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# **BLOCK 1881. LOT 1, 5-7.**

**123-141 CLASSON AVENUE.  
BOROUGH OF BROOKLYN. KINGS COUNTY, NEW YORK.**

## **STAGE 1A LITERATURE REVIEW AND ARCHAEOLOGICAL AND HISTORIC SENSITIVITY EVALUATION**

Prepared For:

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Brooklyn, New York 11215

September, 1998

1949

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# PART 1A: LITERATURE SEARCH AND REPORT ON ARCHAEOLOGICAL POTENTIAL

123-141 Classon Avenue (Lot 1, 5-7)  
Borough of Brooklyn. Kings County, New York.

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726 Carroll Street  
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718-965-3860

**Date:** September 6, 1998

## A. PROJECT INFORMATION

Permit Application:

Permit Number:

Permit Type:

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

### Location of Proposed Action:

The proposed project is located in Block 1881, Lots 1, 5-7, which is located on the east side of Classon Avenue south of Flushing Avenue. Within Block 1881 the project area is designated 123-141 Classon Avenue. (Map 1 & 2) It should be noted that the lot number used for the Classon Avenue parcel are the historical numbers, rather than the current lot numbers (Lot 1, 104-106). The reason for this is that the lot line within the Classon Avenue parcel have been redrawn in such a way that they no longer conform to the historic maps and atlases of the site.

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

### Description of Undertaking:

The applicant seeks authorization to construct 22 units of housing within the overall project area. The plan is to construct four 3-story brick and block buildings with a penthouse and

cellar. Three of these buildings will contain 6 apartments each. One buildings will contain 4 apartments. A front and rear yard is planned. It is anticipated that these buildings will be offered as condominiums.

**Estimated Size of Impact Area:**

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

**Description of Impact:**

The proposed projects will not result in the demolition or significant physical alteration to any improvement. The site is currently vacant land.

**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, which are enclosed by cyclone fences, are being used for parking and storage. The land surface is generally flat.

The elevation of the block at the present time is 26.17 feet at the intersection of Park Avenue and Classon 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. At that time the elevation at Classon and Park was 26 feet, while that at Flushing was 15 feet. This information confirms that no large scale filing of the area has taken place in the last 90 years.

**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 both site have been disturbed, first by the construction of the dwellings and/or multiple dwellings with stores on the ground floor, and the structures associated with the "Old Iron Yard" on Lot 1 at 135-141 Classon Avenue, and then by the demolition of the buildings that formerly stood on the now vacant lots.

**Soils:**

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

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

**Drainage:**

Examination of historic maps and atlases indicates that neither property was crossed by any streams or encompassed by any swamp or wetland areas. Historically, drainage would have been to north of present day Flushing Avenue where Wallabout Creek (draining into Wallabout Bay) and its associated salt marsh were located. The stream did not extend south of present day Flushing Avenue, but the salt marsh extended into Block 1882 immediately north and east of the project area.

**Vegetation:**

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

**Forest Zone:**

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

**Man-Made Features and Alterations:**

The site would have experienced a variety of disturbances:

- 1) those that may have been associated with farming activities during the 17th through the early 19th centuries;
- 2) disturbances associated with the construction of the 19th and early 20th century dwellings and/or multiple dwellings with stores on the ground floor, and structures associated with the "Old Iron Yard" (Lot 1) located at the intersection of Park Avenue and Classon Avenue and any outbuildings associated with these buildings;
- 3) disturbances associated with the demolition of the buildings and the construction of the fences to enclose the vacant lots.

## **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)

- X Beauchamp, William  
1900 *Aboriginal Occupation of New York*. New York State Museum Bulletin No. 32. Albany, NY.
- X Funk, Robert E.  
1976 *Recent Contributions to Hudson Valley Prehistory*. New York State Museum Memoir 22. Albany, NY.
- X Parker, Arthur  
1920 *The Archaeological History of New York*. New York State Museum Bulletin. No. 237 and 238. Albany, NY.
- X Ritchie, William A.  
1969 *The Archaeology of New York State*. Natural History press: Garden City,

### **b. Maps**

Those marked with an "X," included in report.

- X Ryder  
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... Ratzer, 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 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 5)
- Colton, J. H.  
1849 *Map of the City of Brooklyn as Laid Out by the Commissioners and Confirmed by Act of the Legislature of the State of New York*. J. H. Colton, New York. Scale: Reduced.
- Dripps, Mathew  
1850 *Map of the City of Brooklyn, showing the Streets as at present with existing buildings . . . also the Village of Williamsburgh*. M. Dripps, New York. Scale included on map.
- X 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. (Map 6)
- 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/
- Bromley, G. W. & Company.  
1880 *Atlas of the Entire City of Brooklyn*. G. W. Bromley & Company: Philadelphia, PA. Plate 7. Scale: 140 feet to the Inch.
- Robinson, E. and R. H. Pigeon  
1886 *Robinson's Atlas of the City of Brooklyn, New York*. E. Robinson, New York. Plate 8. Scale: 200 Feet to the Inch.
- Hyde, E. Belcher  
1898 *Atlas of the Brooklyn Borough of the City of New York*. vol. 1. Plate 29. E. Belcher Hyde, New York. Scale: 160 Feet to the Inch.
- Bromley, George W. and Walter S.  
1908 *Atlas of the Borough of Brooklyn*. City of New York. vol. 1. Plate 8. Scale: 200 feet to the Inch.
- X Hyde, E. Belcher  
1929 *Desk Atlas Borough of Brooklyn City of New York*. E. Belcher Hyde: New York, NY. vol. 1. Plate 140 & 144. Scale: 160 Feet to the Inch. (Map 9)
- X Sanborn Map Company  
1996 *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. (Map 10)  
1995 *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.  
1993 *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.  
1991 *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.  
1981 *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.  
1977 *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.  
1950 *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.  
1947 *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.  
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.  
1918 *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. (Map 8)

1904 *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. (Map 7)

X United States Geological Survey

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

X Hagstom 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**

Armbruster, Ernest L.

1942 *Brooklyn's Eastern District.* Brooklyn, NY.

Brooklyn Sewer Department

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

Smith, Carlyle S.

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

Stiles, Henry R.

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

**3. Previous Surveys in vicinity of project**

CITY/SCAPE: Cultural Resource Consultants

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 6<sup>th</sup> 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 west of the project area.

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 site are identified in the general vicinity of the project area. The first of these is located near Flatbush Avenue between 6<sup>th</sup> Avenue and Carlton Avenue (NYSM Site #3606), approximately 1.5 miles southwest of the project area. The other three site are located in the vicinity of the Brooklyn Navy Yard, less than a quarter of a mile 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)

Although no fresh water flowed across the project area, an examination of early maps indicates that a stream (Wallabout Creek) and associated salt marshes were located immediately north of the site. The stream flowed just north of present day Flushing Avenue, while the salt marsh extended into Block 1882, now the site of the Borough of Brooklyn Department of Water Supply, Gas and Electricity service station. Based on the predictive model developed by the LPC, the juxtaposition of the site to the stream and salt marsh greatly increases the likelihood that prehistoric peoples may have utilized the project area. It is probable that several of the roads in the vicinity of the project area, particularly the historic "Road to Wallabout" which follows the general line of Flushing Avenue in the vicinity of the project area corresponds with older Indian paths, and that prehistoric peoples passed this way on a regular basis going from the Wallabout area to the interior. Despite these facts, probable alterations to the land surface (including grading to establish a level surface for construction in the 19<sup>th</sup> century), combined with the construction (including excavation for basements) and subsequent demolition of the structures formerly located on the site, greatly decreases the probability of recovering significant, intact prehistoric cultural material from the project area. Based on the foregoing, it is not anticipated that the project area would yield prehistoric cultural resources. However, should an investigation be undertaken to examine the project area for historic cultural resources, the field archaeologist would, of course, examine the area to determine whether or not prehistoric remains were present.

