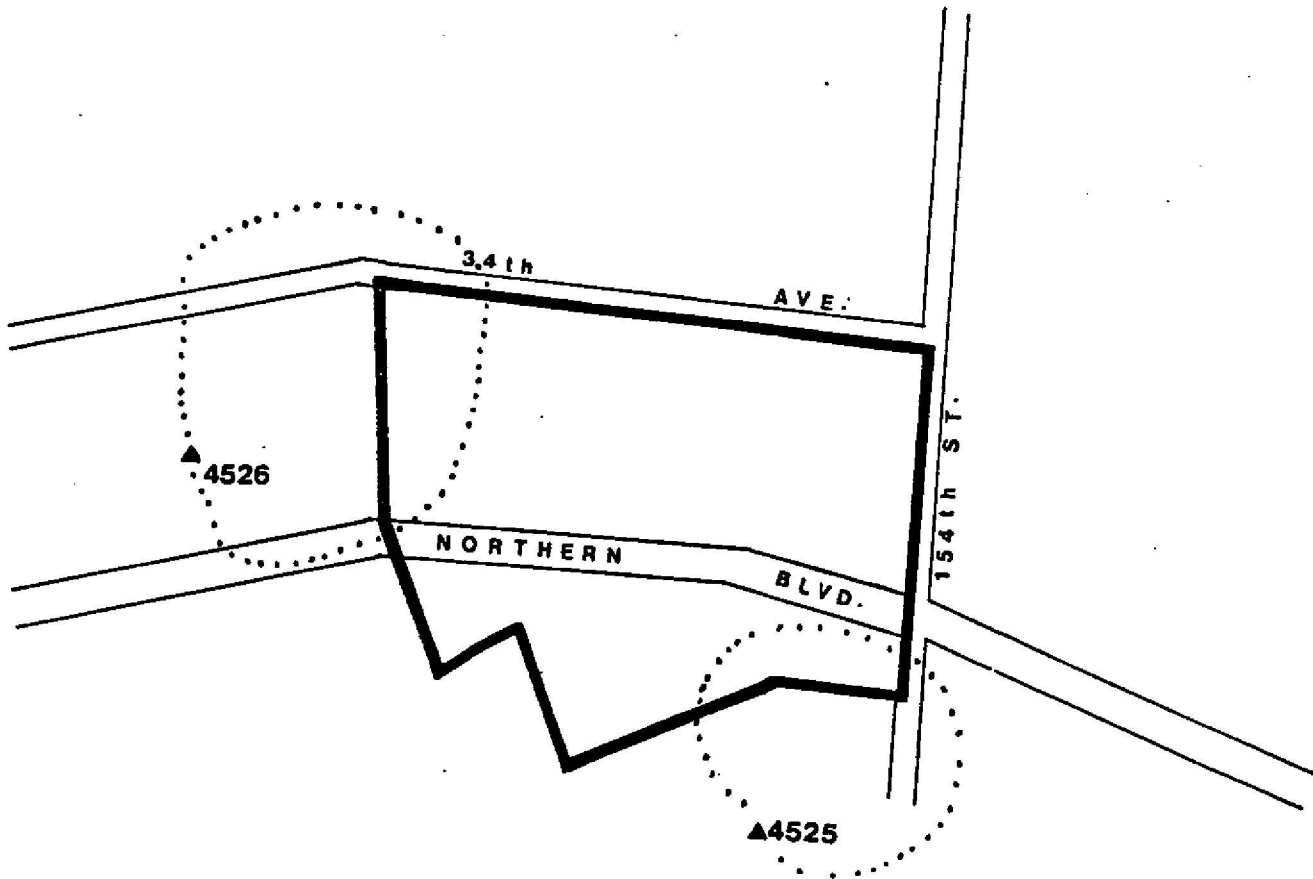


QUEENS NEIGHBORHOOD 10

- ▲ 4524 State Museum Inventory Number. Burial site - pre-historic
- ▲ 4526 State Museum Inventory Number. Matinicock Indian settlements
- N Bowne House, 37-01 Bowne Street, Flushing. Oldest surviving house in Queens - 17th century.
- C Ceci, Lynn. Historical Archaeology at the 1661 John Bowne House, Flushing, N.Y. Report on file at NYC LPC
- N Friends Meeting House Erected 1694-1719
- ...- NYC LPC Neighborhood Maps 1850s
3 Flushing Village. It expanded to encompass the entire study area by 1898.
- G Grumet, Robert. Unidentified pre-historic habitation site

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood II



QUEENS NEIGHBORHOOD 11

- ▲ 4526 State Museum Inventory Number. Matinicock Indian settlements
- ▲ 4525 State Museum Inventory Number. Burial site, Pre-historic

QUEENS NEIGHBORHOODS 12A AND 12B
 BAYSIDE

Both neighborhoods 12A and 12B lie in the Bayside section of northeast Queens. The first settler was William Lawrence who made his home here in 1664. "A majority of Baysiders were Tories during the Revolution, and as such were twice attacked by whaleboat parties of raiders from New Rochelle." (WPA, 1939: p.572) The area was decidedly rural until 1910 when the LIRR's East River Tunnels linked it with Manhattan.

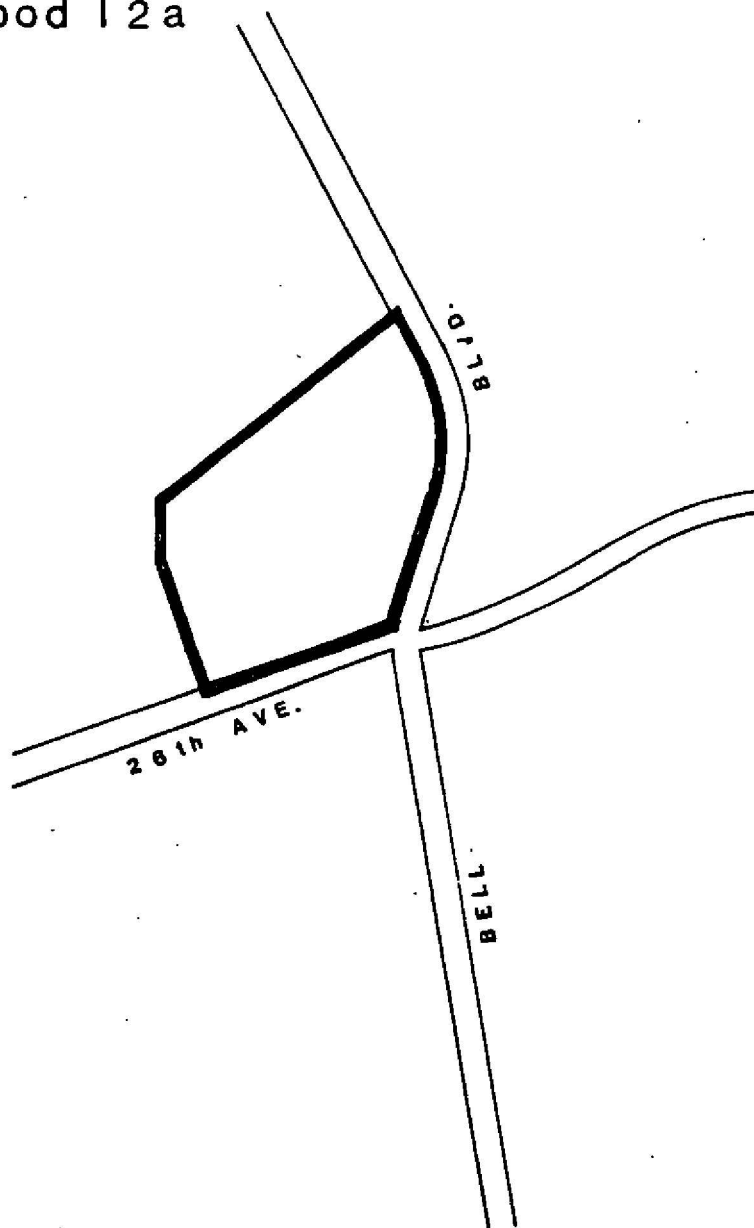
Bayside as a village goes back to the 1880s; by 1900 there were stores along Bell Boulevard and large estates beyond, especially toward the shore along Little Neck Bay. Many of these were destroyed by Moses' Belt Parkway put through in 1940. There is a small private cemetery of the Lawrence family just outside the project area at 216th Street between 42nd and 43rd Avenues.

Much of the area was farmed until World War II. Bayside grew rapidly after the building of the Belt Parkway and Clearview Expressway made the place readily accessible in minutes from the Bronx, Manhattan and the rest of Queens.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens

Neighborhood 12a

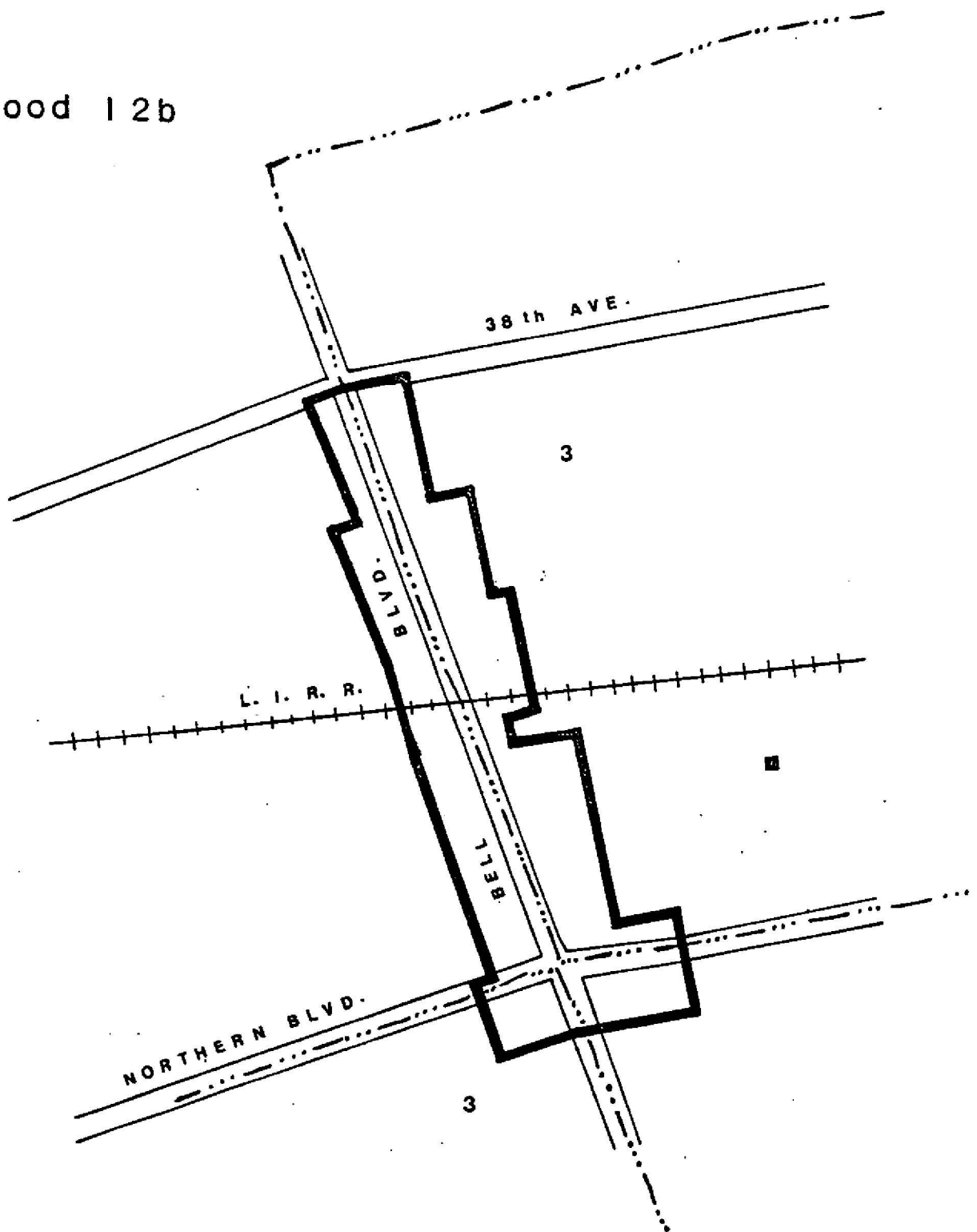


QUEENS NEIGHBORHOOD 12-A

No inventoried sites or neighborhoods

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 12b



1986

QUEENS NEIGHBORHOOD 12-B

+ ■ Lawrence Family Cemetery, Bayside 1832-1916

-...- NYC LPC Neighborhood Maps 1890s
Bayside Village - two concentrations, indefinite
boundaries. Both listed as "3" - residential

QUEENS NEIGHBORHOOD 13
 JACKSON HEIGHTS

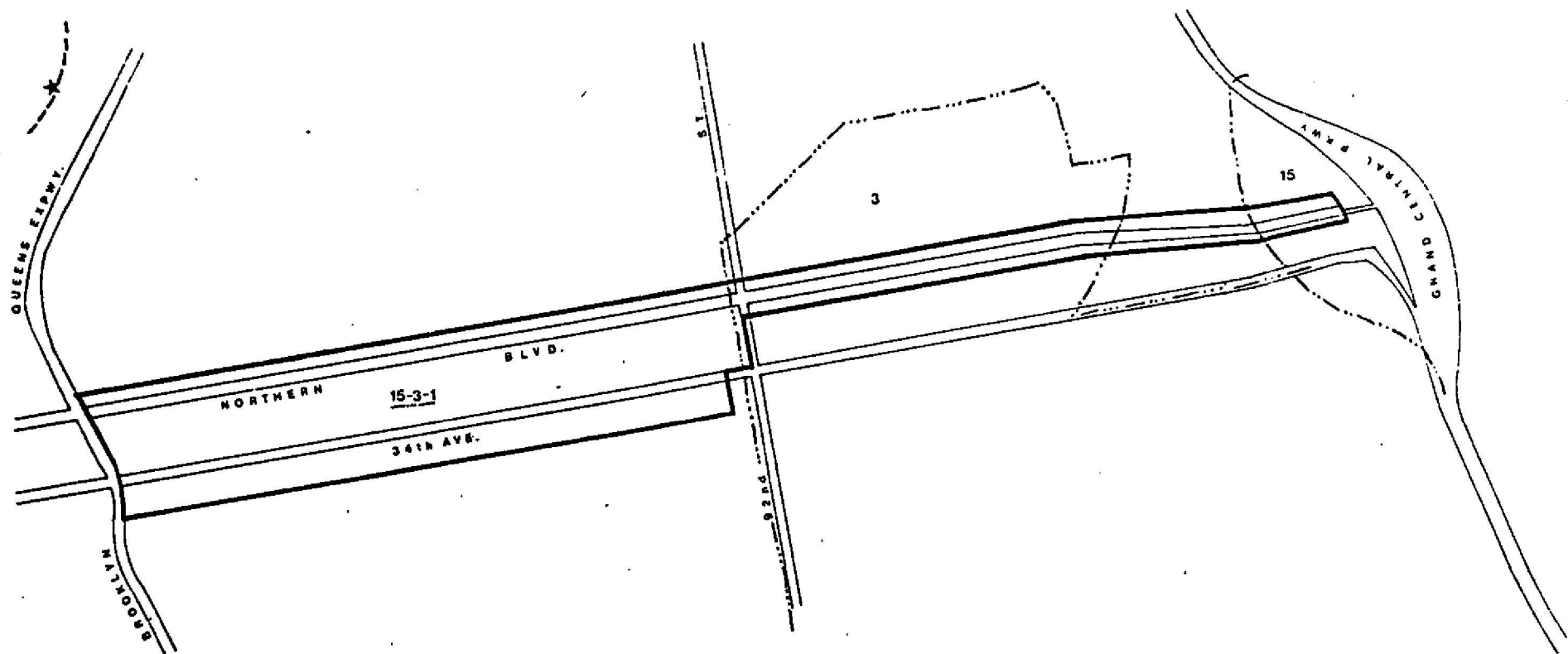
A long narrow strip along Northern Blvd from 69th to 114th Street encompasses Neighborhood 13. Northern Blvd. is the main east-west street in northern Queens. It was laid out in 1859 as the "Hunter's Point, Newtown and Flushing Turnpike Road Company" and was opened to traffic on July 13, 1860. It traverses Long Island City, Woodside, Jackson Heights and Corona to Flushing. Down to 1920 it was called Jackson Avenue and then renamed Northern Blvd. The western end of the project parcel was very low-lying and was raised ten feet in 1915. Even today there is a gradual climb from 71st Street, Woodside, with 25 feet elevation to 85th Street, Jackson Heights, with 76 feet elevation. Between 1912 and 1916 the city worked to regulate the grade of Northern Blvd. to something approaching uniformity; the first paving was done in 1920-22. Trolley service began on Northern Blvd. in 1900 and continued to 1937 when buses took over.

