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**STAGE 1A LITERATURE REVIEW &
SENSITIVITY ANALYSIS**

BLOCK 1735, LOT 24

**108-110 Walworth Street
Borough of Brooklyn
Kings County, New York**

Prepared For:

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ENVIRONMENTAL REVIEW

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LANDMARKS PRESERVATION
COMMISSION

Prepared By:

CITY/SCAPE: Cultural Resource Consultants
726 Carroll Street
Brooklyn, New York 11215

August 2001

148

**STAGE 1A LITERATURE REVIEW &
SENSITIVITY ANALYSIS
(Block 1735. Lot 24)**

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PART 1A: LITERATURE SEARCH AND REPORT ON ARCHAEOLOGICAL POTENTIAL

108-110 Walworth Street (Block 1735, Lot 24)
Borough of Brooklyn. Kings County, New York.

Affiliation: City/Scape: Cultural Resource Consultants
726 Carroll Street
Brooklyn, New York 11215
718-965-3860

Date: August 26, 2001

A. PROJECT INFORMATION

Permit Application:

Permit Number:

Permit Type:

Prepared by: Gail T. Guillet
City/Scape: Cultural Resource Consultants
726 Carroll Street, Brooklyn, NY 11215

Location of Proposed Action:

The proposed action is located on Block 1735, Lot 24, on the west side of Walworth Street between Myrtle Avenue and Park Avenue. (Map 1 & 2) This is a double lot measuring 50' by 100'. The current Sanborn Insurance Map identifies the area as an "Auto Repair" facility. (Map 3) Although there are various cars, trucks, dumpsters and other mechanical equipment located on the property, no structures of any kind are located on Lot 24, which is bounded on the Walworth Street side by cyclone fencing. (Photo 1-4) To the north Lot 24 is bounded by a 3-story structure (Photo 5) and to the south by Lot 26, a standard 25' lot. To the west Lot 24 backs up on a 1-story brick building. No trees or other significant vegetation occurs on the site.

At the present time, 108-110 Walworth Street is identified as Lot 24 but in the 19th century, before its consolidation, it was identified as Lot 23 and 24. (See Appendix A). The area surrounding the property is characterized by a combination of residential buildings dating to the second half of the 19th century, interspersed with light manufacturing, commercial enterprises and off-street parking. (Photo 9 & 10)

Special Conditions on Site

During the initial land survey for Block 1735 records on file with Kings County indicated that a portion of the block is crossed by an easement for City Tunnel No. 3, Stage 2. (See Fig. 1) As described in documents filed with the Supreme Court of the State of New York (Liber 1323, page 113), the proposed water tunnel would be located between 400 feet and 800 feet below Sandy Hook mean sea level and would extend in width between 50 feet to 211 feet. The elevation on Block 1735 is approximately 30 feet above mean sea level. The water tunnel would be located approximately 430 feet below the level of Walworth Street. The project sponsor does not anticipate that subsurface disturbance will extend below a maximum of 20 feet. The easement for the water tunnel will not, therefore, adversely impact the proposed project. With respect specifically to Lot 24 (formerly Lot 23 & 24) the easement for the proposed water tunnel does not cross either lot.

Description of Undertaking:

Although this particular report deals specifically with Lot 24 the applicant seeks authorization to construct housing on a property that encompasses 108-120 Walworth Street (current Lots 24 & 26-30). Each of these lots will be the subject of a report that is submitted under separate cover.

Estimated Size of Impact Area:

It is anticipated that the proposed project will impact the entire site, which measures approximately 175' by 100'.

Description of Impact:

The proposed project will not result in the demolition or significant physical alteration to any improvement. The sites are currently vacant lands.

B: ENVIRONMENTAL INFORMATION

Topography:

The project areas are located north of the Harbor Hill Moraine, which forms the spine of Long Island. In terms of the present-day topography. The sites are located in an urban setting. At the present time the site, which are enclosed by cyclone fences, is being used for parking and storage. The land surface is flat.

The elevation of Block 1735 in the vicinity of Lot 24 slopes gently northward, ranging from 26.91 feet above mean sea level at the corner of Myrtle Avenue and Walworth Street to 24.42 feet above mean sea level in front of 108 Walworth Street (part of combined Lot 24). An examination of historic maps suggests that Block 1735 was not subjected to large scale filling of the area over the last 100 years.

Geology:

In geological terms, the project areas are located in the Atlantic Coastal Plain physiographic province. It is presumed that between 1.5 and 65 million years ago the Long Island landmass was formed. Glaciers helped create much of Long Island's distinctive terrain, which consists of the Ronkonkoma Moraine and the Harbor Hill Moraine. The precise underlying geology of the project areas has not been identified, but would be consistent with the types of materials associated with the glacial terminal moraines running east and west along the spine of Long Island. These include unconsolidated gravel, sand and clay deposits.

At street level the soils would today be classified as urban soils, in the sense that the property has been disturbed, first by the construction of the dwellings in the mid-19th century and then by the demolition of these buildings.

Soils:

As with the geology, the underlying soils would be consistent with the types of materials associated with the glacial terminal moraines running east and west along the spine of Long Island. These include unconsolidated gravel, sand and clay deposits.

At street level the soils would today be classified as urban soils, in the sense that the soils have been disturbed, first by the construction of the structures that formerly stood on the site, and then by the demolition of those buildings. It is probable that much of the surface soil, at least on the forward portion of the lot is mixed with substantial amounts of rubble from the demolition. There is no substantial vegetation on the site.

Drainage:

Examination of historic maps and atlases indicates that the project area was not crossed by any streams or encompassed by any swamp or wetland areas. Historically, drainage would have been to the north where Wallabout Creek (draining into Wallabout Bay) was located. The extensive salt marshes associated with Wallabout Creek were located east of Walworth Street, extending east of Sandford Street (now Warshoff Street) and south of Myrtle Avenue. No part of this salt marsh extended into Block 1735.

Vegetation:

Visual inspection of the property did not reveal significant trees or other vegetation.

Forest Zone:

The project area lies within the Northern Hardwood Forest zone. Sugar maple, birch, beech and hemlock are the predominant trees in this type of forest. Visual inspection of the property did not reveal significant trees or other vegetation.

Man-Made Features and Alterations:

The site would have experienced a variety of disturbances:

- 1) those that may have been associated with farming activities during the 17th through the early 19th centuries;
- 2) disturbances associated with the construction of the 19th and early 20th century dwellings and/or multiple dwellings with stores on the ground floor and any outbuildings associated with these buildings;
- 3) disturbances associated with the demolition of the buildings and the construction of the fences to enclose the vacant lots, including Lot 24.

C: DOCUMENTARY RESEARCH

1. Site Files

a. New York State Office of Parks Recreation and Historic Preservation (OPRHP)

The project area is located within New York City. Information was, therefore, not obtained from OPRHP. However, copies of the OPRHP Site Maps (USGS Brooklyn Quad, 7.5 Minute Series) examined at the New York City Landmarks Preservation Commission (LPC) show no prehistoric or historic sites within the project area.

b. New York State Museum Archaeological Site Files

The project area is located within New York City. Information was not obtained from the New York State Museum Archaeological Site Files. However, information included in the New York State Museum Archaeological Site Files has been obtained for other projects, and the information is included in this report.

c. New York City Landmarks Preservation Commission

Prior to the involvement of the consultant, the Landmarks Preservation Commission had been consulted. The LPC response indicated that the project area might have the potential for the recovery of remains from 19th century occupation. There was no indication that the site was considered to contain prehistoric potential. LPC indicated that the project area did not possess architectural significance.

State Register

No structures located within the immediate vicinity of either of the project area are listed on the State Register. A visual inspection of the area surrounding the sites does not suggest that such buildings exist in the immediate vicinity of the project. It should be noted that the Commander's Quarters (referred to as Quarters A and listed on the National and State

Register of Historic Places on May 30, 1974) and the Rockwood Chocolate Factory Historic District (listed on the National and State Register of Historic Places on October 6, 1983) are located in the general vicinity of the project area. However, the Commander's Quarters is located on the southwest side of the Brooklyn Navy Yard, too far from the project area to be impacted by its development. There is a small historic district associated with the Rockwood Chocolate Factory, which is located on the west side of the Brooklyn-Queens Expressway, which effectively screens the Historic District from development on the east side of the highway.

National Register

No structures located within the vicinity of the project area are listed on the National Register. A visual inspection of the area does not suggest that such buildings exist in the immediate vicinity of either site. As noted above, the Commander's Quarters (referred to as Quarters A and listed on the National and State Register of Historic Places on May 30, 1974) and the Rockwood Chocolate Factory Historic District (listed on the National and State Register of Historic Places on October 6, 1983) are located in the general vicinity of the project area. The Commander's Quarters is located on the southwest side of the Brooklyn Navy Yard, too far from the project area to be impacted by its development, while the Brooklyn-Queens Expressway effectively screens development east of the highway from the Rockwood Chocolate Factory Historic District.

National Register eligible listing

No structures located within the vicinity of the project area are eligible for listing on the National Register. A visual inspection of the area does not suggest that such buildings exist in the immediate vicinity of the project.

State/National Register proposed

No structures located in the vicinity of the project area are proposed for the State/National Register.

2. REFERENCES

a. General Texts

(For complete bibliography see Appendix A)

- X Beauchamp, William
1900 *Aboriginal Occupation of New York*. New York State Museum Bulletin No. 32. Albany, NY.
- X Funk, Robert E.
1976 *Recent Contributions to Hudson Valley Prehistory*. New York State Museum Memoir 22. Albany, NY.

- X Parker, Arthur
1920 *The Archaeological History of New York*. New York State Museum
Bulletin. No. 237 and 238. Albany, NY.
- X Ritchie, William A.
1969 *The Archaeology of New York State*. Natural History Press: Garden City,

b. **Maps**
Those marked with "X" are included in report.

- Ryder
1670 *Map of Long Island*. New York Public Library, Map Division.

The 1670 Ryder map includes topographical features, such as the terminal moraine that extends west to east through the center of Brooklyn. A portion of this moraine is situated in the Brooklyn Botanical Garden. North of the moraine is the hamlet of Bedford, with Flatbush south of the moraine. These two 17th century hamlets were connected by the Bedford-Flatbush Road that passed between two morainal hills in Prospect Park (called Battle Pass for the clash between American and British troops that took place there in August 1776). Wallabout Bay is identified on the 1670 map, as is Bushwick Creek and Newtown Creek. The Wallabout Creek is not clearly delineated, but later maps indicate that it ran north of the project area, which would have been a short distance east of Wallabout Bay.

- Anonymous
1776-7 *Map showing the Original High and Low Grounds, Salt Marsh and Shorelines in the City of Brooklyn*. Prepared to accompany the report of the Board of Health, 1875-76. New York Public Library, Map Division.

- X Ratzel, Benjamin
1767 *Plan of the Town of Brooklyn and part of Long Island*. Prepared for British Army. Reproduced in Valentine's Manual. Scale: included on map. (Map 4)

Ratzel's map entitled *Plan of the City of New York in North America* includes the portion of Brooklyn where the project area is located. This map clearly locates Wallabout Creek, which permits us to locate the project area. The demarcation between the open farm fields suggests that in 1767 the area that includes Walworth Street was being used as pastureland.

- X Stoddard, John S.
1839 *Map of the City of Brooklyn. . . & also a Map of the Village of Williamsburgh*. J. H. Colton, New York. (Map 5)

The map of the City of Brooklyn includes the project area, which is located between Park and Myrtle Avenues. At the time the nearest development had taken place west of Franklin Avenue south of Flushing Avenue, where the block between

Flushing and Park is shown as containing structures. The nature of these structures is not identified. No development had taken place on Block 1735. Wallabout Creek extended eastward into this section of Brooklyn, but, according to this map and others, the main stream was north of Flushing Avenue and the extensive saltmarsh associated with the stream was east of Sandford (now Warshoff). It appears that at no time was Block 1735 other than fast land.

- X Survey of the Coast of the United States
1844 *Map of New-York Bay and Harbor and the Environs*. New York Public Library, Map Division. Scale: Reduced. (Map 6)

The U. S. Coastal map does not clearly indicate Wallabout Creek, but it does include Flushing Avenue. This allows us to locate the project area, which still appears to be pastureland. Although there are a number of dwellings and businesses located along Flushing Avenue, including a ropewalk, no structures were located within the area encompassing Block 1735.

- X Harrison, J. F. & W. H. Cundy
1850 *Map of the City of Brooklyn, showing the Streets as at present with existing buildings . . . also the Village of Williamsburgh*. M. Dripps, New York. Scale included on map. (Map 7)

The 1850 map includes details of structures located in the developed areas of what was then called East Brooklyn or the Eastern District. Development in the area was expanding but still sketchy, with some blocks quite fully developed and others containing only one or two structures. The nearest development to the project area was two blocks away, where the Baptist Church and several dwellings had been built between Skillman Street and Bedford Avenue near the intersection with Park Avenue. By 1850 Wallabout Creek had been channelized, appearing on the map as a canal running north of Flushing Avenue. River Street ran along the Wallabout Canal. No development had taken place on Block 1735.

- X Dripps, Mathew
1855 *Map of Kings and Part of Queens Counties, Long Island, New York*. M. Dripps, New York. Scale: 5.5 feet = 2 Miles. (Map 8)

This map does not include the individual structures (as did the 1850 map), but the crosshatched areas indicate blocks that had been developed. Portions of Block 1735 had been developed by 1855, but the lightness of the crosshatching suggests that there were lots on which buildings had not yet been built. Another map of the same date (Perris, Brooklyn, New York 1855) indicates that Block 1735 fell within the farm lot of the Nostrand family.