### **Historic Sensitivity**

The New York City Landmarks Preservation Commission communication identified the project areas as possessing the potential to yield archaeological evidence of 19th century occupation. This would be in the form of privies, cisterns, refuse pits and sheet middens located behind the houses that formerly stood on the lots.

It should be noted that the lots within the project area on Classon Avenue have recently been redrawn in such a way that they no longer conform to the lot lines shown on historic maps and atlases. For this reason, the historical lot numbers are used throughout this report.

### **Lot 1 (135-141 Classon)**

Research indicates that in 1876 a connection was made to the sewer from 137 Classon Avenue, then in the ownership of D. Colgan (Coligan). This would suggest the presence of a structure of some kind on the lot. In 1880 and 1886 this corner lot is shown in the historical atlases as vacant. By 1898 the "Old Iron Yard" is shown. Although some structures shift on the lot, the 1-story buildings and open yard seen in 1898 remain essentially unchanged for the next 80 years. In 1904 the shed along Park Avenue was identified by the words "Horse Shoes." (Map 7)

In 1868 a building at 135 Classon Avenue (now within the boundaries of Lot 1) was connected to the sewer. At the time the property was owned by Robert Maguire. This address does not appear on the historic maps or atlases consulted, but reflects the earlier arrangement of the lots and the buildings which stood on them.

The records of the Brooklyn Sewer Department indicate that a connection in Lot 1 (137 Classon Avenue) was made in 1876. It may be assumed that some type of structure stood on the lot at that time. The 1850 Dripp's *Map of the City of Brooklyn, showing the Streets as at present with existing buildings . . .* shows this land as vacant, but in the 1860's the maps for this area show the entire block as developed. As noted above, at least one building (identified as 135 Classon Avenue) was connected to the sewer in 1868, indicating that sewers had been installed in this area by that date. If dwellings stood on Lot 1 prior to the development of the site as the "Old Iron Yard," it is possible that archaeological evidence exists in the form of cisterns or privies. None of the structures associated with the "Old Iron Yard" appear to have had basements, so it is unlikely that subsurface features would have been impacted by subsequent activities on the property.

#### **Lot 5 (133 Classon Avenue)**

Identified as Lot 5 on the historic maps and atlases, this lot was vacant in 1850. The maps from the 1860's show the area as developed. No sewer records were found for Lot 5, but adjacent lots were connected to the sewer between 1868 and 1876, indicating that sewers were available by the late 1860's. By 1880 a structure existed on this lot that abutted the sidewalk with three small structures in the rear. Two of these were located mid-lot on the northern border of the property. Although not marked as a water closet or privy, in this neighborhood, mid-lot was the usual location for this feature. The third was located in the northeast corner of the lot. In 1904 the small shed-like structure located in mid-lot in 1880 had been removed, and the small structures in the rear yard had been replaced by a 1-story structure in the northeast corner of the lot. (Map 7) In 1918 and 1929 the same configuration existed and the structures continued to stand until very recently. (Map 8 & 9) The 1996 Sanborn map of Block 1881 shows a vacant 3-story building located at 133 Classon Avenue. (Map 10) On September 5, 1998, this building was no longer standing.

No record of the connection of Lot 5 to the sewer was located; however, the fact that a building may have existed on this lot in the 1860's suggests the possibility that a cistern and/or privy may be present. The small shed-like structure seen on the 1880 map resembles structures identified as water closets (i.e., privies) on near-by properties.

#### **Lot 6 (131 Classon Avenue)**

Identified as Lot 6, research indicates that this lot was connected to the sewer in 1872. At the time the dwelling on the lot was owned by a person named Coligan, who also owned 129 Classon Avenue. In 1904 the lot contained a 2 story frame structure with a stone or brick basement that was set back from the street – creating a small front garden area. In 1904 no rear yard structures were present. (Map 7) In 1918 the same buildings existed on the lot. The house had a 1-story extension at the rear that spanned the width of the lot. A rear

structure had been built that also spanned the lot. (Map 8) The buildings on this lot were demolished in 1996.

Sewer records exist that indicate a structure on this lot in 1872. The Dripp's 1850 map suggests that the lot was vacant. However, the maps from the 1860's show this entire area as fully developed, indicating that a structure may have stood on this lot that pre-dated the installation of sewer lines. If this is the case, then the potential for both a cistern and privy exist.

#### **Lot 7 (129 Classon Avenue)**

Identified as Lot 7, research indicates that this lot was connected to the sewer in 1872. At the time the dwelling on the lot was owned by a person named Coligan, who also owned 131 Classon Avenue. In 1904 the lot contained a 2 story frame structure with a stone or brick basement that was set back from the street – creating a small front garden area. In 1904 no rear yard structures were present. (Map 7) In 1918 the same buildings existed on the lot. A rear structure (narrower than that on Lot 6) had been built that also spanned the lot. (Map 8) Between 1918 and 1950 the configuration of the buildings on the lot remained the same. Sometime after 1950, but before 1977, these buildings were demolished.

Sewer records exist that indicate a structure on this lot in 1872. The Dripp's 1850 map suggests that the lot was vacant. However, the maps from the 1860's show this entire area as fully developed, indicating that a structure may have stood on this lot that pre-dated the installation of sewer lines. If this is the case, the potential for both a cistern and privy exists.

#### **Lot 7 (123-127 Classon Avenue)**

Lot 7 presents some difficulties, in that it has combined lots that in the late 19<sup>th</sup> century were identified as Lot 75-74. Sometime in the mid-1920's these lots were joined and identified as Lot 7-8, and alternatively as Lot 7. Today these house lots are identified as Lot 106. As in the lots discussed above, the building lots known as 123-127 Classon Avenue will be referred to by the historic lot number – Lot 7.

In 1870 the house at 123 Classon Avenue was connected to the sewer. The 1850 Dripps map shows a building on this lot. This structure was in place before the construction of sewer lines in the area, raising the potential that a cistern and/or privy exist on the lot.

In 1880, when these lots were shown as separate parcels, each contained a dwelling. In 1898 it appears that the lots was vacant, but by 1904 three buildings had been built. These buildings were 2-story dwellings with a basement. 123 Classon had a 3-story extension at the rear of the house. This house also had a long narrow structure along the northern lot line. The nature of this building is not identified. Each of the houses had small rear yard structures that spanned the entire width of the lots. (Map 7) The same configuration existed in 1918, except that 125 and 127 Classon had small 1-story extensions at the rear. 123 Classon no longer had the long narrow building along the northern lot line, but the extension had been extended to the south. (Map 8) In 1929 125-127 Classon Avenue had been joined with 123

Classon Avenue, and the buildings are identified within Lot 8. These structures existed until at least 1950, but had been demolished by 1977, when the lots are shown as vacant. In 1981 these lots are shown vacant, but it is noted that they are used for the storage of new and used autos and trucks. A Certificate of Occupancy, dated 1983, indicates that the lot was still being used for the storage of new and used autos and trucks.

In 1870 123 Classon Avenue was connected to the sewer, indicating that a building stood on the property at that date. No information is available for 125 Classon Avenue, but the 1850 Dripps map appears to show buildings on these lots. These structures would have been in place before the construction of sewer lines in the area, raising the potential that a cistern and/or privy exist on the lot.

## 5. RECOMMENDATIONS

### Prehistoric Sensitivity

Based on the environmental models promulgated by the New York City Landmarks Preservation Commission and the New York State Museum Archaeological Site Files, the project area would be considered to have a high potential to yield prehistoric cultural material. As noted, Wallabout Creek and its associated salt marshes were located immediately north of the project area – both of which substantially increase the prehistoric potential. Based on a comparison on historic and current elevations in the immediate area, it does not appear that the substantial grading has taken place on the site. Such grading might have protected subsurface prehistoric resources, increasing the potential for recovery. In the absence of substantial fill on the site, it is most likely that episodes of building in the 19th century, and subsequent demolition of the structures within the project area have removed the potential of the site to yield significant, intact prehistoric cultural resources.