Immediately after World War I Northern Blvd. began to become a neighborhood/shopping street with new brick three story buildings housing apartments upstairs and stores at street level. In 1925-1930 two theatres and a bank located in the Corona section; in Jackson Heights rows of stores derived support from the apartments and the private houses north of the Boulevard.

(See also Neighborhood 3)

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 13



QUEENS NEIGHBORHOOD 13

- ★ Contract report, on file with SHPQ, identified prehistoric site in the St. Michael's Cemetery. De Leuw Cather/Parsons, Historic and Archaeological Resources of the Northeast Corridor, New York.

-...- NYC LPC Neighborhood Maps 1850s
15 - undeveloped land

-...- NYC LPC Neighborhood Maps 1890s
3-Corona Village
15-3-1 - unimproved land, agricultural land, scattered housing

QUEENS NEIGHBORHOOD 14

COLLEGE POINT

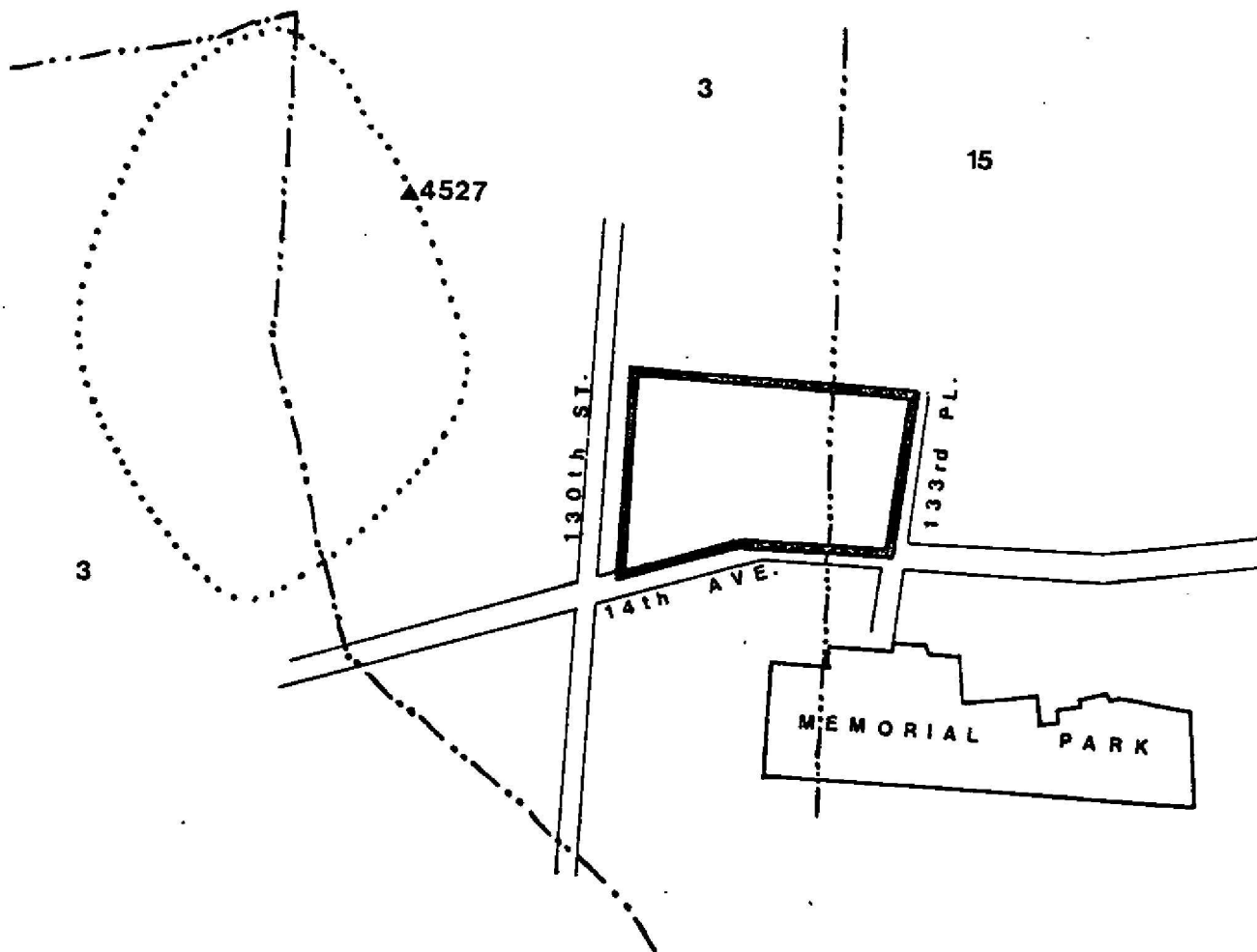
William Lawrence was an early and prominent Queens settler. Neighborhood is in College Point which was originally the northwest portion of Lawrence's estate which he sold off in 1790 to Eliphalet Stratton. For a time the village was known as Strattonsport, but acquired its current appellation from a divinity school planned but never opened by Reverend William A. Muhlenberg.

During the Civil War era College Point was a vigorous industrial area, attracting many German and Swiss workers for its plants, mills, and brewery. About the same time, Adolph Poppenhusen, once the major stockholder of the Long Island Railroad, bought up large tracts in the vicinity, and founded an institute bearing his name.

The north side of 14th Avenue between 130th and 135th Streets is a residential area consisting of some older homes from the 1920s and a greater number of post World War II houses that now occupy every lot. Frame houses are mixed in with newer brick row houses; all are two and a half stories. Private homes face 14th Avenue, the only through street connecting College Point with Whitestone. A small shopping mall is on the south side of the street. Eleventh Avenue in the rear of the site is the former right-of-way of the Whitestone Branch of the LIRR, abandoned in 1932. The street is paved west of 131st Street and east of 133rd, but the two blocks in between are simply a very bumpy dirt path.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Queens
Neighborhood 14



QUEENS NEIGHBORHOOD 14

- ▲ 4527 State Museum Inventory Number. Prehistoric village and burial site. Listed in Bolton, 1975: p. 150: "This was a village site on the Stratton property, on which burials were discovered in 1861. It is now the site of the Knickerbocker Hall. (Archeological History of New York. Albany, 1920.)"

--- NYC LPC Neighborhood Maps 1850s
3 - Strattonport Village

--- NYC LPC Neighborhood Maps 1890s

3 - College Point Village (encompassing Strattonport area)
15- undeveloped land, extreme eastern end of Neighborhood

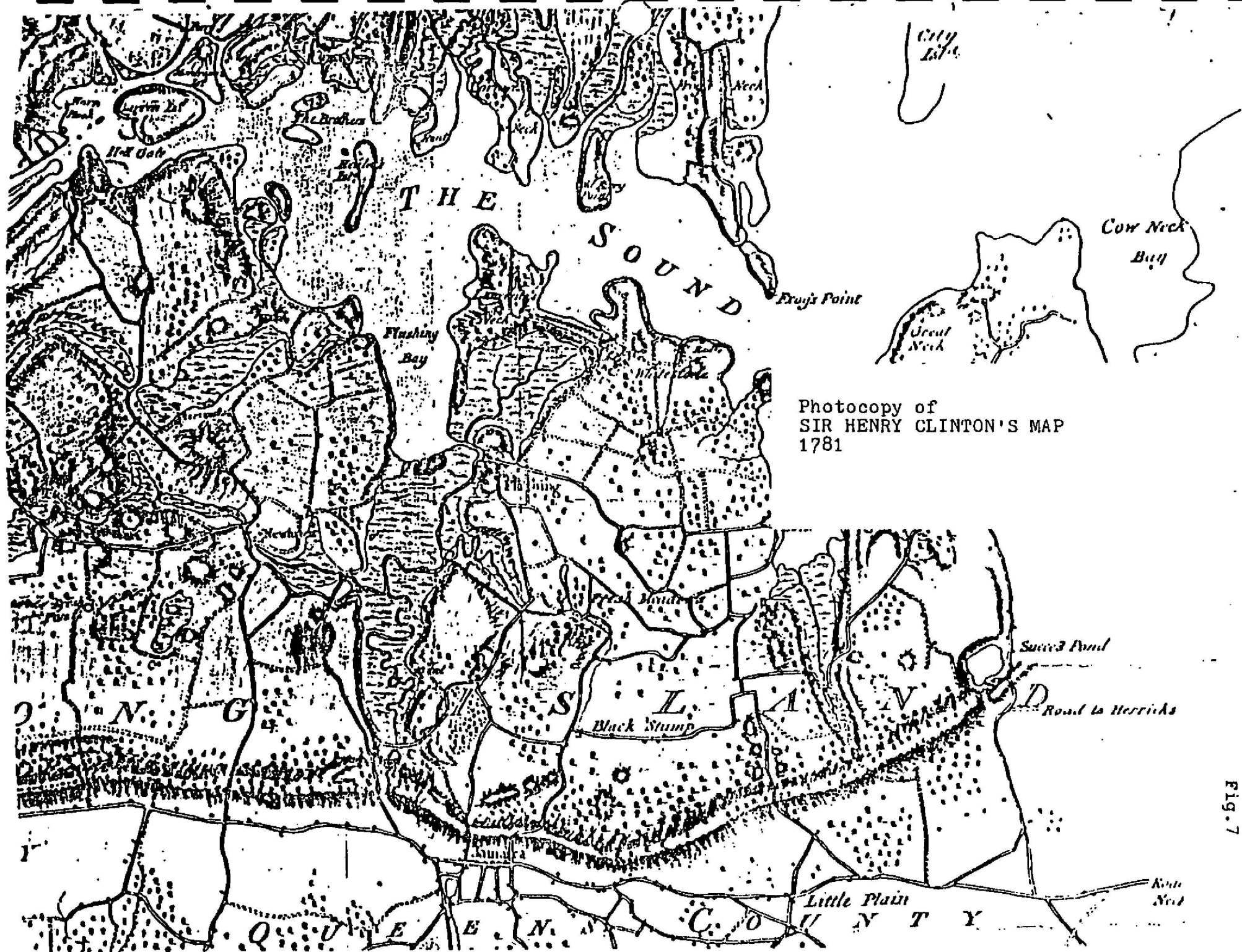
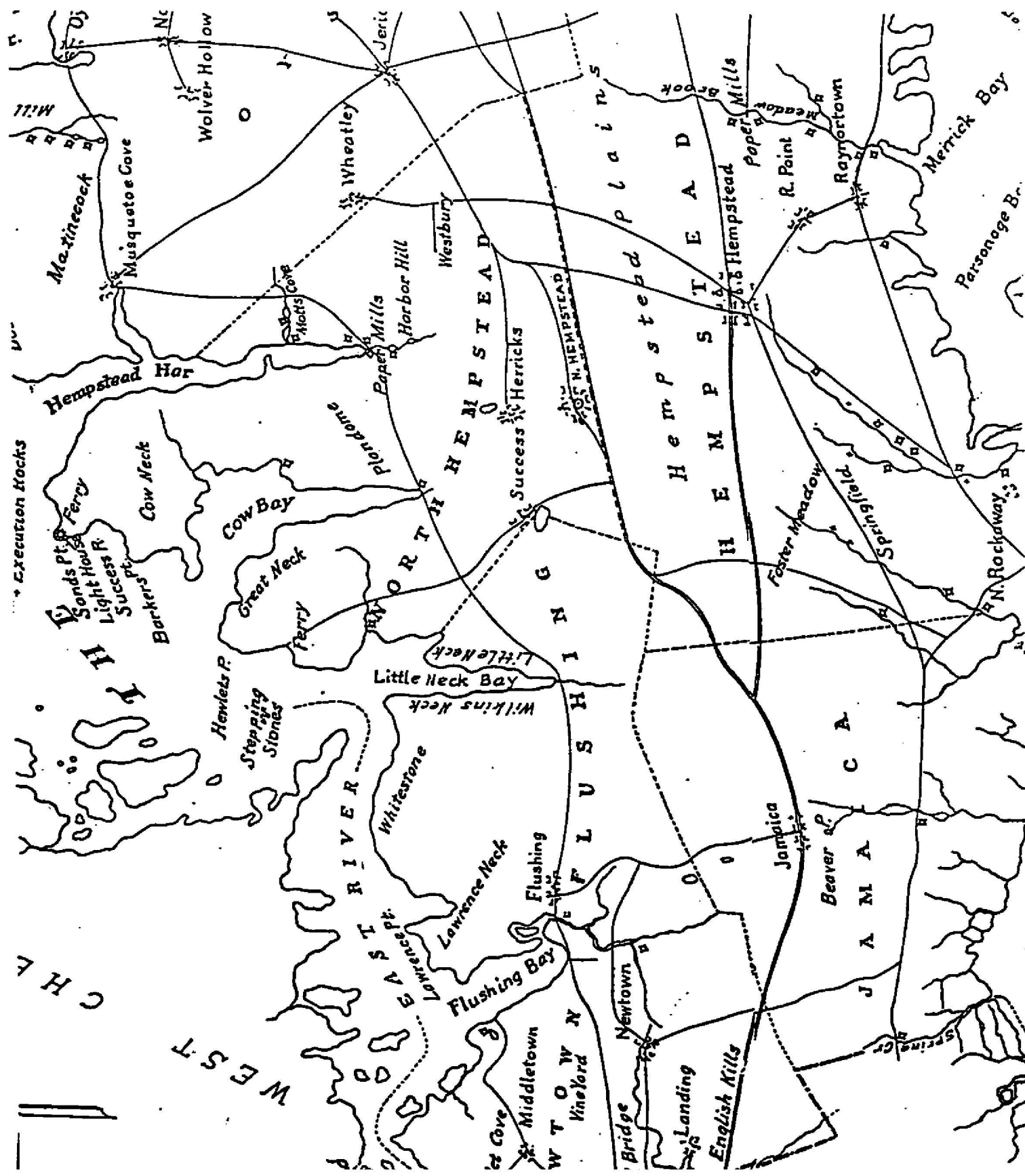