- Dripps, Mathew
1869 *Map of the City of Brooklyn, being formerly the cities of Brooklyn and*

Williamsburgh and the Town of Bushwick. Sheet 6. M. Dripps, New York. Scale: No scale shown. (Library of Congress Ward Maps, Microfiche 87-470)

This map does not include block, lot or house numbers; neither does it identify heights or size of buildings or construction materials. This map indicates that there are 7 lots encompassed by the project area, including Lot 24 (highlighted on Table 1). The block and lot numbers have changed in this part of Brooklyn, but on Walworth Street the house numbers have remained consistent throughout. In 1869 Lot 24 (identified on the Ward Map as Lot 223 & 24) was occupied by structures. The overall project area was developed as follows:

House Number	Ward No.	Current Tax Lot	Lot Condition
108 Walworth	23	Tax Lot 24	Dwelling
110 Walworth	24	Tax Lot (25)	Dwelling (or other)
112 Walworth	25	Tax Lot 26	Vacant
114 Walworth	26	Tax Lot 27	Vacant
116 Walworth	27	Tax Lot 28	Dwelling
118 Walworth	28	Tax Lot 29	Vacant
120 Walworth	29	Tax Lot 30	Dwelling

— Bromley, G. W. & Company.
 1880 *Atlas of the Entire City of Brooklyn*. G. W. Bromley & Company: Philadelphia, PA. Plate 7. Scale: 140 feet to the Inch.

X Robinson, E. and R. H. Pigeon
 1887 *Robinson's Atlas of the City of Brooklyn, New York*. E. Robinson, New York. Plate 73. Scale: 200 Feet to the Inch. (Map 9)

Block 1735 had been developed by 1886, with residential structures along the west side of Walworth Street. Several of the lots had additional dwelling units in the rear yard, but none of the lots encompassed by the project area had commercial uses associated with them. Lot 24 is, as noted above, a double lot. Lot 23 (108 Walworth) was occupied by a 2-story dwelling with a 1-story extension at the rear. This extension did not span the width of the house (25' wide), being approximately 12' wide. It was situated at the northwest corner of the house. At the rear of the lot there were two small structures that spanned the lot. To the north was a 1-story stable or shed. South of that was a second 1-story structure, the purpose of which

is not identified. It is likely that this is a privy. All of these structures are confined to within the 25' by 100' boundaries of Lot 23.

Although Lot 24 is shown as occupied on the 1869 map, the 1887 map indicates that there were no structures on the lot in that year. Based on the information contained in the Tax Assessment Records, which show that the tax for Lot 24 was \$400.00, it appears that Lot 24 was vacant.

— Bromley, George W. and Walter S.
1893 *Atlas of the City of Brooklyn, New York*. Plate 8. G. W. Bromley and Co., Philadelphia, PA. Scale: 200 Feet to the Inch.

The map indicates that there was a dwelling with a rear extension at the front of former Lot 23 (108 Walworth Street). The map indicates that there was only the structure in the northwest corner of the rear lot remained.

As in 1869, Lot 24 (110 Walworth Street) was still vacant. However, the assessment on the lot had been raised from \$400.00 to \$750.00, suggesting that some change had taken place. The 1893 map indicates that a 6" water main and a sewer served Walworth Street.

— Ullitz, Hugo
1898 *Atlas of the Brooklyn Borough of the City of New York*. Vol. 1. Plate 30. George W. Bromley, New York. Scale: 160 Feet to the Inch.

In 1898 the designation of the project area was Lot 23 & 24 (currently combined Lot 24). The new block number is included on this map (Block 1735), along with the earlier one (Block 89). This map indicates the main dwelling was located at the front of Lot 23. In 1893 a stable or shed building spanned the width of the rear lot. It had replaced the smaller stable shown on the 1887 map. A stable or shed that covered almost the entire rear lot now occupied Lot 24. It was situated in the southwest corner of the lot and did not connect with the stable located on Lot 23.

X Bromley, George W. and Walter S.
1905 *Atlas of the Borough of Brooklyn*. City of New York. Plate 55. Original scale: 200 feet to the Inch. (Map 10)

Lot 23 continued to be occupied by a 3-story frame dwelling that spanned the width of the lot. There was a 1-story rear extension on the northwest side of the house. By this date the footprint of the stable in the rear yard had been somewhat altered, with a small extension on the northeast corner.

Lot 24 had undergone additional development. The 1-story stable/shed had been enlarged and now spanned the rear lot line. East of this, aligned with the southern lot line, a narrow 1-story structure had been built.

— Bromley, George W. and Walter S.
1908 *Atlas of the Borough of Brooklyn, City of New York*. Vol. 1. Plate 8.
Scale: 200 feet to the Inch.

X Ullitz, Hugo
1912 *Atlas of the Borough of Brooklyn, City of New York*. Vol. 2. Plate 10.
Original scale: 100 feet to the Inch. (Map 11)

The 1912 map suggests that Lot 23 and Lot 24 had been combined, since the lot is shown as being 50' wide and the house address as 108 Walworth Street. The map includes some information concerning the construction materials of the dwelling on Lot 23, which is shown as a frame building on a field stone foundation. At the rear of the Lot 23 and Lot 24 the stable is shown as a single frame structure that spanned the entire rear lot line. The 1-story structure shown on the 1893 map appears to have been removed by 1912.

The map indicates that there was a 6" water main and an 18" sewer line in Walworth Street, which was now asphalt between Flushing and Myrtle Avenues. The Myrtle Avenue elevated line had been constructed. There was a station not far from the intersection of Walworth Street and Myrtle Avenue.

X Sanborn Insurance Map
1915 *Sanborn Insurance Map, Borough of Brooklyn, City of New York*. Vol. 3.
Plate 55. Original scale: 60 feet to the Inch. (Map 12)

The 1915 Sanborn Insurance Map suggests that the 192vmap may contain some errors, since the configuration of the buildings on this map are precisely the same as those seen on the 1905 map.

X Hyde, E. Belcher
1929 *Desk Atlas Borough of Brooklyn City of New York*. E. Belcher Hyde: New York, NY. Vol. 1. Plate 148. Scale: 160 Feet to the Inch. (Map 13)

In 1929 Lot 23 and Lot 24 are shown as Lot 24. The 2-story dwelling stood on former Lot 23, with a stable/shed building on the rear lot that was separate from the stable/shed at the rear lot line of former Lot 24. The 1-story structure at the southern lot line is shown.

The configuration of the structures on the lots remained the same through at least 1934.

X United States Geological Survey
1967 *Brooklyn, New York Quadrangle*. 7.5 Minute Series. Photorevised 1979.
Scale: 1:24,000. (Map 1)

X Hagstrom Map Company
1989 *Hagstrom's New York City 5 Boroughs Atlas*. Hagstrom Map Company:
Maspeth, NY. Scale: 1.75" = 3000 Feet. (Map 2)

X Sanborn Insurance Map Company
c.1995 *Sanborn Insurance Map of Borough of Brooklyn, including project area.*
agstrom's New York City 5 Boroughs Atlas. Sanborn Map Company. Original
scale: 60' = 1". (Map 3)

c. **Site Specific Texts**

Armbruster, Ernest L.
1942 *Brooklyn's Eastern District*. Brooklyn, NY.

Brooklyn Sewer Department
n.d. *Register of Sewer Connections*. Volumes 4-7 & 9. (Volume 8 is missing
but covers 1882-1886).

Smith, Carlyle S.
1950 *The Archaeology of Coastal New York*. American Museum of Natural
History: Anthropological Papers. v. 43. pt. 2.

Stiles, Henry R.
1867 *History of the City of Brooklyn*. W. W. Munsell and Company: Brooklyn,
NY.

3. **Previous Surveys in Vicinity of Project**

CITY/SCAPE: Cultural Resource Consultants
2001 *Stage 1B Archaeological Field Reconnaissance Survey & Stage 2 Data
Recovery. Block 2317. Lot 5-7 & 35-36. 103-117 Kent Avenue & 61-63 North 7th
Street. Borough of Brooklyn. Kings County, New York.* Prepared for AMF
Management Corporation.

2000 *Stage 1A Literature Review and Sensitivity Analysis for Block 2264. Lot
10, 65, 72 & 75. 248-252 Wallabout Street & 541-561 Flushing Avenue. Borough
of Brooklyn. Kings County, New York.*

1999 *Stage 1A Literature Review & Sensitivity Analysis. Block 1883. Lot 13-20
& 27. 45-59 Taaffe Place & 796 Kent Avenue. Borough of Brooklyn. Kings
County, New York.* Prepared for Sheldon Lobel, PC.

1999 *Stage 1B Archaeological Field Reconnaissance Survey. Block 1883. Lot
13-20 & 27. 45-59 Taaffe Place & 796 Kent Avenue. Borough of Brooklyn. Kings
County, New York.* Prepared for Sheldon Lobel, PC.

1999 *Stage 1A Literature Review and Sensitivity Analysis. Block 2260. Lot 26.
760-768 Kent Avenue. Borough of Brooklyn. Kings County, New York.*

1994 *Stage 1B Archaeological Field Reconnaissance. Caribe Village Site.
Williamsburgh. Borough of Brooklyn. Kings County, New York.*

Greenhouse Consultants, Inc.

1991 *Broadway Triangle Partnership Housing Project. Brooklyn, New York. Archaeological Testing Report. Blocks 1730 and 1732.*

1991a *Archaeological and Historical Sensitivity Evaluation of Caribe Village Development Project. Williamsburgh, Brooklyn, New York. CEQR 88-083K.*

1992 *Broadway Triangle Partnership Housing Project. Brooklyn, New York. Review of Archaeological Potential. Blocks 1721, 1722, 1726 and 1731.*

Historical Perspectives, Inc.

1991 *Taaffe Place Pumping Station and Park Avenue Force Main Archaeological Assessment. 91-162K. Prepared for Allee King Rosen & Fleming, Inc., NYC.*

TAMS Consultants, Inc.

1989a *Broadway Triangle Industrial Park (86-304K). Brooklyn, New York. Cultural Resource Study. Prepared for New York City Public Development Corporation.*

1989b *"Second Level" Documentary Study. Broadway Triangle Industrial Park. Brooklyn, New York. (CEQR #86-304K). Prepared for New York City Public Development Corporation.*

4. Sensitivity Assessment/Site Prediction

Prehistoric Sensitivity

Regional prehistory dates to the first human entry into the area approximately 12,000 years ago. This coincides with the retreat of the Wisconsin glacial advance. At this same time sea levels began to rise along the Atlantic coast inundating the continental shelf off Long Island and the Lower New York Bay. The precise timing of the retreat of the glacial ice and the rise in sea level is a matter of debate.

The dating of the earliest occupation of the northeastern United States is a matter of debate, with some researchers identifying sites along the East Coast that date to approximately 15,000 years ago, if not earlier. However, the first occupants that are generally accepted as inhabitants of the area are called Paleo-Indians by archaeologists. These people are identified by their distinctive lithic tradition of fluted projectile points. Later cultures occupying the area are broadly termed Archaic (9000 to 3000 BP) and Woodland (3000 BP to 1600 AD). Reliance on cultigens became an increasingly important part of cultural adaptations during the Woodland Period. Some scholars treat the period between the Late Archaic and the Woodland as a separate cultural period known as the Transitional Phase. The Transitional Phase has traditionally been characterized by the use of soapstone utensils, though, like many things in archaeology, this is now being debated, with some scholars suggesting that in some parts of the Eastern Woodlands ceramic vessels may have preceded soapstone vessels. The Woodland Period is identified in part by the use of pottery.

Four prehistoric archaeological sites are identified in the general vicinity of the project area. The first of these is located near Flatbush Avenue between 6th Avenue and Carlton Avenue (NYSM Site #3606), approximately 1.5 miles southwest of the project area. The other three sites are located in the vicinity of the Brooklyn Navy Yard, less than a half a mile west of the project area. (See Fig. 2)

Although prehistoric peoples would have ranged over all of Long Island, archaeological investigations indicate that habitation sites were situated in proximity to water sources such as tidal creeks, substantial streams, and wetland areas. Upland areas, away from water, would have been used for hunting. (Smith 1950: 101)

Although no fresh water flowed across the project area, an examination of early maps indicates that a stream (Wallabout Creek) and associated salt marshes were located immediately north and east of the site. The stream flowed just north of present day Flushing Avenue, while the salt marsh extending as far south as Stockton Street and as far west as Warshoff Street (then Stanford Street) just to the north of Myrtle Avenue. (See Map 5)

Based on the predictive model developed by the LPC, the juxtaposition of the site to the stream and salt marsh greatly increases the likelihood that prehistoric peoples may have utilized the project area. It is probable that several of the roads in the vicinity of the project area, particularly the historic "Road to Wallabout which follows the general line of Flushing Avenue in the vicinity of the project area corresponds with older Indian paths, and that prehistoric peoples passed this way on a regular basis going from the Wallabout area to the interior. Despite these facts, alterations to the land surface, combined with the construction (including excavation for basements) and subsequent demolition of the structures formerly located on the site, greatly decreases the probability of recovering significant, intact prehistoric cultural material from the project area. Based on the foregoing, it is not anticipated that the project area would yield prehistoric cultural resources. However, should an investigation be undertaken to examine the project area for historic cultural resources, the field archaeologist would, of course, examine the area to determine whether or not prehistoric remains were present.

Historic Sensitivity

The New York City Landmarks Preservation Commission communication identified the project areas as possessing the potential to yield archaeological evidence of 19th century occupation. This would be in the form of privies, cisterns and refuge pits located behind the houses that formerly stood on the lots. Historic research indicates that along Walworth Street connections were made to the sewer in the 1870's. (See Appendix B) Maps indicate that this area contained dwellings prior to the time that sewer was available, raising the potential for there to be privies associated with the project area. The specific potential of 108-110 Walworth Street (Lot 24) is outlined below.