### Historic Sensitivity

Based on documentary research, including an examination of Sensitivity Maps for the Borough of Brooklyn at the LPC and an examination of historic maps and atlases of the area, it is concluded that the project area does not contain the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries. The map examined at the LPC indicated that the project area lay outside the developed areas and would have been farmland. Ratzel'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 1881 is located subsequently came into the possession of the Schenck family until the early years of the 19<sup>th</sup> century. In 1803 the Tucker & Carter ropewalk was established on Block 1881. This was before the laying out of street in the area, and the ropewalk extended from Flushing Avenue to Myrtle Avenue along what became Taaffe Place. According to the Dripp's map, it appears that residential development had begun along Classon Avenue by 1850.

With respect to the potential for 19th century cultural remains, it is concluded that development along Classon Avenue took place as early as 1850, and perhaps somewhat earlier. Water was available in Kent Avenue in 1860, and was most likely also available in Classon. In 1865 there was no sewer in Kent Avenue (Armbruster, 1942: 203), but by 1868 135 Classon Avenue was connected to the sewer, indicating that sewer lines had been installed between Flushing Avenue and Park Avenue. Business existed on Block 1881 as early as 1803, when the Tucker & Carter ropewalk was established. It and other businesses in the neighborhood related to shipbuilding and repair were responding to the presence of the U. S. Navy Yard. The residential development seen in this area was likewise related to the Navy Yard and the businesses that supplied it. At the time that East Brooklyn was being populated the area had a high percentage of families with Irish surnames – Devlin, Sullivan, Coligan, Maguire, etc.

The research indicates that a number of the lots within the project area have the potential to contain historic archaeological deposits. Further research, including an examination of the census data, business directories and tax records, would identify the names of the families living at the addresses included within the project area. From the information derived from this material it will be possible to develop a testing strategy to gather information concerning the ethnicity, occupation, and economic status of the inhabitants living within the project area. In addition, such an investigation might provide insight into the types of service businesses (stores and other businesses occupying a number of ground floors) that supported larger industries, such as the Tucker & Carter ropewalk.

Archaeological investigation of the project area could provide a unique opportunity to examine a mid-19<sup>th</sup> 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-19<sup>th</sup> to the 1880's that revealed important information on the material culture of the residents of East Brooklyn. In addition, further investigation could be gathered on the economic implications (as reflected in the material cultural remains) of single family, owner occupied dwellings, as opposed to owner occupied, multi-family dwellings, and those buildings that were multi-family dwellings occupied solely by tenants.

The possibility of intact archaeological deposits in the form of features such as cisterns and privies or sheet middens certainly exists on lots 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.

## **6. Attachments**

- X Appendix A: Discussion of Historic Information concerning the Project Area.
- X Appendix B: Maps & Photographs

**End of Part 1A**



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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 1881, Lots 1, 5-7, which is located on the east side of Classon Avenue south of Flushing Avenue. Within Block 1881 the project area is designated 123-141 Classon Avenue. (Map 1 & 2) It should be noted that the lot number used for the Classon Avenue parcel are the historical numbers, rather than the current lot numbers (Lot 1, 104-106). The reason for this is that the lot line within the Classon Avenue parcel have been redrawn in such a way that they no longer conform to the historic maps and atlases of the site.

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 22 units of housing within the overall project area. The plan is to construct four 3-story brick and block buildings with a penthouse and cellar. Three of these buildings will contain 6 apartments each. One buildings will contain 4 apartments. A front and rear yard is planned. It is anticipated that these buildings will be offered as condominiums.

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 5) that includes the study area indicates that no streams or other sources of fresh water were available within the boundaries of the project area. However, immediately north of present day Flushing Avenue was Wallabout Creek, which was edged by salt marshes that extended southward as far as Block 1882, immediately north of the project area. Wallabout Creek and the associated salt marshes would have provided fresh water, as well as riverine and tidal resources. Based on these considerations, the presence of Native American sites would not be able to be ruled out except for the fact that the entire area was developed during the mid-19<sup>th</sup> century. This development, which included excavations for basements, would in all probability have 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 within the boundaries of the proposed project area. 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 west of the project area. None of these sites, all of which were recorded early in the century, were professionally excavated (Greenhouse, 1991 & 1992).

One of these sites is the village of Mareyckawick, 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). This site must be considered anecdotal and is not included on the map of archaeological sites in the vicinity of the project area.

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 Ratzert'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 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) Without question the land associated with the project area would have been an attractive place for Native American peoples; however, subsequent alterations to the land, including grading and the construction of dwellings in the mid-19th century, 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 19<sup>th</sup> century when the Schencks sold a portion of their land to the United States Government for the Marine Hospital, and another portion to the Tucker & Carter ropewalk. The land associated with the Tucker & Carter ropewalk corresponds to Block 1881.

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 north of the project area.

Based on maps of the period, the headwater of this creek with 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 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 17<sup>th</sup> and 18<sup>th</sup> century the road served this part of Brooklyn to Wallabout which ran from the Brooklyn Ferry. 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, north and west of the project area. Until the mid-19<sup>th</sup> 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 17<sup>th</sup> or 18<sup>th</sup> 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 northern 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 pattern 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 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 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 located 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 – 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 and Long Island 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 19<sup>th</sup> 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 1786, 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, including the portion of Block 1881 that fronted on Taaffe Place, opposite the project area. Wallabout Road was regulated in the early years of the 19<sup>th</sup> 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.

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 plated, 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 immediately north of the project area, but at this time there are no structures within the boundaries of the project area. The distinctive bend in the Wallabout Road at Skillman Avenue may be used to locate the general boundaries of the project area. Kent and Park Avenue may have been opened by this date, but they do not appear on this map, nor does the Tucker & Carter ropewalk – all the land south of Flushing Avenue is shown as open, unimproved land. 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 5)

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, cooper, ironmongers, and, of course, ropewalks.

In 1852 R. F. O. Conner prepared a *Map of Kings and Part of Queens Counties, Long Island, New York* for M. Dripps. (Map 6) 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. The Tucker & Carter Cordage Company is not shown on this map, but we know that it was located, as it was for over 100 years, between Flushing Avenue and Myrtle Avenue on the west side of Graham Street (now Taaffe Place). We know that as of 1850 portions of the project area had been developed, and that the 7<sup>th</sup> Ward Hotel stood in the north side of Flushing Avenue at Taaffe Place. In 1855, and perhaps earlier, Keenan’s stage company was located at Flushing and Taaffe Place. By this date, other facilities in the area included distilleries, iron foundaries, sailmakers, and institutions, including the U. S. Marine Hospital, churches, schools, an orphan asylum and a city park.

It is not until 1880 that the individual structures are shown on the lots in Block 1881, but we from maps dating from 1850 and the 1860’s that development was taking place prior to 1868-69, when sewer connections were made to at least one structures within the project area. Sewer records exist for 137 Classon Avenue, 135 Classon Avenue, 131-127 Classon

Avenue and for 123 Classon Avenue. The dates that these connections were made ranges from 1868 (135 Classon) to 1876 (137 Classon). Buildings existed within the project area by 1850, when Matthew Dripps prepared his map of the City of Brooklyn. Details concerning the development of each of the individual lots within the project area have been included in the first part of this report (see pp. 10-13).

## 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 would be considered to have a high potential to yield prehistoric cultural material. As noted, Wallabout Creek and its associated salt marshes were located immediately north of the project area – both of which substantially increase the prehistoric potential. Based on a comparison on historic and current elevations in the immediate area, it does not appear that the substantial grading has taken place on the site. Such grading might have protected subsurface prehistoric resources, increasing the potential for recovery. In the absence of substantial fill on the site, it is most likely that episodes of building in the 19th century, and subsequent demolition of the structures within the project area have removed the potential of the site to yield significant, intact prehistoric cultural resources.

