

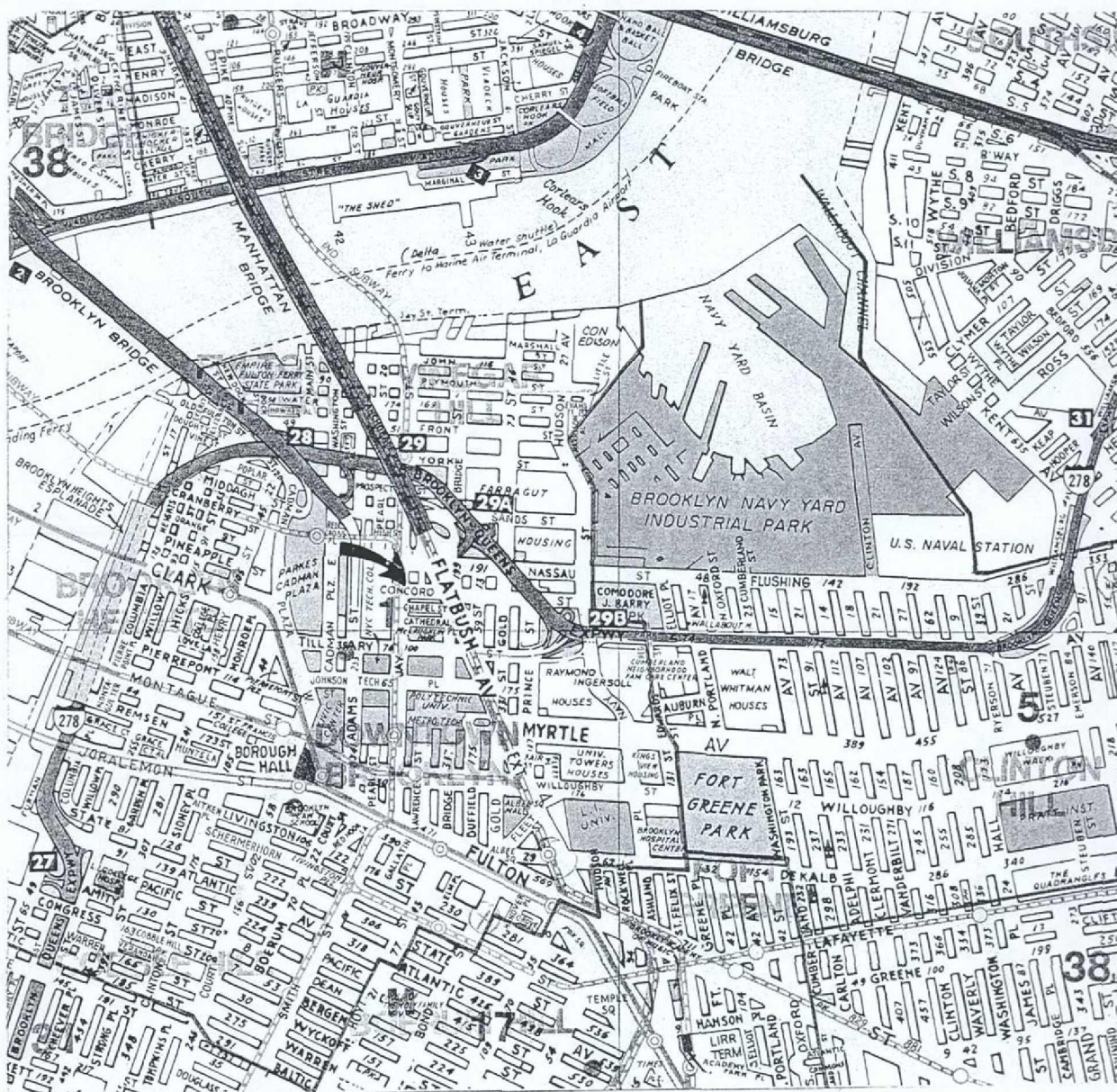
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BRIDGE PLAZA REZONING

DEPARTMENT OF CITY PLANNING, CITY OF NEW YORK

BROOKLYN, NEW YORK

PHASE IA ARCHAEOLOGICAL ASSESSMENT REPORT



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I. EXECUTIVE SUMMARY

This report is an assessment of the potential archaeological sensitivity of projected development sites on Block 107, Lots 1 and 50; Block 108, Lots 5 and 6; Block 118, Lot 6; Block 120, Lot 34, and Block 121, Lots 3, 12, 18, 19, 32, 33, 35, 36, and 37.

The Landmarks Preservation Commission (LPC) has found that the above blocks and lots may possess archaeological sensitivity for remains of 19th century occupation. Accordingly, the object of this report is to determine whether significant archaeological remains may be present, and if so, whether or not successive construction episodes in the past have negatively impacted them. In general, if a phase IA archaeological assessment finds no evidence of subsurface disturbance and the research determines that possible remains have the potential to yield significant historical information, a recommendation for field testing is made in order to determine the presence or absence of such remains on the project sites.

In this report, an overview of the prehistoric and contact period history of the project site area, which includes a description of the environmental setting, is followed by a discussion of the 18th and 19th century history of the area, including data on the project site's 19th century residents gleaned from the Brooklyn Directories, and on the houses and manufacturing establishments that existed here. The evaluation of the construction history and its impact on possible archaeological remains is presented in section V of this report.

The repositories consulted for this report included:

- the Brooklyn Building Department,
- the Brooklyn Sewer Department (tap records),
- the Brooklyn Topographic Bureau, Borough Hall, Brooklyn (street openings),
- the Municipal Archives (tax assessments),
- the New York Historical Society library,
- the New York Public Library: Map Division,
- the Office of the City Register, Brooklyn (deeds and conveyances).

The report concludes all or portions of the following lots are archaeologically sensitive for historic remains: Block 107, Lots 1 and 50; Block 108, Lot 5; part of Block 118, Lot 6; Block 121 Lot 3 (part), Lot 18, Lot 19, Lot 12, Lot 33, Lot 35, Lot 36 and 37. Block 108, Lot 6, Block 120, Lot 34, and Block 121, Lot 32 are not archaeologically sensitive for historic remains.

II. DESCRIPTION OF THE PROJECT SITE AND PLANNED DEVELOPMENT

The New York City Department of City Planning (DCP) proposes rezonings from M1-1 to C6-2, C4-3 and R6B in the Bridge Plaza area in Brooklyn in order to promote residential development and in the future, limited commercial development (Fig. 1). The present documentary study assesses the sensitivity of projected and potential development sites in this area flagged by the Landmarks Preservation Commission on Blocks 107, 108, 118, 120, and 121 (Figs. 3-20). The remaining blocks making up the Bridge Plaza area, are Block 119, on which there are no projected or potential development sites, and Block 122, none of whose projected or potential development sites were flagged for archaeological sensitivity by the LPC.

Under the zoning proposed by the DCP, the rear 30 feet of these lots would not be built upon and therefore the projected development would not impact potential archaeological resources in that rear portion of the lots. But while privies were normally located at the rear of the lot, cisterns were normally built directly behind the buildings. Thus, if there was no more than 30 feet between the rear wall of the buildings that formerly stood on the project sites and the rear lot line, there would be no impact from the projected development since the cistern would be located in the area protected from development. If, on the other hand, the distance between the rear wall of the former buildings and the lot line was more than 30 feet, the projected development might have a negative impact on potential archaeological resources consisting of 19th century cisterns.

The lots included in the present study are located on blocks bounded by Nassau Street on the north, Jay Street on the west, Gold Street on the east, and Tillary Street on the south. The area is a mix of 19th and 20th century residential, commercial, community facility and industrial buildings, garages and parking lots, and vacant lots. It is located at the foot of the Manhattan Bridge, opened in 1909 and listed on both the State and National Registers of Historic Places. To the north is the landmarked D.U.M.B.O., "Down-Under-the-Manhattan-Bridge-Overpass" district, largely occupied by commercial or manufacturing establishments, many converted to artists' lofts; to the east is the Brooklyn-Queens Expressway and Farragut Houses; to the west, the Concord Village cooperative housing development; and to the south, Metrotech and the downtown Brooklyn central business district.

The following are projected residential development sites:

Site 1, located on Block 107, Lots 1 and 50, is a commercial parking Lot and small residential building (on Lot 50); it is proposed to be rezoned from M1-1 to C6-2, for development of a seventeen-story building with one hundred and sixty-nine dwelling units.

Site 2, located on Block 120, Lot 34, is a vacant lot used for vehicle storage; it is proposed to be rezoned from M1-1 to R6B for development of three three- to four-story row houses with six dwelling units.

Site 3 and Site 4, located on Block 121, Lots 12, 18, 19, 32, 33, 35, 36, 37, are vacant lots; they are proposed to be rezoned from M1-1 to R6B for development of a three- to four-story town house with two dwelling units (Lot 12), and eight three- to four-story row houses with sixteen dwelling units (remaining lots).

The following potential residential development sites are also reviewed in the present report:

Site 2 and Site 3 are located on Block 108; the first, on Lot 5, is a 3,103 square foot vacant lot used for accessory loading, the second is a two-story office building on a 2,506 square foot lot; both are proposed to be rezoned from M1-1 to C6-2 for development of residential buildings.

Site 9, located on Block 118, Lot 6, is a nine-story 309,952 square foot office building on a 35,952 square foot lot, approximately 5,411 square feet of which is not covered by the building; it is proposed to be rezoned from M1-1 to C6-2 for conversion to residential use.

Site 12, located on Block 121, lot 3, is a one-story McDonalds restaurant to be rezoned from M1-1 to C6-2.

III. ENVIRONMENTAL SETTING, PREHISTORIC TO CONTACT PERIOD HISTORY

Before landfilling began, ca. 1795, the Brooklyn shoreline ran approximately midway between Water and Front Streets as far as Dock Street (Fig. 21). Judging by the elevations recorded on the 1915 Sanborn maps of the project area (Figs. 46-50), which show that the land rises some forty feet from the southeastern end of the project site to the northwest -- still noticeable today as one walks northwest on the Flatbush Avenue Extension-- it is likely that the project area was located on the southeast flank of the hill shown on the 1766-67 Ratzer map (Fig. 21). Nassau Street, which forms the northern border of the project area, is the continuation of Flatbush Avenue, which originally ran just south of the Wallabout Bay at the edge of the mud flats and salt meadows (Fig. 22). It is unclear how far west the salt meadow extended in the 18th century. Gen. Jeremiah Johnson's plan shows a far larger tract of salt meadow southwest of the bay than does the 1776 Ratzer map. Note the location of the Mill, labeled "Ramsen's Mill" on the Ratzer Map (Fig. 21). Nassau Street, was apparently also known as Ramsen's Mill Road (Fig. 30) although it was formally called Nassau Street at least as early as 1819, after Fulton's ferryboat, The Nassau, which had crossed the East River two years earlier (Schechter 1970, 54). It was not yet open at the time the Ratzer and Johnson maps were made. Rather, the road that later became Flushing Avenue circled the bay, running north across what is now part of the Brooklyn Navy Yard, to reach the mill. Nassau Street then, ran to the mill by joining up with this road.

The Indians of the Archaic Period (ca. 8,000-1,000 B.C.) might have favored such a location for food processing. They preferred coastal locations on islands, at the head of estuaries, or by the seashore, particularly elevated, well-drained tracts of land. Marshlands, rivers and bays offered plentiful supplies of shellfish, fish and wild fowl. With the development of agriculture during the Woodland Period (ca. 1,000-1,600 A.D.) the Indians created large, permanent or semi-permanent palisaded settlements although they still traveled seasonally to their hunting or fishing camps on the shore, the latter identified by middens, huge piles of discarded shells. Their main transport artery through Brooklyn, however, did not run very near the project site. For the Indians, as later for the Europeans, the principal landing place for river traffic was at the point which later became the pier of the Brookland Ferry, at the foot of Fulton Street. Their main path to the interior ran along the line of later Fulton Street, then just east of Flatbush Avenue, across the Eastern Parkway, to the Prospect Park reservoir (Armbruster 1919, 5ff.; Bolton 1922, 131; Cropsey 1925).

At the time of the European conquest, the area of present-day downtown Brooklyn was settled by the Marechkawiek Indians, one of the Long Island Canarsee groups possibly related to Delaware subtribes (Bolton 1920, 271; Bolton 1922, 132). South of Wallabout Bay, a neck of land jutting into the East River was called the "Cape of the Marechkawiek" (Stiles 1867, 307), and the 1639 Manatus map shows a Marechkawiek longhouse in this area (Grumet 1981, 27). One of the Marechkawiek settlements was discovered in 1826 on a hill on Bridge Street, between Front and York Streets, two blocks north of the project site (Bolton 1922, 133). Bolton suggested that another Indian settlement, called Werpos or Worpis, should be located near Warren and Hoyt

Streets (Ibid., p. 137). Cropsey (1925) placed the longhouse buildings mentioned above at Borough Hall and Fort Hamilton, and noted an Indian village located near Lawrence and Jay Streets at Fulton Street. Stiles (1869, 35) reported that Indian artifacts were found "on the right of the Old Ferry" (HPI 1984, 5). There are, however, no site reports to accompany any of these findings. The SHPO sensitivity map also records sites east and southwest of the Brooklyn Bridge, on or near the waterfront (Sensitivity map A0047-01-0074, A047-01-0179, A047-01-0102). Yet in their 1984 report on a site immediately south of the Brooklyn Bridge, HPI consulted Solecki, who was then excavating in the Fulton Ferry area and he stated that he had found no prehistoric remains (HPI 1984, 7).

Although in principle the project site area would be a favorable location for prehistoric food processing or settlement, potential prehistoric remains would have been destroyed by intensive urbanization during the 19th century, when the project site was developed both for housing and for industry. Accordingly, it is not considered archaeologically sensitive for prehistoric remains.

IV. 17TH AND 18TH CENTURY HISTORY OF THE PROJECT SITE AREA

By 1640, the Dutch West India Company had acquired most of the Indian land in western Long Island and established the first European settlement at what would become Brooklyn Heights on Marechkawiek Indian territory (Bolton 1922, 135). The first owner of the land comprising the project site was owned by Swaentie Janse, named as grantee in a series of conveyances all dated 1689/90 (Office of the City Register, Brooklyn, deeds and conveyances). Before the end of the 17th century, the land was acquired by John Rapalje, a descendent of Joris Jansen de Rapelje, one of the Walloon immigrants who arrived with the first settlers in 1623 and bought a tract of land on the shore (Schechter 1970, 5).

The principal transport arteries that made possible Brooklyn's development were created in the 17th and early 18th centuries. By 1642, a ferry service, by row boat, was launched between Manhattan's Peck Slip and the ferry slip at the foot of Fulton Street. The first ferryman on record, Cornelis Dirksen, ran an inn near Peck Slip and also owned land on Long Island near the Fulton Street ferry (Stiles 1870, p. 80). In Brooklyn, the "Road to the Ferry", which followed the old Indian trail, became one of the borough's principal arteries. It was laid out by Lord Cornbury in 1704 and called the "Kings Highway". In 1817, it was renamed Fulton Street, in honor of Robert Fulton.

The village of Brooklyn remained largely farmland through the 17th and 18th centuries, as seen on the 1766-67 Ratzer map (Fig. 21). The project site was cultivated fields at the foot of a hill. On the eve of the Revolutionary War, there were only 56 buildings in Brooklyn village proper (Brooklyn Directory 1822, 63). During the Revolutionary War, the Wallabout was defended by a fort that stood on the elevated ground within present-day Fort Greene Park (between Myrtle and Dekalb Avenues). There were no forts or installations in the project site area.

The Ratzer map also shows the original shoreline and the site of the "Brookland Ferry". In 1795 the residents of the district that included the project site launched a "new ferry" and built a new road, Main Street, to reach it (Armbruster 1929, 8). Steam ferry service was introduced in 1814 by Robert Fulton. In the early 19th century, ferry services linking Brooklyn to Manhattan, its principal market, proliferated and the area of the ferry landing became the heart of Brooklyn's commercial district. To create order out of the chaos of timetables, all the operations were eventually merged under the New York and Brooklyn Ferry Company in 1839. Ferry service between Brooklyn and Manhattan only came to an end with opening of the Brooklyn Bridge in 1883.

John Rapelje esq. was a loyalist, and so, by an act of attainder passed by the New York State legislature on October 22, 1779, he was declared a traitor and his property confiscated to the state's use. In 1785, the land including the area of the project sites was granted to Comfort and Joshua Sands. Together they owned all the land comprising ward 2 as well as parts of wards 4 and 5. Joshua Sands (1757-1835) was an eminent man: a state senator, twice a member of

congress, Collector of the Port of New York, County Judge, and President of Village Trustees (Armbruster 1929, 9). Joshua Sands teamed up with another important figure in Brooklyn history, John Jackson, to lay the foundation for the area on which the project sites are located.

John Jackson, the originator and President of the Wallabout Bridge Company, owned the other large estate near the shore that *formerly belonged to the Remsens*. Bringing together the former Remsen and Rapelje estates, Jackson and Joshua Sands began in 1788 to develop the area by laying out streets, and called the new district east of Brooklyn Heights Olympia, after the famous sanctuary in Greece. It was bordered to the north by Vinegar Hill, named after the site of the final battle in the Irish Revolution of 1798, also called Irishtown, and to the east by the Navy Yard Section (Schechter 1970, p. 3). The Irish came at the end of the 18th century as refugees from the failed Irish rebellion. But the early settlers of the project area were a large group of related families from Connecticut who were involved in shipbuilding and maritime trades (Armbruster 1929, 3). These "affiliated families" became the backbone of the district's labor force.

V. 19TH CENTURY HISTORY OF THE PROJECT SITE AREA

Early 19th century development of the project site area

In 1801, John Jackson sold a tract of land at the Wallabout Bay to the U.S. Government and the navy yard opened. In that year the fire district and fire department were begun and a cage and stocks set up (Armbruster 1929, 8). From the beginning of the 19th century, the area of the project site was both residential and commercial with a number of different manufactures, especially for products related to shipping such as rope and cables. Joshua Sands, who had mercantile interests and needed to produce rigging for his ships, imported machinery and skilled labor from England and started the first extensive ropewalk in Brooklyn (Armbruster 1929, 7). The area also contained distilleries and a high concentration of taverns. Besides ropemakers, Olympia was populated by small mechanics, carpenters, coopers, masons, morocco makers and laborers (Schechter 1970, 18; Directories). Most of the project site block's residents in the 1820s and '30s were employed in one of these trades.

Brooklyn's "wonderful career of progress" was given a boost in 1824 with the building of a market and the creation of municipal institutions such as courts and a watch (Manufacturers 1886, 56). In 1816, it had been incorporated as a village and divided into seven districts. Between 1814 and 1820, it doubled in size (Brooklyn Directory 1822, 51, census of 1820). The project sites were now in "The Ferry" district which extended from the Wallabout mill pond to Joralemon Street and included the first five of the nine wards of Brooklyn that were created in 1834 when the village was incorporated as a city (Manufacturers 1886, 58). Today, the project site is in the 4th and 5th wards.

The first Brooklyn Directory in 1822 includes a map that shows that the project site blocks were already largely developed. Concord Street was opened from Fulton Street to the Navy Yard, and Jay Street, Bridge Street and Gold Street were opened from the East River to the rope walks, but Duffield Street, formerly called Stanton Street, was not yet opened south of Nassau Street (Brooklyn Directory 1822, 32-33). Jay Street was named after John Jay, first Chief Justice of the Supreme Court; Concord Street, after Concord, Massachusetts; Bridge Street after one of the affiliated families, and Duffield Street, also in a patriotic spirit, after Dr. John Duffield, a surgeon in the revolutionary army (Schechter 1970, 27, 34, 35). Gold Street gets its name from the tradition that Captain Kidd visited the area and buried his treasure here (Schechter 1970, 43).

An ordinance passed in 1822 enjoined residents to number their houses as directed by a superintendent (Brooklyn Directory 1822, p. 68). Some of the addresses in the early directories, however, are still given without street numbers. In 1826, the only verifiable address in the project site area was at 95 Concord Street, (Block 107, Lot 50). By 1930, however, a number of addresses on the project sites are attested. The latest developments in the project site area were on Gold Street, where no addresses are attested before the mid-1840s.

Tanneries and morocco dressers

Beginning in 1825 with Trotter's morocco factory at 51 Stanton, a number of tanneries and morocco dressers are recorded in or near the project sites and the laborers lived nearby. In the 1830s, and 40s, morocco factories or morocco dressers were listed at 27, 49, 51, 53, 55, 58 and 60 Stanton; at 237 Gold Street, and at 111, 112, 113 and 135 Concord Street. It can not have been very pleasant to live on the blocks where these industries were located, since the odors associated with them were extremely unpleasant. At this period, the area was clearly a working-class, semi-industrial neighborhood of new immigrants.

The tanning industry in the United States remained unaffected by industrialization until the 1880s.¹ It was labor intensive and required a relatively large investment of capital, as the finished hides took on average several months to produce. The manufacture needed a fairly large amount of space to accommodate the pits or vats in which the skins were soaked; the work area, where they were scraped and dressed, and the drying sheds. The process used in 1860 was described by J. Leander Bishop as follows: first the hides were soaked in a milk lime solution (later a barley solution) in a series of wood or masonry vats which could be located indoors or out. This process, called raising the hides, opened the pores and loosened the hair. If lime was used, the hide needed to be soaked afterwards in a bate of pigeon, chicken, dog dung or potash or fermented bran water to remove the lime and restore the pliability of the skin. The liming process for cow, calf, horse or pig hides took approximately four months. The skins were then scraped on a wooden beam - "beaming"; after washing, they were scraped with a different knife, then washed again; the hair side was rubbed and smoothed, the skin dipped a third time, and then both sides scraped and smoothed. Finally, the leather was dyed.

Morocco leather, as distinct from other leathers, was made of goat skin, which arrived dry from Switzerland, Germany, Africa, the East Indies or Asia Minor, and required more rinsing in running water. It was considered a "fancy leather", highly finished and dyed with sumach, as opposed to the oak bark used for common leather. In the dying process, the skins were sewn up into bags and partly filled with the dyestuff, then set to float in a shallow depth of dye and agitated for several hours. The bags were then stacked, to press the dye through the pores. Finally they were unstitched, rinsed, scraped, and suspended in the drying loft.

Water and sewer service

In the mid-19th century, Brooklyn was divided into pump and well districts and the residents would have obtained their water from these public facilities (Brooklyn Directory 1824, 42). The 1855-56 Directory records the existence of a public cistern on Concord Street at the corner of Jay Street; in 1856-57, a second cistern is recorded at the corner of Nassau and Bridge Streets. These were probably used by the residents in the project site area, as well as by the engine company located on Gold Street.

¹ The industry is described in Welsh 1964, where Bishop's text is also quoted, pp. 15-21.

Following the incorporation of the Nassau Water Company in 1855, work began in 1856 on the excavation of a reservoir in the area of present-day Prospect Park. But it was not until 1859 that water from the reservoir was introduced into the city mains (Manufacturers 1886, 60).² It must therefore be assumed that there were privies and cisterns serving the residents on the project site blocks from the 1830s until the early- to mid-1860s, the probably date of the first sewer connections. Note that the first three books of sewer connection records for Brooklyn are missing; book four begins in 1867. It may be noted that between 1867 and 1869, the water and sewer system grew exponentially: from 16 to 150 miles of water pipes, and 14 to 224 miles of sewer pipes.³

From the Brooklyn Directories, it can be demonstrated that almost all the project site areas were developed for housing during the early 1830s. Sewer service, however, was not available until ca. 1860. Presumably, these properties were initially equipped with cisterns and privies in their backyards which could in most cases yield significant information of historical interest concerning the residents and the character of the neighborhood during the mid-19th century.

There were few long-term home owners in this area during the 1830s to 1860s, however. Instead, we find a number of tradesman and laborers living together at the same addresses, occasionally in the homes of widows who let out rooms. The names of these tenants changed from year to year. Small businesses such as Taylor's hat manufactory (171 Jay Street) or Norman Easton's manufactory of jewelry (169 Jay Street), both no doubt owned and operated by a single individual, were listed for only a year in the directories and then disappeared.

Residents of properties on the project sites in the early to mid 19th century

For a summary of the evidence contained in historic maps, as well as other pertinent information (old Block and Lot numbers, old addresses, etc.), see section VI, below.

The street addresses have changed at least twice. In the following discussion the oldest addresses, taken from the 1855 Perris maps, are used (Figs. 23-278).

The block and lot numbers have also changed. The block numbers once or twice, the lot numbers in some cases as many as three times, not including the present designations which sometimes subsume numerous old lots. Below, the succession of lot numbers, from earliest to latest are indicated divided by slashes. The source is the 1903 Belcher Hyde map, which records the older

² The first 36 inch water main from the Ridgewood reservoir was laid in 1858; a second, 48 inch main was added in 1867; Ostrander 1894, 146.

³ Manufacturers 1886, 63: 1867: 16 miles of water pipes, 14 miles of sewers; Jan 1, 1868: 210 miles of water pipes, 134 miles of sewers; Jan 1, 1869: 224 miles of water pipes, 150 miles of sewers. Drain pipes, however, existed earlier: Stiles (1870, 596) records that before 1857, there were already 5,055 miles of pipes that collected rainwater from the low-lying areas.

numbers (shown on the 1886 Robinson and 1893 Bromley) in fainter type. The 1880 Bromley has a few different numbers (shown first in the series, where applicable).

Block 107 (Figs. 23, 28, 29, 31, 35, 36, 41, 46, 51, 53, 57)
Lot 50 (old 13)

William Lindsey worked successively at several trades. Unable to make a living as a hatter, he was forced to work as a cartman for several years before learning the new trade of carpenter, listed in the 1860 directory. He lived at 95 Concord Street, the oldest attested address in the project site area (Block 107, Lot 50), first recorded in 1826 when it was occupied by Joshua Higbie, a waterman. William Lindsey, first listed as a hatter, moved in in 1829 and lived here until 1867. In 1833-34, he shared the house with a mason and a furrier. In the mid-1850s, he was joined by a relative, William A. Lindsay, an iron rail finisher, and in 1860, by another relative, Robert A. Lindsay, listed as a painter with a shop on Fulton Avenue at the corner of Lafayette Street. His son, William Lindsay Jr., a machinist, also lived here in 1860. The house presently standing on Block 107, Lot 50, is apparently the same as that shown on the maps going back to 1855, with a new exterior. The backyard area has not been impacted by subsequent construction, however, under the zoning proposed by the DCP, the rear 30 feet of the lot would not be developed. The lot measures 25 X 60 feet; the house, 25 X 30. The projected development would therefore not disturb either a potential cistern or a privy. Consequently, under the proposed zoning, this lot is not considered archaeologically sensitive for historic remains.

Block 107
Lot 1

Lot 1 is composed of old lot numbers (north to south) 5/6, 6/5, 7/4, 8/3, 9/2, 10+11/1, and 12/51.

Around the corner on Jay Street, houses were built on all the old lots in the project site area between 1830 and 1833. But any potential archaeological remains at 163 Jay Street, Lot 5/6, will have been disturbed or destroyed by the undertaker's establishment built here between 1929 and 1939 and this portion of the lot is therefore not considered archaeologically sensitive. The remaining parts of Lot 1, however, have not been disturbed by subsequent construction and are judged archaeologically sensitive for historic remains.

The house at 165 Jay Street, Lot 6/5, was successively occupied by John G. Pray, a ropemaker in 1833-34; a lumber merchant, J. Dannat, in 1840-41; the Reverend Charles Yale, in the following year, and John M. Johnson, a carpenter, in 1850-51. The bookbinder Charles Marston, who lived with William Lindsay at 95 Concord Street in 1850-51, moved in to 165 Jay Street in 1855 and remained here until 1869. By 1866 he owned the property. The house on this lot and its backyard remained essentially unchanged until at least 1904. The house was torn down between 1904 and 1915. The former building on this 100.2 foot long lot measured approximately 24.10 X 40 feet. This leaves an area ca. 58.8 feet deep subject to impacts from the projected development. While a potential privy might be located in 30-foot zone at the rear of the lot, and therefore protected

under the zoning proposed by the DCP (see section II, above), the cistern would not be protected. The lot is therefore archaeologically sensitive for a potential cistern.