Lot 24 (108-110 Walworth Street)

Map research indicates that in 1869 a 2-story dwelling occupied the northern half of Lot 24 (then identified on the Ward Map as Lot 23). (See Photo 6 & 7 for houses dating to same period) The lot was connected to the sewer in 1871 (Sewer Permit #33525.5). (See Appendix B) At the time both Lot 23 and Lot 24 (now combined Lot 24) were owned by Peter Devlin. (See Appendix B: Tax Assessment Records) He continued to appear as the owner of record until at least 1897. From an examination of the historic maps it appears that a structure had been built on Lot 23 (now part of combined Lot 24) prior to the connection to the sewer, suggesting the potential for former Lot 23 to contain a privy. The date when water was available in Walworth Street is not known, leaving open the question of the likelihood of encountering a cistern behind the dwelling. With respect to Lot 24 (the southern part of combined Lot 24), it appears that no structures requiring sewer or water connections were located there. On Lot 24 we might anticipate that sheet middens or other refuse areas could be present.

Building Department Records for 108-110 Walworth Street

No records for 108-110 Walworth Street were found at the Building Department.

It is not known when the building on Lot 24 was demolished, but it is likely that it resembled one of several early buildings still located on the west side of Walworth Street. (Photo 6 & 7) The first is a flat roofed building that may have initially housed one family, but by the early 20th century housed two to four families. (Photo 6) Several of the structures located within the project area are described in Building Department records as having flat roofs. Some were 2-story as is the example in Photo 6, but others were 3-story structures. The second example (See Photo 7) is a gable-roofed house. Based on the overall appearance of this building, it most likely dates to the mid-19th century, as opposed to the 1870's. The building located at 122 Walworth Street is an example of a "new law," as opposed to an "old law" tenement. (Photo 8)

5. RECOMMENDATIONS

Prehistoric Sensitivity

Based on the environmental models promulgated by the New York City Landmarks Preservation Commission and the New York State Museum Archaeological Site Files, the project area would be considered to have a high potential to yield prehistoric cultural material. As noted, Wallabout Creek and its associated salt marshes were located immediately north and east of the project area – both of which substantially increase the prehistoric potential. Based on a comparison on historic and current elevations in the immediate area, it does not appear that the substantial grading has taken place on the site. Such grading might have protected subsurface prehistoric resources, increasing the potential for recovery. In the absence of substantial fill on the site, it is most likely that episodes of

building in the 19th century, and subsequent demolition of the structures have removed the potential of the site to yield significant, intact prehistoric cultural resources.

Historic Sensitivity

Based on documentary research, including an examination of Sensitivity Maps for the Borough of Brooklyn at the LPC and an examination of historic maps and atlases of the area, it is concluded that the project area does not contain the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries. The map examined at the LPC indicated that the project area lay outside the developed areas and would have been farmland. Eighteenth and early 19th century maps indicate that the area was probably pastureland.

With respect to the potential for 19th century cultural remains, it is concluded that development in Block 1735 may have taken place as early as 1855, before water or sewer was available in this portion of Brooklyn (then called East Brooklyn). Water was available in the neighborhood earlier than the sewer. Sewers were being installed between Flushing and Park Avenues by 1867-68 (Armbruster, 1942). The fact that sewer permits were being given for buildings along Walworth Street beginning in 1871 indicates that the sewer had been installed in the same time period. The presence of water mains is assumed, since without them the sewer mains would not function.

The map research indicates that buildings had been constructed on several of the lots on Walworth Street by 1855 and, more specifically, on Lot 24 by 1869, two years before a sewer permit was obtained for 108 Walworth Street. There were a number of businesses on Block 1735, particularly on Myrtle and Park Avenues; however, the majority of the block was filled with residential development. The residential development seen in this area was related to the development of the Brooklyn Navy Yard and the businesses that supplied it. At the time that East Brooklyn was being populated the area had a high percentage of families with Irish surnames – Devlin, Sullivan, Coglin, etc.

The research indicates that, while Lot 23 (now combined with Lot 24) was connected to the sewer in 1871, no structures requiring connection to the sewer were located on what was then referred to as Lot 24. It appears that the dwelling located on former Lot 23 had been built at least two years before the connection to the sewer, indicating that there may be a privy on the property. The potential for a cistern is also considered likely. It is, therefore, concluded that the potential for intact archaeological deposits in the form of features such as cisterns and privies or sheet middens exists on the northern portion of Lot 24 (formerly Lot 23). It is less likely that any such structures occur on Lot 24. The recovery of the materials from features on Lot 23, should they exist, could contribute to information important to local history and increase our understanding of the development of this early and important area of Brooklyn.

End of Part 1A

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APPENDICES

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Connection Dates

Appendix C: Photographs

APPENDIX A

MAPS & FIGURES

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- Map 1 Location Map. USGS Brooklyn Quadrangle. 7.5 Minute Series. Taken 1967. Revised 1979. Scale: 1:24,000.
- Map 2 Area Map (derived from Hagstrom's *New York City 5 Borough Atlas*. Map 19)
- Map 3 1995 Sanborn Insurance Map including Project Area. Original scale: 60' = 1".
- Map 4 Detail from Bernard Ratzer's *Plan of the City of New York in North America including Town of Brooklyn and part of Long Island, 1766-67*. Prepared for the British Army.
- Map 5 Detail of John Stoddard's 1839 *Map of the City of Brooklyn*. . . including project area. Published by J. H. Colton. Enlarged, no scale.
- Map 6 1844 Survey of Coast of the United States *Map of New-York Bay and Harbor and the Environs*. Scale: reduced.
- Map 7 Detail of 1850 Dripp's *Map of the City of Brooklyn, L.I.*. . . including project area. Scale: included on map.
- Map 8 1855 Dripp's *Map of Kings and Part of Queens Counties, Long Island, New York*. . . including project area. Scale: 5.5" = 2 Miles.
- Map 9 1887 Robinson & Pidgeon's *Atlas of the City of Brooklyn*, including project area. Plate 73. Scale: 200' = 1".
- Map 10 1904 Bromley's *Atlas of the Borough of Brooklyn*, including project area. Plate 55. Original scale: 200' = 1".
- Map 11: 1912 *Atlas of the Borough of Brooklyn, City of New York* including project area. Vol. 2. Plate 10. Original scale: 100' = 1".
- Map 12: 1915 Sanborn Insurance Map for *Borough of Brooklyn, City of New York* including project area. Vol. 3. Plate 55. Original scale: 60' = 1".
- Map 13: 1929 E. Belcher Hyde's *Desk Atlas' Borough of Brooklyn, City of New York*. Vol. 1. Plate 148. Scale: 160' = 1".

Figure

- Fig. 1: Architectural Survey of Block 1735, Lot 24, 25-30 showing "Permanent Water Tunnel Easement". Prepared by Boro Land Surveying, P.C. Dated April 7, 2000. Original scale: 1" = 20'.
- Fig. 2: Archaeological Sites in Vicinity of Project Area. Taken from USGS Topo. 7.5 Minute Series. New York-Brooklyn Quad. Scale: 1:24,000.

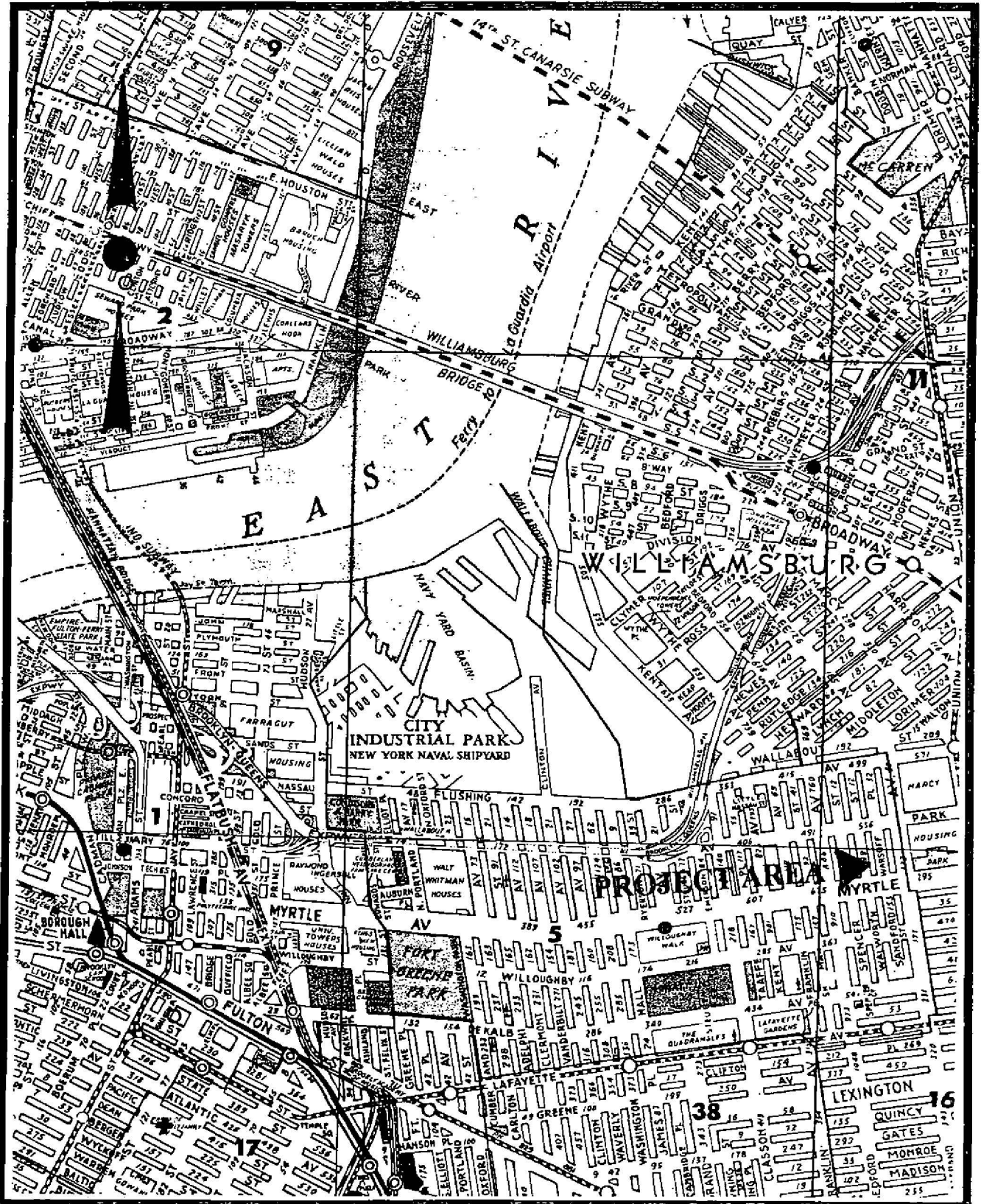
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York

Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.

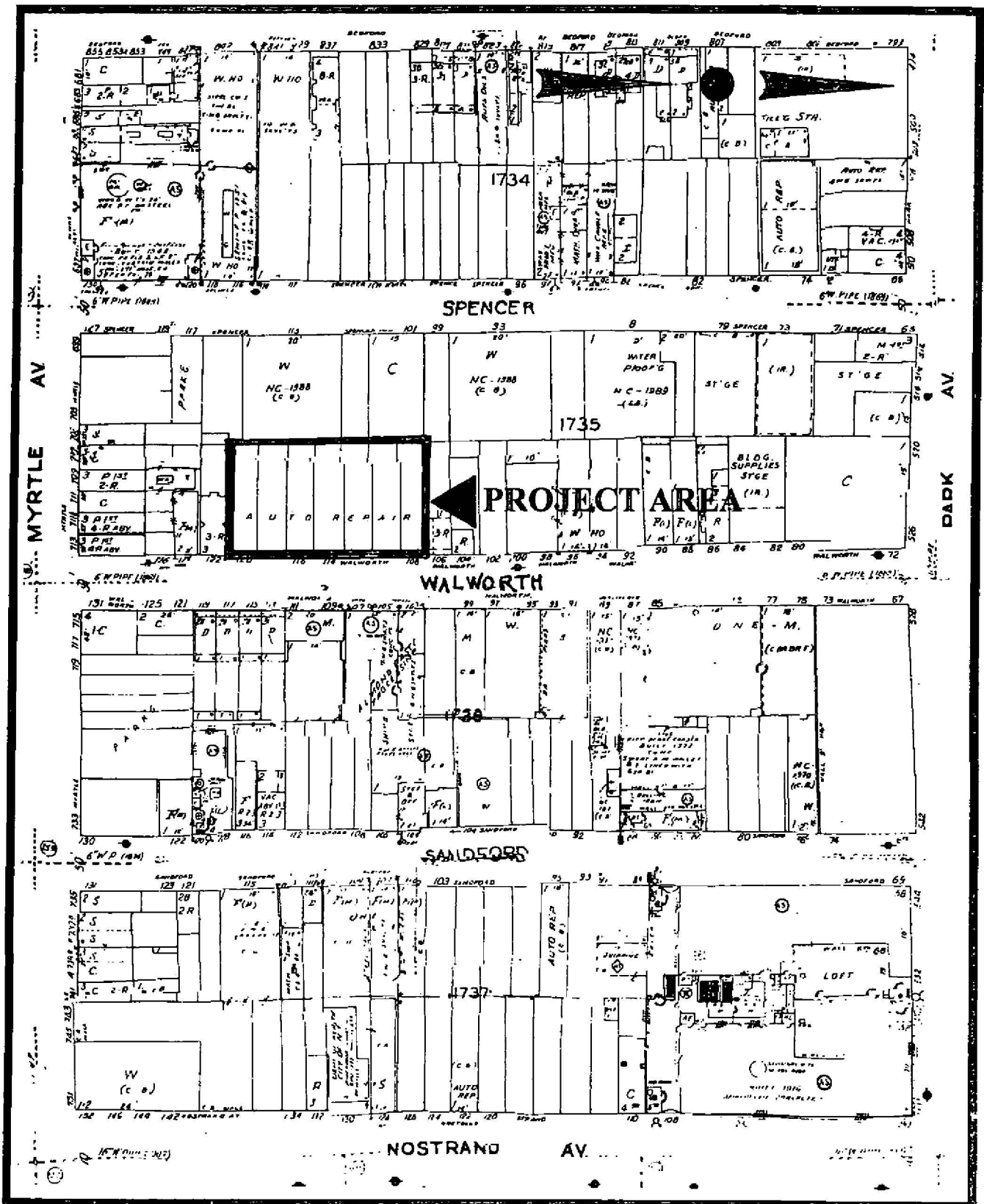
Map 1: USGS Topo. Brooklyn Quad. 7.5 Minute Series. Scale: 1:24,000



