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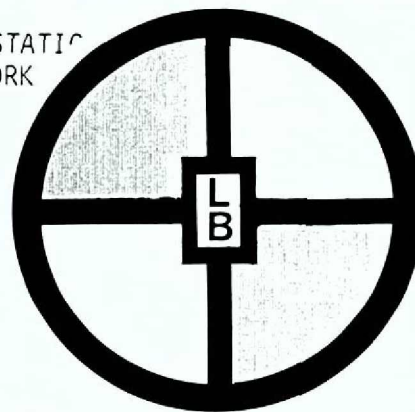
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CULTURAL RESOURCE ASSESSMENT:

PROPOSED JUVENILE DETENTION FACILITIES 88-011K
BROOKLYN AND BRONX, NEW YORK

PROPOSED 40TH PRECINCT STATION
BRONX, NEW YORK

88-012X



1988

LOUIS BERGER & ASSOCIATES, INC.

100 Halsted Street
East Orange, New Jersey 07019

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ENVIRONMENTAL REVIEW

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APPENDIX C

CULTURAL RESOURCE ASSESSMENT:

PROPOSED JUVENILE DETENTION FACILITIES,
BROOKLYN AND BRONX, NEW YORK

88-011K

PROPOSED 40TH PRECINCT STATIONHOUSE
BRONX, NEW YORK

88-012X

TABLE OF CONTENTS

<u>CHAPTER</u>		<u>Page</u>
I.	DESCRIPTION OF THE AFFECTED ENVIRONMENT.....	C-5
	A. Introduction.....	C-5
	B. Natural Setting.....	C-5
	C. The Brooklyn Project Area.....	C-6
	1. Prehistoric Cultural Resources.....	C-6
	2. Historic Cultural Resources.....	C-6
	3. The Built Environment.....	C-9
	4. Subsurface Cultural Resource Potential....	C-13
	D. The Bronx Project Area.....	C-25
	1. Prehistoric Cultural Resources.....	C-25
	2. Historic Cultural Resources.....	C-25
	3. The Built Environment.....	C-32
	4. Subsurface Cultural Resource Potential....	C-33
II.	IMPACT ASSESSMENT.....	C-43
III.	REFERENCES.....	C-44

LIST OF TABLES

<u>TABLE</u>		<u>Page</u>
C-1	Documented Prehistoric Sites Within Two Miles of the Bronx Project Area.....	C-27

LIST OF FIGURES

FIGURE		<u>Page</u>
C-1	Detail from U.S. Geological Survey's (1979) Brooklyn, NY, Quadrangle.....	C-7
C-2	Brooklyn Site Vicinity Circa 1868.....	C-10
C-3	Brooklyn Site Vicinity Circa 1905.....	C-11
C-4	Orientation of Brooklyn Photographs.....	C-14
C-5	Detail from U.S. Geological Survey's (1979) Central Park, NY-NJ, Quadrangle.....	C-26
C-6	Bronx Site Vicinity Circa 1860.....	C-30
C-7	Bronx Site Vicinity Circa 1942.....	C-31
C-8	Orientation of Bronx Photographs.....	C-35

LIST OF PLATES

<u>PLATE</u>		<u>Page</u>
C-1	Project Area, View to South from Chester Street.....	C-15
C-2	View Southeast from Bristol Street Toward Project Area.....	C-15
C-3	Precinct Facility, View Southwest from Corner of East New York Avenue and Bristol Street.....,	C-16
C-4	Warehouse, Bristol Street near Pitkin Avenue, View to Southwest.....	C-16
C-5	Vacant Lot, East Side of Chester Street, View to East.....	C-17
C-6	Parking Lot, Southeast Corner of East New York Avenue and Chester Street, View to Northeast.....	C-17
C-7	East Side of Chester Street, Toward Pitkin Avenue, View to Southeast.....	C-18
C-8	East Side of Chester Street, Midblock, View to Northeast.....	C-19
C-9	North Side of East New York Avenue, View to Northeast.....	C-20
C-10	North Side of East New York Avenue.....	C-20
C-11	North Side of East New York Avenue, from Chester Street.....	C-21
C-12	Building Facades, North Side of Pitkin Avenue.....	C-22
C-13	Building Facades, North Side of Pitkin Avenue Between Bristol and Chester Streets.....	C-22
C-14	Building Facades, North Side of Pitkin Avenue Between Bristol and Chester Streets.....	C-23
C-15	Building at Northwest Corner, Pitkin Avenue and Chester Street, Pitkin Avenue Facade.....	C-23
C-16	Building at Southwest Corner, Pitkin Avenue and Chester Street, View to Southwest.....	C-24

		<u>Page</u>
C-17	South Side of Pitkin Avenue, View to Southeast from Bristol Street.....	C-24
C-18	Westchester Avenue, View to Northeast from St. Ann's Avenue.....	C-36
C-19	Lola Rodriguez de Tio Intermediate School, St. Ann's Avenue, View to Southeast.....	C-36
C-20	Former Child Health Station, St. Mary's Park, View to Southeast.....	C-37
C-21	View South from Project Area Toward E. 149th Street.....	C-37
C-22	Building on E. 149th Street, Toward St. Ann's Avenue.....	C-38
C-23	Buildings on E. 149th Street, Toward Brook Avenue.....	C-39
C-24	View Northwest Toward Bronx Refrigeration and Rail Line.....	C-40
C-25	Bronx Refrigeration, View to Northwest from St. Ann's Ave.....	C-41
C-26	Bronx Refrigeration, View to North from E. 150th Street.....	C-42
C-27	Westchester Street Facades of Bronx Refrigeration and Brookhill Building, View to Northeast.....	C-43
C-28	Building on E. 150th Street, View to Southeast...	C-44
C-29	View to East Along North Side of E. 149th Street.	C-45

I. DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. INTRODUCTION

The purpose of this assessment is to determine whether or not the project areas contain or have the potential to contain significant prehistoric and historic cultural resources. This assessment complies with City of New York Executive Order No. 91 of August 24, 1977 (City Environmental Quality Review). The methodology of the study has included a review of archaeological site files; published and unpublished reports, and other archival materials. Repositories visited or contacted for these documents included the New York State Office of Parks, Recreation, and Historic Preservation; the New York State Library and Museum; the New York City Landmarks Preservation Commission; the Departments of Buildings in the Bronx and Brooklyn; and the New York Public Library.

Based on archaeological and historical research and a preliminary field reconnaissance, this assessment will recommend whether future research is needed to avoid or mitigate any potential adverse effects of construction on significant cultural resources.

B. NATURAL SETTING

Traces of the last North Atlantic glaciation (Wisconsin) in the New York City area are found in the form of a terminal moraine on Long Island. Glaciers began to retreat from the region some 17,000 to 15,000 years ago. Glacial scarring created a variety of habitats, including estuaries, salt and freshwater marshes, bogs, uplands, and midslope zones. Glacial soils contained a diversity of particle sizes, allowing for good drainage and adequate water supplies for developing plant and animal communities.

Humans first inhabited the New York City area about 12,000 B.P., when sea levels may have been 300 feet lower than those of today, and when the Atlantic shoreline had regressed approximately 60 to 90 miles from its present position (Kraft 1977). Contemporary ocean levels were probably reached -- through glacial melting -- at 6000 B.P.; however, minor fluctuations of 10 to 20 feet may have occurred after this date (Bruun 1962; Fairbridge 1977). These geological data indicate that Paleoindians, the first inhabitants of coastal New York, could have settled along shore areas now covered by the transgressive Atlantic Ocean.

C. THE BROOKLYN PROJECT AREA

The 2.9-acre Brooklyn parcel is located within the Atlantic Coastal Lowland on the western end of Long Island (Thompson 1977:Figure 9). The Brooklyn site is about three miles northwest of Jamaica Bay and four miles southeast of the East River (Figure C-1).

1. Prehistoric Cultural Resources

Files at both the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation indicate that no documented prehistoric archaeological sites are present within two miles of the Brooklyn project area. Earlier in this century, Bolton (1934:144-147) compiled a list of prehistoric and ethnohistoric Native American sites in Brooklyn, but none are in the immediate vicinity of the project tract. Still, Bolton places the project area within the "Land of the Canarsee" Indians, a group of Munsee-speakers (Goddard 1978:214-215). Several recent surveys by contract archaeologists in various sections of Brooklyn have reported finding some historic period artifacts but no prehistoric remains (e.g., Greenhouse Consultants, Inc. 1986; Solecki 1976). Test excavations at the Pieter Claesen Wyckoff house (which dates to ca. A.D. 1650), the only historic archaeological site within two miles of the project tract, also failed to yield any prehistoric artifacts (Kardas and Larrabee 1977; Salwen et al. 1972). Apparently, modern construction has destroyed most traces of Brooklyn's prehistory (Historical Perspectives 1985:6). General characteristics of prehistoric lifeways for the larger New York coastal area are summarized in Historic Conservation and Interpretation, Inc. (1983), and Louis Berger & Associates, Inc. (1986).

