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

BLOCK 597

**135 Coffey Street (Lot 9, 19, 11, 13, 14, 37 & 38)
Borough of Brooklyn. Kings County, New York**

Prepared For:

Fifth Avenue Committee

141 fifth Avenue
Brooklyn, New York 11217

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ENVIRONMENTAL REVIEW
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LANDMARKS PRESERVATION
COMMISSION

Prepared By:

CITY/SCAPE: Cultural Resource Consultants

726 Carroll Street
Brooklyn, New York 11215

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Block 597

135 Coffey Street (Lot 9, 10, 11, 13, 14, 37 & 38)
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Introduction

The proposed development consists of a parcel identified as 135 Coffey Street located in the Red Hook section of Brooklyn. (Map 1 & 2) The project area is situated on the south side of Coffey Street between Van Brunt Street and Conover Street. This parcel was formerly identified as Lot 9, 10, 11, 13, 14, which front Coffey Street, and Lot 37 and 38, which front Van Dyke Street. (Fig. 1) These lots correspond with 129-137 Coffey Street and 142-144 Van dyke Street. These lots are being combined and assigned new lot numbers. Lots 9, 10, 11, 13 and 14 are tentatively designated Lot 9, while Lots 37 and 38 are tentatively identified as Lot 37. At the present time the land is entirely vacant, undeveloped land. (Photo 1 -2) Residential buildings are located on all the other sides of the property. (Photo 3) Van Brunt Street and Conover Street combine residential and commercial structures. (Photo 4)

The project sponsor proposes to build a four (4) story residential structure containing 21,447 square feet of floor area and 21 dwelling units. A play area and on-site parking is planned.

At the present time the parcel may still be under the ownership of the City of New York, through the Department of Housing Preservation and Development (HPD), but since March 21, 2002, the Fifth Avenue Committee has been in the process of purchasing the parcel from the City of New York.

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

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 1839 *Map of the City of Brooklyn* (Map 3) published by J. H. Colton from a survey done by John S. Stoddard, indicates that the area encompassed by the Coffey Street property was part of the island the tip of which was referred to as Red Hook. This map shows the proposed street grid laid out over the island, allowing us to locate the Coffey Street (then called Partition Street) property. Based on the fact that the land was fast land, not subject to inundation by the tides, as was so much of the land to the north and east, the presence of Native American sites within the portions of the project area that have not been disturbed by construction and subsequent demolition must be considered possible. While the early maps do not indicate development in the area of the proposed project, it is also possible that 17th and 18th century sites might be present.

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 the Canarsie Indians met him, 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 (Breukelen) was a part. A map depicting Brooklyn in 1639 indicates the location of several of their villages. The process of land transfers continued under the English after they took control of the colony from the Dutch in 1664. The area of Red Hook was settled early, with several tidal mills, including Luquers Mill, Dentons Mill and Freeks Mill, located in the area. In 1639 no structures are shown on the island identified as Red Hook, but several buildings are shown on the south shore of Gowanus Bay, into which Gowanus Creek flowed.

Descriptions of the appearance of Kings County for this time period, including the area immediately east of the project area, 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, in this case 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 (located a short distance southeast of the project area), 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. Streams, which were navigable and where fish could be taken, crossed the meadow. Along the roadways they noted several types of grapes, and at Gravesend, an English settlement established by Lady Deborah Moody, 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 roads, 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 (boweries) 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.. 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 Flatbush, 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 Flatbush and New Utrecht shall belong to the freeholders and inhabitants of Brooklyn. . . (Stiles 1867: 206)

In 1665-1670 a map of the North River, referred to as the Manatus Map, was published. (See Map 4) This map, mentioned above, was a copy of a map dating to 1639 (Cohen & Augustyn 1997: 28). (Map 4) It is supposed that the map was drawn at the request of the Dutch West India Company to provide an indication of the pattern of settlement. For our purposes, it indicates that areas of Brooklyn were already being settled. Of particular interest is the inclusion of at least four Indian villages, identified by the long houses or wigwams. There are several farms or boweries on the shore of Gowanus Bay, just southeast of Red Hook, which is shown as an island protruding into New York Harbor. Later maps confirm the fact that Red Hook was separated from the mainland, showing that it was surrounded on three sides by salt marshes and tidal creeks. No roadways or structures are shown on Red Hook, suggesting that the tidal mills located a short distance north and east of Red Hook had not yet been constructed.

In 1670 Ryder prepared a *Map of Long Island* that included the villages the in existence. (Map 5) They included Brooklyn, Bedford, Flatbush, Flatlands, Gravesend, and Utrecht (later New Utrecht). He also included the names of features associated with the shoreline, including Wallabout Bay, Bushwick Creek, Red Hook and Yellow Hook. Important topographical features are incorporated, including the hills that run east-west along the length of Long Island. These hills are the Wisconsin terminal moraine. Ryder attempted to characterize the various landscapes, such as open meadows and wooded areas, and includes the vast salt marshes that lay along entire Brooklyn shoreline. No structures are shown on the Ryder map. Extrapolating from the 1839 map, the project area would have been on the southwestern corner of the island the tip of which was identified as Red Hook.

By the end of the 18th century, more detailed maps were being produced, including those produced by the British for the use of the army. In 1767 Lieutenant Bernard Ratzer completed a detailed survey of Manhattan, showing as far north as present-day 50th Street. (Map 6) The

map also included portions of Brooklyn and New Jersey. Brooklyn was then a land of fields, forest and salt meadows (Cohen & Augustyn 1997: 73). The Ratzer *Plan of the City of New-York, in North America* includes a detailed glimpse of the project area. Gowanus Creek is an important water course that extended from Denton's Mill Pond, located in the area of present-day Third Avenue and First Street, to Gowanus Bay. To the northwest of Gowanus Creek was an area of high land, now part of Carroll Gardens, that overlooked Governor's Island (Nuttan Island). The edge of this hill was bordered by an intricate landscape comprising a series of tidal ponds and streams that cut through the salt marshes along the shoreline. Throughout the salt marsh there were small islands that stood above the high water mark. A road, called Red Hook Lane, threaded its way through the salt marsh, providing access to the larger island the tip of which was called Red Hook. The Ratzer map shows a settlement on the southeast side of the island. The project area would have been located a short distance to the southwest of the settled area.

At the time of the American Revolution, the British, having occupied the island of Manhattan and driven the Americans out of Brooklyn, prepared a large scale map referred to as the *British Headquarters Map*. (Map 7) Of particular interest to those who produced this map, which is supposed to have hung in the command room of the British forces, was the location of the several forts and redoubts that lined the hills overlooking the East River, New York Harbor and the salt marshes that surrounded Gowanus Creek. (Cohen & Augustyn 1997: 84) Red Hook, was a small island created by a tidal creek that flowed from one of the tidal ponds that dotted the salt marsh. Extending from the area now called Carroll Gardens were a series of low, long, thin islands. Red Hook Lane is not shown on this map, but it ran along this line of higher ground. Although we know from other sources that there was a settlement of some kind on Red Hook, and Luguer's Mill and Denton's Mill were only a short distance away, no structures are shown; however, the location of the project area would have been a short distance south and west of the tidal stream that separated Red Hook from the surrounding salt marsh.

After the Battle of Brooklyn in the summer of 1776, Brooklyn and Long Island, as well as Manhattan, was in the hands of the British during the remainder of the American Revolution. 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 entirely 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, it appears that Red Hook was only lightly settled.

In 1811 the Commissioners of New York published a map that indicated the grid plan they intended to impose on Manhattan Island. Three years later, in 1814, John Randal produced a map that reproduced the Commissioner's grid plan for Manhattan, but also included the surrounding country, including Brooklyn. (Map 8) Downtown Brooklyn, having established a grid plan, had undergone development, but south of Atlantic Avenue was still open country, and Red Hook looked much as it had in 1776. The salt marshes had not yet been drained and development in the entire area was limited.

By 1836 this had begun to change. In that year a *Topographical Map of the City and Country of New York, and the Adjacent Country* was published by J. H. Colton and Company. (Map 9) The map indicates by stippling the areas that had been developed. Downtown Brooklyn extended from the river eastward toward Fort Greene and south to Joralemon Street, and some development had taken place in Williamsburgh, then a separate town. Atlantic Avenue is shown running east, but, although the street grid had been established, only one or two pockets of development extended that far south. The salt marshes along the shore had not been drained and filled, but at Red Hook the beginnings of a street grid had been laid out. The intention to fill the salt marshes and tidal pond around Red Hook is indicated by the fact that the city grid system was laid down over these features. The grid system also extended some distance beyond the 1836 Buttermilk Channel shoreline, an indication of the intention to extend the land beyond the high water mark.

Although some part of the street pattern had been laid out in Red Hook by 1836, it is clear from Colton's 1839 *Map of the City of Brooklyn* (surveyed by John S. Stoddard) that laying out the streets did not necessarily mean that an area underwent immediately development. (See Map 3) In 1839 no structures are shown anywhere between Richards Street and the tip of Red Hook. The street pattern followed that laid out on the 1836 map, but this included the underlying topography, including the areas of fast land, salt marsh and tidal creeks and ponds. The dimensions of the blocks were 200 by 400 feet, with streets 60 feet wide. The grid pattern extended beyond the high water mark, indicating the intention to fill along the western shore of Red Hook.

In 1850 M. Dripps prepared a *Map of City of Brooklyn, New York* that included the project area. (Map 10) By this time the salt marshes had been filled and the shoreline extended to the west. Street had been named and several businesses had located around Atlantic Dock, which had been built by this time. The adjacent areas were seeing development with a series of warehouses to store cargos unloaded from ships using Atlantic Dock and business associated with shipping. The Hamilton Avenue ferry, which ran to Manhattan, had been established. The Atlantic Hotel stood beside the ferry slip. But, despite these changes, Red Hook was still only lightly settled. Block 597 is shown on the map, but no development had taken place anywhere on the block. Based on information obtained at the Brooklyn Sewer Department, the earliest connections to sewers on Coffey Street (formerly Partition Street) were in 1876, but the majority of the connections to buildings within the project area did not take place until 1880.

The 1855 Dripps' *Map of the City of Brooklyn* includes the project area. (Map 11) This map, like the 1839 map, includes the original topography and also the names of former owners. Mathias Vandyke is reported as the owner of the project area. Several of the islands are shown on this map, including Remsen's Island and Garretson's Island. Luquer's Mill Pond and a mill pond whose owner is not identified are also included. The original shoreline is shown, permitting insight into the extent of the filling operation that took place. This map does not include structures, but, based on the 1869 map, it is possible that Lot 9 and 10 had been developed. However, none of the other lots within the project area were developed until after 1860. (See Map 12)

By 1869, when the Dripps' *Map of Brooklyn & Vicinity* was published, it appears that Lot 9 and 10 fronting Coffey Street (then called Partition Street) had been developed. (Map 12) However, Lot 11, 13, 14 and 37 and 38 were vacant. Indeed, while the lots fronting Coffey Street were developed in the 1880's, the lots fronting Van Dyke were never developed.

The records of the Brooklyn Sewer Department were consulted to determine the dates when the various structures within the project area were connected to the sewer line. It is assumed that, if the property were developed after the sewer line was available, neither privies nor cisterns would be present on the lot. This does not preclude the possibility that school sinks or other early forms of sanitation might not be present, but the potential of such features to contain cultural material has been considered less that of either a privy or cistern. The sewer connection records are hand written and bound in several large volumes. Volume 1 through 3 are missing. These volumes should contain information on sewer connections made prior to the 1870's. A set of cards providing information concerning the date at which the sewers were inspected, and presumably the date when they were available for use, was also consulted. According to these cards, the sewer was installed in Coffey Street in 1876. It is in that year that the earliest sewer connection was made – on Lot 15 (131 Coffey Street), which is outside the project area. No records for the connection of Lot 9 or 10 were found. Lot 12 and 13 (now Lot 13) were connected to the sewer in 1881 and 1880 respectively. Lot 14 was also connected in 1880. It must be concluded, therefore, that, with the possible exception of Lot 9 and 10, all of the lots on Coffey Street were developed after sewers were available, in which case they do not possess the potential to contain either privies or cisterns.

The G. W. Bromley's 1880 *Detailed Estate and Old Farm Line Atlas of the City of Brooklyn* is the first map that includes the block numbers. (Map 13) In 1880 no block number was noted for the land included in the project area, but we know from other sources that it was designated Block 357. Block 357 had formerly been Old Block 44. As is the case in many areas of Brooklyn, the lot numbers in 1880 do not correspond with those found on the more recent maps. In 1880 it appears that only Lot 9 had been developed. None of the other lots within the project area contained structures of any kind.

Street numbers are included in the Robinson 1886 *Atlas of the City of Brooklyn*. (Map 14) By this date all of the lots on Coffey Street had been developed, and a number of them contained rear lot structures as well. The Robinson map includes the elevations of the blocks: Block 597 was 7.7 feet above mean sea level (AMSL) at the northeast corner, and 10.9 feet AMSL at the southwest corner. Both water and sewer were shown on the Robinson map. Block 597 was served by a 6" water line and a sewer, the dimensions of which is not shown. Interestingly, in 1886 not all of Red Hook was served by the sewer. For example, the sewer extended only a short distance into Van Dyke Street between Van Brunt and Richards, and not at all between Richards and Dwight and between Conover and Ferris. By 1886 the pattern of development had been established, with commercial enterprises, including the Brooklyn Fire Brick Works, Manhattan Chemical Works, Oil Works, and numerous warehouses located along the waterfront, and residential development taking place inland.

E. Belcher Hyde published the *Atlas of the Borough of Brooklyn* in 1898, the year that consolidation took place. (Map 15) Probably as part of the annexation of Brooklyn to Greater New York blocks an attempt was made to regularize block and lot numbers throughout the former City of Brooklyn. Former Block 357 (Old Block 44) was now identified as Block 597; lot numbers were also changed, but were still different than those currently in use. The street numbers were, however, the same. Elevations on the block had changes slightly (or perhaps been more accurately measured). The northeast corner of the block was at 7.00' AMSL, while the southwest corner was 9.78' AMSL. A 15" sewer served the block. The structures located on each of the lots fronting Coffey Street are clearly shown, but detail is minimal.

