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LANDMARKS PRESERVATION
COMMISSION

CAL. NO.

BLOCK 2260. LOT 26.

(369 Flushing Ave)

760-768 KENT AVENUE.

BOROUGH OF BROOKLYN. KINGS COUNTY, NEW YORK.

STAGE 1A LITERATURE REVIEW AND ARCHAEOLOGICAL AND HISTORIC SENSITIVITY EVALUATION

Prepared For:

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November, 1999

1945

BLOCK 2260. LOT 26.

760-768 KENT AVENUE.
BOROUGH OF BROOKLYN. KINGS COUNTY, NEW YORK.

TABLE OF CONTENTS

PHASE 1A LITERATURE REVIEW

Project Information	1
Environmental Information	2
Documentary Research	4
Recommendations	13
Bibliography	15

APPENDICES:

- A: Discussion of Prehistoric & Historic Components
- B: Maps & Photographs

PART 1A: LITERATURE SEARCH AND REPORT ON ARCHAEOLOGICAL POTENTIAL

**760-768 Kent Avenue (Block 2260, Lot 26)
Borough of Brooklyn. Kings County, New York.**

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A. PROJECT INFORMATION

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Location of Proposed Action:

The proposed project is located in Block 2260, Lot 26, which is located on the north side of Flushing Avenue at the corner of Kent Avenue. Within Block 2260 the project area is designated 760-768 Kent Avenue. (Map 1 & 2) It should be noted that in this part of Brooklyn the block and lot numbers have changed during the last 100 years, and that in the 19th century present day Lot 26 was composed of four parcels identified as 369, 371, 373 and 378 Flushing Avenue.

The proposed project is located in an area that today is primarily one of light manufacturing, commercial enterprises, including a gas station, auto repair shops and off-street parking. (Photo 1-6)

Description of Undertaking:

The applicant seeks authorization to construct 5 houses, each 20 feet wide, facing Kent Avenue. The houses are to be five or more stories in height with front and rear yards. It is planned that the buildings will be condominiums.

Estimated Size of Impact Area:

With the exception of the front and rear yard areas the structures will cover the entire project area.

Description of Impact:

The proposed projects will result in the demolition and removal of the one story brick structure currently occupying the site.

B: ENVIRONMENTAL INFORMATION

Topography:

The project area is located north of the Harbor Hill Moraine, which forms the spine of Long Island. In terms of the present-day topography, the site is located in an urban setting. At the present time the site is being used as a warehouse outlet. The land surface is flat.

The elevation of the block at the present time is 11.00 feet at the intersection of Flushing Avenue and Kent Avenue. At the intersection of Classon Avenue and Flushing Avenue the present elevation is 15.25 feet. These elevations differ only slightly from those noted on the 1904 Sanborn map for the area. This information confirms that no large scale filling of the area has taken place in the last 90 years. However, it should be noted that prehistorically the project area was part of the salt marsh that bordered Wallabout Creek. The stream itself flowed on the approximate line of Wallabout Street, while the salt marsh surrounding the stream encompassed all of Block 2260, extending south into the area now occupied by the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station on the south side of Flushing Avenue. From the map research it becomes clear that, while no substantial change in elevation has taken place since 1904, there was extensive filling of Block 2260 at the time that it was prepared for development. The filling episode took place sometime after 1844-45, but had been completed by 1850, when Block 2260 was fully developed. The City Directory for 1853 lists Barnett Johnson as the owner of a lumber yard on the north corner of Flushing Avenue and Kent Avenue. Since the block to the east had not yet been developed, we may assume that the Barnett Johnson lumber yard was located within the project area.

Geology:

In geological terms, the project area is 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 area 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 entire site has been disturbed, first by the construction of a series of residential dwellings and/or multiple dwellings, some of which may have had stores on the ground floor, and then by the demolition of those buildings and the construction of the structure that presently occupies the site.

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. Above these glacial soils would be the fill, deposited between 1844-45 and 1850, that changed the salt marsh that formerly existed on Block 2260 into land available for development.

At street level the soils would today be classified as urban soils, in the sense that the entire site has been disturbed, first by the construction of the residential structures that formerly stood on the site, and then by the demolition of those buildings and the subsequent construction of the structure that currently stands on the site. It is probably that beneath the poured concrete slab that forms the floor of the structure, much of the subsurface soil is mixed with substantial amounts of rubble from the demolition. There is no vegetation on the site.

Drainage:

Examination of historic maps and atlases indicates that the project area was not crossed by Wallabout Creek, but that the property was within the boundaries of the salt marsh that bordered Wallabout Creek, which extended southward through Block 2260 and into Block 1882 on the south side of Flushing Avenue. The salt marsh on the property would have been subjected to the tides that affected Wallabout Bay. Historically, drainage from the site would have been to the north into Wallabout Creek, which, in turn, drained into Wallabout Bay and the East River.

Vegetation:

The project area is currently completely covered by a 1-story brick building with a poured concrete floor that precludes any vegetation growing on the site.

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 any 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, including, perhaps, the harvesting of salt hay from the salt marsh, during the 17th through the early 19th centuries;
- 2) the filling of the salt marsh to create land for development sometime after 1844-45, but prior to 1850, that would have sealed the prehistoric and 17th-18th century land surface;
- 2) disturbances associated with the construction of the 19th century dwellings (at 369 and 371 Flushing Avenue) and the coal and lumber yard at the corner of Flushing Avenue and Kent Avenue, and the demolition of these buildings prior to 1922;
- 3) disturbances associated with the construction of the structure currently standing on the site (built in 1922) and the excavation of the crawl space (referred to as a "boiler room" in documents at the Brooklyn Building Department) in the southeastern corner of the building.

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 associated with either of 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 possessed 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 the project area are listed on the State Register. A visual inspection of the area surrounding the site 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 within a mile 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 their development, while the Brooklyn-Queens Expressway effectively screens the project area from the Rockwood Chocolate Factory Historic District.

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 within a mile 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 the project area 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)

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1900 *Aboriginal Occupation of New York*. New York State Museum Bulletin No. 32. Albany, NY.

- X Dripps, Mathew
1850 *Map of the City of Brooklyn, L.I. . . showing the Streets as at present with existing buildings . . . also the Village of Williamsburgh.* M. Dripps, New York. Scale included on map. (Map 7)
- Conner, R. F. O.
1852 *Map of Kings and Part of Queens Counties, Long Island, New York.* M. Dripps, New York. Scale: 5.5 feet = 2 Miles.
- Bishop's Manual
1861 *Map of the Consolidated City of Brooklyn.* Prepared for Bishop's Manual of the Corporation.
- McCloskey's Manual
1861 *Map of the Consolidated City of Brooklyn.* Prepared for McCloskey's Manual of the Corporation.
- Dripps, Mathew
1869 *Map of the City of Brooklyn, being formerly the cities of Brooklyn and Williamsburgh and the Town of Bushwick.* M. Dripps, New York. Scale: No scale shown.
- Fulton, Henry
1874 *Farm Line Map of the City of Brooklyn.* J. B. Beers & Co., Inc.: New York, NY. Plate 5. Scale: 500 parts to the Inch/
- X Sanborn Map Company
1887 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map Company: New York, NY. vol. 3. Plate 64. Scale: 60 Feet to the Inch. (Map 8)
- X Sanborn Map Company
1904 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch. (Map 9)
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- X Hyde, E. Belcher
1929 *Desk Atlas Borough of Brooklyn City of New York.* E. Belcher Hyde: New York, NY. vol. 1. Plate 60. Scale: 160 Feet to the Inch. (Map 11)
- X Sanborn Map Company
1996 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch.
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- X Parker, Arthur
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- X Ritchie, William A.
1969 *The Archaeology of New York State*. Natural History press: Garden City,

b. Maps

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1670 *Map of Long Island*. New York Public Library, Map Division. (Map 3)
- 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)
- Faden, William
1776 *A Plan of New York Island, with part of Long Island, Staten Island, and East New Jersey*. New York Public Library, Map Division.
- Johnson, Jeremiah
177- *Map of Brooklyn at the Time of the Revolutionary War*. New York Public Library, Map Division.
- Colton, J. H.
1836 *Topographical Map of the City and county of New-York and the Adjacent Country*. J. H. Colton, New York.
- X Stoddard, John S.
1839 *Map of the City of Brooklyn. . . and also the Map of the Village of Williamsburgh*. J. H. Colton, New York. (Map 5)
- 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)

Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch.
1993 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch.
1992 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
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1981 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
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1977 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
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1950 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch.
1947 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
Company: New York, NY. vol. 3. Plate 29. Scale: 60 Feet to the Inch.
1935 *Insurance Map. Borough of Brooklyn, City of New York.* Sanborn Map
Company: New York, NY. vol. 3. Plate 52. Scale: 60 Feet to the Inch.

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)

c. **Site Specific Texts**

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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
1999 *Stage 1A Literature Review & Cultural Resource Report for Supersonic
Aviation. Pier G. Brooklyn Navy Yard. Borough of Brooklyn. Kings County, New*

York

1999 *Stage 1B Archaeological Field Survey. Block 1883, Lots 13-20 & 27. 45-59 Taaffe Place & 796 Kent Avenue. Brooklyn, New York.*

1998 *Stage 1A Literature Review & Archaeological & Historic Sensitivity Evaluation for Proposed Project. Block 1883, Lots 13-20 & 27. 45-59 Taaffe Place & 796 Kent Avenue. Brooklyn, New York.*

1998 *Stage 1A Literature Review & Archaeological & Historic Sensitivity Evaluation for Proposed Project. Block 1881, Lots 1. 5-7. 123-141 Classon Avenue. Brooklyn, New York.*

1996 *Stage 1A Literature Review & Archaeological & Historic Sensitivity Evaluation for Proposed Residential Town and Parking Facility. Brooklyn Hospital Complex. DeKalb Avenue and Ashland Place. Fort Greene. Borough of Brooklyn. Kings County, New York.*

1994 *Stage 1B Archaeological Field Reconnaissance. Caribe Village Site. Williamsburgh. Borough of Brooklyn. Kings Country, 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 earliest occupants of the northeastern United States, called Paleo-Indians by archaeologists, 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. A Transitional Phase between the Late Archaic and Woodland has been treated by some scholars as a separate cultural period. The Transitional Phase is characterized by the use of soapstone utensils, whereas 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 quarter of a mile north and west of the project area.

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)

While no fresh water flowed directly across the project area, an examination of early maps indicates that a stream (Wallabout Creek) was located immediately north of the site. The stream, shown on a variety of maps, was circuitous, but in the vicinity of the project area it followed approximately the line of Wallabout Street, while the salt marsh that bordered the stream encompassed Block 2260, extending into the area now occupied by the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station on the south side of Flushing Avenue. (see Map 5 & 6)

Based on the predictive model developed by the LPC, the juxtaposition of the site to the stream and the presence of the salt marsh on the site suggests that while prehistoric peoples may have utilized the areas around the site, it is unlikely that the project area itself would have been attractive as a habitation site. It is probable, however, that the area would have been an important resource, providing vegetable material, such as reeds, and faunal matter, including a wealth of fish and amphibians that would have inhabited Wallabout Creek and its margins. The entire surface of Block 2260 was filled between 1844-45 and 1850, by which time the entire area had undergone development. The depth of this fill has not been determined, however, it would have effectively sealed the prehistoric land surface.

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, probable alterations to the land surface (including the mid-19th century filling episode), combined with the construction (including excavation for basements) and subsequent demolition of the structures formerly located on the site, greatly reduces 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 the depth of the fill on the site and whether or not prehistoric remains were present.

Historic Sensitivity

The New York City Landmarks Preservation Commission has 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, refuge pits and sheet middens located behind the two houses that formerly stood at 369 Flushing Avenue and 371 Flushing Avenue, and might include evidence of the structures associated with 373-375 Flushing Avenue, which are seen on the 1850 map of the area.

369 Flushing Avenue

Research indicates that in 1873 a connection was made to the sewer from 369 Flushing Avenue, then in the ownership of Francis Koll. Map research indicates that a structure (apparently a dwelling) existed on this lot by 1850. In 1887 this lot is shown as containing a 3-story dwelling with a 1-story extension at the rear. A narrow alleyway ran along the eastern side of the lot to the rear yard. In addition to the house, there was a 1-story structure that extended across the rear of the lot. Francis Koll remained the owner of record during the period between 1873 and 1898. In 1904 the house with the 1-story extension remained, but the 1-story structure at the rear of the lot had been removed. In 1918 the house and alley way are shown. At the rear of the lot was a 1-story structure located against the rear lot line identified as a "wood shed." Connected to the "wood shed" and extending south along the eastern lot line was a second 1-story building. These structures may have existed until 1922, when the present building was constructed on Lot 26. According to material examined at the Borough of Brooklyn's Building Department the area that would have contained these structures is unexcavated.

Based on the fact that buildings existed on this lot by 1850, prior to the installation of the sewer line in Flushing Avenue, which dates to late 1860's, and that the rear lot area at 369 Flushing Avenue is unexcavated, it is possible that subsurface archaeological resources in the form of privies and/or cisterns may exist on this portion of the project area.

371 Flushing Avenue

Sewer records indicate a structure on this lot that was connected to the sewer in 1874. At the time the property was owned by a family named Dunn. In 1850 there was a dwelling on this lot, with a structure in the rear yard that covered the width of the lot. In 1887 there was a 3-story dwelling with a 1-story building across the rear of the lot. The Dunn family

owned the property until at least 1880. By 1904 these buildings had been removed and it appears that this lot had become part of the open yard belonging to the John Nealis Lumber Yard. Information reviewed at the Borough of Brooklyn's Building Department indicates that the building currently occupying the project area was built in 1922. Documents dating to the mid-20th century indicate that, while a gasoline tank may have been installed at the front of the lot (in the area of the former house foundation), portions of this lot have remained unexcavated. Since we know that water and sewer was available in Flushing Avenue by the late 1860's, and that by 1850 there was a dwelling on this lot, it is possible that a privy and/or cistern may be sealed beneath the concrete slab that forms the floor of the current building.

373 Flushing Avenue

Although the street address 373 Flushing Avenue appears on a number of 19th and early 20th century maps, the Assessment Records make it clear that 373 Flushing Avenue and 375 Flushing Avenue were a single lot (Lot 5) that was 37.5 feet wide along Flushing Avenue. The Dripp's 1850 map suggests that this portion of the project area provided access to the coal and lumber yard area that occupied the north corner of Flushing and Kent Avenues. The name of the business located here changed during the second half of the 19th, but the land remained in the ownership of the Buchenberg family, who also owned Lot 1-4 along Kent Avenue. The property is identified as a coal yard. By 1887 two structures had been built on the front of this portion of Lot 5 (373 Flushing Avenue) – the westernmost building is identified as a "carriage house." The nature of the second building has not been determined. By 1904 these buildings had been demolished, and this portion of the project area was part of the John Nealis Lumber Yard. Additional changes took place on this portion of the property until 1922 when any structures remaining would have been demolished to permit the construction of the current building. The history of this lot suggests that it does not contain the potential to contain residential subsurface archaeological deposits in the form of privies and/or cisterns.

375 Flushing Avenue

In 1850 this portion of Lot 5 (later part of the combined parcels now identified as Lot 26) contained a small structure in the southeast corner of the lot that had a long narrow shed-like structure at the rear running along the Kent Avenue edge of the site. According to the City Directory by 1853 it was the location of a lumber yard owned by Barnett Johnson, a descendant of General Jeremiah Johnson, who was the owner of this area prior to its development. In 1887 this lot contained a building identified as an "Office," a stable at the rear of the "Office" and a long narrow shed-like structure identified as a "Coal Shed." These three buildings extended along Kent Avenue from Flushing Avenue to Wallabout Street. No connection to the sewer is recorded for this lot. Based on the fact that the structures on the lot from 1850 onward are consistent with buildings associated with a lumber or coal yard, it is unlikely that residential subsurface features would be present in this area. In addition, the front of the lot has been excavated and a 550-gallon gasoline tank has been installed below grade in the central portion of the lot on the Kent Avenue side.