2. Historic Cultural Resources

Brooklyn, under Dutch control until 1664, was established circa 1635 by Jan Evertsen Bout et al. In 1636, Jacques Bentyn and William Adriance Bennett bought a 30-acre tract at Gowanus from the Canarsee Indians and Jansen de Rapelye purchased a large tract on Wallabout Bay (Wuttge 197X:1). By 1647, the Dutch governor, Kieft, had granted all the lands along the Brooklyn shore to various individuals (Bailey 1840:8). A ferry was established between New Amsterdam and Brooklyn by 1640. During the mid-seventeenth century, the Dutch established settlements in the Brooklyn vicinity at Flatbush, Flatlands, New Utrecht, and Bushwick. Gravesend, another Brooklyn settlement, was established by New Englanders during this time period. A road was soon laid out from the Brooklyn Ferry to the settlements of Flatbush and Jamaica; the former was second in importance to Brooklyn amongst the Long Island towns. Kings County, when established in 1683, contained the towns of Bedford, Brooklyn, Bushwick, Flatbush, Flatlands, Gravesend, and New Utrecht.

In 1677, the inhabitants of Flatbush obtained a patent for a new settlement, called New Lots, to the east. New Lots covered the area presently bounded by Ralph Avenue, the Queens County line, Fulton Street, Cemetery Hills, Canarsee, and Jamaica Bay (Landesman 1977:11).

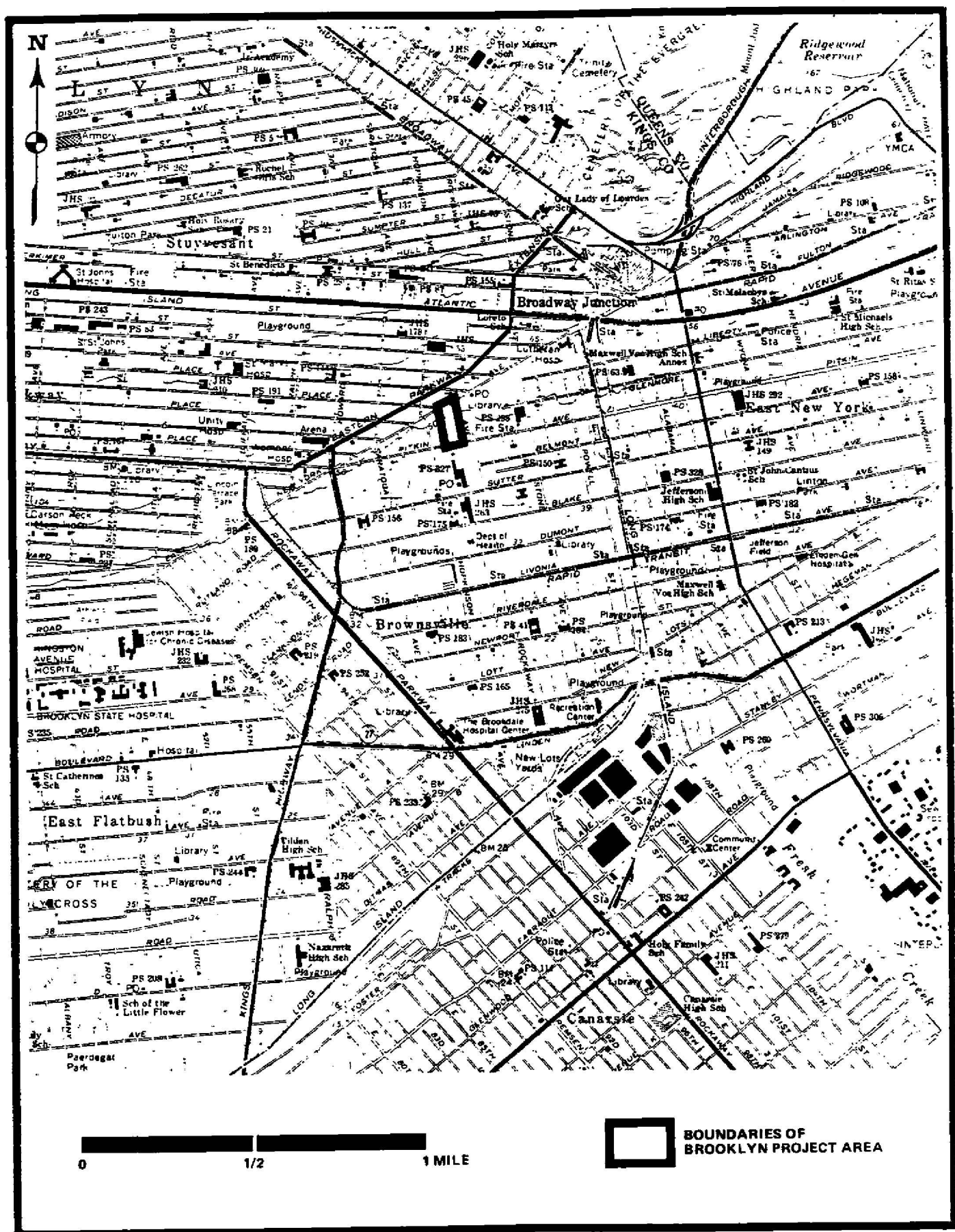


FIGURE C-1: Detail From U.S. Geological Survey's (1979) Brooklyn, NY, Quadrange

Occupation at New Lots had occurred by the time of the patenting of lands. It was divided into 47 farm lots and allotted mostly to Flatbush inhabitants. Each farm lot was accompanied by a meadow lot near Jamaica Bay. Woodland was initially held in common but the community's growth necessitated its subdivision into wood lots. New Lots' farmers settled along New Lots Road from Cemetery Hills to Canarsie. They raised wheat, corn, oats, rye, barley, peas, and fruits, especially apples and pears (Landesman 1977:76). Most of the farm produce was sent to market in New York City, but local markets were also established at Jamaica and Flatbush.

Eventually, three villages developed within the town of New Lots: East New York, Cypress Hills, and Brownsville. Brownsville was founded by Charles S. Brown about 1866. He laid out city lots and 50-foot-wide streets. Brownsville's close proximity to Brooklyn enabled its population of mechanics (machinists) to prosper. The community of Cypress Hills formed around the nucleus of John I. Snediker's hotel, circa 1844. The Jewish and Cypress Hills Cemeteries were located within the village and an extensive marble works was established (Stiles 1884:307).

The project area is currently located within East New York. East New York, the largest of the New Lots villages, was the brainchild of Connecticut Yankee entrepreneur, John R. Pitkin. In 1835, Pitkin visited the town of New Lots and was impressed by the expanses of level land in such close proximity to New York City and Brooklyn. He developed a plan to build a city in New Lots to rival New York, calling it East New York. Pitkin's prospectus contained a complete description of the proposed city, including buildings, markets, a manufacturing district, parks, schools, and private and public improvements. He quickly acquired several farms and laid out the requisite streets and city building lots, which sold for 10 to 25 dollars. Pitkin's grand scheme was deflated by the Financial Panic of 1837. Forced to sell off a large amount of his "manufacturing district," Pitkin nevertheless continued to promote sales of his 12,000 city-sized building lots. East New York's first period of growth occurred in the mid-nineteenth century when a large number of German immigrants settled in the village. The majority of these new immigrants worked in their homes as tailors, doing piecework for the expanding New York City ready-made-clothing industry. John R. Pitkin, himself, stimulated the economy of East New York by establishing the East New York Boot and Shoe Manufacturing Company on the corner of Pitkin and Williams Avenues.

Other businesses operated within the town of New Lots included: Unexcelled Fireworks; Miles Brothers Brush Factory; Nelson and Kleuber's Torpedo Factory; Davis & Son's Starch Mills; Cummings & Sons Moulding and Planning Mills; Rickitt's Pencil, Whip and Toy Factory; Schultz's Tin Toy Factory; Piel Brothers Brewery; Jewell's Flour Mills; McGuigan's Shoe Buttonhole Factory; James Lyons Lamolight Factory; and Diederich's Cannery (Landesman 1977:104).

The development of East New York and Cypress Hills and the overall population growth of New Lots resulted in the town's separation from Flatbush in 1852. New Lots was eventually annexed to the City of Brooklyn in 1886, becoming the 26th Ward of New York City. Brooklyn's consolidation with

New York was achieved in 1897, bringing about a suburban development boom in the New Lots area. New ethnic groups, such as East Europeans, Italians, and White Russians, predominantly Jewish, began to settle in East New York and Brownsville. These groups were gradually replaced by Blacks and Hispanics, who moved into the area after 1925. The 1960s witnessed the mass exodus of the remaining white population.