The *Sanborn Insurance Map* series for the project area begins with 1904. (Map 16) The map provides significantly greater detail than the 1898 map. Since the Sanborn maps were prepared as fire insurance maps, the 1904 map includes water lines, but not sewers. There appear to be few changes. The description of the buildings on each lot is shown below:

Street Address	Lot No	Front Lot	Rear Lot
133 Coffey	Lot 14	3-story dwelling with store	2-story dwelling
135 Coffey	Lot 13	4-story multi-family with store	1-story stable
137 Coffey	Lot 11	4-story multi-family dwelling	1-story structure
139 Coffey	Lot 10	3-story dwelling	1-story structure
141 Coffey	Lot 9	1-story stable with extension	None
142 Van Dyke	Lot 37	Vacant	None
144 Van Dyke	Lot 38	Vacant	None

The 1915 Sanborn map identified several of the structures seen on the 1904 map. (Map 17) For instance, the shed buildings seen at the rear of Lot 10, 11 and 13 are identified as "Storage."

As the E. Belcher Hyde *Desk Atlas of the Borough of Brooklyn* indicates the project area remained the same between 1915 and 1929. (Map 18) Indeed, little changed between 1915 and 1950. By 1977 the land within the project area was vacant, and it remains so today. (Map 19)

Conclusions and Recommendations

Prehistoric Sensitivity

Based on the environmental models promulgated by the New York City Landmarks Preservation Commission and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), the project area, as described in the report, was located on an island located in an extensive salt marsh. The island was located in an area where there were a series of tidal ponds associated with the salt marsh that were drained by numerous tidal creeks. Based on the map research, it is possible that Native Americans may have utilized the project area. The 1639 map (See Map 4) does not indicate that a village was located at Red Hook, but the Canarsie undoubtedly made use of the abundant resources of the tidal creeks and salt marshes, and it is possible that some evidence of prehistoric activity might be located on Lot 37 and 38, which were never developed. It is, therefore, recommended that a subsurface survey of Lot 37 and 38 be undertaken to determine whether intact prehistoric resources might be present. The lots fronting Coffey Street were developed with multi-story old law tenements with full basements in the 1880's; given the impact on subsurface resources that the construction of such buildings represents, it is unlikely that significant, intact prehistoric resources would be found there, and no investigation of Lot 9, 10, 11, 13 or 14 for prehistoric resources is recommended.

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 settlement did not take place within the project area until the second half of the 19th century. It is, therefore, unlikely that the project area has the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries. Red Hook was one of

the early hamlet areas in Brooklyn, but the area of Red Hook that was settled was located near the southeastern part of the island.

With respect to the potential for 19th century cultural remains, it appears that Lot 9 and 10 may have been developed prior to the construction of the sewer in Red Hook. A stable, which may have had a privy, occupied Lot 9 and a cistern associated with it, but it is unlikely that domestic refuse would be found in either features, should they be present. The other lots fronting Coffey Street were not developed until after sewer was available. Furthermore, at least two of the three were from the beginning multi-family dwellings (probably old law tenements) with stores on the ground floor. It is unlikely that significant historic archaeological resources would be located on these lots.

Based on the research undertaken for this report, it appears that, with the exception of Lot 9 and 10, all of the buildings within the project area were built after 1880, when sewer and water were available on Coffey Street. As noted above, the Sewer Department records indicate that sewers were installed in Coffey Street in 1876. The lots on Van Dyke Street were never developed, so the potential to contain historic cultural resources is minimal. Table 2 outlines the potential of the lots within the project area to contain historic features and associated historic artifacts:

Street Address	Lot No	Front Lot	Rear Lot
133 Coffey	Lot 14	None	None
135 Coffey	Lot 13	None	None
137 Coffey	Lot 11	None	None
139 Coffey	Lot 10	None	None
141 Coffey	Lot 9	Possible privy or cistern associated with stable operation	None
142 Van Dyke	Lot 37	None	None
144 Van Dyke	Lot 38	None	None

Given the paucity of historic cultural resources expected within the project area, it is concluded that none of the lots has the potential to contain features that would produce significant material that would increase our knowledge and understanding of the life of the people of Red Hook in the 19th and early 20th century. It is, therefore, concluded that no investigation of the historic archaeological resources within the project area is warranted.