There were no long-term residents at 167 Jay Street, Lot 7/4. The first occupant, in 1830, was the Baptist clergyman, Reverend William C. Hawley. In 1833-34, the widow Ann Derean and the mason, Henry Suydam lived here, probably as Derean's tenant. Various individuals were listed at this address in the cross directories of 1840-41 and 1841-42, but they remained such a short time that their names and professions were not all listed in the regular directory. In 1866-68, the occupant was listed as Erasmus A. Kurtz. In 1872, when the property was connected to the sewer system, the owner was Hardy. The house on this lot was torn down between 1929 and 1939 and there has been no subsequent building on this lot. The former building on this 100.2 foot long lot measured approximately 24.10 X 40 feet. This leaves an area ca. 58.8 feet deep subject to impacts from the projected development. While a potential privy might be located in 30-foot zone at the rear of the lot, and therefore protected, the cistern would not be protected. The lot is therefore archaeologically sensitive for a potential cistern. It is therefore judged archaeologically sensitive for historic remains.

The history of 169 Jay Street, Lot 8/3, is similar to that of its neighbor. Here too, the first occupant, in 1830, was a Reverend, George Catt. But by 1833, Charles Beach, a silver pencil case maker, had moved in. In 1840, the house was home to five individuals, including the grocer, C. Bradley, and the baker, J. Stewart, whose shops were at the corner of Jay and Concord. John Langstaff, who took over the bakery in 1841, lived here until 1845. In 1866, the house was owned by William Sprott. There were two structures on this 100.4 feet deep lot, one on the front of the lot, the other at the rear, both measuring about 24.4 X 30 feet. The potential privy would be located in the central 40-foot zone of the lot which is not protected by the proposed zoning. The lot is therefore archaeologically sensitive for both a potential cistern and privy.

The building at 171 Jay Street, Lot 9/2, was a shop. Taylor's hat manufactory survived one year at this address, in 1833-34. The grocer C. Bradley had his shop here in 1841-42, but lived next door at 169 Jay Street. His widow was still living at 171 Jay Street in 1844-45. From 1846 to 1856, Arthur McAvoy had a porter house, later listed as a wholesale liquor store, here. McAvoy's liquor store is still listed at 171 Jay Street in 1868-69, although by 1866, the property was owned --like its neighbor at 169 Jay Street-- by William Sprott. The building was torn down between 1929 and 1939. Potential archaeological remains that could be associated with the wholesale liquor store would be of considerable historic interest. The backyard of the lot was not impacted by subsequent construction. The former building on this 100.5 foot long lot measured about 25.5 X 50 feet. This leaves an area ca. 20 feet deep subject to impacts from the projected development. While a potential privy might be located in 30-foot zone at the rear of the lot, and therefore protected, the cistern would not be protected by the proposed zoning. The lot is therefore archaeologically sensitive for a potential cistern.

From 1854 until 1870, William Sprott --in the 1860s the owner of the properties at 169 and 171 Jay Street and 93 Concord Street-- had a bakery on the corner at 173 Jay Street, Lot 10/1, and

lived next door, on Concord Street, at number 87 (1860-61, Lot 11/1). His home may have been the 1 ½ story dwelling listed as his property in the 1866 tax assessments and which appears on the 1903 Belcher Hyde map as 119 Concord Street, but on the Perris map has no street number. East of the 1 ½ story house were a series of small frame buildings, one behind the other, on old Lot 12. These also have no house number, but are located next door (west) of 95 Concord Street. It is uncertain whether the 1 ½ story building or the houses on Lot 12 were the 93 Concord Street first recorded in 1826 as the residence of Benjamin Weaver, a cartman. In 1830, Benjamin Barton, a carpenter, lived at 93 Concord Street. It is most likely that Sprott's residence was the building on old Lot 11. The Perris map shows a shop, also without a house number, standing in between the building on the corner of Jay and Concord Streets, number 85, and the 1 ½ story structure. These three buildings were located close together on Lots 10 and 11, leaving no unbuilt sections where a privy or cistern might be located. It is unlikely that there were any subsurface installations belonging to the bakery that could be retrieved through archaeological testing and that would yield information of historical interest. Consequently these lots, in spite of their long occupation by a bakery, are not considered archaeologically sensitive.

Because the street address of the houses on Lot 12/51 can not be verified, the building types are unknown. Figs. 31 (1886) and 37 (1903) show stables on most of the lot, with a ca. 46.2 by 17.5 foot yard in between. The yard has not been impacted by subsequent construction and is therefore archaeologically sensitive for installations associated with the occupation of 95 Concord Street, (Lot 50, see above). The former buildings on this lot were erected on either side of this originally 75 foot wide lot, and along its rear. The buildings on the sides were approximately 25 feet wide; the one at the rear approximately 25 feet wide leaving a archaeologically potentially sensitive area in the center of the former lot beginning about 25 feet from the rear lot line. The lot is therefore archaeologically sensitive for both a potential cistern and privy.

Moreover, the northern half of lot 12/51, which includes the yard, was originally part of a cemetery that extended east and south of lot 1 and belonged to the Methodist Episcopal Church (Fig. 24). This church was formed "about the beginning of the 19th century" in Williamsburg, and other M.E. churches were colonized from it (Stiles, vol. III, p. 716). A "Methodist burying" ground existed on the project site before 1822 (Deeds and Conveyances, August 13, 1822, liber 13, p. 257). That portion of the burying ground located in the northeast corner of the project area on Block 107, lot 1, was sold in 1860 (Deeds and Conveyances, March 1, 1860, Liber 520, p. 175) by the First, Second and Third Methodist Episcopal churches to William Sprott by an Act of the State legislature dated April 14, 1859, that authorized "certain Methodist Episcopal Churches in the City of Brooklyn to sell Burial Ground and remove remains therefrom". The ground to be sold is described as beginning from a point 75 feet north of Concord Street and 100 feet east of Jay Street, running north 62 feet, then east 55 feet then south 62 feet, then west to the place of beginning. This corresponds to the entire area of the cemetery lying within the project area shown on the 1855 Perris (compare also with the measurements on the 1880 Bromley, Fig. 29).

Considering that these were Methodist burials no more than three generations old, so that descendants in many, if not most cases, still knew and cared about the graves of their ancestors, it

is very likely that most of the burials will have been moved. We cannot be completely sure, however, that all of the burials were located by those responsible for moving them, or that the remains in each burial were removed in their entirety. It is also possible that only the headstone was moved and that the actual burial was not. Because it cannot be established beyond doubt whether or not there may still be human remains in the above-described tract of land, it is judged to be archaeologically sensitive for human burials. It is not possible to determine how far below grade these potential burials may lie. Note that the two wooden sheds or stables constructed over part of the area of the former cemetery would probably not have impacted them: such buildings did not have deep foundations, and the potential burials would most probably be deeper.

Block 108 (Figs. 24, 28, 30, 32, 34, 35, 37, 42, 47, 54, 58)
Lots 5 and 6

Lot 6 is not considered archaeologically sensitive because the backyard was completely covered by a tin shop which may have disturbed potential remains.

From 1840-41, the merchant John L. Frazier resided 163 Bridge Street, on Lot 5. He was joined by his relative John S. Frazier, also a merchant in following year. In 1862, the owner was William D. Frazier. But John Frazer, a clerk is listed as the resident at 163 ½ Bridge Street in 1863-64. It seems that the property remained in the Frazer family throughout this period although it may not have been continuously occupied by members of that family. The house survived until the 1980s. The lot has not be impacted by subsequent construction. The building on the 125.3 foot long lot measured approximately 24.10 X 40 feet. This leaves an area ca. 25.10 X 85.3 feet subject to impacts from the projected development. While a potential privy might be located in 30-foot zone at the rear of the lot, and therefore protected, the cistern would not be protected by the proposed zoning. The lot is therefore archaeologically sensitive for a potential cistern.

Block 118 (Figs. 25, 28, 29, 31, 38, 43, 48, 51, 55, 59)
Lot 6

Most of this lot is occupied by the eleven-story Howard building erected in two sections, in 1915-16 and 1917, with a further, 50-foot section added on the western end in the 1940s (Sanborns 1915, 1939, 1951). Although the building destroyed any potential archaeological remains connected with the 19th century occupation of the site, it is itself of great historic interest.

The original section of the building, extending from the Flatbush Avenue Extension west 150 feet, was erected by the Sperry Gyroscope Company for the manufacture of Gyro compasses. The inventor of the gyro compass, Elmer Ambrose Sperry (1860-1930), is considered one of the most important inventors in the field of applied electricity of the 20th century and the father of modern navigation technology. He founded eight companies and registered 350 patents. Sperry adapted the electrically driven Gyroscope, invented by G.M. Hopkins, for use as an orientation device on steel ships whose magnetic field made fixed compasses unreliable. He earned a patent for his

gyrocompass in 1908.⁴ Initially, Sperry rented space near the Brooklyn Navy yard to produce the gyrocompass. But in 1911, the invention was adopted by the United States Navy, and with the outbreak of World War I, the navies of Britain, France, Italy and Russia ordered the new product. Sperry then built the large factory on Block 118 in 1915. With the outbreak of World War II and the heavy demand by the allied navies, Sperry's employee count increased fivefold and its production by ten times what it had been in 1936. The USS Sperry, the first ship to be commissioned after Pearl Harbor, was named in his honor.

In 1928, Sperry Gyroscope was sold to the North American Aviation Company and, following a number of re-organizations and acquisitions in the intervening decades, was bought by Litton Marine Systems in 1996. By 1951, the interior of the Sperry Building had been converted for use as a clothing manufacture. Today it houses offices and a veteran's health care clinic.

Of the remaining old lots subsumed by Lot 6: 40/3, 1/4, 2/5, and 3/6, only the last two, formerly 90 and 92 Concord Street respectively, are archaeologically sensitive for historic remains. Lots 40/3 at 217 Jay Street and 1/4 at 215 Jay Street were completely covered by brick buildings. The latter was a shop that existed at least as early as 1840-41, when it was a grocery store run by J. Lekey. It was connected to the sewer system in the early 1860s. The new house at 217 Jay Street, built probably ca. 1880, was connected to the sewer system in 1880.

The address of 90 Concord Street was not found in the early Brooklyn Directories, but a house at this address existed at least from 1855. In 1866, the owner was Arthur McAvoy, mentioned above as the proprietor of a liquor store on Block 107, Lot 1. He also owned, on Block 118, the building next door at 92 Concord Street and the two buildings on the corner of Jay Street. The backyard of this building has not been impacted by subsequent construction and it is therefore considered archaeologically sensitive for historic remains.

In the early 1840s, a number of tenants lived at the house at 92 Concord Street. In 1840-41 it was home to M. Soverel, carpenter, O. Mulady, mason and J. Lekey, who had a grocery store on the corner. Three different individuals are listed at this address in the following year: H. Taylor, a

moulder; Patrick Lynch, a shoemaker and Stephen Park, whose profession was not listed. In 1866, the building was owned by Arthur McAvoy. The backyard of this building has not been impacted by subsequent construction and it is therefore considered archaeologically sensitive for historic remains.

⁴ The gyroscope was invented by C.A. Bohnenberger in 1810. Information on Elmer Sperry and the Sperry Gyroscope Company: Hunsacher 1955 and Litton Marine Systems' webpage, http://www.litton-marine.com/company-information_sperry-history.asp#gyro.

Block 120 (Figs. 26, 28, 30, 32, 33, 34, 39, 44, 49)

Lot 34

This lot is composed of old Lots 32, 33 and 34, formerly 40-44 Duffield Street. All three were covered by the Public Bath house constructed on the site in 1905. This building will have disturbed or destroyed any potential 19th century remains. This lot is therefore not considered archaeologically sensitive for historic remains.

Block 121 (Figs. 27, 28, 30, 33, 34, 40, 45, 50, 52, 56, 60, 61)

Lot 3

Lot 3 is composed of old Lots 17/38, 18/39, 19/40, 20/41, 21/42, 22/43, 23/58/44, 54/3, and 55/2. The addresses on Gold Street did not exist in 1841-42. The earliest evidence for a house on this part of Gold Street is a directory listing of 1853-54 for 208 Gold Street on Lot 17/38. Otherwise, the earliest evidence for the development of the Gold Street side of the block is the 1855 Perris map. The Duffield Street side of Lot 3, at the southwestern corner of the block, was developed for housing by 1830. The following discussion moves from the southwestern corner of the lot counter-clockwise.

In 1830, William Brofey, a morocco dresser, lived at 53 Stanton (Duffield) Street on Lot 55/4. In the following year, he was joined by another morocco dresser, John McCormick. A third morocco dresser, James Corey, moved in in 1833-34. In 1840-41, two morocco dressers, T. Brofy (sic.) and T. Cairnes lived here; in the following year, only Brofy. The history of the house at 55 Stanton Street on Lot 54/3, is very similar. It was occupied by morocco dressers from 1830 until at least the 1840s. Timothy Brofey is listed at this address with McGrath in 1833-34. In 1840-41, J. Pelligrew, D. Maher and J. Leper, all morocco dressers, lived here. Only J. Leper was listed at this address in 1841-42. From 1866 to at least 1873, the two story building with basement on this lot, and its neighbor at 53 Stanton were owned by Joseph C. Johnson. Both were replaced by brick buildings that covered the backyards of the old frame houses and the privies associated with their period of occupation. The brick buildings were probably erected during the 1870s or early 1880s, since 53 Stanton was connected to the sewer system in 1874, and 55 Stanton Street was connected between 1882 and 1885. These two lots are not considered archaeologically sensitive for historic remains.

Since at least 1855, Lot 23/58/44 has been occupied by manufacturing plants. The 1855 Perris shows a tannery and a morocco factory on this lot. By 1866, it had been converted into a brass

foundry. In the early 20th century, it was the plant of "J. Barnutz Furniture MFG" (1903 Belcher Hyde, 1904 Sanborn). The 1920 Sanborn indicates that it was then being used by the Republic Can Metal Co.; the 1929 Sanborn, as Michaels Bros. Warehouse. By 1939, it was the Central Chair Co. Chair & Table Mfg. The building was torn down between 1951 and 1969. Clearly, whatever installations were connected with its earliest period of use will have been removed during the many subsequent alterations. Today, a large portion of old Lot 58 is occupied by a

McDonald's restaurant (Sanborn 1989). This portion of Lot 3 is therefore not considered archaeologically sensitive for historic remains.

Old Lots 21/42 and 22/43 are not considered archaeologically sensitive for historic remains. The McDonald's restaurant at the southern end of Lot 3 stands partly over the area of the old factory, over all of the former backyard Lot 22/43, and over approximately half of the former backyard of Lot 21/42. By 1951, a storage building had been erected over the entire area of Lot 21/42.

The next lot, moving north, 20/41, formerly 214 Gold Street, had a house on it by 1855 and was connected to the sewer system in the early 1860s. The owner in 1862 was J.H. Poitou (spelling?), whose name could not be traced in the directories. The house was torn down between 1951 and 1969 and its backyard not impacted by subsequent construction. The former building on this 69 foot deep lot measured about 20.1 X 30 feet, consequently there is an approximately 9 foot deep area behind the former building that would not fall within the 30-foot protected area at the back of the former lot where no building is projected according to the zoning proposed by the DCP. The lot is therefore archaeologically sensitive for a potential cistern.

Lot 19/40, formerly 212 Gold Street, had houses on it by 1855 and was connected to the sewer system in 1868, at which time the owner was listed as Shamroy (spelling?). In 1862, the property was owned by Thomas Baldwin, who did not reside at this address. In 1866, the owner was Edmund Sparrow, who also did not live here. Between 1893 and 1903, a back building was erected on the rear of the lot. Between this building and the three story building on Gold Street was a yard approximately 14.5 feet deep. This portion of the lot was not impacted by subsequent construction. The former building on this 75 foot deep lot measured about 25 X 35 feet, consequently there is an approximately 5 foot deep area behind the former building that would not fall within the 30-foot protected area at the back of the former lot where no building is projected according to the zoning proposed by the DCP. The lot is therefore archaeologically sensitive for a potential cistern.

A house existed on Lot 18/39, formerly 210 Gold Street, from at least 1855. It was connected to the sewer system probably in the mid-1860s. In 1862, the property was owned by Seth J. Will, but he did not live here during the 1860s. The original, two-story frame house was replaced by a larger, four-story brick house during the 1870s. This building survived until between 1951 and 1969. Except for a small portion of the original yard impacted by the brick building, most of this area has not been disturbed by subsequent construction and is therefore considered archaeologically sensitive for historic remains.

The driver Jeremiah Box lived at 208 Gold Street, Lot 17/38, between 1853 and 1864. The house on this lot therefore existed at least from 1853. In 1862, Box owned the property, and was still residing here in 1866, when the house was connected to the sewer system, but he no longer owned it, since John J. Dean, is listed as the owner in 1866 tax assessments. The building was torn down between 1951 and 1969 and its backyard has not been impacted by subsequent construction. It is therefore considered archaeologically sensitive for historic remains. The

building that formerly occupied this 104 feet deep lot measured about 24.8 X 60 feet, consequently there is an area approximately 14 feet deep behind the former building that would not fall within the 30-foot protected area at the back of the former lot where no building is projected according to the zoning proposed by the DCP. The lot is therefore archaeologically sensitive for a potential cistern.

Block 121
Lots 12, 18 and 19

None of the old addresses on these three lots, at 37 Duffield Street, 25 ½ Duffield Street, and 25 Duffield Street, respectively, could be traced in the early Directories. There were houses on all three lots, however, at least as early as 1855 (Perris map). The earliest tax records of 1866, list Thomas Stratton as the owner of the three-story buildings at 37 and 25 ½ Duffield Street, and John E. Cammeyer, as the owner of the three-story building at 25 Duffield Street. Cammeyer's home is listed at 275 Stanton Street in 1860, but at 27 Stanton in 1862-63, which would be near the corner of Stanton and Concord Streets. He had a morocco manufacture. All three properties, at 37, 25 ½ and 25 Duffield Street were connected to the sewer system in the early to mid-1860s. None was impacted by subsequent construction and all are therefore archaeologically sensitive for historic remains.

Block 121
Lot 32

In the 1880s, this lot was completely covered by a brick building, and is therefore not considered archaeologically sensitive for historic remains.

Block 121
Lot 33

The old address at 200 Gold Street was not traceable in the early Directories. A building existed on this lot at least as early as 1855 (Perris map). In 1866, the property was owned by John E. Cammeyer, proprietor of a morocco manufacture at 27 Stanton Street. The sewer connection was made in the early to mid 1860s. The house was torn down between 1951 and 1969. Its backyard was not impacted by subsequent construction. It is therefore considered archaeologically sensitive for historic remains.

Block 121
Lot 35

The old address at 202 Gold Street was not traceable in the early Directories. A building existed on this lot at least as early as 1855 (Perris map). In 1866, the property was owned by Henry Rouse, who had a shop here. The sewer connection was made in the mid 1860s. The house was torn down between 1951 and 1969. Its backyard was not impacted by subsequent construction.

The former building on this 104.3 ½ foot deep lot measured about 30 X 70 feet, consequently there is an approximately 4.3½ foot deep area behind the former building that would not fall within the 30-foot protected area at the back of the former lot where no building is projected according to the zoning proposed by the DCP. The lot is therefore archaeologically sensitive for a potential cistern.

Block 121
Lot 36

The old address at 204 Gold Street was not traceable in the early Directories. A building existed on this lot at least as early as 1855 (Perris map). In 1866, the property was owned by W.J. Smith. The sewer connection was made in the mid 1860s. The house was torn down between 1951 and 1969. Its backyard was not impacted by subsequent construction. The former building on this 104.3½ foot deep lot measured about 30 X 70 feet, consequently there is an approximately 4.3½ foot deep area behind the former building that would not fall within the 30-foot protected area at the back of the former lot where no building is projected according to the zoning proposed by the DCP. The lot is therefore archaeologically sensitive for a potential cistern.

Block 121
Lot 37

The old address at 206 Gold Street was not traceable in the early Directories. A building existed on this lot at least as early as 1855 (Perris map). In 1866, the property was owned by Michael Baxter. The sewer connection was made in 1871, at which time the owner was Woolwood. The house was torn down between 1929 and 1939. Its backyard was not impacted by subsequent construction. The former building on this 104.2 foot deep lot measured about 25 X 80 feet. Since the rear 30 feet, which covers the entire area of the yard, would not be built upon under the DCP's proposed zoning, the projected development would not impact either a potential cistern or a privy. This lot is therefore not considered archaeologically sensitive for historic remains.

VI. LOT HISTORIES - SUMMARY OF HISTORIC MAP DATA

Block 107 LOTS 1, 50

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 5; Block 16: Lot 6.
Old Addresses: 163 Jay Street, 201 Jay Street
Dimensions: 23 X 100 ft
Present Use: Parking lot.
First tax record: 1866, Samuel Colton, 2 ½ story house
Sewer Connection: 1870, Elizabeth Armfield
Historic maps: Perris map, 1855: A frame house on the front of the lot, a small shed in the rear of the yard
1869 Dripps: House on lot.
1880 Bromley: Frame house on lot.
1886 Robinson: Same.
1893 Bromley: Same.
1903 Belcher Hyde: 2 ½ story brick-faced frame house with basement, 1-story wing at the rear
1904 Sanborn: Same.
1915 Sanborn: Same, marked "office".
1939 Sanborn: Building covering the entire lot, 3-story front section, 2-story rear, WC at the back, undertaker.
1951 Sanborn: Same.
1969 Sanborn: Vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 6; Block 16: Lot 5.
Old Addresses: 165 Jay Street, 203 Jay Street
Dimensions: 21.2 X 100 ft.
Present Use: Parking lot.
First tax record: 1866, Charles Marston, 3-story house
Sewer Connection: 1869, Marston
Historic maps: Perris map, 1855: L-shaped frame building, small shed at the rear of the lot.
1869 Dripps: House on the lot.
1880 Bromley: Frame house on the lot.
1886 Robinson: Same.
1893 Bromley: Same.
1903 Belcher Hyde: Same, 3-story brick-faced frame building with basement, narrower 3-story wing at the rear (no shed in the yard).
1904 Sanborn: Same, with a small 1-story shed on the north side of the lot.
1915 Sanborn: Same.
1939 Sanborn: Vacant.
1951 Sanborn: Vacant.

Conclusion: Archaeologically sensitive for historic remains.

Block 107 LOTS 1, 50, cont'd

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 7; Block 16: Lot 4.
Old Addresses: 167 Jay Street, then 207 Jay Street
Dimensions: 25 X 100 ft.
Present Use: Parking lot.
First tax record: 1866, E.A. Kutz, 2-story house with basement.
Sewer Connection: 1872, Hardy
Historic maps: Perris map, 1855: Frame house on front of lot, small shed at rear.
1869 Dripps: House on lot.
1880 Bromley: Frame house on lot, no shed.
1886 Robinson: Same.
1893 Bromley: Same.
1903 Belcher Hyde: 2-story brick-faced frame building with basement, 2-story wing behind.
1904 Sanborn: Same.
1915 Sanborn: Same.
1939 Sanborn: Vacant.
1951 Sanborn: Vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 8; Block 16: Lot 3.
Old Addresses: 169 Jay Street, 209 (?) Jay Street
Dimensions: 24.4 X 100 ft.
Present Use: Parking lot.
First tax record: 1866, Wm. Sprott, 2 story house.
Sewer Connection: Book 1 (missing) ca. early 1860s.
Historic maps: Perris map, 1855: frame house on the front of the lot, frame house on the rear of the lot.
1869 Dripps: House on the front of the lot.
1880 Bromley: Frame house.
1886 Robinson: Frame house on the front of the lot, frame house on the rear of the lot.
1893 Bromley: Same.
1903 Belcher Hyde: 2 1/2 story brick-faced frame building with basement on the front of the lot, 3 story brick-faced frame building on the rear of the lot.
1904 Sanborn: 2-story brick building on the front of the lot, 3-story building on the rear of the lot.
1915 Sanborn: Same.
1939 Sanborn: Vacant.
1951 Sanborn: Vacant.

Conclusion: Archaeologically sensitive for historic remains.

Block 107 LOTS 1, 50, cont'd

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 9; Block 16: Lot 2.
Old Addresses: 171 Jay Street, 211 Jay Street
Dimensions: 25.5 X 100 ft.
Present Use: Parking lot.
First tax record: 1866, Wm. Sprott, 4 story building with basement, 24² X 48
Sewer Connection: 1870, Sprott
Historic maps: Perris map, 1855: large frame building on the front of the lot.
1869 Dripps: Two buildings, attached.
1880 Bromley: Frame building.
1886 Robinson: Large brick building on the front of the lot.
1893 Bromley: Same.
1903 Belcher Hyde: 4 story brick building with basement, ca. 25.5 X 50 ft., frame stable or shed on the back of the lot.
1904 Sanborn: Same, without the shed.
1915 Sanborn: Same.
1939 Sanborn: Vacant.
1951 Sanborn: Vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 10 and 11; Block 16: Lot 1.
Old Addresses: 173 Jay Street; 213 Jay Street and 117 and 119 Concord St.
Dimensions: 25.3 X 100 ft.
Present Use: Parking lot.
First tax record: 1866 assessment of 93 Concord Street, Wm. Sprott, 1 1/2 story house
Sewer Connection: 1873, Ward (48 ft. E. of Jay St.)
Historic maps: Perris map, 1855: Three buildings: frame building front of lot, store in the middle, frame building at the rear.
1869 Dripps: same (?)
1880 Bromley: Frame buildings (no yard indicated).
1886 Robinson: Frame buildings over almost the entire area of the lot.
1893 Bromley: Same.
1903 Belcher Hyde: Three buildings, all brick-faced frame construction, 3, 3, and 1 story, small space between corner building and the one behind it.
1904 Sanborn: Same; second building with oven in it.
1915 Sanborn: Same.
1939 Sanborn: First two buildings still standing, 1-story building torn down.
1951 Sanborn: Vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 107 LOTS 1, 50, cont'd

LOT 1

Old Block: Lots: Block 28; Block 16: Lot 12; Block 16: Lot 51.
Old Addresses: 93 Concord (but see above, lots 10 and 11) then 121 Concord Street.
Dimensions: L-shaped, ca. 5189 sq. ft.
Present Use: Parking lot.
First tax record: Sprout, 1866.
Sewer Connection: 1877, Scott.
Historic maps: Perris map, 1855: three small frame buildings, narrow shed at rear, along the west side of the lot; the northern half is vacant, part of a cemetery on adjoining lots to the east and south.
1869 Dripps: Buildings on lot.
1880 Bromley: Frame buildings over most of the lot.
1886 Robinson: two small frame buildings, one behind the other, at the front of the lot, leaving an alley to the two stables at the back of the lot, one along the west side of the lot, the other along the northern side of the lot, bordering a yard.
1893 Bromley: no buildings on the front of the lot, stables as 1886 Robinson.
1903 Belcher Hyde: 2 story, brick-faced frame building at the front of the lot with 1 story frame entranceway leaving an alley to the three 2 story stables at the rear of the lot, forming a "U" around a yard measuring approximately 46.2 by 17.5 feet.
1904 Sanborn: The west stables are now 1 story, the north stable is replaced by two one-story brick buildings, and the east stable by a one-story brick building.
1915 Sanborn: Same, but the small stable is now 2 stories.
1939 Sanborn: Vacant.
1951 Sanborn: Vacant.

Conclusion: Archaeologically sensitive for historic remains and burials.

LOT 50

Old Block: Lots: Block 28; Block 16: Lot 13, Block 16, lot 50 (25 X 60 ft.)
Old Addresses: 95 Concord Street, 127 Concord Street.
Dimensions: 25 X 60 ft.
Present Use: House on the lot.
First tax record: 1866, Wm Lindsay, 2 1/2 story house with basement.
Sewer Connection: 1872, Chas (?) Henry.
Historic maps: Perris map, 1855: A frame house on the front of the lot, an L-shaped shed on the western and southern ends of the backyard.
1869 Dripps: House.
1880 Bromley: Frame house.
1886 Robinson: Same with yard.
1893 Bromley: Same.
1903 Belcher Hyde: 3-story frame building with brick face, ca. 25 X 30 ft., back yard.
1904 Sanborn: 3-story brick building with basement. 1-story shed in the rear, along the west side of the lot.
1915 Sanborn: Same.
1939 Sanborn: Same, without the shed.
1951 Sanborn: Same, with one-story office in the rear, west side of the lot.

Conclusion: Not archaeologically sensitive for historic remains under the zoning proposed by the DCP, in which the rear 30 feet of the lot will not be developed

Block 108 lots 5, 6

LOT 5

Old Block: Lots: Block 35: 23, Block 108: 5.
Old Addresses: 163 Bridge Street; 195-197 Bridge Street.
Dimensions: 125.3 X 24.11 ft.
Present Use: Front vacant, rear with 1 story building, "Evergreen Vegetables"
First tax record: 1862, Wm. D. Frazier
Sewer Connection: Book 2, missing (before 1867, probably early 1860s)
Historic maps: 1855 Perris: frame house on the front of the lot.
1869 Dripps: house on the front of the lot.
1880 Bromley: brick house on the front of the lot.
1886 Robinson: frame house with brick facade on the front of the lot.
1893 Bromley: same.
1903 Belcher Hyde: 3-story brick house with basement on the front of the lot; three very small frame buildings in the yard.
1904 Sanborn: same house, rear yard is vacant.
1915 Sanborn: same.
1939 Sanborn: same.
1951 Sanborn: same, now a shop; backyard is vacant.
1979 Sanborn: same.