Early maps indicate that the project area retained its rural character until the 1870s. The project tract appears to have been in open agricultural land associated with the farmstead of the Suydams, an old Dutch family. During this period of time, the nucleus of East New York expanded eastward, its westernmost boundary formed by Alabama Street and the State Military Parade Ground, which extended as far west as Vansinderen Avenue, some distance east of the project area (see Figure C-2). Although the street grid system was in place by 1877, actual occupation did not occur until sometime later. Eastern Parkway, Centre Street, and Baltic Street were later renamed Pitkin Avenue, Chester Street, and Bristol Street, respectively (Dripps 1877). The Suydam farm appears to have been subdivided and occupied before either of the adjacent blocks to the east or west. As late as 1898, only half of the building lots on the project site were occupied. The majority of structures were residential, with a few shops fronting East New York Avenue (Sanborn 1887; Ullitz 1898).

The effect of suburban development at the turn of the century is apparent in the project area. Nearly all the lots of Block #3498 were occupied by structures, with the exception of those fronting East New York Avenue (Figure C-3). Commercial establishments fronted Pitkin Avenue and Bristol Street, on which were located two commercial liveryies (Ullitz 1898, 1912, 1916). By the late 1920s, the lots along East New York Avenue were also occupied by stores. The remainder of the block was a mixture of commercial, light industrial, and residential structures. A synagogue was located at 17-19 Bristol Street (Sanborn 1928). The conversion of the project area into commercial and light industrial properties was nearly complete by 1950, when only a half dozen dwellings and two synagogues remained on the block (Sanborn 1950).

3. The Built Environment

The project area encompasses most of a long, narrow trapezoidal block bounded by East New York Avenue on the north, Chester Street on the east, Pitkin Avenue on the south, and Bristol Street on the west (Figure C-4). The block is vacant, except for a row of buildings fronting on Pitkin Avenue at the south end (see below), and is piled with weeds and debris (Plates C-1 and C-2).

The streetscapes facing the project area are quite varied. The west side of Bristol Street is dominated by the large new brick and concrete facilities of New York City's 73rd Police Precinct, which fronts East New York Avenue (Plate C-3). The remainder of this block along Bristol is vacant, except for a small one-story warehouse with flat, largely unarticulated, brick facade, near Pitkin Avenue (Plate C-4). Similarly, large portions of Chester Street facing the project area are either vacant or occupied as parking lots.



SOURCE: *Dripps, 1868*

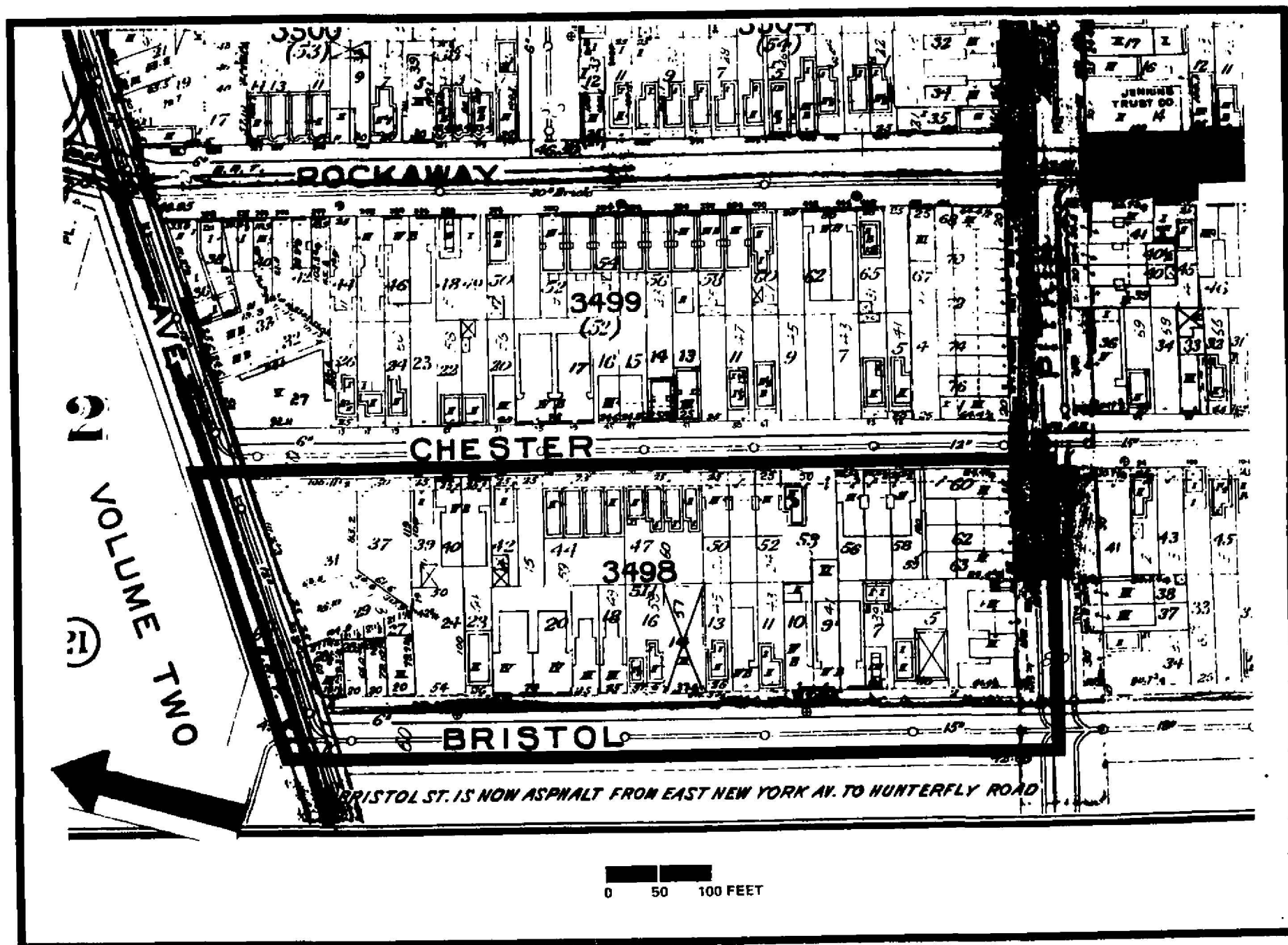


FIGURE C-3: Brooklyn Site Vicinity Circa 1905

SVP 1001 (1/10/10) Revised 10/10

(Plates C-5 and C-6). Toward Pitkin Avenue is a large one-story brick and concrete warehouse, set back from the street behind a concrete apron, and a two-story building with symmetrically-arranged five-bay facade. It is ornamented with round-arched windows and an overall geometric treatment achieved with vertical and horizontal corbel strips (Plate C-7). A short distance north of the warehouse is a single three-story residential block, with three-bay facade of rusticated tan brick and overhanging metal cornice (Plate C-8). The fenestration follows a pattern observed elsewhere in the area (Pitkin Avenue, see below), in which round-arched windows are used to mark the uppermost story.

In the short block of East New York Avenue facing the project area, the dominant element is the New York Avenue elevation of a large polygonal apartment building that occupies the acute angle formed by East New York Avenue, Park Street, and the Eastern Parkway Extension (Plate C-9). Flat brick walls are articulated with corbelling at cornice level and by panels of dogtooth brickwork. The building is vacant, and window openings are filled with concrete block or wood panels painted to resemble window sash. Adjacent to the east is a three-story brick building with boarded shopfront and round-arched entry leading from the street to the upper floors; and a one-story concrete block garage, the facade of which is clad in brick similar to its neighbor (Plate C-10). Past a short alley opposite Chester Street is another three-story, three-bay brick building, the ground floor of which has been remodeled and clad with permastone (Plate C-11). The facade above features tan brick with deeply incised mortar joints, geometric brick-spandrel panels, splayed concrete lintels with keystones, and a bracketed false mansard of sheet metal pressed to resemble clay tile.