Given this information, it is unlikely that any subsurface archaeological deposits exist on this portion of the project area.

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, which was prehistorically part of the salt marsh that bordered Wallabout Creek, would be considered to have a low potential to yield prehistoric cultural material. The salt marshes referred to above extended across Block 2260 into the block now occupied by the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station on the south side of Flushing Avenue. Salt marshes would have provided important faunal and floral resources for prehistoric peoples, but the activities associated with gathering such resources are unlikely to result in the deposition of substantial prehistoric cultural material. In addition, prehistoric cultural material, should it exist within the project area, would be deeply buried by the filling episodes (between 1844-45 and 1850) that transformed the salt marsh into land suitable for development. Given the ephemeral nature of any potential prehistoric cultural material and the likelihood that, if present, such material is deeply buried, the project area is not considered to have the potential to yield prehistoric archaeological material.

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 sensitivity map examined at the LPC and historic maps at the New York Public Library indicated that until some time after 1844-45 the project area was covered by the salt marshes that bordered Wallabout Creek, a stream that flowed into Wallabout Bay. Ratzler's 1766-7 *Plan of the City of New York in North America* (see Map 4) indicates that the Schenck family farmstead was located on the east side of Wallabout Road (later corresponding more or less to Flushing Avenue) with the fields extending south. The portion on which Block 2260 is located subsequently came into the possession of the Skillman family (for whom Skillman Avenue is named), who were direct descendants of the Schenck family. They held the land until the early years of the 19th century, when they sold to the family of General Jeremiah Johnson. Maps dating to 1839 and 1844-45 show that all of Block 2260, including the project area, as salt marsh. (see Map 5 & 6) The Johnson family held the land until its development, which took place some time between 1844-45 and 1850. The Dripp's map of 1850 indicates that the salt marsh that had formerly been located on Block 2260 had been filled and the block completely developed with residential and commercial structures. (see Map 7)

With respect to the potential for 19th century cultural remains, it is concluded that development on Block 2260 along Flushing Avenue took place prior to 1850, but no earlier than 1844-45. Water was available on Kent Avenue by 1860. It is unlikely that a major thoroughfare such as Flushing Avenue was not served by water by the same date. In 1865 there was no sewer in Kent Avenue (Armbruster, 1942: 203), but by 1869 at least one house west of the project area (365 Flushing Avenue) had been connected to the sewer, indicating that sewer lines had been installed along Flushing Avenue between Kent and Classon Avenues. Business existed on Block 2260 as early as 1850, when maps show the 7th Ward Hotel in the middle of Block 2260 on the north side of the street. Although the precise division of the 19th century lots associated with the project area is somewhat confused, it appears that the land corresponding to 373-375 Flushing Avenue was treated as a single lot (Lot 5), and that by 1853 it was the location of a lumber yard owned by Barnett Johnson, a descendant of General Jeremiah Johnson.

The research indicates that two of the lots within the project area (Lot 7 corresponding to 369 Flushing Avenue and Lot 6 corresponding to 371 Flushing Avenue) have the potential to contain historic archaeological deposits in the form of privies and/or cistern. Further research, including an examination of the census data, business directories and tax records, has identified the names of the families living at 369 and 371 Flushing Avenue. It has been determined that in both cases the families living at these addresses owned these properties for substantial periods of time, indicating that any deposits recovered from subsurface features could with some degree of confidence be associated with them.

While the potential for subsurface deposits is minimal on the portion of the project area formerly occupied by the coal and lumber yard, it is possible that some portions of former Lot 5 may contain sheet deposits or middens associated with the economic activity that took place on the site between 1850 and 1922, the date at which the present building was constructed.

The possibility of intact archaeological deposits in the form of features such as cisterns and privies (at 369 and 371 Flushing Avenue) or sheet middens (at 373 Flushing Avenue) certainly exists within the project area. The recovery of this material could contribute to information important to local history and increase our understanding of the development of this early and important area of Brooklyn. It should be noted that it is considered unlikely that intact deposits would be found on the land corresponding to 369 Flushing Avenue, where subsurface excavation and the installation of a 550-gallon gasoline tank have been documented.

Archaeological investigation of the project area could provide a unique opportunity to examine a mid-19th century Brooklyn neighborhood. Immediately to the south – at Kent and Myrtle Avenue – in an area dating to the same time period as that of the project area, an archaeological investigation revealed cisterns with deposits dating from the mid-19th to the 1880's that revealed important information on the material culture of the residents of East Brooklyn.

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APPENDICES

LIST OF APPENDICES

Appendix A: Discussion of Prehistoric and Historic Component

Appendix B: Maps & Photographs

APPENDIX A

**DISCUSSION OF PREHISTORIC AND
HISTORIC COMPONENT**

DISCUSSION OF THE PREHISTORIC AND HISTORIC COMPONENT

INTRODUCTION

The proposed project is located in Block 2260, Lot 26, which is located on the north side of Flushing Avenue at the intersection of Kent Avenue. Within Block 2260 the project area is designated 760-768 Kent Avenue. (Map 1-2 & Photo 1-4) It should be noted that historically the residential and commercial buildings that stood on this parcel were oriented toward Flushing Avenue rather than Kent Avenue, hence the early maps show this parcel of land as 369, 371, 373 and 375 Flushing Avenue.

The proposed project is located in an area that today is primarily one of light manufacturing, commercial enterprises, including a gas station at the corner of Classon Avenue and Flushing Avenue, auto pair shops and off-street parking. The applicant seeks authorization to construct residential housing within the project area. Correspondence from the New York City Landmarks Preservation Commission indicates that the proposed project area contains the potential to yield historic archaeological resources associated with the 19th century.

Based on its review, the New York City Landmarks Preservation Commission (LPC) identified the potential for subsurface historic and/or prehistoric archaeological resources located within the project area, and requested that a documentary study be undertaken to assess the likelihood of subsurface resources. In response to this request, CITY/SCAPE: Cultural Resource Consultants was retained to perform a Stage 1A Archaeological and Historic Sensitivity Evaluation for the site and adjacent areas.

Prehistory of the Area

Among the tasks required in the Stage 1A study is an assessment of the potential of the project area to yield significant prehistoric cultural resources. In making the assessment there are a number of factors to be considered, the first of which is the presence on or in the immediate vicinity of the project area of streams or springs that could have served as a source of fresh water for Native American peoples, secondly, is the presence of nearby resources such as wetlands, salt marshes, tidal marshes, streams, and forested areas where deer and other species could have been hunted or open areas that could have been used as cropland, and, finally, the presence on or in the vicinity of the project area of known prehistoric sites.

An examination of the 1844 U. S. Coastal Survey map (Map 6) that includes the study area indicates that Wallabout Creek flowed immediately to the north of the project area along the approximate line of present day Wallabout Street and that the salt marshes associated with that stream extended southward into Block 2260, which would have been inundated by water at high tide, and then into the block now occupied by the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station on the south side of Flushing Avenue.

Wallabout Creek and the associated salt marshes would have provided water, as well as riverine and tidal resources for the prehistoric peoples living in the area. Based on these considerations, it is likely that Native Americans would have utilized the area, but that evidence of such use would have been, first, ephemeral, and, second, eliminated by the development of the entire area during the mid-19th century. This development, which filled the salt marshes, included excavations for basements, as well as for cisterns and privies. Such activities would in all probability have sealed or otherwise impacted any prehistoric resources that might have been located within the project area.

With the criteria outlined above in mind, information concerning known prehistoric sites in the vicinity of the project area was examined. It should be noted that no prehistoric sites are identified in the immediate vicinity of the proposed project area. However, according to information obtained from surveys covering the general area and from published resources such as Parker's 1922 *Archeological History of New York*, there are several prehistoric sites located within the general vicinity of the project area. Several of them are associated with Wallabout Bay, less than a quarter of a mile to the north and west of the project area. None of these sites, all of which were recorded early in the century, were professionally excavated (Greenhouse, 1991 & 1992).

List of Prehistoric Sites Recorded in the Vicinity of the Project Area.

Identification of Site	Location of Site	Source of Information
Village of Mareyckawick	near Fulton Street between Galletin and Elm Place	Bolton, 1924
"traces of occupation"	Bridge Street, between Front and York and between Jay and Bridge Street, on the top of a hill approximately 70 feet high. Evidence included pottery, projectile points and clay tobacco pipes	G. Furman and shown on Ratzer's 1766-7 <i>Plan of the City of New York in North America</i>
NYSM #3613	"traces of occupation" south side of Newtown Creek	Parker, 1922; Plate 179
NYSM #4060	Village site southwest of Corlaer's Hook on Manhattan	Parker, 1922; Plate 192
NYSM #3606	Flatbush Avenue at intersection of Sixth Avenue	

The first of these sites, the village of Mareyckawick, is said by Bolton to have been located near Fulton Street between Galletin and Elm Place (Bolton, 1924 in Greenhouse, 1992). Another resource, writing in 1977, indicated that this village, occupied by a group of Indians identified as Mareyckawick (a branch of the Canarsie), was located "just north of Old Fulton Street (now called Cadman Plaza West)" (Greenhouse, 1992). Still another possible location is suggested by Grumet, who quotes an earlier resource, is the site of present day Brooklyn Borough Hall (Grumet, 1981:27 in Greenhouse, 1992).

The second site, identified by Gabriel Furman in the mid-19th century, was located "... at Bridge Street, between Front and York and between Jay and Bridge Street." According to Furman, the material was located on the top of a hill approximately 70 feet high shown on Bernard Ratzler's 1766-7 *Plan of the City of New York in North America*. (Map 4) The hill has since been razed, but Furman states that "... the material was found *in situ* (down to a depth of 3 to 4 feet)." Evidence of Indian occupation included pottery, projectile points and clay tobacco pipes (Greenhouse, 1991:2).

The third site noted by Arthur C. Parker as "traces of occupation" along the south side of Newtown Creek is to the north of the project area (Parker, 1922: Plate 179). This site is identified as New York State Museum Site #3613.

Parker also identified the location of a village on the Manhattan side of the East River. It was located southwest of Corlaer's Hook, a place that provided one of the narrowest crossing points along the East River south of present day Roosevelt Island (Parker, 1922: Plate 192). This is identified as New York State Museum Site #4060.

In addition to the sites noted above, the New York State Museum identified a site (designated NYSM #3606) located on the route of Flatbush Avenue at the intersection of Sixth Avenue.

Based on the information presented above and an examination of the historic maps which include the project area, it appears 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) Without question the salt marshes associated with the project area would have been an attractive to Native American peoples; however, due to the nature of the land, evidence of prehistoric usage would be ephemeral, while subsequent alterations to the land, including filling, grading and the construction of dwellings in the mid-19th century, would make it improbable that any significant intact prehistoric cultural material would be associated with the project area.

History of the Area

To our knowledge, the first European to visit Brooklyn was Giovanni da Verrazano in 1527 and 1529 when he is said to have landed on Coney Island. This was followed in 1609 by more extensive explorations undertaken by Henry Hudson. Hudson also landed at Coney Island where he was met by the Canarsie Indians, the tribe inhabiting the western portion of Long Island. Hudson's first mate, Juet, described waters teeming with various species of fish

and a land of abundant fruit trees and grape vines. Similar descriptions are available from the late 17th century, when Daniel Danton and Jasper Dankers visited Kings County. During the 17th century, the Canarsie Indians sold land to the Dutch inhabitants of Kings County, of which Brooklyn (Breuekelen) was a part. The process of land transfers continued under the English when they took over the colony from the Dutch in 1664. The area associated with the project site was located immediately east of Wallabout Creek, an area that was settled early. A road from the Village of Brooklyn ran approximately along the present day route of Flushing Avenue. These early road undoubtedly followed an earlier Indian trails.

Early historical records indicate that the land containing the project area was purchased by the Dutch West Indies Company from Cacapoteyno, Menquen and Suwirau -- representatives of the Native American tribe in possession of the western end of Long Island -- on August 1, 1638. The Indian deed included:

. . . [a] certain parcel of land situate on Long Island . . . extending in length from Joris Rapalje's plantation, called Rinnegaconck, eastward one mile and a half to Mespachtes, and in breadth from the East River about one mile into the Cripplebush of said Mespachtes. (Stiles 1884: 80)

Rinnegaconck has been identified as an area at the mouth of a creek on the west and south shore of Wallabout Bay (the present location of the Brooklyn Navy Yard). Based on the description, the project area lies within the boundaries of Rinnegaconck on the southern edge of Wallabout Creek, where by 1654 Joris Jansen de Rapalje had established a plantation. These lands remained in the family, passing through the Schenck lines until the early years of the 19th century when the Schencks sold a portion of their land to the United States Government for the Marine Hospital. The balance of the property descended to the Skillman line of the Schenck family, who sold their land to General Jeremiah Johnson. He held the land that includes Block 2260 until its development in the mid-19th century.

Stiles described the Wallabout area as “. . . lowlands that were overflowed by the sea at every tide and covered with salt grass, coarse and hard to cut with a common scythe, but which cattle preferred to fresh hay or grass (Stiles, 1884: 25). The road leading from Brooklyn Ferry to Bushwick and Flushing hugged the shoreline, running immediately south of the project area.

Based on maps of the period, the headwater of Wallabout Creek and its associated marshland was located in the vicinity of Harrison Avenue between Middleton Street and Bartlett Street. As noted above, in the vicinity of the project area, this stream and its associated wetlands (salt marsh) were located north of Flushing Avenue, with the salt marsh extending through Block 2260 and southward into Block 1882, the present location of the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station.

Historically this area appears to have been served by a series of small farm roads, which followed the line of farm fields to a bridge that crossed Wallabout Creek just west of the project area. (Map 4) In the 17th and 18th century the road serving this part of Brooklyn ran from Brooklyn Ferry to Wallabout. This roadway was regulated in 1805, when the Bedford

and Wallabout Turnpike Company established it as Wallabout Road. This turnpike joined Cripplebush Road at the intersection of present-day Flushing Avenue and Throop Avenue, east of the project area. Until the mid-19th century these were the only roadways in the area. (Dikeman, 1870, cited in TAMS Consultants, Inc. 1989: Table 2). Based on the early maps, which will be discussed in more detail below, it does not appear that any structures stood within the boundaries of the project area during the 17th or 18th centuries.

Descriptions of the appearance of Kings County and the area around the project area for this time period may be found in Daniel Denton's *A Brief Description of New-York, Formerly Called New-Netherlands*, published in 1670, in which he reports that

Long Island . . . is inhabited from one end to the other. On the West end is four or five Dutch Towns; the rest being English to the number of twelve, besides Villages and Farm houses. The Island is most of it of very good soil, and very natural for all sorts of English Grain; which they sow and have very good increase of, besides all other Fruits and Herbs common in England, as also Tobac, Hemp, Flax, Pumpkins, Melons, etc. . . . The greatest part of the Island is very full of Timber, as Oaks white and red, Walnut-trees, Chestnut-trees, which yield store of Mast for Swine . . . also Maples, Cedars, Saxifrage, Beech, Birch, Holly, Hazel, with many sorts more. . . . The Island is plentifully stored with all sorts of English Cattle, Horses, Hogs, Sheep, Goats, etc.; no place in the North of America better, which they can both raise and maintain, by reason of the large and spacious Meadows or Marches, wherewith it is furnished, the Island likewise producing excellent English grass, the seed of which was brought out from England, which they sometime mow twice a year. For wilde Beast, there is Deer, Bear, Wolves, Foxes, Raccoons, Otters, Muskrats and Skunks, Wild Fowl, there is great store of, as Turkeys, Heath-Hens, Quails, Partridges, Pidgeons, Cranes, Geese, of several sorts, Brants, Ducks, Widgeons, Teal and divers others . . . (Denton 1966:3-6)

Denton also described the streams and rivers which entered the oceans off Long Island, all abounding in fish, and the salt water areas where shellfish were harvested by the Indians to be taken to Manhattan to market. Denton described in some detail the lives of the Indians whom he found living on Long Island, and identified the types of crops grown on Long Island during the last quarter of the 17th century, along with the types of animals raised by the farmers of the island, and the game animals and birds hunted by both the Indians and the European inhabitants. He identified the importance of the meadows and marshes that were mown for fodder, and the woods that provided timber for building, wood for the kitchens and homes of the farmers, and mast (acorns, walnuts and chestnuts) for the swine that ran free in them.