### Historic Sensitivity

Based on documentary research, including an examination of Sensitivity Maps for the Borough of Brooklyn at the LPC and an examination of historic maps and atlases of the area, it is concluded that the project area does not contain the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries. The map examined at the LPC indicated that the project area lay outside the developed areas and would have been farmland. Ratzel'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 1881 is located subsequently came into the possession of the Schenck family until the early years of the 19<sup>th</sup> century. In 1803 the Tucker & Carter ropewalk was established on Block 1881. This was before the laying out of street in the area, and the ropewalk extended from Flushing Avenue to Myrtle Avenue along what became Taaffe Place. According to the Dripp's map, it appears that residential development had begun along Classon Avenue by 1850.

With respect to the potential for 19th century cultural remains, it is concluded that development along Classon Avenue took place as early as 1850, and perhaps somewhat earlier. Water was available in Kent Avenue in 1860, and was most likely also available in Classon – though this is not known for certain. In 1865 there was no sewer in Kent Avenue (Armbruster, 1942: 203), but by 1868 135 Classon Avenue was connected to the sewer,



indicating that sewer lines had been installed between Flushing Avenue and Park Avenue. Business existed on Block 1881 as early as 1803, when the Tucker & Carter ropewalk was established. It and other businesses related to shipbuilding and repair that established in East Brooklyn were responding to the presence of the U. S. Navy Yard. The residential development seen in this area was likewise related to the Navy Yard and the businesses that supplied it. At the time that East Brooklyn was being populated the area had a high percentage of families with Irish surnames – Devlin, Sullivan, Coligan, Maguire, etc.

The research indicates that a number of the lots within the project area have the potential to contain historic archaeological deposits. Further research, including an examination of the census data, business directories and tax records, would identify the names of the families living at the addresses included within the project area. From the information derived from this material it would be possible to develop a testing strategy to gather information concerning the ethnicity, occupation, and economic status of the inhabitants living within the project area. In addition, such an investigation might provide insight into the types of service businesses (stores and other businesses occupying a number of ground floors) that supported larger industries, such as the Tucker & Carter ropewalk.

Archaeological investigation of the project area could provide a unique opportunity to examine a mid-19<sup>th</sup> 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-19<sup>th</sup> to the 1880's that revealed important information on the material culture of the residents of East Brooklyn. In addition, further investigation could be gathered on the economic implications (as reflected in the material cultural remains) of single family, owner occupied dwellings, as opposed to owner occupied, multi-family dwellings, and those buildings that were multi-family dwellings occupied solely by tenants.

The possibility of intact archaeological deposits in the form of features such as cisterns and privies or sheet middens certainly exists on lots 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.

**APPENDIX B**

**MAPS & PHOTOGRAPHS**

## STAGE 1A LITERATURE REVIEW

### MAP LIST

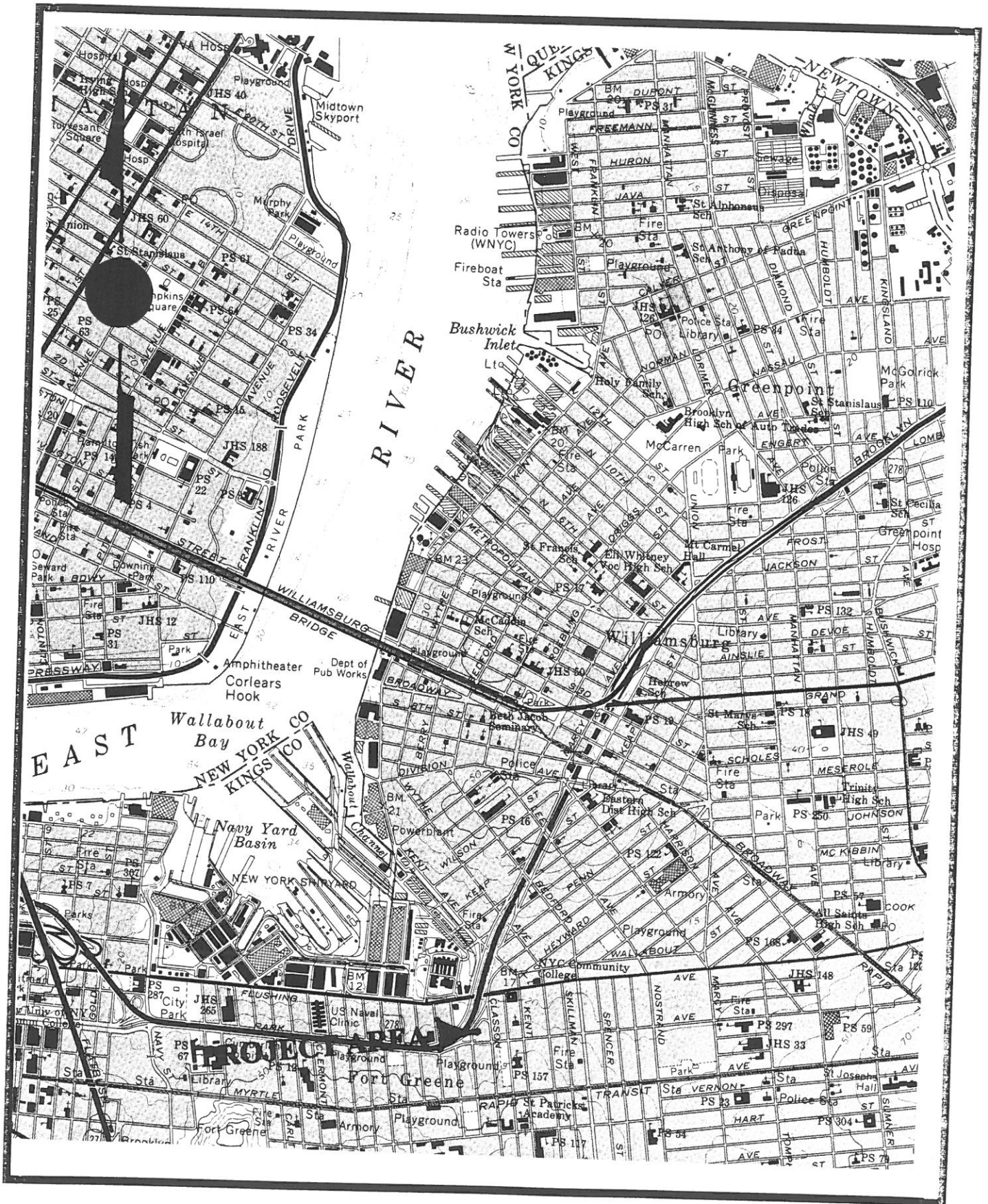
#### MAPS

- 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            1844 Survey of Coast of the United States *Map of New-York Bay and Harbor and the Environs*
- Map 6            1852 R. F. O. Conner *Map of Kings and Part of Queens Counties, Long Island, New York*.
- Map 7            1904 Sanborn Map, including project area. Plate 52.
- Map 8            1918 Sanborn Map, including project area. Plate 52.
- Map 9            1929 E. Belcher Hyde's *Desk Atlas/ Borough of Brooklyn, City of New York*.
- Map 10           1996 Sanborn Map, including project area. Plate 52.

Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn. Kings County, New York.