Conclusion: Archaeologically sensitive for historic remains.

LOT 6

Old Block: Lots: Block 35: Lot 24, Block 35: Lot 6.
Dimensions: 161 Bridge Street; 193 Bridge Street.
Present Use: 3 story shop / commercial.
First tax record: 1862, Wm. D. Frazier.
Sewer Connection: Book 2, missing (before 1867, probably early 1860s).
Historic maps: 1855 Perris: frame house on the front of the lot.
1869 Dripps: house on the front of the lot.
1880 Bromley: brick house on the front of the lot.
1886 Robinson: frame house with brick facade on the front of the lot.
1893 Bromley: same.
1903 Belcher Hyde: 3-story brick house with basement on the front of the lot; one very small frame building in the yard.
1904 Sanborn: same house, now a shop, rear yard vacant.
1915 Sanborn: same house, now marked "club house", shallow storage shed along the back end of the lot.
1939 Sanborn: same building on the front of the lot, one story addition covers the rest of the lot, "Electric Sign MFG"
1951 Sanborn: same in front, tin shop in back covering almost the entire former backyard.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 6

Old Block: Lot	Block 25: Lot 40; Block 25: Lot 3.
Old Addresses:	177 Jay Street; 217 Jay Street.
Dimensions:	23.7 X 52 ft. + 12 X 23 ft. section originally the yard of 90 Concord Street (below).
Present Use:	Parking lot.
First tax record:	1866, Arthur McAvoy, 2 ½ stories
Sewer Connection:	1880, McAvoy
Historic maps:	<u>1855 Perris</u> : frame building on the front of the lot, backyard. <u>1869 Dripps</u> : building on the lot. <u>1880 Bromley</u> : vacant? <u>1886 Robinson</u> : brick building covers virtually all of the lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 4 stories. <u>1904 Sanborn</u> : same. <u>1915 Sanborn</u> : same. <u>1920 Hyde Desk Atlas</u> : brick 2-story building covers the entire area of the lot. <u>1939 Sanborn</u> : same outline, marked vacant & open. <u>1951 Sanborn</u> : vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 6

Old Block: Lot	Block 25: Lot 1; Block 25: lot 4.
Dimensions:	175 Jay Street, 215 Jay Street.
Present Use:	Parking lot.
First tax record:	1866, Arthur McAvoy, 2 ½ stories.
Sewer Connection:	Book 1 (missing) before 1867, probably early 1860s.
Historic maps:	<u>1855 Perris</u> : brick building covers most of the lot. <u>1869 Dripps</u> : building on the lot. <u>1880 Bromley</u> : brick building. <u>1886 Robinson</u> : brick building covers the entire lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 4 stories. <u>1904 Sanborn</u> : same. <u>1915 Sanborn</u> : same. <u>1920 Hyde Desk Atlas</u> : same. <u>1939 Sanborn</u> : vacant. <u>1951 Sanborn</u> : narrow, one-story store along Concord Street.

Conclusion: Not archaeologically sensitive for historic remains.

Block 118, lot 6

LOT 6

Old Block: Lot Block 25: Lot 2; Block 25: lot 5
Old Addresses: 90 Concord Street; 115 Concord Street.
Dimensions: 25 X 51.4 ft. (see lot 40, above)
Present Use: Parking lot.
First tax record: 1866, Arthur McAvoy.
Sewer Connection: None.
Historic maps: 1855 Perris: frame building on the front of the lot.
 1869 Dripps: building on the lot.
 1880 Bromley: frame building.
 1886 Robinson: frame building as 1855 Perris.
 1893 Bromley: same.
 1903 Belcher Hyde: same, with brick facing, 3-stories with basement, ca. 12 ft. deep
 backyard (at one time part of lot 40, see above).
 1904 Sanborn: same.
 1915 Sanborn: same.
 1929 Hyde Desk Atlas: same.
 1939 Sanborn: vacant.
 1951 Sanborn: vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 6

Old Block: Lot Block 25: Lot 3; Block 25: Lot 6.
Old Addresses: 92 Concord Street; 1212 Concord Street.
Dimensions: 24 X 51.4 ft.
Present Use: Parking lot.
First tax record: 1866, Arthur McAvoy, 2 ½ stories.
Sewer Connection: Book 3 (missing), before 1867, probably mid-1860s.
Historic maps: 1855 Perris: frame building on the front of the lot, backyard.
 1869 Dripps: building on the lot.
 1880 Bromley: frame building.
 1886 Robinson: frame building as 1855 Perris.
 1893 Bromley: same.
 1903 Belcher Hyde: same, with brick facing, 3-stories with basement, ca. 12 ft. deep
 backyard.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1929 Hyde Desk Atlas: same.
 1939 Sanborn: vacant.
 1951 Sanborn: vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 34

Old Block: Lot : Block 39: Lot 34.
Old Addresses: 32 Duffield Street; 44 Duffield Street.
Dimensions: 18.9 X 100.3 ft.
Present Use: Vacant.
First tax record: 1862, John Naylor; 1866, John Naylor, 3 stories with basement
Sewer Connection: 1878, Naylor.
Historic maps: 1855 Perris: brick building on front of lot.
1869 Dripps: same.
1880 Bromley: same.
1886 Robinson: same.
1893 Bromley: same.
1903 Belcher Hyde: same, 3-stories with basement, small frame building behind the house.
1904 Sanborn: same, without the small building in the yard.
1915 Sanborn: public bath house at 40-44 Duffield Street, built 1904, covers the entire lot.
1939 Sanborn: same.
1951 Sanborn: same.
1969 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 34

Old Block: Lot: Block 39: Lot 33.
Old Addresses: 30 Duffield Street; 42 Duffield Street.
Dimensions: 20 X 100.3 ft.
Present Use: Vacant.
First tax record: 1862 Catherine Potterdan (?) 1866, Mary Peterson, 2 stories w/ basement
Sewer Connection: Book 2 (missing) before 1867, probably early 1860s.
Historic maps: 1855 Perris: frame building on front of lot.
1869 Dripps: building on front of lot.
1880 Bromley: frame building on front of lot.
1886 Robinson: same, small wing at the rear.
1893 Bromley: same.
1903 Belcher Hyde: same, 2 stories with basement, brick-faced, small 1-story wing at the rear as 1886 Robinson.
1904 Sanborn: same.
1915 Sanborn: public bath house at 40-44 Duffield Street, built 1904, covers the lot.
1939 Sanborn: same.
1951 Sanborn: same.
1969 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 120, lot 34

LOT 34

Old Block: Lot	Block 39: Lot 32.
Old Addresses:	28 Duffield Street; 40 Duffield Street.
Dimensions:	20 X 100.3
Present Use:	Vacant.
First tax record:	1862, John K. Coles; 1866, John K. Coles, 2 stories w/ basement
Sewer Connection:	Book 3 (missing) before 1867, probably mid-1860s
Historic maps:	<u>1855 Perris</u> : frame building on front of lot. <u>1869 Dripps</u> : building on front of lot. <u>1880 Bromley</u> : frame building on front of lot. <u>1886 Robinson</u> : same, small wing at the rear. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 2-stories with basement, brick-faced, small 1-story wing at the rear as 1886 Robinson. <u>1904 Sanborn</u> : same, without the small building in the yard. <u>1915 Sanborn</u> : public bath house at 40-44 Duffield Street, built 1904, covers the lot. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37

Lot 3 is composed of old lots: 17/38, 18/39, 19/40, 20/41, 21/42, 22/43, 58/44, 54/3, 55/2

LOT 3

Old Block: Lot	Block 40: Lot 17; Block 40: Lot 38.
Old Addresses:	208 Gold Street; 248 Gold Street.
Dimensions:	24.8 X 104 ft.
Present Use:	McDonald's parking lot.
First tax record:	1866, Jeremiah Box, house and lot.
Sewer Connection:	Permit no. missing; ca. 1870.
Historic maps:	<u>1855 Perris</u> : frame building on the front of the lot. <u>1869 Dripps</u> : building on the front of the lot, set back from the street. <u>1880 Bromley</u> : same. <u>1886 Robinson</u> : frame building, set back from the street. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : brick-faced frame building, same as the 1886 Robinson. <u>1904 Sanborn</u> : same, small shed at the rear of the lot. <u>1915 Sanborn</u> : same. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 3

Old Block: Lot:	Block 40: Lot 18; Block 121: Lot 39.
Old Addresses:	210 Gold Street; 250 Gold Street.
Dimensions:	25 X 103.1 ft.
Present Use:	McDonald's parking lot.
First tax record:	1862, Seth J. Will, house and lot.
Sewer Connection:	Book 3 (missing) before 1867, probably mid-1860s.
Historic maps:	<u>1855 Perris</u> : frame building on the front of the lot. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : brick building. <u>1886 Robinson</u> : brick building on the front of the lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : 4-story brick building on the front of the lot, small shed at the back of the yard. <u>1904 Sanborn</u> : same, without the shed. <u>1915 Sanborn</u> : same. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 3

Old Block: Lot	Block 40: Lot 19; Block 40: Lot 40.
Old Addresses:	212 Gold Street; 252 Gold Street.
Dimensions:	25.1 X 75 ft.
Present Use:	McDonald's parking lot.
First tax record:	1862, Thos. Baldwin.
Sewer Connection:	1868 Shamroy (spelling ?)
Historic maps:	<u>1855 Perris</u> : frame building on the front of the lot, frame building at the rear. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : frame building on the front of the lot. <u>1886 Robinson</u> : frame building front of the lot, same at the rear with yard in between. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : 4-story brick-faced, frame building on the front of the lot, 2-story frame building at the rear. <u>1904 Sanborn</u> : same, 3-story building at the rear of the lot. <u>1915 Sanborn</u> : 4-story building at the front of the lot only. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 3

Old Block: Lot:	Block 40: Lot 20; Block 40: 41.
Old Addresses:	214 Gold Street; 254 Gold Street.
Dimensions:	20.1 X 69 ft.
Present Use:	McDonald's parking lot.
First tax record:	1862, J.H. Poitou (spelling ?)
Sewer Connection:	Book 2 (missing) before 1867, probably early 1860s.
Historic maps:	<u>1855 Perris</u> : brick building on the front of the lot. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : brick building on the front of the lot. <u>1886 Robinson</u> : same. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 3 stories with basement, small frame shed at the rear of the lot. <u>1904 Sanborn</u> : same. <u>1915 Sanborn</u> : same. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 3

Old Block: Lot Block 40: Lot 21; Block 40: 42.
Old Addresses: 216 Gold Street; 256 Gold Street.
Dimensions: 20.1 X 69 ft.
Present Use: McDonald's and parking lot.
First tax record: 1862, J.H. Poitou (spelling?)
Sewer Connection: Book 2 (missing) before 1867, probably early 1860s.
Historic maps: 1855 Perris: brick building on the front of the lot.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: same.
 1893 Bromley: same.
 1903 Belcher Hyde: same, 3 stories with basement, small frame shed at the rear of the lot.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1939 Sanborn: same.
 1951 Sanborn: storage building covers the entire area of the lot.
 1969 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 3

Old Block: Lot Block 40: Lot 22; Block 121: Lot 43.
Old Addresses: 218 Gold Street; 258 Gold Street.
Dimensions: 20.1 X 69 ft.
Present Use: McDonald's and parking lot.
First tax record: 1862, E.S. Bushnell.
Sewer Connection: Book 2 (missing) before 1867, probably early 1860s.
Historic maps: 1855 Perris: brick building on the front of the lot.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: same.
 1893 Bromley: same, 3 stories with basement.
 1903 Belcher Hyde: same, small shed in the rear.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1939 Sanborn: new 1-story building, storage.
 1951 Sanborn: new storage building covers the entire area of the lot.
 1951 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 3

Old Block: Lot Block 40: Lot 23; Block 40: Lot 58; Block 121: Lot 44.
Old Addresses: 220-226 Gold Street; 260-268 Gold Street.
Dimensions: irregular, 102.9 X 103.8 + 69.10 X 56 + 17 X 25 ft.
Present Use: McDonald's parking lot, McDonald's
First tax record: 1862, J.C. Johnson
Sewer Connections: Book 2 (missing), before 1867, probably early 1860s; Book 9, missing entry, between 1882 and 1885.
Historic maps: 1855 Perris: frame buildings, Tannery and Morocco Factory covers all but a small yard at the western side of the lot.
 1869 Dripps: buildings on lot.
 1880 Bromley: vacant.
 1886 Robinson: brick buildings, brass foundry, covering the entire lot.
 1893 Bromley: same.
 1903 Belcher Hyde: same buildings, now J. Barnutz Furniture MFG.
 1904 Sanborn: same.
 1915 Sanborn: same buildings, now Underwood Computing Machine Co.
 1929 Sanborn: same buildings, now Michaels Bros. Warehouse.
 1939 Sanborn: same buildings, now Central Chair Co. Chair & Table MFG.
 1951 Sanborn: same buildings.
 1969 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 3

Old Block: Lot Block 40: Lot 54; Block 121: Lot 3.
Old Addresses: 55 Duffield Street; 69 Duffield Street.
Dimensions: 25 X 101.1 1/2 ft.
Present Use: McDonald's parking lot.
First tax record: 1866, Joseph C. Johnson, 2 stories with basement.
Sewer Connection: Book 8 (missing), between 1882 and 1885.
Historic maps: 1855 Perris: frame building on the front of the lot, frame building on the rear of the lot belonging to the Morocco Factory, yard between.
 1869 Dripps: same configuration.
 1880 Bromley: brick building.
 1886 Robinson: brick building covering ca. two-thirds of the lot, including all the area of the frame building and its yard.
 1893 Bromley: same.
 1903 Belcher Hyde: same, 3 stories.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1939 Sanborn: same.
 1951 Sanborn: same.
 1969 Sanborn: same.
 1979 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 3

Old Block: Lot	Block 40: Lot 55; Block 121: Lot 4.
Old Addresses:	53 Duffield Street; 65 Duffield Street.
Dimensions:	25 X 101.1 ½ ft.
Present Use:	McDonald's parking lot.
First tax record:	1866, Joseph C. Johnson, 2 stories with basement.
Sewer Connection:	1874, Bushnell.
Historic maps:	<u>1855 Perris</u> : frame building on the front of the lot. <u>1869 Dripps</u> : building on the lot. <u>1880 Bromley</u> : frame building. <u>1886 Robinson</u> : brick building covering ca. two-thirds of the lot, including all the area of the frame building and its yard. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 3 stories. <u>1904 Sanborn</u> : same. <u>1915 Sanborn</u> : same. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : same. <u>1979 Sanborn</u> : vacant.

Conclusion: Not archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 12

Old Block: Lot	Block 40: Lot 12
Old Addresses:	37 Duffield Street; 49 Duffield Street.
Dimensions:	25 X 100 ft.
Present Use:	Vacant, parking, sculpture.
First tax record:	1866, Thomas Stratton, 3 stories
Sewer Connection:	Book 2 (missing), before 1867, probably early 1860s.
Historic maps:	<u>1855 Perris</u> : three frame buildings, one behind the other, on the front half of the lot, yard behind. <u>1869 Dripps</u> : building on the lot. <u>1880 Bromley</u> : frame building. <u>1886 Robinson</u> : same, covering about half the lot. <u>1893 Bromley</u> : same <u>1903 Belcher Hyde</u> : same, 2 stories, brick facing. <u>1904 Sanborn</u> : 2 ½ stories, store. <u>1915 Sanborn</u> : same. <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 18

Old Block: Lot	Block 40: Lot 18; Block 121: Lot 50
Old Addresses:	25 ½ Duffield Street; 37 Duffield Street.
Dimensions:	16.8 X 100 ft.
Present Use:	Vacant, parking of Moveway storage.
First tax record:	1866, Thomas Stratton 3 stories.
Sewer Connection:	Book 2 (missing), before 1867, probably early 1860s.
Historic maps:	<u>1855 Perris</u> : brick building on the front of the lot, yard behind. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : brick building. <u>1886 Robinson</u> : brick building on the front of the lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 3 stories, small shed or stable in the yard. <u>1904 Sanborn</u> : same, without the shed. <u>1915 Sanborn</u> : same <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 19

Old Block: Lot	Block 40: Lot 19; Block 121: Lot 51
Old Addresses:	25 Duffield Street; 35 Duffield Street
Dimensions:	16.8 X 100 ft.
Present Use:	Vacant, parking of Moveway storage.
First tax record:	1862, John E. Cammeyer, 3 stories
Sewer Connection:	Book 3 (missing), before 1867, probably mid-1860s.
Historic maps:	<u>1855 Perris</u> : brick building on the front of the lot, yard behind. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : brick building. <u>1886 Robinson</u> : brick building on the front of the lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same, 3 stories. <u>1904 Sanborn</u> : same, without the shed. <u>1915 Sanborn</u> : same <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same. <u>1969 Sanborn</u> : same. <u>1979 Sanborn</u> : vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 32

Old Block: Lot	Block 40: Lot 11; Block 121: Lot 32.
Old Addresses:	Engine company; 236 Gold Street.
Dimensions:	20 X 70 ft.
Present Use:	yard.
First tax record:	1866, Engine company
Sewer Connection:	1869, City of Brooklyn
Historic maps:	<u>1855 Perris</u> : Engine Company. <u>1869 Dripps</u> : building on the front of the lot. <u>1880 Bromley</u> : brick building on the front of the lot. <u>1886 Robinson</u> : brick building covering the entire lot. <u>1893 Bromley</u> : same. <u>1903 Belcher Hyde</u> : same. <u>1904 Sanborn</u> : same. <u>1915 Sanborn</u> : same, "Wagon Builder". <u>1939 Sanborn</u> : same. <u>1951 Sanborn</u> : same, "RAGS" <u>1969 Sanborn</u> : vacant.

Conclusion: Not archaeologically sensitive for historic remains.

LOT 33

Old Block: Lot Block 40: Lots 12 + 13; Block 40, Lots 11 + 66; Block 121: Lot 33.
Old Addresses: 200 Street, 238 Gold Street.
Dimensions: L- shaped, 104.8 X 25 ft. + 20 X 34.10 ft.
Present Use: yard.
First tax record: 1862, John E. Cammeyer.
Sewer Connection: Book 2 (missing), before 1867.
Historic maps: 1855 Perris: two frame houses on the front of the lot, store at the back of the lot.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: frame building on the front of the lot.
 1893 Bromley: frame building on the front of the lot, frame building at the rear of the lot.
 1903 Belcher Hyde: brick-faced, 2-story, L-shaped building on the front of the lot, 2-story, brick-faced frame building across the rear of the lot.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1939 Sanborn: same.
 1951 Sanborn: same.
 1969 Sanborn: vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 35

Old Block: Lot Block 40: Lot 14; Block 40, Lot 64; Block 121: Lot 35.
Old Addresses: 202 Gold Street; 242 Gold Street.
Dimensions: 30 X 104.6 ft.
Present Use: yard.
First tax record: 1862, Henry Rouse, shop
Sewer Connection: Book 3 (missing), before 1867, probably mid-1860s.
Historic maps: 1855 Perris: small store in the front of the lot, one towards the rear, one at the rear, half on lot 12.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: frame building on the front of the lot, yard at the rear.
 1893 Bromley: frame building on two-thirds of the lot.
 1903 Belcher Hyde: brick-faced, 4-story building with basement, yard on the front of the lot, 2-story, brick-faced frame building across the rear of the lot.
 1904 Sanborn: 4-story building on the front of the lot.
 1915 Sanborn: same.
 1939 Sanborn: same.
 1951 Sanborn: same.
 1969 Sanborn: vacant.

Conclusion: Archaeologically sensitive for historic remains.

Block 121, lots 3, 12, 18, 19, 32, 33, 35, 36, 37, cont'd

LOT 36

Old Block: Lot Block 40: Lot 15; Block 40, Lot 65; Block 121: Lot 36.
Old Addresses: 204 Gold Street; 244 Gold Street.
Dimensions: 25 X 104.8 ft.
Present Use: yard.
First tax record: 1862, W.J. Smith.
Sewer Connection: Book 3 (missing), before 1867, probably mid-1860s.
Historic maps: 1855 Perris: brick building on the front of the lot.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: same.
 1893 Bromley: same.
 1903 Belcher Hyde: 3-story brick building with basement on the front of the lot, yard behind.
 1904 Sanborn: same.
 1915 Sanborn: same.
 1939 Sanborn: same.
 1951 Sanborn: same.
 1969 Sanborn: vacant.

Conclusion: Archaeologically sensitive for historic remains.

LOT 37

Old Block: Lot Block 40: Lot 16; Block 121: Lot 37.
Old Addresses: 206 Gold Street; 246 Gold Street.
Dimensions: 25 X 104.8 ft.
Present Use: yard.
First tax record: 1866 Michael Baxter.
Sewer Connection: 1871, Woolwood
Historic maps: 1855 Perris: frame building on the front of the lot.
 1869 Dripps: building on the front of the lot.
 1880 Bromley: brick building on the front of the lot.
 1886 Robinson: frame building on the front of the lot.
 1893 Bromley: same, shed at the rear of the lot.
 1903 Belcher Hyde: 2 story brick-faced frame building with 1 story wing at the rear.
 1904 Sanborn: 3 story building with 1 story wing at the rear.
 1915 Sanborn: same, store.
 1929 Sanborn: same, use not marked.
 1939 Sanborn: vacant.

Conclusion: Not archaeologically sensitive for historic remains under the zoning proposed by the DCP, in which the rear 30 feet of the lot will not be developed.

VII. CONCLUSIONS AND RECOMMENDATIONS

With the exception of the Gold Street side of Block 121, which on present evidence seems not have been developed for housing until the 1850s, the remaining project site blocks had houses on them from the early- to mid-1830s. These buildings were not connected to the sewer system until ca. 1860 at the earliest and were therefore originally equipped with privies in their backyards which could yield historical information about the character of the neighborhood and the life of its residents in this period, when the area was first developed.

The rear yards of block 107, lot 50, and block 121, lot 37 probably contained cisterns and privies that have not been impacted by subsequent construction. But in view of the zoning proposed by the DCP, in which the rear 30 feet of the lots will not be developed, the archaeological resources on these lots will not be impacted.

The foregoing report has reached the following conclusions with respect to the archaeological sensitivity of the other project site areas as follows:

Block 107: All of lot 1 except for its northern end, corresponding to the old house lot 5/6, is archaeologically sensitive for historic remains. Additionally, a portion of the northeastern part of the lot, corresponding to old lot 12, is potentially sensitive for human burials.

Block 108: lot 5, which is largely vacant is archaeologically sensitive for historic remains. Its neighbor, lot 6, where a three-story shop stands now, is not archaeologically sensitive.

Block 118: the northwestern corner of this block is sensitive for archaeological remains in the former backyards of old lots 2/5 and 3/6 on Concord Street; the old lots at the corner of Jay and Concord Streets, on Jay Street, are not sensitive.

Block 120: the project site on this block is not sensitive for historic remains.

Block 121: The vacant lots on Gold Street, lots 33, 35, and 36, and the vacant lots on Duffield Street, lots 12, 18 and 19, are archaeologically sensitive, the northern 60 feet of lot 3 on Gold Street, between the MacDonalds and lot 37. Lot 32 and the southern portion of lot 3 between Duffield and Gold Streets along Tillary Street, and that part currently occupied by the MacDonalds restaurant, are not archaeologically sensitive for historic remains.

Archaeological field testing to determine the presence or absence of historic remains and their integrity is recommended on all the archaeologically sensitive areas of the project site blocks described above.

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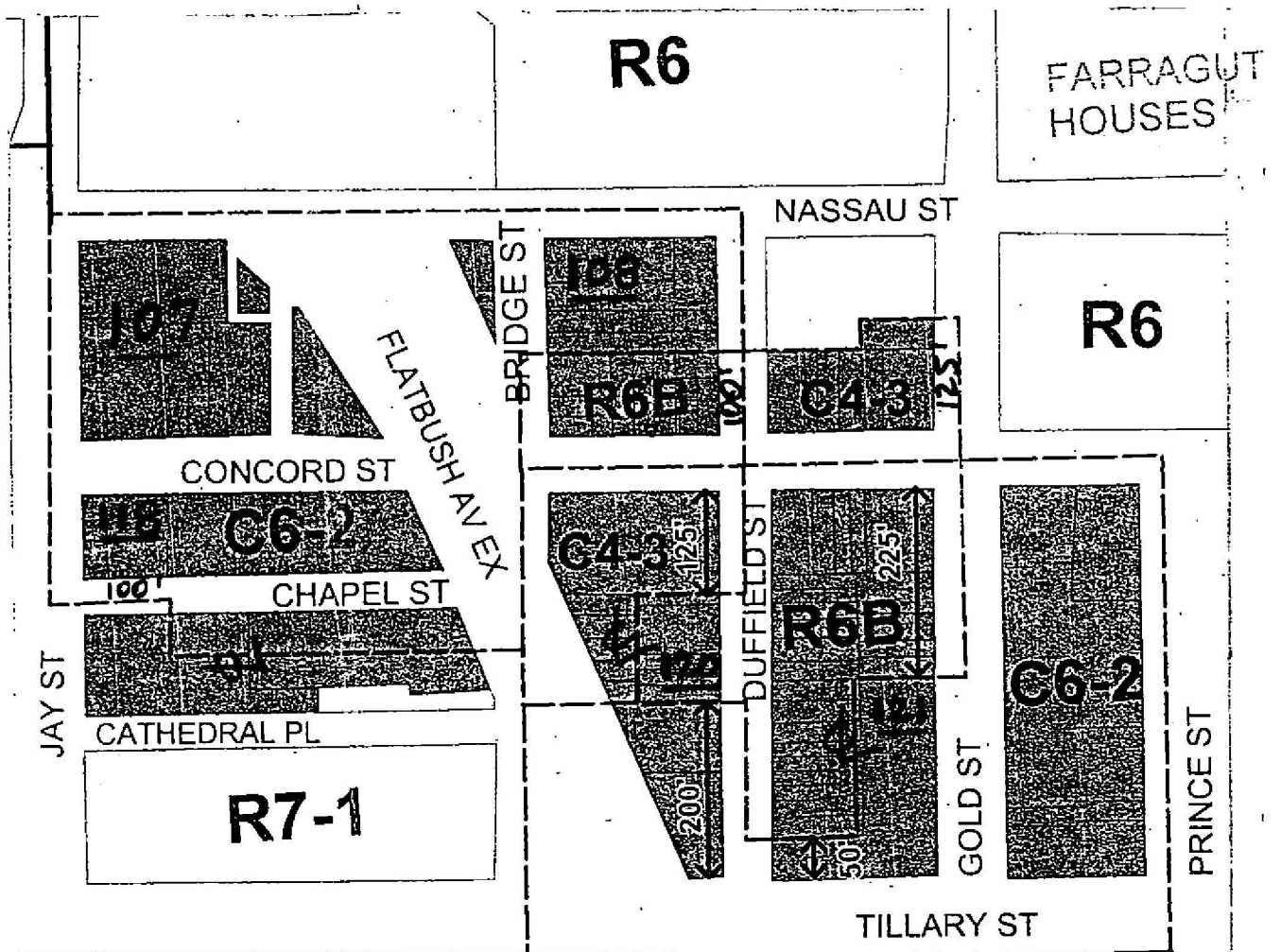


Fig. 1. Proposed zoning map.