At the south end of the project area, Pitkin Avenue is an active commercial thoroughfare. Much of the block between Bristol and Chester Streets is lined on both sides with three-story brick buildings, the facades of which evidence a stripped-down neoclassicism popular toward the end of the nineteenth and into the early twentieth centuries (Plates C-12, C-13, and C-14). Facebrick is used in a rusticated manner to articulate fronts above plate-glass shops, and many second- and third-story windows (those not hidden behind large signs) display prominent keystones. Use of round-arched windows on third stories is a common theme, as is the preference for bracketed metal cornices ornamented with Adamesque swags at the frieze. The building in the northwest quadrant of the Pitkin Avenue-Chester Street intersection displays many of these characteristics, and in addition takes advantage of its location to project a full-height semicircular bay from the corner (Plate C-15). Directly opposite this building, across Pitkin Avenue, is another corner block which curiously combines pronounced neoclassicism with a commercialized "Tudor" theme (Plate C-16). Above the plate-glass shopfronts, patterned brickwork with accents in cast concrete and glazed terra cotta is used to create pointed arches above third-floor windows and variously shaped parapets that crown the busy facades. At the northeast corner, however, the polychrome "Tudor" theme is completely dropped in favor of tall, thin stone-clad piers with molded caps, above which is a broad Doric style cornice. Although arguably the liveliest building, this is not the dominant element of this block of Pitkin Avenue. That status is reserved for the seven-story office building at the opposite end of Pitkin (at

Bristol), which features monochrome tan brick facades discreetly ornamented with patterned brickwork in a very simplified Art Deco style (Plate C-17).

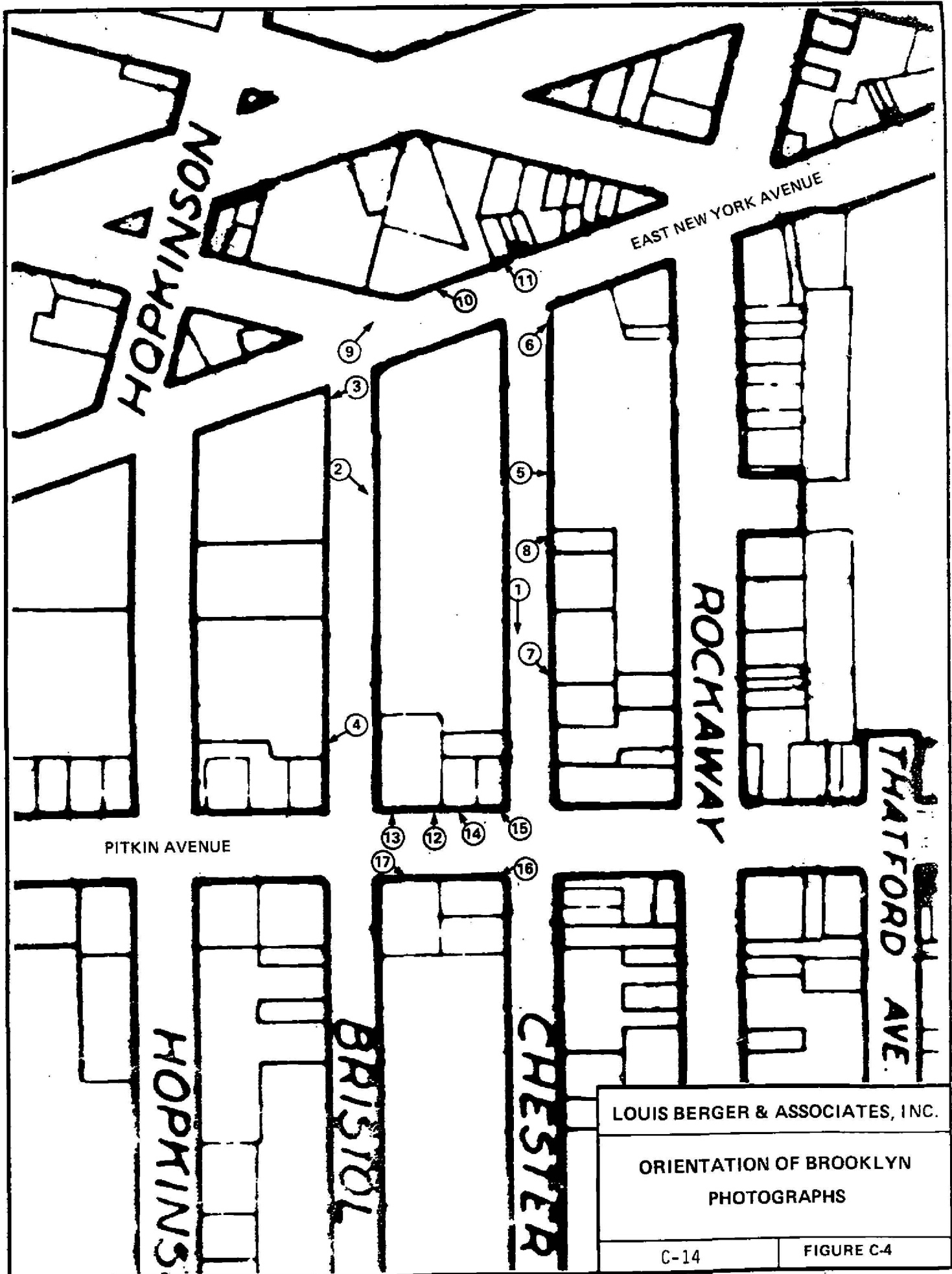
No properties listed in or determined eligible for the National Register are located in or near the project area within Community District 16. Public School #73, a New York City Landmark, is located approximately 3,500 feet to the north on MacDougal Street, between Rockaway and Stone Avenues.

4. Subsurface Cultural Resource Potential

A brief field reconnaissance of both the Brooklyn and Bronx project tracts took place on September 15, 1987. The purpose was to identify and record any standing structures (see sections on the Built Environment) and to determine how present conditions and uses of the land parcels would affect the integrity of potential, buried archaeological remains. As both project sites were partially enclosed by fences and were known to have been the scenes of past building demolition and ground disturbance, it was considered adequate to view the areas from adjoining sidewalks. Within the Brooklyn tract vegetation consists of weeds and several trees that are relegated to the block's fenceline. The interior of the project area is covered by modern trash and building rubble to heights of 4 to 16 feet.

As far as prehistoric archaeological potential is concerned, neither the Brooklyn project tract nor its vicinity contain known sites. Historical Perspectives (1985) and Kardas and Larrabee (1984) have found that locations near shorelines and streams were generally the preferred sites of prehistoric settlement in Brooklyn; and it is to be recalled that the project tract is three miles from the nearest large water source: Jamaica Bay. With respect to historic archaeological potential, no documented sites occur in the project block.

According to the existing block and lot records (viz., for non-demolished structures along Pitkin Avenue) in the Brooklyn Department of Buildings, cellars in the project block may have reached minimum depths of 4 to 5 feet below curb level. Thus, any once extant prehistoric remains would most likely have been destroyed within the areas of these cellars. As noted above, the overall potential for prehistoric sites on the block is low. The early installation of a water system (Sanborn 1887:194; 1907:5) also makes the potential for finding significant, deep artifact-bearing features of the historic period quite low. Therefore, the block has little potential of yielding important historic archaeological remains.



LOUIS BERGER & ASSOCIATES, INC.