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APPENDICES

LIST OF APPENDICES

Appendix A: Maps & Figures

Appendix B: Photographs

APPENDIX A

MAPS & FIGURES

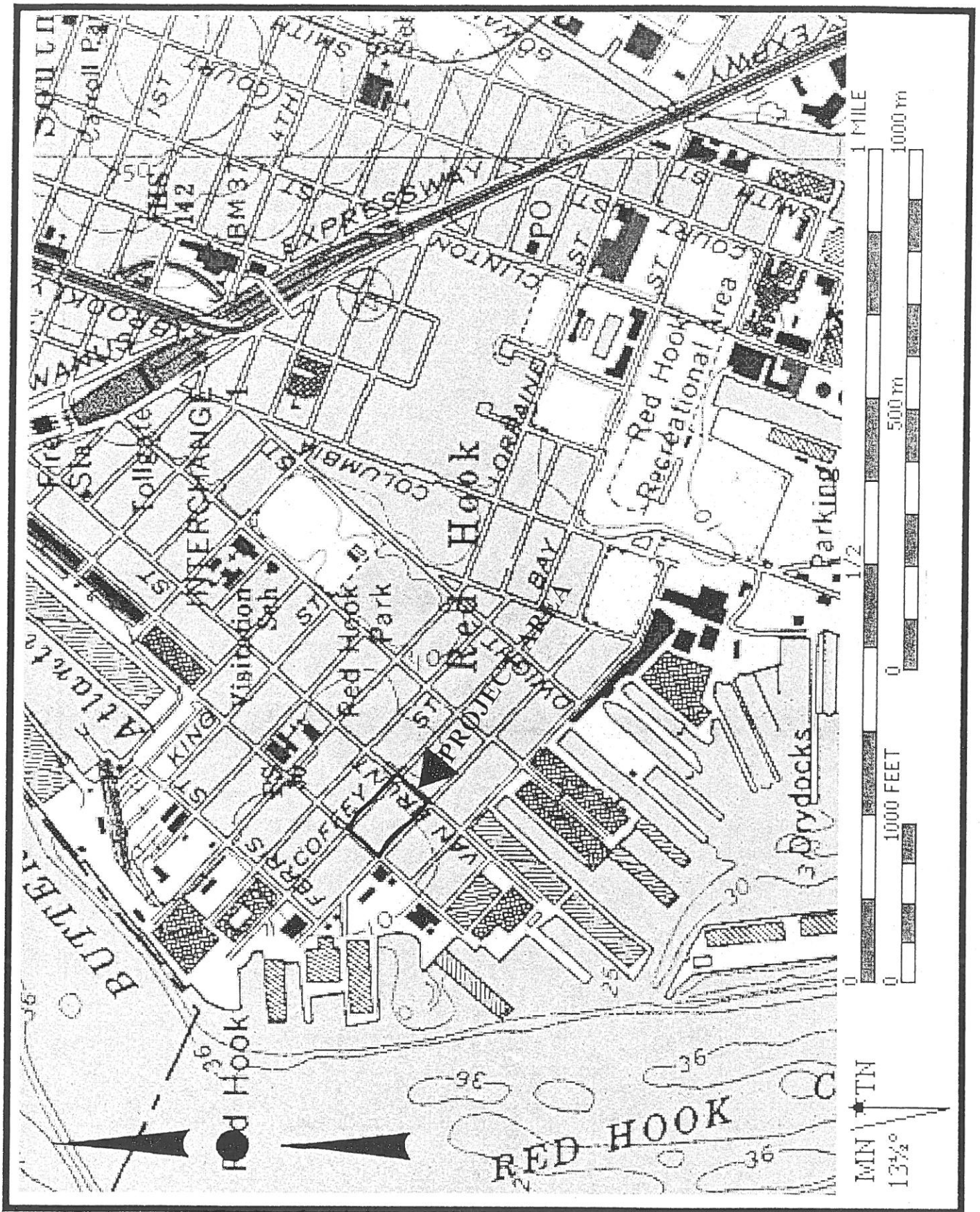
MAP & FIGURES LIST

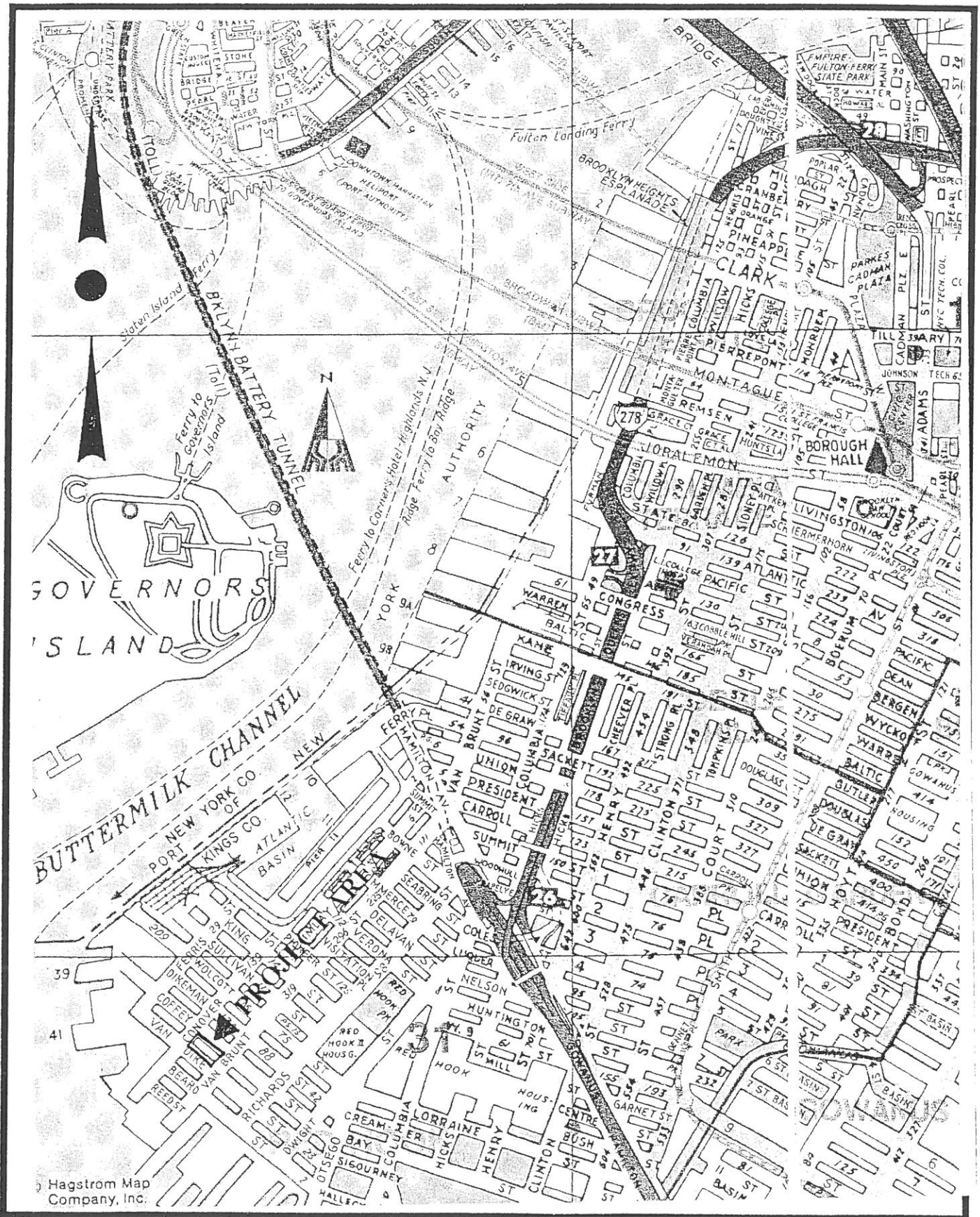
MAPS

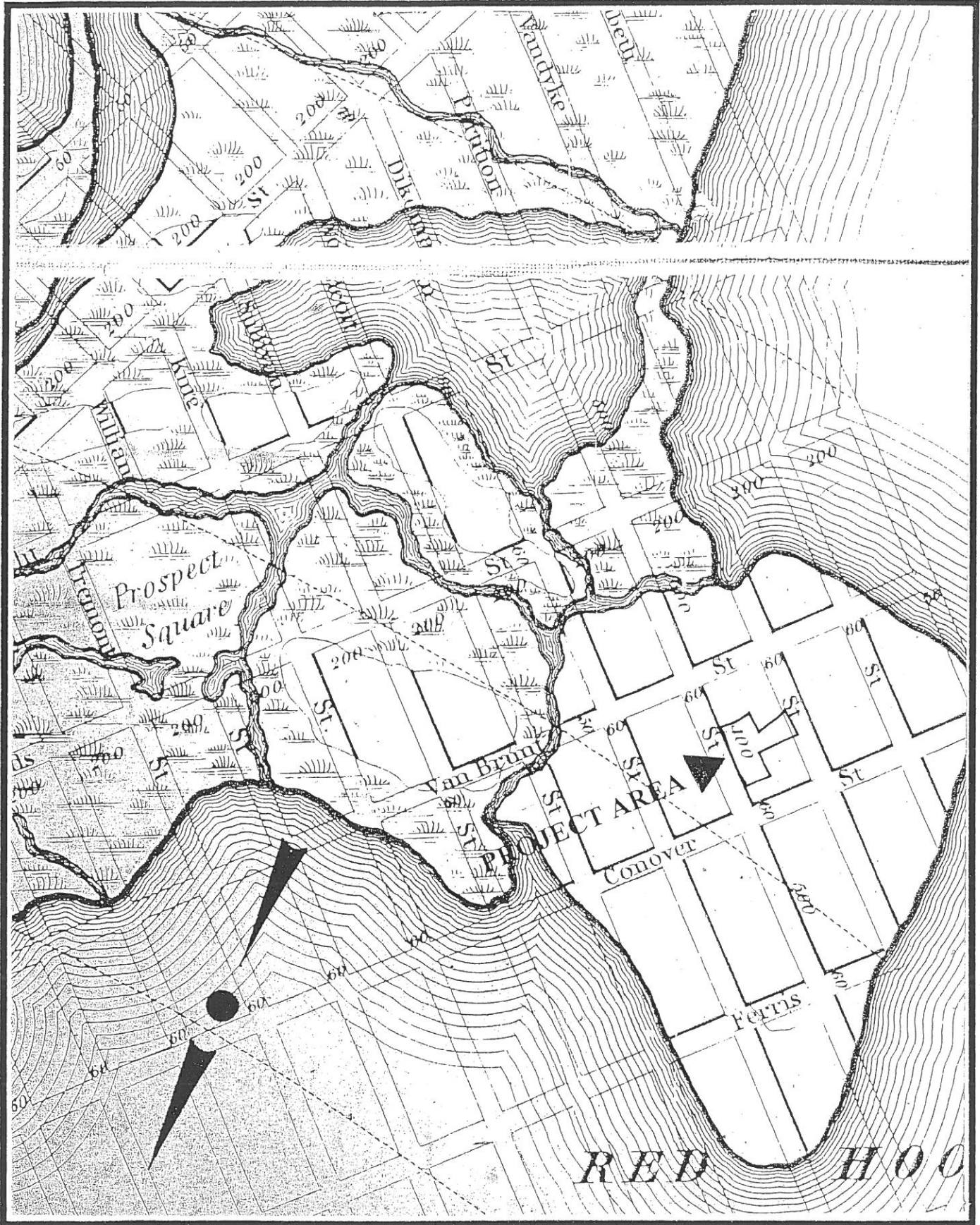
- Map 1 Location Map. USGS Brooklyn Quadrangle. 7.5 Minute Series. Taken 1967. Revised 1979. Scale: 1:24,000.
- Map 2 Area Map (derived from Hagstrom's *New York City 5 Borough Atlas* Map 41 & 44) Scale: 1" = 2100'.
- Map 3 J. H. Colton's 1839 *Map of the City of Brooklyn*. . . Surveyed by John S. Stoddard. Enlarged, no scale on map.
- Map 4 1639 Manatus *Map of the North River*. Diagrammatic, no scale.
- Map 5 Ryder's 1670 *Map of Long Island*. Enlargement, no scale.
- Map 6 Detail from Bernard Ratzer's *Plan of the City of New York in North American*. Portion of Town of Brooklyn and part of Long Island. 1766-67. Scale on map.
- Map 7 The 1776 *British Headquarters Map*. Portion of Town of Brooklyn, including Red Hook. Original scale: 6½" = 1 Mile. Reduced for publication, no scale shown on map.
- Map 8 John Randel, Jr.'s 1814 *Map of the city of New York as laid out by the Commissioners, with the surrounding country*. Enlargement, scale on map.
- Map 9 J. H. Colton's 1836 *Map of the City of Brooklyn*. . . Enlarged, no scale shown.
- Map 10 M. Dripps' 1850 *Map of the City of Brooklyn*. . . Enlarged, no scale shown.
- Map 11: M. Dripps' 1855 *Map of the City of Brooklyn as Consolidated January 1, 1855*. Scale: 1800' = 1".
- Map 12: M. Dripps' 1869 *Map of the City of Brooklyn and Vicinity*. Sheet 5 (NYPL 87-470). Scale not included on map.
- Map 13: G. M. Hopkin's 1880 *Detailed Estate and Farm Line Atlas of the City of Brooklyn*. Plate Q. Scale: 140' = 1".
- Map 14: Robinson's 1886 *Atlas of the City of Brooklyn, New York*. Scale: 200' = 1".
- Map 15: E. Belcher Hyde's 1898 *Atlas of the Brooklyn Borough of the City of New York, Originally Kings County*. Scale: 160' = 1".
- Map 16: Sanborn Map Company's 1904 *Insurance Map of Borough of Brooklyn, New York*. Vol. 1. Plate 19. Scale: 400' = 1".
- Map 17: Sanborn Map Company's 1915 *Insurance Map of Borough of Brooklyn, New York*. Vol. 1. Plate 19. Scale: 400' = 1".
- Map 18: E. Belcher Hyde's 1929 *Desk Atlas/ Borough of Brooklyn, City of New York*. Vol. 1. Plate 32. Scale on map.
- Map 19: Sanborn Map Company's 1995 *Insurance Map of Borough of Brooklyn, New York*. Vol. 1. Plate 19. Scale on map.

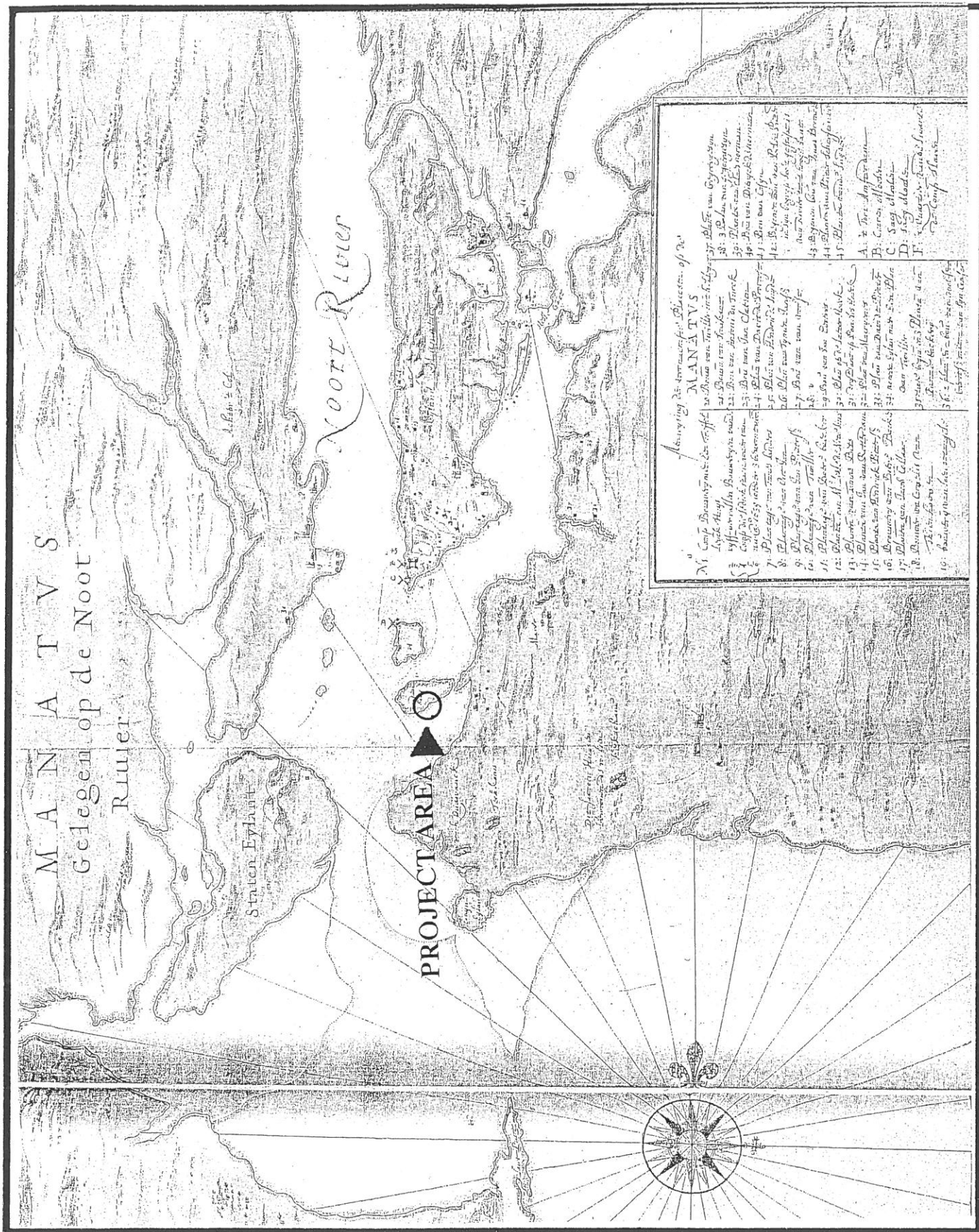
FIGURES

- Fig. 1: Sanborn Map Company 1995 Diagram of Lots on Block 576 and Surrounding Area, including Present Lot Numbers.
- Fig. 2: Sketch of Project Area showing Tentative Lot Numbers as Overlay on Old Lot Numbers.