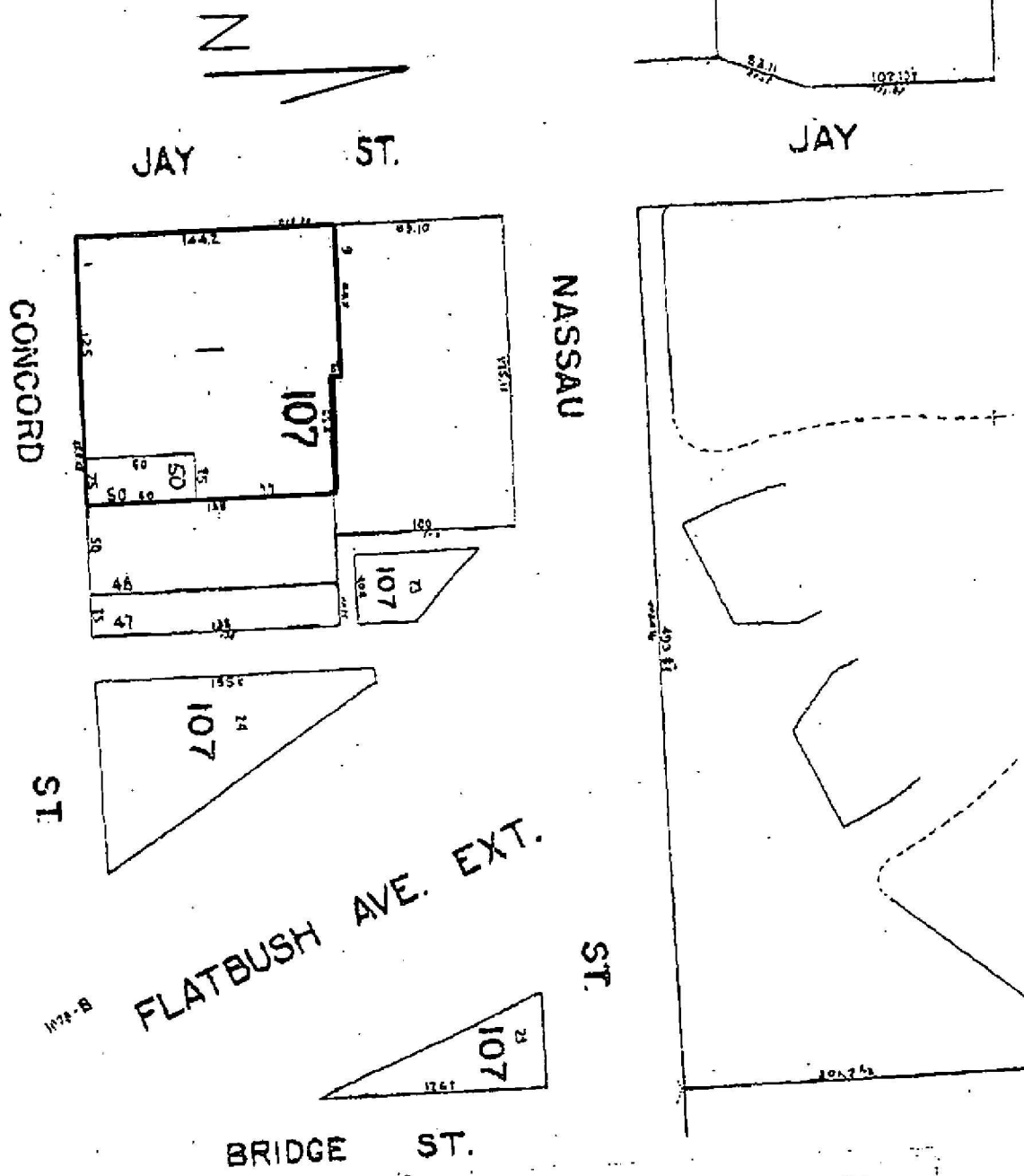


Fig. 2A. Tax Map showing the location of the project site on Block 107.

34

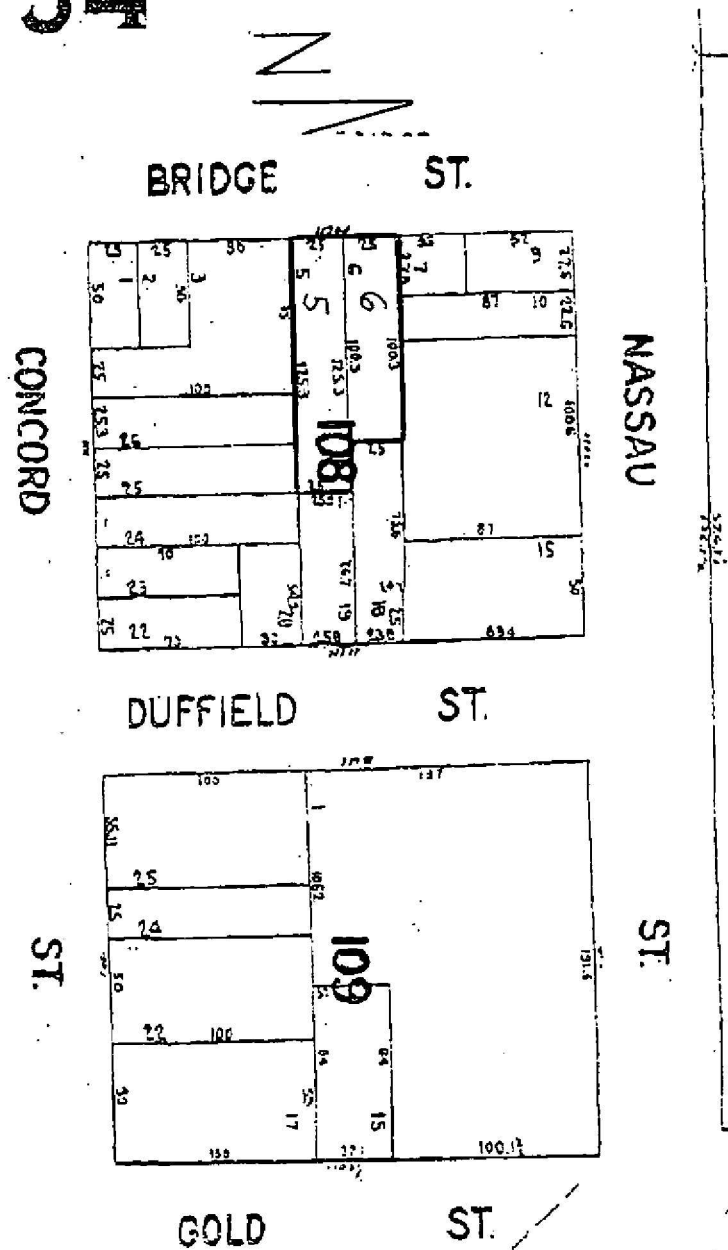
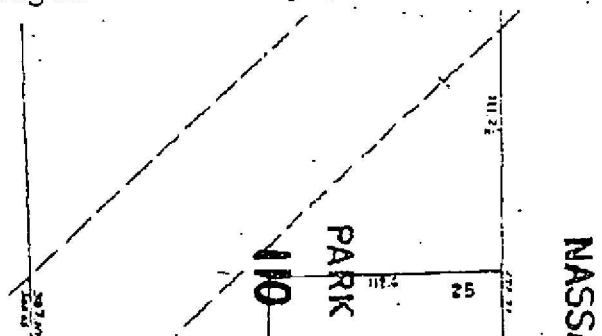


Fig. 2B. Tax Map showing the location of the project sites on Block 108.



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Fig. 2C. Tax Map showing the location of the project site on Block 118.

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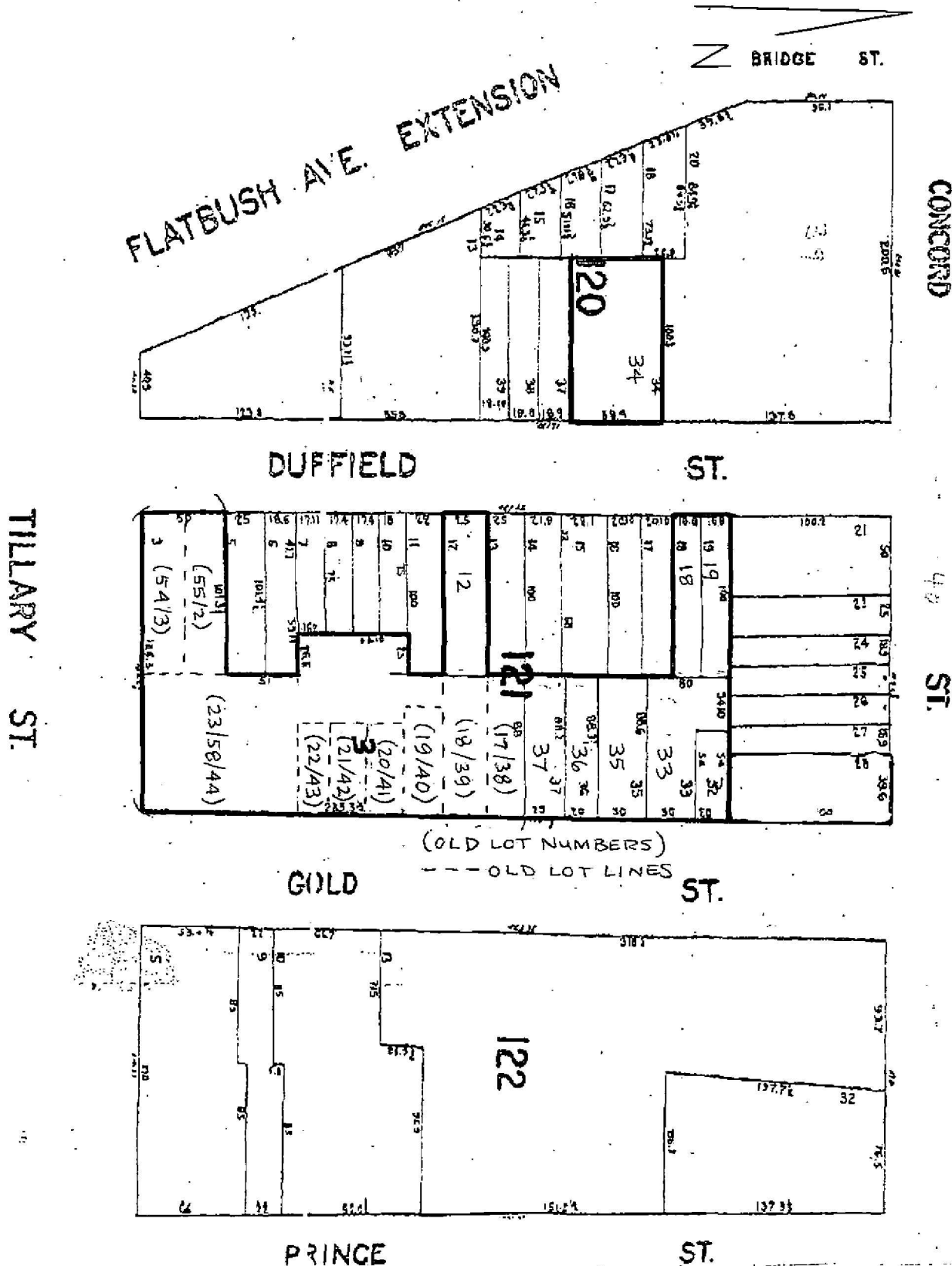


Fig. 2D. Tax Map showing the location of the project sites on Blocks 120 and 121.



Fig. 3. View of the project site on Block 107 from Jay Street looking northeast.

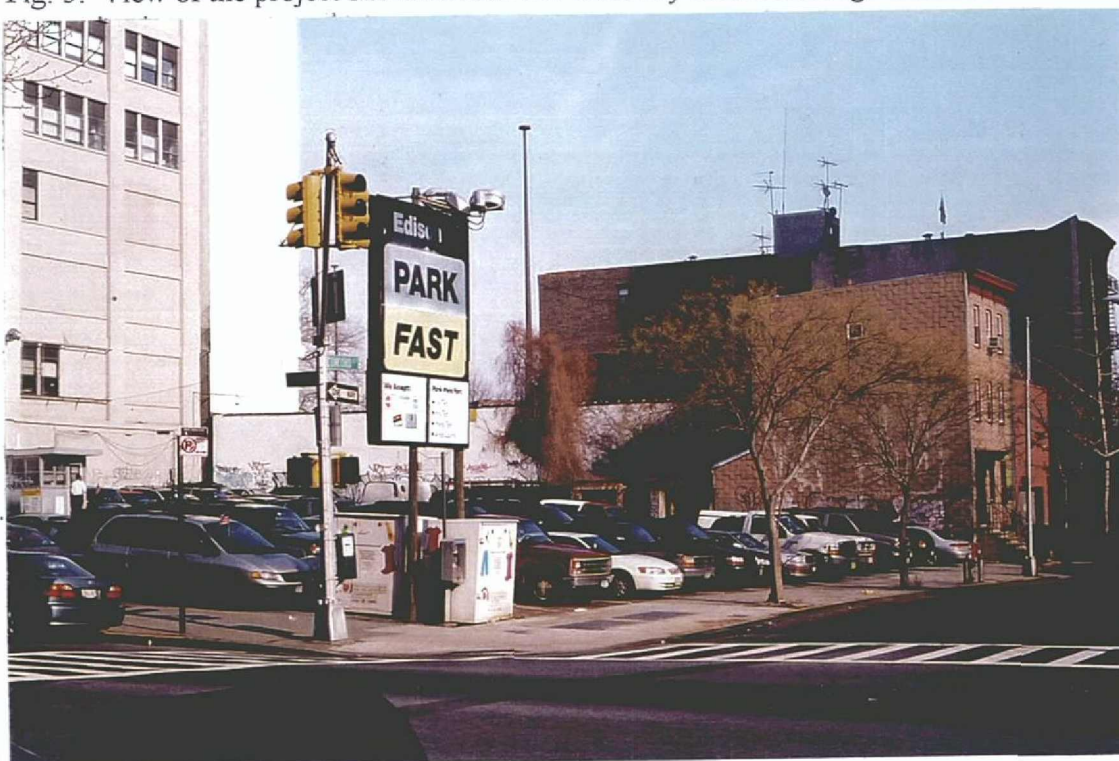


Fig. 4. View of the project site on Block 107 from Jay Street looking northeast



Fig. 5. View of the project sites on Block 108, lots 5 and 6 from Bridge Street looking east.



Fig. 6. View of the project site on Block 118, old lots 3-6, from Jay Street looking south southeast.



Fig. 7. View of the project site on the northwest corner of block 118, and the Sperry Building, on the south side of Concord Street, from Jay Street, looking east.



Fig. 8. View of the chapel Street facade of the Sperry Building.



Fig. 9. View of the project site on block 120, lot 34, from Duffield Street, looking west.



Fig. 10. View of the southern end of block 121, showing the project site, from the corner of Duffield and Tillary Streets looking east.



Fig. 11. View of the project sites on block 121 from the corner of Concord and Gold Streets, looking southeast.



Fig. 12. View of the project site on block 121, lot 3, from the corner of Tillary and Gold Streets looking northwest.



Fig. 13. View of the project site on block 121 from the corner of Tillary and Gold Streets looking north northwest.



Fig. 14. View of the project site on block 121, lot 32, from Gold Street looking north.



Fig. 15. View of the project site on block 121, lot 33, from Gold Street looking west.



Fig. 16. View of the project site on block 121, lot 12, from Duffield Street looking east.

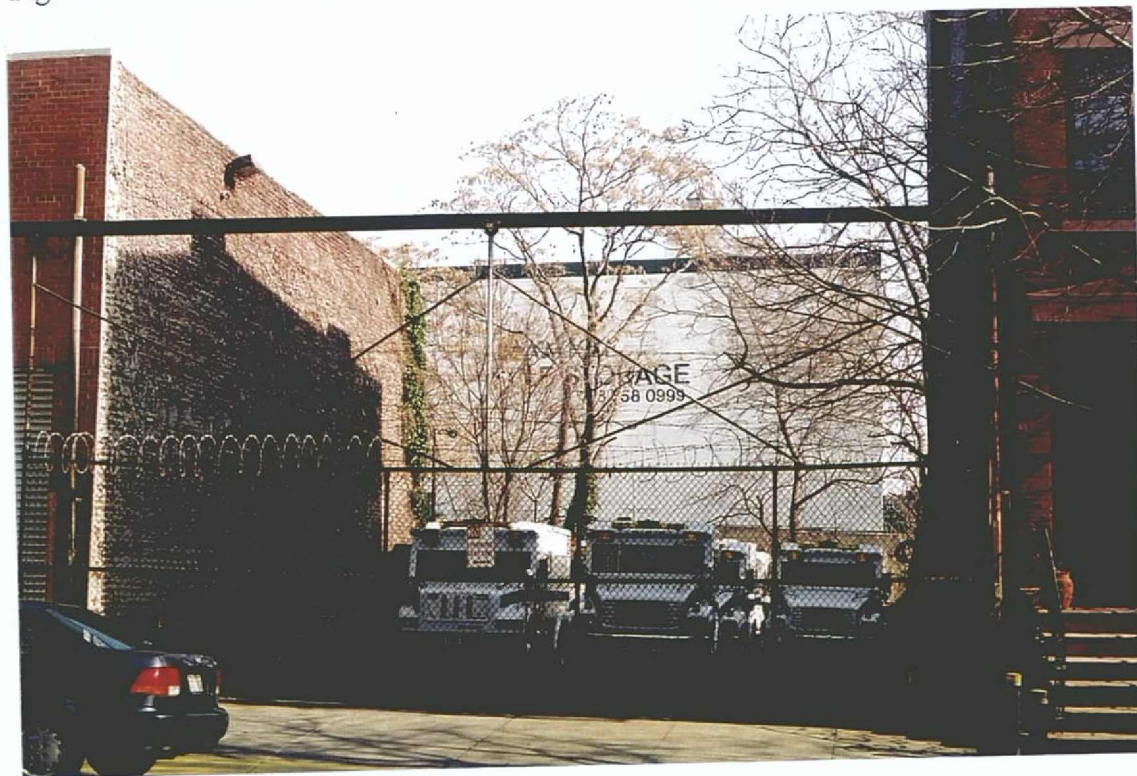


Fig. 17. View of the project site on block 121, lots 18 and 19, from Duffield Street looking east.



Fig. 18. View of the project site on block 121, lot 35, from Gold Street looking west.



Fig. 19. View of the project site on block 121, lot 36, from Gold Street looking west.



Fig. 20. View of the project site on block 121, lot 37, from Gold Street looking west.

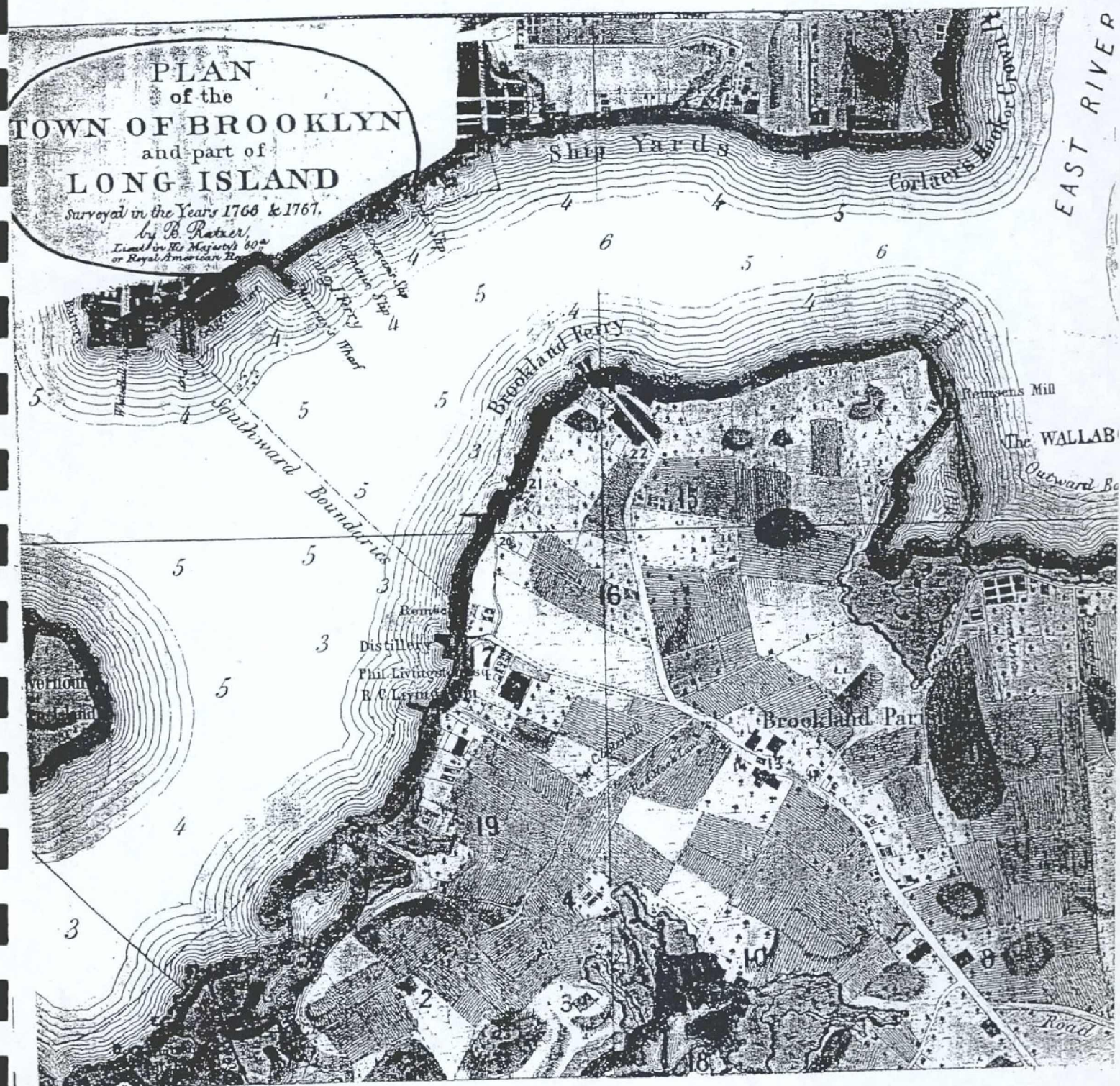


Fig. 21. Detail of the *Plan of the Town of Brooklyn and part of Long Island* surveyed in the years 1766 & 1767 by B. Ratzer showing the location of the project site.

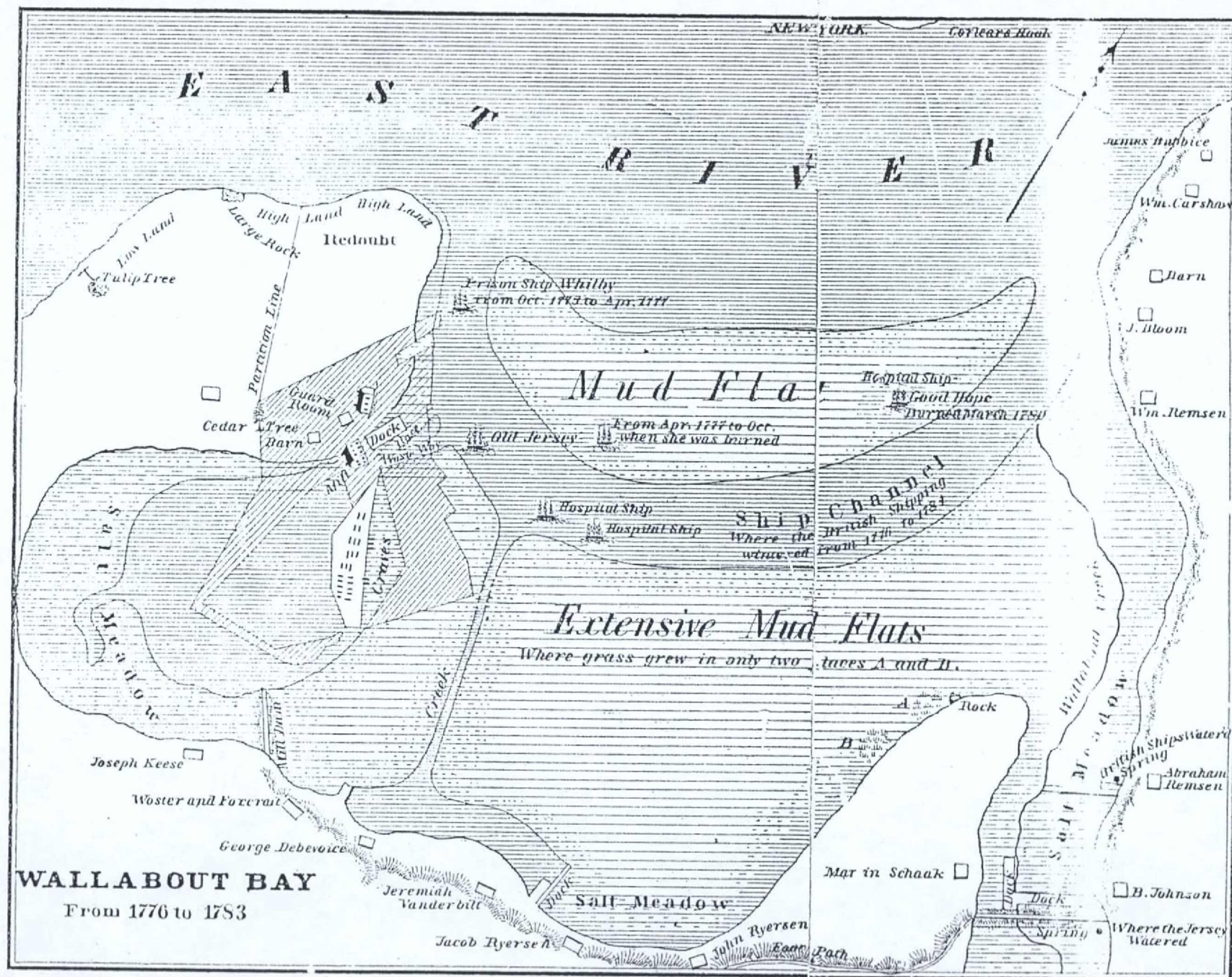


Fig. 22. Wallabout Bay from 1776 to 1783, map of Gen. Jeremiah Johnson; Stiles 1867, 333.

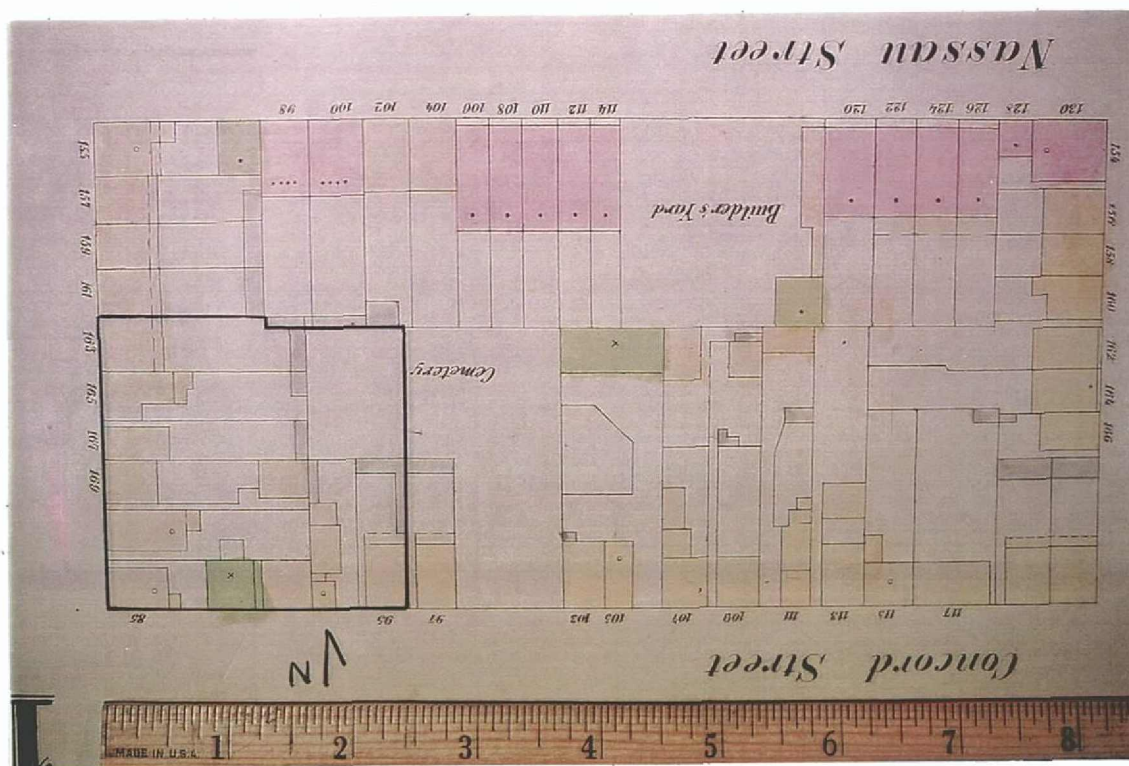


Fig. 23. 1855 Perris map showing the location of the project site on Block 107.