ORIENTATION OF BROOKLYN
PHOTOGRAPHS

C-14

FIGURE C-4

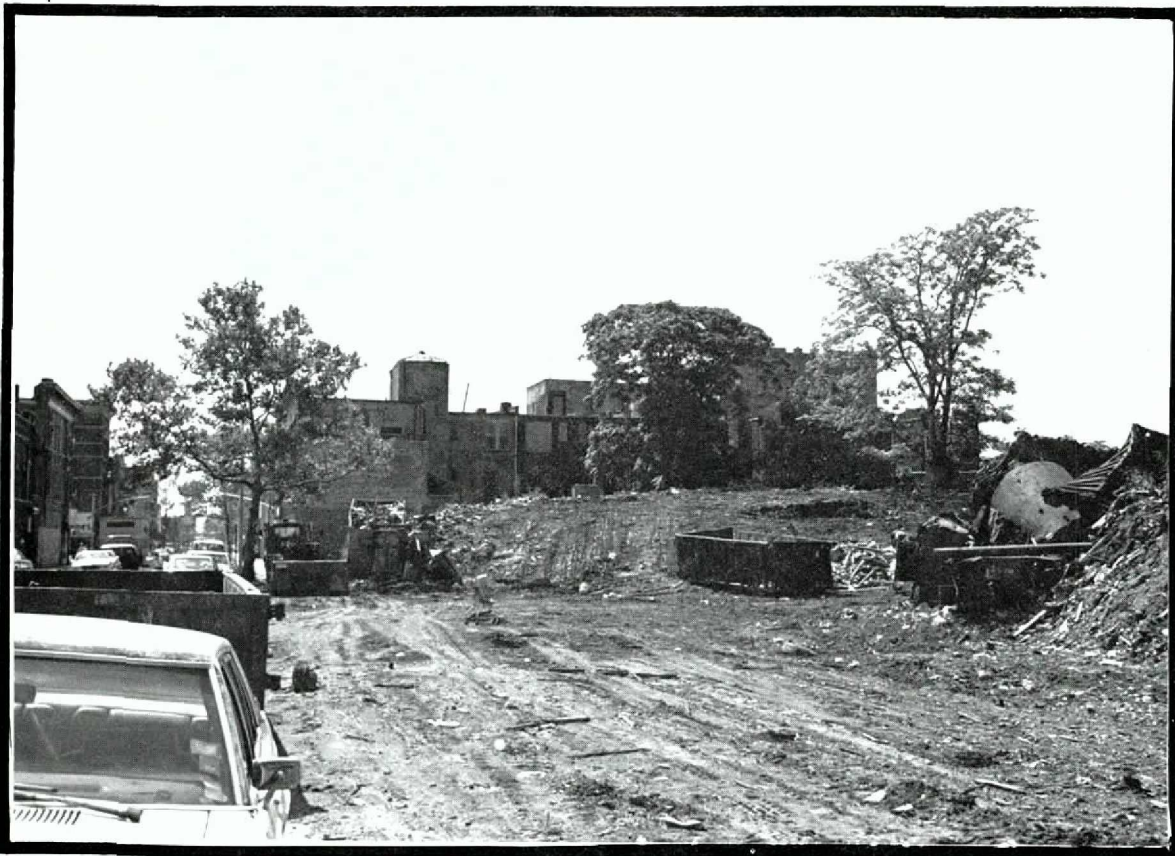


PLATE C-1: Project Area, View to South from Chester Street

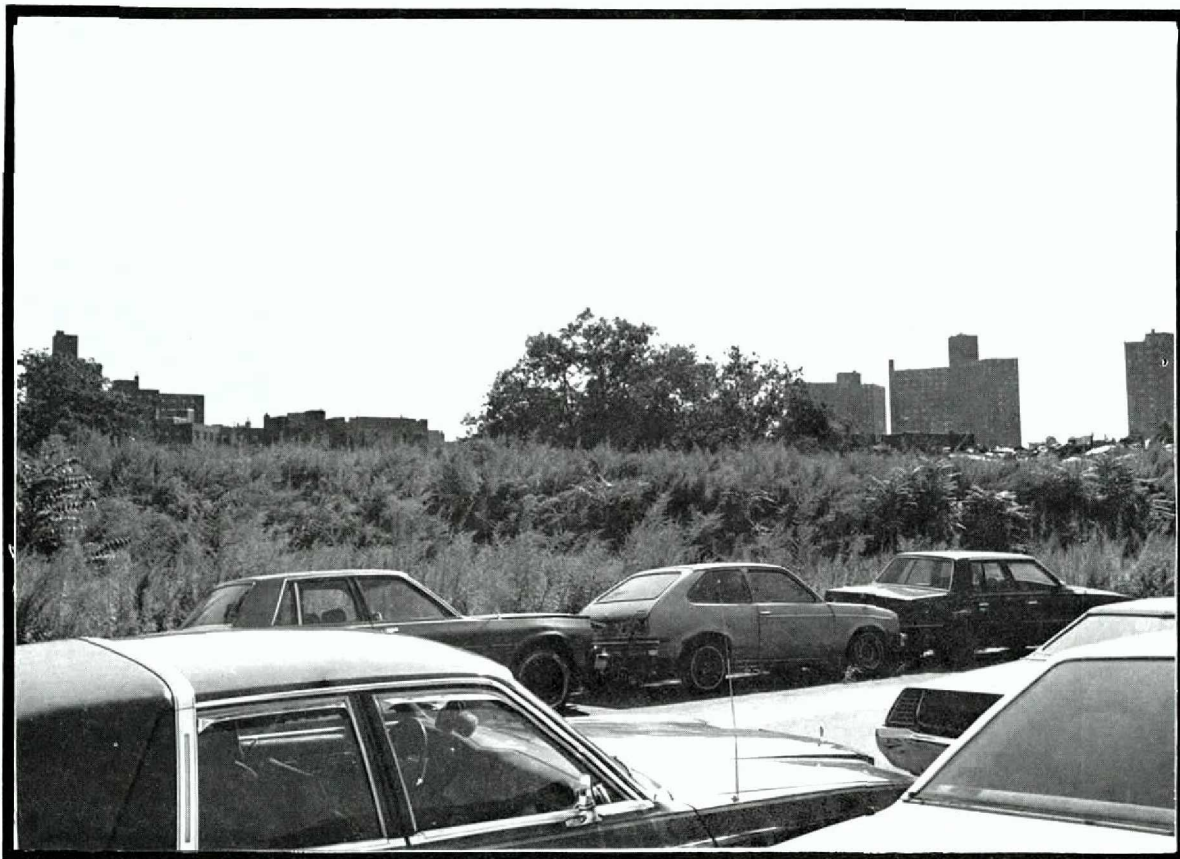


PLATE C-2: View Southeast From Bristol St. Toward Project Area

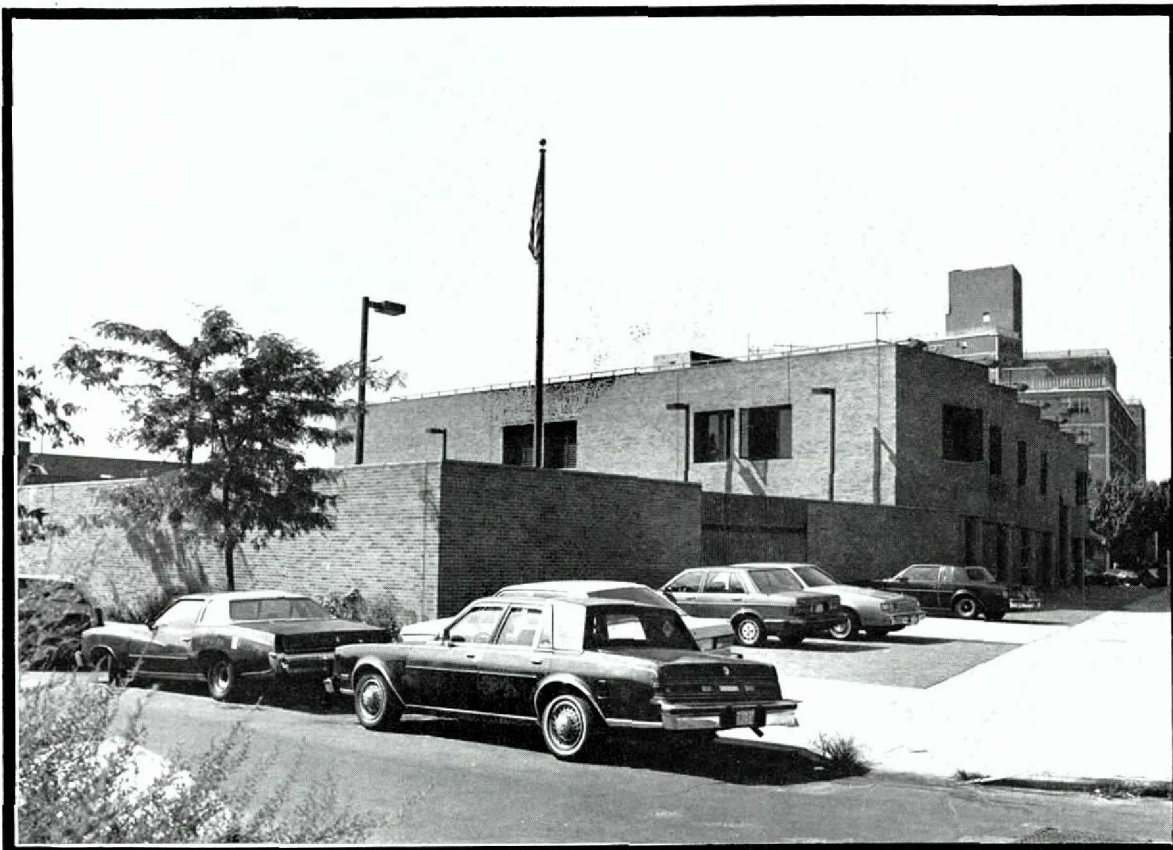


PLATE C-3: Precinct Facility, View Southwest From Corner of East New York Ave and Bristol St.