Another description, this time specifically of Brooklyn, from the same time period is provided by a member of the Labadist sect by the name of Jasper Dankers, who, in the year 1679-80, traveled to North America with a companion to "scout" the American colonies for a place of settlement for their people. Sailing into New York harbor through the Narrows after many weeks and a stormy journey from Europe, they saw:

. . . not only woods, hills, dales, green fields and plantations, but also houses and dwellings of the inhabitants, which afford a cheerful and sweet prospect after having been so long upon the sea. (Dankers 1966:98)

Several days after their arrival in Manhattan, Dankers and Sluyter crossed to Long Island by the ferry to Brooklyn to spend several days exploring Kings County. The journal contains many particulars of their visit there, which can assist us in imagining the appearance of Brooklyn 300 years ago.

[From the ferry] We went on, up the hill, along open roads and a little woods, through the first village, called Breukelen, which has a small and ugly little church standing in the middle of the road. Having passed through here, we struck off to the right, in order to go to Gowanes. We went upon several plantations where . . . the people . . . made us very welcome, sharing with us bountifully whatever they had, whether it was milk, cider or tobacco, and especially . . . miserable rum or brandy. . . . It is impossible to tell how many peach trees we passed, all laden with fruit to breaking down, and many of them actually broken down. We came to a place surrounded with such trees from which so many had fallen off that the ground could not be discerned, and you could not put your foot down without trampling them; and, notwithstanding such large quantities had fallen off, the trees still were as full as they could bear. The hogs and other animals mostly feed on them.

They visited with the woman who owned the land on which the peach trees grew, who fed them their first smoked strip bass, which they compared with smoked salmon. Continuing along the road, they reached the house of Simon Aartson DeHart, located in the vicinity of present day 27th Street overlooking Gowanus Bay, where they found

. . . a good fire, half-way up the chimney, of clear oak and hickory, of which they made not the least scruple of burning profusely. We let it penetrate us thoroughly. There had been already thrown upon it, to be roasted, a pail-full of Gowanus oysters, which are the best in the country. . . They are large and full, some of them not less than a foot long, and they grow sometimes ten, twelve and sixteen together, and are then like a piece of rock. Others are young and small. In consequence of the great quantities of them, everybody keeps the shells for the purpose of burning them into lime. They pickle the oysters in small casks, and send them to Barbados and the other islands. We had for supper a roasted haunch of venison, which he had bought of the Indians. . . and which weighed thirty pounds. The meat was exceedingly tender and good, and also quite fat. It had a slight spicy taste. We were also served with wild turkey, which was also fat and of a good flavor; and a wild goose, but that was rather dry. Everything we had was the natural production of the country. We saw here, lying in a heap, a whole hill of watermelons, which were as large as pumpkins. . .

The stone house and wooden wing where they spent the night was still standing in 1866. The next morning after breakfast Dankers and Sluyter walked on to explore other areas of Kings County. They first traveled to present-day Fort Hamilton where they found Indian plantations planted with maize and between seven and eight families living in a long house.

Their house was low and long, about sixty feet long and fourteen or fifteen feet wide. The bottom was earth, the sides and roof were made of reed and the bark

of chestnut trees; the post, or columns, were limbs of trees stuck in the ground, and all fastened together. The top, or ridge of the roof, was open about half a foot wide, from one end to the other, in order to let the smoke escape, in place of a chimney. On the sides, or walls, of the house, the roof was so low that you could hardly stand under it. The entrances, or doors, which were at both ends, were so small and low that they had to stoop down and squeeze themselves to get through them. The doors were made of reed or flat bark. . . . They built their fire in the middle of the floor, according to the number of families which live in it, so that from one end to the other each of them boils its own pot, and eats when it likes, not only the families themselves, but each Indian alone, according to his hunger, at all hours, morning, noon and night. By each fire are the cooking utensils, consisting of a pot, a bowl, or calabash, and a spoon also made of a calabash. These are all that relate to cooking. They lie upon mats with their feet toward the fire . . . Their other household articles consists of a calabash of water, out of which they drink, a small basket in which to carry and keep their maize and small beans, and a knife. The implements are, for tillage, a small, sharp stone, and nothing more; for hunting, a gun and pouch for powder and lead; for fishing, a canoe without mast or sail, and without a nail in any part of it, though it is sometimes full forty feet in length, fish hooks and lines, and scoops to paddle with in place of oars. . . . All who live in one house are generally of one stock or descent, as father and mother with their offspring. Their bread is maize . . . mixed with water, and made into a cake, which they bake under the hot ashes. . . . They had dogs, fowls and hogs. . . They had, also, peach trees, which were well laden.

The land on which these Indians lived was owned by Jacques Cortelyou, who was thought by Dankers to have purchased the land from them, although he permitted them to live on a corner of it. Cortelyou lived in the village of New Utrecht, which had been burned during the years of Indian warfare in the middle of the 17th century. By the time Dankers and Sluyter saw the village in 1679 it had been almost completely rebuilt, with "good stone houses." At Flatlands, they found the land not as good as at Gowanus and at the Narrows, but noted the salt marshes, which were covered each tide, producing "a species of hard salt grass or reed grass." This salt grass was mown for hay, which, Dankers states, ". . . the cattle would rather eat than fresh hay or grass." Behind Flatlands they noted a large meadow or heath on which sheep could be grazed, although they saw none. The meadow was crossed by streams, which were navigable and where fish could be taken. Along the roadways they noted several types of grapes, and at Gravesend they found small blue grapes. Dankers wrote that the inhabitants of Gravesend hoped to plant vineyards of these grapes, but so far had failed. At Gravesend the land was reported to be flat, but not as flat as at Flatlands and less barren, yielding good crops. After several days of exploring Kings County, they returned to Manhattan, passing on the way to the ferry through Flatbush:

. . . a village situated about an hour and a half's distance from there, upon the same plain, which is very large. This village seems to have better farms than the bay, and yields full as much revenue. Riding through it, we came to the woods and the hills, which are very stony and uncomfortable to ride over. We rode over them, and passed through the village of Breukelen to the ferry, and leaving the wagon there, we crossed over the river. . .

From the description, it appears that Dankers and Sluyter passed through the Flatbush Pass, located in present-day Prospect Park. Their journey to Brooklyn took them to each part of Kings County, except the northeastern portion where Bedford Corners, Bushwick and Wallabout were located. However, their descriptions of the other areas of Kings County would apply equally to these areas, which were also inhabited by Dutchmen. The houses and domestic arrangements would have been similar, the crops and fruits grown would have been the same, and the same domesticated and wild foods would have been served to family and guests alike. Dankers also comments on the large meadows (part of the common lands) and the salt meadows. Although they do not specify the condition of the road, it is clear that the hamlets and villages of Kings County, as well as the farmsteads on the outskirts of the most settled areas, were interconnected by a series of roadways sufficiently established to permit the passage of wagons. (Dankers and Sluyter 1966: 117-134)

During these years, the character of occupation for communities in Kings County and for the rest of Long Island followed the pattern of individually owned farmsteads on which each man built his house, barns, and outbuilding, and on which he planted his orchards and crops. These were the plantations. In addition to their own farms, each member of the community also was entitled to the use of the common land on which were pastured the cattle and from which the farmers cut hay for fodder. Woodlots were the third division of land, providing, as noted above, timber for building and firewood for the kitchen and fireplaces, as well as mast for the swine. As will be seen below, the woodlots were initially held in common, but in time were divided among the villages. Later these woodlots were further divided, with specific lots being allocated to each family. Finally, in communities in proximity to the ocean, salt meadows were purchased in common and subsequently divided into lots, which were assigned to individuals in the community.

Although common meadows and woodlots had been the norm during much of the 17th century, by the early years of the 1690's the residents of the various hamlets and villages met to divide these lands among the various villages. One such agreement states that:

1. *All the lands and woods after Bedford and Cripplebush, over the hills to the path of New lotts shall belong to the inhabitants and freeholders of Gowanus . .*
2. *And all the lands and woods that lyes betwixt the above said path and the highway from the ferry towards Flattbush, shall belong to the freeholders and inhabitants of Bedford and Cripplebush . .*
3. *And all the land that lyes in common after the Gowanus, betwixt the limits and bounds of Flattbush and New Utrecht shall belong to the freeholders and inhabitants of Brooklyn. . .* (Stiles 1867: 206)

From the information provided above it is clear that several highways, including the road from the Village of Brooklyn (at the ferry) to the farms along Wallabout, existed prior to the 1660's. With the development of Kings County these roadways underwent improvement, being straightened and widened to conform with the regulations of the New York Legislature. In 1704, when the legislature undertook to improve highways throughout the populated areas of the colony, the highway commissioners laid out and standardized the main road or "King's highway" through Brooklyn.

During the 18th century, Wallabout was one of the hamlets of Brooklyn. Although Wallabout was populated from the earliest time, the plantations were clustered at the water's edge, with the farm fields and woodlots in the interior. No roads extended into the project area, and early maps of Long Island show no structures within the project area. The 1670 Ryder map identified Wallabout Bay and Wallabout Creek is shown, but the hamlet of Wallabout and the building that comprised it were not included. (Map 3)

By the end of the 18th century, we have the Ratzer map, which shows Wallabout Bay as a horseshoe shaped cove with a stream flowing into the northwest corner. That stream, known as Wallabout Creek, was also called Runneconck (various spellings) by the Indians. It had extensive wetlands and numerous tributaries. Ratzer's map shows the distribution of the farmsteads in the vicinity of the project area – as was the case in the 17th century, these generally hugged the shoreline, with their farm fields, pastureland and woodlots extending southward. (Map 4) The Rapelye farmstead is shown overlooking Wallabout Creek where the bridge crosses it. Immediately to the south and west was the farmstead of Lambert Schenck. His dwelling and farm buildings are located immediate south of the road with a series of fields and pastures extending to the south. The project area is immediately to the east. No structures appear in this area.

After the Battle of Brooklyn in the summer of 1776, Brooklyn was in the hands of the British during the remainder of the American Revolution. Maps from this period show the fort that was situated on the high ground now included in Fort Greene Park and a series of earthen works that provided protection for Wallabout and the shore along the East River. These earthworks extended eastward toward the Cripplebush Road (the Road to New Towne) and did not impact the project area. Wallabout Bay was the location of a number of ships, including the notorious prison ships in which many hundreds of American soldiers died, following which their bodies were dumped along the shores of the bay, where they remained until they were gathered together in the 19th century and deposited in the crypt below the columnar monument erected in Fort Greene Park.

During this period of occupation, despite being protected from the ravages of further battles, the inhabitants of Brooklyn suffered great deprivations. The description provided by Stiles matches in many details descriptions of Manhattan and the Bronx, which were also held by the British, and southern Westchester, called in those days, the Neutral Ground:

According to Stiles, Brooklyn, which, during the war, had been wholly military ground, presented a sadder scene of desolation than any other town in Kings County. In 1776, after the occupation of the British, free range had been given to the pillaging propensities of the soldiery.

Farms had been laid waste . . . woodlands were ruthlessly cut down for fuel, buildings were injured, fences removed, and boundaries effaced. Farmers were despoiled of their cattle, horses, swine, poultry, vegetables, and of almost every necessary article of subsistence, except their grain, which fortunately had been housed before the invasion. Their houses were also plundered . . . and much furniture was wantonly destroyed . . . stock became very scarce and dear, and the farmer of Brooklyn who owned a pair of horses and two or three cows was

'well off.' The scarcity prevailing in the markets, however, soon rendered it necessary for the British commanders to restrain this system of indiscriminate marauding, and to encourage agriculture . . . (Stiles 1884:100)

With the end of the war, Kings County began to recover. Homes were rebuilt. Boundaries were redrawn, and fences reestablished. On March 7, 1788 Brooklyn became a town under the laws of the New York State Legislature. At that time the Town of Brooklyn contained seven hamlets: The Ferry, Red Hook, Brooklyn, Bedford, Gowanus, Cripplebush, and Wallabout. Despite its designation as a hamlet, Wallabout remained relatively unpopulated.

This changed after 1801, when the United States Government purchased several private ship yards on Wallabout Bay and began to use the area for the repair and resupplying of ships during the War of 1812 (Palisi: 32 in Historical Perspectives, Inc., 1991). It is in direct response to development at the U. S. Navy Yard that the area around Wallabout Bay began to be developed. As early as 1803 Tucker and Carter Cordage Company had a ropewalk that extended from Myrtle Avenue through to Flushing Avenue. Wallabout Road was regulated in the early years of the 19th century and opened as Nassau Street in 1819 (Dikeman, 1870: 90). Today it is Flushing Avenue. At that time this area was decidedly rural, with only a few houses along the main road. In 1825 Armbruster describes Wallabout as containing 10 farmhouses and a few dwellings in the hamlet, with the remaining district consisting of fields and trees. In 1884, Stiles writing of the area in 1830 described “. . . a few dwellings along Flushing [Avenue] (Stiles 1884: 145), and Samuel Barnes, writing in 1888, still described “. . . a rural community relatively unchanged since the beginning of the century” (Pickman & Dublin 1989: 21). Within a very few years that was to change – Kent and Myrtle Avenues were opened in 1835 and Park Avenue, established as 70 feet wide, was opened in 1839.

In 1839 J. H. Colton published a *Map of the City of Brooklyn*. . . that included the project area. (Map 5) Block 2260 is located on the north side of Flushing Avenue between the intersection of that street and Kent Avenue and Classon Avenue. Graham Street (now Taaffe Place) terminated in the center of the block. This map shows the United States Naval Hospital and the serpentine course of Wallabout Creek, as well as the margins of the salt marsh that extended north and south on either side of the stream. No structures of any kind are located in the immediate vicinity of the project area. According to this map the area between Flushing Avenue and Park Avenue between Franklin and Classon had undergone some development, but although streets had been platted in the vicinity of the project area, no development had yet taken place north of Flushing Avenue.

Street openings did not mean that an area underwent immediately development. In 1840, several years after the streets in the neighborhood had been opened and the block and lots platted, Wallabout is reported to have contained 30 houses between Fort Greene and Broadway (the boundary between Brooklyn and Williamsburgh. The 1844 U.S. Coastal Survey map still shows the “few dwellings” described by Stiles on the south side of Wallabout Road (present day Flushing Avenue). By this date houses had been built one after another on both the north and south side of the road. Several of these houses were located on Flushing Avenue, but at this time there are no structures within the boundaries of the project area, which was still occupied by salt marshes. The distinctive bend in the Wallabout

Road at Skillman Avenue may be used to locate the general boundaries of the project area. Based on the U. S. Coastal Survey we see a picture of an area that in 1844, in contrast to Williamsburgh and Brooklyn, had not yet begun to succumb to urbanization. (Map 6)

In 1849 J. H. Colton prepared a *Map of the City of Brooklyn* that included the project area. Although Wallabout Creek and its salt marshes are still shown on this map, indicating that these features had not yet been channelized or obliterated by development, the area immediately south of Flushing Avenue from Skillman Avenue west is shown as developed. Individual structures are not shown on this map, and, indeed, it will be some years before details of individual lots are provided, but on this map every block from Skillman to Classon and from Flushing south is shown as fully built. That is not to say that every lot contained a building, but clearly East Brooklyn was changing. This change was in direct response to development of the U. S. Navy Yard, which required workers and supporting industries, such as sail makers, coopers, ironmongers, and, of course, ropewalks.