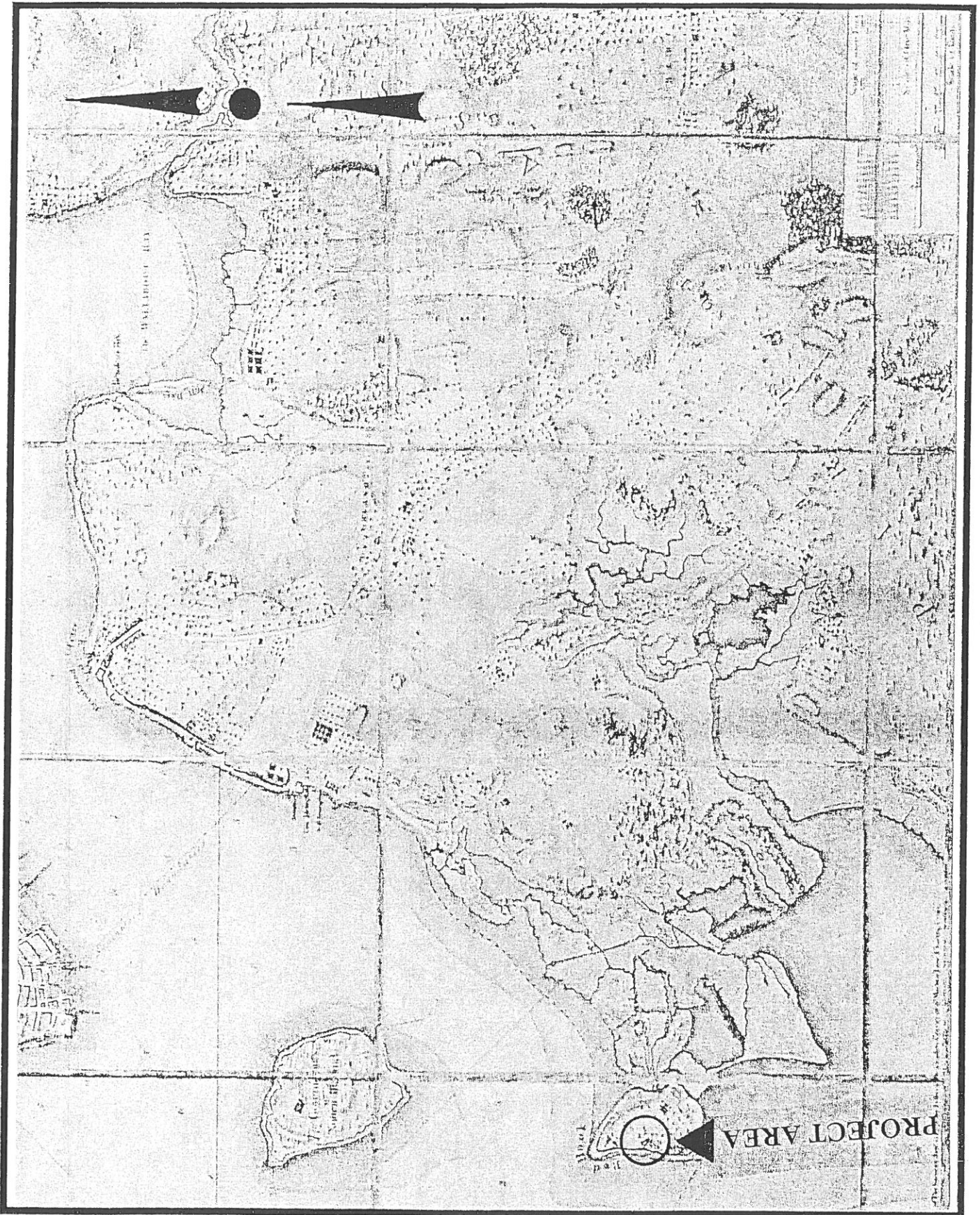
Appendix A: Maps and Figures

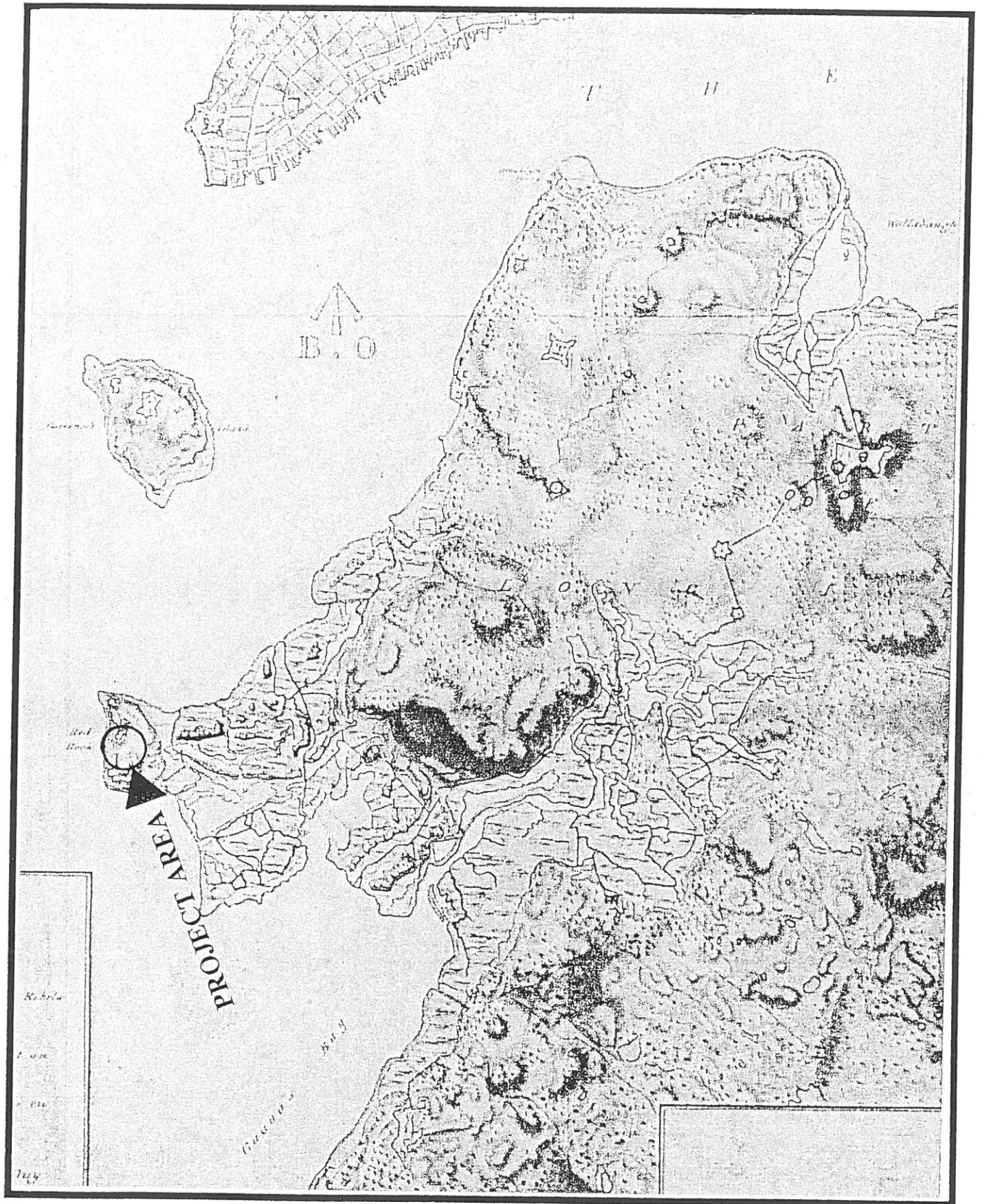
Map 5: Ryder's 1670 Map of Long Island. Enlarged, no scale shown on map.



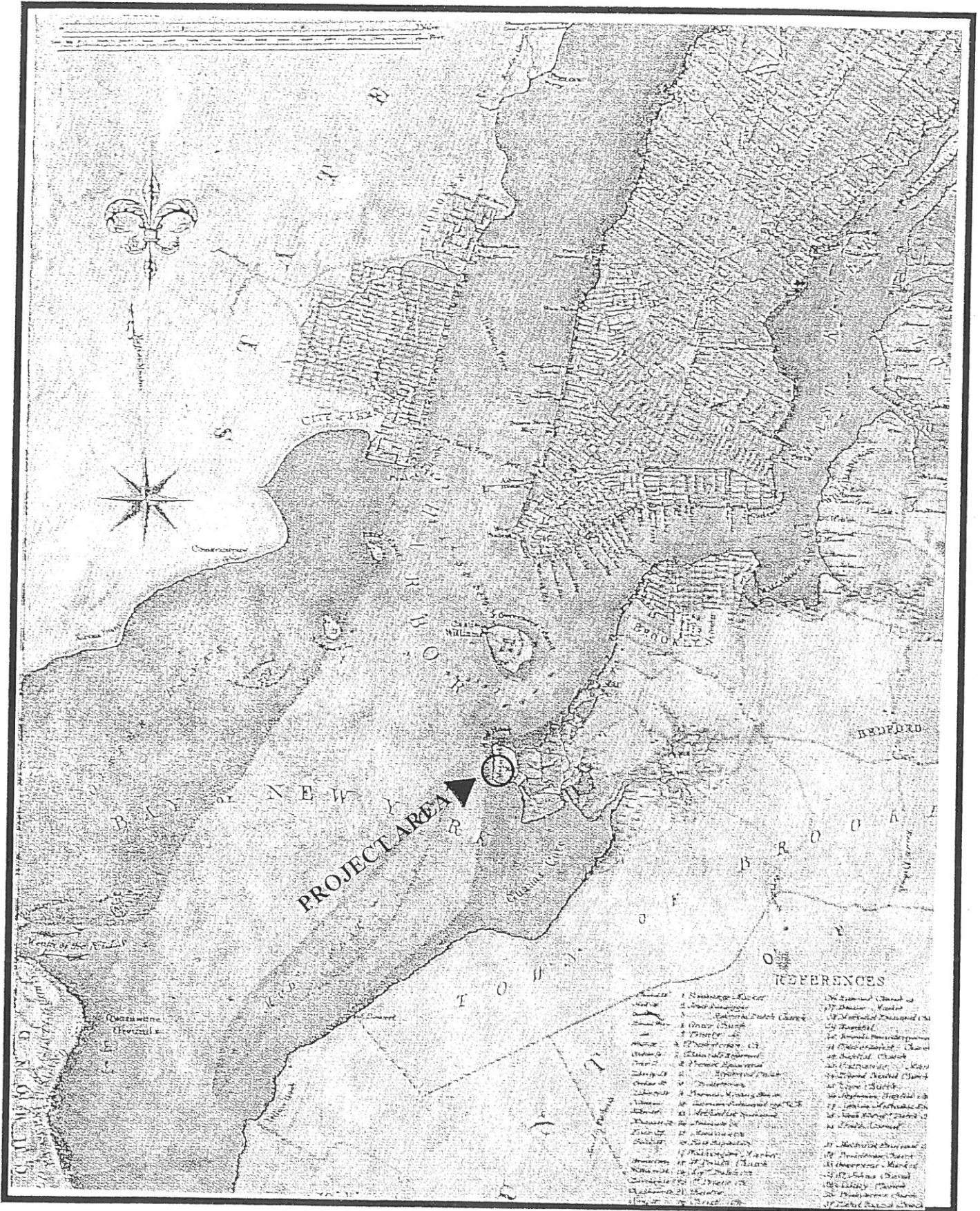
Appendix A: Maps and Figures

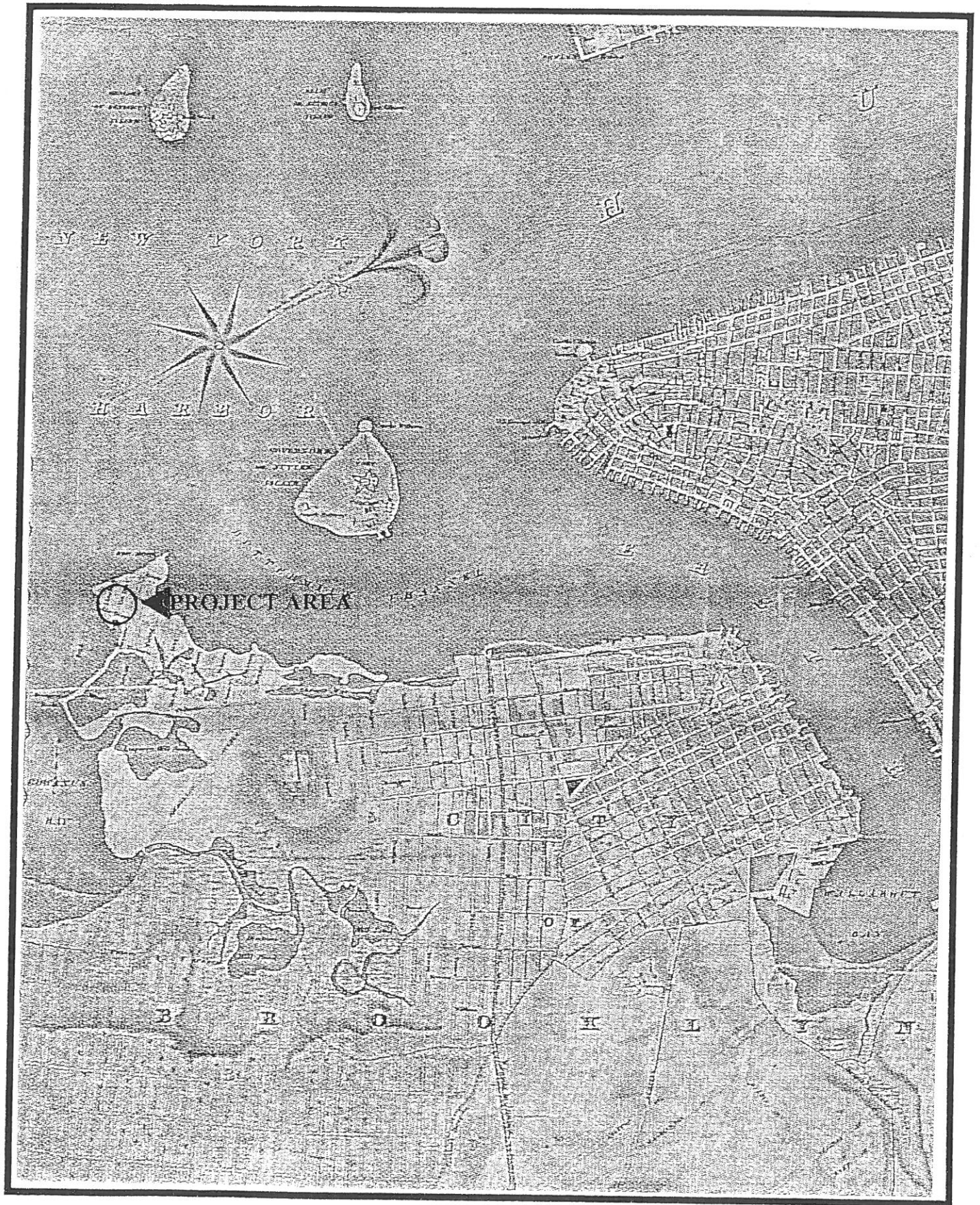
Map 6: Ratzler's 1766-7 Plan of New York City, in North America. Portion of Town of Brooklyn. Scale on map.