Fig. 7

Photocopy of
BURR'S 1828 MAP REDRAWN IN 1940
Nassau Historical Society



STANFORD ST

CONT
1

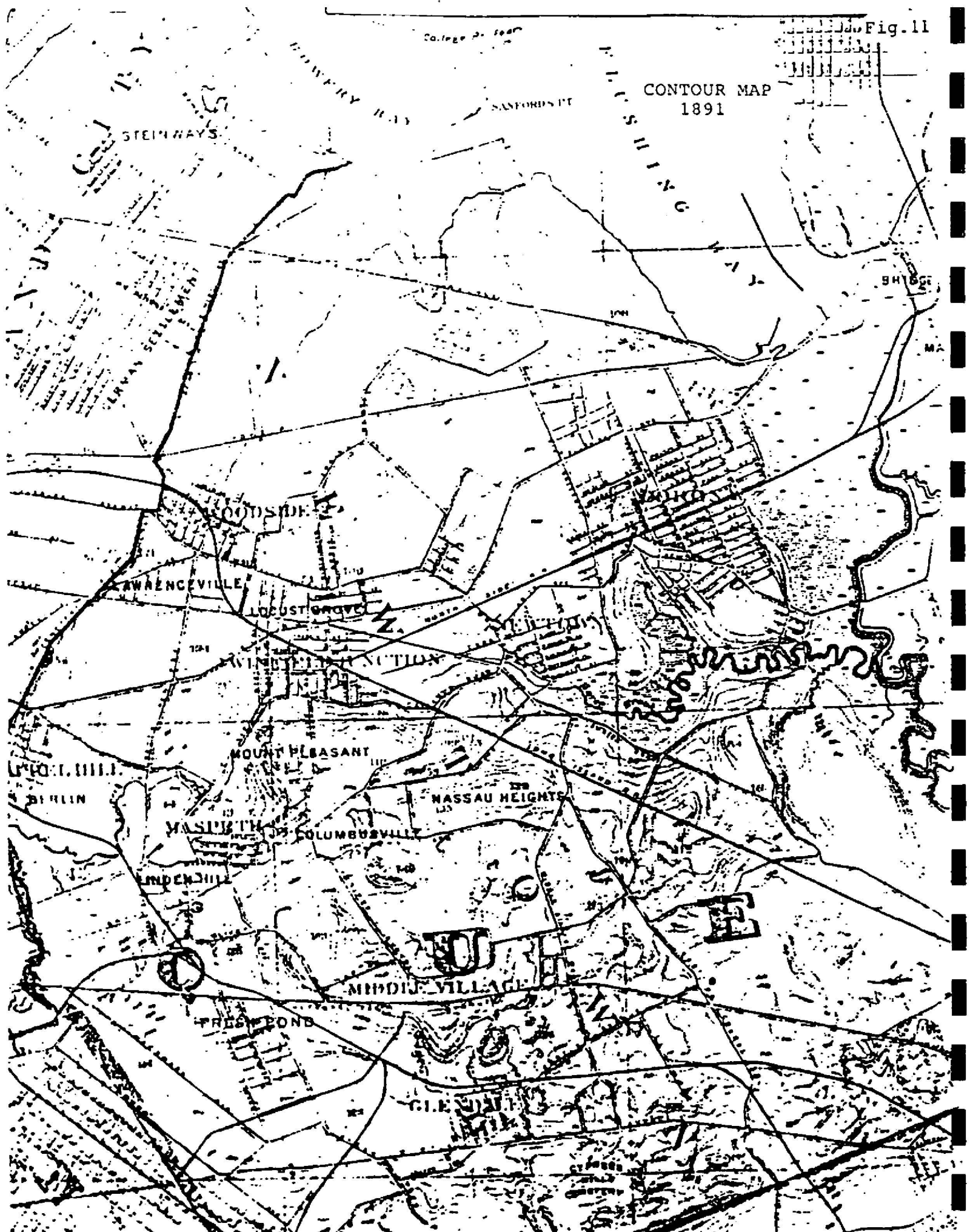
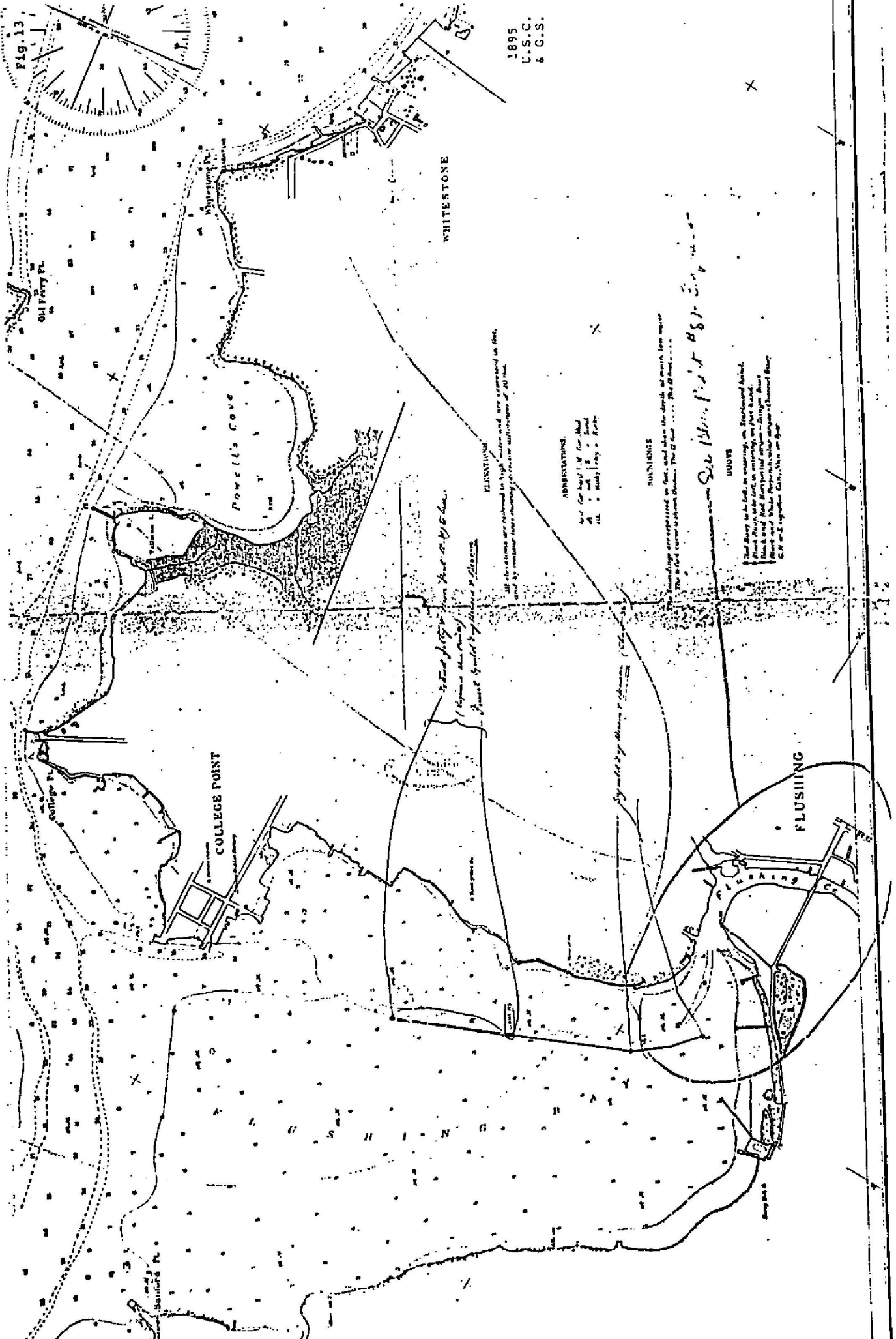


Fig. 13

1895
U.S.C.
& G.S.



Old Ferry Pt.

COLLEGE POINT

Powell's Cove

WHITESTONE

FLUSHING

REMARKS:
All distances are referred to high water and are measured on the
ground by means of a chain or otherwise as shown.

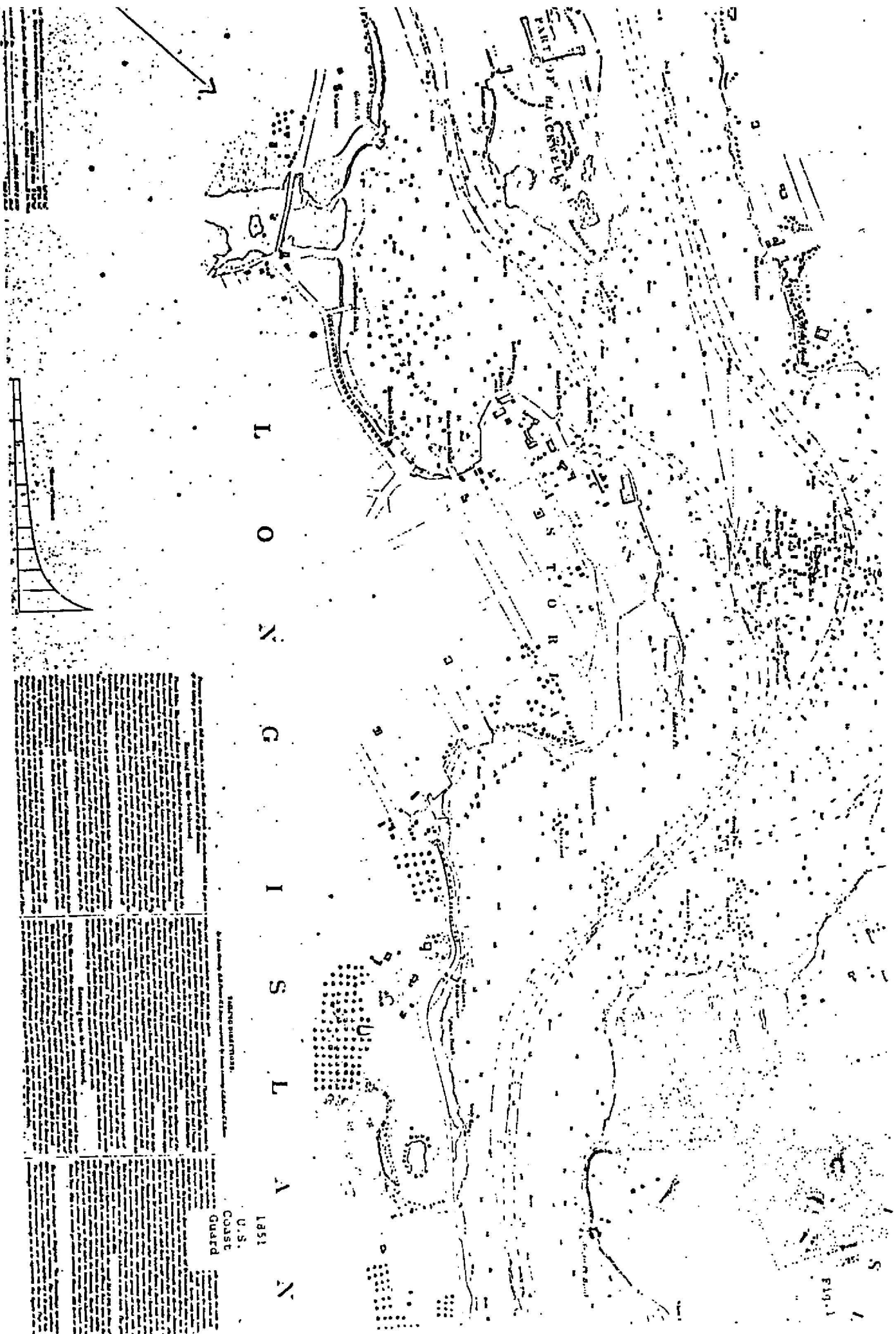
ABBREVIATIONS:
W. for West, E. for East
S. for South, N. for North
R. for River, L. for Lake
C. for Canal, P. for Point

NOTES:
Soundings are given in fathoms, and when the depth is more than
10 fathoms, the number of fathoms is given in feet.

BUOYS

The buoy is a light, in evening, on a red and white
flashed buoy, in morning, on a red buoy.
Black and red buoy is a light, in evening, on a
black and red buoy, in morning, on a black buoy.
C. H. & S. registered, New York.

See plan of Fig. 14



This chart was compiled from the latest available information, and is intended for use as a guide only. It is not to be used for navigation without the aid of a compass and other navigational instruments. The chart is subject to change without notice, and is not to be used for any purpose other than navigation.

The chart is published by the U.S. Coast and Geodetic Survey, and is available for purchase from the Superintendent of Naval Stores, Washington, D.C.

The chart is also available for purchase from the U.S. Coast and Geodetic Survey, and is available for purchase from the Superintendent of Naval Stores, Washington, D.C.

1851
 U.S.
 COAST
 GUARD

BIBLIOGRAPHY

QUEENS

- Armbruster, Eugene L.
1923 Long Island Landmarks, Part I: The Town of Newtown.
New York: privately published.
- Bolton, Reginald P.
1922 Indian Paths in the Great Metropolis. Indian Notes and
Monographs, Museum of the American Indian, Misc. 23.
- Denton, Daniel
1902 Denton's New York. Cleveland: The Burrows Brother Co.
Reprinted from original edition of 1670.
- Goddard, Ives
1978 "Delaware," in Handbook of North American Indians,
vol.15. Washington: Smithsonian Institute.
- Grumet, Robert
1981 Native American Place Names In New York City.
New York: Museum of the City of New York.
- Jackson, Kenneth T.
1985 Crabgrass Frontier: The Suburbanization Of The
United States. New York: Oxford University Press.
- Kearns, Betsy and Cece Kirkorian
1984 "Phase IA Archaeological Impact Report for the Rego Park
Mall Project, Queens, New York." Mss on file with the
NYCLPC.
- Kearns, Betsy and Cece Kirkorian
1985 "Phase IA Archaeological Impact Report for the Sports-
plex Project." Mss on file with the NYCLPC.
- Lightfoot, Kent, Robert Kalin, Owen Lindauer, and Linda Wicks
1985 "Coastal New York Settlement Patterns: A Perspective
from Shelter Island," in Man in the Northeast, No. 30:
59-82.
- Parker, Arthur C.
.1922 The Archaeological History of New York. New
York State Museum Bulletin, Numbers 235-238.

Riker, James Jr.

1852 Annals of Newtown. New York: D. Fanshaw and Company.

Ritchie, William A.

1980 The Archaeology of New York State. Harrison, NY: Harbor Hill Books. Revised edition.

Seyfried, Vincent F.

n.d. "The Newtown Register: Index and Transcript of News Articles," Vol I, 1909-1915, and Vol. II, 1916-1920. Mss. located at the Queens Borough Public Library, Jamaica.

1982 Queens, A Pictorial History. Norfolk, VA: The Donning Company.

1985 "Index to Armbruster's Photographs of the Town of Newtown, 1922-1924." Mss. located at the Queens Borough Public Library, Jamaica.

1985 "Newtown as a Sleepy Community," in Three Hundred Years of Long Island City.

Skinner, Alanson

1915 Indians of Greater New York. Cedar Rapids, Iowa.

Solecki, Ralph

1941 "The Indians Lived Here," in So This Is Flushing (newsletter), Flushing Historical Society, October.

n.d. "Catalog of Photographs by Ralph Solecki - Long Island and Environs, Local Archaeology." Mss. located at the Long Island Division of the Queens Borough Public Library, Jamaica.

Stokes, Isaac Newton Phelps

1928 The Iconography of Manhattan Island, 1498-1909. 6 vols. New York: Robert H. Dodd. Facsimile reproduction republished by Arno Press Inc., New York, 1967.

White, Norval and Elliot Willensky
1978 A Guide To New York City, revised edition.
New York: Collier Books

Works Progress Administration
1939 The WPA Guide To New York City. New York:
Pantheon Books.

Wyatt, Ronald J.
1982 "The Archaic on Long Island," in the Second Coastal
Archaeology Reader: 1900 to the Present, James E. Truex,
editor, Vol. V of Readings in Long Island Archaeology
and Ethnohistory. Stony Brook: SCAA.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Staten Island

terms of potable water supply, there were two notable water sources located nearby -- namely, "The Watering Place" near Tomkinsville and the "Hessian Spring" on Jersey Street in New Brighton (Leng and Davis 1930: 9).

In summary, the Parker report of relics found along the shore road and the reported artifact find on Stuyvesant Place together with the geomorphological conditions in the region indicate that the potential is there for the existence of undiscovered prehistoric cultural resources in New Brighton.

THE HISTORIC PERIOD

The earliest colonial settlement in Staten Island was established by the Dutch in 1639 along the island's northwest coast (Tysen 1842: 5). This settlement was short-lived as the early colonists were massacred by the Raritan Indians of Amboy some two years later. Other settlements were attempted in 1641 and 1650, but permanent colonies were not established until 1661. In 1664, the English took control of Manhattan and Staten Island, and by 1683 two hundred families were living on Staten Island. Later, French Huguenots, fleeing from persecution in Europe, arrived and settled on Staten Island. By the time of the Revolutionary War, several schools, churches, cemeteries, and ferries were established throughout the region. However, all of this early colonial settlement took place outside the New Brighton study area.

During the Revolutionary War, the British constructed three fortifications at what is now New Brighton to protect their troops stationed on the island. One fort was a large earthworks

located on Pavilion Hill, or Fort Hill. This British fort was described as square with corners pointing north, south, east, and west (Leng and Davis 1930: 174). The sides of this fort measured 80 feet in length, and it had an entrance on its northeasterly side. McMillan (1933) states that this small fort contained 200 men.

Another fort, or earthworks, was located a short distance to the southwest of the one described above (Leng and Davis 1930: 174, McMillan 1933). McMillan (1933) notes that this fortification was also made of earth and contained approximately 250 men. He further adds that 2,000 men in battle order could be paraded in an area between the two forts.

Finally, a small redoubt and blockhouse containing about 60 men were located between and a short distance to the west of the two forts described above (McMillan 1933). All of the three fortifications were strategically situated: One had a commanding view of Upper New York Bay, the second overlooked the Kill Van Kull, and the third guarded the westerly approach to these forts.

FIGURE 1 illustrates the relative positions of these forts in the New Brighton area. A portion of one of these British forts was still extant and visible in 1915 (see FIGURE 2). Many cannon shot, rum bottle fragments, and other military relics have been found in the vicinity of these fortifications (Sainz 1946). These three British fortifications were located in close proximity to Neighborhood 2 in New Brighton. The data reported above present strong evidence that exciting archaeological material pertaining to the Revolutionary War period may be

found in the project area.

The Village of New Brighton was established in 1834 by Thomas E. Davis, who purchased and subdivided this "hillcountry" for the purpose of selling lots (Hine and Davis 1925: 3; Leng and Davis 1930: 346). However, Thomas Davis' development of the area was unsuccessful, and in 1836 the property was purchased by the New Brighton Association for \$10,000. The New Brighton property extended from Sailor's Snug Harbor to Hyatt Street. The New Brighton Association vigorously promoted the sale of lots, and in their 1836 prospectus, or real estate brochure, the development is described as providing "to all men engaged in active business as well as to those of leisure, the means.....of withdrawing from the labor and anxiety of commerce to the quiet of their own families, unexposed to intrusion " (Ward 1836: 6; FIGURES 3 and 4).

The development of the New Brighton community in the 19th century proceeded in a fitful manner. Classical temple-fronted structures were built along the terraces and streets between Hamilton and Westervelt Avenues (Anonymous 1975: 5). Bathing pavilions were also built along the water's edge together with two "grand" hotels, the New Brighton Pavilion and the Belmont. The diversity of architectural styles for the new development was achieved with the building of Greek Revival and Gothic Revival houses as well. In sum, New Brighton has been characterized as New York's "first romantic suburban development" (Anonymous 1979: 5).