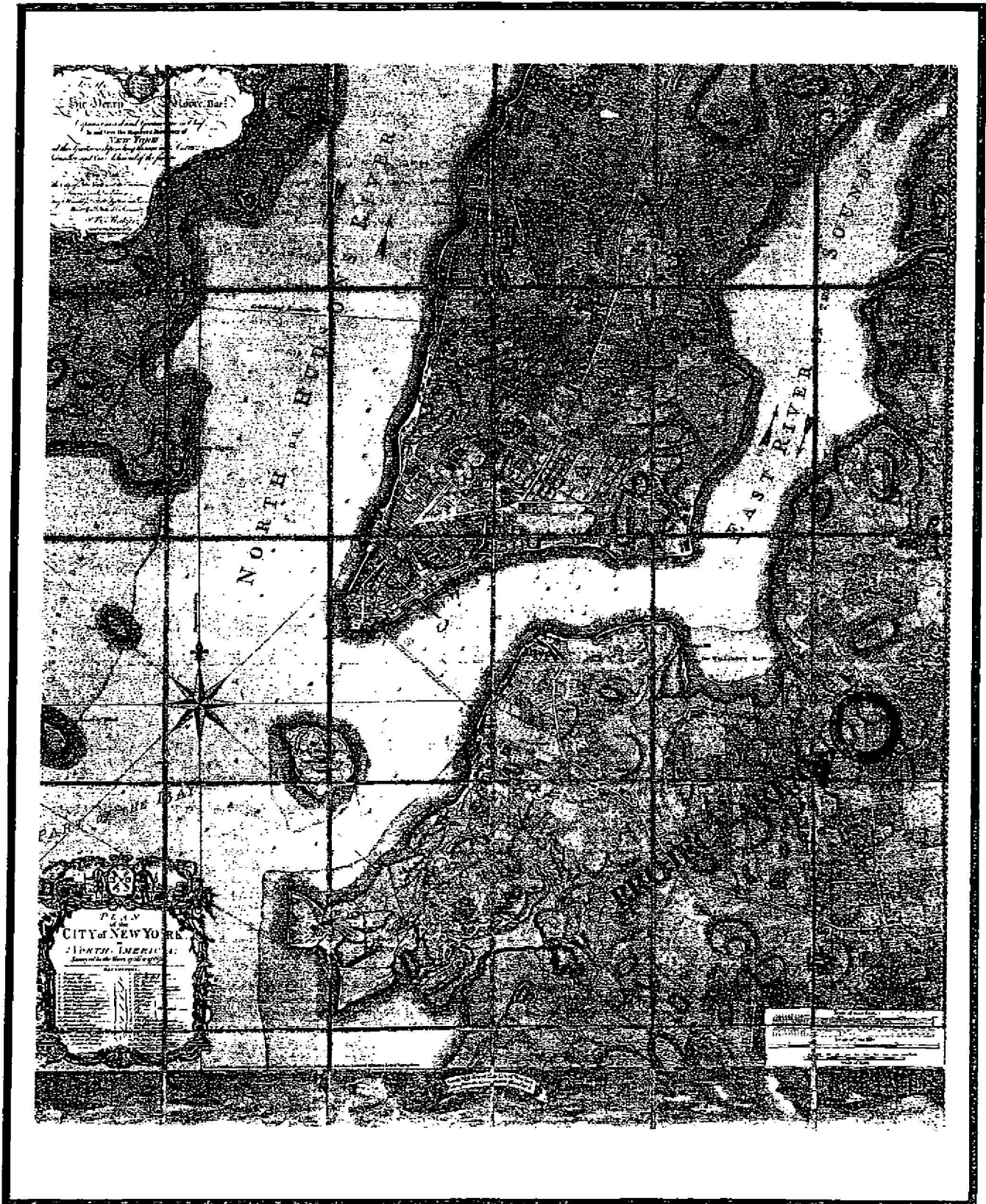
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn, Kings County, New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 2: Area Map (derived from Hagstrom's *New York City 5 Borough Atlas*, Plate 19) Approx. scale: 1" = 3 Miles



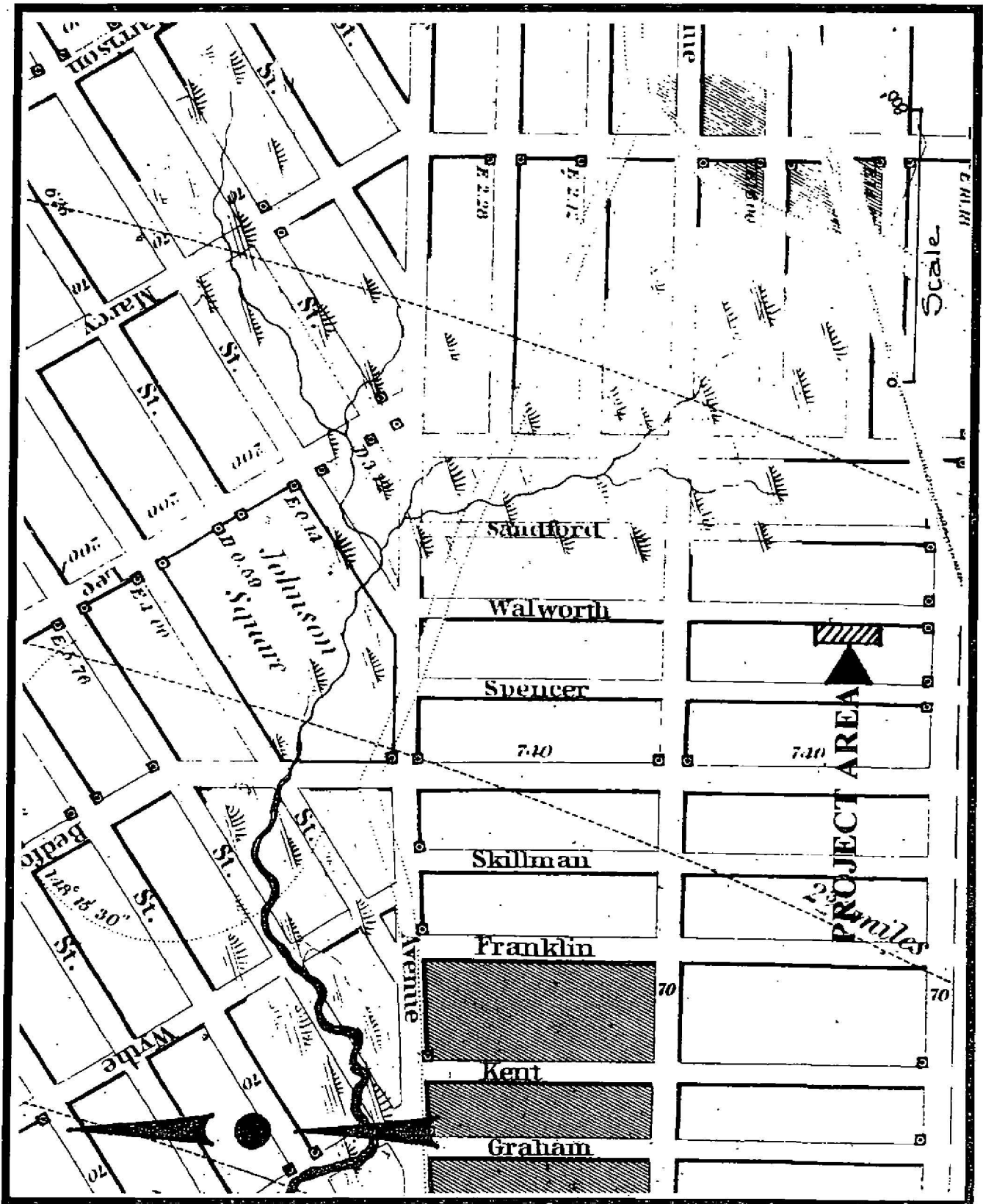
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York
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 Map 3: 1995 Sanborn Insurance Map of Block 1735. Scale: 60' = 1 Inch.



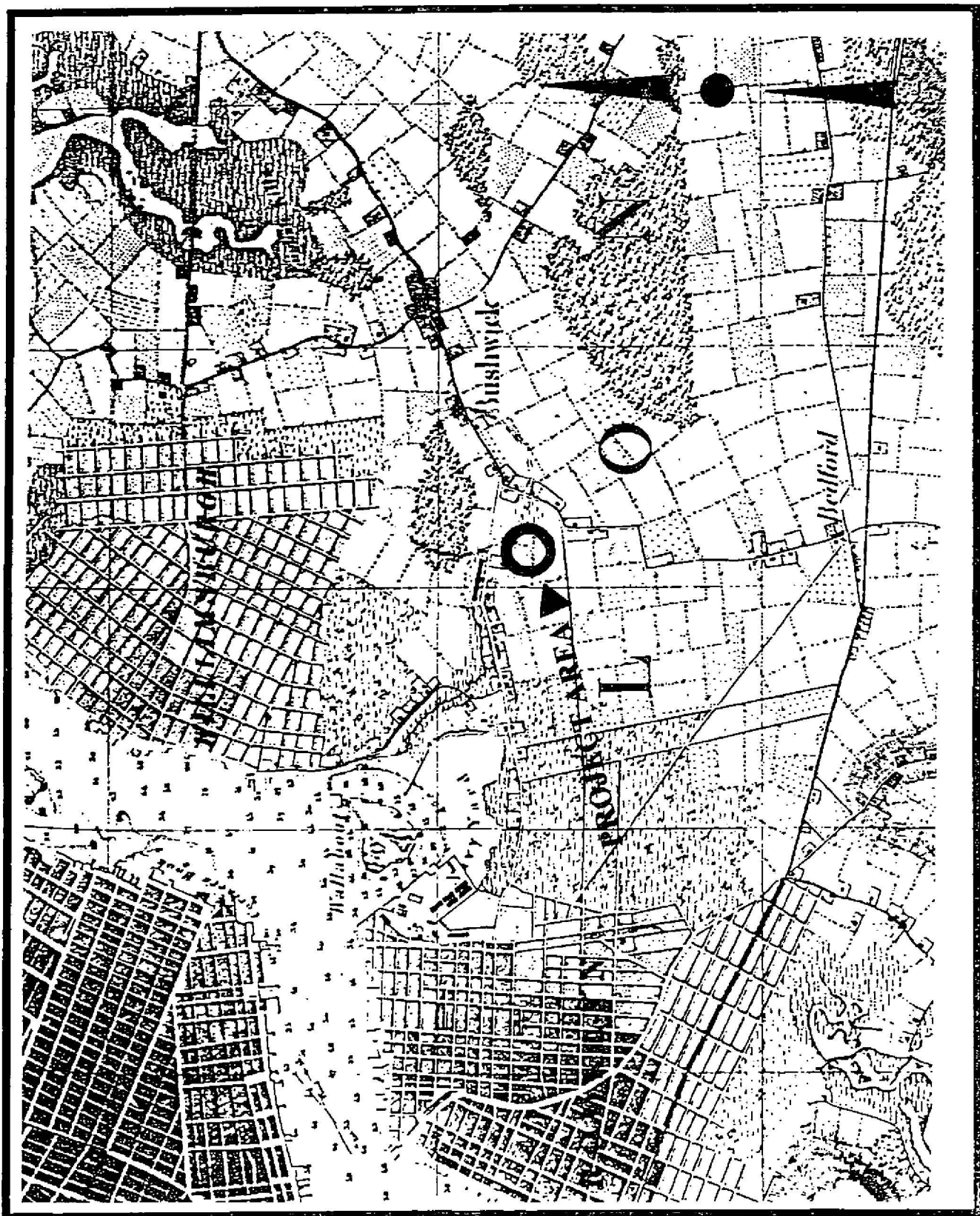
Block 1735. Lot 24 & 26-30. 108-120 Waiworth Street. Borough of Brooklyn. Kings County, New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 4: Ratzler's 1766-67 Plan of the City of New York . . . including Town of Brooklyn. Scale included on map.



Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 5: Stoddard's 1839 Map of the City of Brooklyn including Project Area. Scale: Enlarged, no scale.