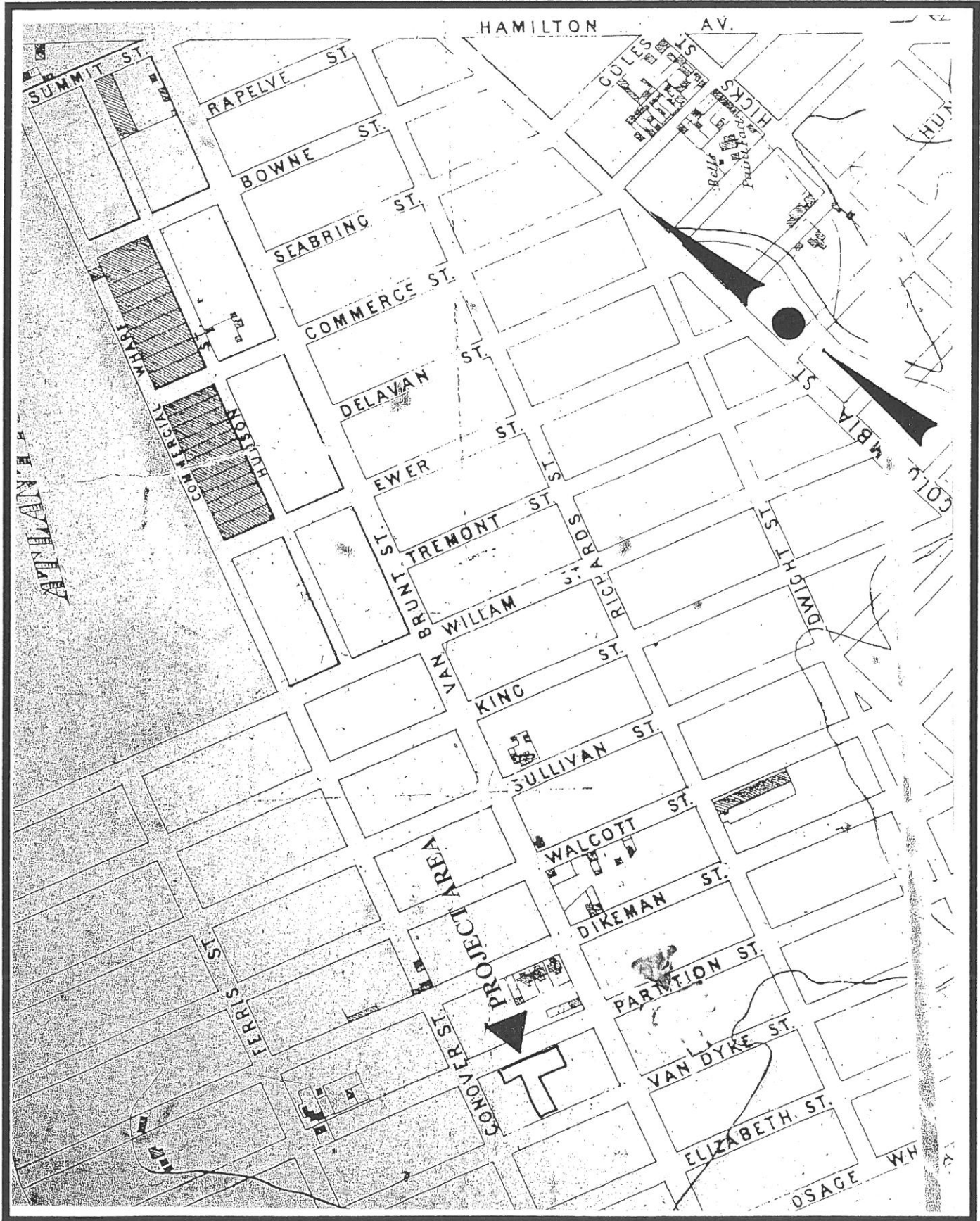


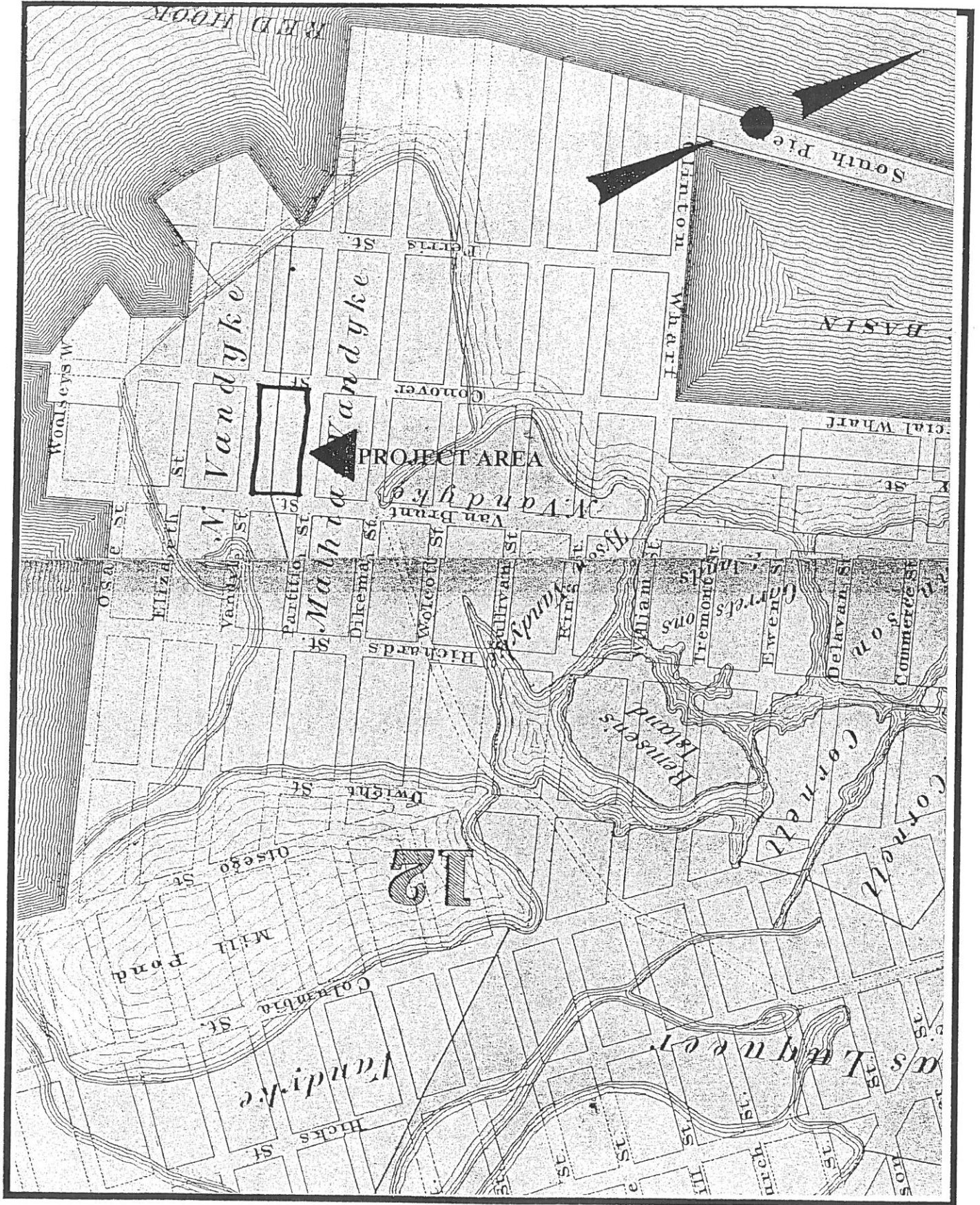


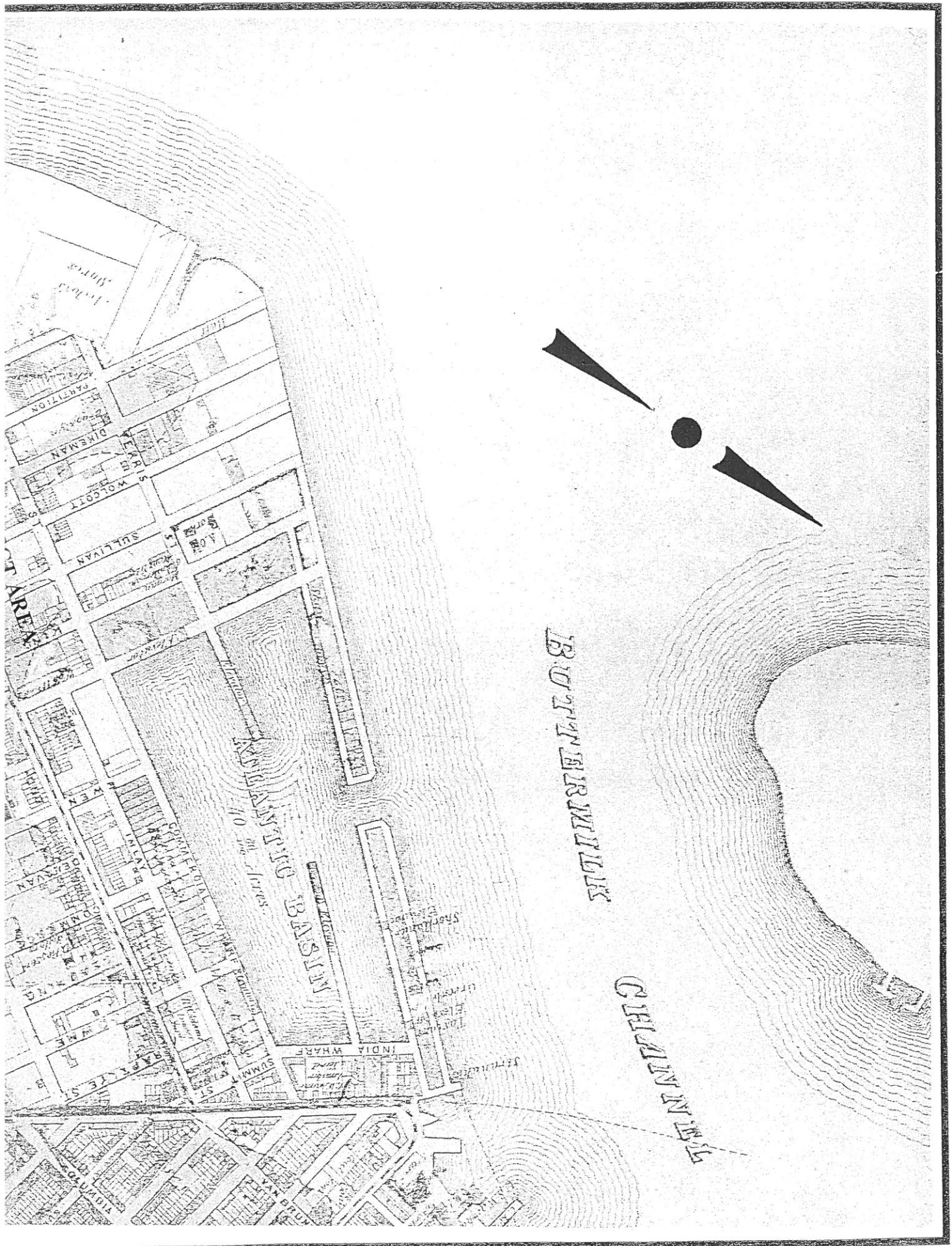
Map 8: Randal's 1814 Map of the City of New York . . . with Surrounding Country. Enlarged, no scale.