In 1850 the Dripp's *Map of the City of Brooklyn, L.I. . . showing the Streets at the present with existing buildings. . .* indicates that, whereas in 1849 Block 2260 was still salt marsh, by 1850 it had been filled and was fully developed. (Map 7) On the north side of Flushing Avenue, Kent Avenue had been cut through and Wallabout Creek channelized to the east (identified as "Canal"). At this date Wallabout Street had not yet been established, but the area now occupied by Block 2260 was fully developed. At the corner of Flushing Avenue and Kent Avenue (the southeastern corner of the project area) there was a small rectangular structure with a narrow shed-like structure extending north along Kent Avenue. Immediately to the west was an open area. The office and shed would be located on the land identified as 375 Flushing Avenue, while the open yard area would correspond with 373 Flushing Avenue. This portion of the project area was at this time considered a single lot – later identified as Lot 5. This lot was 37.5 feet in width along Flushing Avenue. Moving westward there were several structures that are identified on later maps as dwellings, some of which had extensions at the rear. Across the rear of these lots were narrow buildings that would be consistent with privies. At this date Classon Avenue had not yet been cut through, but the line of Kent Avenue and Graham Street (later changed to Taaffe Place) allows one to identify the boundaries of Block 2260.

In 1852 R. F. O. Conner prepared a *Map of Kings and Part of Queens Counties, Long Island, New York* for M. Dripps. In contrast with the map from 1849, this map shows the street pattern established along the entire Williamsburgh-East Brooklyn line. On the northwest corner of Wallabout Bay was Johnson's Lumber Yard, while on the southwest corner the buildings of the U. S. Navy Yard may be seen. We know that as of 1850 the entire project area had been developed, and that the 7th Ward Hotel stood on the north side of Flushing Avenue at Graham Street (now Taaffe Place). In 1855, and perhaps earlier, Keenan's stage company was located at Flushing and Graham Street. By this date, other facilities in the area included distilleries, iron foundries, sailmakers, and institutions, including the U. S. Marine Hospital, churches, schools, an orphan asylum and a city park.

By 1887 the area had been further developed. (Map 8) Wallabout Street had been opened, establishing the present boundaries of Block 2260 (then identified as Block 63). In that year the project area contained two dwellings and several structures associated with a coal yard. At 369 Flushing Avenue there was a 3-story dwelling on a 25 foot lot with a 1-story extension at the rear. There was a narrow alley way that provided access from the street to the rear of the house. Behind the house was an open yard, with a 1-story structure at the rear lot line that extended across the width of the lot. Although not identified as such, this would be the traditional location for a privy. Next door was another 3-story dwelling – this one without an extension. Like 369 Flushing, this lot (identified in the Sewer Department records as 25.2 feet wide) also had a 1-story structure at the rear of the lot. 373 Flushing Avenue contained two structures – the westernmost was a 1-story building identified as a “Carriage House.” The use of the adjacent building, also a 1-story structure, is not identified. Behind these structures is an open yard that appears to be associated with the coal yard that ran the length of Kent Avenue between Flushing Avenue and Wallabout Street. From the records of the Sewer Department it appears that from an early date 373 Flushing Avenue was considered part of a 37.5 foot wide lot that also included 375 Flushing Avenue. 375 Flushing Avenue is identified as a separate street address, and contained an office on the front of the lot, with a stable and coal shed to the rear along Kent Avenue.

The configuration of the buildings within the project area changed over time, as older buildings were demolished and new structures built. Some of these changes are reflected in the records examined at the Borough of Brooklyn’s Buildings Department. For example, in 1901 John V. Nealis obtained a permit to demolish a 3-story brick building (dimensions: 25 x 40) located at 371 Flushing Avenue. As described, this is the dwelling seen on the 1887 map. Nealis owned the lumber yard located at 373-375 Flushing Avenue. At the same time he obtained a permit to construct a frame building, described in the records as a 1-story balloon frame lumber shed, built of yellow pine with an earthen floor. It was to have a flat roof and be open on all sides. The permit identified two other buildings on the site – an office building and a building at the rear of the lot.

In 1904 the John Nealis Lumber Yard extended from the corner of Kent and Flushing Avenues to the alley way at 369 Flushing Avenue. (Map 9) At this time the house at 369 Flushing Avenue was still standing, but the 1-story structure in the rear yard had been removed. Returning to the Nealis Lumber Yard, there was a 1-story office at the southeastern corner of the lot, with a long 1-story lumber shed extending along Kent Avenue. By this date it would appear that the land corresponding to 371, 375 and 375 Flushing Avenue had been combined into a single lot.

In 1910 the Buildings Department issued a permit to L. Meyer for a new shed to be constructed on Lot 26-28 at 371-73 Flushing Avenue. The new shed was to be located on the land corresponding to 371 Flushing Avenue. 373 Flushing Avenue was an open yard, while the office and an old shed, both identified as vacant, are shown along Kent Avenue. According to the records the office extended 16 feet along Flushing Avenue and 20 feet along Kent. The old shed was 16 feet wide and 80 feet long. The office had a toilet and washbasin and was connected to the sewer by a 6" drain. The new building was to be 22'

wide, 100' deep and 15' high. It was to be a flat roof building, built on a foundation that extended 4' below grade. The floor of the building was to be earth. The building was to be constructed of yellow pine, open on the east and west sides. The purpose of the building was to store barrels. In 1912 this permit was cancelled and the proposed structure not built.

In 1918 369 Flushing Avenue still contained a 3-story dwelling with a 1-story extension at the rear and an alley way that provided access to the rear yard. At the rear lot line two structures are shown: one is identified as a "wood shed," the other, not identified, extends southward along the western lot line. The land that corresponds to 371-375 now contained an office building (at 371 Flushing Avenue), while the former office was now identified as a stable, with the former lumber/coal shed now shown as a "box making shed." It appears that packing cases were stored in the open yard behind the office at 371 Flushing Avenue. (Map 10)

On August 28, 1922 a permit was granted for a new building to be constructed at 369-375 Flushing Avenue. According to the records of the Building Department this was to be a 1-story brick garage. Blueprints accompanying the application indicate that while some portions of the ground under the proposed building would be excavated for drains and a boiler room, the balance of the property would be unexcavated. At the time of the new construction the owner is identified as Kenton Garage, Inc., with James Levitt as President. At various time over the next 50 years permits were granted by the Buildings Department for the erection of illuminated signs, the installation of new doors, and the installation of subsurface gasoline tanks.

By 1929 the various lots that had made up the project area had been consolidated into one - Lot 26. (Map 11) The use is identified as a "garage." The lot is 87.7 feet wide along Flushing Avenue by 100 feet along Kent Avenue. This configuration exists to the present day.

In addition to the map research, census data, assessment records and city directories were consulted. This research indicates that the two dwellings (formerly located at 369 and 371 Flushing Avenue) were owner occupied for many years by the same families. In the case of 369 Flushing Avenue, the house was owned by Francis Koll at the time that the connection to the sewer was made in 1873. According to the Assessment Records, Francis Koll owned the house at 369 Flushing in 1868, when the property was assessed at \$1,500.00, and still was the owner of record in 1898, when the assessment was \$1,600.00. There was a house at 369 Flushing by 1850, before the installation of the water and sewer lines in Flushing Avenue. This fact, in conjunction with the apparent lack of subsurface disturbance in the rear yard area, suggests that the potential for both privies and cisterns on the lot is be high. The length of time that this property was occupied by the Koll family suggests that deposits from such subsurface features could with some degree of confidence be assigned to this family. The situation at 371 Flushing Avenue is similar. It appears that a house had been built on this lot by 1850. The Dripps map indicates that both this lot and 369 Flushing Avenue had structures in the rear yards that would be consistent with the location of privies in this area of Brooklyn. The 1863 City Directory lists Michael Dunn as operating a grocery business on Kent Avenue

near Park Avenue. At that time he was listed as residing at 30 Congress Street. However, by 1874, when the connection to the sewer was made from 371 Flushing Avenue, it appears that he had moved his residence and business to this new location. The City Directory for 1876 lists John Dunn and Mary Dunn as living at 371 Flushing Avenue. Mary Dunn is listed as a grocer, and it is probable that her grocery was on the ground floor of the building. John Dunn was a marble worker. In 1880, Mary Dunn, identified as the widow of Michael Dunn, was still operating a grocery at 371 Flushing Avenue. Also living at this address was Frank Dunn, who was identified as a laborer. The Assessment Records indicate that Michael Dunn owned 371 Flushing Avenue between 1871 and 1872. He remained the owner of record at least through 1880, by which time the City Directory indicates that the house was occupied by his widow. The house was still standing in 1887, but had been demolished by 1901, when the property was merged with property identified as 373-375 Flushing Avenue. As is the case with 369 Flushing Avenue, 371 Flushing Avenue was built before the installation of water and sewer lines in Flushing Avenue, which suggests that there would have been both a privy and cistern on the site. Furthermore, the Dunn family were both owners and residents of the house over a long period of time, making it possible to assign any deposits recovered from either a privy or cistern to their occupation.

With respect to the lots identified as 373 and 375 Flushing Avenue, it appears that these two street addresses corresponded with Lot 5 from an early date. In 1868 the Assessment Records indicate that these lots were owned by J. Buchenberger, who continued to be the owner of record for the next 30 years. The land changed hands at the beginning of the 20th century, but the types of business conducted here remained essentially the same – coal and lumber yards being the consistent use from 1853 to 1904. Based on the map research and the assessment records it appears that these two lots were consistently commercial properties. As such it is unlikely that they contain either privies or cisterns. Sheet deposits or other evidence of the commercial structures might be present, but, at least with respect to 375 Flushing Avenue, the excavation of a boiler room and the installation of a 550-gallon gasoline tank have most probably destroyed all evidence of any earlier structures. The likelihood of encountering significant archaeological deposits on the 373 Flushing Avenue lot does not appear to be high, though sheet deposits associated with the lumber and coal yard operations might be present. In the case of 373 Flushing Avenue, although some subsurface disturbance is indicated in the Borough of Brooklyn Building Department records, the rear of the lot is unexcavated.

CONCLUSIONS AND 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, which was prehistorically part of the salt marsh that bordered Wallabout Creek, would be considered to have a low potential to yield prehistoric cultural material. The salt

marshes referred to above extended across Block 2260 into the block now occupied by the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station on the south side of Flushing Avenue. Salt marshes would have provided important faunal and floral resources for prehistoric peoples, but the activities associated with gathering such resources are unlikely to result in the deposition of substantial prehistoric cultural material. In addition, prehistoric cultural material, should it exist within the project area, would be deeply buried by the filling episodes (between 1844-45 and 1850) that transformed the salt water marsh into land suitable for development. Given the ephemeral nature of any potential prehistoric cultural material and the likelihood that, if present, such material is deeply buried, the project area is not considered to have the potential to yield prehistoric archaeological material.

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 sensitivity map examined at the LPC and historic maps at the New York Public Library indicated that until some time after 1844-45 the project area was covered by the salt marshes that bordered Wallabout Creek, a stream that flowed into Wallabout Bay. Ratzer's 1766-7 *Plan of the City of New York in North America* (see Map 4) indicates that the Schenck family farmstead was located on the east side of Wallabout Road (later corresponding more or less to Flushing Avenue) with the fields extending south. The portion on which Block 2260 is located subsequently came into the possession of the Skillman family (for whom Skillman Avenue is named), who were direct descendants of the Schenck family. They held the land until the early years of the 19th century, when they sold to the family of General Jeremiah Johnson. Maps dating to 1839 and 1844-45 show that all of Block 2260, including the project area, as salt marsh. The Johnson family held the land until its development, which took place some time between 1844-45 and 1850. The Dripp's map of 1850 indicates that the salt marsh that had formerly been located on Block 2260 had been filled and the block completely developed with residential and commercial structures.

With respect to the potential for 19th century cultural remains, it is concluded that development along Flushing Avenue had taken place by 1850, when the land that became Block 2260 was fully developed. Water was available in Kent Avenue in 1860, and, given the importance of Flushing Avenue and the commercial properties located along it, it seems likely that water would have also been available there by this date. In 1865 there was no sewer in Kent Avenue (Armbruster, 1942: 203), but by 1868 sewer connections were being made on Flushing Avenue between Kent Avenue and Classon Avenue.

The research indicates that houses existed at 369 Flushing Avenue and 371 Flushing Avenue prior to the construction of the sewer line. In addition, both of these properties were owner occupied for substantial periods of time. These two facts suggest that the potential for privies and/or cisterns on these two lots is high, and that, if such subsurface features are present, the contents of these features can be with some confidence assigned to the owners of

the property. With respect to 373-375 Flushing Avenue it appears that these two parcels (corresponding to Lot 5) were historically commercial properties. As such they may have the potential to yield sheet deposits or refuse deposits, but are unlikely to contain either privies or cisterns. The archaeological potential of 375 Flushing Avenue has been compromised by subsurface excavations, further reducing any possibility of recovering significant historical archaeological material.

Archaeological investigation of this portion of the project area could provide a unique opportunity to examine a mid-19th century Brooklyn neighborhood. Immediately to the south – at Kent and Myrtle Avenue – in an area dating to the same time period as that of the project area, an archaeological investigation revealed cisterns with deposits dating from the mid-19th to the 1880's that revealed important information on the material culture of the residents of East Brooklyn.

The possibility of intact archaeological deposits in the form of features such as cisterns and privies or sheet middens certainly exists within the project area. The recovery of this material could contribute to information important to local history and increase our understanding of the development of this early and important area of Brooklyn. It is, therefore, recommended that at the time that the building currently standing on the site is removed an Stage 1B Archaeological Investigation be undertaken on the portions of the project area corresponding to 369 and 371 Flushing Avenue.