The Village of New Brighton was incorporated on April 26, 1866 (Clute 1877: 218). By 1877, there were two churches and

one school within the study area -- namely, the Reformed Church on the corner of Tomkins Avenue and Fort Street, St. Peter's Roman Catholic Church between Carroll Place and St. Mark's Place, and the Madison Avenue Public School. The Shore Railroad consisted of cars drawn by horses (Ibid: 218).

A few commercial and light industrial enterprises were established in New Brighton during the 19th century. A distillery was in operation in the community as early as 1829 and was located near the New Brighton Wharf (Leng and Davis 1930: 647). Other business establishments that were present in 1859 included a store, post office, saloon, planing mill, lumber yard, livery, and stables (Ibid: 650).

The land along the shore of New Brighton and St. George is now criss-crossed with railroad tracks belonging to the Staten Island Rapid Transit System. This area was formerly the yards of the Baltimore and Ohio Railroad and the Staten Island Rapid Transit Railway Company. At one time, these railroad yards included a variety of related structures such as coal piers, warehouses, platforms, storage sheds, ice houses, offices, and freight handling facilities that were constructed in the late 19th and early 20th centuries (Beers 1874; Lefevre 1894; Robinson 1898; Bromley 1917; Sanborn 1935).

It appears that the land between present day Richmond Terrace and the waters of Upper New York Bay has been extended by landfilling operations. The 1894 Lefevre Map of this area indicates that the high water line was located approximately ten feet from Richmond Terrace. Hine and Davis (1925: 7) state that this waterfront area was "formerly low land" which was nearly on

a level with Richmond Terrace. Leng and Davis (1930: 998), in their historical description of the community, further add that parts of the Shore Road or Richmond Terrace were overflowed at high tide. It is clear, from these documentary sources, that extensive landfilling had taken place between 1894 and 1925.

In summary, the historic period data presented above indicates that potentially significant archaeological sites may be present within the New Brighton, Neighborhood 1 study area. In particular, two subject areas have excellent research potential: The remains of Revolutionary War British fortifications and other related military structures, artifacts, and encampments may exist beneath the present modern landscape. Secondly, a study of extant 19th century suburban-domestic structures as well as those ruins present below ground may reveal significant aspects of this early period of Staten Island's development.

The purpose of this overview is to briefly describe the types of prehistoric and historic archaeological resources which have been identified within or are expected to be within Neighborhood 1 in the community of New Brighton, Staten Island. The data for this overview was gathered, analyzed, and assessed from published sources and maps, and the files of the Staten Island Institute of Arts and Sciences. This archaeological overview describes the culture history of the area from prehistoric times to the twentieth century. Each archaeological-historical time period is reviewed, and any relevant sites within the neighborhood are discussed.

PREHISTORIC ARCHAEOLOGICAL RESOURCES

The prehistoric archaeological record of Staten Island can be separated into three cultural time periods: The Paleo Indian Period (c. 10,000 B.C. - 8,000 B.C.), the Archaic Period (c. 8,000 B.C. - 1,000 B.C.), and the Woodland Period (1,000 B.C. - 1600 A.D.). A fourth time period, the Contact Period, may also be considered and spans from A.D. 1600 to A.D. 1675, when the last Indians left the Island (Leng and Davis 1930: 83; Skinner 1909: 37).

In the early twentieth century, archaeologist Alanson Skinner of the American Museum of Natural History surveyed and located twenty-four prehistoric sites on Staten Island. Seven of these sites are located to the south, southwest, and west of Neighborhood 1 in New Brighton. Skinner (1909: 16-17) lists these seven sites as follows:

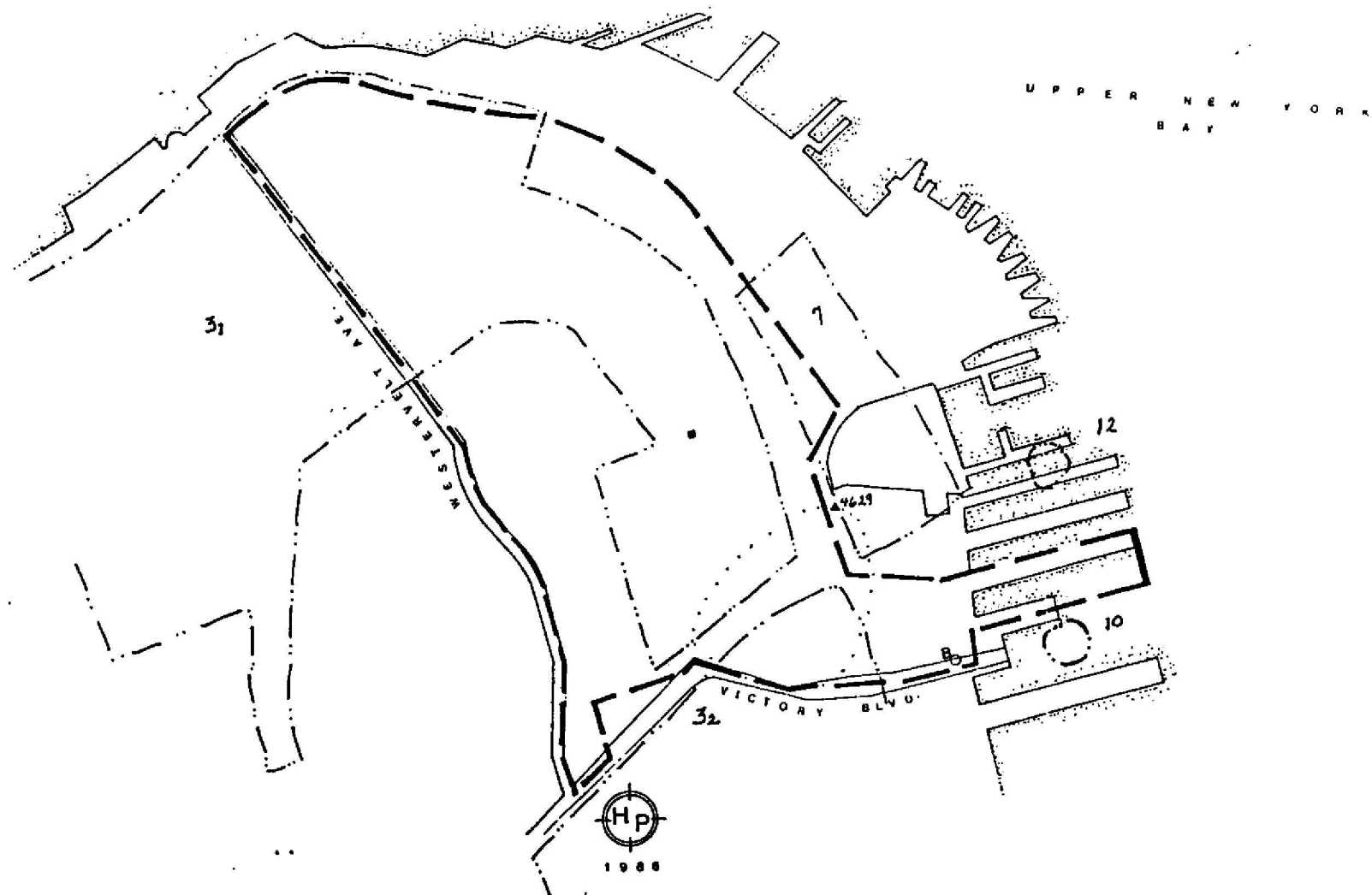
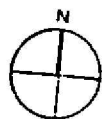
- No. 1: West New Brighton, or Pelton's Cove
- No. 2: West New Brighton, Ascension Church
- No. 18: New Brighton, Harbor Hill Golf Links
- No. 19: New Brighton, Silver Lake
- No. 20: New Brighton, Harbor Hill
- No. 21: New Brighton, Nannyberry Hill
- No. 24: Tomkinsville

Skinner reports that burials were found at the two sites in West New Brighton plus a variety of artifacts at all of the seven sites, including hammerstones, projectile points, and pottery. The presence of pottery at several of these sites indicates that they were occupied during the Woodland Period. However, it must be noted that all of the sites listed above are located outside the New Brighton, Neighborhood 1 study area.

Parker (1920: 684) reports that "scattered relics appeared along the shore road near St. George." Also, one prehistoric stone artifact was reportedly found on Stuyvesant Place and is now in the collection of the Staten Island Institute of Arts and Sciences (Kardas and Larrabee 1977: 8). These reported artifact finds together with the seven nearby sites, strongly suggest that prehistoric groups were present within or immediately adjacent to the project area. In general, the New Brighton area would have been an excellent location for prehistoric occupation. This region contained flat elevated terraces that overlooked New York Harbor and the Kill Van Kull. Such locations would have been well-drained, and in close proximity to fresh water and aquatic food resources. For example, in

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Staten Island
Neighborhood 1



STATEN ISLAND NEIGHBORHOOD 1

Map Explanation

▲ 4629 State Museum Inventory Number. Campsite and traces of occupation.

■ NYC Landmark. Brighton Heights Reformed Church.

--- -- NYC Landmarks Preservation Commission Neighborhood Maps 1850s

3/1 New Brighton - residential

7 Quarantine - institutional complex

12 Transportation

10 Docks and Wharves

3/2 Thompkinsville - residential

○ Grument, Robert. Indian trail which follows the line of today's Victory Boulevard

This is a detailed historical map of Bergen Point, New Jersey. The map shows the Killbuck River flowing through the area, with various landmarks and settlements labeled. Key locations include Bergen Point, Castle Point, Old Town, The Narrows Ferry, Fort, Vanderventer's Point, Decker's Ferry, Constable Hook, Ryerson's Ferry, Dicksbury Point, Watering Place, Cole's Ferry, and The Narrows Ferry. A 'Project Area' is highlighted in the center. A compass rose indicates North (N). The map is oriented with North at the top.

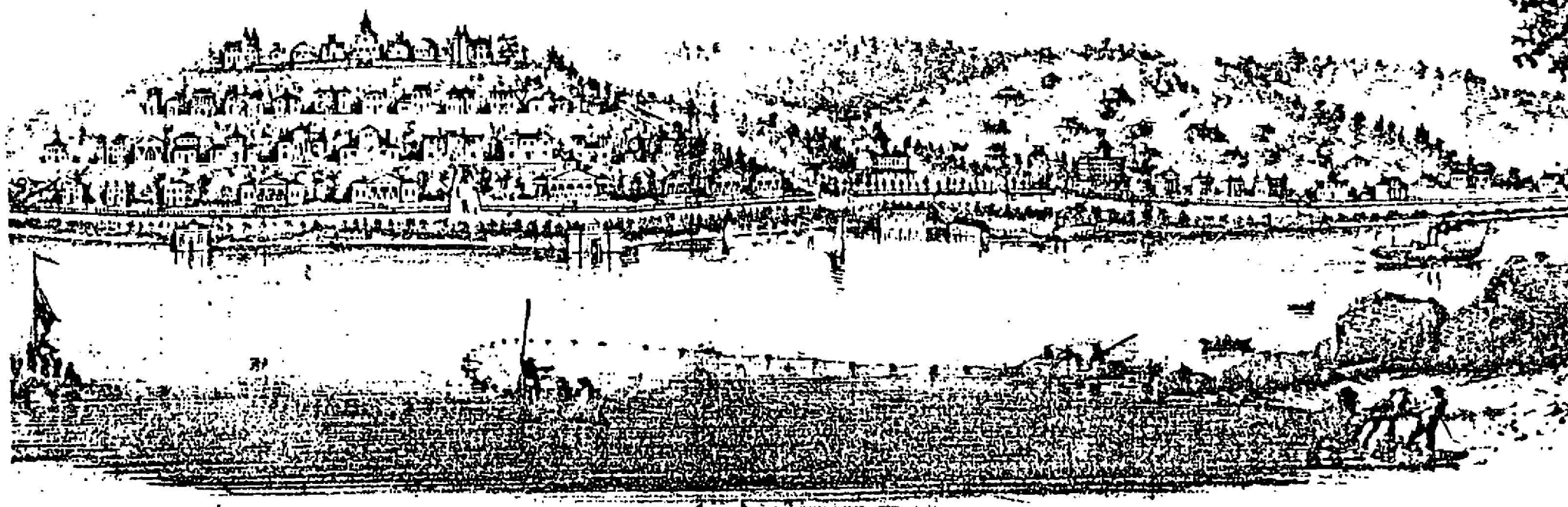


Photo 1915, Wm. T. Davis

BRITISH FORT AT FORT HILL, NEW BRIGHTON

FIGURE 2: From Leng and Davis 1930: Vol. I,
opposite page 172.

This is a detailed street map of the Kingsville area, showing a grid of streets and numbered lots. The map includes labels for 'KINGSVILLE' at the top, 'Bathing house' along the waterfront, and various street names like 'TOPPERS', 'MONTGOMERY', 'NICHOLS', 'CARRON', 'RICHMOND', and 'EMULACE'. Lot numbers are visible throughout the grid.



NEW BRIGHTON

STATEN ISLAND.

J. A. Murray, 1st of New York, 1836

FIGURE 4: New Brighton, lithograph 1836.
Staten Island Institute of Arts and Sciences.

BIBLIOGRAPHY

STATEN ISLAND

- Anonymous
1979 Staten Island: An Architectural History.
Staten Island Institute of Arts and Sciences.
- Beers, F. W.
1874 Atlas of Staten Island, Richmond County,
New York. New York, J. B. Beers and Company.
- Bromley, G. W. and Company
1917 Atlas of the City of New York Borough of
Richmond Staten Island. Volume I, Wards 1,
2, 3. Philadelphia.
- Clute, J. J.
1877 Annals of Staten Island. New York, Press of
Charles Vogt.
- Hine, Charles G. and William T. Davis
1925 Legends, Stories and Folklore of Old Staten
Island. Part 1 - The North Shore. Published
by the Staten Island Historical Society.
- Kardis, S. and E. Larrabee
1977 Cultural Resource Reconnaissance Northeast
Shore , Staten Island, New York Harbor Collec-
tion and Removal of Drift Project. Historic
Sites Research, Princeton, New Jersey.
- Lefevre, I. A.
1894 Atlas of Staten Island, Richmond County, New
York. Volume I, Castleton, New York, 1st
Ward, Plate 2.
- Leng, Charles W. and William T. Davis
1930 Staten Island and Its People: A History 1609-
1929. Volumes I and II, Lewis Historical
Publishing Company, Inc., New York.
- McMillan, Loring
1933 A Map of Staten Island During the Revolution
1755-1783. Staten Island Institute of Arts
and Sciences.
- Parker, Arthur C.
1920 The Archaeological History of New York. In
New York State Museum Bulletin, Numbers 235-
236, July and August.
- Robinson, E. and Company
1898 Atlas of the Borough of Richmond, City of New
York. New York. Plate 1.

- Sanborn Map Company
1935 Insurance Maps of Borough of Richmond, Staten Island. Volume I, New York.
- Sainz, Donald R.
1946 "The British Army On Staten Island During The Revolutionary War." The Staten Island Historian, Volume VIII, Number 4, October-December, Staten Island Historical Society.
- Skinner, Alanson
1909 "The Lenape Indians of Staten Island." In The Indians of Greater New York and the Lower Hudson, edited by Clark Wissler. Anthropological Papers of the American Museum of Natural History, Volume III, New York.
- Tysen, Raymond M.
1842 A Lecture on History of Staten Island Delivered Before The Tomkinsville Lyceum. April 12. Published by request of the directors. F. L. Hagadon, printer, Staten Island.
- Ward, George W.
1836 Description of New Brighton on Staten Island, Opposite the City of New York. New York.

QUALITY HOUSING
ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan

The island of Manhattan was inhabited by man approximately 10,000 - 12,000 years ago. During this time Paleo-Indians roamed the New York area hunting big game. The sea level of Long Island Sound during this earliest period was much lower than today and in situ archaeological evidence of these first inhabitants is scarce. (Saxon, 1973: p. 252) In the coastal and tidewater area of New York the Archaic Stage followed the Paleo-Indian Stage (c. 7,000 years ago) and "is represented by numerous, small, nearly always multi-component sites, variously situated on tidal inlets, coves and bays, particularly at the heads of the latter, and on fresh-water ponds on Long Island, Shelter Island, Fishers Island, Manhattan Island and Staten Island." (Ritchie, 1980: p. 143) Important sites of the Snook Kill Tradition, the southern sub-area representative of the Transitional Stage, have been located by archaeologists on high sandy river terraces. (Ritchie and Funk, 1973: p. 342) By the time of the Woodland Stage (c. 3,000 years ago) the sea level and exposed coastal regions were, in most respects, as they appear today. Throughout the Woodland Stage native Americans preferred occupation sites situated on well drained terraces or knolls overlooking bodies of water. Most Middlesex Phase sites of Early Woodland times have been "encountered during gravel and sand digging in a knoll or terrace near a river or lake." (Ritchie, 1980: p. 201) Late Woodland Stage sites of the East River Tradition in southern New York have been noted on the "second rise of ground above high-water level on tidal inlets" and "situated on tidal streams or coves" and on "well-drained sites." (Ritchie, 1980: pp. 264-265) Throughout the prehistoric period marine, estuarine, and lacustrine locations afforded the aboriginal inhabitants numerous and valuable floral and faunal resources. The locations of Manhattan's original water courses - ponds, streams, and marshes - are considered possible locations of aboriginal sites. (Baughner-Perlin, et al, 1982: p. 5) In assessing the archaeological potential of a Manhattan parcel, attention must be paid to the proximity of that parcel to one of these original water courses.