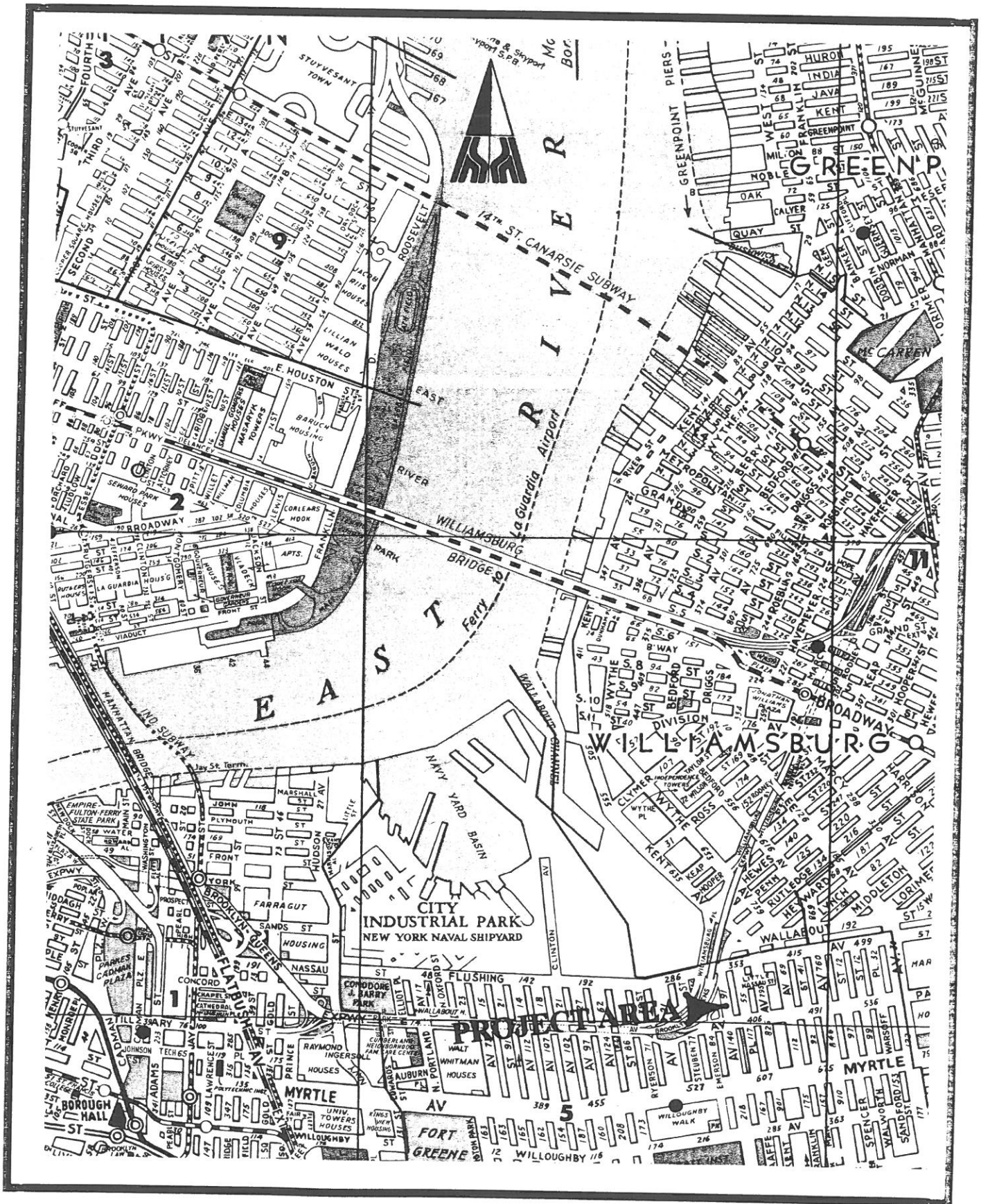
Map 1: Location Map. USGS Brooklyn Quadrangle. 7.5 Minute Series. Scale: 1:24,000.



Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn. Kings County, New York.

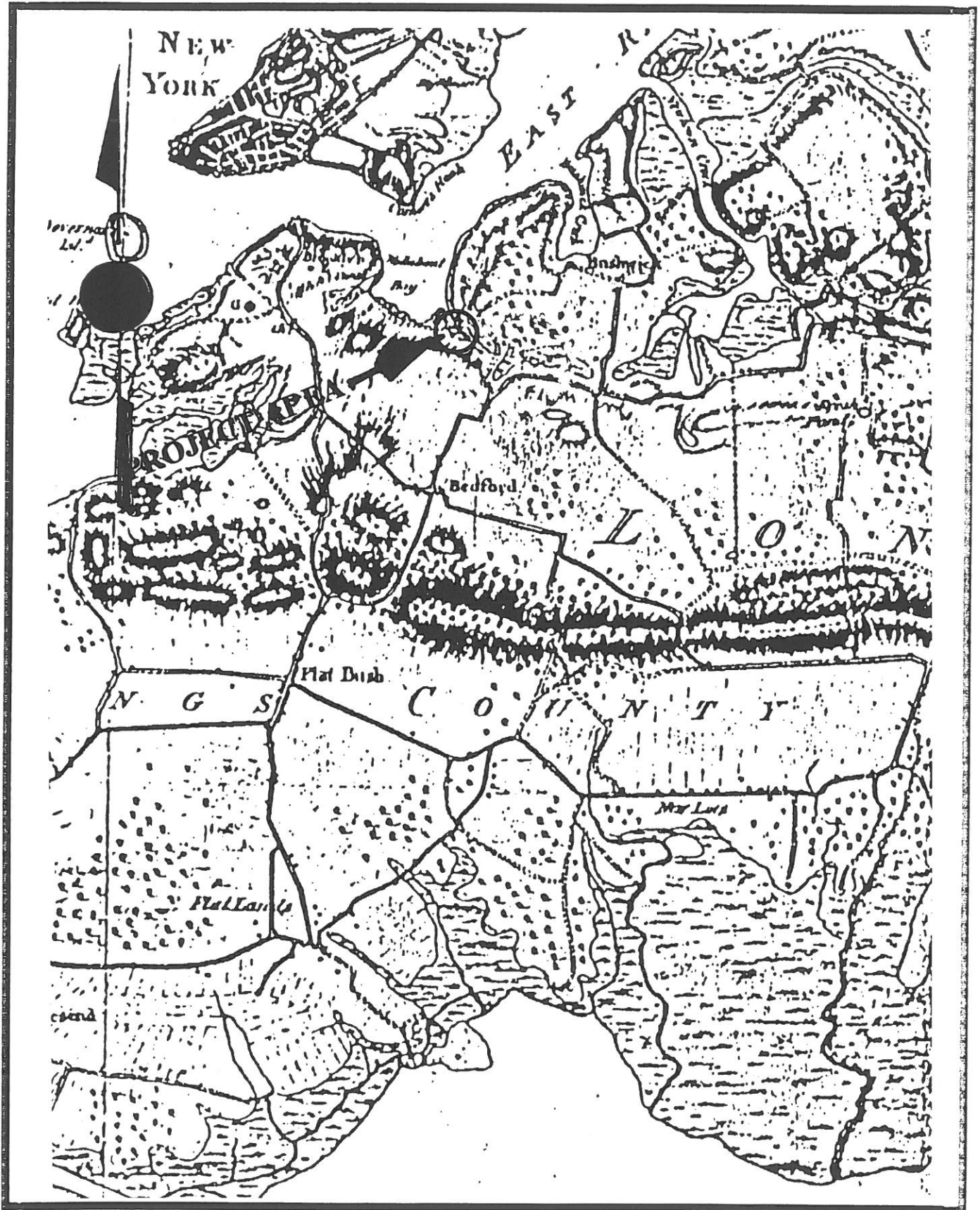
Map 2: Area Map. (derived from Hagstrom's New York City 5 Borough Atlas. Map 19. Scale: 13/4" = 3000')



Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn. Kings County, New York.