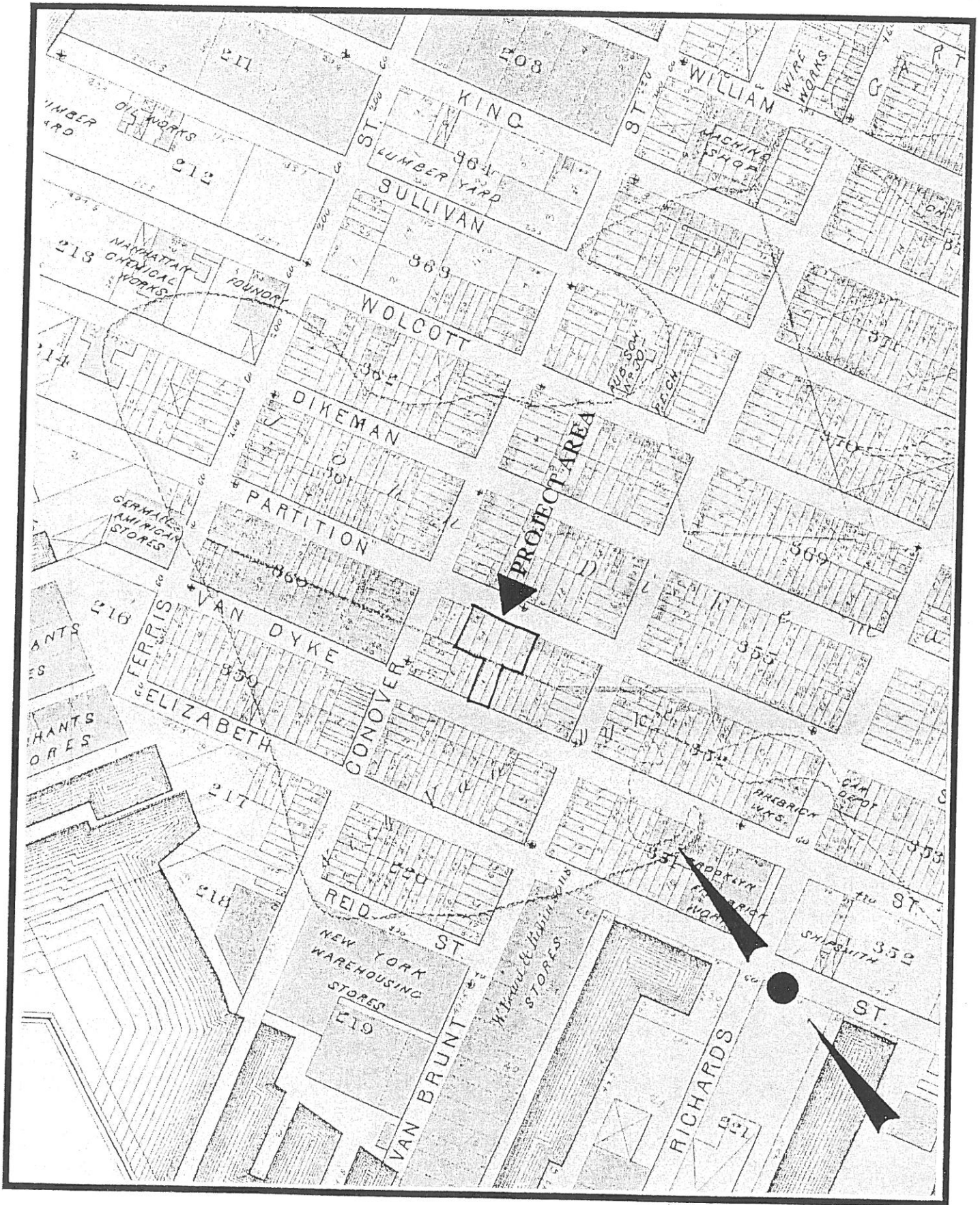


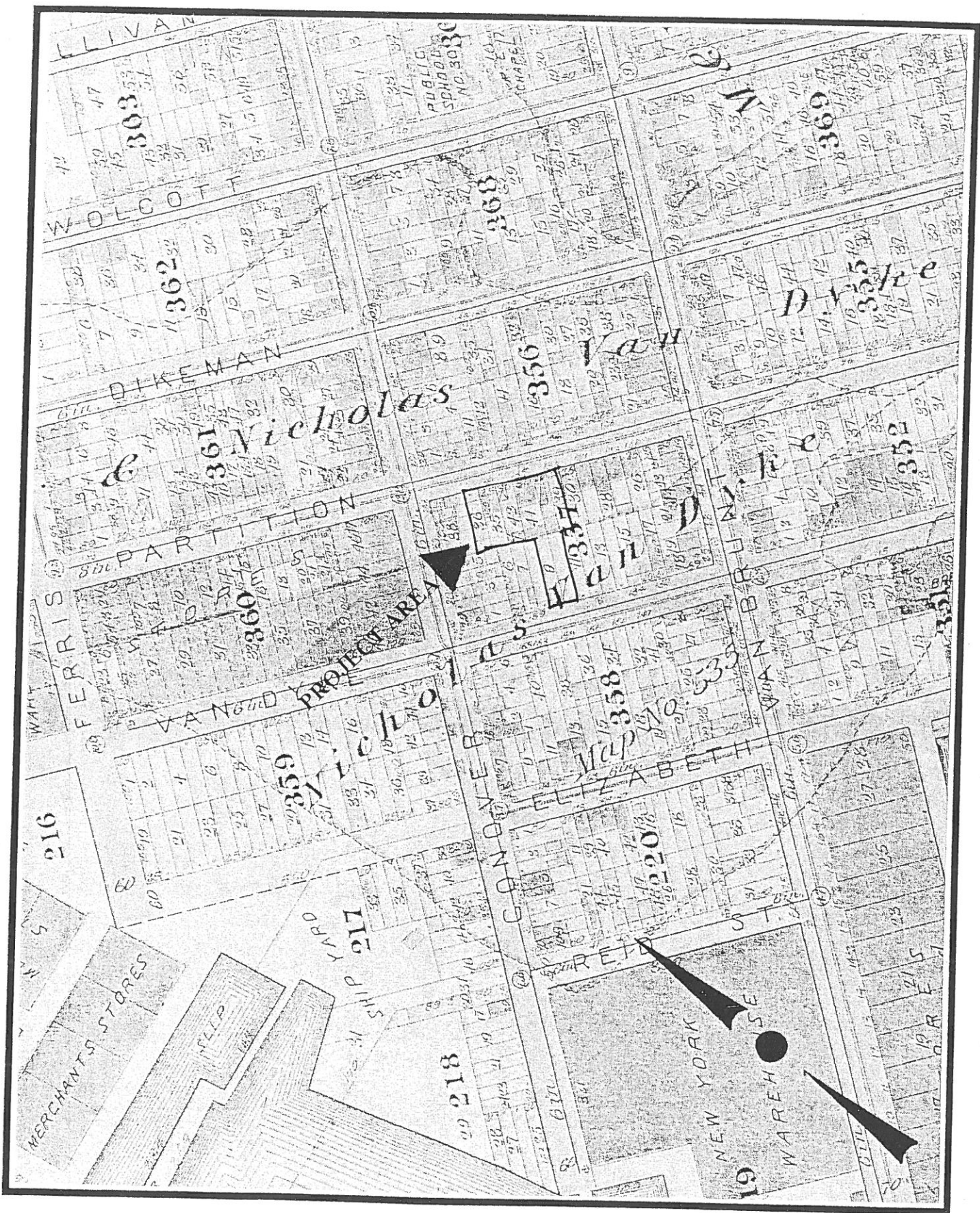


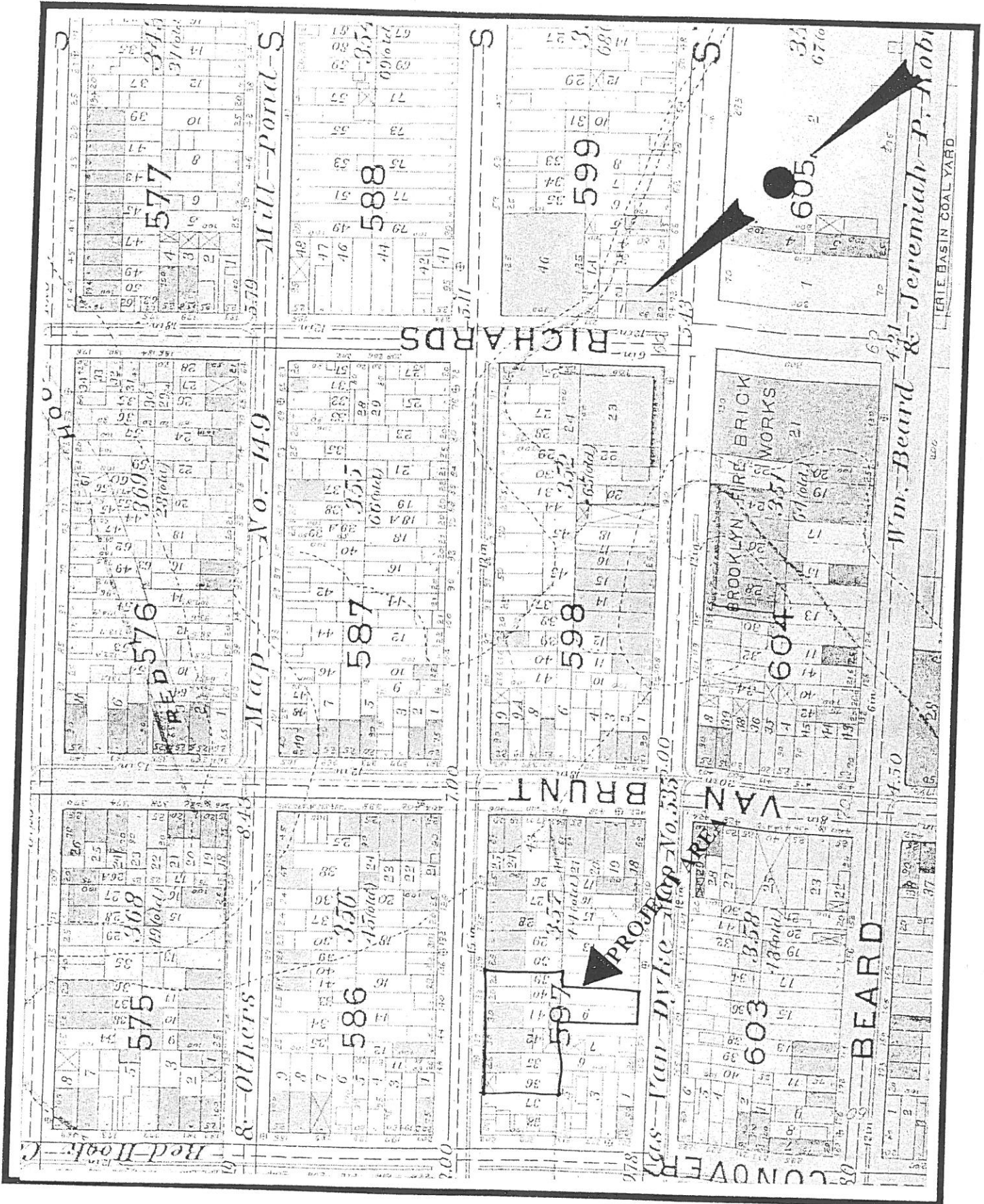


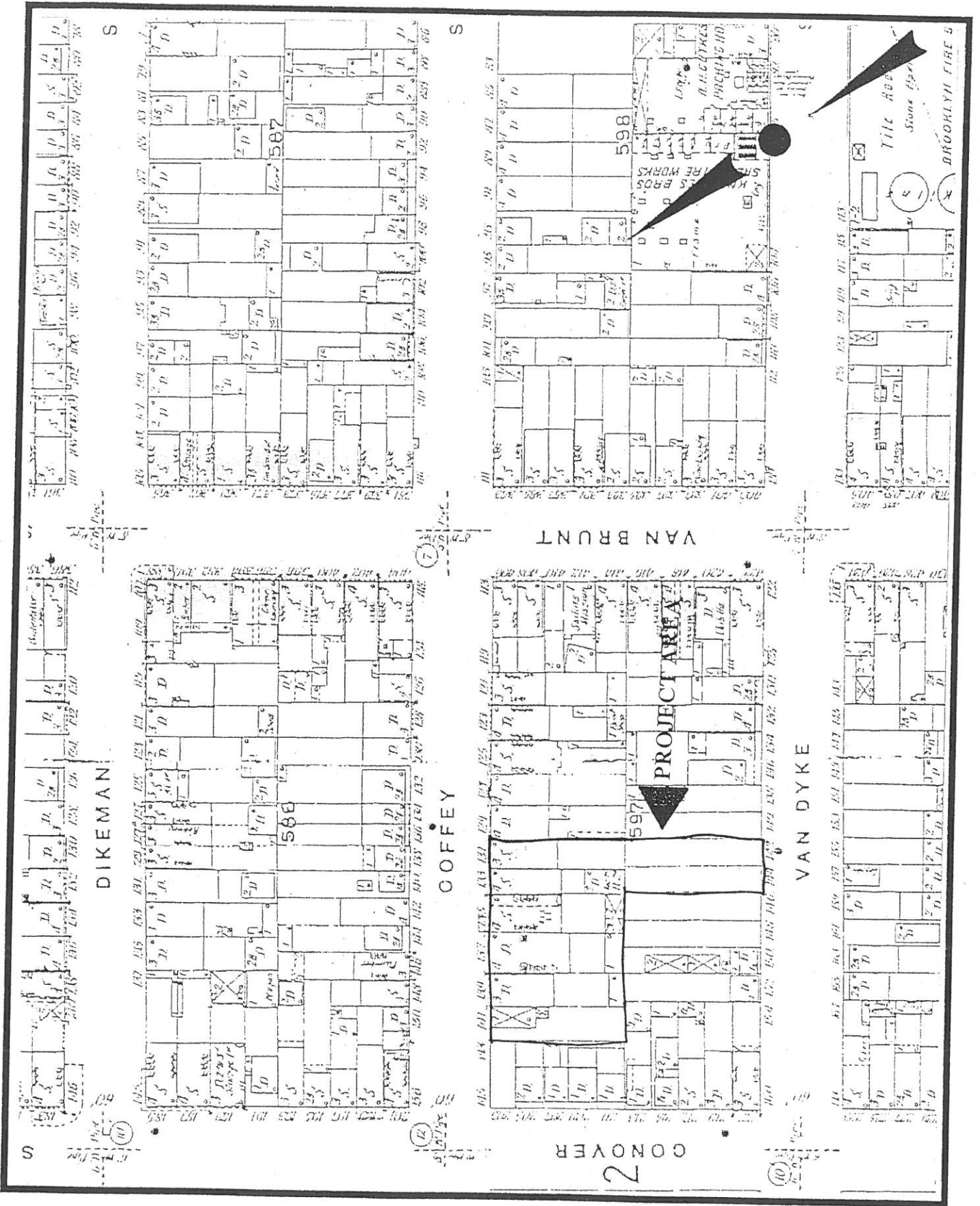


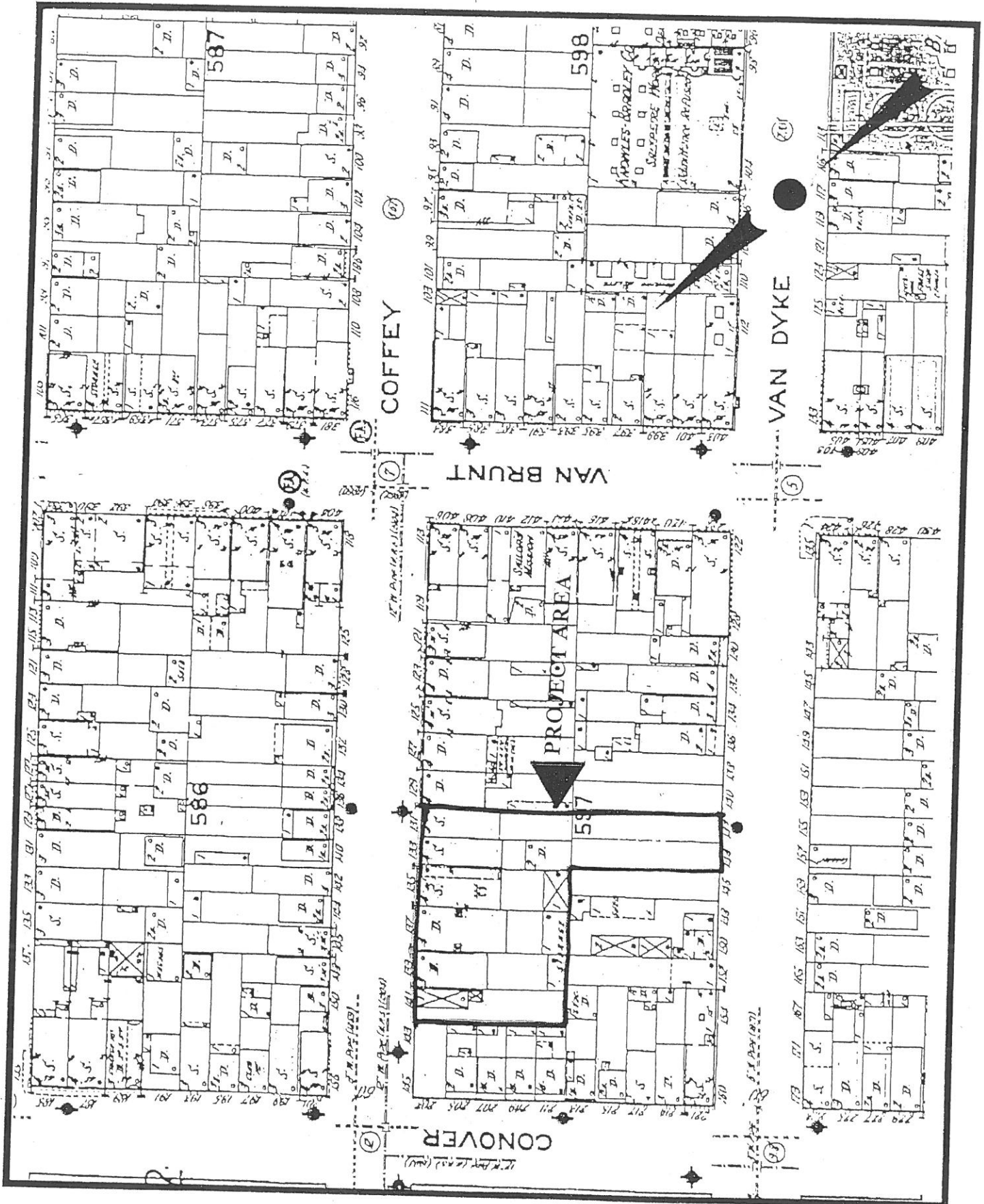
Map 12: M. Dripps' 1869 Map of the City of Brooklyn and Vicinity. Sheet 5 (NYPL 87-470). Scale not included on map