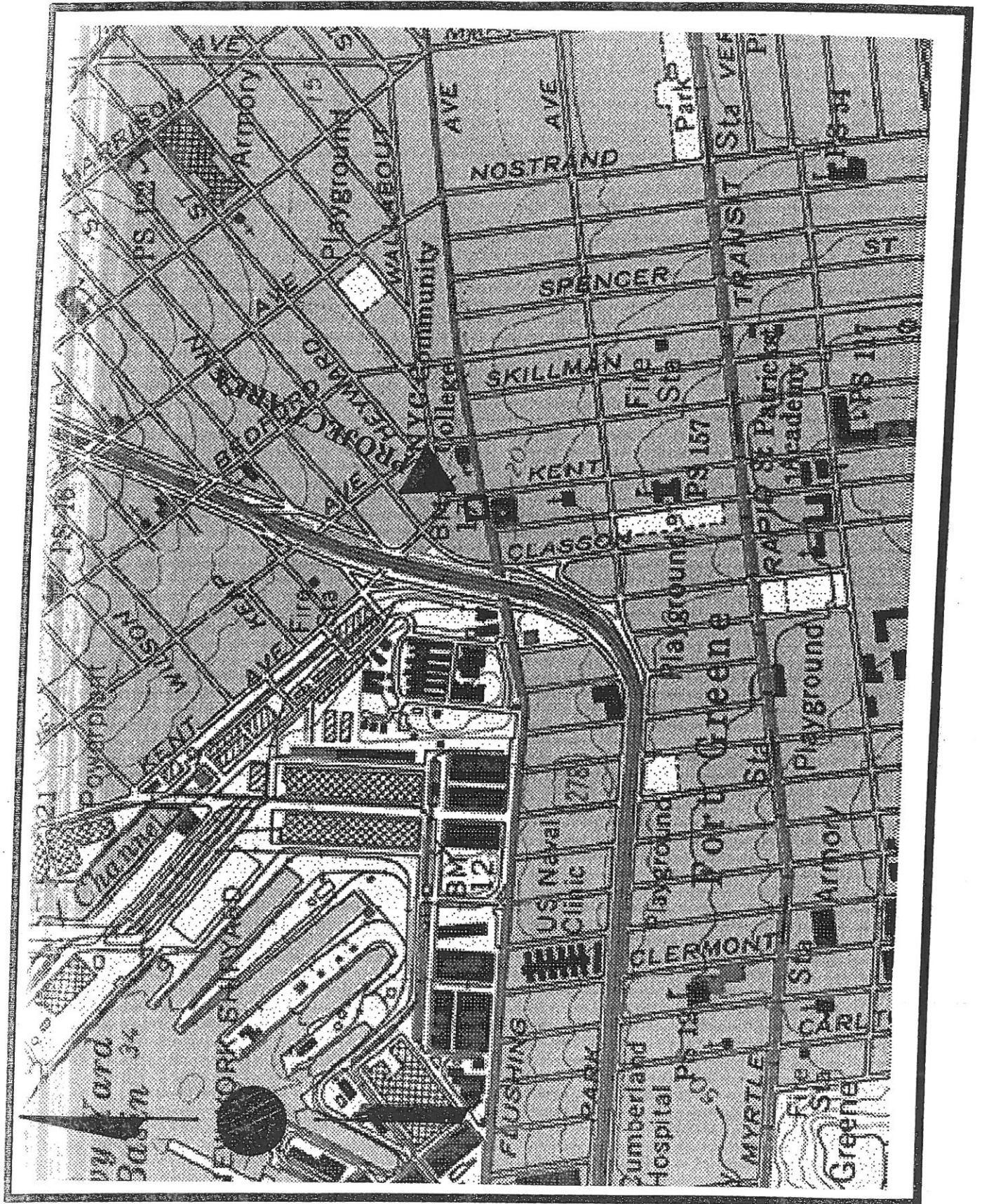
APPENDIX B

MAPS & PHOTOGRAPHS

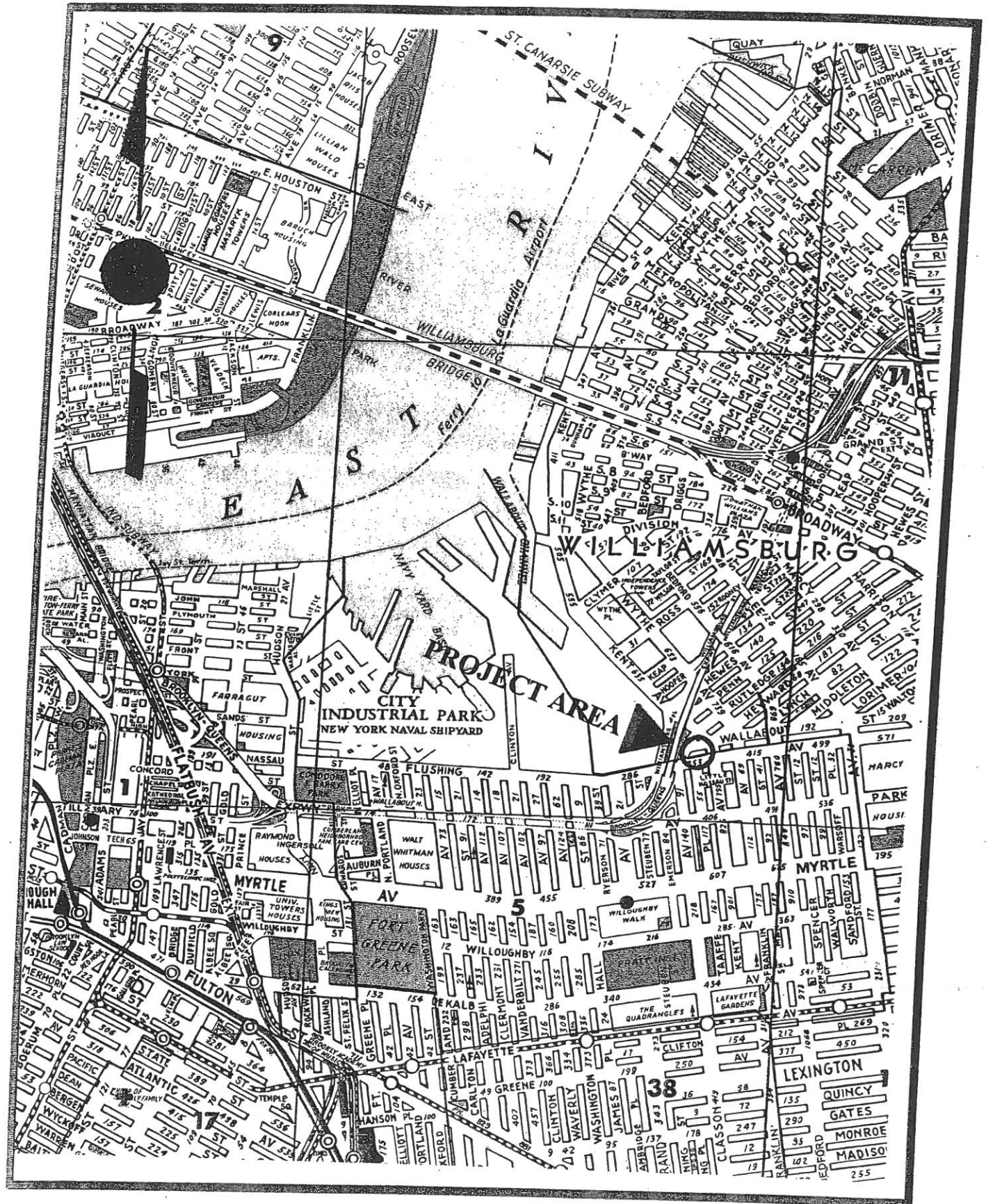
STAGE 1A LITERATURE REVIEW

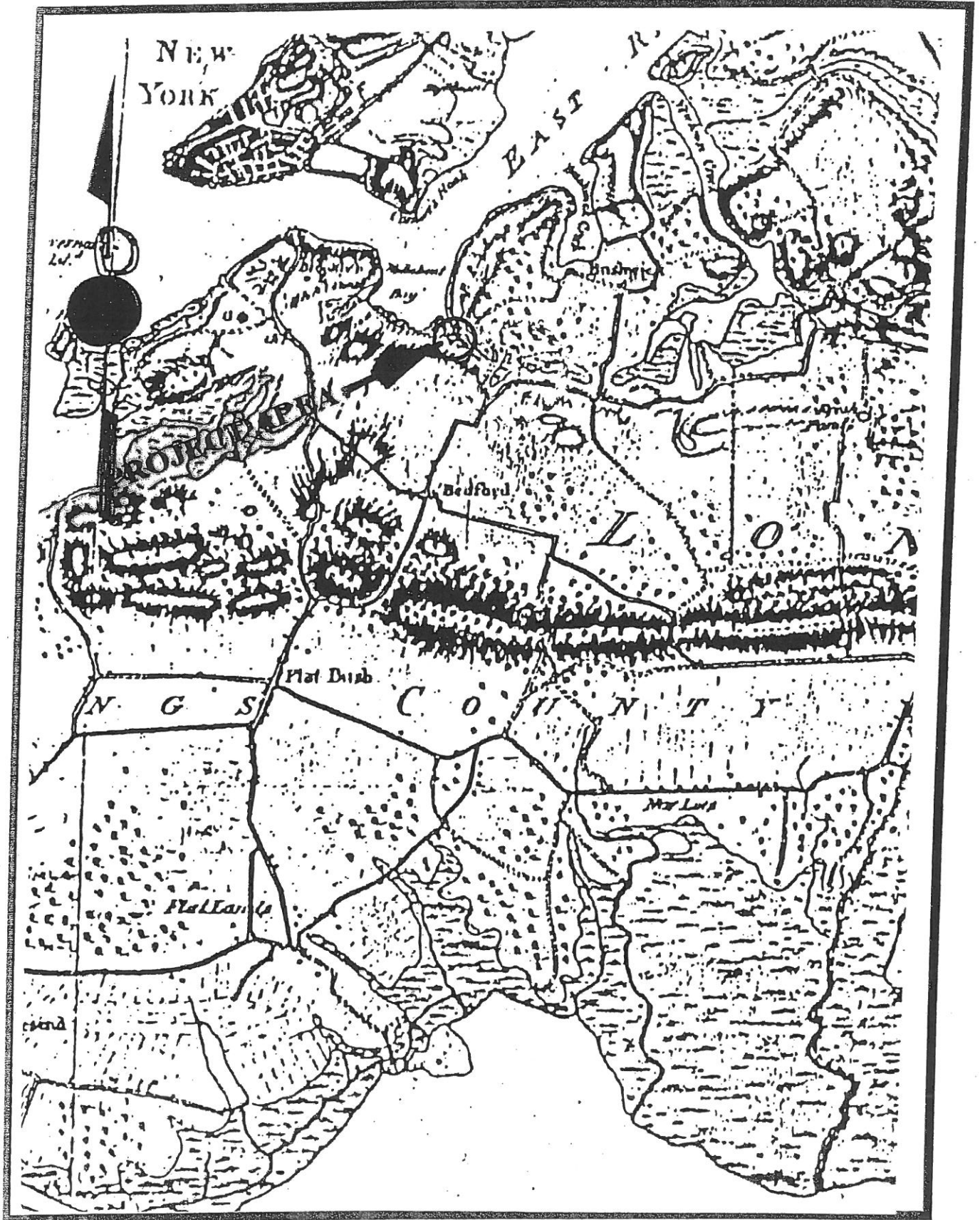
MAP LIST

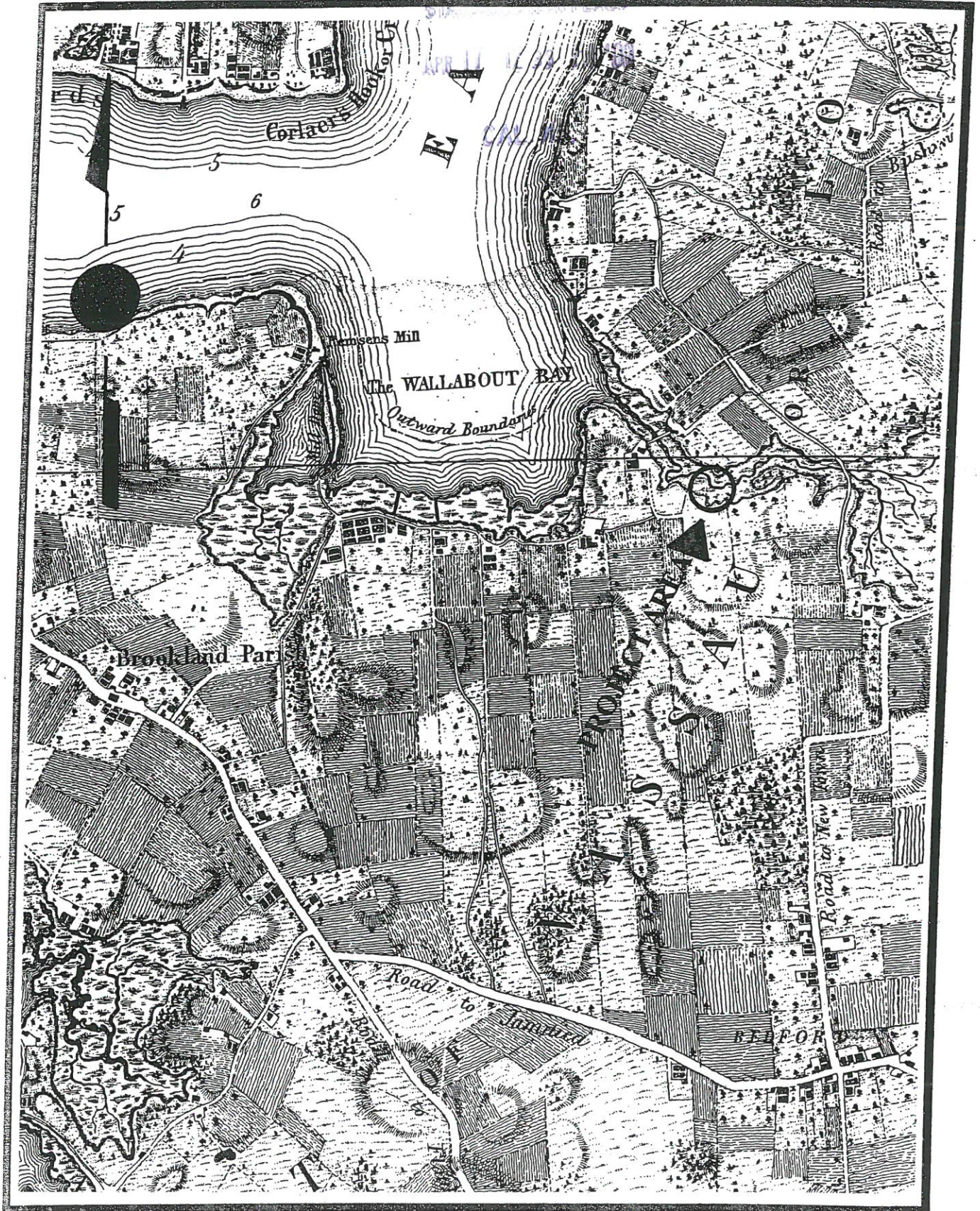
- Map 1 Location Map. USGS Brooklyn Quadrangle. 7.5 Minute Series. Taken 1967. Revised 1979.
- Map 2 Area Map (derived from Hagstrom's *New York City 5 Borough Atlas* Map 19)
- Map 3 1670 Ryder *Map of Long Island*.
- Map 4 Detail from Bernard Ratzer's *Plan of the Town of Brooklyn and part of Long Island*. 1766-67
- Map 5 Detail of J. H. Colton's 1839 *Map of the City of Brooklyn*. . . including project area.
- Map 6 1844 Survey of Coast of the United States *Map of New-York Bay and Harbor and the Environs*
- Map 7 Detail of 1850 Dripp's *Map of the City of Brooklyn, L.I.*. . .including project area.
- Map 8 1887 Sanborn Map, including project area. Plate 64.
- Map 9 1904 Sanborn Map, including project area. Plate 29.
- Map 10 1918 Sanborn Map, including project area. Plate 64.
- Map 11 1929 E. Belcher Hyde's *Desk Atlas/ Borough of Brooklyn, City of New York*.