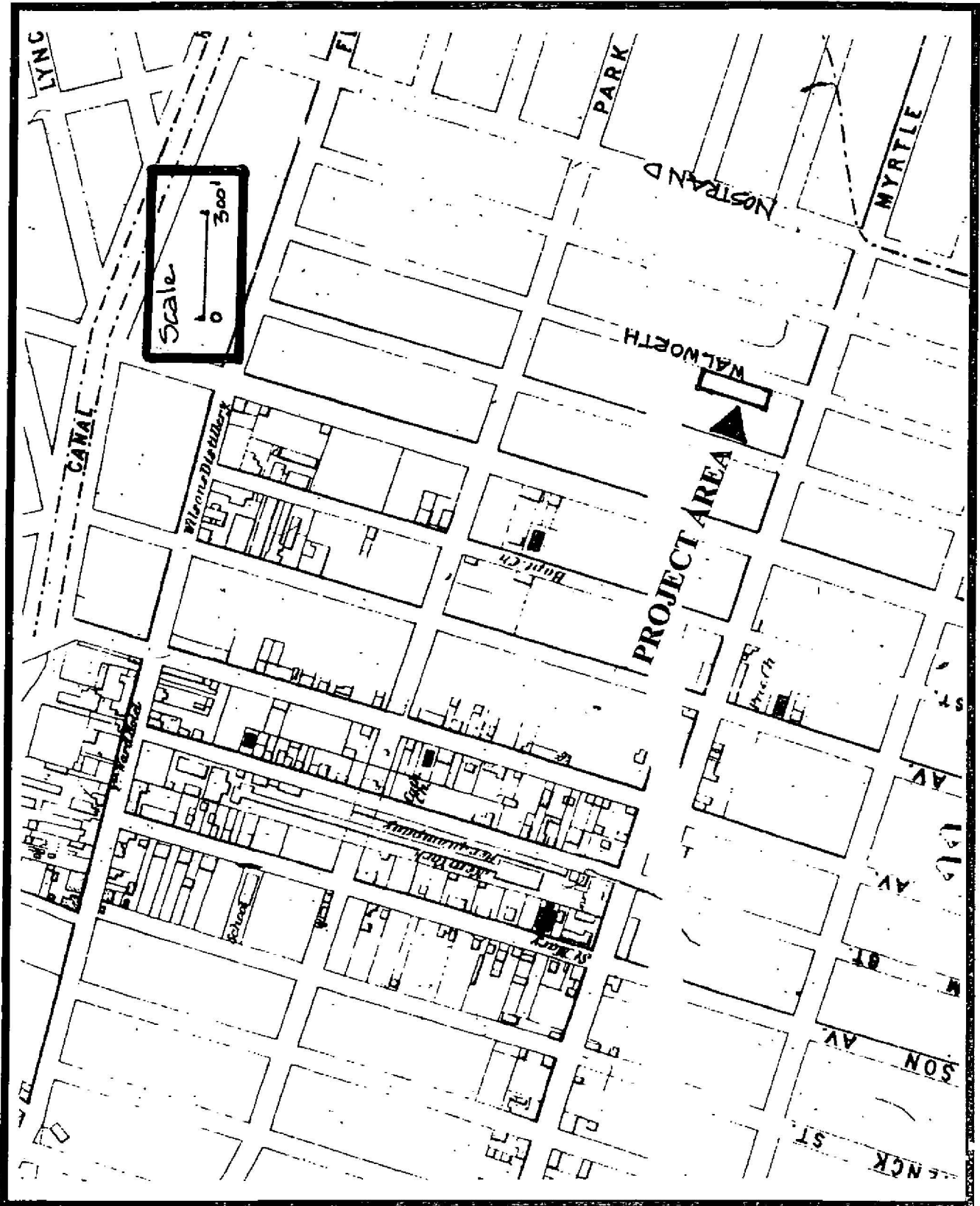
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 6: 1844 Survey of the Coast of the United States. *Map of New-York Bay and Harbor.* . . . Scale: Reduced, no scale.



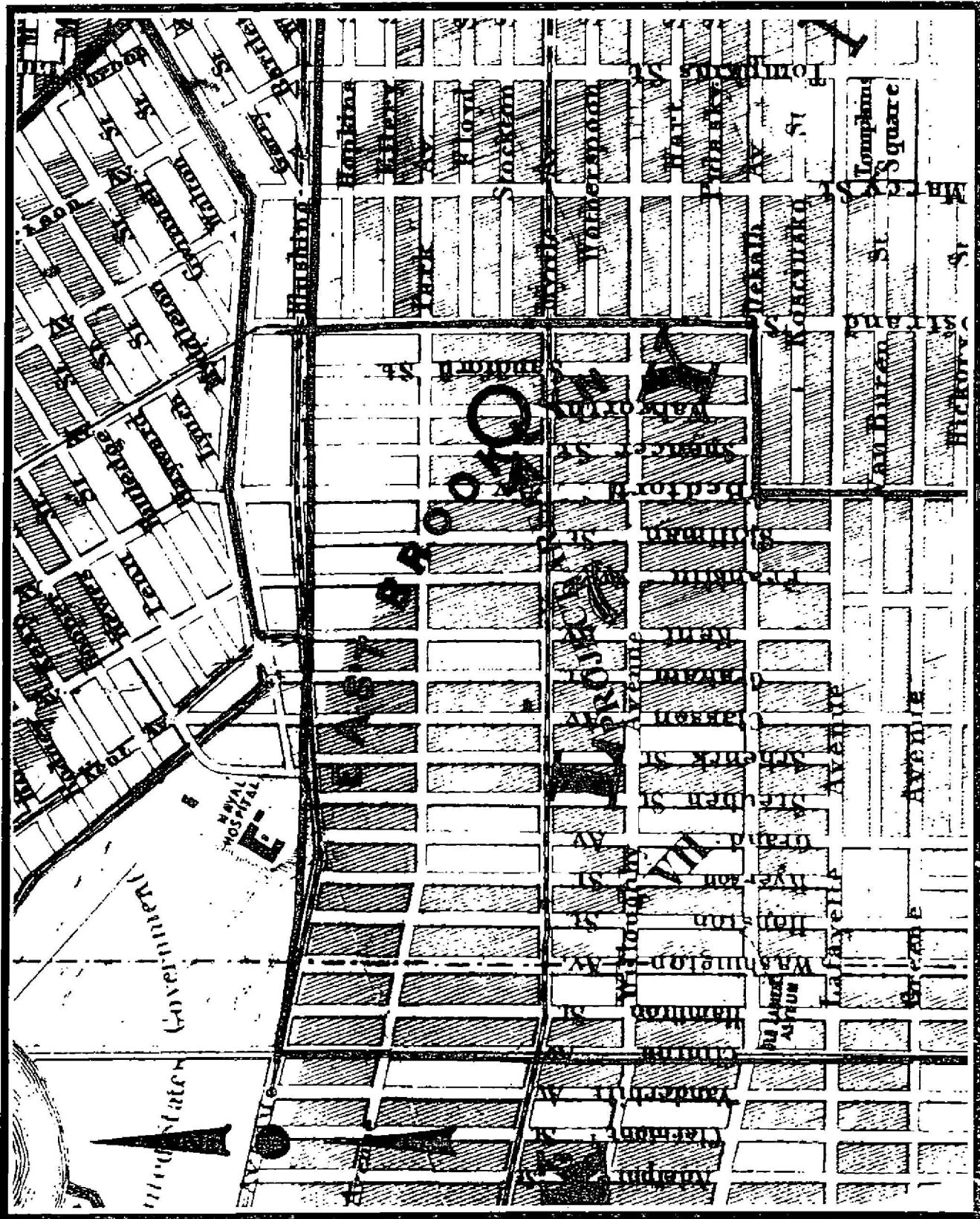
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York

Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.

Map 7: Dripp's 1850 Map of the City of Brooklyn, L. I. Scale included on map.



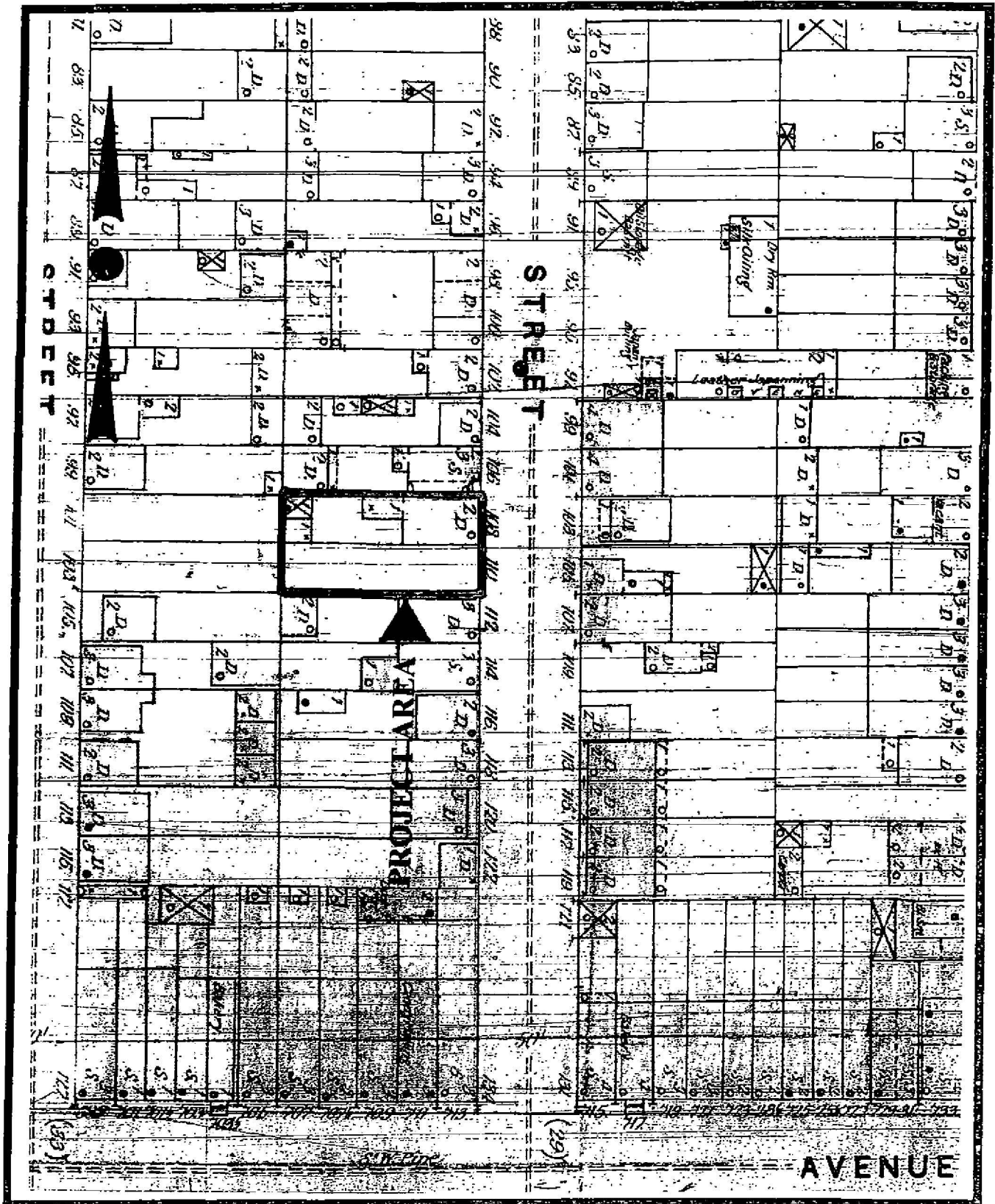
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 8: Dripp's 1855 Map of Kings and Part of Queens Counties, Long Island, New York. Scale: 5/8" = 2 Miles.



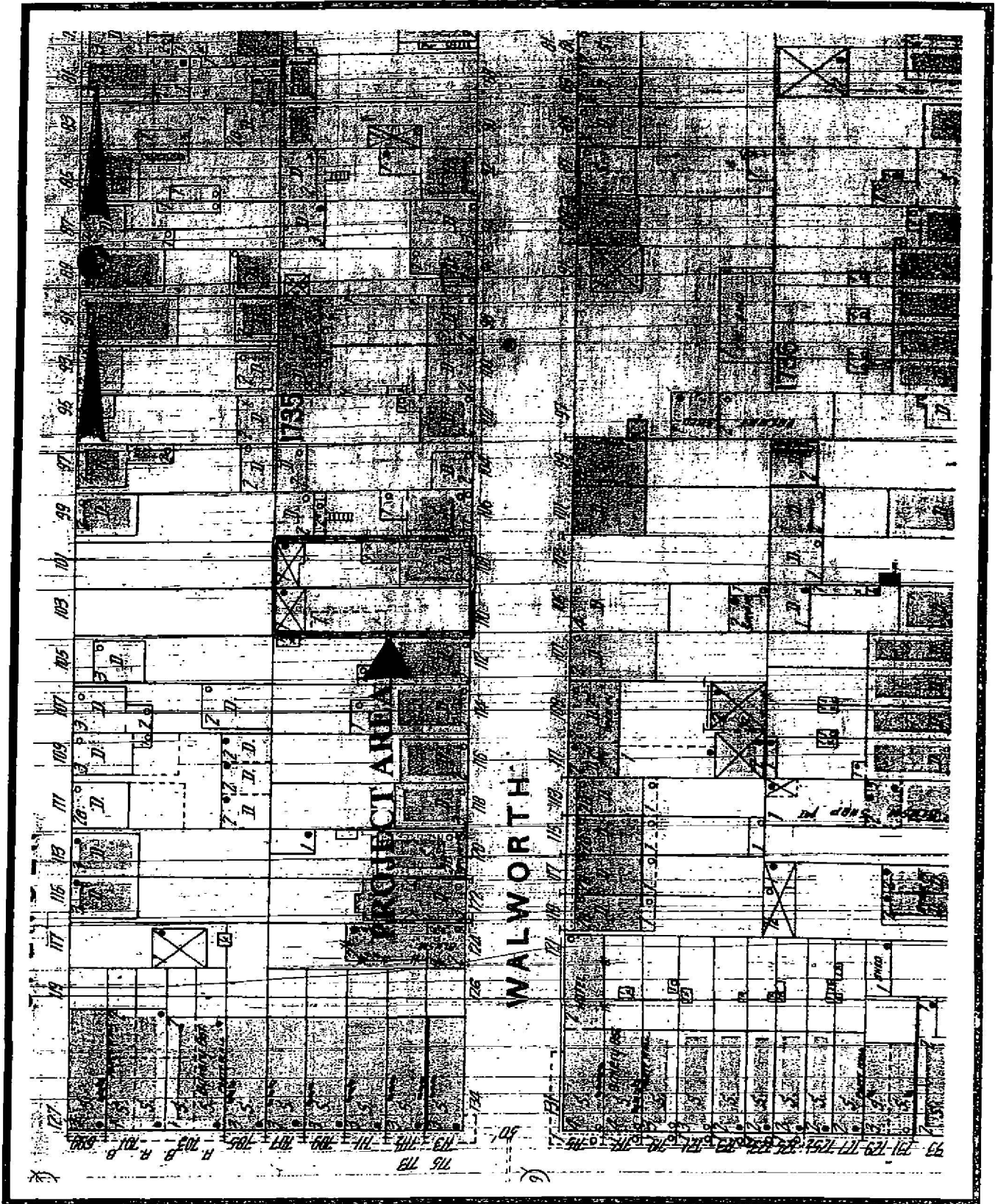
Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York