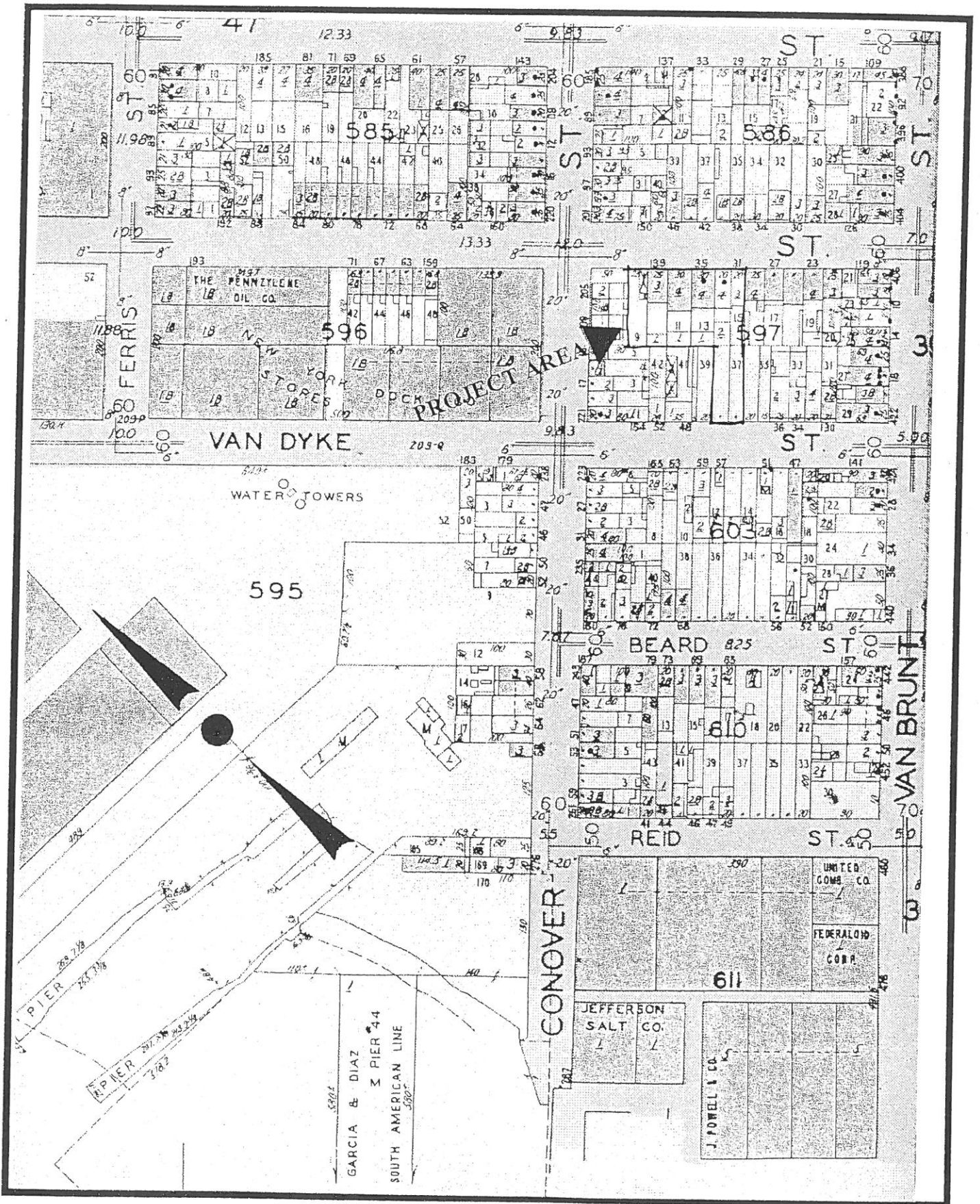


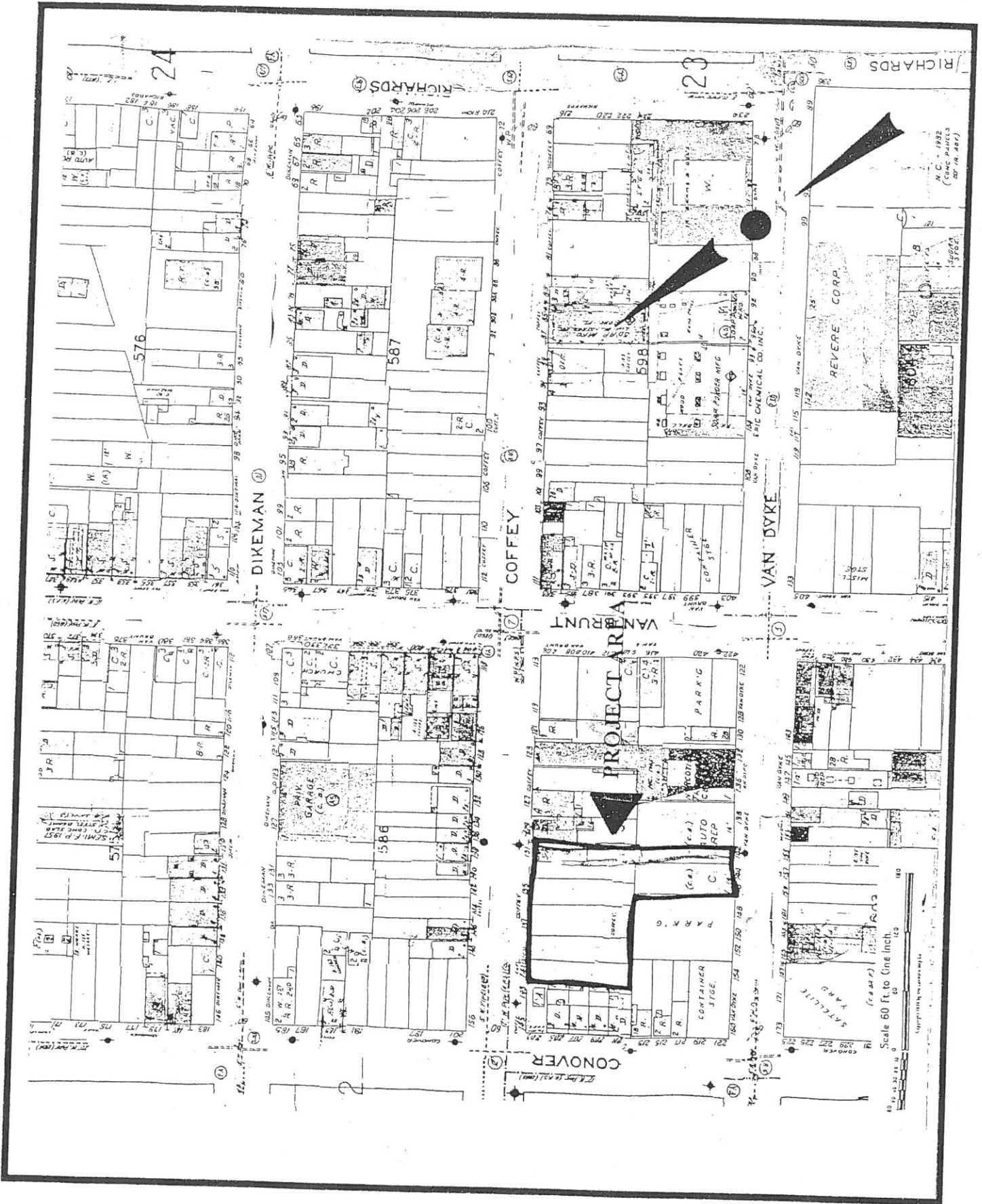












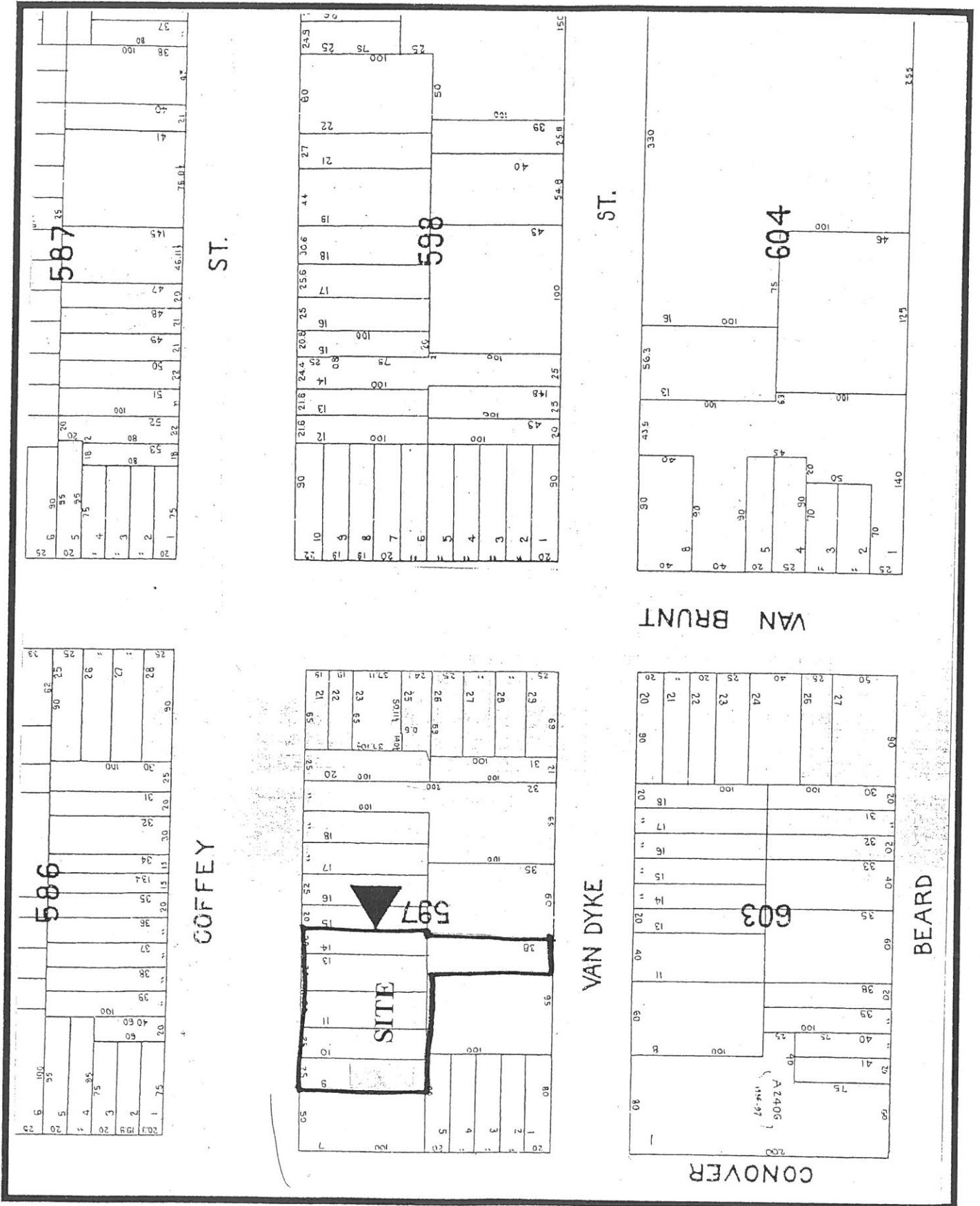
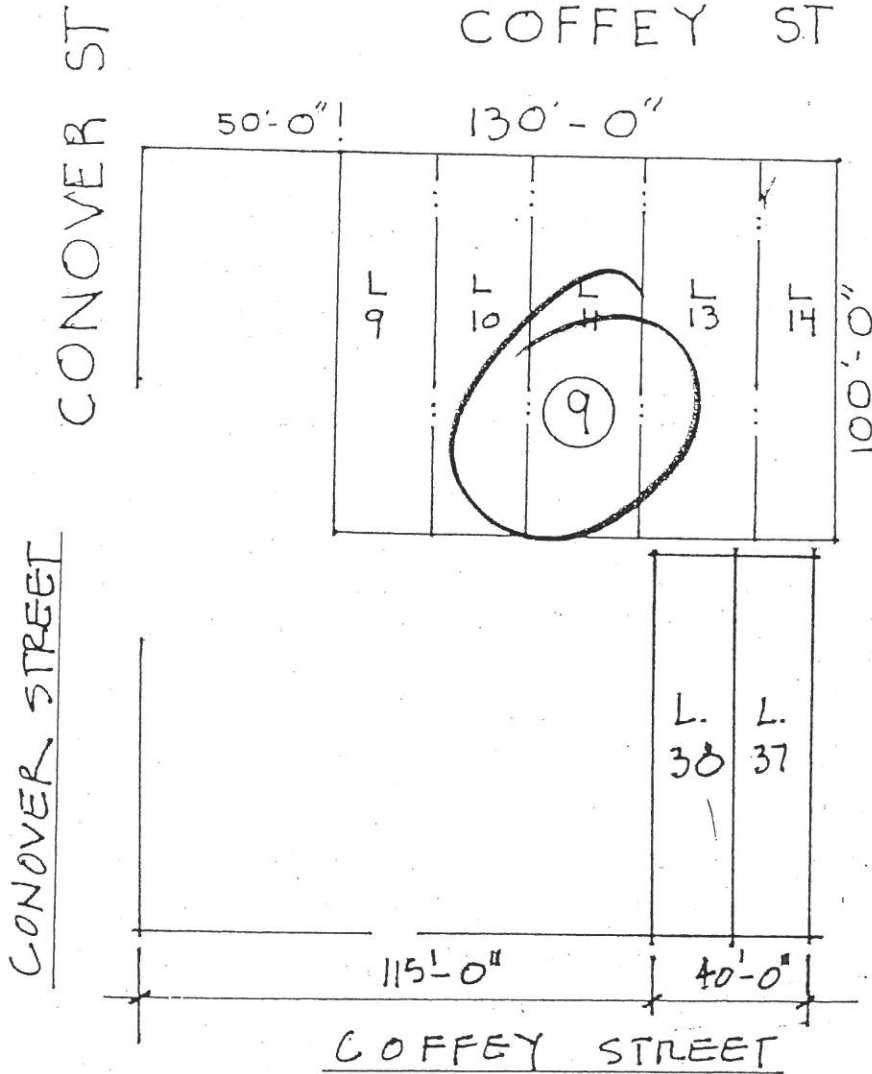


Fig. 2: Schematic drawing of New Lot Numbers overlaid on Old. Scale: 1" = 50'

30.13000401
DEPT. OF BLDGS

Draw sketch to scale
1" = 50', if possible.
Indicate North arrow.