Archaeologists relied on indirect evidence when reconstructing the above synthesis on the lifeways of the Native Americans that inhabited the island of Manhattan before Hudson's arrival in the early 1600s. This evidence is in three basic forms: (1) ethnographic reports; (2) archival research; and, (3) archaeological data, from both professionals and amateurs. An appreciation of Manhattan's prehistoric past must take into account the vast changes that have been wrought in the topography of the island since the arrival of Europeans. The shoreline of the island has been greatly expanded, the inland streams, ponds, and wetlands have been filled in, the bluffs along the Hudson River have been cut down, and the hills and

ridges of the northern part of the island have been, to a large degree, leveled.

Hudson's earliest explorations made contact with the Munsee-speaking upper Delaware Indians that were occupying the New York City area. There are also descriptions of the Indians from a few of the earliest settlers. Van der Donck's mid-seventeenth century account describes Indian "castles" (possibly a fortified village) that were located on steep, high hills, near a stream or river. "The areas were surrounded with strong stockades and frequently enclosed 20-30 houses. Besides these strongholds, there were smaller, usually also enclosed, settlements nearer to the fields and unenclosed villages at fishing places.

The castles and large towns they seldom leave altogether. From other situations they remove frequently, and they seldom remain long at the other places. In the summer, and in the fishing seasons, many come to the watersides and rivers. In the fall and winter, when venison is best, they retire to the woods and hunting grounds. Sometimes, towards the spring of the year, they come in multitudes to the sea shores and bays, to take oysters, clams and every kind of shell-fish, which they know how to dry, and preserve good a long time." (Van der Donck, 1968: p. 82, as cited in Baugher-Perlin, et al, 1982: p. 11)

The early twentieth century research published by Reginald Bolton has been considered a basic resource for identifying archaeologically sensitive areas for more than fifty years. His "New York in Indian Possession" and "Indian Paths in the Great Metropolis" illustrate his interpretation of the manner in which the island was exploited by Native Americans. According to Bolton, the majority of Indian activity was concentrated in the northern and southern portions of the island and "The middle part of the Island of Manhattan does not seem to have been occupied to any great extent by the natives..." due to its rugged physical characteristics. (Bolton, 1922: p. 61) Grumet's more recent research (1981) has, in most instances, corroborated Bolton's placement of trails, habitation sites, and planting fields. An analysis of Bolton's and Grumet's maps (see following maps) supports the settlement pattern information derived from the ethnographic reports and the twentieth century archaeological investigations. (See the following Bolton and Grumet maps.)

"Professional and amateur archaeologists were excavating on Manhattan from the late nineteenth century to the 1930s, but their field techniques and recording procedures are not comparable to the more scientific procedures that are used today. While there are records of these excavations, the data are generally ambiguous so that findings cannot be assigned to a particular period." (Baugher-Perlin, et al: 1982, p.5) Also, these re-

records often are not exacting in regards to the site location - indicating a street intersection or entire block rather than noting precise locational measurements. For example, of the nine prehistoric archaeological sites in the Inwood area that are inventoried by the New York State Museum, only one site has an exact location. The boundaries for the other sites are general and cover a 4 to 6 block area. This inventoried information cannot be overlooked, however, since these earlier findings, which are often accompanied by photographs, drawings, and artifact descriptions, are indicators of known archaeologically sensitive areas.

Prehistoric archaeological sites do still exist in the highly developed Borough of Manhattan. "In 1980, during the excavation of Stone Street as part of the Stadt Huys block, aboriginal pottery and lithics were found in the lowest levels of the excavations." (Baugher-Perlin, et al, 1982: p. 12) "There are numerous examples of extant prehistoric and early historic cultural resources which have been discovered in urban contexts. Clearly, urban development does impact earlier cultural materials by intruding into and truncating archaeological features. Urban developments, however, also serve to partially preserve early cultural resources by limiting access to them by unauthorized pothunters and curtailing impacts from natural erosional processes." (Marshall, 1983: p. 9)

MANHATTAN

NEIGHBORHOOD 1

LOWER EAST SIDE

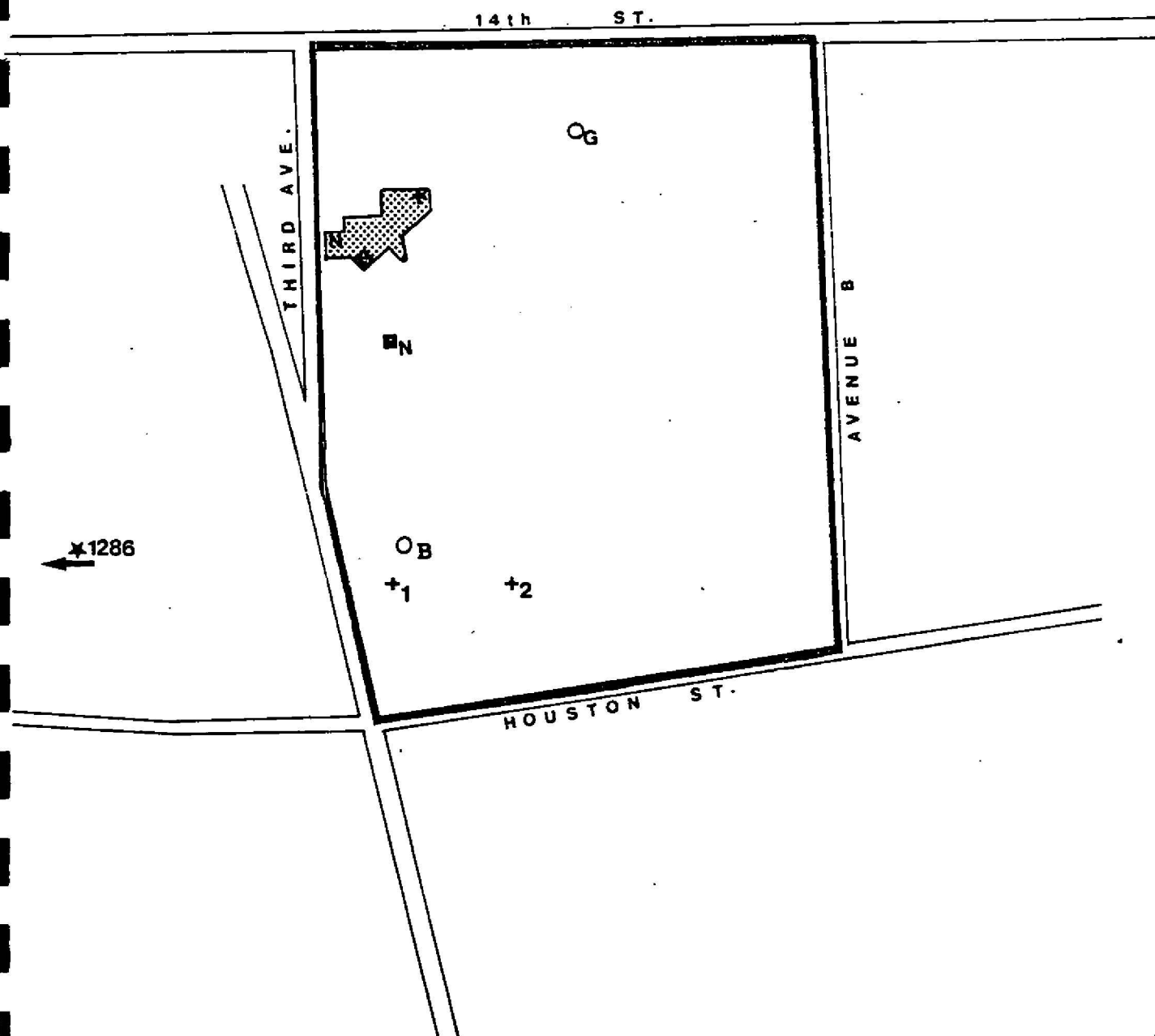
The southern half of the western boundary of Neighborhood 1 is the Bowery, a street which has figured in the city's history since prehistoric times when it was an Indian trail. Perhaps it was used by Native American sorties on New Amsterdam. (WPA, 1939, p.119) "Bouwerie" was the Dutch word for farm, and this country road led from the town in lower Manhattan past various farms, through Peter Stuyvesant's extensive land holdings (most of the study area), and on to the northern villages. "The street was later part of the highroad to Boston and figured in many a Revolutionary incident as the only land entrance to New York City." (ibid, p.119) As the city grew and expanded northward, the street became increasingly commercialized and served as a principal shopping and entertainment as well as transportation artery.

Governor Stuyvesant's farm house - his country seat - was located at the foot of a lane from the Bowery, and a pear tree planted by him at 3rd and 13th Street is reputed to have survived into the 19th century. (Moscow, 1979, p.97) A chapel erected on the property in 1660 - since rebuilt and added to - has a graveyard in which are interred the Governor and Commodore Matthew C. Perry, among others. A descendant of the illustrious Peter gave the land for Stuyvesant Square (north of the study area) to the city in 1836. At that time and until about 1845, Manhattan effectively ended at 14th Street (northern boundary of Neighborhood 1), but the opening of squares such as that one and Tompkins enhanced property values in the vicinity and led to further development. (Tompkins Square, on land given the city by John Jacob Astor around 1835, was named for the one-time Governor of New York and Vice President of the United States.) Also spurring urbanization of the area were the economic boom in New York following the opening of the Erie Canal in 1825 and the waves of European immigrants arriving soon thereafter.

For many years during the second half of the nineteenth century, the vicinity was inhabited by German immigrants, but many of them moved northward after the turn of the century and were replaced by an ethnic mix, mostly Jewish.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan
Neighborhood 1



1986

- National Register Historic District:
St. Mark's Historic District. "Once a part of Peter Stuyvesant's "Bouwerie" (farm), this District had begun its transformation into an urban area already in the late 18th century, when Petrus, a great-grandson, subdivided a small section." (NYCLPC, A Guide to New York City Landmarks, p. 13)

Two National Register Buildings are included in the District: St. Mark's-in-the-Bowery, Second Avenue at 10th Street (represented on the map by the cemetery sign), and Stuyvesant-Fish House, 21 Stuyvesant Street. (represented by the black square symbol).

- National Register Historic Landmark:
Daniel Le Roy House, 20 St. Mark's Place

+ cemetery of St. Mark's-in-the-Bowery
Episcopal churchyard (c.1799) in good condition with between 150 to 175 stones, random distribution among bricks and cobblestones, slab stones numbered, 4 erect stones.

+₁ New York City Marble Cemetery
Non-sectarian, endowed and non-profit cemetery (1831-1942) that fronts on Second Avenue. Contains 270 vaults.

+₂ New York City Marble Cemetery (due east of LaSalle Academy)
Containing 156 vaults and well kept, this cemetery operated as above between 1832 and 1918.

- _B Bolton identified the Wickquasgeck Road, first mentioned by De Vries in 1642, as the Old Albany Post Road, which followed the route of Broadway from the Battery on the southern tip of Manhattan Island to its junction with St. Nicholas Ave. in Harlem. The Wickquasgeck Road rejoined Broadway in upper Manhattan. This old path runs through Neighborhood 1.

- _G Grumet places a habitation site (approximate location) within the Neighborhood 1 area. Schepmoes, named for a Dutch landowner, is the name for the prehistoric location, which did at one time host a fresh water stream.

- *
1286 New York State Historic Preservation Office Inventoried site:
(full number: A061-01-1286)
Although geographically removed from either Neighborhood 1 or 5, the Sullivan Street Project is indicative of the historic archaeology potential in the Village area. (Bridges, 1984)

EAST HARLEM

Neighborhood 2 is bounded by 96th and 106th Streets, 5th and 1st Avenues. Speaking idiomatically, it has always been between the cracks, at least during the historic era. To the north, Harlem was established as a village in the 1630s, and Yorkville to the south in the 1790s. However, this parcel was not part of any early village, nor was it included in the original farm grants, but appears to have been part of the common lands. An early road ran diagonally through the Madison-Park blocks, and the acreage between 3rd and 5th Avenues and 103-105th Streets was marshy. (Stokes, 1928, vol. vi, various plates) The road was one of several built to connect Nieuw Haarlem with New Amsterdam, probably one constructed in 1666 by the British Governor "from the East River at 74th Street to the Hudson River at 129th Street, to separate New York from Harlem." (White and Willensky, 1978, p. 269)

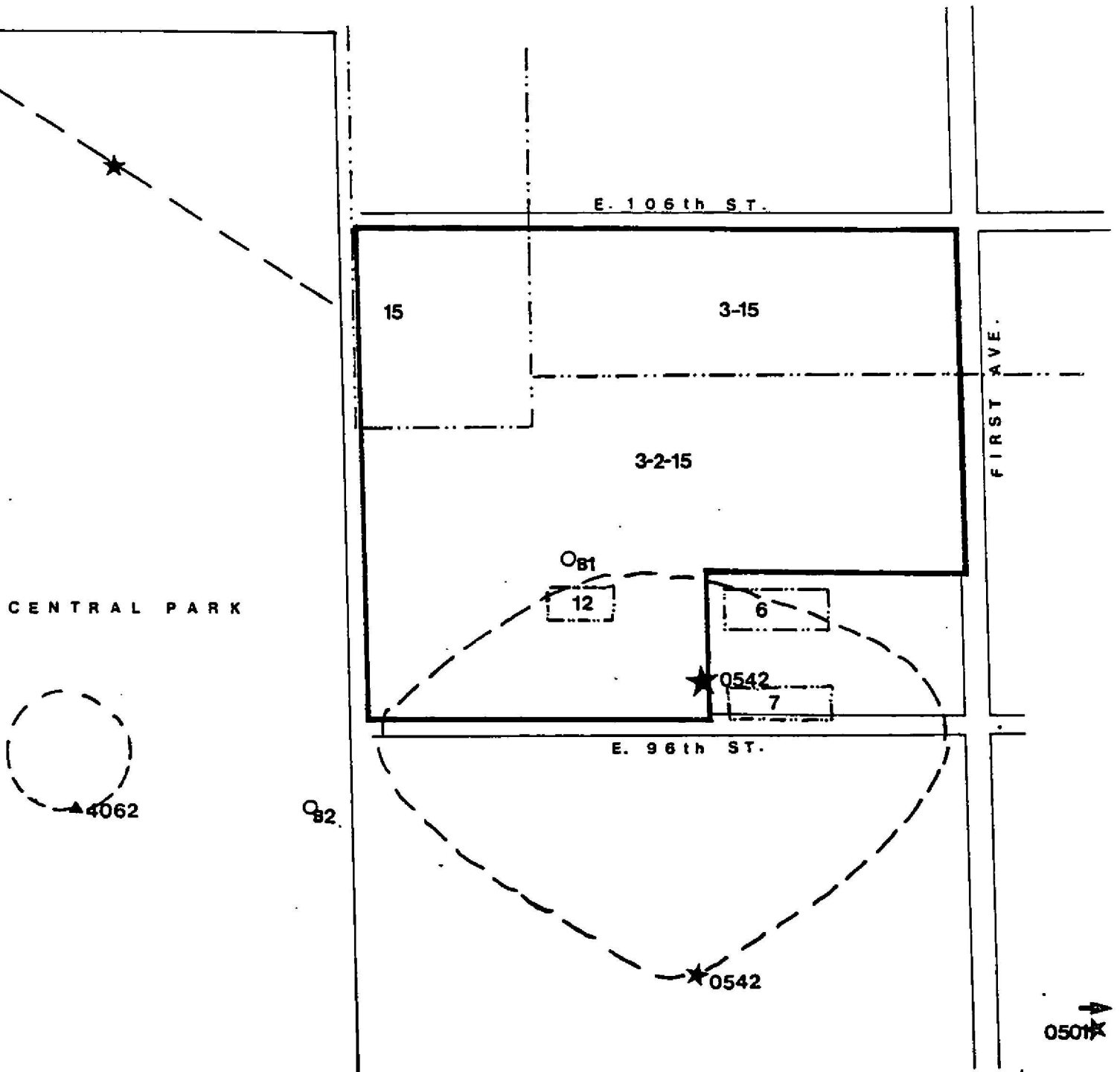
Development in the area was spotty during the nineteenth century even after elevated railroad lines were established in the 1870s. One passenger, riding on the 3rd Avenue El in 1872, commented, "The pace of the engine seems quickest now, and as we leave 86th Street a sudden belt of darkness is thrown upon the windows. We have passed from the tenanted portions of the avenue and are flying across the Harlem flats." (McCabe, 1881, p. 193) In 1879, two blocks between 3rd and Park Avenues housed the 99th Street yard of the Manhattan Railway Company's Third Ave el, and a trolley barn at 100th and Lexington (built c. 1885) operated during the time that type of transportation was popular. (White and Willensky, 1978, p. 286)

In the decades since its development- mostly with tenement housing- as a working class district, Neighborhood 2 has seen a succession of immigrant laborers from many countries.