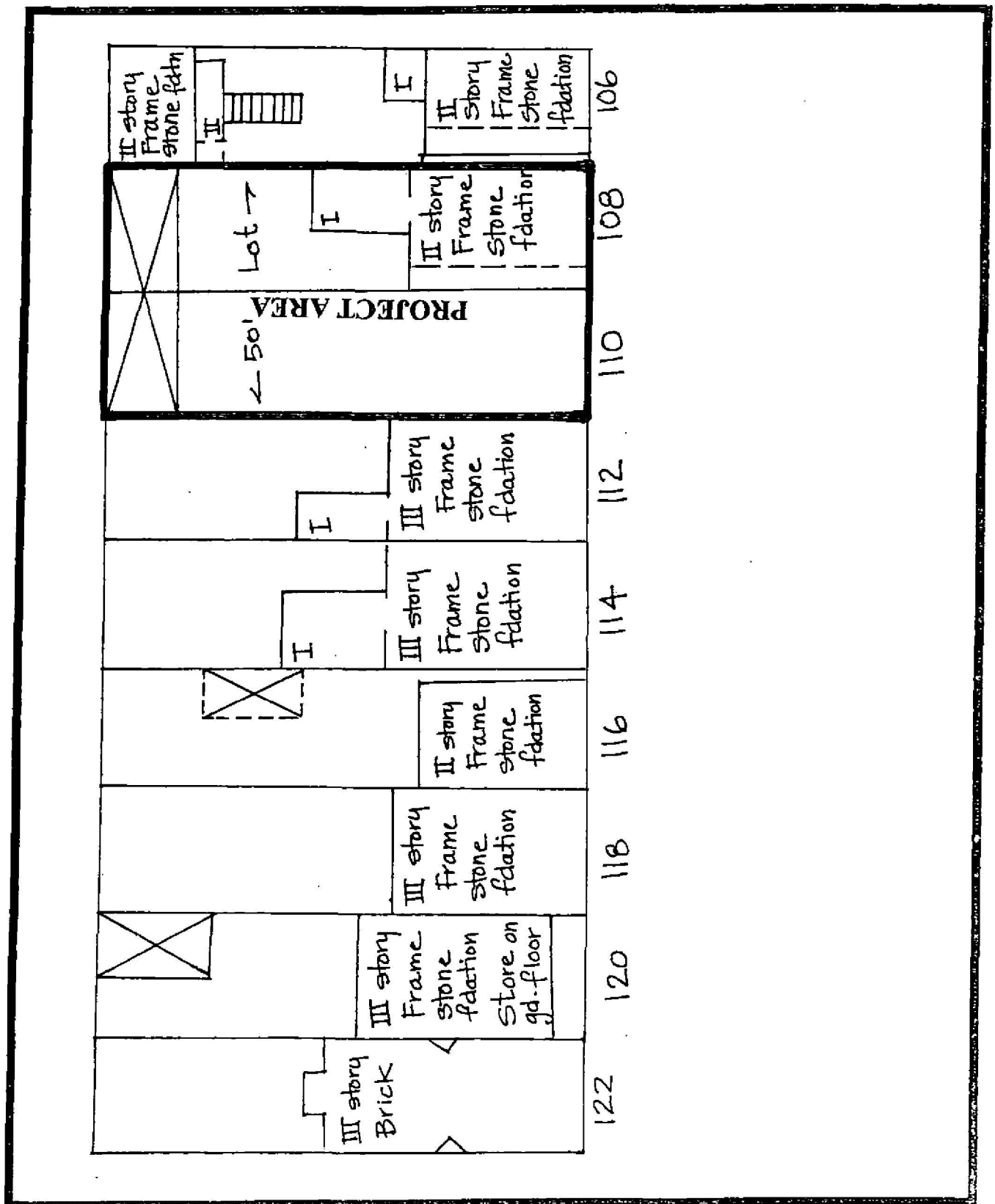
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.

Map 9: 1887 Robinson & Pidgeon's Atlas of the City of Brooklyn. Plate 73. Scale: 200' = 1 Inch.



Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County. New York
Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
Map 10: Bromley's 1904 Atlas of the Borough of Brooklyn. Plate 55. Original scale: 200' = 1 Inch.

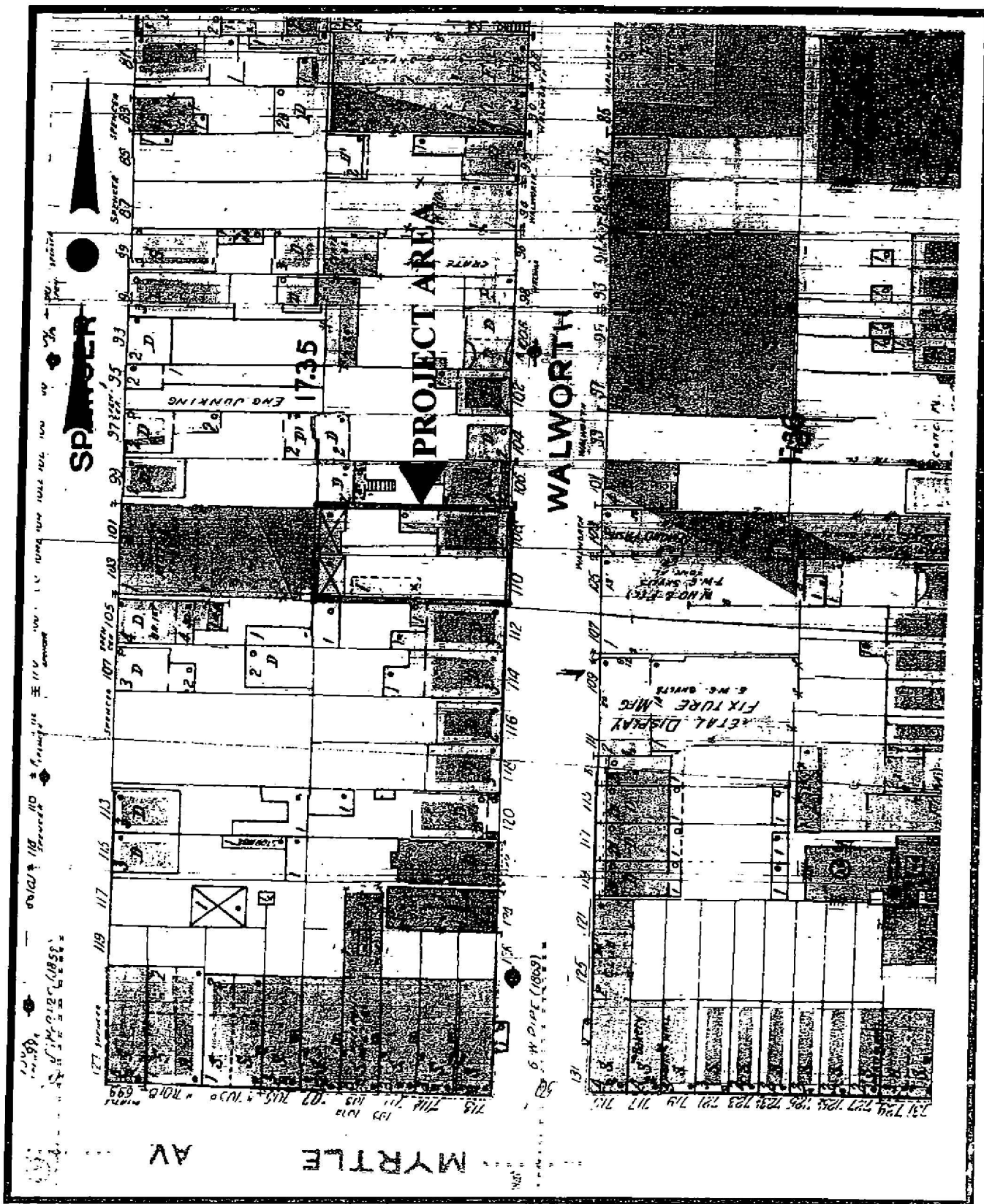




Block 1735. Lot 24 & 26-30. 108-120 Walworth Street. Borough of Brooklyn. Kings County, New York

Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.

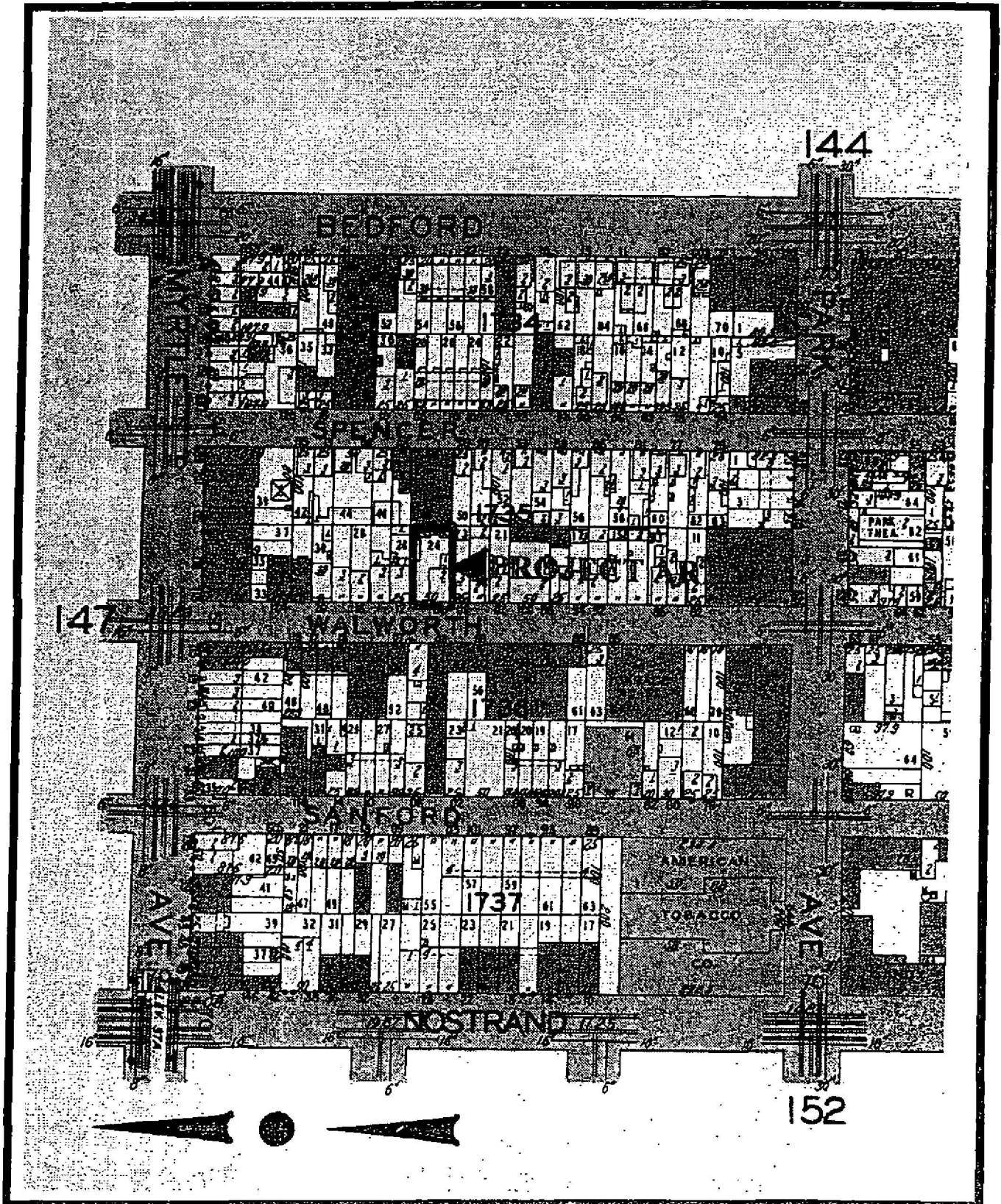
Map 12: 1915 Sanborn Map for Borough of Brooklyn, City of New York. Vol. 3. Plate 55. Original scale: 60' = 1 Inch.