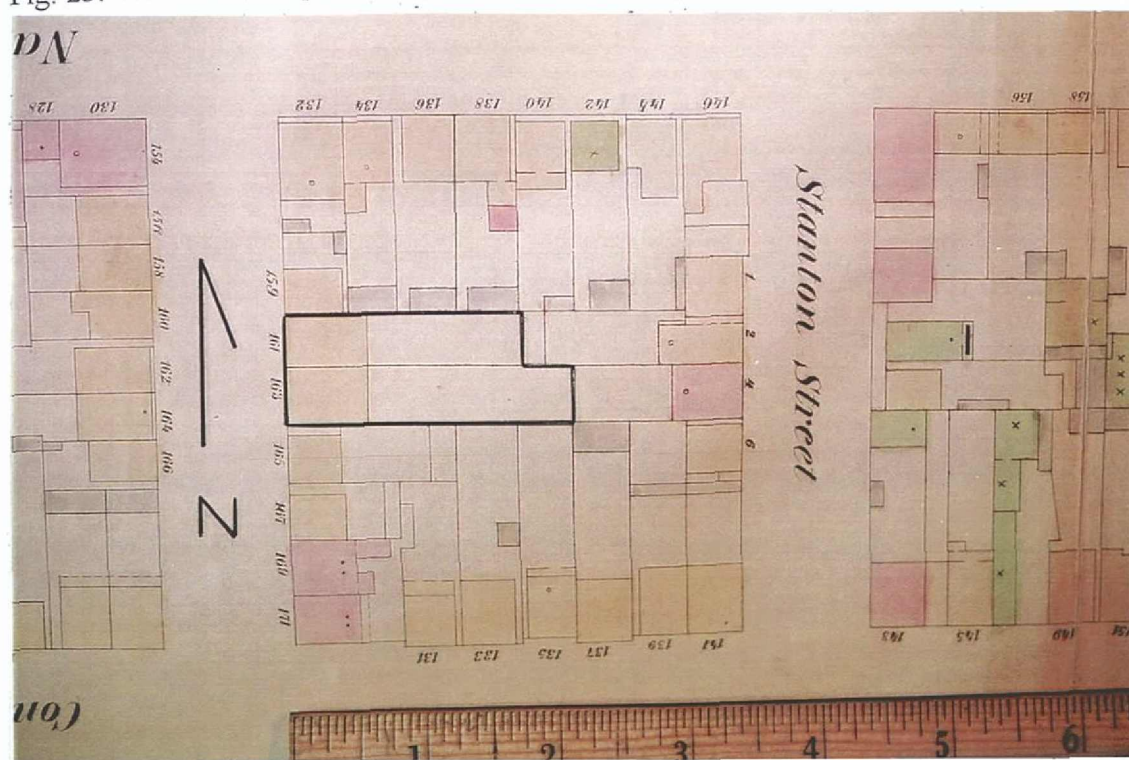


Fig. 24. 1855 Perris map showing the location of the project sites on Block 108.

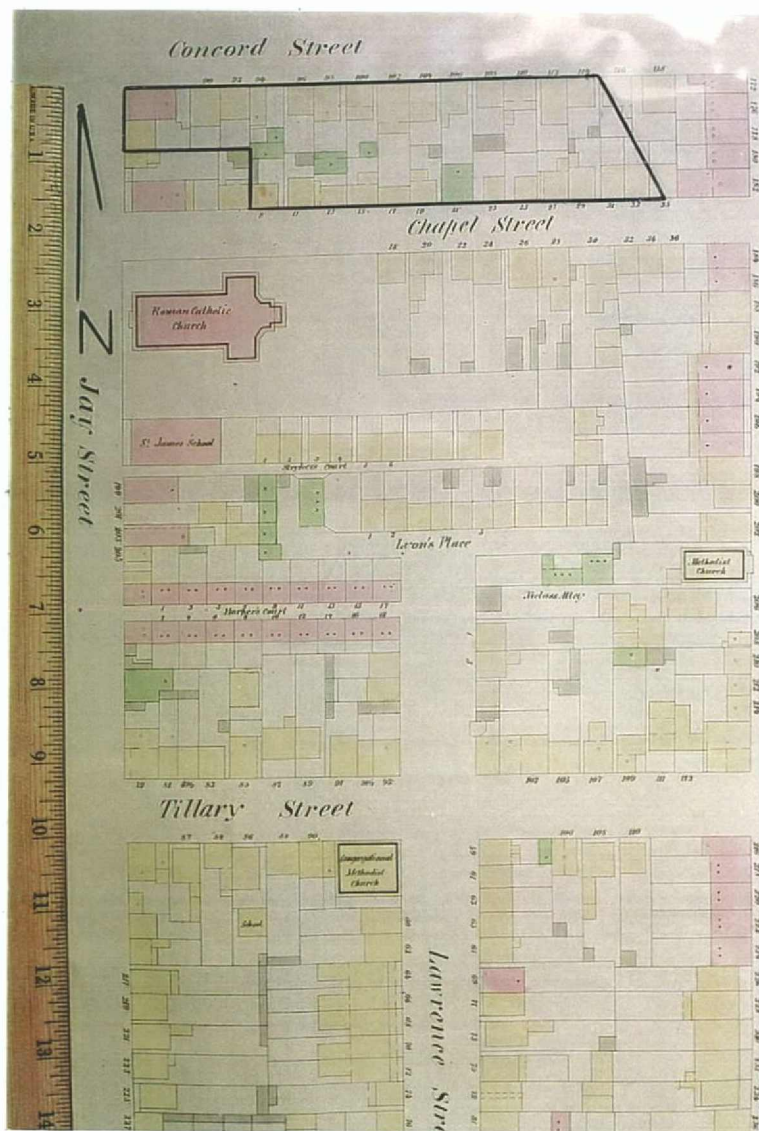


Fig. 25. 1855 Perris map showing the location of the project site on Block 118.

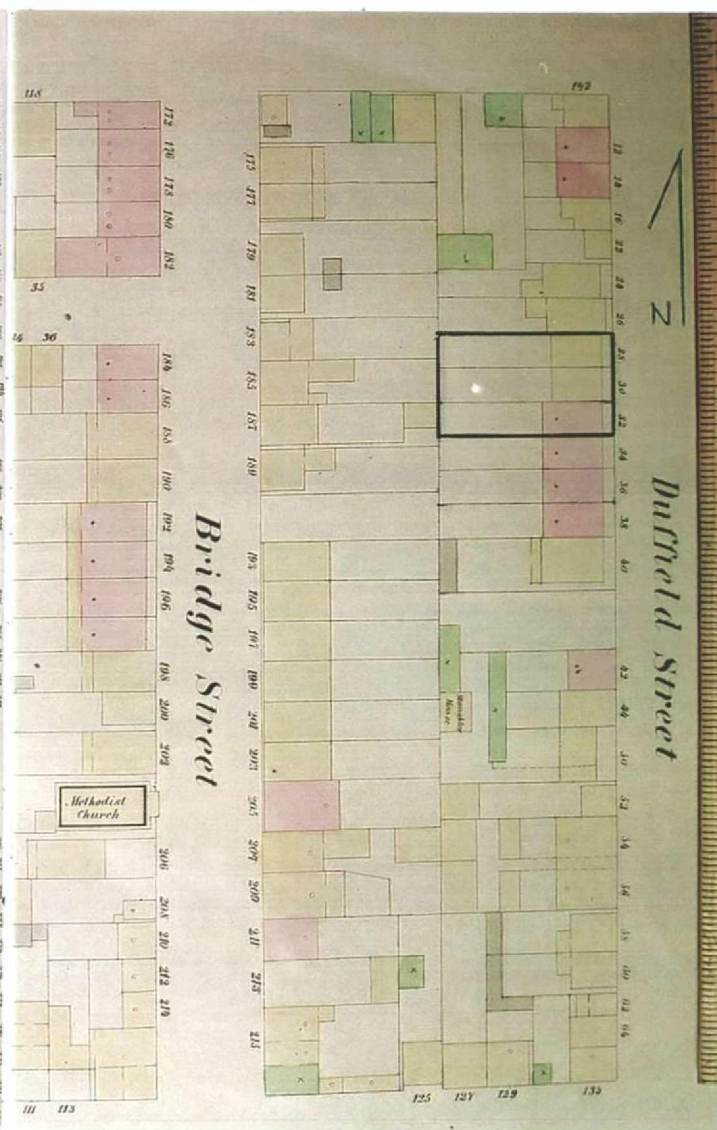


Fig. 26. 1855 Perris map showing the location of the project site on Block 120.

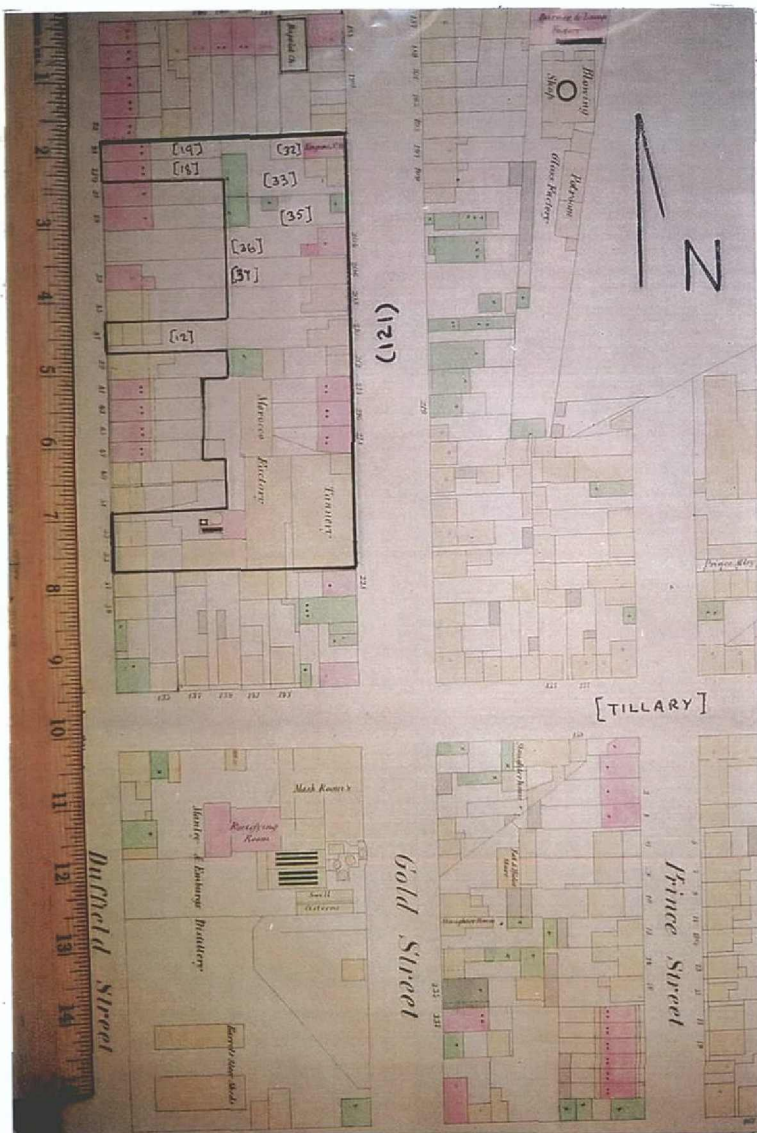
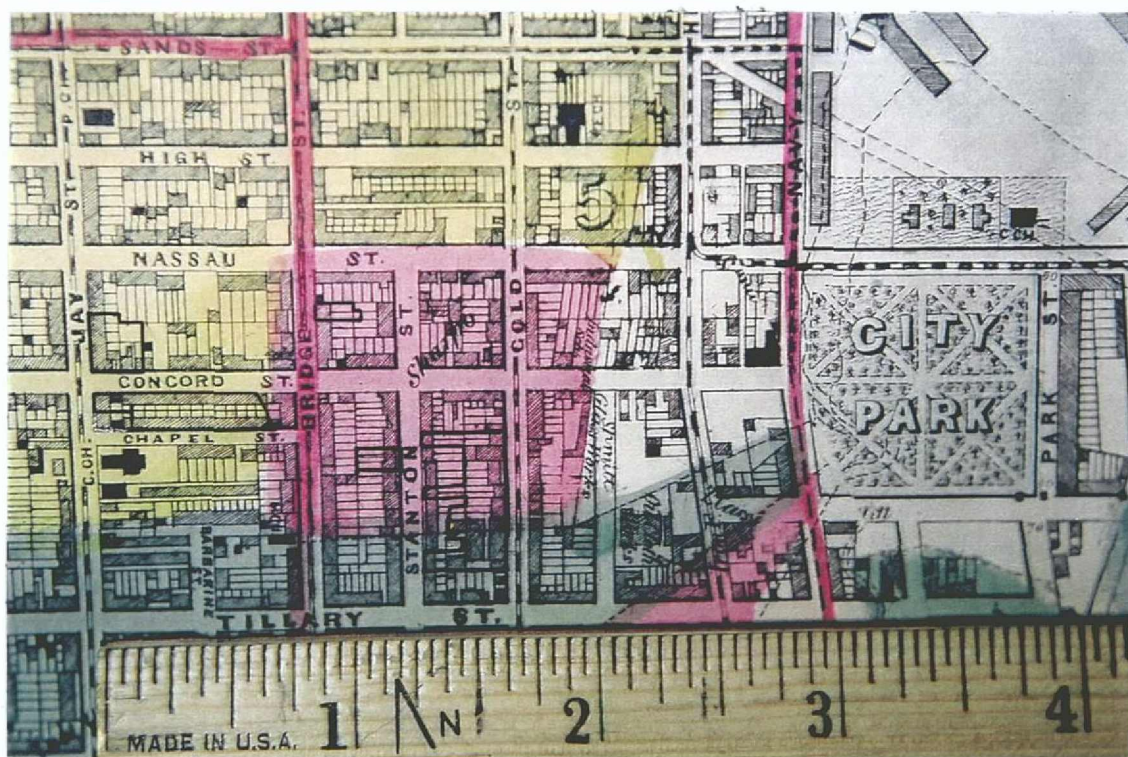


Fig. 27. (Left) 1855 Perris map showing the location of the project sites on Block 121.

Fig. 28. (Below) 1869 Dripps map showing the location of the project sites.



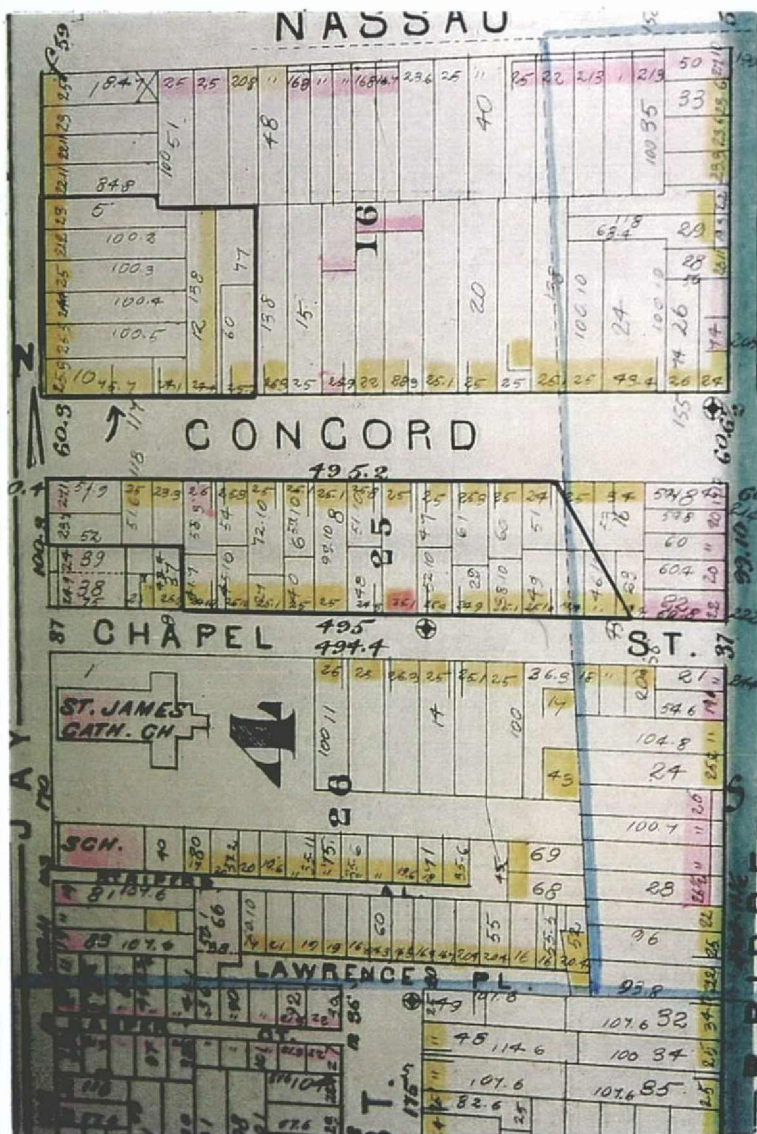


Fig. 29. 1880 Bromley map showing the location of the project sites on blocks 107 (16) and 118 (25).

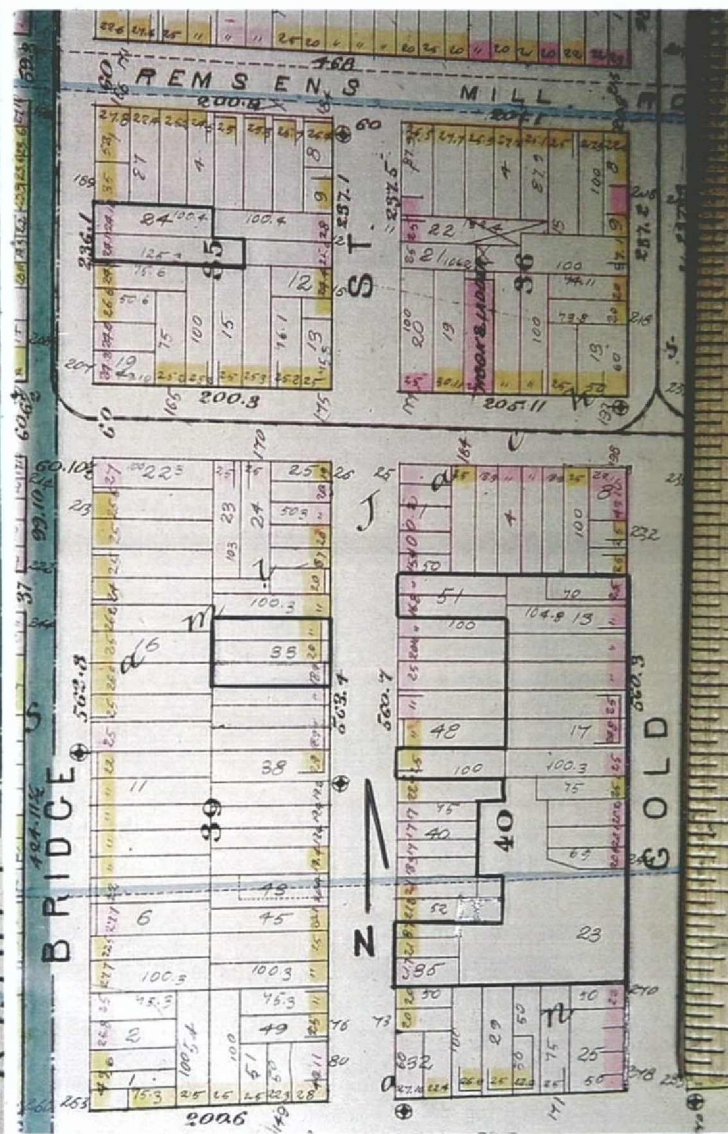


Fig. 30. 1880 Bromley map showing the location of the project sites on blocks 108 (35), 120 (39) and 121 (40).

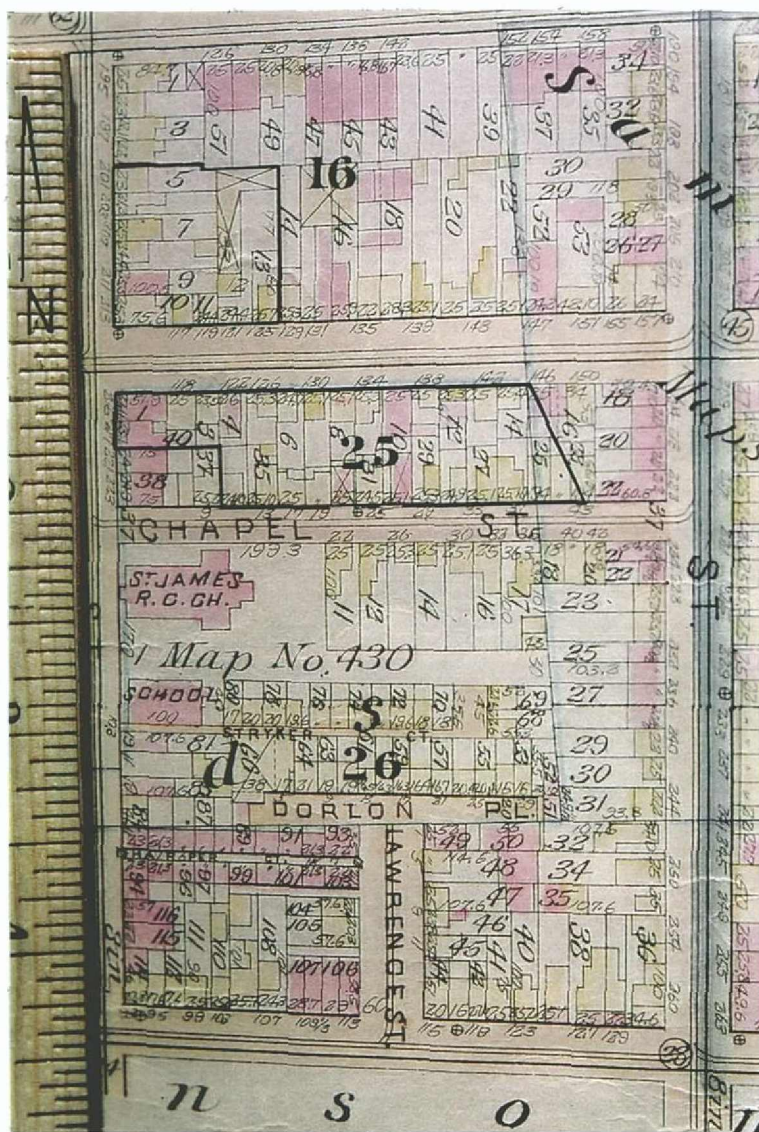


Fig. 31. 1886 Robinson map showing the location of the project sites on blocks 107 (16) and 118 (25).

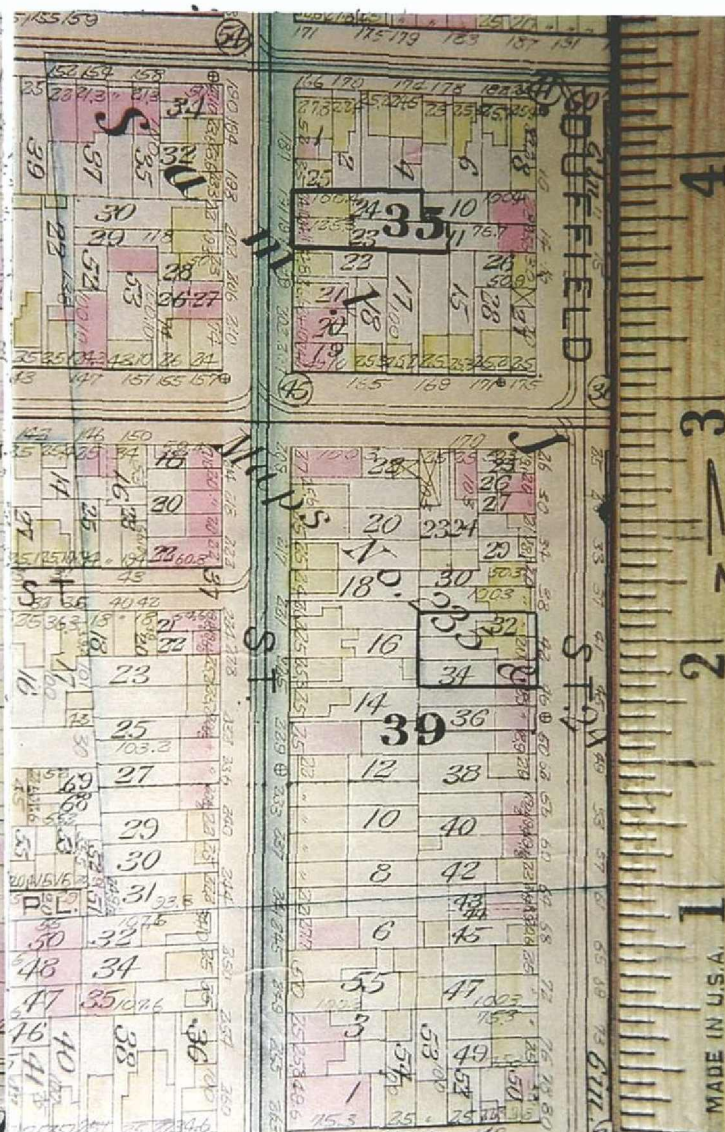


Fig. 32. 1886 Robinson map showing the location of the project sites on blocks 108 (35) and 120 (39).

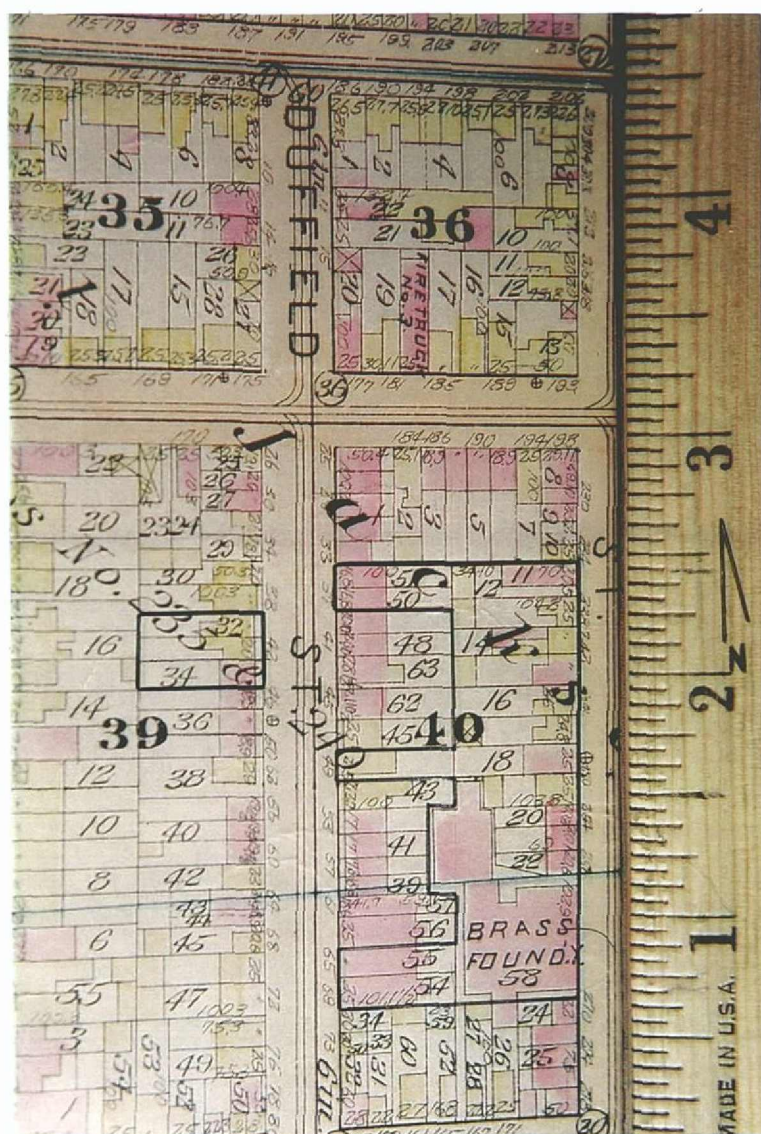


Fig. 33. 1886 Robinson map showing the location of the project sites on blocks 120 (39) and 121 (40).