Name

FIFTH AVENUE COMMITTEE

Signature of Architect

John Van Eman



APPENDIX B

PHOTOGRAPHS

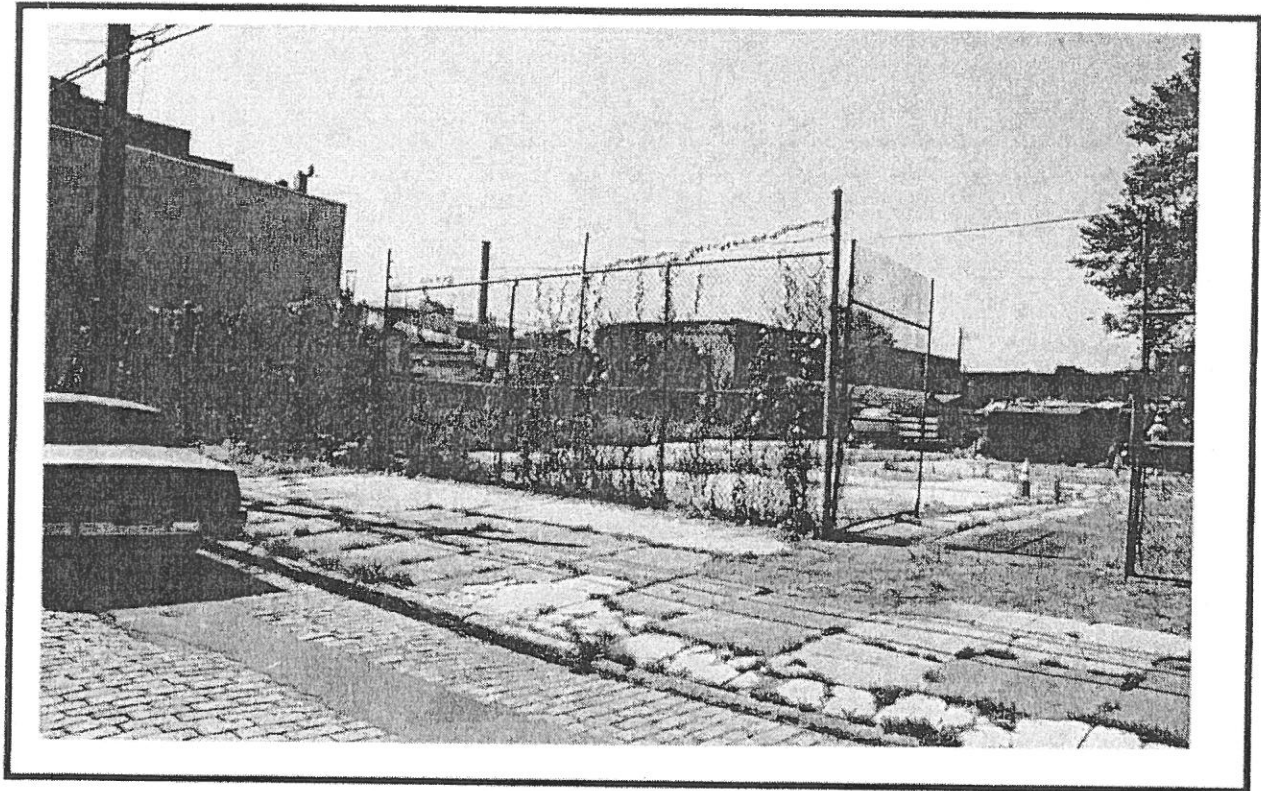


Photo 1: View of project area from Coffey Street. Site is vacant, undeveloped land. View to southeast.

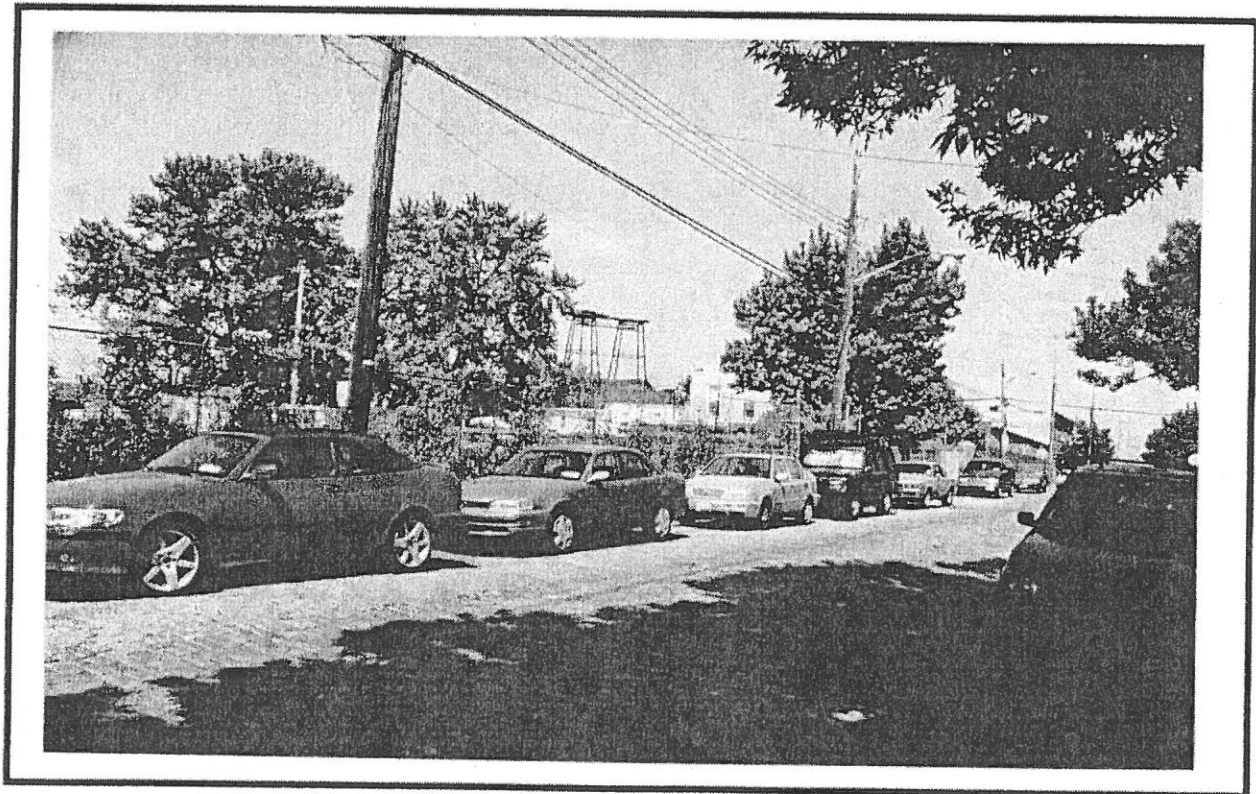


Photo 2: View of project area from north side of Coffey Street looking southwest. Commercial structures are located on Brooklyn waterfront.

Appendix D: Photographs

Block 597 (Lot 9, 10, 11, 13, 14, 37 & 38), Red Hook, Borough of Brooklyn, Kings County, New York.

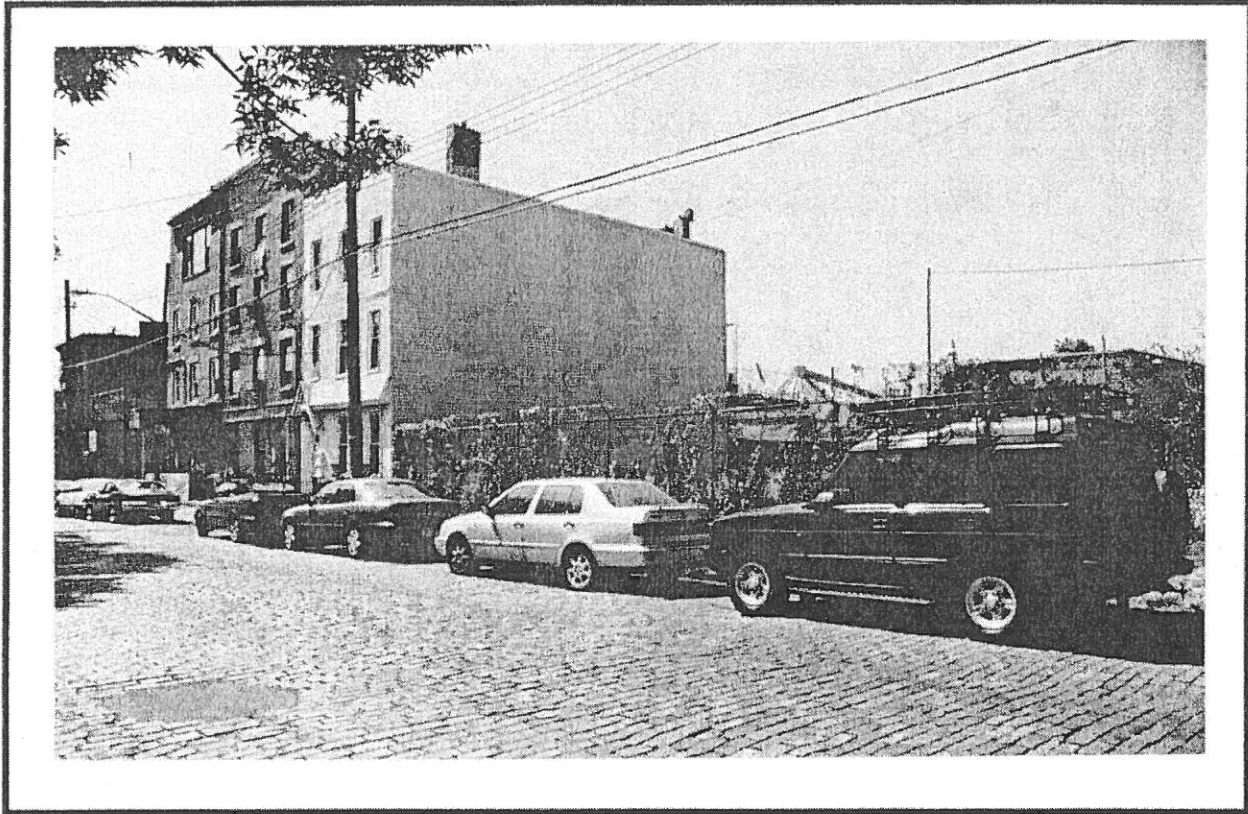


Photo 3: Buildings located to east of project area. These structures date to late 19th century, and are probably similar to buildings formerly located on site. View to southeast.

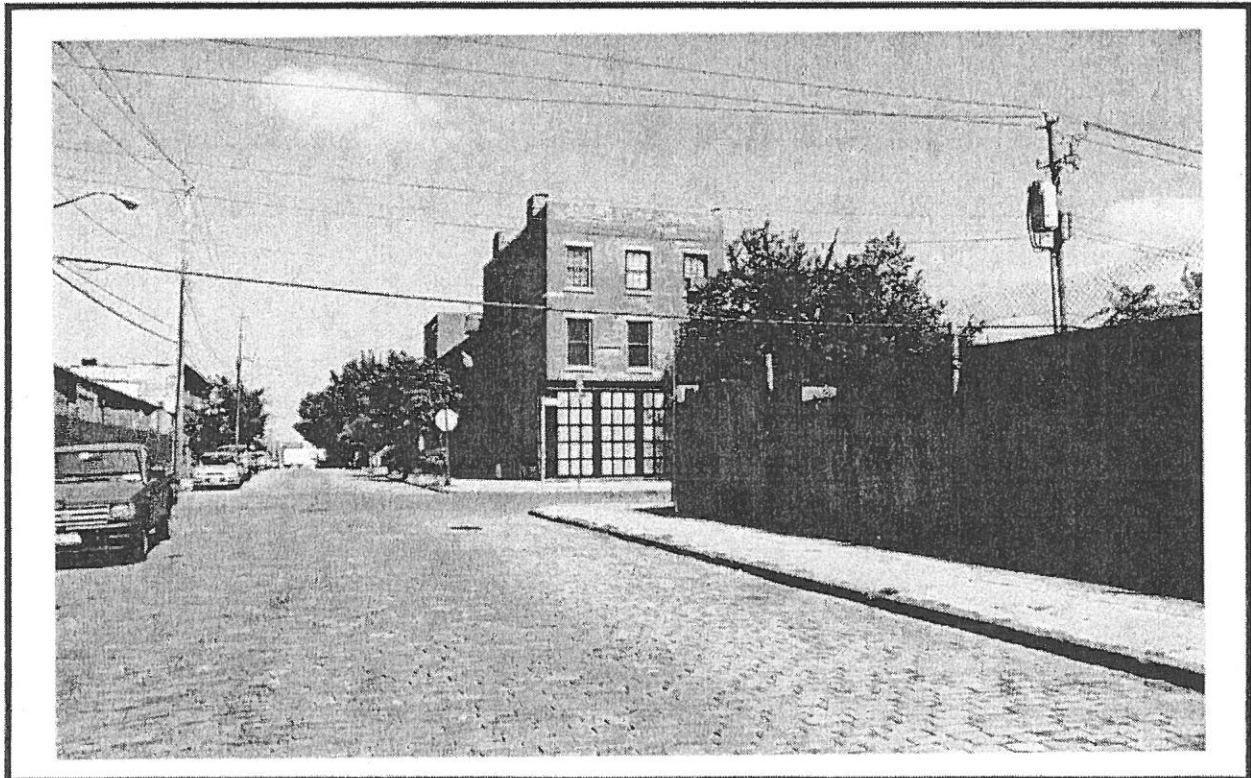


Photo 4: Commercial and residential buildings are located on Conover Street west of the project area. View to west.