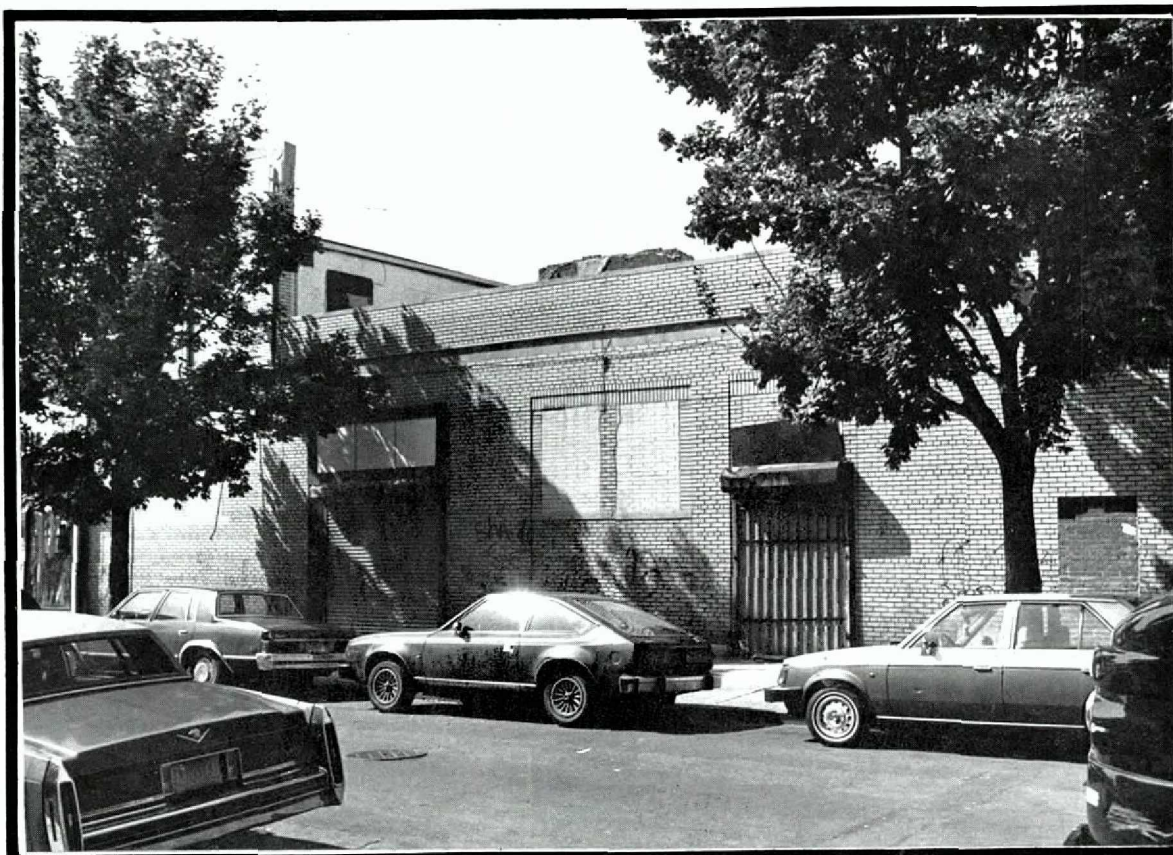


PLATE C-4: Warehouse, Bristol St Near Pitkin Ave , View to Southwest

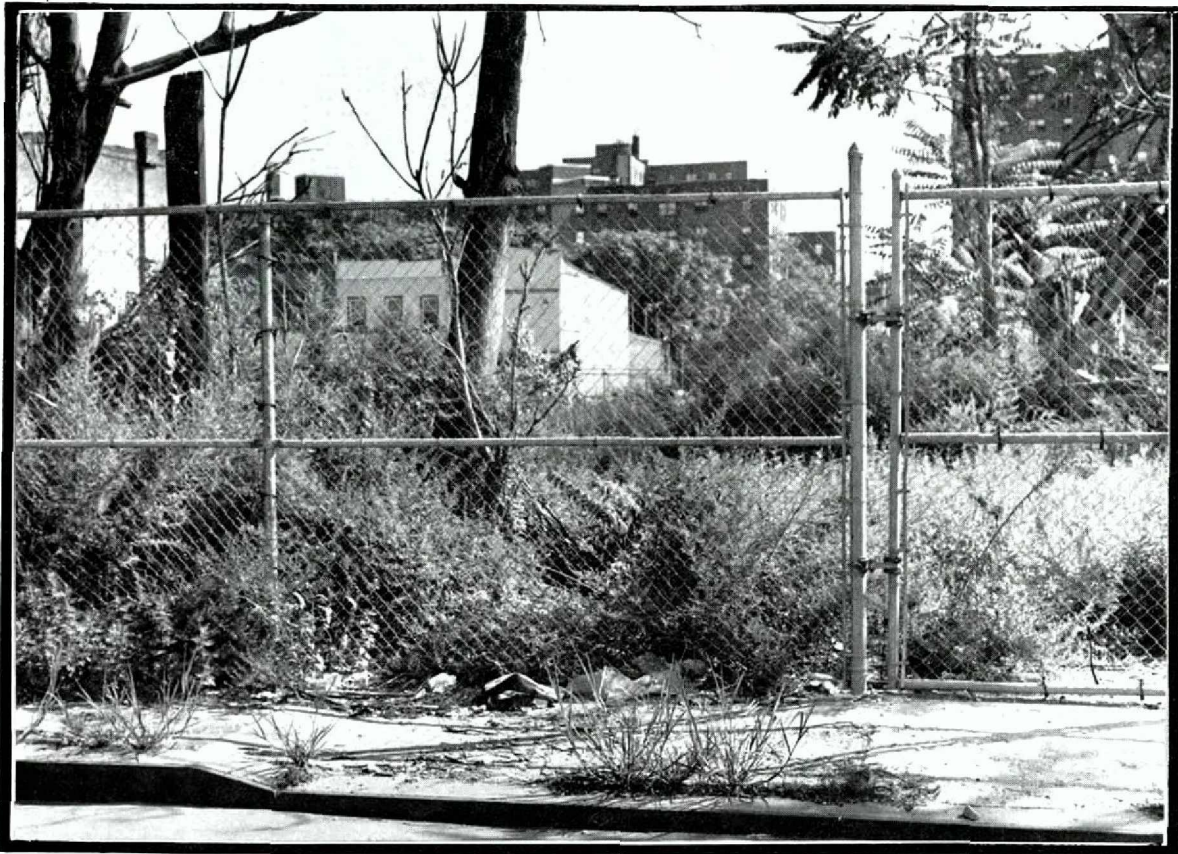


PLATE C 5: Vacant Lot, East Side of Chester Street, View to East

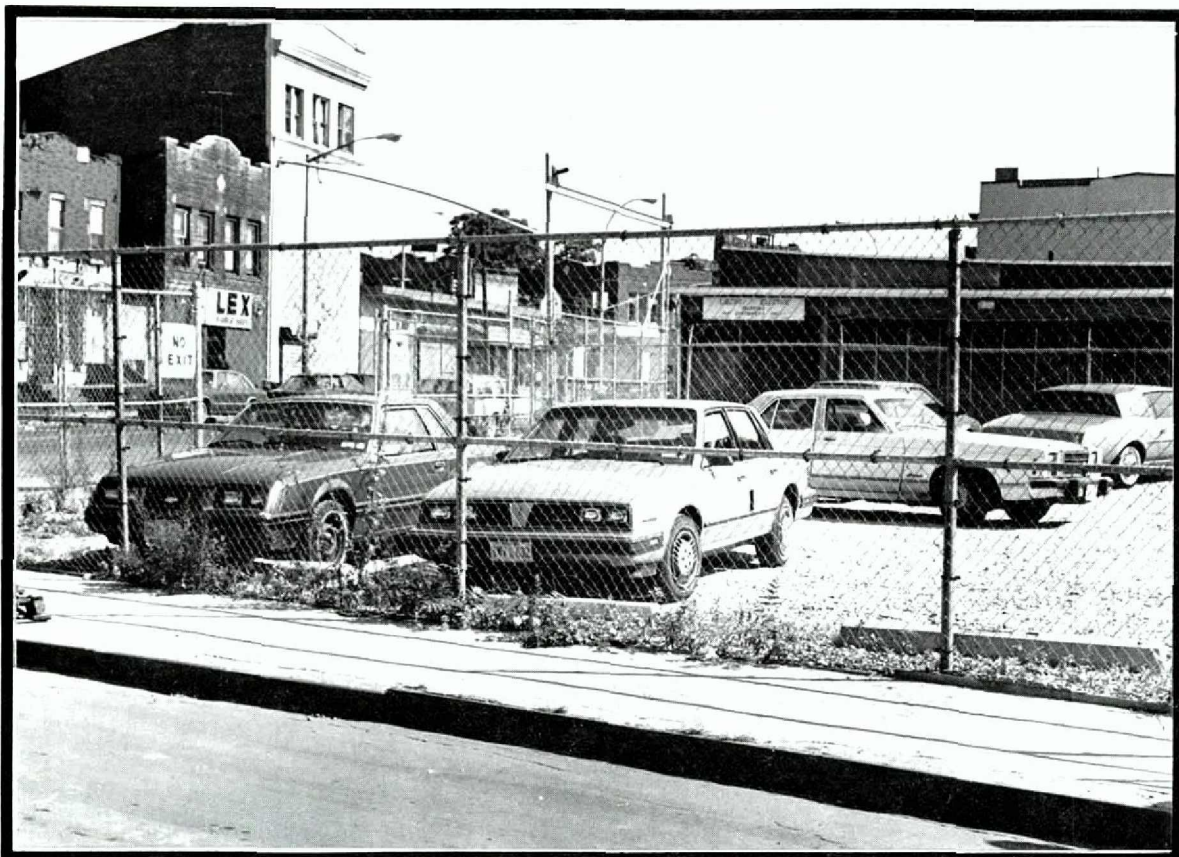


PLATE C-6: Parking Lot, Southeast Corner of East New York Ave and Chester St , View to Northeast