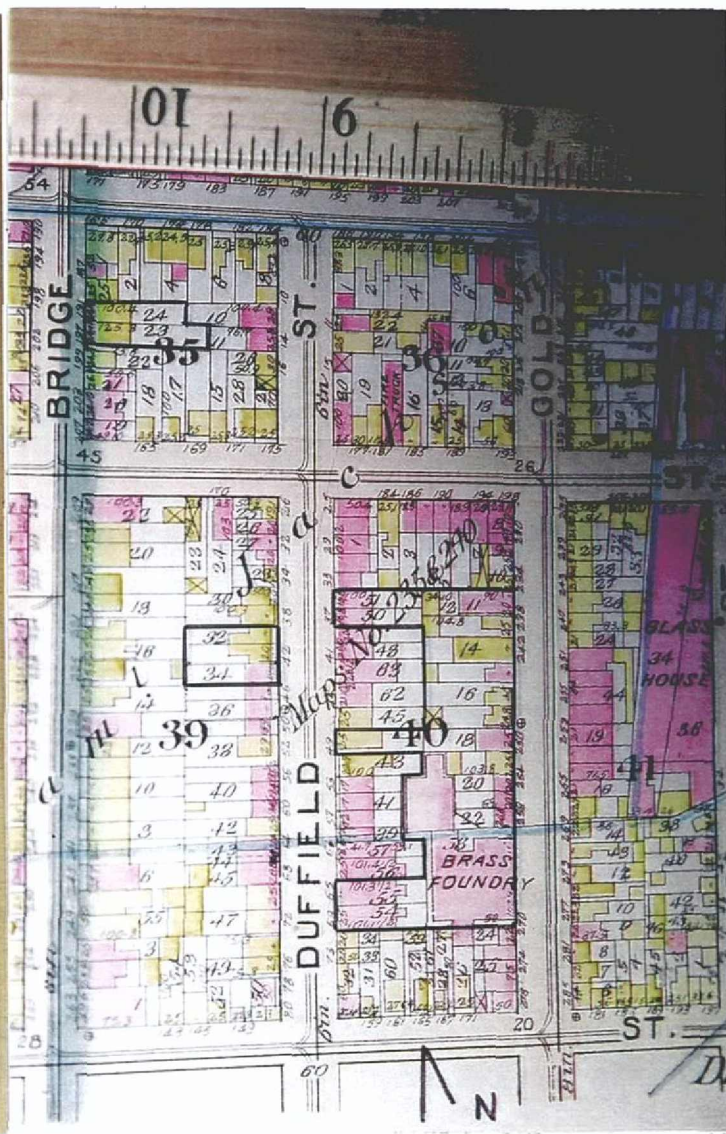


Fig. 34. 1893 Bromley map showing the location of the project sites on blocks 108 (35), 120 (39), and 121 (40).

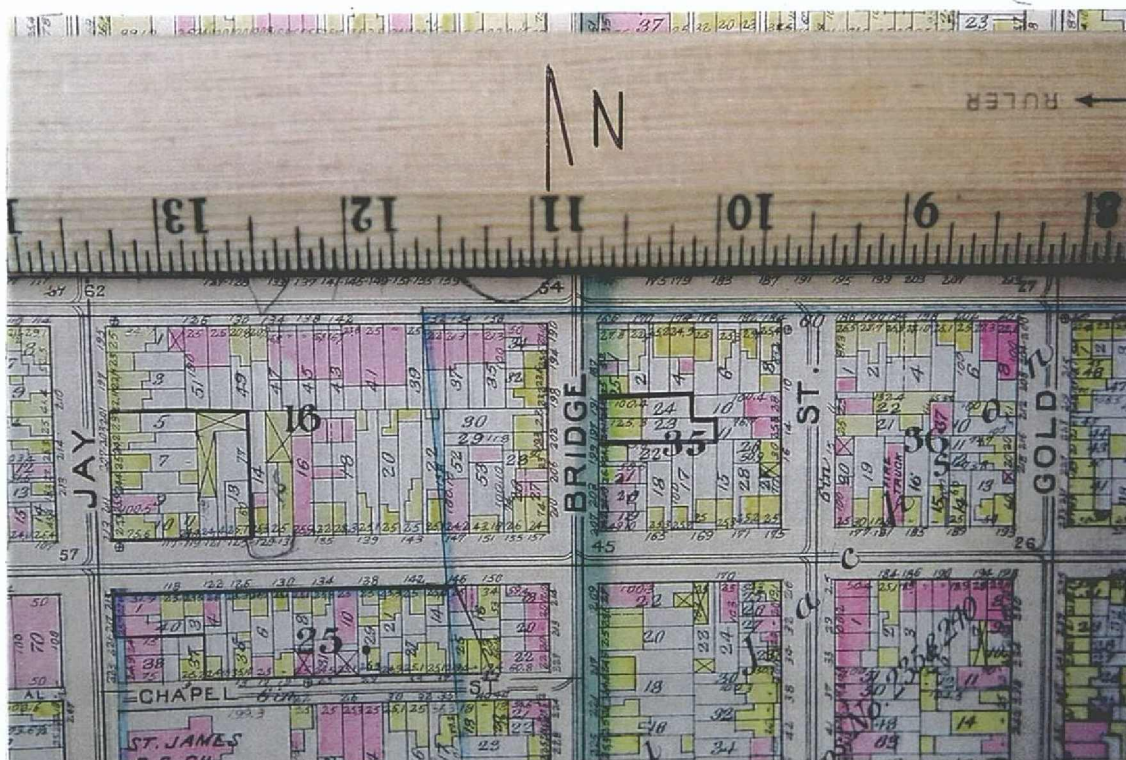


Fig. 35. 1893 Bromley map showing the location of the project sites on blocks 107 (16), 108 (35) and 118 (25).

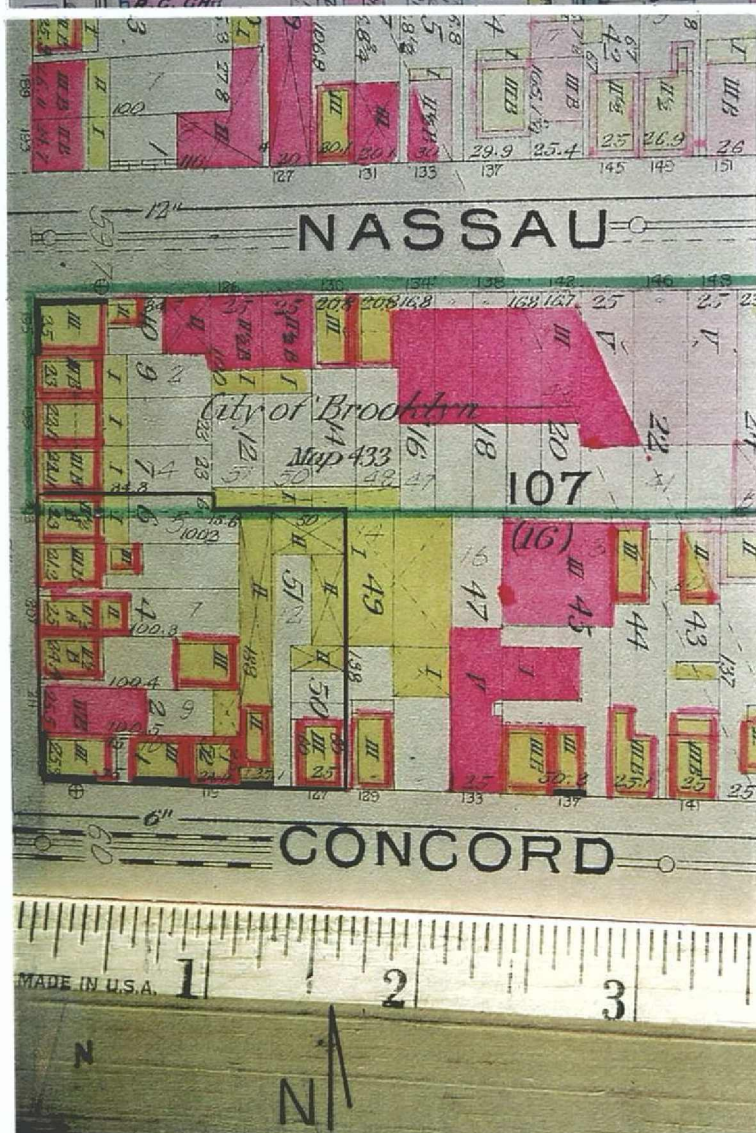


Fig. 36. 1903 Belcher Hyde map showing the location of the project site on block 107.

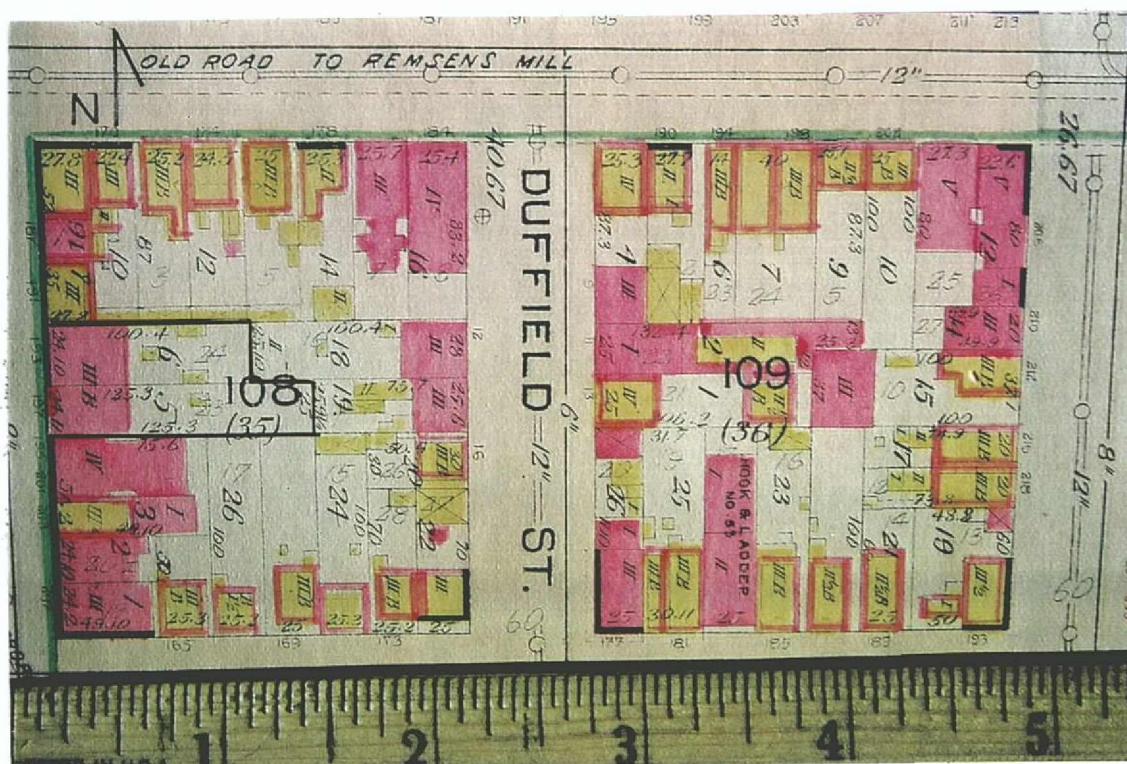


Fig. 37. 1903 Belcher Hyde map showing the location of the project sites on block 108.

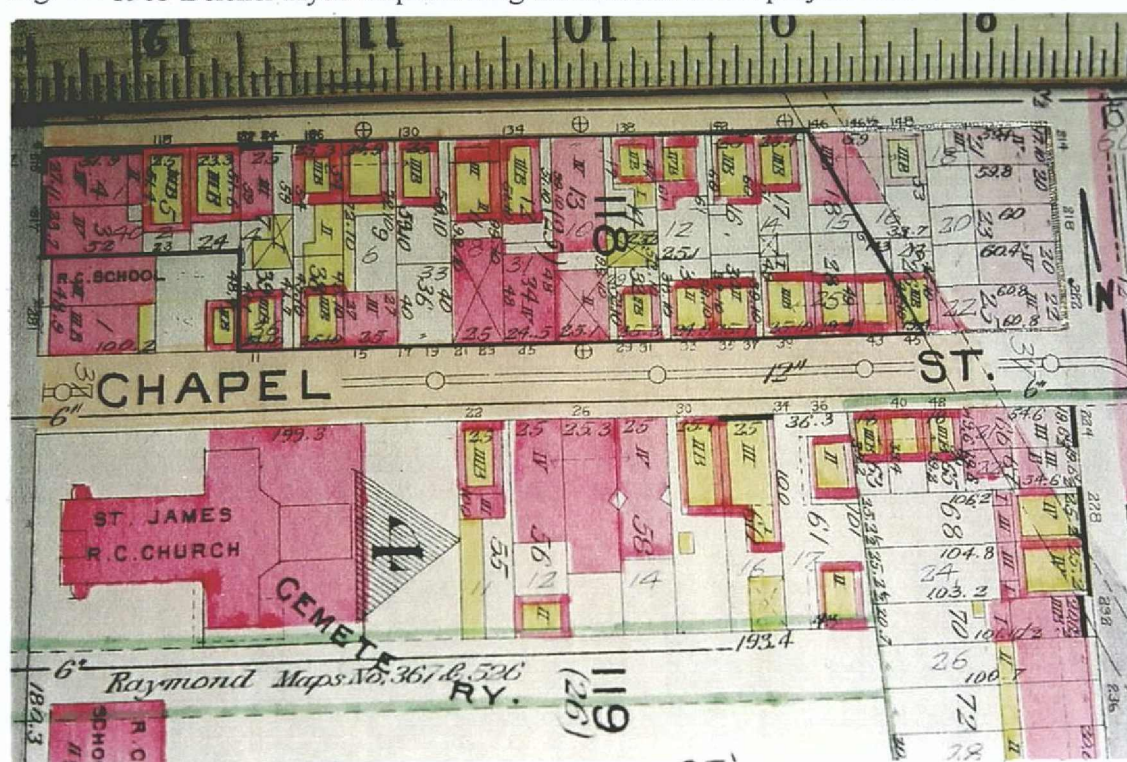


Fig. 38. 1903 Belcher Hyde map showing the location of the project site on block 118.

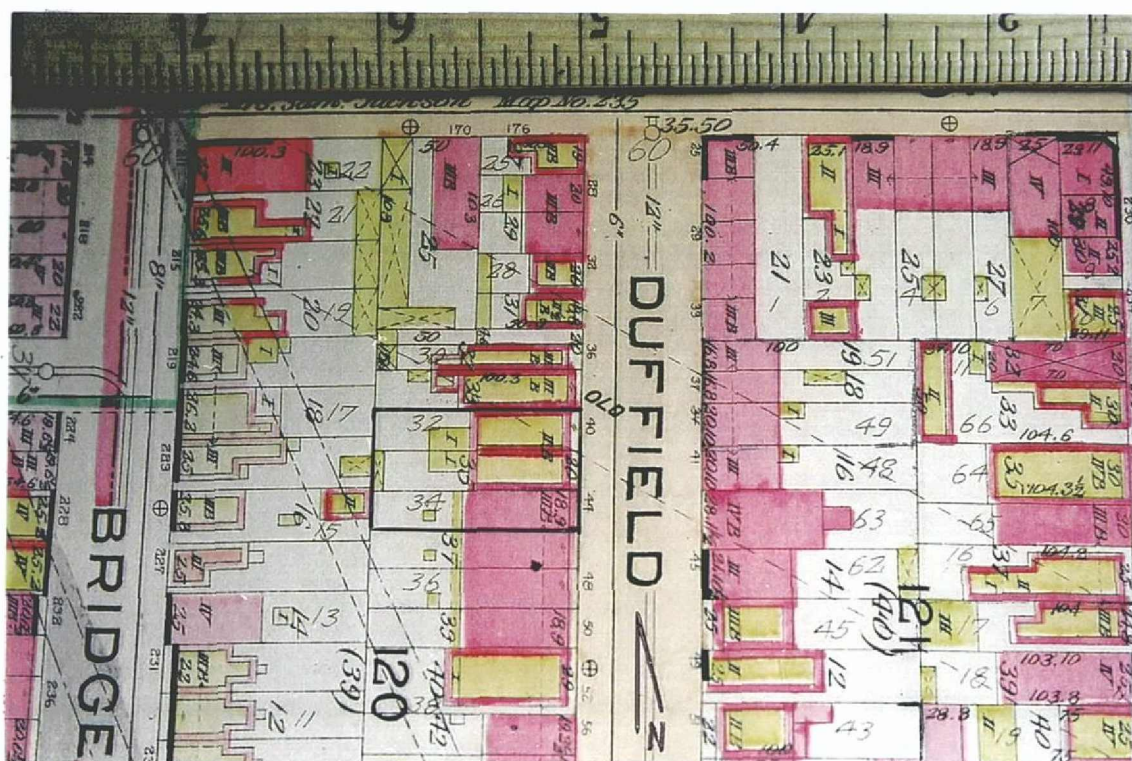


Fig. 39. 1903 Belcher Hyde map showing the location of the project site on block 120.

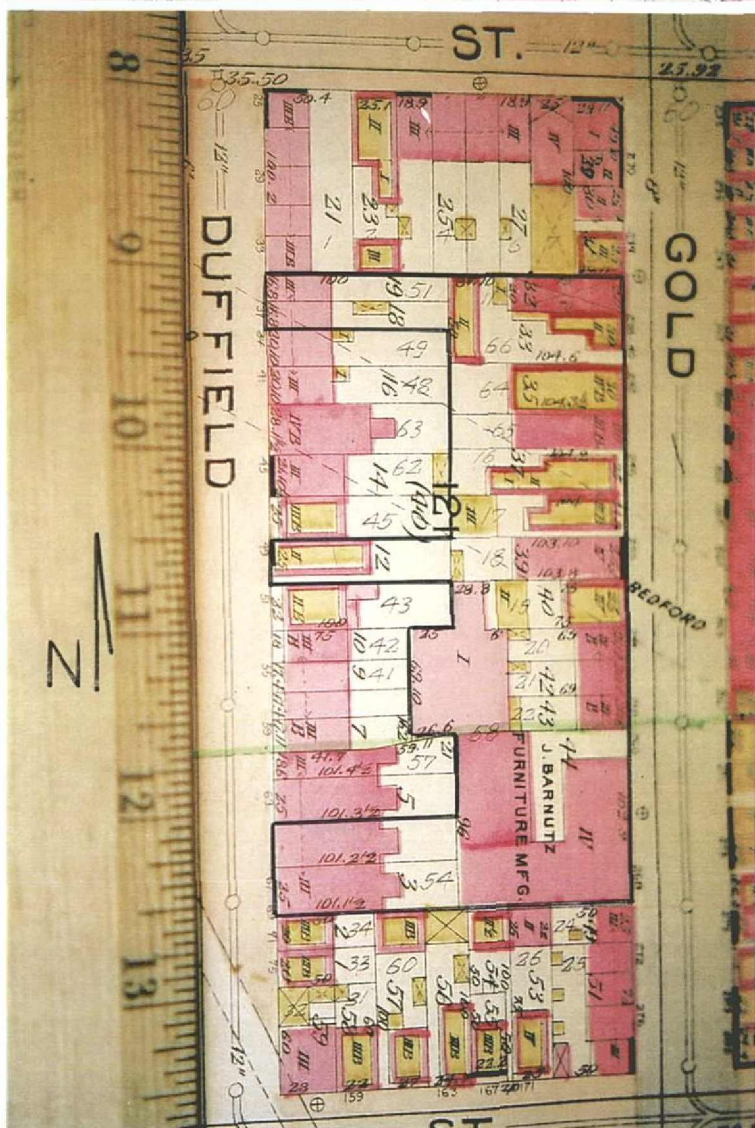
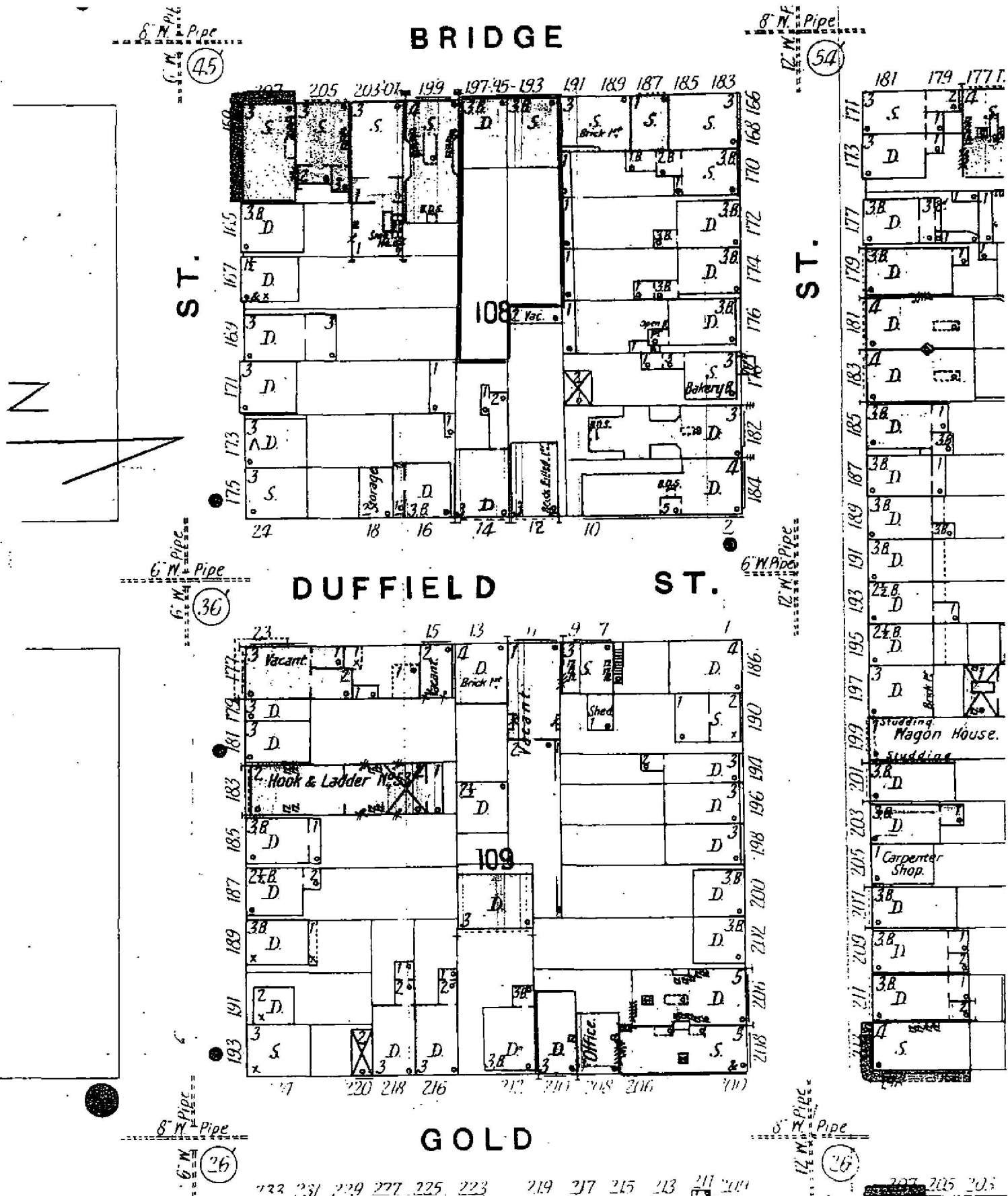


Fig. 40. 1903 Belcher Hyde map showing the location of the project sites on block 121.



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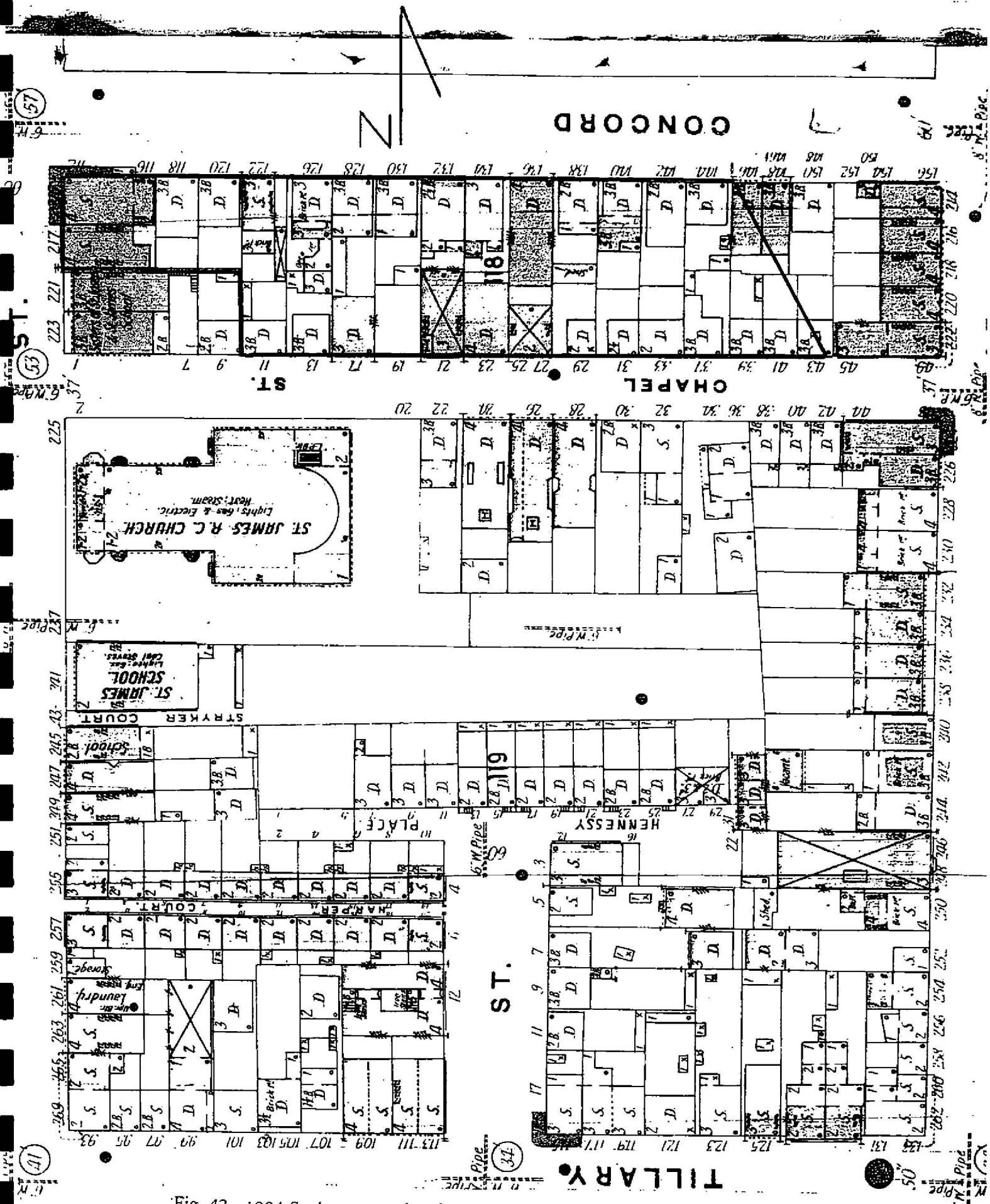


Fig. 43. 1904 Sanborn map showing the location of the project site on Block 118.

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Fig. 44. 1904 Sanborn map showing the location of the project site on Block 120.