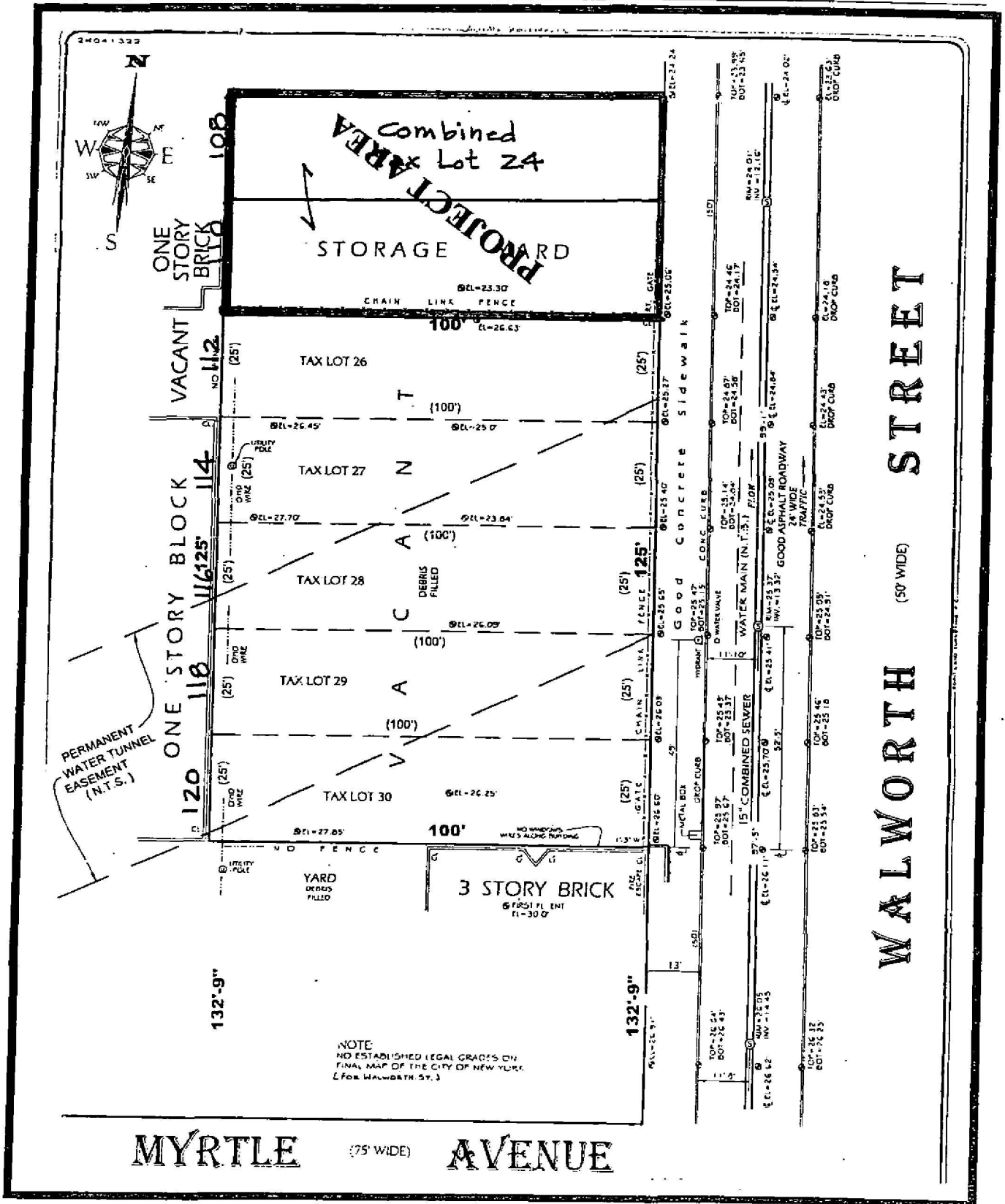
Block 1735, Lot 24 & 26-30, 108-120 Walworth Street, Borough of Brooklyn, Kings County, New York

Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.

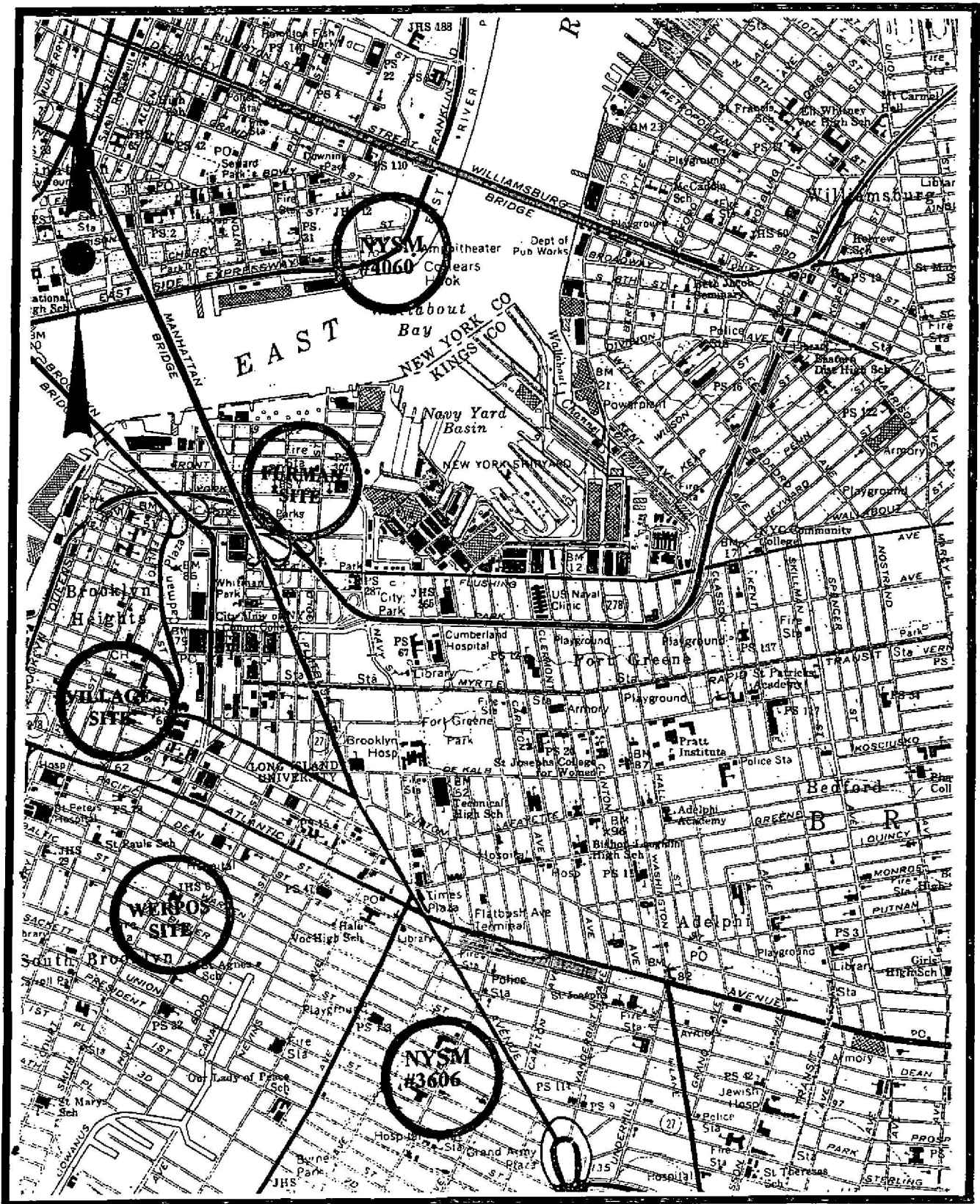
Map 13: Hyde's 1929 Desk Atlas for Borough of Brooklyn, City of New York. Vol. 1, Plate 148. Scale: 160' = 1 Inch



Block 1735, Lot 24 & 26-30, 108-120 Walworth Street, Borough of Brooklyn, Kings County, New York
 Appendix B: Maps & Figures for Project Area. Note that where appropriate specific lots are highlighted.
 Fig. 1: Architectural Survey for Block 1735, Lot 24 & 26-30 showing Permanent Water Tunnel Easement.
 Prepared by Boro Land Surveying, P.C. April 7, 2000. Original scale: 1" = 20'.



Block 1735, Lot 24 & 26-30, 108-120 Walworth Street, Borough of Brooklyn, Kings County, New York
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 Fig. 2: Archaeological Site in Vicinity of Project Area. USGS Topo. Brooklyn Quad. 7.5 Minutes Series. Scale: 1:24,000



APPENDIX B

**TAX ASSESSMENT RECORDS (1881-1893)
& SEWER CONNECTION DATES**

ANNUAL RECORD OF ASSESSED VALUATION OF REAL ESTATE
21ST WARD -BLOCK 1735 (FORMER BLOCK 89)
WEST SIDE WALWORTH STREET
1881-1885

Owner	House and Street	Stories	Details	Ward Map	1881	1882	1883	1884	1885	Remarks
Wm. Ryan	102 Walworth	2 story	x30	20	1000	1000	1000	1000	1000	
M. McMahon	104 Walworth	2 story	x22 2 houses	21	2500	2500 1000	1000	1000	1000	
M. McMahon	106 Walworth	3 story		22	1000	1000	1000	1000	1000	
Peter Devlin	108 Walworth	2 story		23	900	900	900	900	900	
Peter Devlin				24	400	400	400	400	400	
John Reilly	112 Walworth	3 story	x40 2 houses	25	2000	2000	2000	2000	2300	
John McLean	114 Walworth	2 story	x40	26	1800	1800	1800	1800	2000	
Hanover Reed	116 Walworth	2 story	x35	27	1200	1200	1200	1200	1200	
Owen McNally	118 Walworth		x38	28	1800	1800	1800	1800	1800	
Mary Jane Meyers	120 Walworth	3 story basemt	x40	29	2000	2000	2000	2000	2000	
August Klicke	122 Walworth	1 story		30	600	600	600	600	600	Listed as of 1885 \$1300

**ANNUAL RECORD OF ASSESSED VALUATION OF REAL ESTATE
21ST WARD -BLOCK 1735 (FORMER BLOCK 89)
WEST SIDE WALWORTH STREET
1885-1889**

Owner	House and Street	Details	Houses on Lot	Ward Map	1885	1886	1887	1888	1889	Remarks
Wm. Ryan	102 Walworth	2 story	x30	20	1000	1000	1000	1000	1000	
M. McMahon	104 Walworth	2 story	x22 2 houses	21	2500	2500 1000	1000	1000	1000	
M. McMahon	106 Walworth	3 story		22	1000	1000	1000	1000	1000	
Peter Devlin	108 Walworth	2 story		23	900	900	900	900	900	
Peter Devlin				24	400	400	400	400	400	
John Reilly	112 Walworth	3 story	x40 2 houses	25	2300	2300	2300	2300	2300	
John McLean 1888 - Mary Cummings	114 Walworth	2 story	x40	26	2000	2000	2000	2000	2000	
Hanover Reed	116 Walworth	2 story	x35	27	1200	1200	1200	1200	1200	
Owen McNally	118 Walworth		x38	28	1800	1800	1800	1800	1800	
Mary Jane Meyers	120 Walworth	3 story basemt	x40	29	2000	2000	2000	2000	2000	
August Klicke	122 Walworth	1 story		30	600	600	600	600	600	Purchased in 1885 \$1300

ANNUAL RECORD OF ASSESSED VALUATION OF REAL ESTATE
21ST WARD -BLOCK 1735 (FORMER BLOCK 89)
WEST SIDE WALWORTH STREET
1889 – 1893

Owner	House and Street	Details	Houses on Lot	Ward Map	1889	1890	1891	1892	1893	Remarks
Wm. Ryan	102 Walworth	2 story	x30	20	1000	1000	1000	1000	1000	
M. McMahon	104 Walworth	2 story	x22 2 houses	21	1000	1000	1000	1000	1000	
M. McMahon	106 Walworth	3 story		22	1000	1000	1000	1000	1000	
Peter Devlin	108 Walworth	2 story		23	900	900	900	900	900	
Peter Devlin				24	400	400	400	400	750	
John Reilly	112 Walworth	3 story	x40 2 houses	25	2300	2300	2300	2300	2300	
John McLean/ Mary Cummings	114 Walworth	2 story	x40	26	2000	2000	2000	2000	2000	Purchased in 1888 \$3500
Hanover Reed	116 Walworth	2 story	x35	27	1200	1200	1200	1200	1200	
Owen McNally	118 Walworth		x38	28	1800	1800	1800	1800	1800	
August Klicke	120 Walworth	3 story basemt	x40	29	N.B. 2000	2000	2000	2000	2000	Purchased 1892 \$3350
August Klicke	122 Walworth	1 story		30	600	600	600	N.B. Apr. \$6000	5000	Purchased in 1885 \$1300

SEWER CONNECTION RECORDS
BLOCK 1735 (FORMER BLOCK 89) LOT 24 & 26-30
108-120 WALWORTH STREET

House Number	Ward Map	Owner at Time of Connection	Permit Number	Date of Connection	Information from Tax Assessment Records
108-110 Walworth	23 & 24	Peter Devlin	33525.5	Sept. 25, 1871	Owned by Devlin 1871-1897
112 Walworth	25	J. S. Maran	38644.5	July 15, 1873	Owned by John Reilly 1881-1897
114 Walworth	26	John McLean	35399.5	June 17, 1872	Owned by McLean from 1872-1888
116 Walworth	27	Hanover Reid	49284.6	Apr. 11, 1876	Owned by Reid from 1876-1897
118 Walworth	28	Murray	32130.5	May 1, 1871	Owned by McNally from 1881-1897
120 Walworth	29	Not known	38321.5	Date in 1873	Owned by Meyers from 1881-1892

APPENDIX C

PHOTOGRAPHS

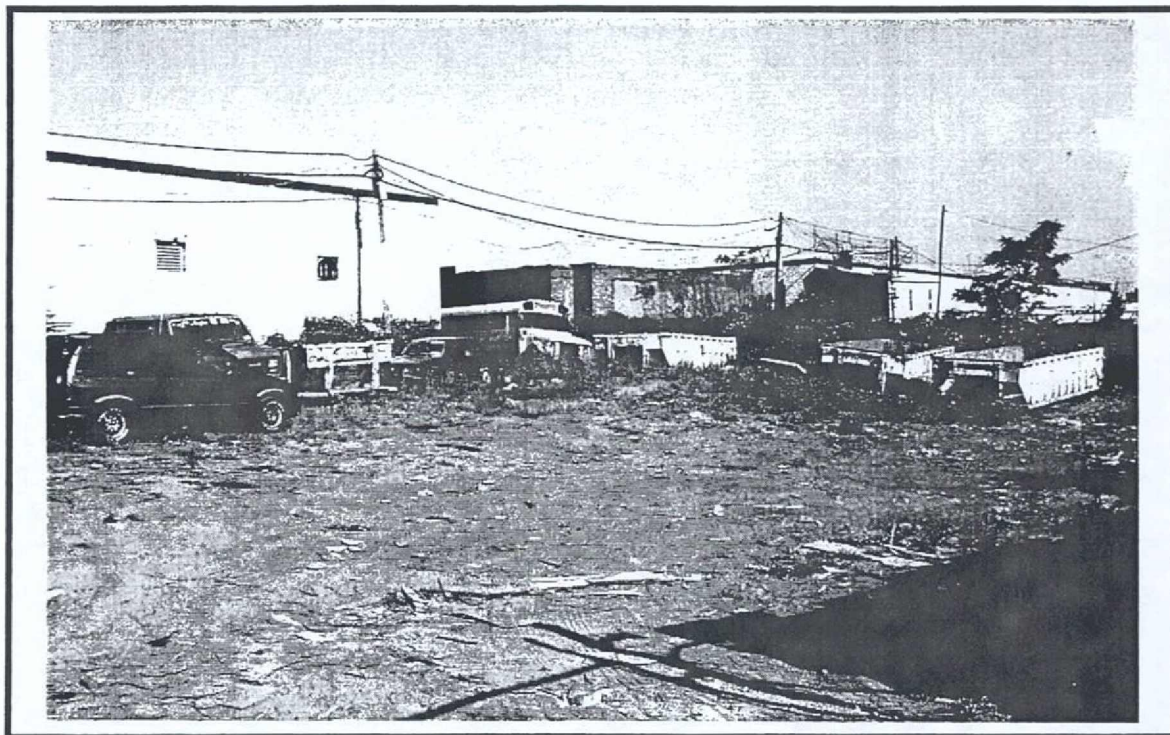


Photo 1: Current conditions at 108-120 Walworth Street include vehicles and dumpsters, as well as piles of tires. View is to northwest.