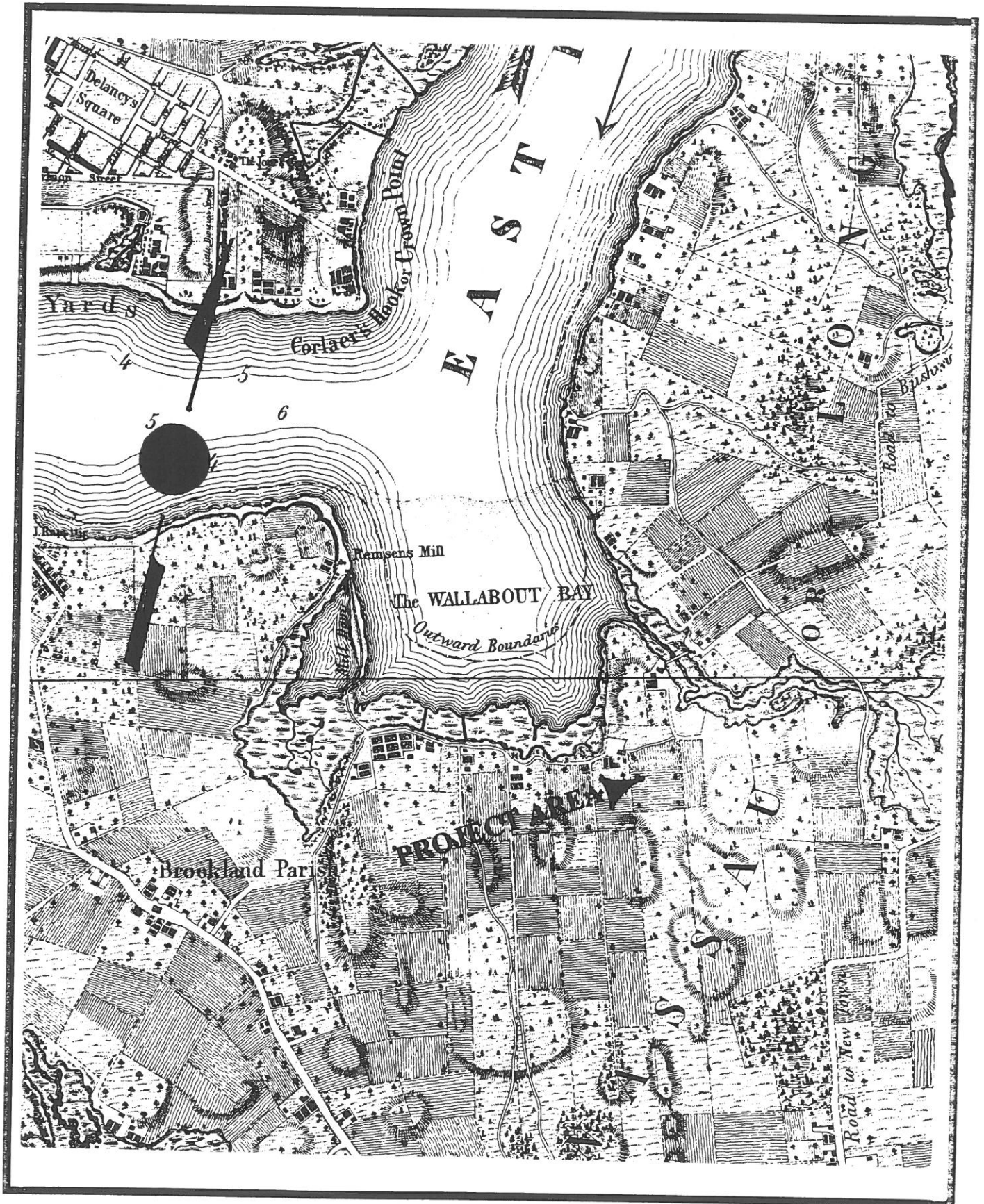
Map 3: 1670 Ryder Map of Long Island. Scale: No scale shown. Map enlarged.



Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7, 123-141 Classon Avenue, Borough of Brooklyn, Kings County, New York.

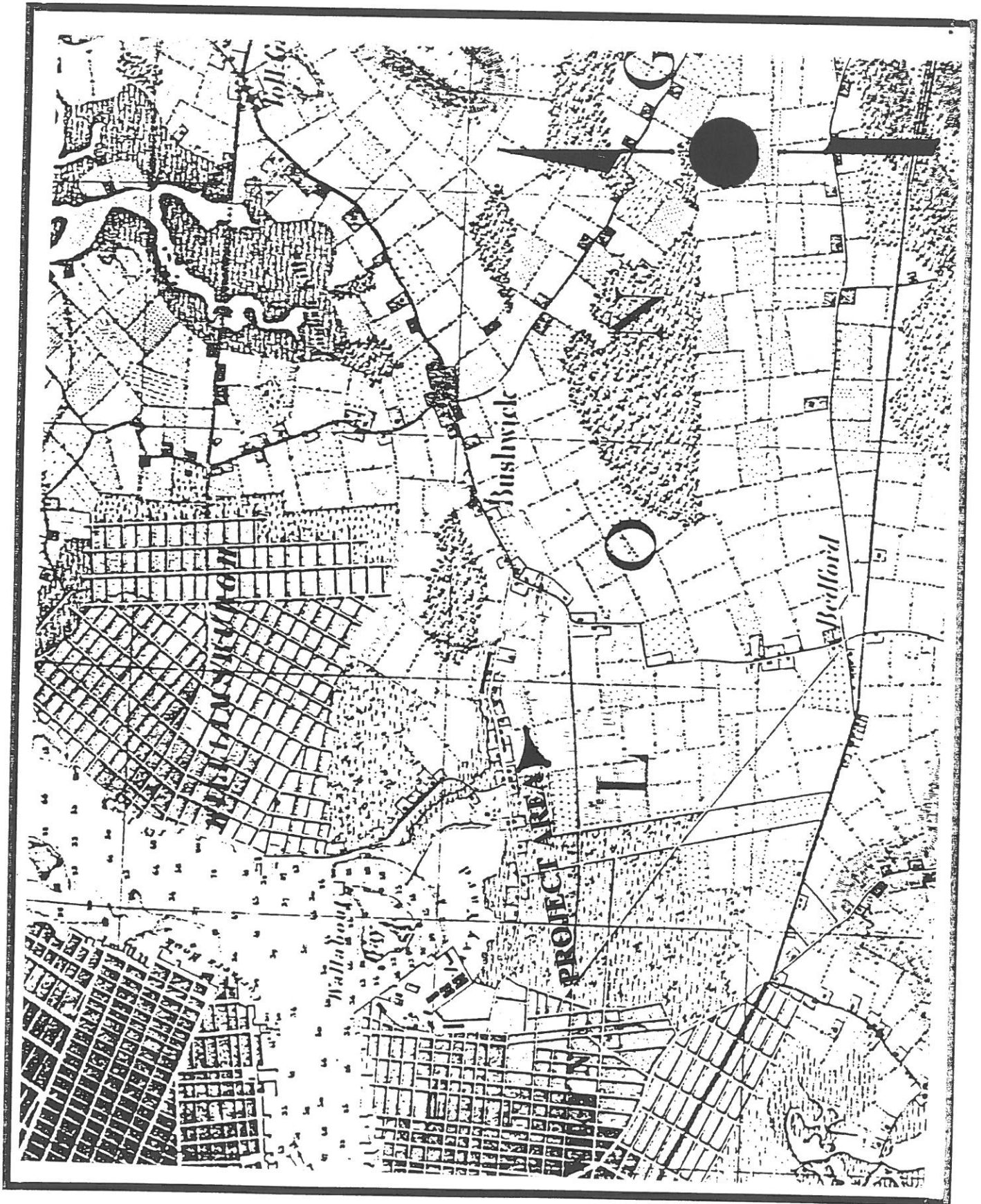
Map 4: 1767 Ratzler Plan of the Town of Brooklyn & Part of Long Island. Scale: Included on map.



Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn. Kings County, New York.