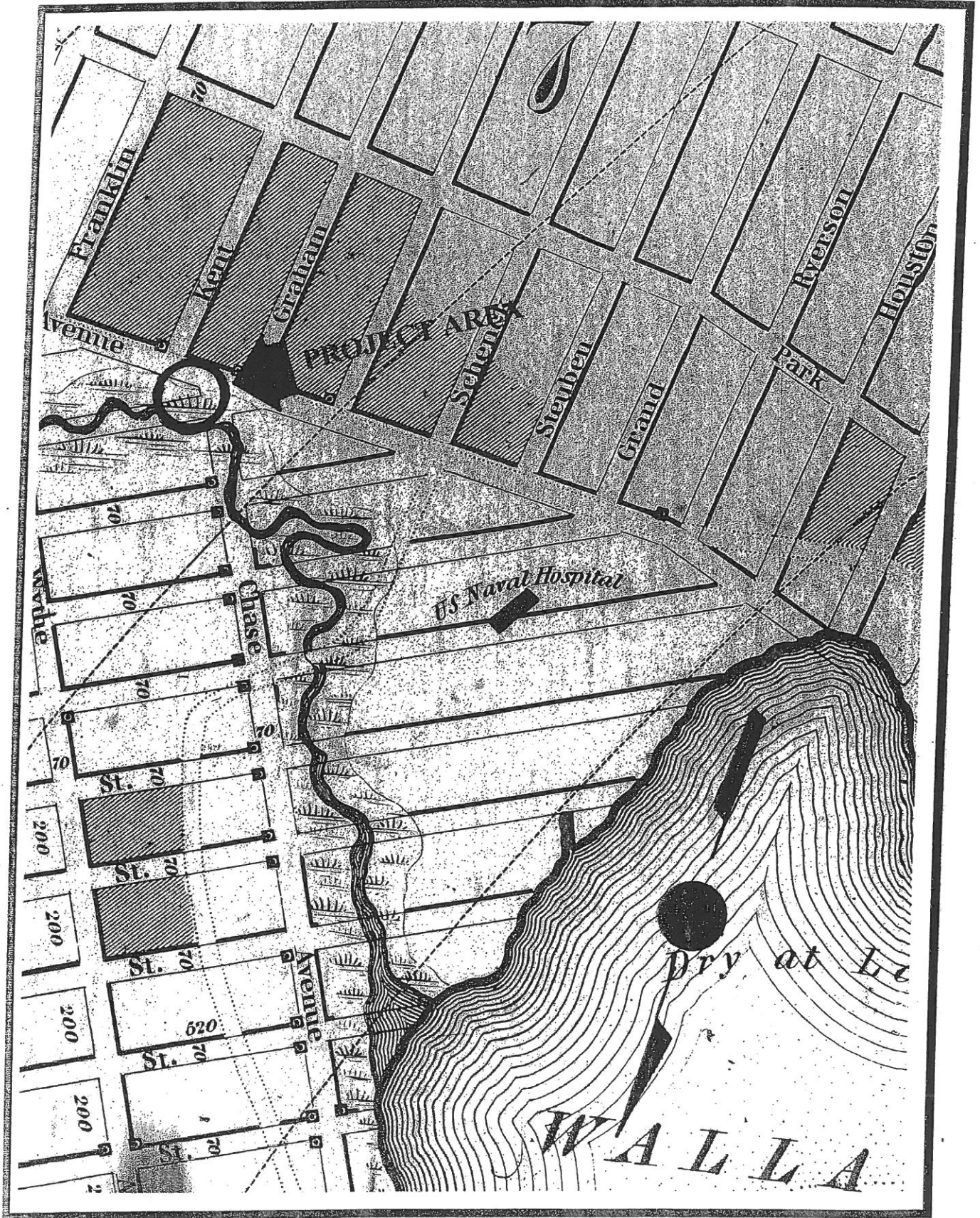


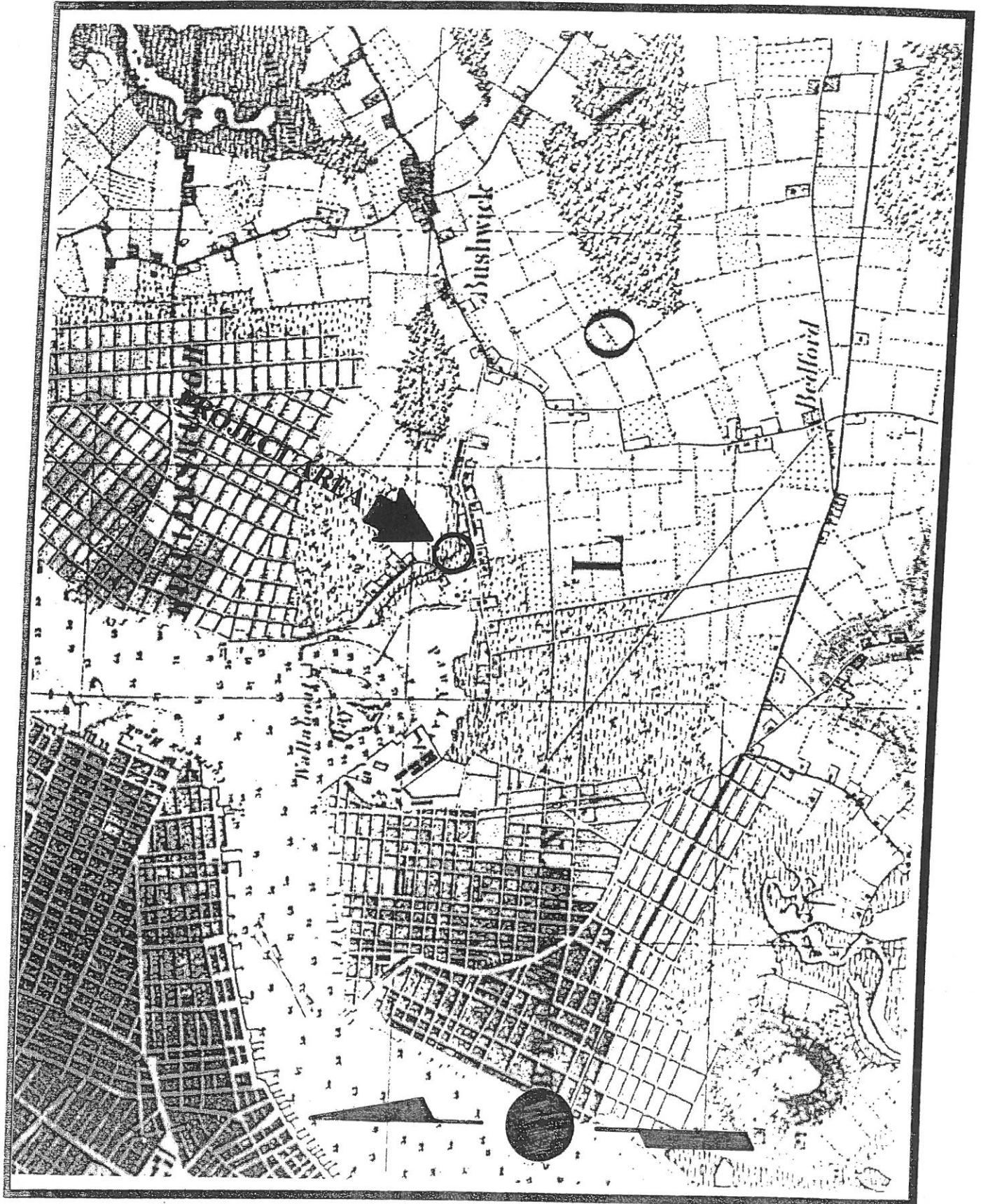
Appendix B: Block 2260. Lot 26. 760-768 Kent Avenue. Borough of Brooklyn. Kings county, New York
Map 2: Project Area (taken from Hagstrom's *New York City 5 Borough Atlas*). Scale: 1.75" = 3000'