Photo 2: Debris and junked vehicles occupy the project area. View is to northwest looking to 108-110 Walworth Street.



Photo 3: An additional view of 108-120 Walworth Street looking to northwest. Dumpsters are located on Lot 26 (112 Walworth Street).

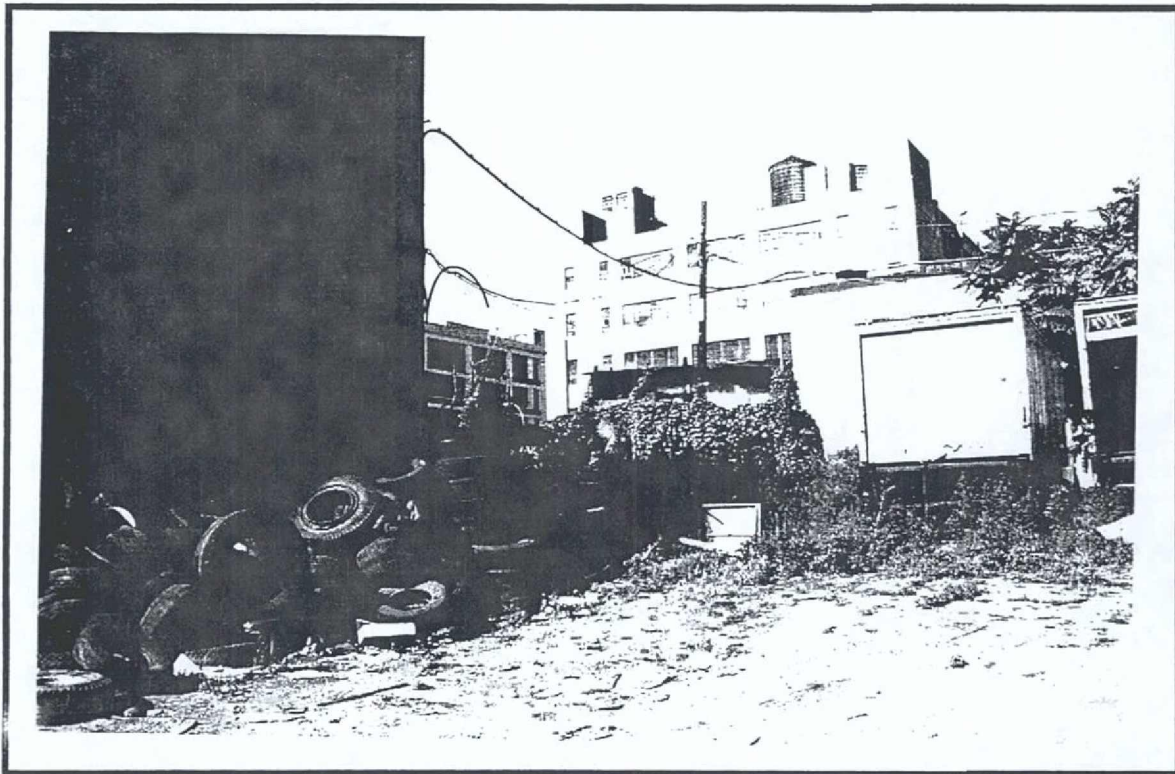


Photo 4: Tires are piled up at southern edge of Lot 30 (120 Walworth Street). View to southwest.

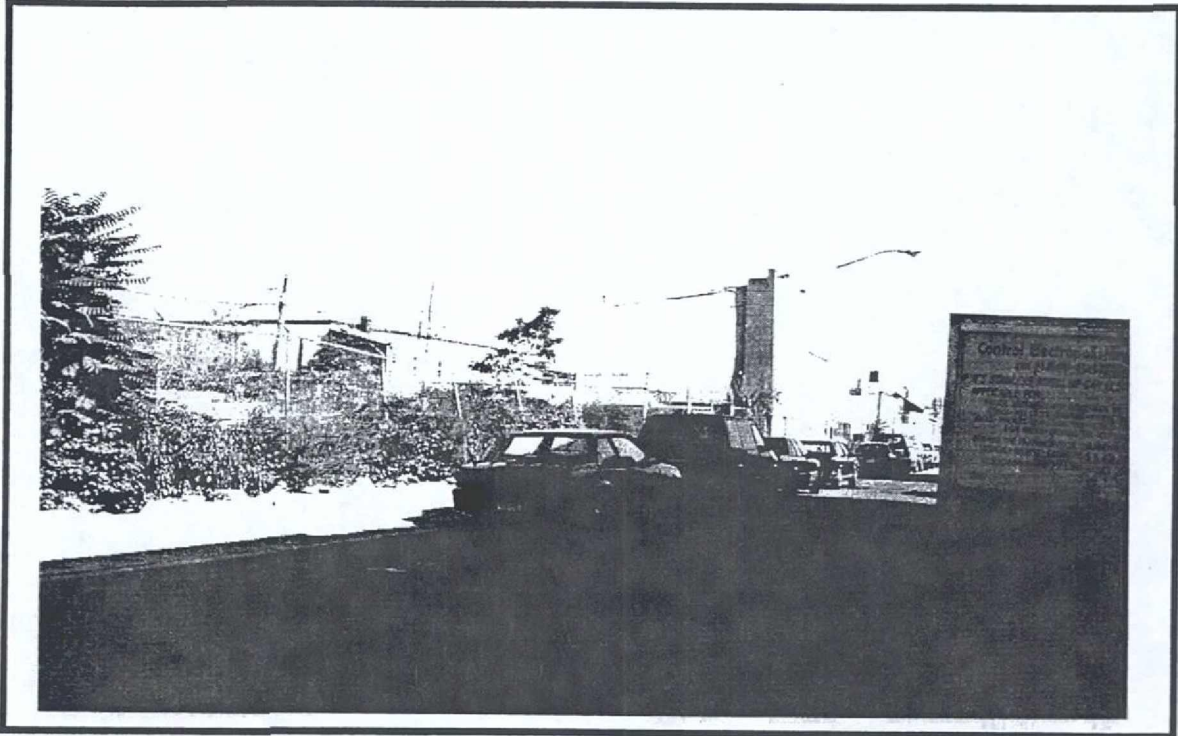


Photo 5: View of project area from east side of Walworth Street. Building in background is located at 106 Walworth Street, adjacent to Lot 24. View to northwest.

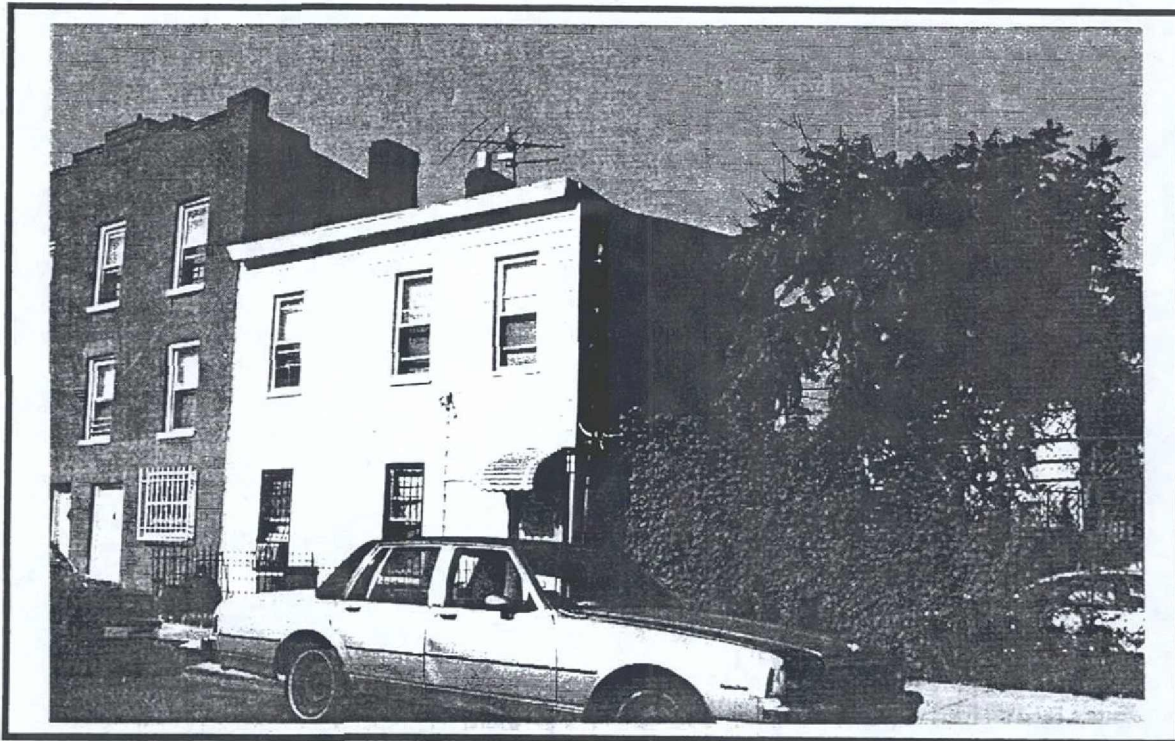


Photo 6: This 2-story flat-roofed frame structure may look like one or more of the buildings formerly located within the project area. View is to southwest.



Photo 9: Brick buildings in the Italianate-style dominate the east side of Walworth Street, as opposed to the frame dwellings that were located on the west side. View to northeast.

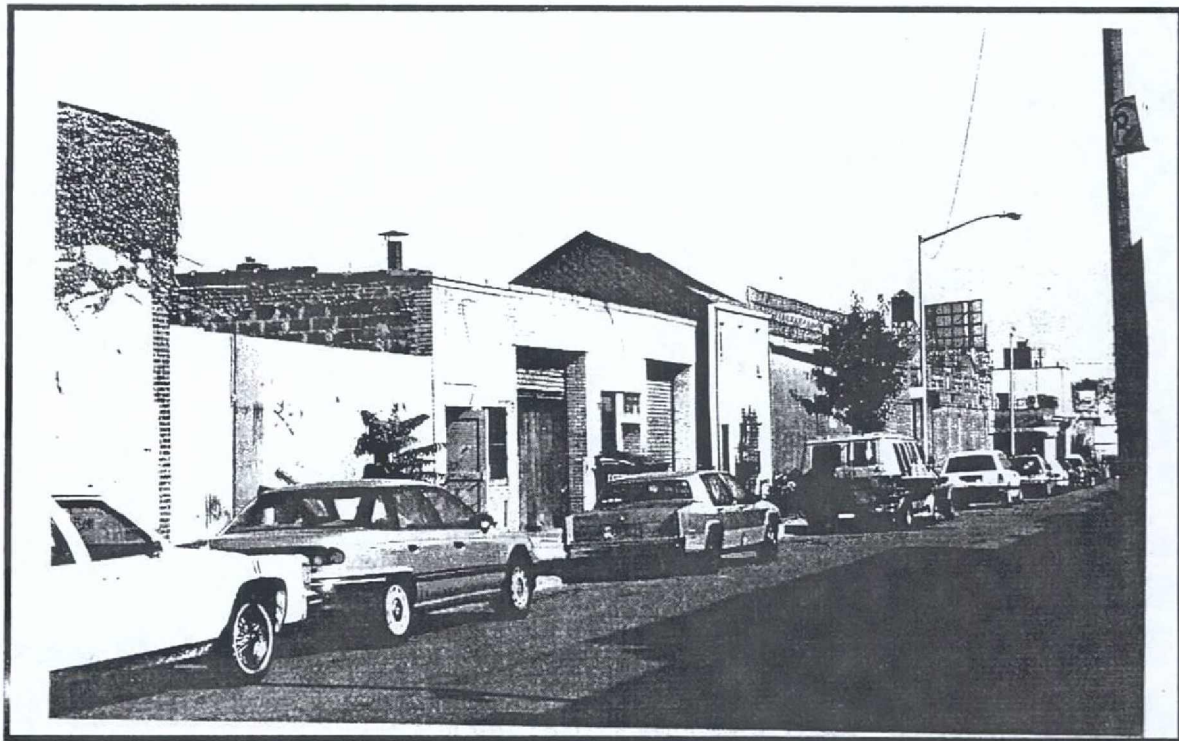


Photo 10: A mixture of residential and commercial structures is located on Walworth Street.