Map 5: 1844 Coastal Survey Map of New-York Bay & Harbor & Environs. Scale: Reduced

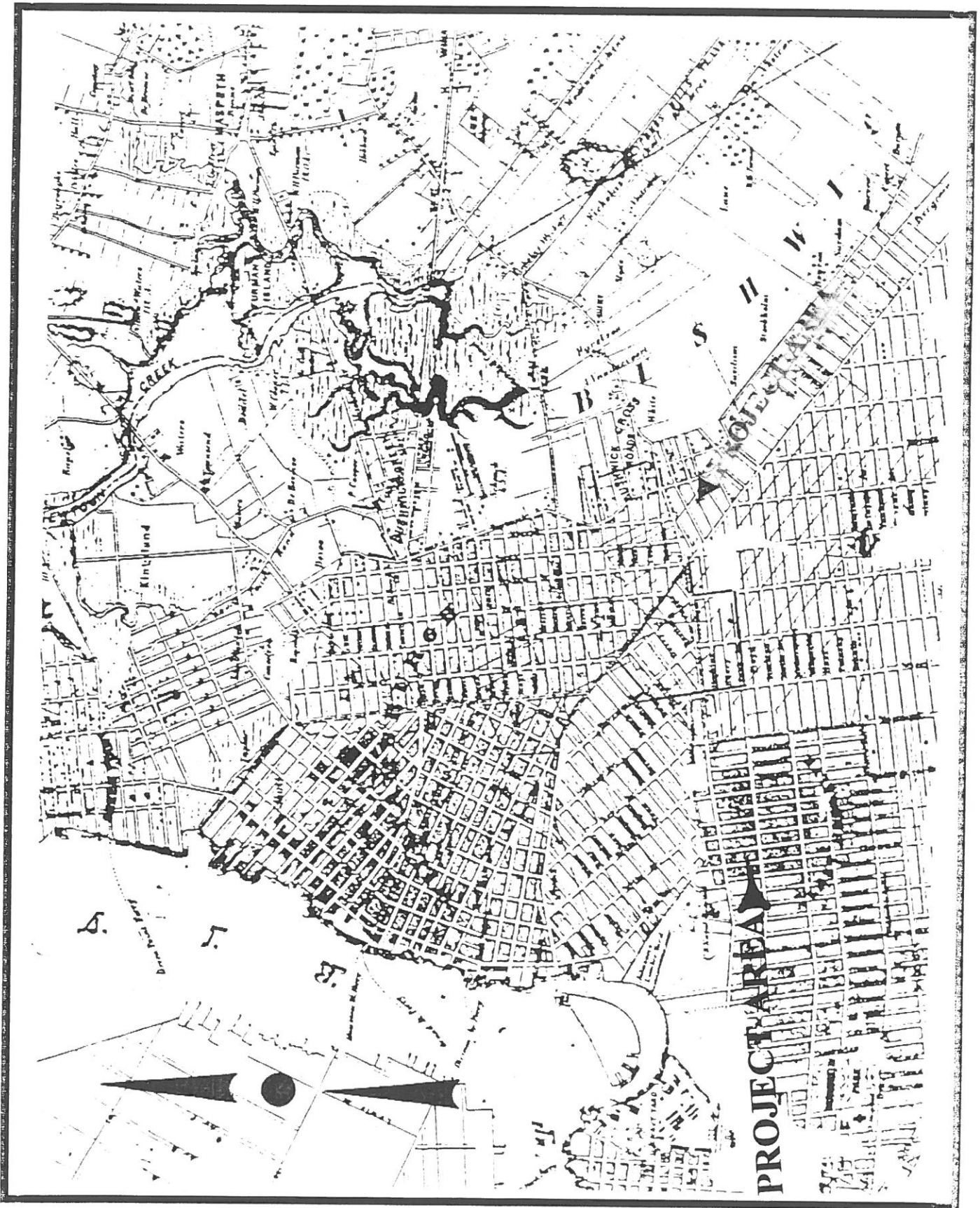




Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7, 123-141 Classon Avenue, Borough of Brooklyn, Kings County, New York.

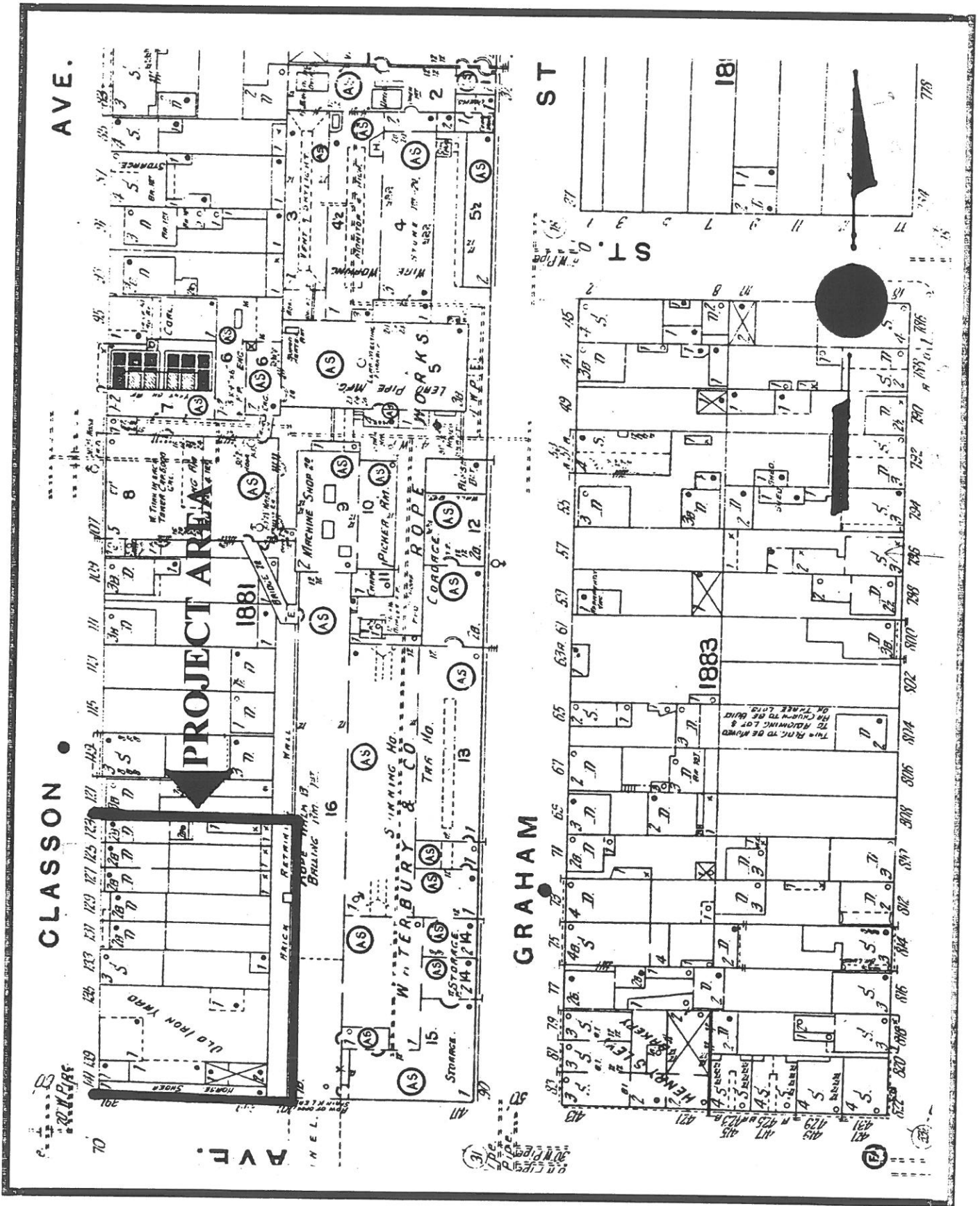
Map 6: 1852 Connor Map of Kings & Part of Queens Counties, Long Island Scale: 5.5" = 2 Miles



Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn, Kings County, New York.