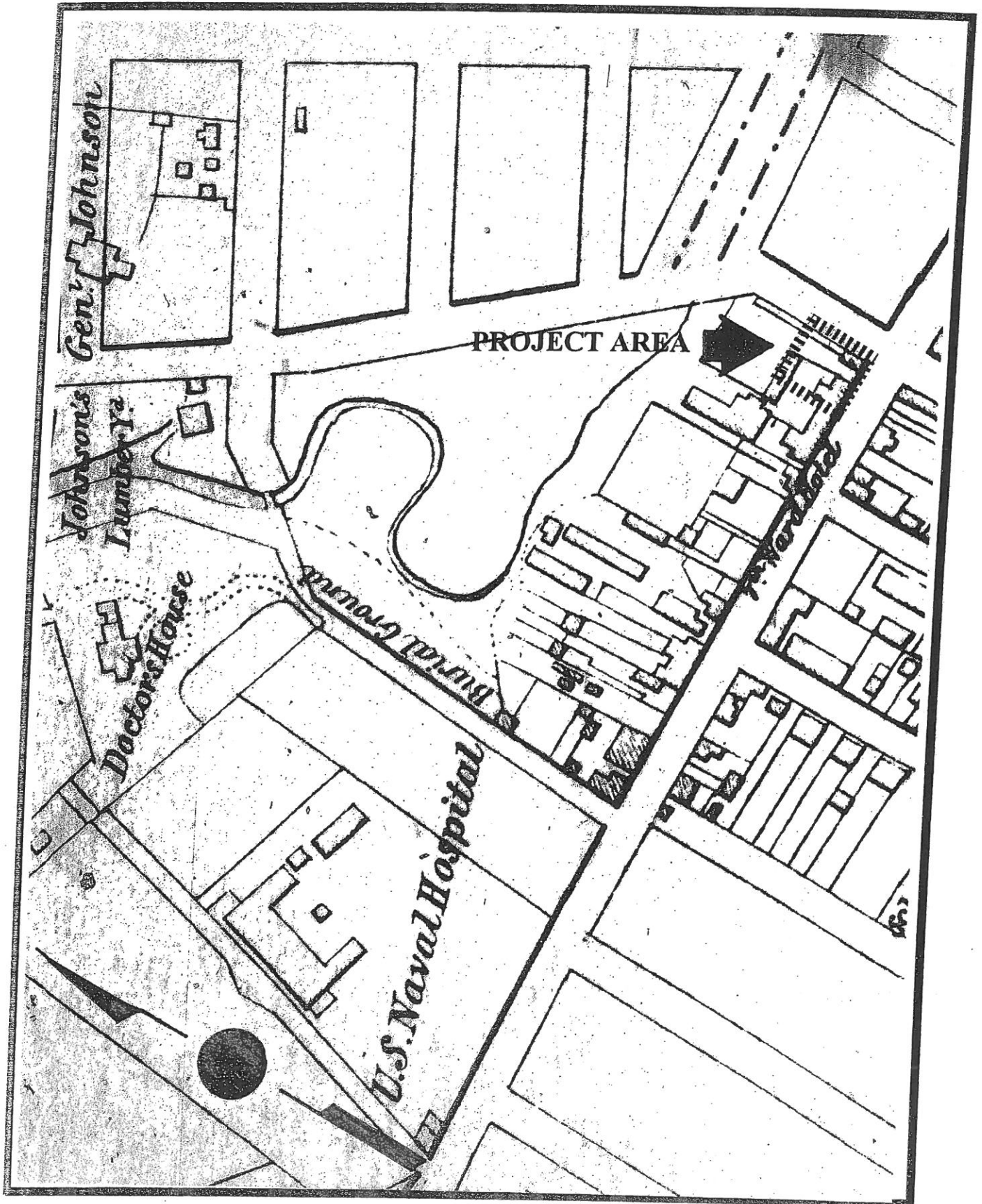


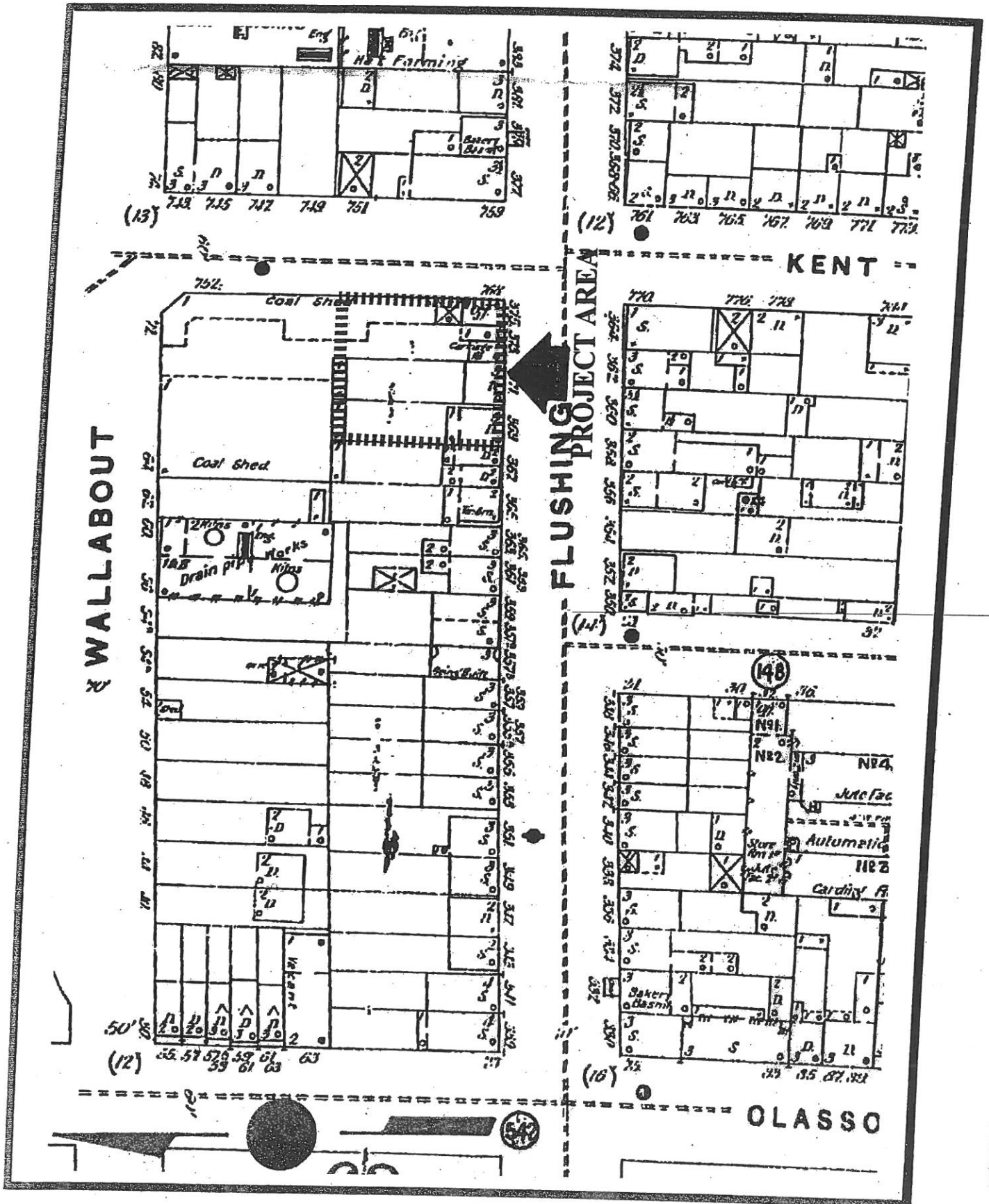


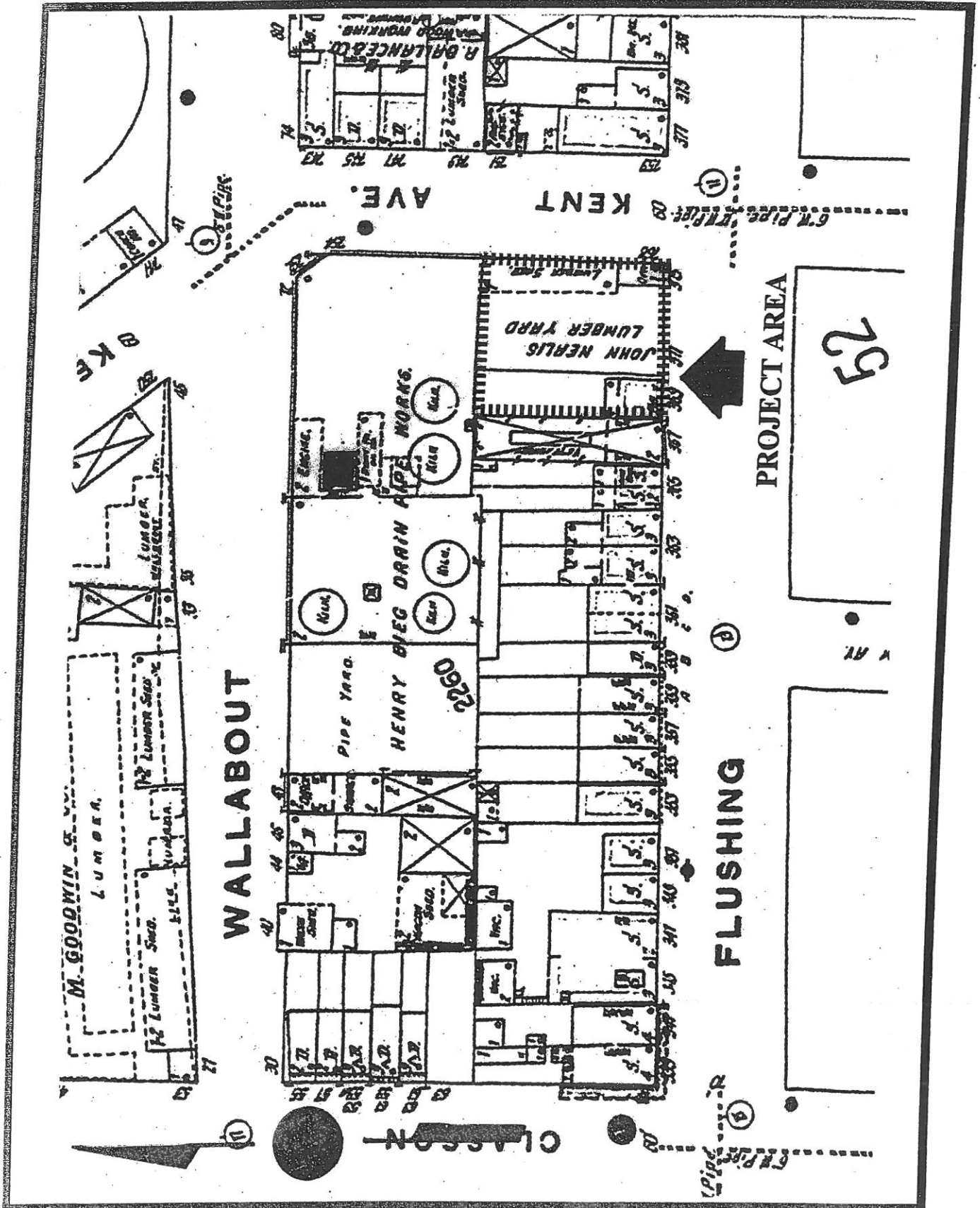


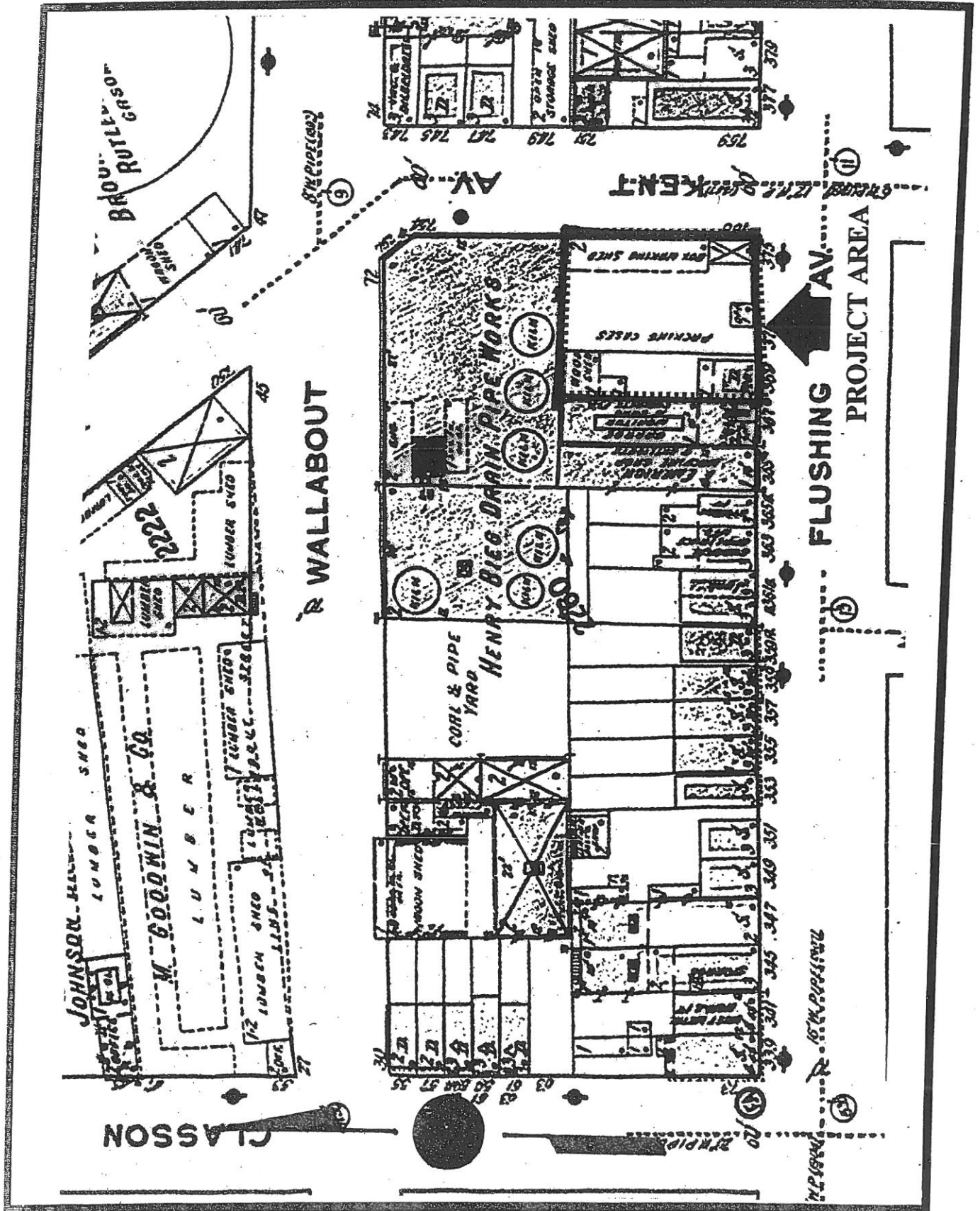


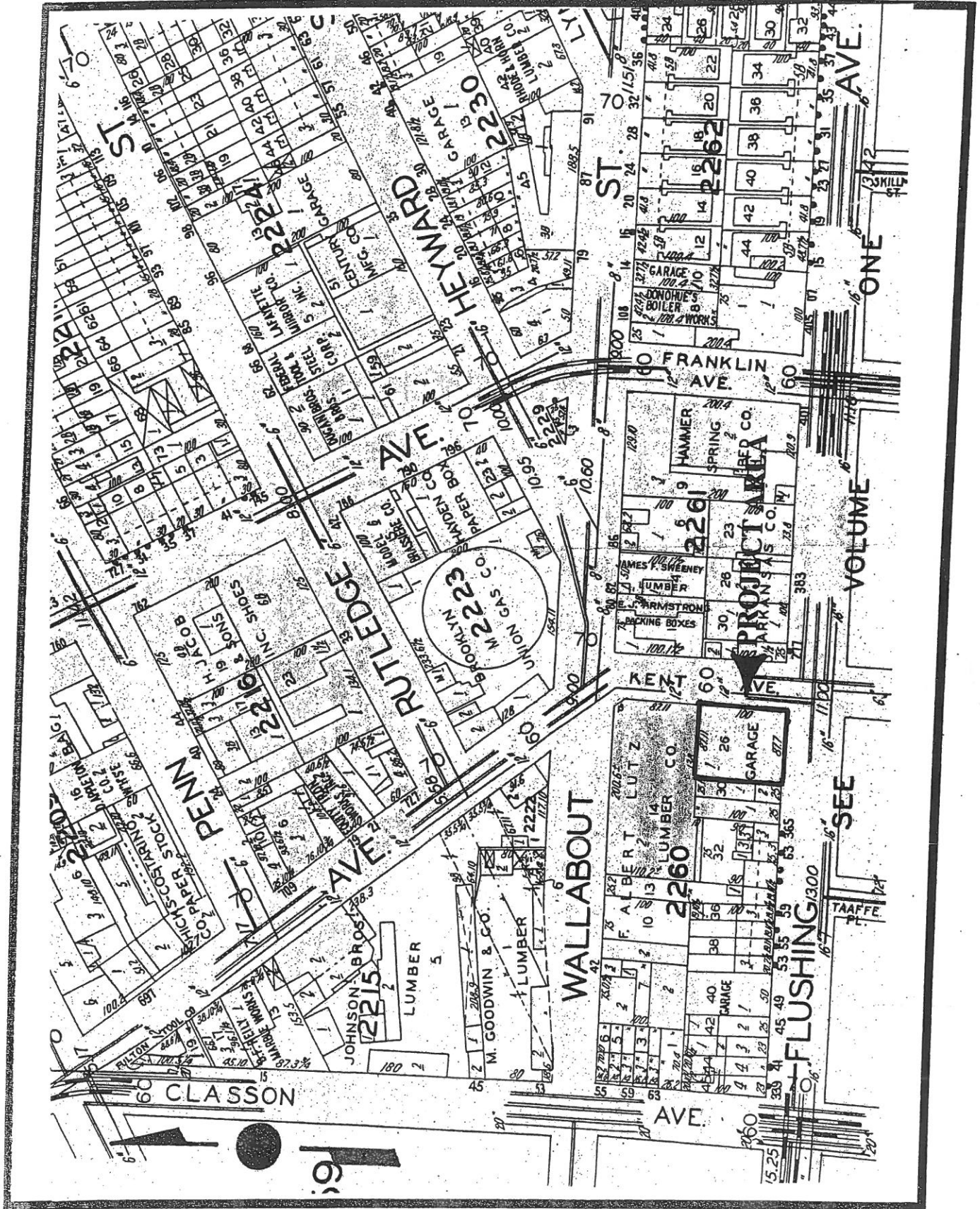












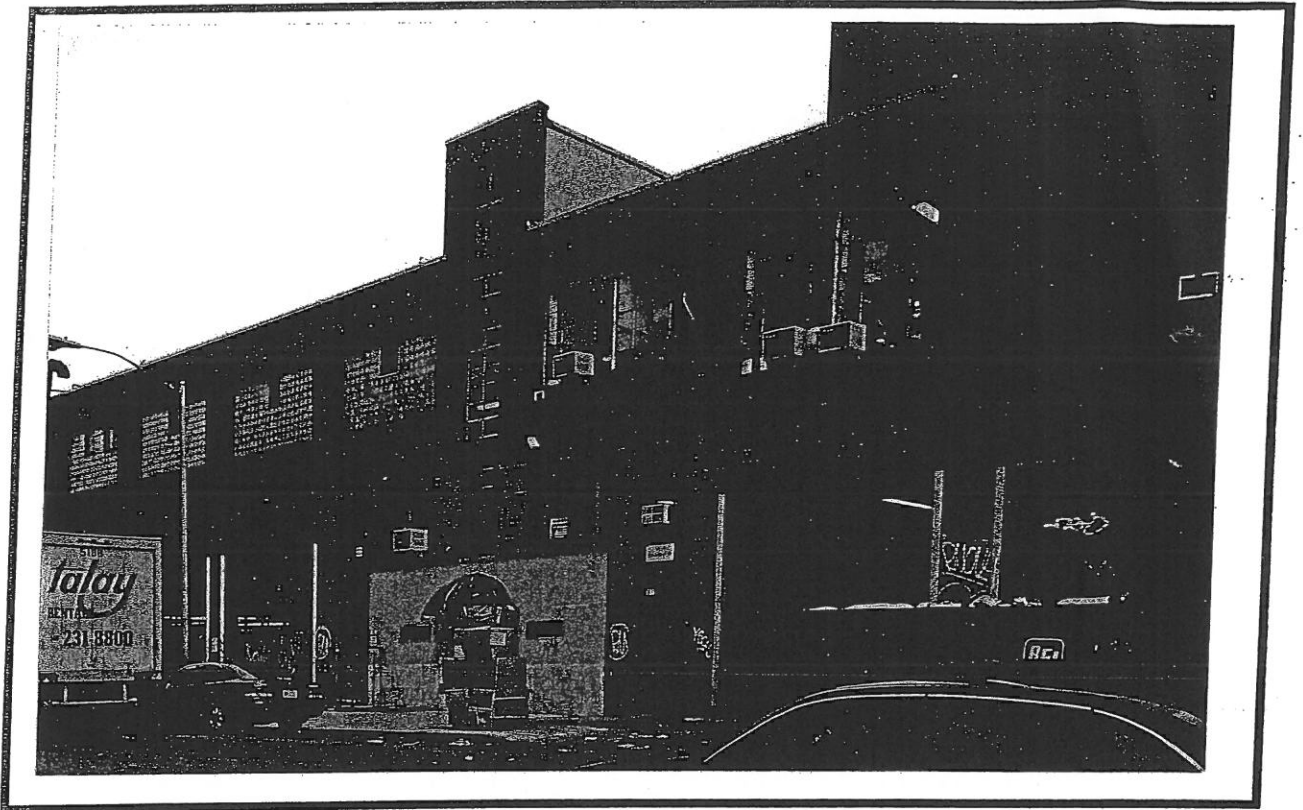


Photo 5: Knitting mill located at intersection of Wallabout Street and Classon Avenue. Such light industry is typical of the area, including Block 2260.

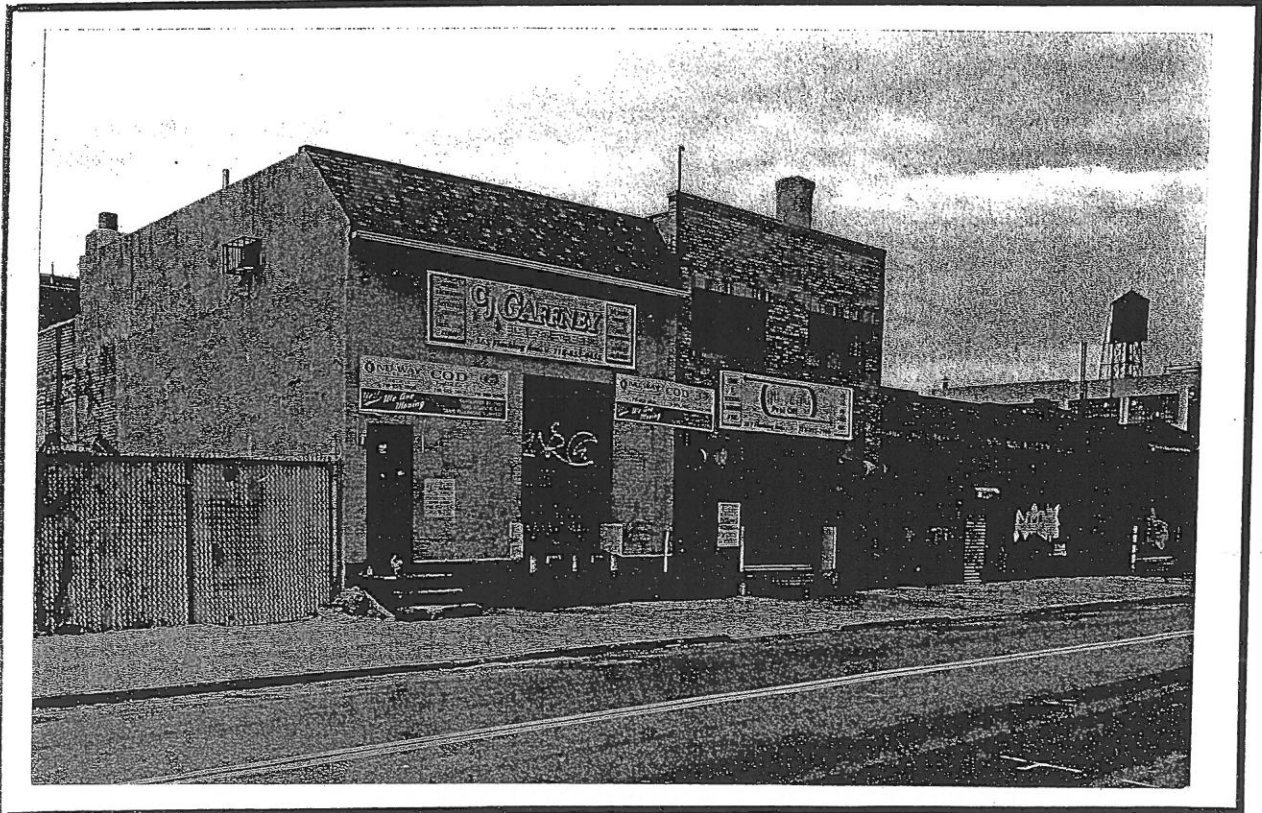


Photo 6: View of 365-367 Flushing Avenue looking northeast toward building currently occupying project area. Again, this type of use is typical for Block 2260 and surrounding area.