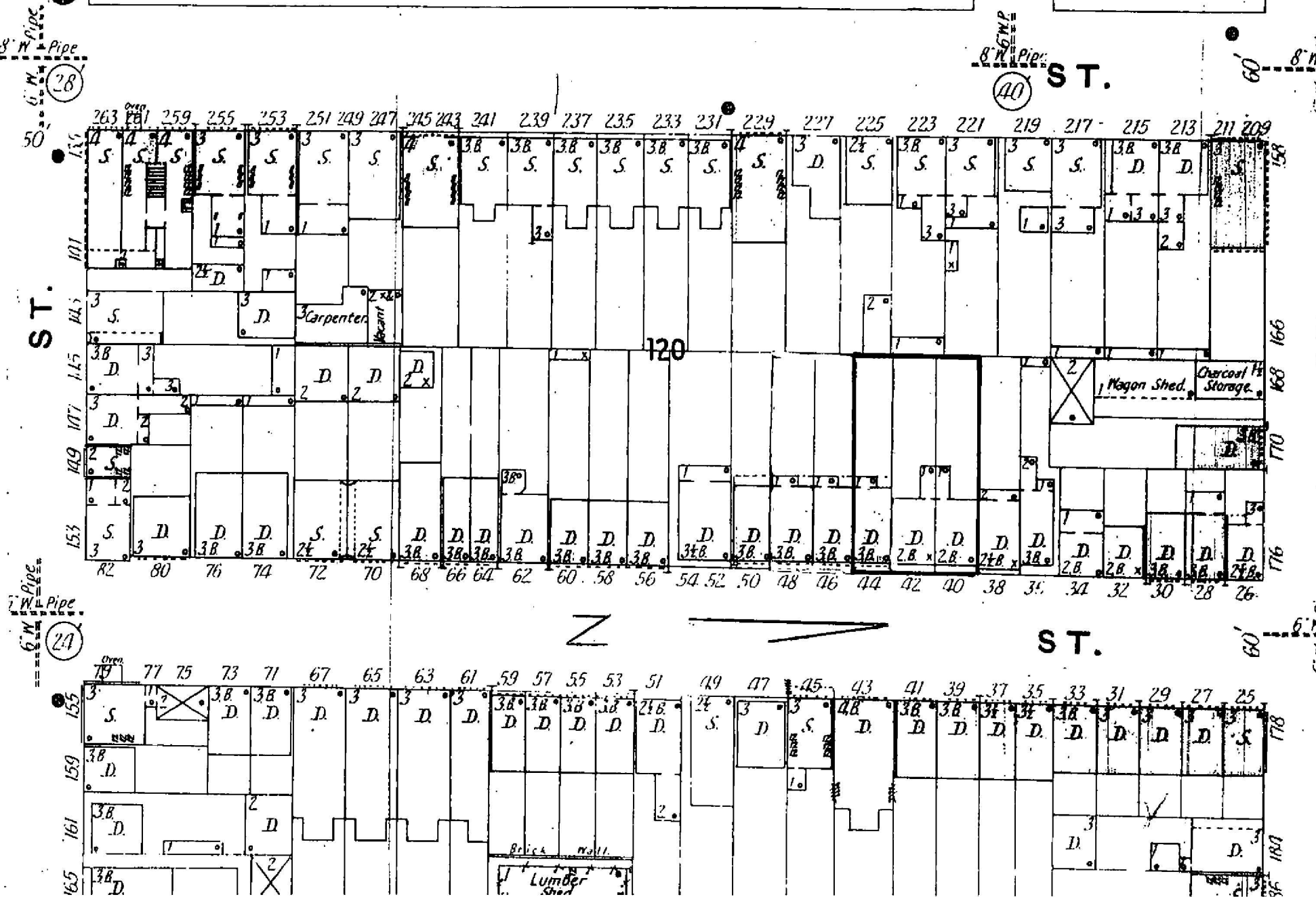


Fig. 46. 1915 Sanborn map showing the location of the project sites on block 107.

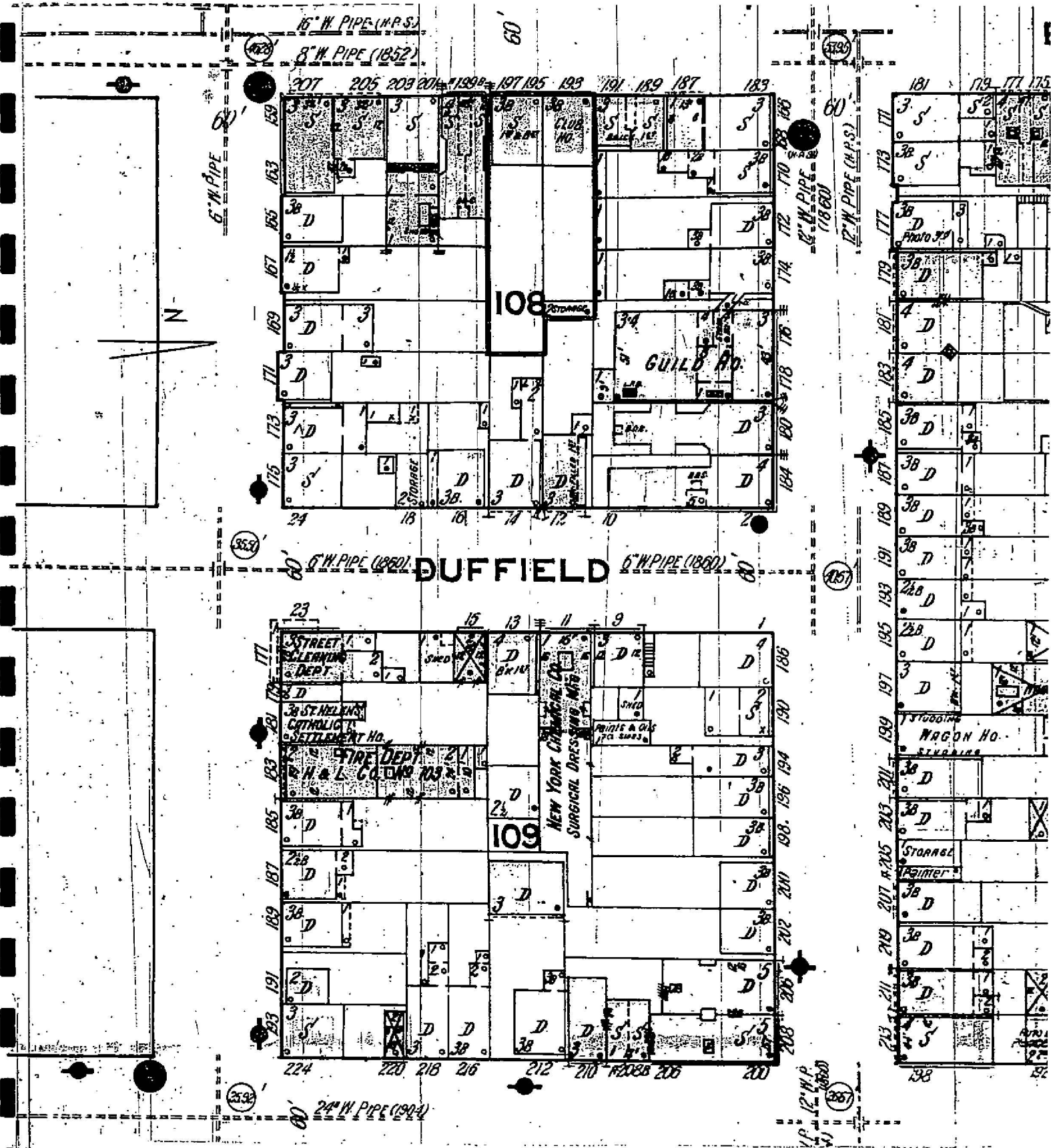


Fig. 47. 1915 Sanborn map showing the location of the project site on block 108.

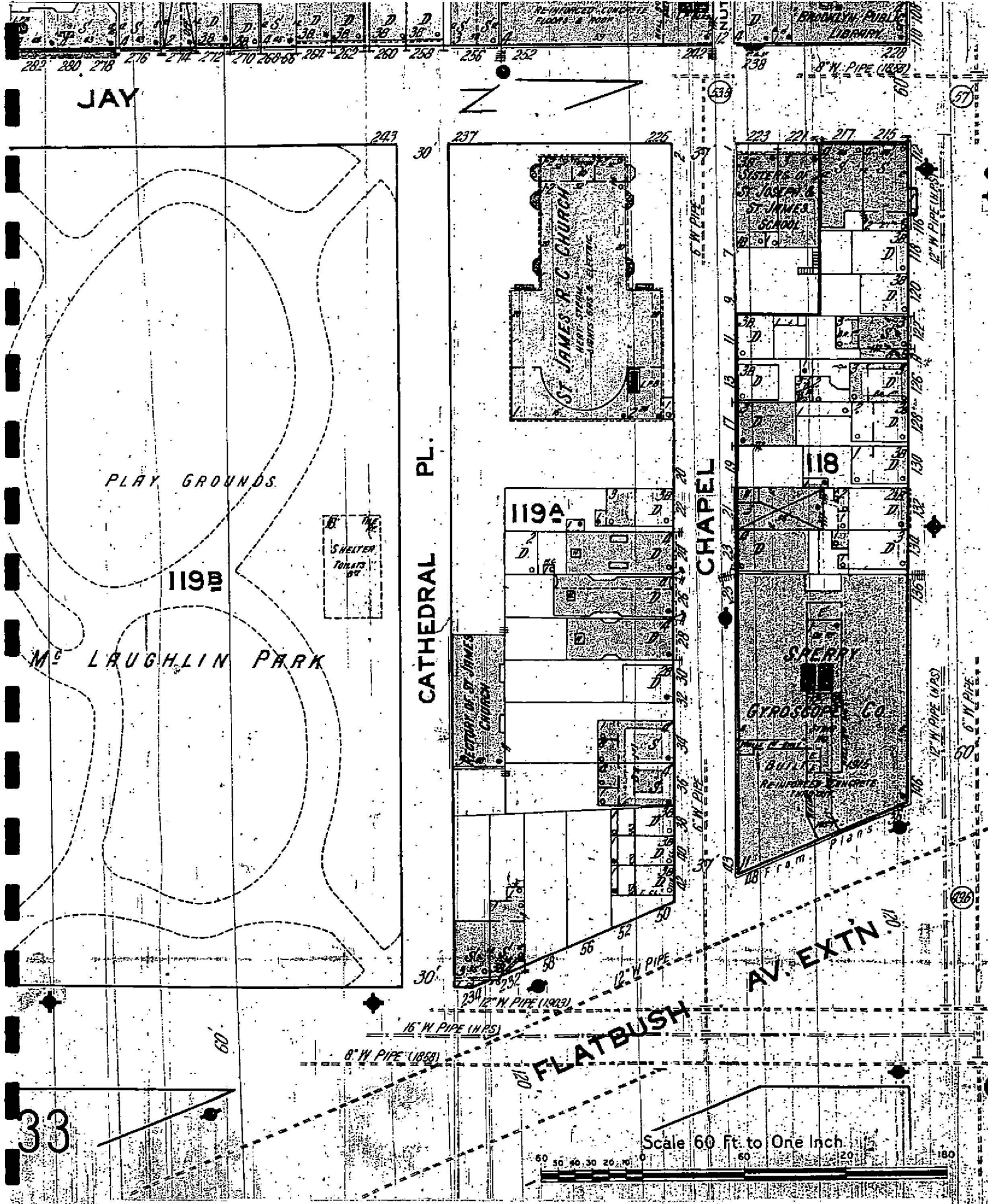


Fig. 48. 1915 Sanborn map showing the location of the project site on block 118.

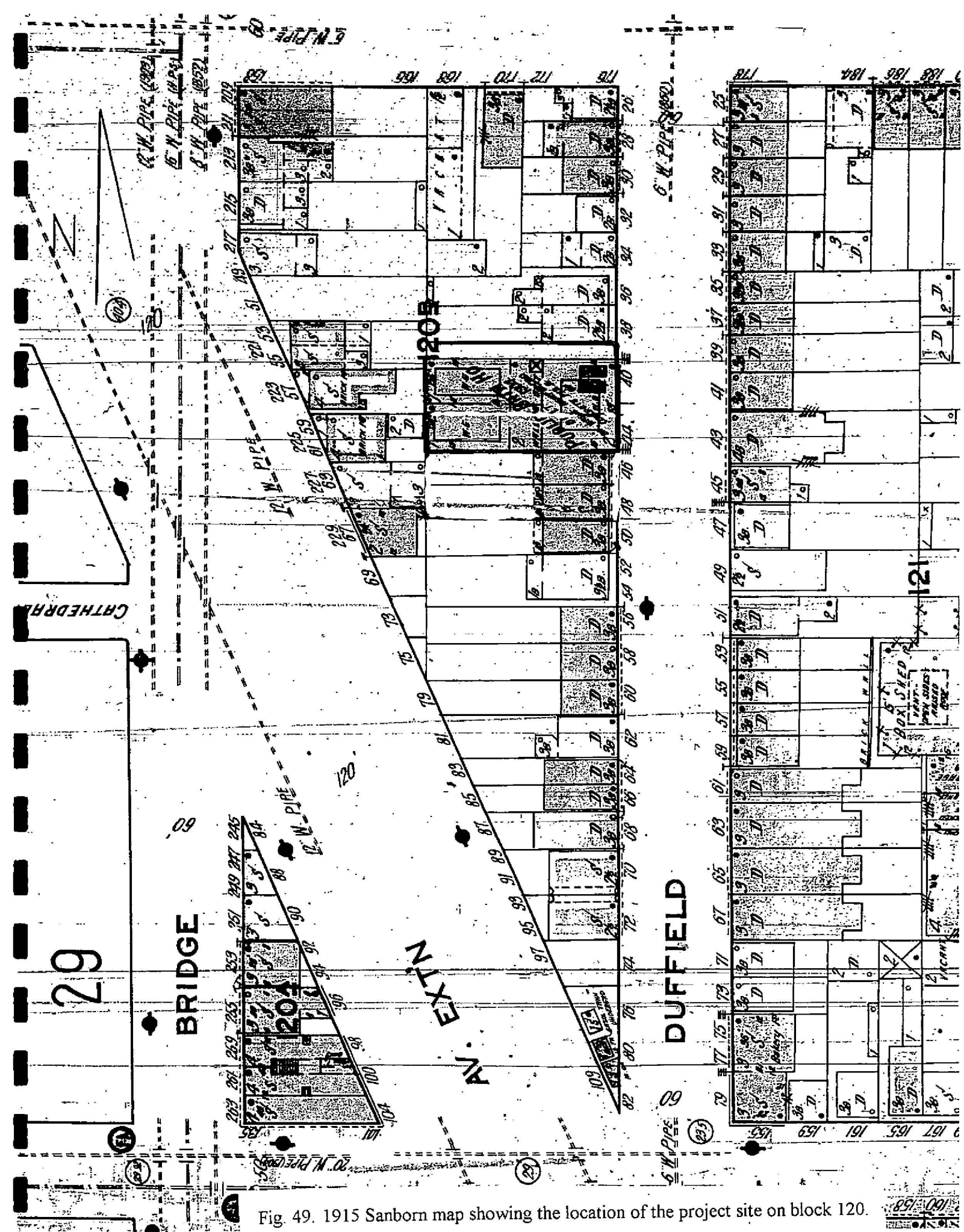


Fig. 49. 1915 Sanborn map showing the location of the project site on block 120.

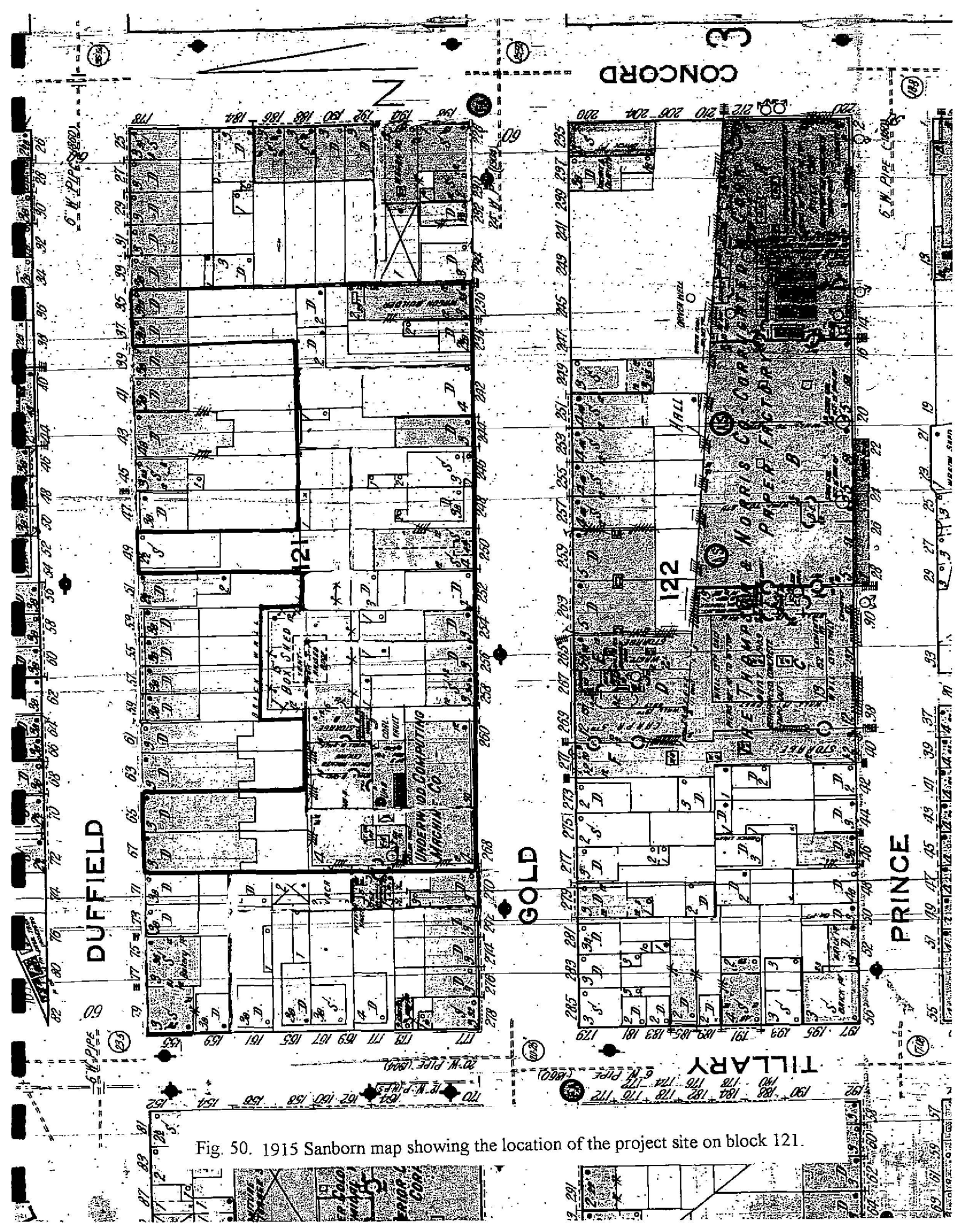


Fig. 50. 1915 Sanborn map showing the location of the project site on block 121.

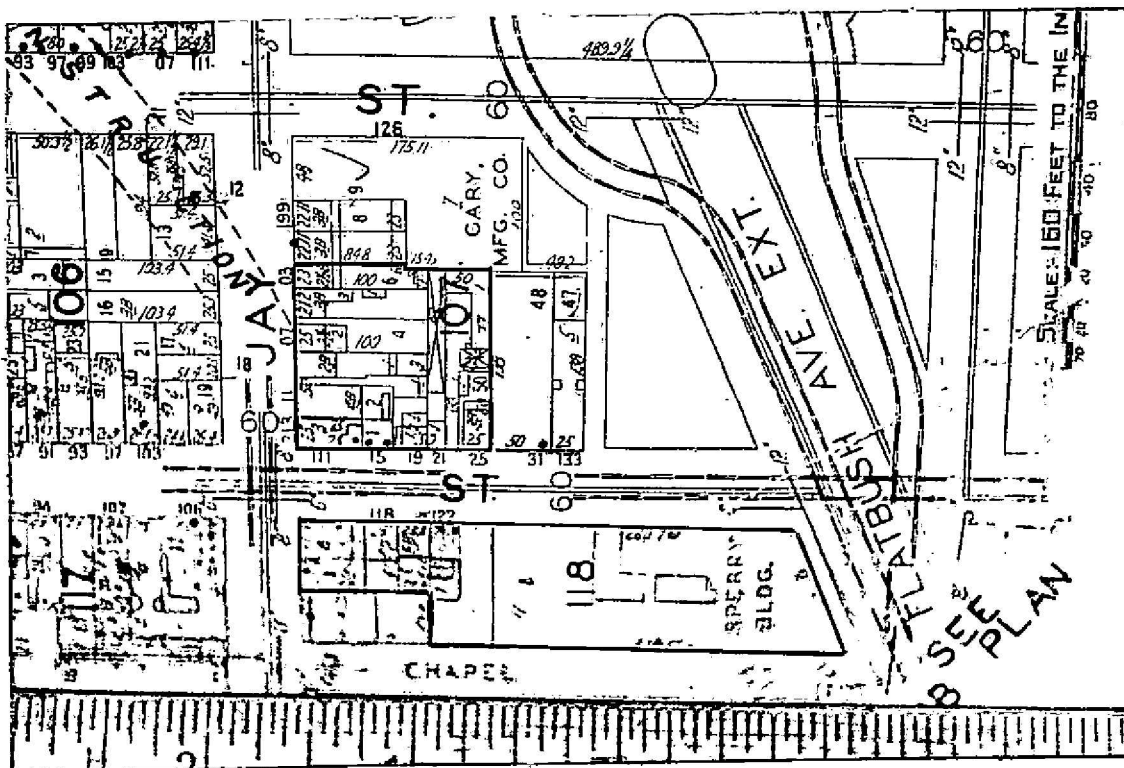


Fig. 51. 1929 Sanborn map showing the location of the project sites on blocks 107 and 118.

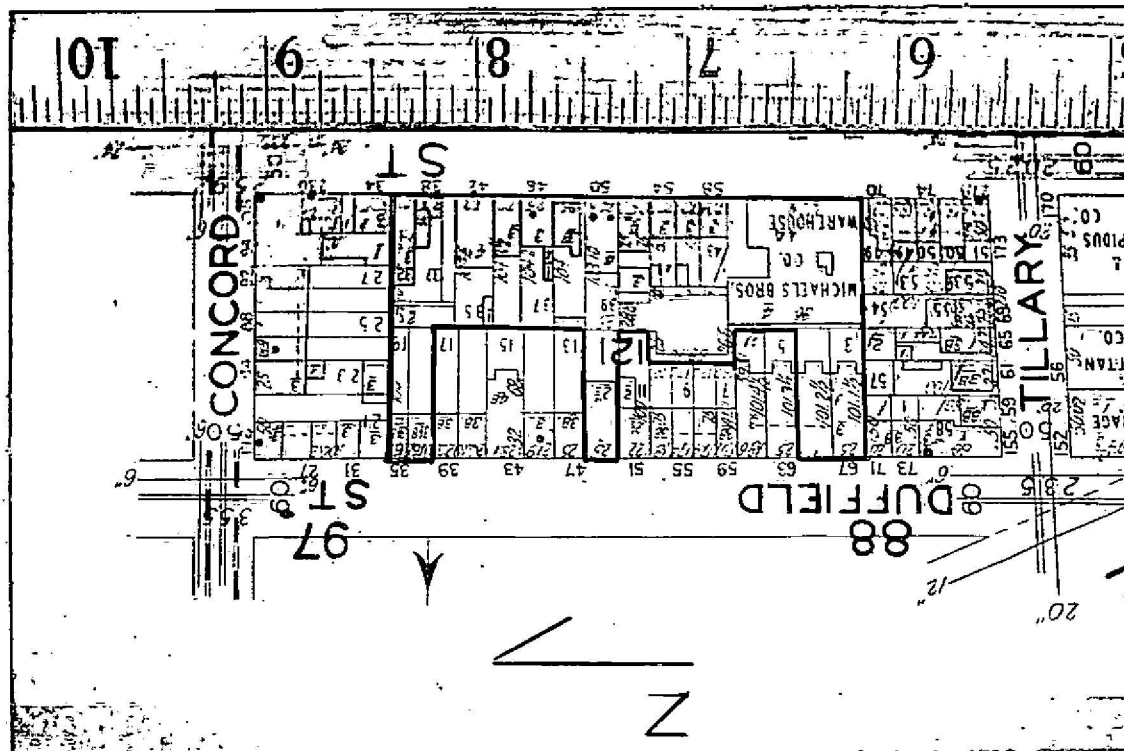


Fig. 52. 1929 Sanborn map showing the location of the project sites on block 121.

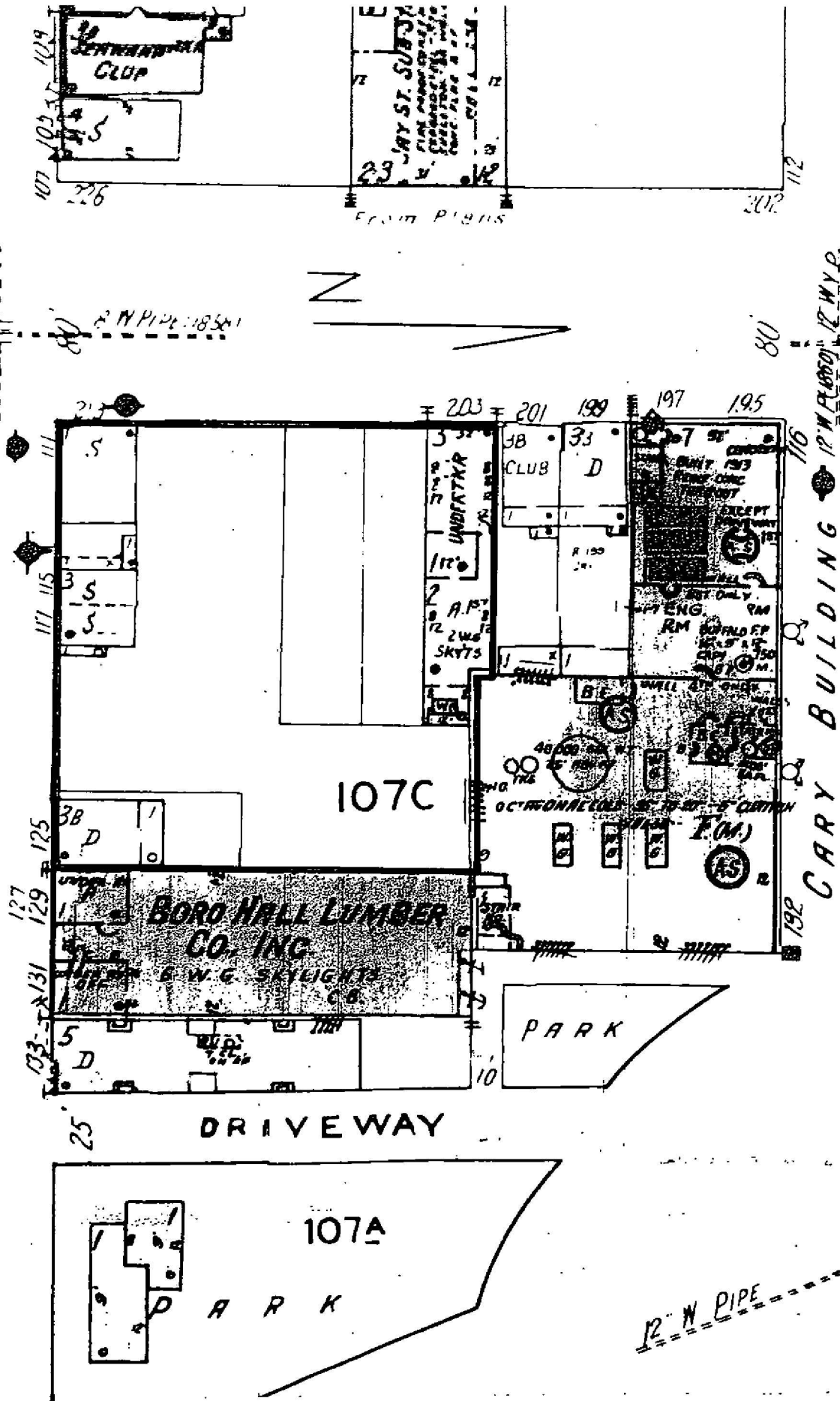
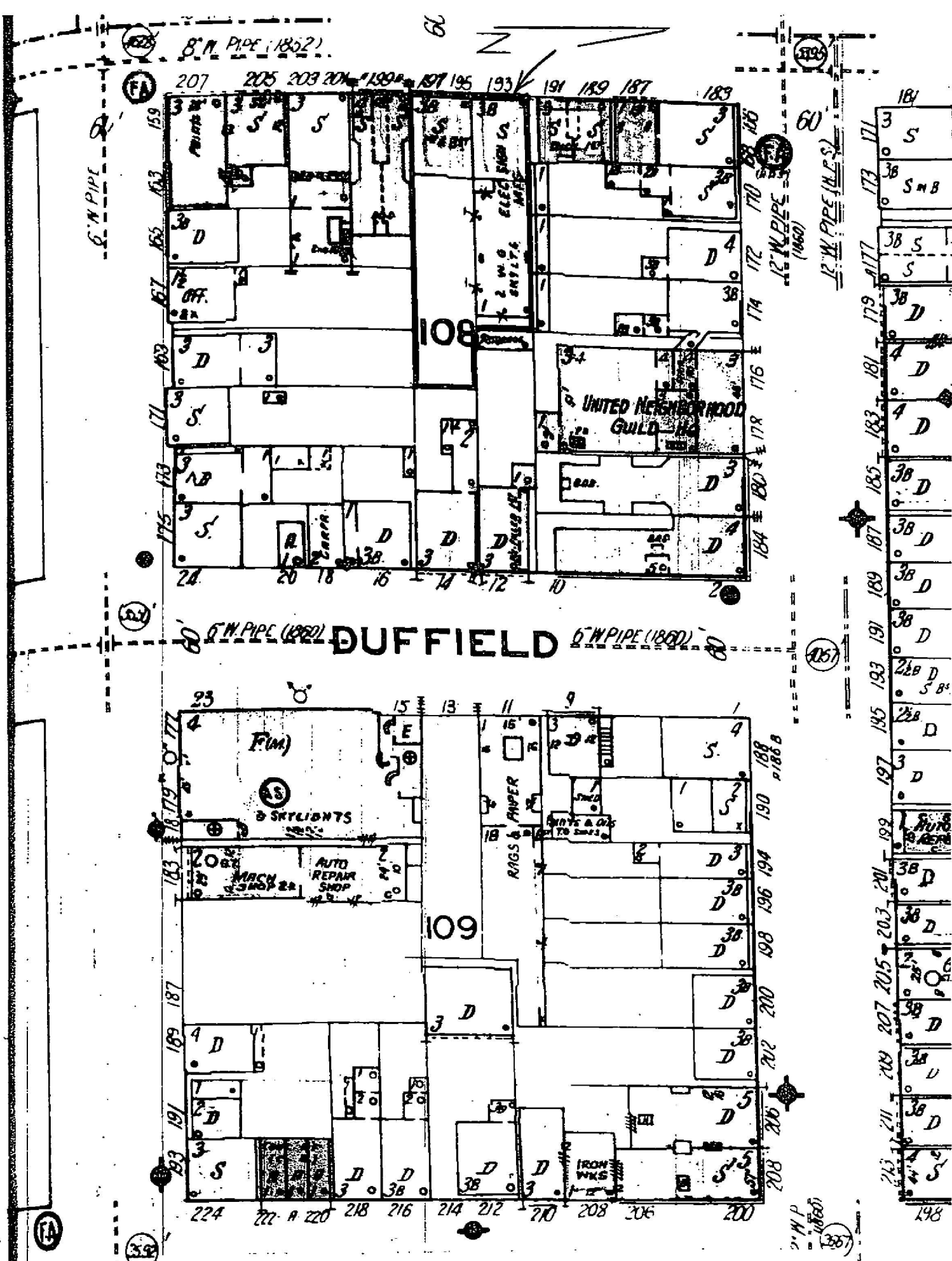


Fig. 53. 1939 Sanborn map showing the location of the project site on Block 107.