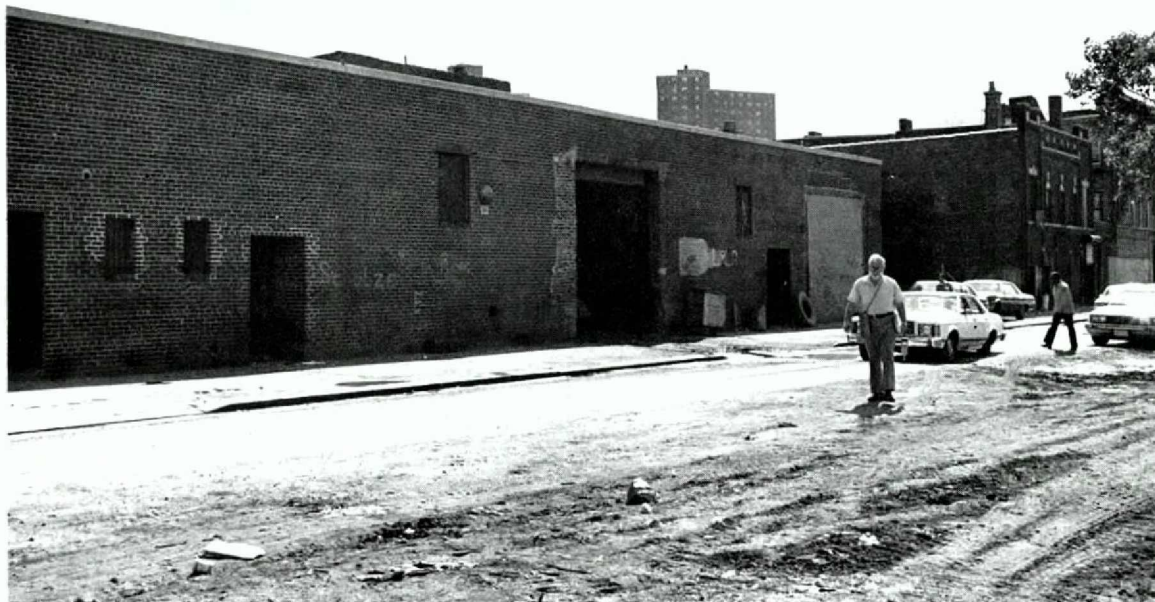


PLATE C-7: East Side of Chester Street, Toward Pitkin Ave., View to Southeast

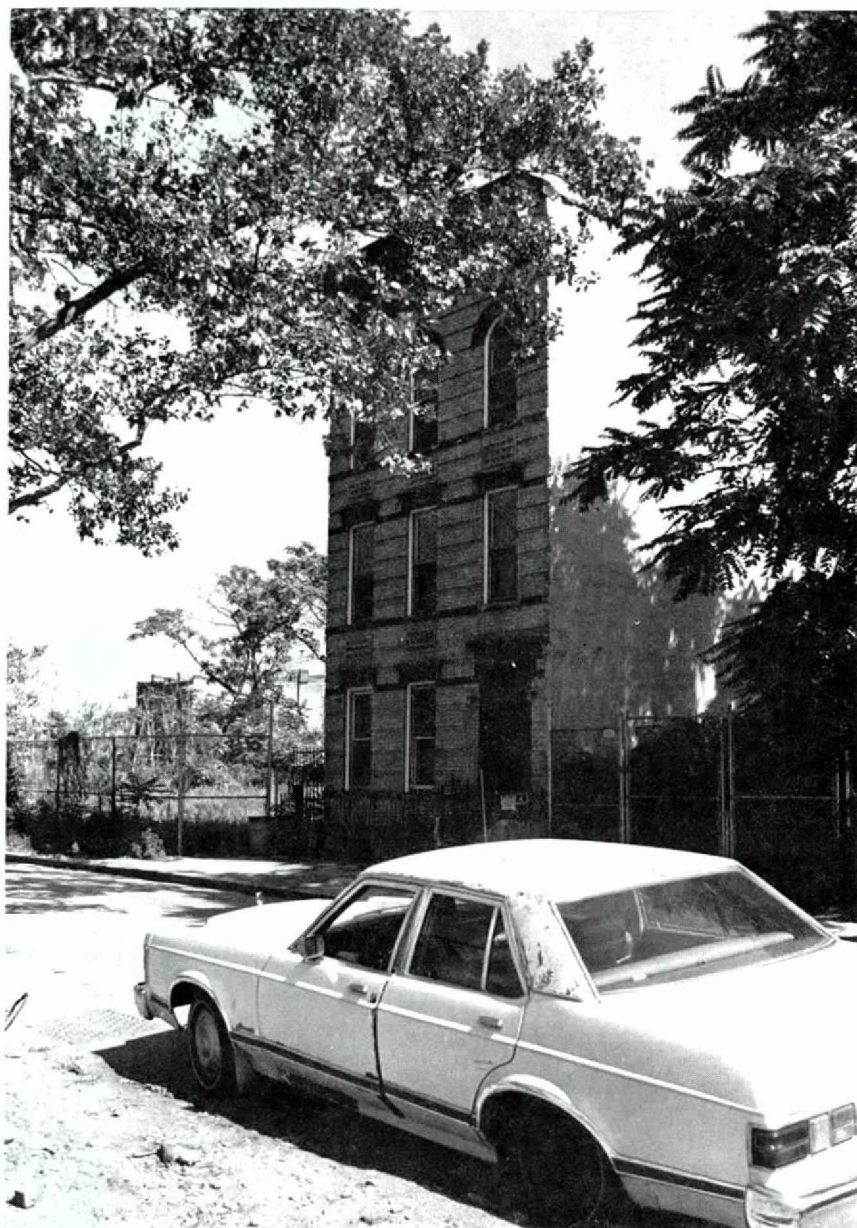


PLATE C-8: East Side of Chester Street, Midblock, View to Northeast

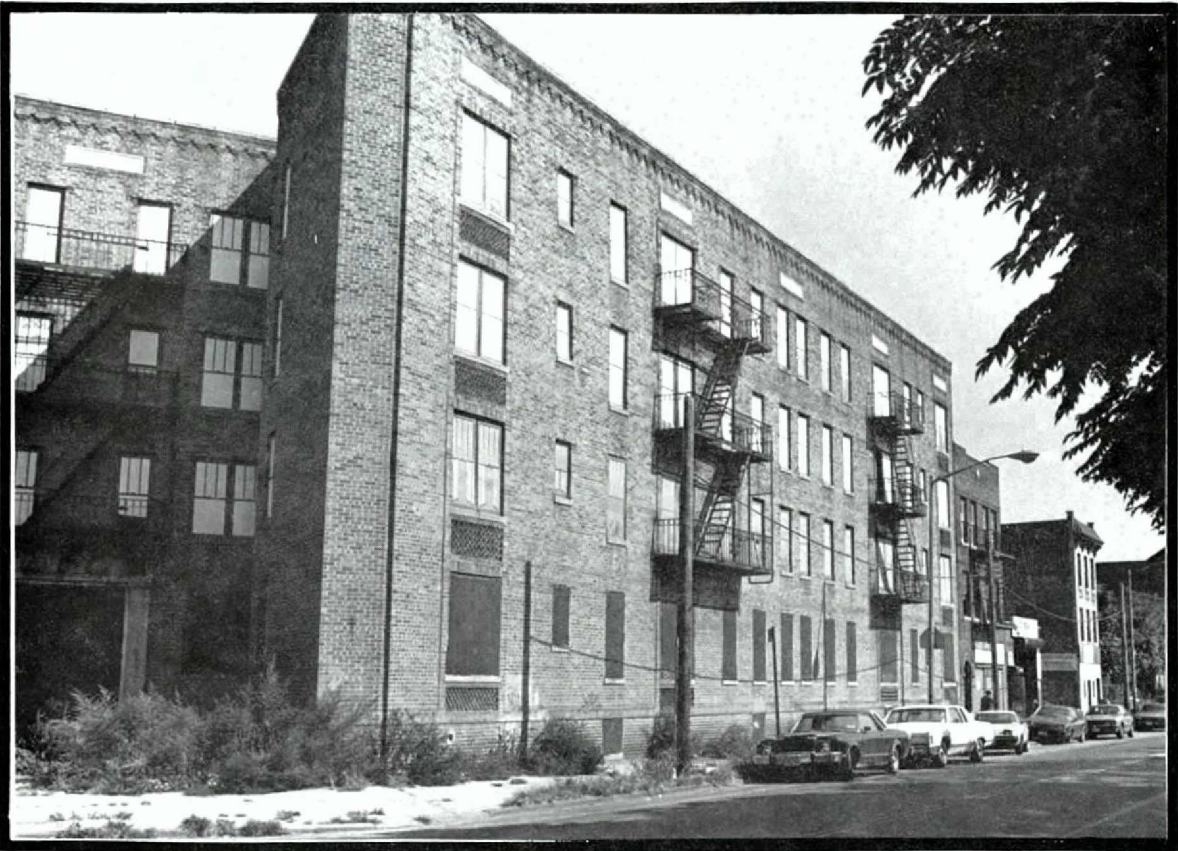