Reginald Bolton, noted Indian expert, suggested that a Native American habitation site and trail existed in the study area.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan
Neighborhood 2



1986

MANHATTAN

NEIGHBORHOOD 2

- ★-- 0542 (full number: A061-01-0542)
- 0542 New York State Historic Preservation Office Inventoried site:
Rechewanis/Konaande Kongh
general location: Harlem Hill to 92st Street as far west as
Fifth Ave.
- ★
0542 specific NYSHPO location
- Also listed under: NYACC Number 2 (Susan Kardas, reported).
Contact period occupation until c.1669; and,
- O
R1 Reginald Bolton placed the village of Konaande Kongh (a
Delawaran settlement) between Lexington Avenue and Madison
Avenue between 98th and 100th Streets. (Grumet, 1981: p. 20)
- O
R2 Bolton's Indian trail Wickquasgeck Road went through the north-
east section of the Central Park area, near the boundaries of
Neighborhood 2.
- ★- 0501 (full number: A061-01-0501)
- 0501 New York State Historic Preservation Office Inventoried site:
Municipal Asphalt Plant, southeast of the Neighborhood 2 area.
- ★- New York State Historic Preservation Office/NYACC File:
British Lines, Revolutionary War
- ▲--
4062 New York State Museum site:
prehistoric archaeological site as indicated by shell heaps
(Parker, 1920)
- Note: Recent excavations by Key Perspectives (1133 Broadway,
Suite 923, NYC, NY 10010) in the 96th Street area indicate
archaeological potential for the Neighborhood's southern
section.
- NYC LPC Neighborhood Maps, 1815-1829
The entire Neighborhood, and the majority of Manhattan north of
25th Street is listed as 3-1-6: residential, agricultural, and
industrial.
- NYC LPC Neighborhood Maps, 1855-1879
- 7 - institutional complex
- 6 - industrial complex
- 12- transportation center
- 3-2-15 the majority of the Neighborhood is listed, for this time
period as residential, commercial, unimproved land
- 15- unimproved land dominated the northwest corner of the
Neighborhood
- 3-15 residential clusters and unimproved land dominated the
northeast sector of the Neighborhood

MANHATTAN

NEIGHBORHOOD 3

UPPER WEST SIDE

According to the MAP OF ORIGINAL LAND GRANTS AND FARMS in Stokes' ICONOGRAPHY OF MANHATTAN ISLAND, the property in Neighborhood 3 belonged to a patent granted to Isaac Bedlow in 1667. It was somewhat divided when the bulk of the area went to Charles Apthorp and then still further divided by the late 18th century when Stryker's farm* extended from 96th Street to 99th, and Herman LeRoy's property from 99th to 107th Streets.

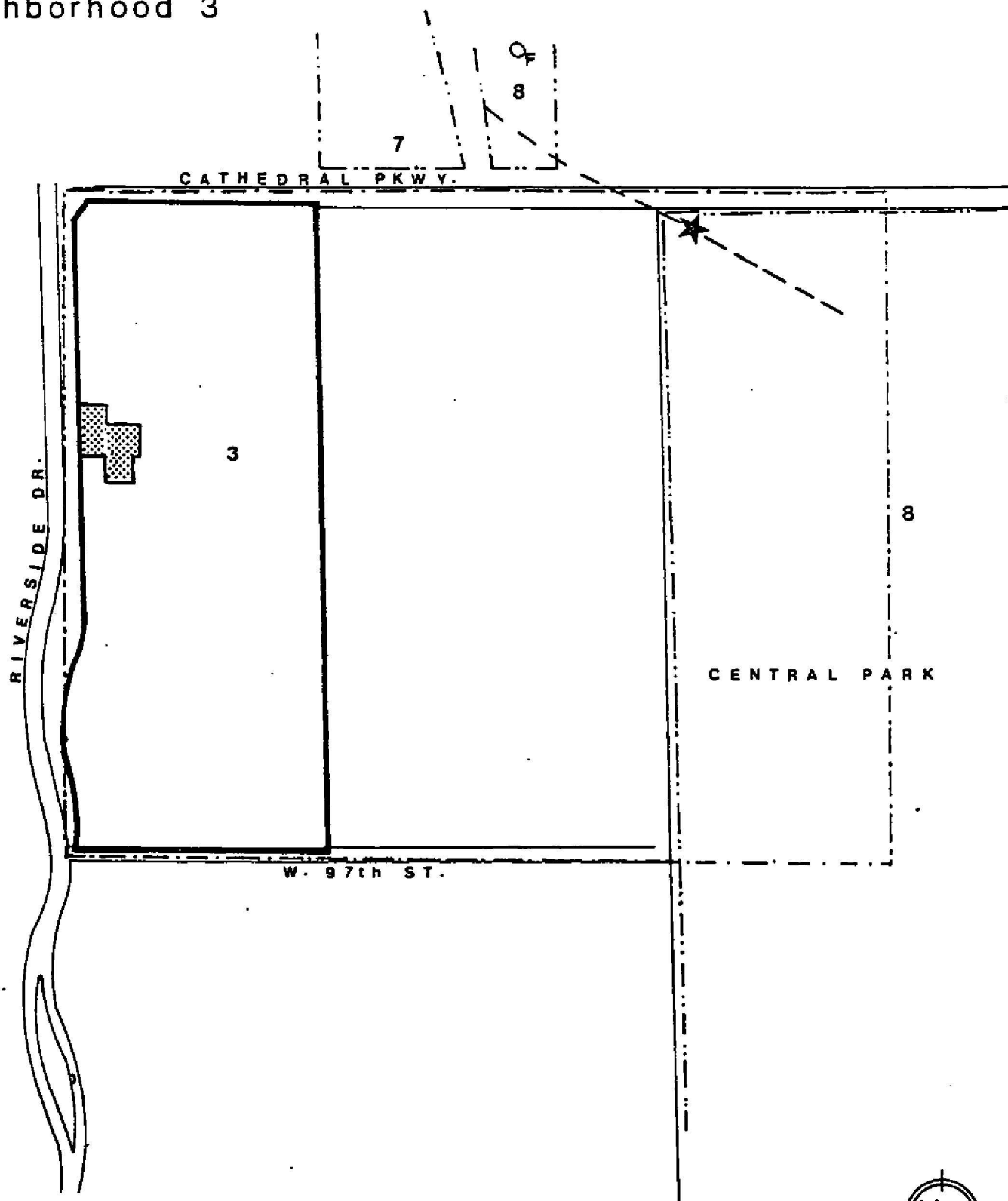
"The area from what is now 59th to 135th Street was part of the region called Bloemendael (vale of flowers) by the Dutch...In the vicinity of 100th Street was Bloomingdale Village.. well into the last century the tract of farms and country estates on the Upper West side was known as the Bloomingdale district." (WPA,1939,p.273) Broadway was originally known as the Bloomingdale Road when it was laid out in 1703 from what is now 23rd Street to about 145th Street. At first the road measured only about 33 feet across but, as its popularity as a route increased, so did its width. In 1849 it was widened to 75 feet and for the first time given the name Broadway. By 1868, its width was 150 feet, its course was straightened between 59th and 155th Streets ... (White and Willensky,1978,p.189)

The grid plan of 1811 which laid out the city in blocks of street and avenues spurred development of the area during the Federal Period. "In 1851 the Hudson River Railroad from New York to Albany was opened, with several local stations in upper Manhattan; but it was not until the opening of the Western Boulevard in 1869 that the rural character of the section began to change. This thoroughfare, known simply as the Boulevard and becoming a part of Broadway in 1899, started at 59th Street and follow the general direction of the old Bloomingdale Road... The Ninth Avenue el was extended through the Upper West Side in 1879; and in 1891 the first part of Riverside Drive was completed. Mansions, hotels, and apartments, many of them still standing, were built in the area west of Central Park. Trolley and subway services to the northern localities were established in the first years of the century." (WPA,1939,p.274)

* Various sources indicate that the Stryker mansion was near 96th Street and West End-Broadway.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan
Neighborhood 3



1986

MANHATTAN

NEIGHBORHOOD 3

State Historic Preservation Office:

- ★- NYACC File: Line of British, Revolutionary War
- Q NYACC File: #12, archaeological site potential as determined by projectile point-stray find, in Morningside Park (reference: Finch, James K., 1909, "Aboriginal Remains on Manhattan Island," Anthropological Papers of the American Museum of Natural History, Vol. III.)

- NYC LPC Neighborhood Maps, 1815-1829
- 3 - residential cluster, Bloomingdale Village

- NYC LPC Neighborhood Maps, 1855-1879
- 8₁ - Central Park

8₂- Morningside Park

7 - institutional complex

The entire Manhattan area between the west side of Central Park and the Hudson River is classified as 15-6-7-3: agricultural, commercial, institutional, and residential.

- New York City Historic District: Riverside - West 105th Street Historic District (c.1899-1902)

Neighborhood 4 lies within the Inwood section of Manhattan and is bordered by Dyckman, Seaman, Nagel, and 207th Streets. The entire area up to its northern border - the Harlem River - and across to the Bronx, is known to contain a number of Native American sites. With its fresh water, wooded ledges and ravines, rock shelters and caves, it would certainly have been attractive to Indians, and finds from the Woodland/historic period substantiate this. (See Neighborhood 1 Map for locations of these sites.) Also, Inwood was one of the last sections in Manhattan to be urbanized, so there was more opportunity for archaeological investigations. Most of them were done in the 1930s, but recording procedures at that time make precise locations problematic. For this reason any sub-surface disturbance should be carefully undertaken since the locations and extent of the sites is only approximately known. Material evidence of Revolutionary War activity has also been found. The following page shows a drawing of the site in Neighborhood 4.

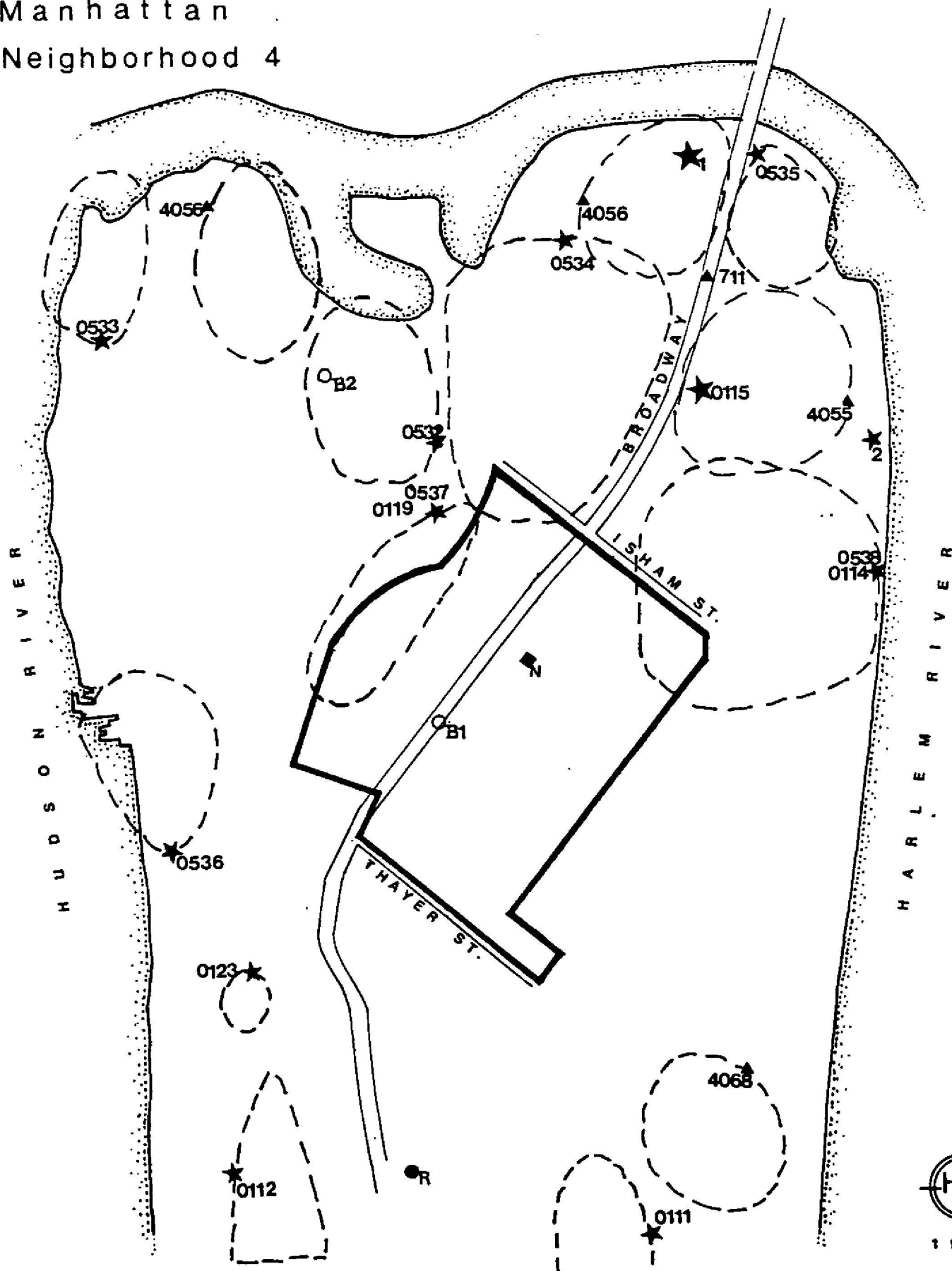
The earliest ownership of the Inwood area during Colonial times is difficult to ascertain. The Farm Map inset in Stokes' ICONOGRAPHY is divided into many small plots with overlaps and print too fine to decipher. Apparently this reflects the situation which Stokes alluded to when he said "The upper part of Manhattan Island was still composed of scattered homesteads and villages the boundaries of which latter it is impossible to define exactly as they were constantly being enlarged." (Stokes, 1928, vol.ii,p.657) What can be documented is that the first Dyckman, Jan, "arrived from Westphalia in the mid-17th century...amassed enough money to start acquiring land in partnership with Jan Nagel," (Moscow, 1979, p.46) who was a "soldier in Dutch service who became a wealthy landowner and real estate speculator at Manhattan's northern end." (ibid., p.78) William Dyckman inherited the estate from his grandfather and built a dwelling house on it in 1748. This is the only Dutch farmhouse left in Manhattan and is listed on the National Register of Historic Places. The structure now standing replaced an earlier one "burned by British occupation forces during their withdrawal from New York in 1783." (LPC, 1979, p.48)

The Dyckman estate at the close of the Civil War was quite large - 400 acres - but was gradually sold off. Many of the street names such as Isham, Vermilyea, Nagel, Seaman, or Sherman derive from families who lived in the district over the years. (Moscow, 1979, p.46 & ff.) The Inwood section began to emerge from its bucolic isolation about 1906 when the Broadway Subway reached Dyckman and St. Nicholas Avenue. Even so, a WPA author writing in the 1930s noticed that for all its age, "there is a newness to much of the district. The apartment houses and the spectacular improvements in parks, bridges, and highways are," (WPA, 1939, p.306)

for the most part, recent achievements. Today, most of the area (there are some charming exceptions) is covered with substantial structures, mostly five and six story apartment houses. Some of them have alleys and courtyards, and the terrain is uneven. Along the avenues and at intersections there are one and two story businesses as well as some parking lots, vacant lots and gas stations.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan
Neighborhood 4



MANHATTAN

NEIGHBORHOOD 4

- National Register Historic Landmark
N Dyckman House Museum, Broadway, between 204th St. and 207th St.
- R Robinson, Karen and Fred Winters, "Phase IA Report, Board of Education Department: Block 2172-Lots 16, 68, 72," Mss. on file with NYCLPC. The excavation (April 1985) only yielded modern landfill to 1½-6 meters below present street grade.
- ★— New York State Historic Preservation Office:
 - 0112 (full number: A06-01-0112)
Revolutionary War period artifacts from this NYC City Park Dept. site are repositied with NY Historical Society.
 - 0111 (full number: A06-01-0111)
Revolutionary War period site, reported by Michael Cohn (1976), called Ft. George. Surface hunted in early twentieth century by Chenoweth, Calver
 - 0123 (full number: A061-01-0123)
NYACC #27: Fort Tryon site, NYSA Bulletin, No. 32, p. 21.
 - 0536 (full number A061-01-0536)
shell midden site excavated by Skinner, 1919
artifacts with Heye Foundation (Kardas, 1977)
Site listed by Reginald Bolton (1922, "Indian Paths in the Great Metropolis," Indian Notes and Monographs, #23, p. 235.
This site probably destroyed by Henry Hudson Parkway construction.
Also listed by State Museum, #4051, and referenced by Arthur Parker as a village site and shell heap (New York #1).
Reginald Bolton placed a habitation site at this location, which is mapped by Grumet, 1981: p. 68.
 - 0119 (full number: A061-01-0119), also listed as
 - 0537 (full number: A061-01-0537)
Seaman Avenue Indian Burial Ground, excavated by Calver, et al, in 1895-1907.
Map and report by Bolton, 1909, Indians of Washington Heights, pp. 85-88.
 - 0538 (full number: A061-01-0538), also listed as
 - 0114 (full number: A061-01-0114)
Harlem River Shellheaps Late Woodland site (dog burials) excavated by Calver, Bolton, Hall - 1895, 1904
Finch, James K., Aboriginal Remains on Manhattan Island, AMNH, Anthropology Papers, Vol. III. Photographs and artifact descriptions included which shows trench at 214th St. and 10th Ave.
Arthur Parker lists a village site and shell heap in this same area - New York #3, 1920. Also listed by State Museum: #4053.
 - 0115 (full number: A061-01-0115)
Negro Graveyard of the Colonial period. 212th St. and 10th Ave. Photographs at NY Historical Society.