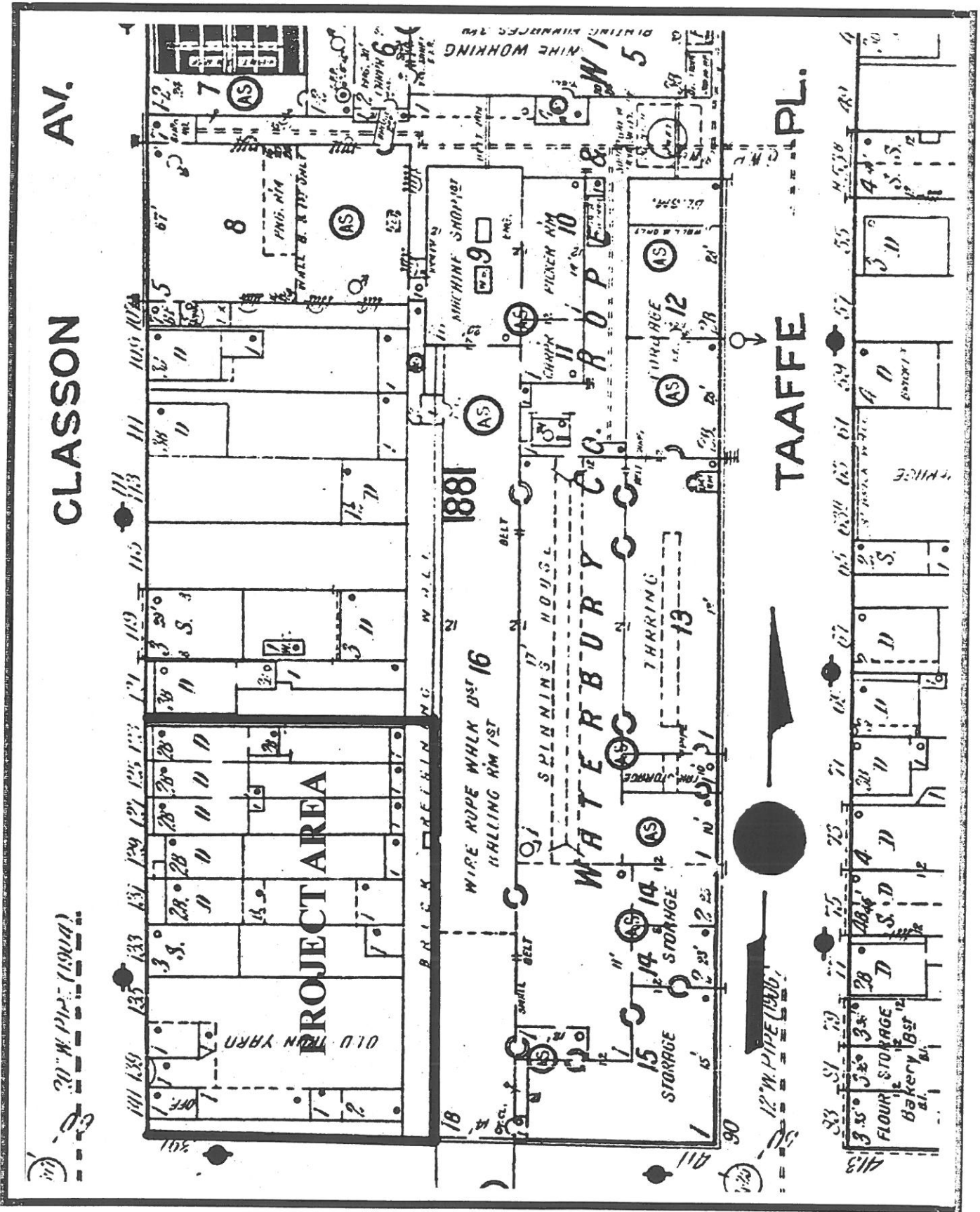
Map 7: 1904 Sanborn Insurance Map, including Project Area. Scale: 60' = 1 Inch.

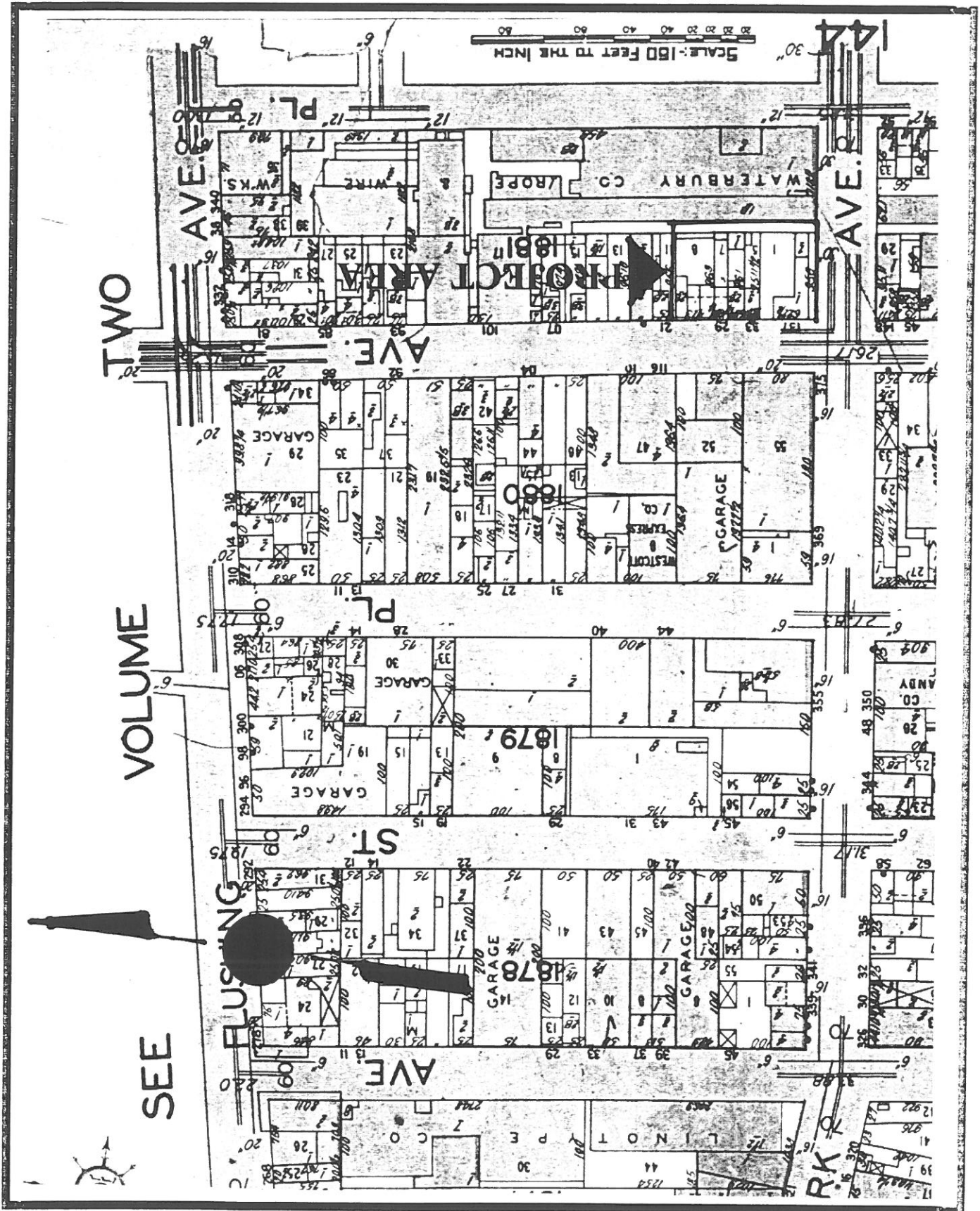


Appendix B: Maps & Photographs

Block 1881, Lot 1, 5-7. 123-141 Classon Avenue. Borough of Brooklyn. Kings County, New York.

Map 8: 1918 Sanborn Insurance Map, including Project Area. Scale: 60' = 1 Inch.









**Photo 1:** View of project area from intersection of Classon Avenue and Park Avenue looking northeast. Project area is vacant.



**Photo 2:** Various trailers, truck bodies and vehicles are on the site. View is to northeast.



**Photo 3:** View looking northeast. Project area is currently vacant. It is generally level and free of substantial vegetation. As noted in previous photos, a number of vehicles are currently parked on the site. The buildings in the background are associated with the historic Waterbury Co. Rope and Wire Works (now Park Avenue Knitting Mills, Inc.) Although these buildings are modern, the original rope works (then Tucker & Carter C0.) was established in this location in 1803. The buildings on Lot 51 are separated from the project area the back walls of buildings and a retaining wall.