EXTN.



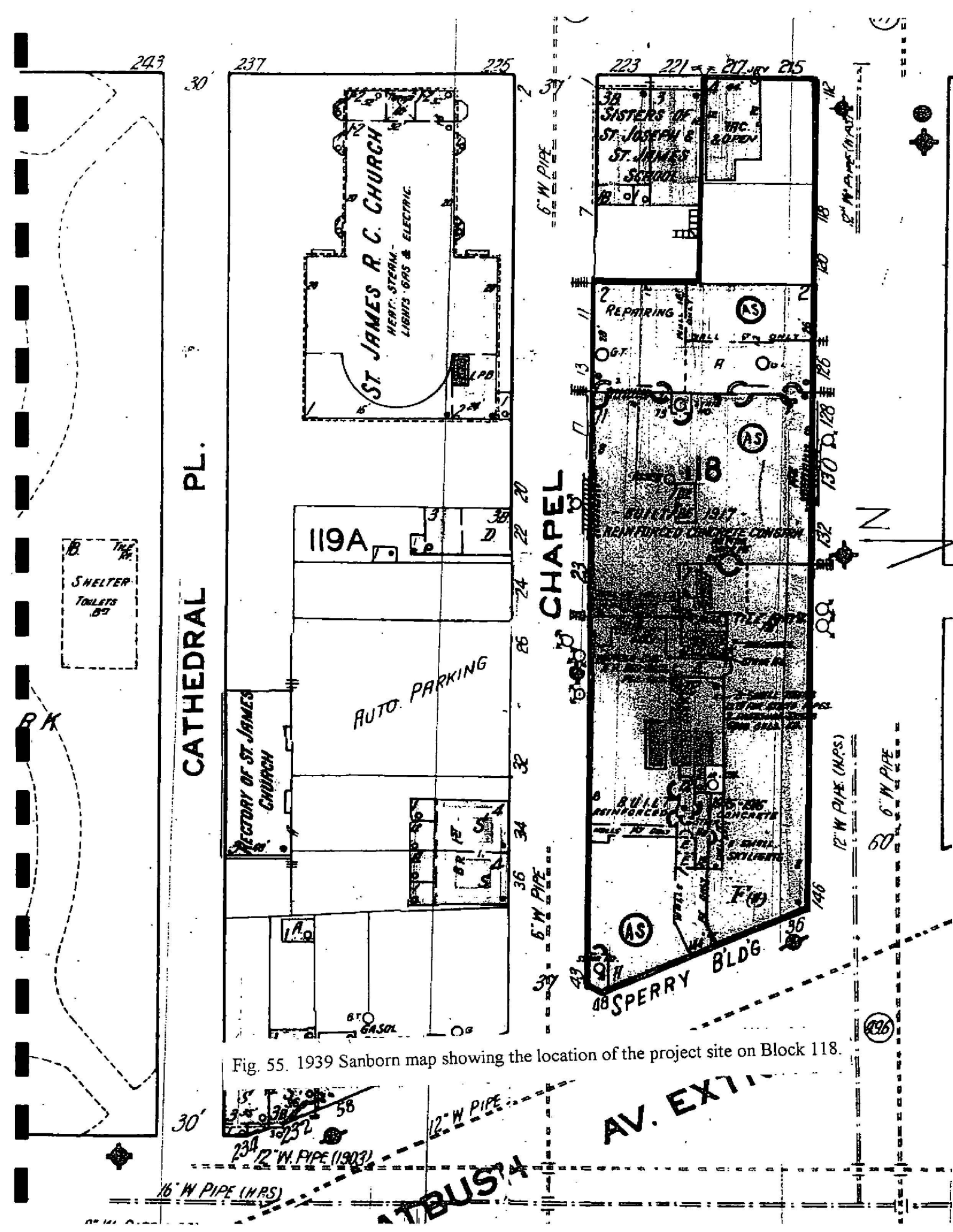
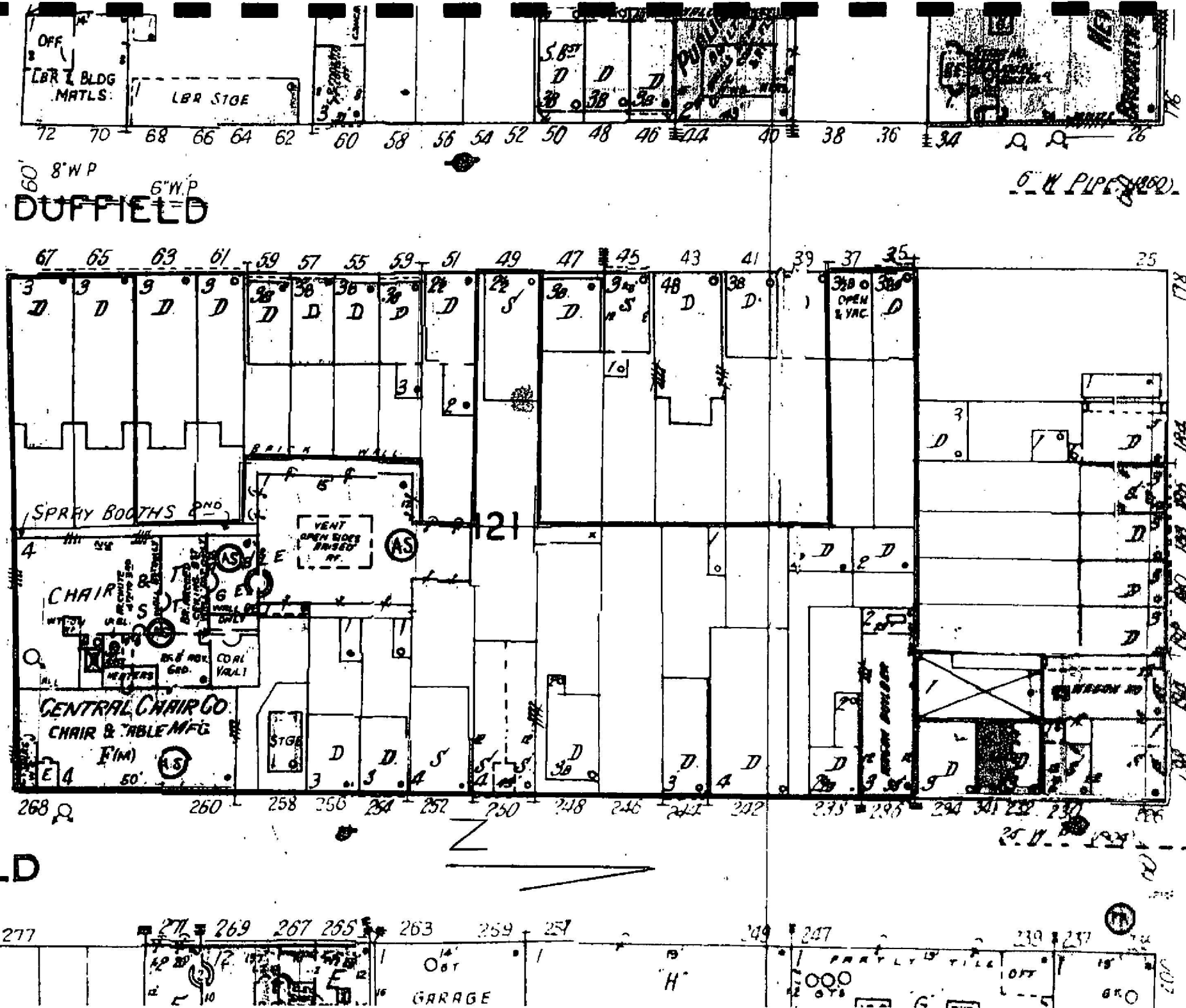


Fig. 56. 1939 Sanborn map showing the location of the project site on Block 121.

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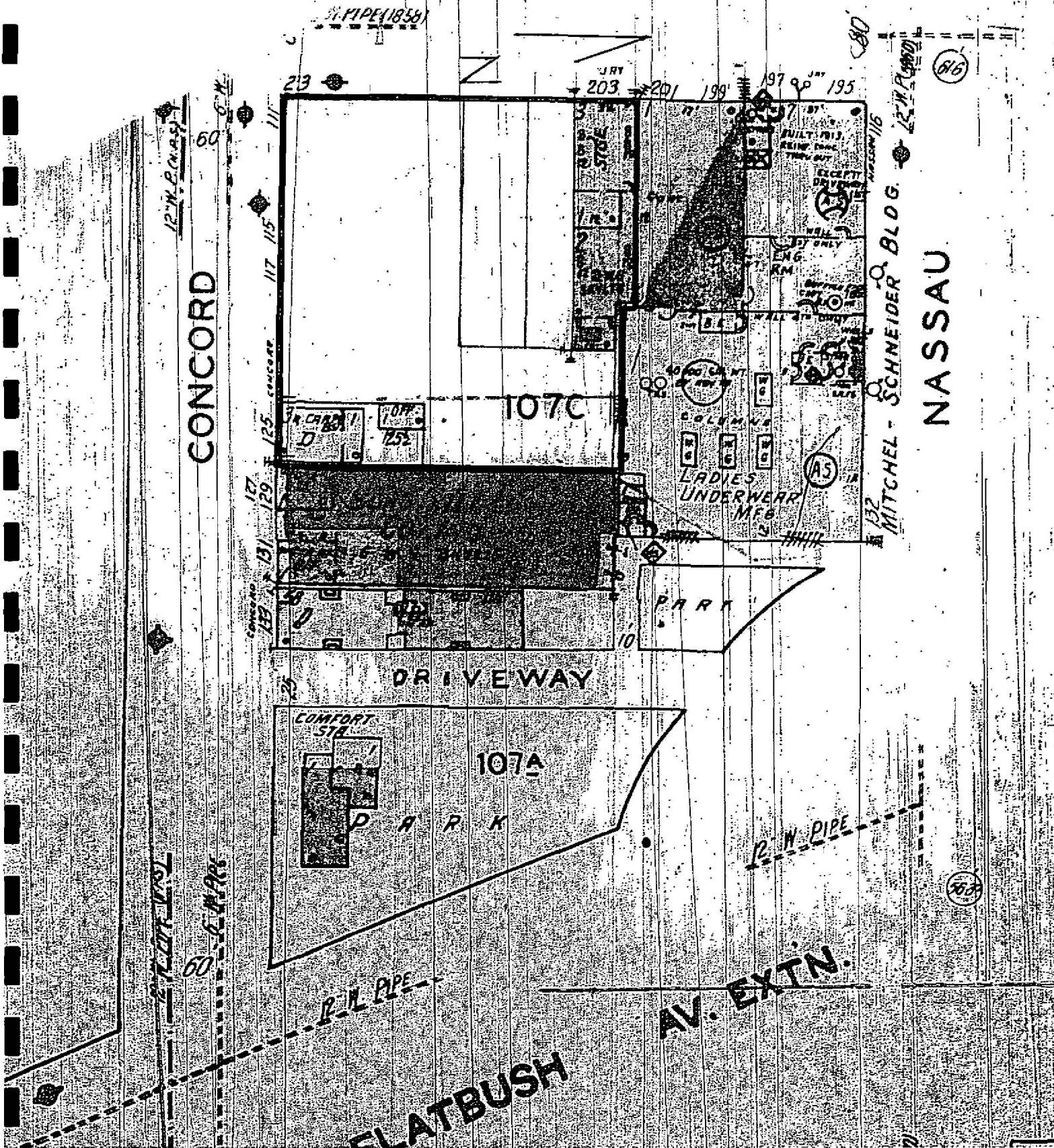


Fig. 57. 1951 Sanborn map showing the location of the project site on Block 107.

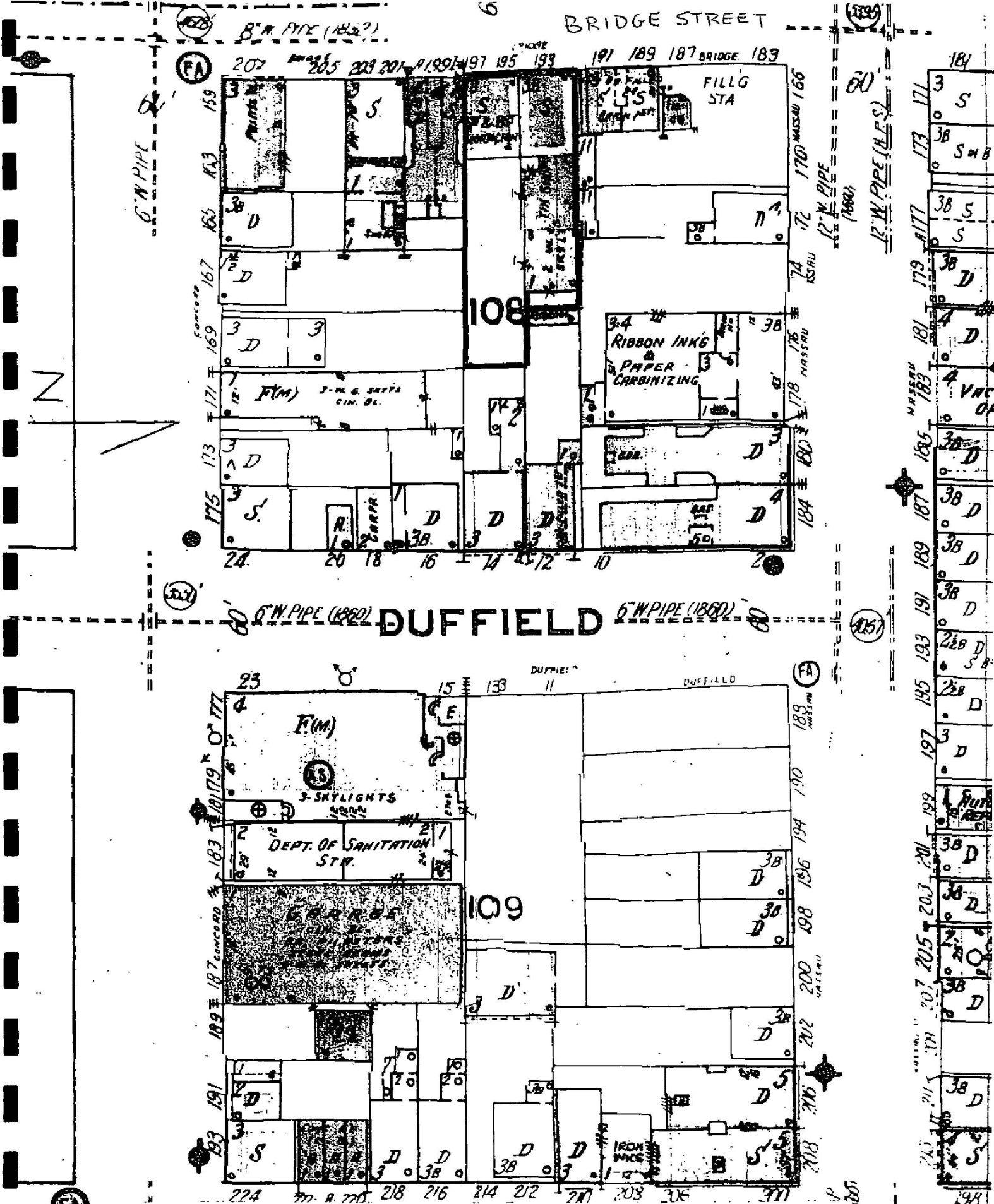
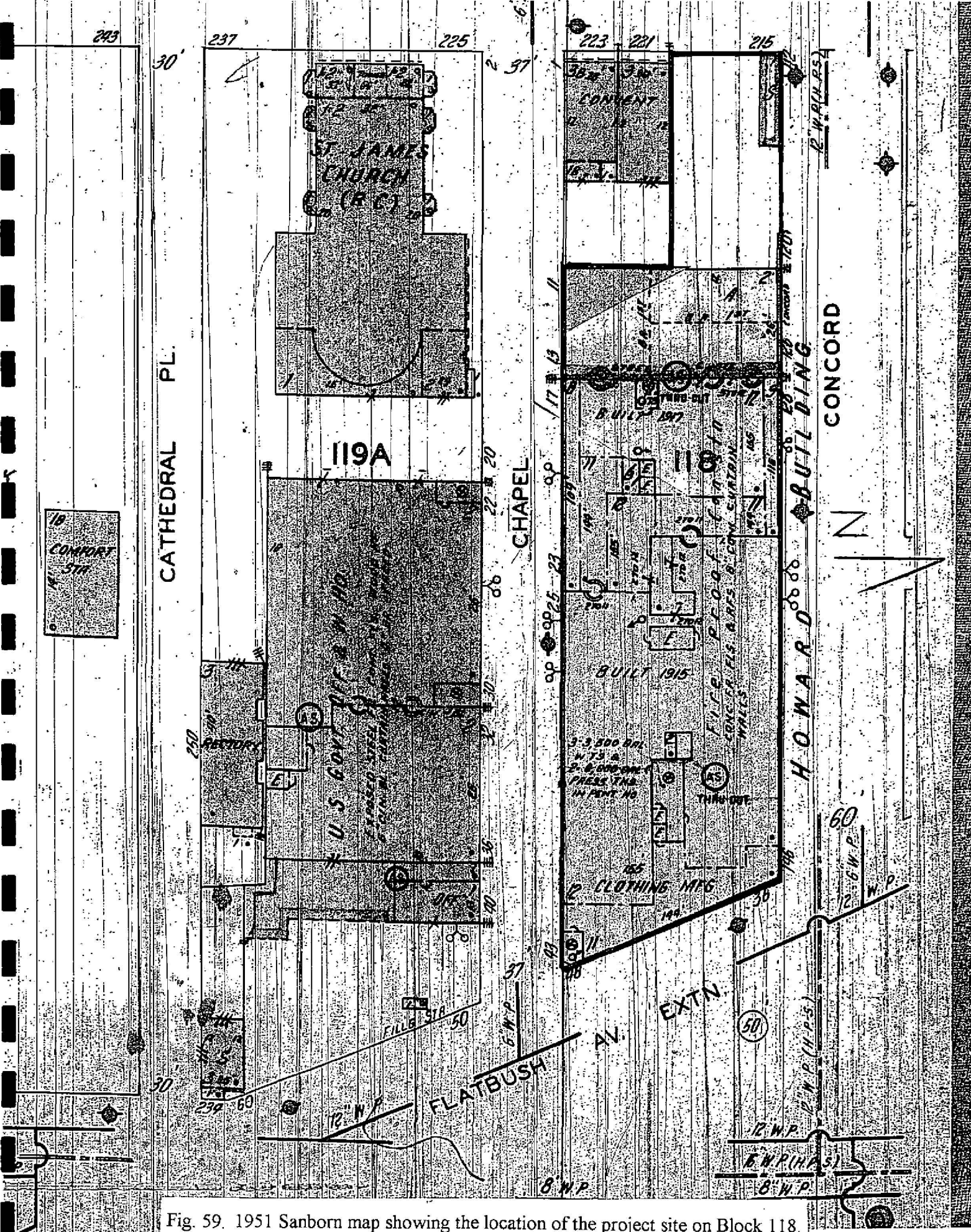


Fig. 58. 1951 Sanborn map showing the location of the project site on Block 108.



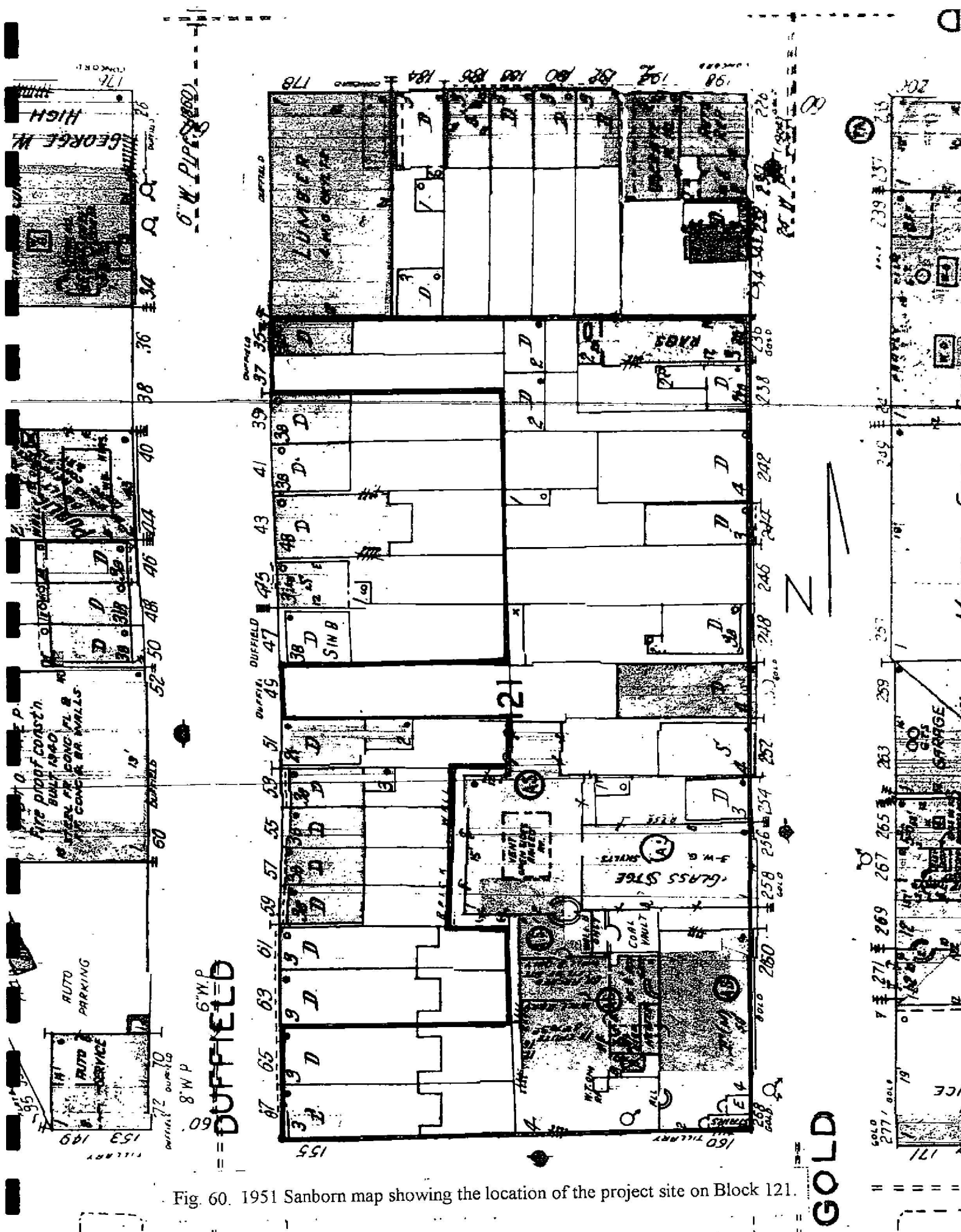


Fig. 60. 1951 Sanborn map showing the location of the project site on Block 121.

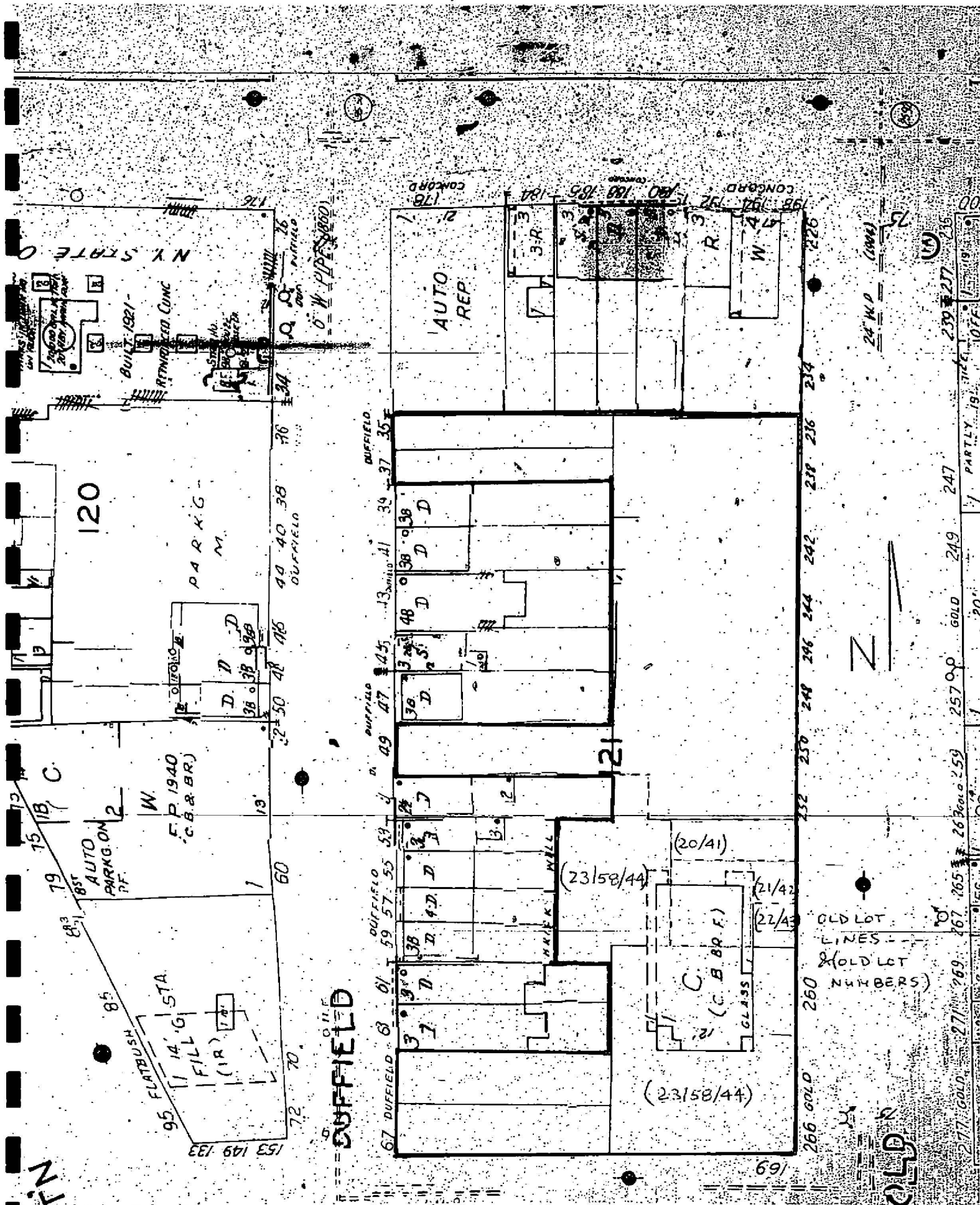


Fig. 61. 1989 Sanborn map showing the location of the project site on block 121.