- 0532 (full number: A061-01-0532) Site name: Shorakapkok
Cave and shell midden site, in the vicinity of 207th Street and
Broadway, that represents the Archaic and Woodland periods.
Tested, excavated and reported by Bolton and Skinner.
B2 represents Bolton's placement of the cave site (now sealed
by NYC.
4054 State Museum number for the same site.
- 0534 (full number: A061-01-0534)
The "Isham's Garden" site, excavated by Calver before 1920.
Referred to by Skinner, The Indians of Manhattan Island and
Vicinity, 1909, p. 70.
- 0533 (full number: A061-01-0533)
213th Street Village Site (probably Archaic) 'collected' by
Bolton and Calver, reported by Parker, 1922: p. 630.
- 0535 (full number: A061-01-0535)
Harlem Ship Canal site, shell heaps destroyed by construction
of ship canal. Referred to by Parker, 1922: p. 629 and Skinner,
1915: p. 186.
Listed with the NY State Museum as # #4052, shell heap.
Reginald Bolton associated a habitation site, saperewack,
with this same location. (Grumet, p. 86)
- *1 Recent archaeological work at the Community Hospital at Broadway
and the Harlem River (Baker Field) yielded a historic archaeology
site. See: Geismar, Joan, "An Evaluation of the Archaeological
Potential of the Community Hospital Site, New York, NY, Mss. on
file with the SHPO; and, Greenhouse Consultants, "Phase 2:
Field Testing, 1984"; and, William Roberts, IV, for Konheim and
Ketcham, "Monitoring Report." Mss. on file with SHPO.
- *2 NYACC File #9, ceramic vessel, stray find.
- ▲- New York State Museum Inventoried Sites:
- 4068 Village camp site as identified by Parker (New York)
- 4055 Village Site, Iroquian pottery. Identified by Parker, New
York #5. Reginald Bolton lists a habitation site in this area.
- 711 unknown site, West 218th Street.
- 4056 Two areas, identified by the State Museum Staff, with this
number. According to Parker (New York #6) these were sites
of Indian trails and rockshelters.
- OB1 Reginald Bolton's research places an Indian trail through the
Neighborhood, roughly coinciding with Broadway in the parcel
area.

The NYC LPC's "Towards an Archaeological Predictive Model for
Manhattan: A Pilot Study," (1982) includes on Figure 2 the
Neighborhood 4 parcel. The high degree of prehistoric and
historic archaeology potential that is described above is
reiterated in this map of potentially sensitive areas.

WEST VILLAGE

The part of Neighborhood 5 from Washington Street to the Hudson is man made land, and from Bank Street up to Gansevoort, the original shoreline was east between Washington and Greenwich Streets. The area was surely utilized by Native Americans, although exactly how and where is somewhat obscure. Robert Grumet's map (see Plates following the Borough discussion) is a compilation of a number of Indian experts and shows a trail right through the site plus a habitation site, planting areas and old fields. The trail is labeled "Sapokanikan Wagon Road," and according to Benson (1849,p.84) Sapokanikan Point was a "point of land jutting into the Hudson River at Gansevoort Street." (quoted in Grument, 1981,p.50)

Native American occupation did not last long after the arrival of Dutch settlers, and by "1633, while most of the island north of Wall Street was still a wilderness, Governor Van Twiller was cultivating here a large tobacco plantation" in what is now the Greenwich Village area. (WPA,1939,p.125) The village was small and rural and growth quite slow. But the purchase of a large 300 acre parcel by Admiral Sir Peter Warren about 1740 called attention to the section which was much more healthy than the damp downtown. In fact, recurrent disease epidemics was one reason for the migration uptown during the eighteenth century. "The greatest of all the yellow fever plagues, in 1822, brought such a rush of refugees that the Brooklyn Ferry changed its course from New York to a point opposite the Village." (WPA,1939,p.125) In fact, Bank Street owes its name to the fact that Wall Street firms re-located or opened branches here as a result of the epidemic.

This early suburban movement - mostly of middle and upper class citizens - occurred despite the fact that c.1775 Greenwich Village "was set apart by two miles of marsh land from the crowded, unhealthy town below Wall Street." (Jackson, 1985,p.13) And even for those who did not live there or have country seats there it was a "popular drive for New York's fashionable [who] reached the Village by way of Greenwich Street, which then ran along the river; [unless] wet weather rendered this route impassable..." (WPA,1939,p.125) Also in the late 18th century a state prison was built near the shoreline between Christopher and 10th Street. According to the AIA guidebook to New York, it is possible that some remnants of an 18th century house exist at 6 Weehawken Street. (White and Willensky, 1978, p.87) Gansevoort Street, named for a Revolutionary War hero, was originally called "Great Kiln Street, for a lime kiln sited there." (Moscow,1979,p.53)

The 19th cen. saw the implementation of the 1811 grid-iron plan on New York City. While Greenwich Village escaped changing its street plan, most hills were leveled changing forever the topography. "Trinity Parish [the original owner of (a) portion of the study area south of Christopher Street] made great contributions to the development of the West Village in the 19th century, encouraging respectful care and beautification of its leased land. In 1822 it developed a residential settlement around St. Luke's Church [just outside the project area] which to this day is a positive influence upon the neighborhood." (White and Willensky, 1978, p.63)

In preparation for the War of 1812, fortifications were built along the Hudson River waterfront. One of these was at the foot of Gansevoort Street on a landfill jut into the river, and was popularly called the "White Fort." The landfill was necessary because the shoreline was still largely unimproved north of Christopher Street. West Street was extended north from Jane Street to West 12th c.1831. (Rutsch, 1983)

"From 1825 to 1850, the population of Greenwich Village quadrupled...But for the next half-century, its growth, although steady, was slower than that of New York as a whole." Though the City was moving uptown, "the Village, with its narrow erratic streets, remained a quiet backwater. As late as 1875, since only 32 per cent of its population was foreign-born - unusual for Manhattan - the section was known as the "American Ward." (WPA, 1939, p.126) There are a number of pre-1850s buildings left in the Village; one of them at 131 Charles Street is a National Landmark.

But things began to change with the arrival of poorer Irish, Blacks, and Italians. "In the 1860s the sanitary inspector for the Ninth Ward noted that the Greenwich Village area had long enjoyed a reputation for unusual healthiness and that it had attracted a heavily native-born, middle-class population. He also reported, however, the existence in the ward of nearly 400 tenant houses, converted from private dwellings, 'which have gradually degenerated into tenements of the worst description, because they were never designed for more than one family.'" (Spann, 1981, p.110) Attracted by low rents and the physical nature of the ungridded neighborhood, artists of every kind followed the working class into the district which eventually became synonymous with "Bohemia" by the time of the post-World War I era.

Other changes took place on the waterfront which was improved and regularized following the mid-19th century. In the 1850s, The Delamater Iron Works moved its entire operation to 13th Street at 10th Avenue. In the late 19th century the Gansevoort Street and Tenth Avenue area was a market center including the second West Washington Market built in 1889 and

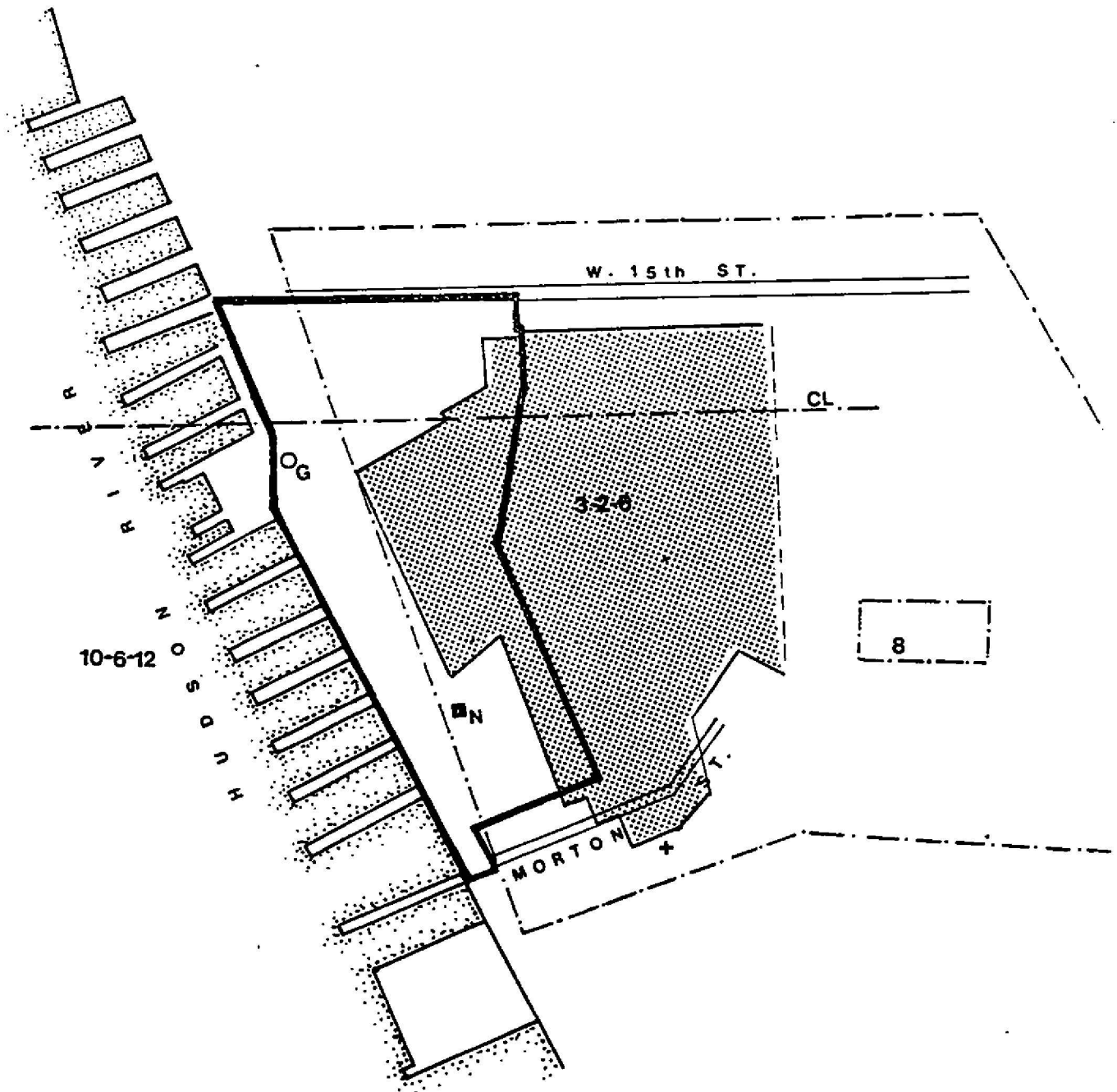
the Gansevoort Market established in 1884 on the site of the old "White Fort" (officially, Fort Gansevoort) bounded by West, Washington, Gansevoort and Little West 12th Streets. The construction of a municipal incinerator in the 1930s precipitated the demolition of the West Market. (Rutsch, 1983)

A portion of Greenwich Village has been designated as a New York City Historic District and a part of the District lies within Neighborhood 5 as shown on the Neighborhood 5 Map.

QUALITY HOUSING ARCHAEOLOGICAL RESOURCE OVERVIEW

Manhattan

Neighborhood 5



1986

MANHATTAN NEIGHBORHOOD 5

- . — NYC LPC Neighborhood Maps, c.1815-1829
 - 10-6-12 wharves and docks, industrial, and transportation activities dominate the waterfront blocks
 - 3-2-6 Greenwich Village: combination of residential, commercial and industrial activities
 - 8 park, Washington Square
- — — CL City Limits during this time period
- + cemetery: Before the City purchased this parcel in 1896 it had been the St. John's burial ground, c. 1801. Currently this block is the James J. Walker Park for active recreation.



New York City Historic District :
Greenwich Village Historic District, eastern boundary goes to University Place

- N National Register Historic Landmark:
131 Charles Street House (c. 1834)



Robert Grumet's research has yielded the possibility of two planting fields, a habitation site, and a trail having once been in Neighborhood 5. Bolton wrote that spokanikan was a clearing on the banks of the Hudson River near Gansevoort Street. Grumet associates this term with the point of land that juts into the River at Gansevoort St. (Grumet, 1981: p. 50) James Finch, quoting Janvier, stated that there was a settlement, Sapokanican, near Gansevoort Market as late as 1661. (Finch, "The Indians of Greater New York and The Lower Hudson," Vol. II, Anthropological Papers of the American Museum of Natural History. Clark Wissler, editor. New York, 1909.

BIBLIOGRAPHY

MANHATTAN

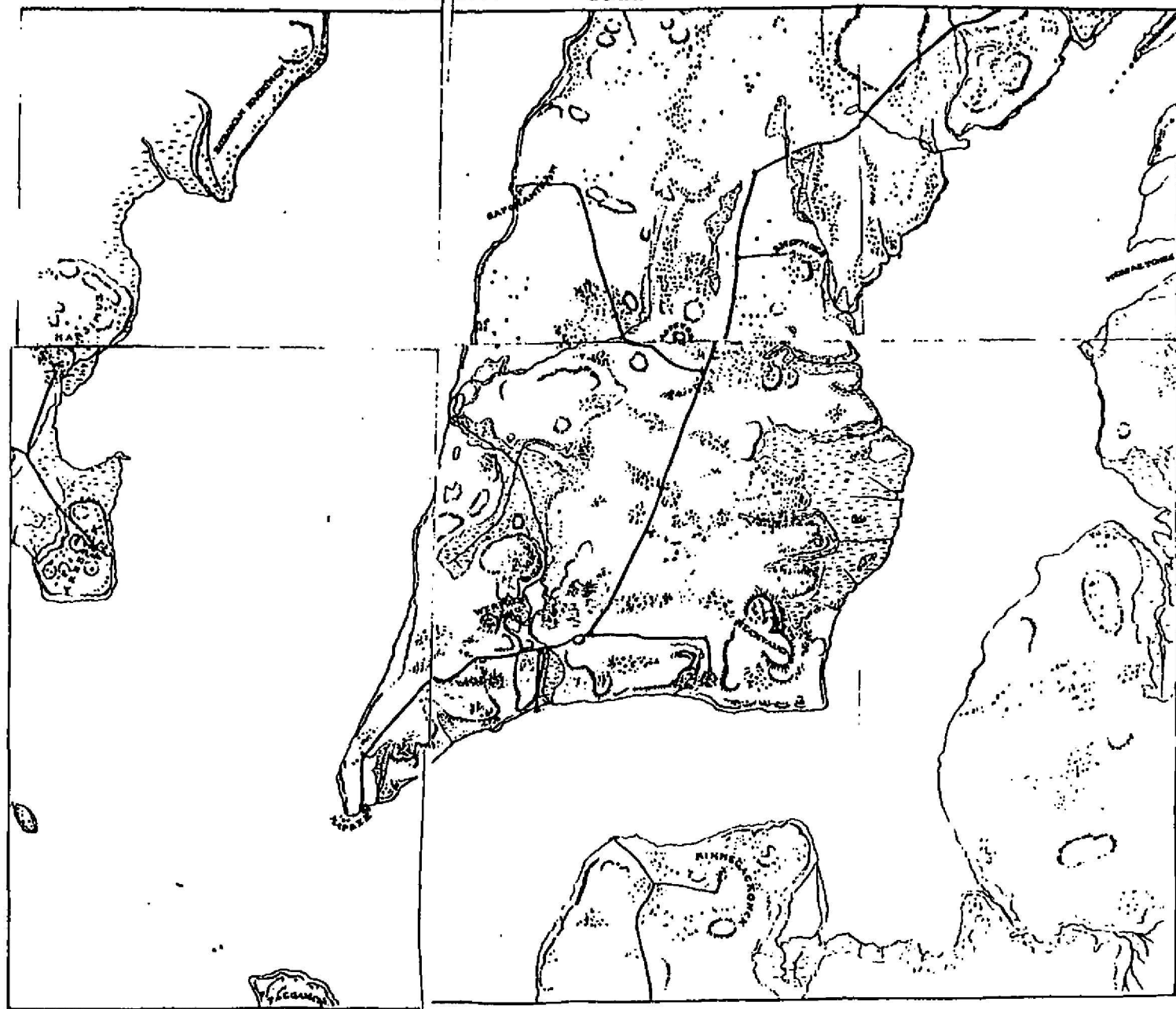
- Baugher-Perlin, Sherene and Meta Janowitz, Marc Kodack,
Kate Morgan
1982 "Towards an Archaeological Predictive Model for
Manhattan: A Pilot Study," Mss. on file with the New
York City Landmarks Preservation Commission.
- Bolton, Reginald P.
1922 INDIAN PATHS IN THE GREAT METROPOLIS. New York:
Museum of the American Indian, Heye Foundation.
- 1920 "New York in Indian Possession," INDIAN NOTES
AND MONOGRAPHS, 2(7). New York: Museum of the
American Indian, Heye Foundation (2nd edition
published 1975.)
- Finch, James K.
1909 "Aboriginal Remains on Manhattan Island," in
THE INDIANS OF GREATER NEW YORK AND THE LOWER
HUDSON, ed. Clark Wissler. New York: Anthropo-
logical Papers of the American Museum of Natural
History.
- Geismar, Joan
1984 "An Evaluation of the Archaeological Potential
of the Community Hospital Site, New York, NY."
MSS on file at Landmarks Preservation Commission,
New York.
- Grumet, Robert Steven
1981 NATIVE AMERICAN PLACE NAMES IN NEW YORK CITY.
Museum of the City of New York.
- Jackson, Kenneth T.
1985 CRABGRASS FRONTIER: THE SUBURBANIZATION OF THE
UNITED STATES. New York: Oxford University Press
- Landmarks Preservation Commission
1979 A GUIDE TO NEW YORK CITY LANDMARKS. New York,
LPC and Bowne & Co., Inc.
- Marshall, Sydne B.
1983 "Survivals of Prehistoric and Historic Archaeological
Cultural Resources in Urban Contexts," Mss. on file with
the New Jersey Office of Historic Preservation.