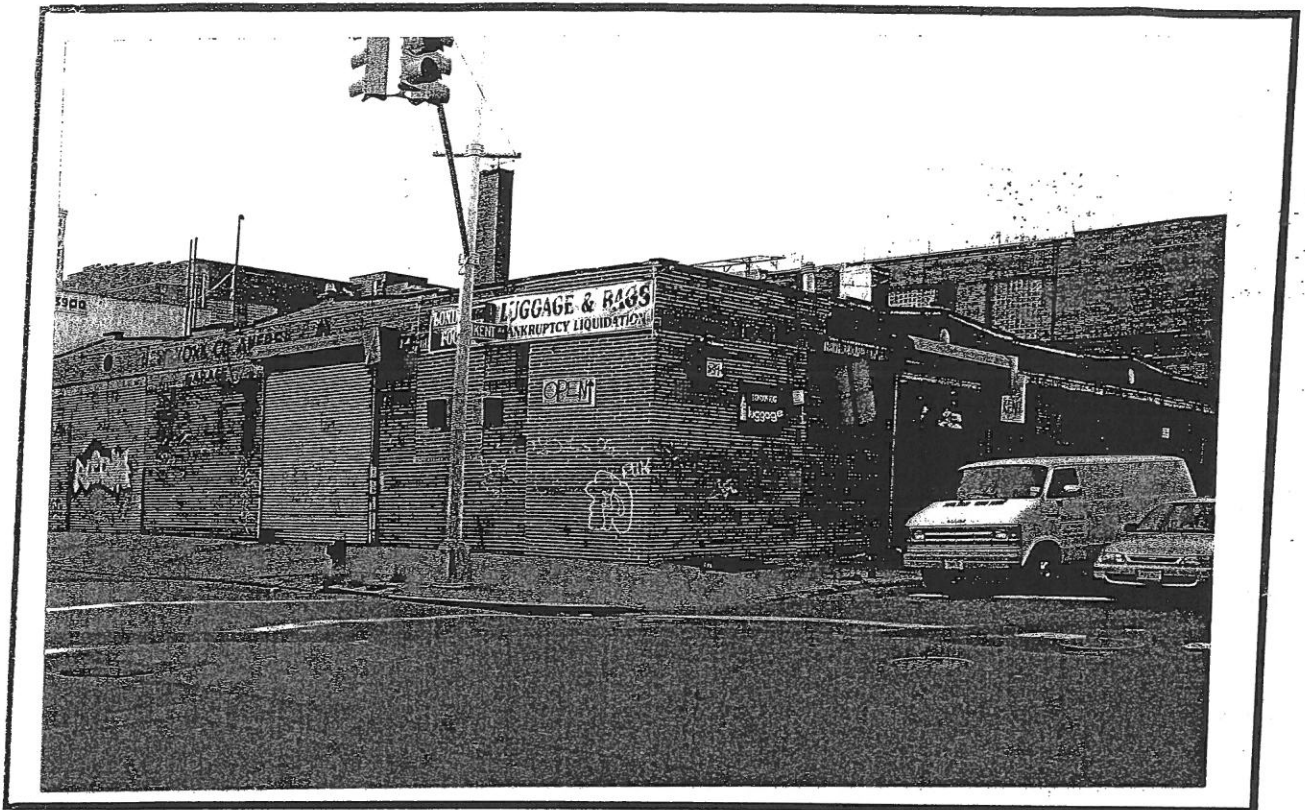


Photo 3: View of building looking northwest from southeast corner of Flushing Avenue.

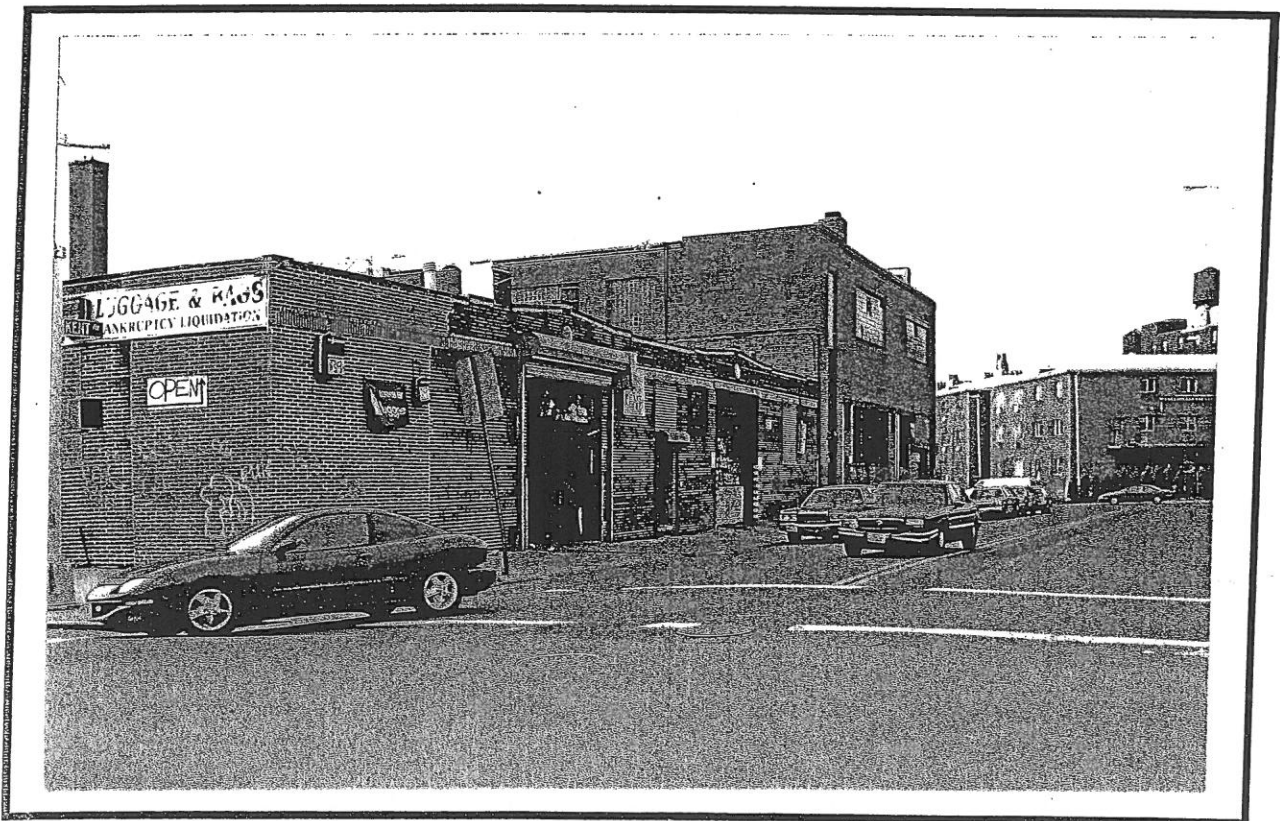


Photo 4: View along side of 760-768 Kent Avenue toward northwest. Commercial operations and housing are seen at corner of Wallabout and Kent Avenue. This type of mixed use is characteristic of the area surrounding Block 2260.

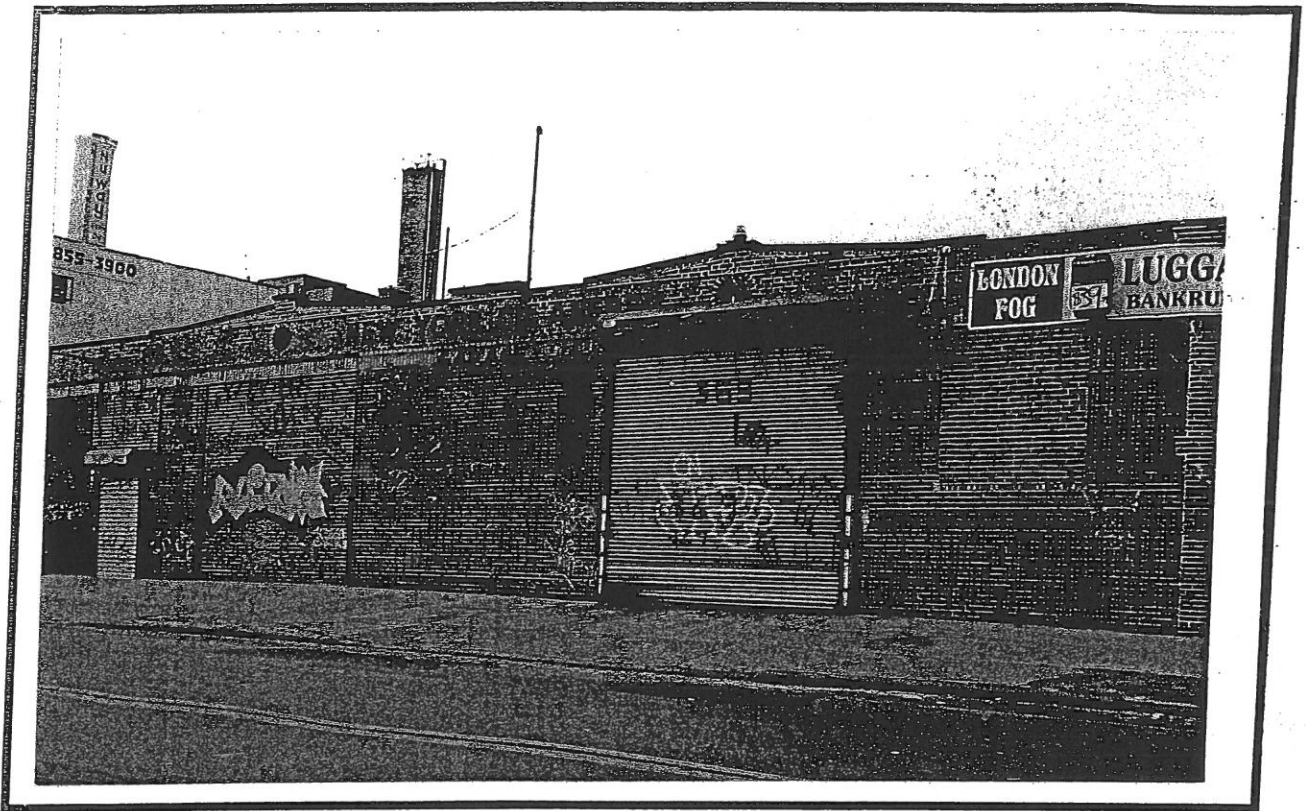


Photo 1: Façade of building currently occupying 760-768 Kent Avenue. View is to northwest from Flushing Avenue.

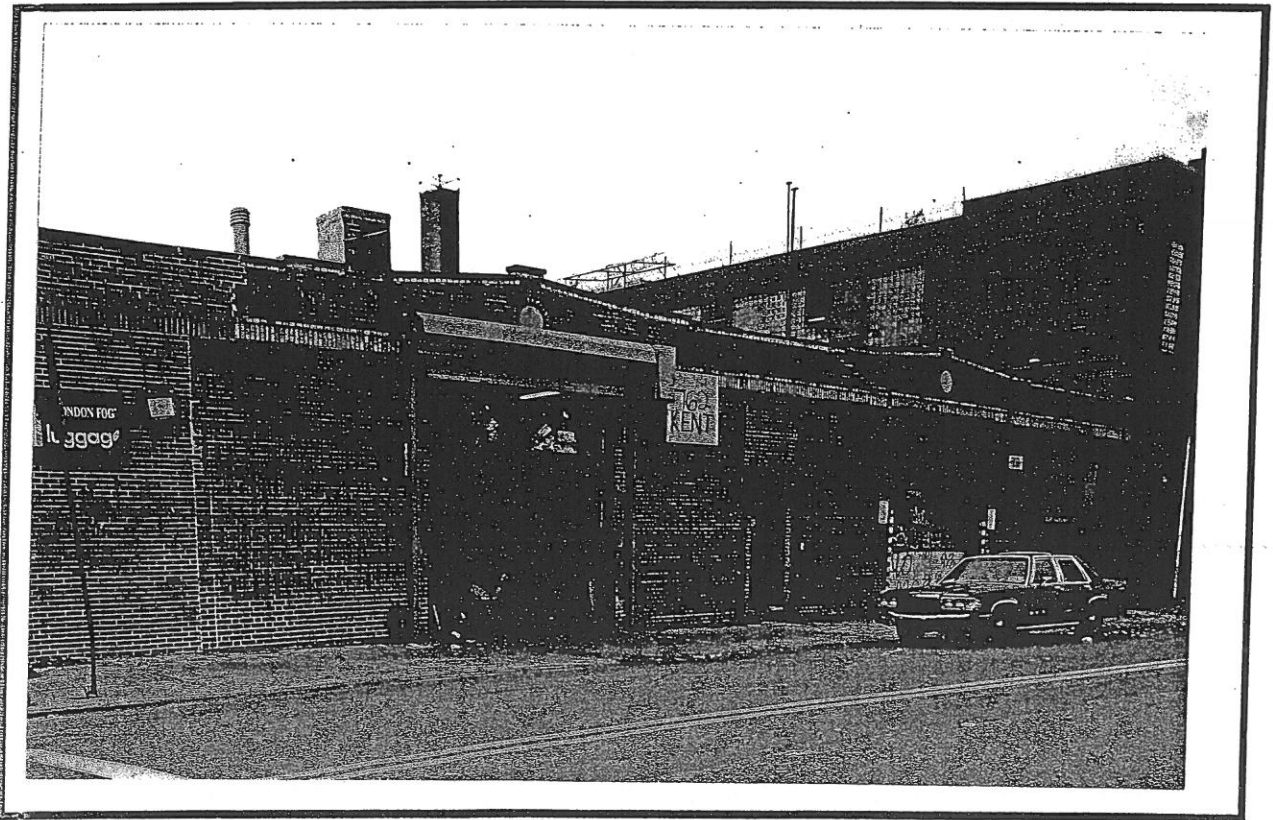


Photo 2: View of Kent Avenue side of the building looking to northwest from east side of Kent Avenue.