- McCabe, James Dabney
1872 NEW YORK BY GASLIGHT. New York:1984 edition,
Greenwich House.
- Moscow, Henry
1978 THE STREET BOOK: AN ENCYCLOPEDIA OF MANHATTAN'S
STREET NAMES AND THEIR ORIGINS. New York:
Hagstrom Company, Inc.
- Parker, Arthur C.
1922 THE ARCHAEOLOGICAL HISTORY OF NEW YORK. New
York State Museum Bulletin, Numbers 235-236,
237-238, #12.
- Ritchie, William A.
1973 ABORIGINAL SETTLEMENT PATTERNS IN THE NORTHEAST.
Memoir 20 of the New York State Museum and Science
Service. Albany: The State Education Department.
- 1980 THE ARCHAEOLOGY OF NEW YORK STATE. Harrison,
N.Y.:Harbor Hill Books. (revised edition)
- Rutsch, Edward, et al.
1983 "Westside Highway Cultural Resource Survey,
Archaeological Work Program." Cultural Resources
Research, contract #D-202836. MSS on file at
AKRF, Inc., New York.
- Saxon, Walter
1973 "The Paleo-Indian on Long Island," NYSAA BULLETIN,
NO. 57 MARCH 1973. (As reprinted in THE COASTAL
ARCHAEOLOGY READER, VOL.II OF READINGS IN LONG
ISLAND ARCHAEOLOGY AND ETHNOHISTORY. Suffolk
County Archaeological Association, 1978.
- Skinner, Alanson
1915 INDIANS OF GREATER NEW YORK. Cedar Rapids, Iowa.
- 1909 THE INDIANS OF MANHATTAN ISLAND AND VICINITY.
American Museum of History.
- Spann, Edward K.
1981 THE NEW METROPOLIS: NEW YORK CITY, 1840-1857.
New York: Columbia University Press.
- Still, Bayrd
1956 MIRROR FOR GOTHAM: NEW YORK AS SEEN BY CONTEMP-
ORARIES FROM DUTCH DAYS TO THE PRESENT. New
York, NYU Press.

Stokes, Isaac Newton Phelps
1928 THE ICONOGRAPHY OF MANHATTAN ISLAND, 1498-1909.
6 vols. New York: Robert H. Dodd. Facsimile
reproduction republished by Arno Press Inc.,
New York, 1967.

White, Norval and Elliot Willensky
1978 A GUIDE TO NEW YORK CITY, revised edition. New
York: Collier Books.

Works Progress Administration
1939 THE WPA GUIDE TO NEW YORK CITY. New York:
Pantheon Books.

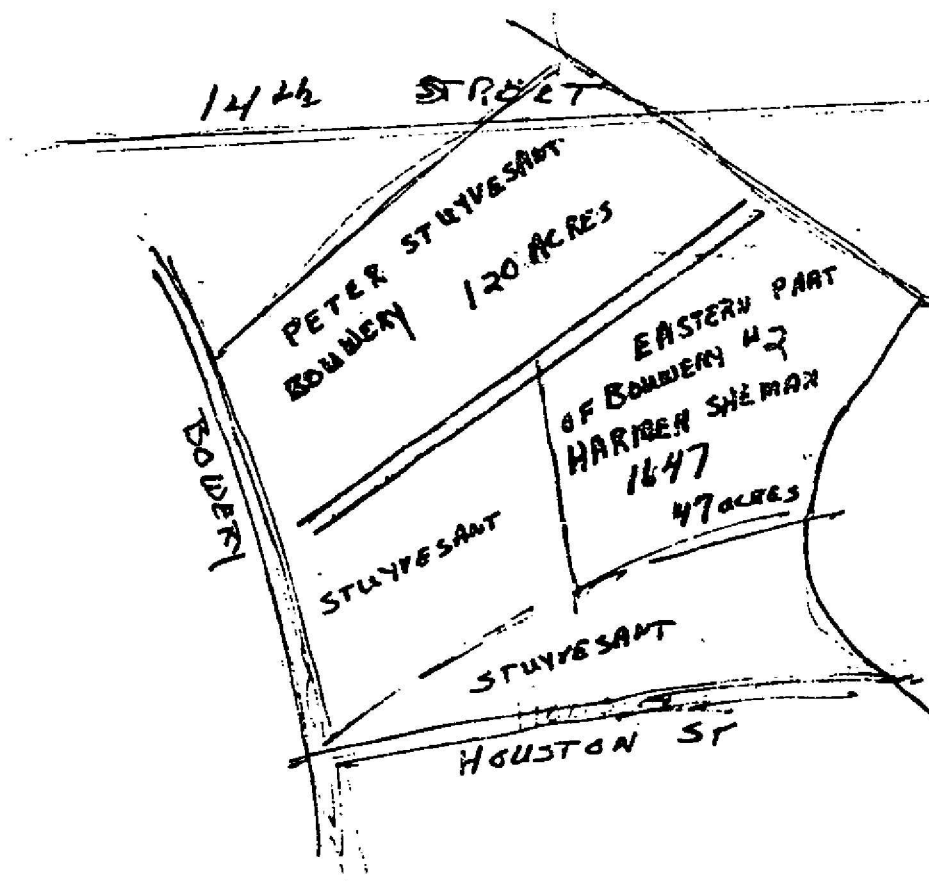


LOWER MANHATTAN IN ABORIGINAL TIMES.



ST. MARK'S IN-THE-BOUWTRIT

NEIGHBORHOOD 1 Original Farm Lines Map Traced From Stokes'
ICONOGRAPHY OF MANHATTAN ISLAND

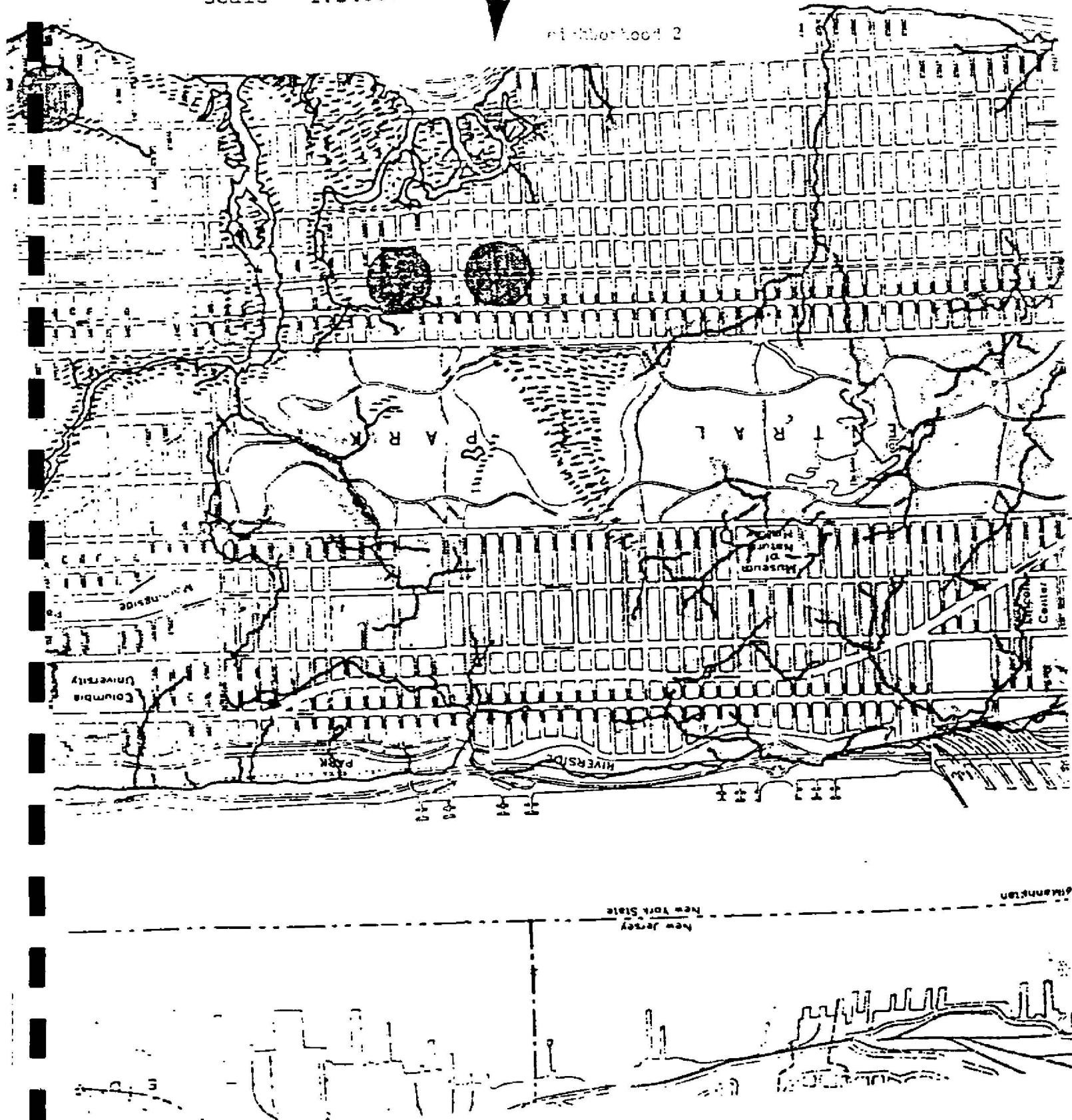


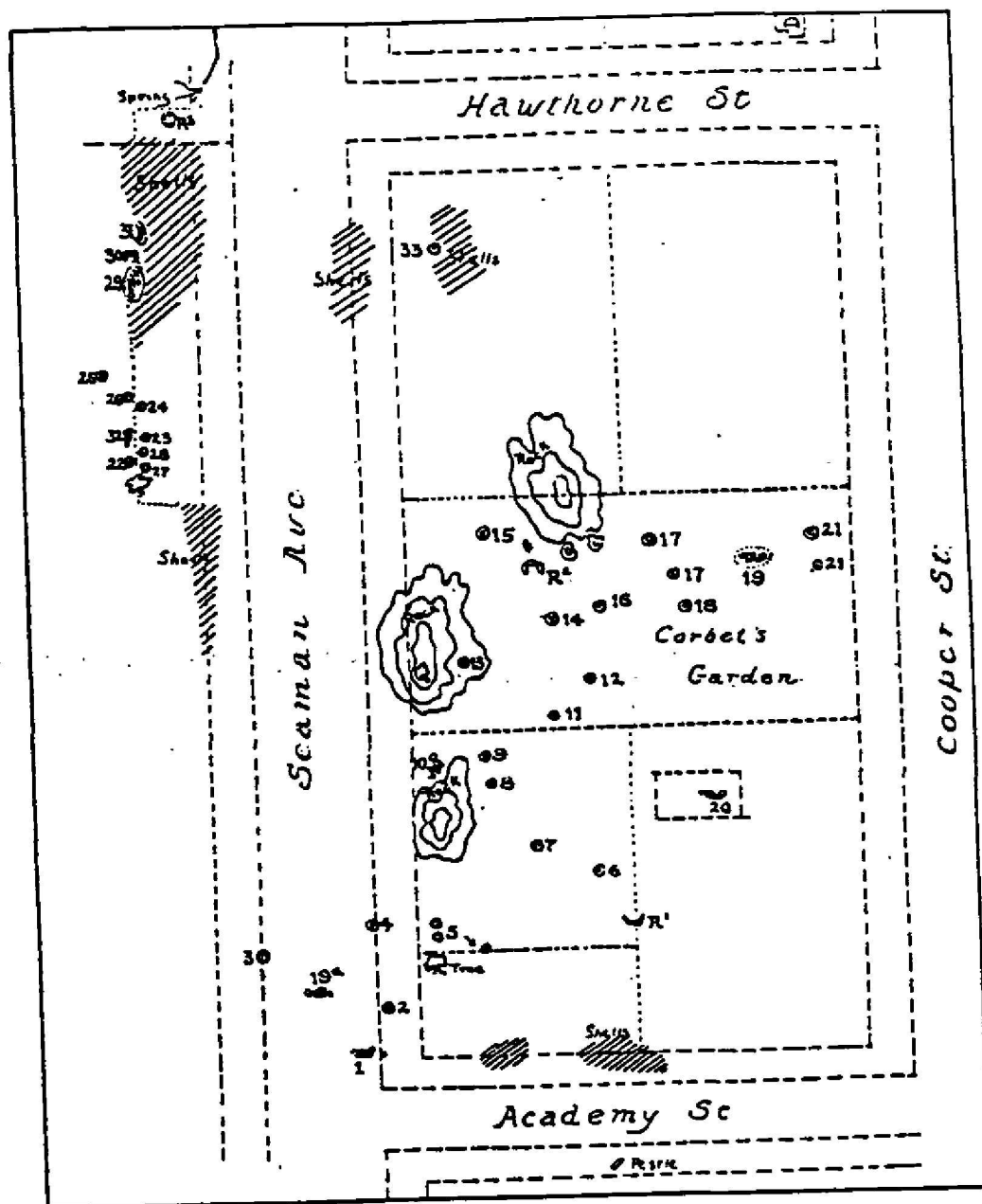
Detail from Figure 2: Prehistoric
 Sites of the New York City Landmarks
 Preservation Commission manuscript
 "Towards an Archaeological
 Predictive Model for Manhattan: A
 Pilot Study"

scale 1:24000



neighborhood 2





LOCATION OF BURIALS, PITS AND SHELL-BEDS NEAR INWOOD.

1. Human remains. 2. Shell pit. deer antler. 3. Shell pit. 4. Shell pit. pottery. 5. Shell pits. 6. Shell pit. sturgeon below. 7. Shell pit. sturgeon scales. 8. 9. Shell pits. 10. Human remains. 11. Fire pit. 12. Shell pit. 13. Dog burial. puppy. 14. Shell pit. 15. Part of a jar. 16. Shell pit. fish and meat bones. 17. Shell pits. 18. Two dogs in shell pit. 19. Human skeleton. 1907. 19a. Female skeleton. 1908. 20. Human remains when house was built. 21. Small fire pits. Revolutionary. 22. Large shell pit. 23. Large shell pit. 24. Shell pit. 25. Dog burial. 26, 27, 28. Shell pits. 29. Two human skeletons. male and female. 30. Revolutionary fireplace "Royal Marines" and "17th." 31. Skeleton and infant. female. 32. Skeleton (Chenoweth. 1908). 33. Revolutionary fireplace. 71st. officers' buttons. D. Dyckman dwelling. R¹. R². Revolutionary fireplaces. R³. Revolutionary well.

copy of

ORIGINAL LAND
PATENTS

from
Stokes,
Vol. 6,
plate 64
Neighborhood 5