PLATE C-9: North Side of East New York Ave , View to Northeast

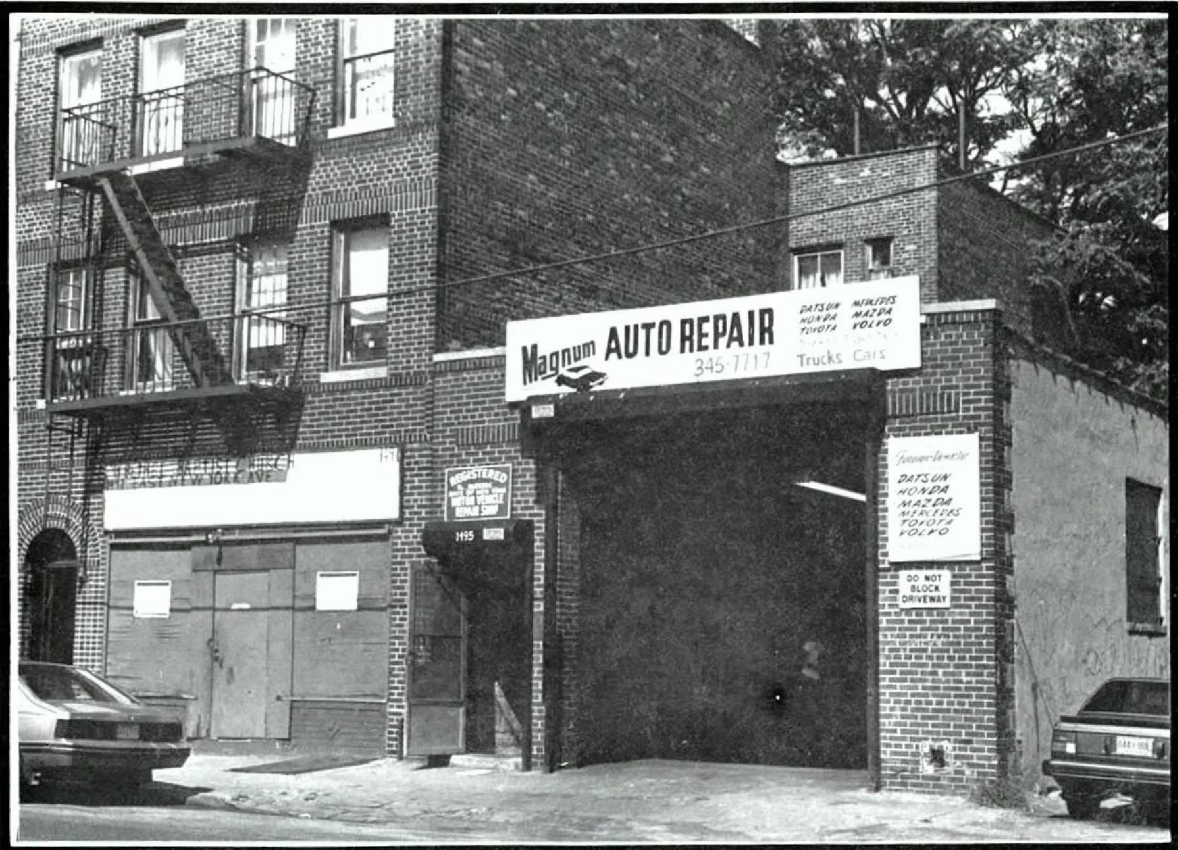


PLATE C-10: North Side of East New York Ave.

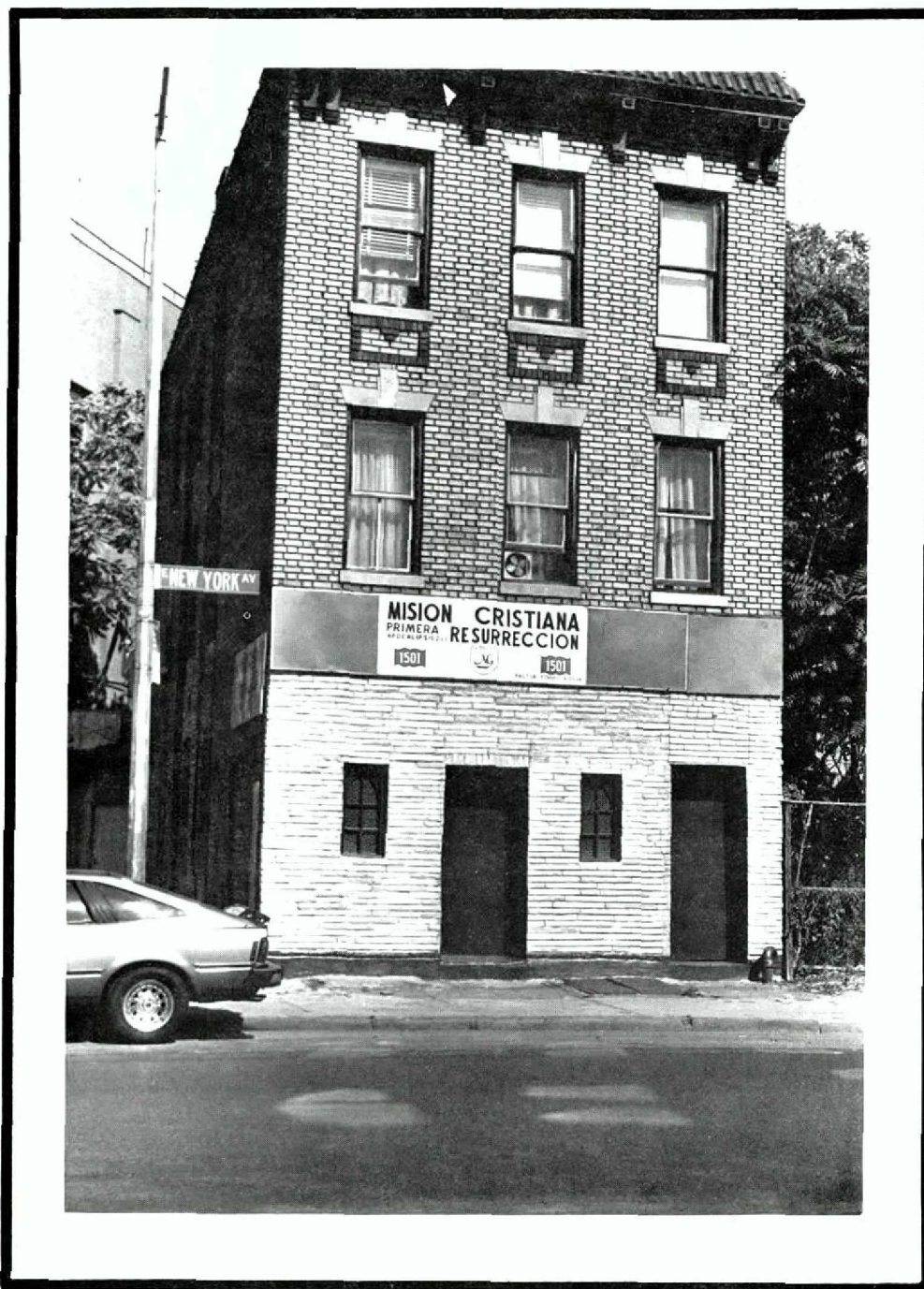


PLATE C-11: North Side of East New York Ave., From Chester St.

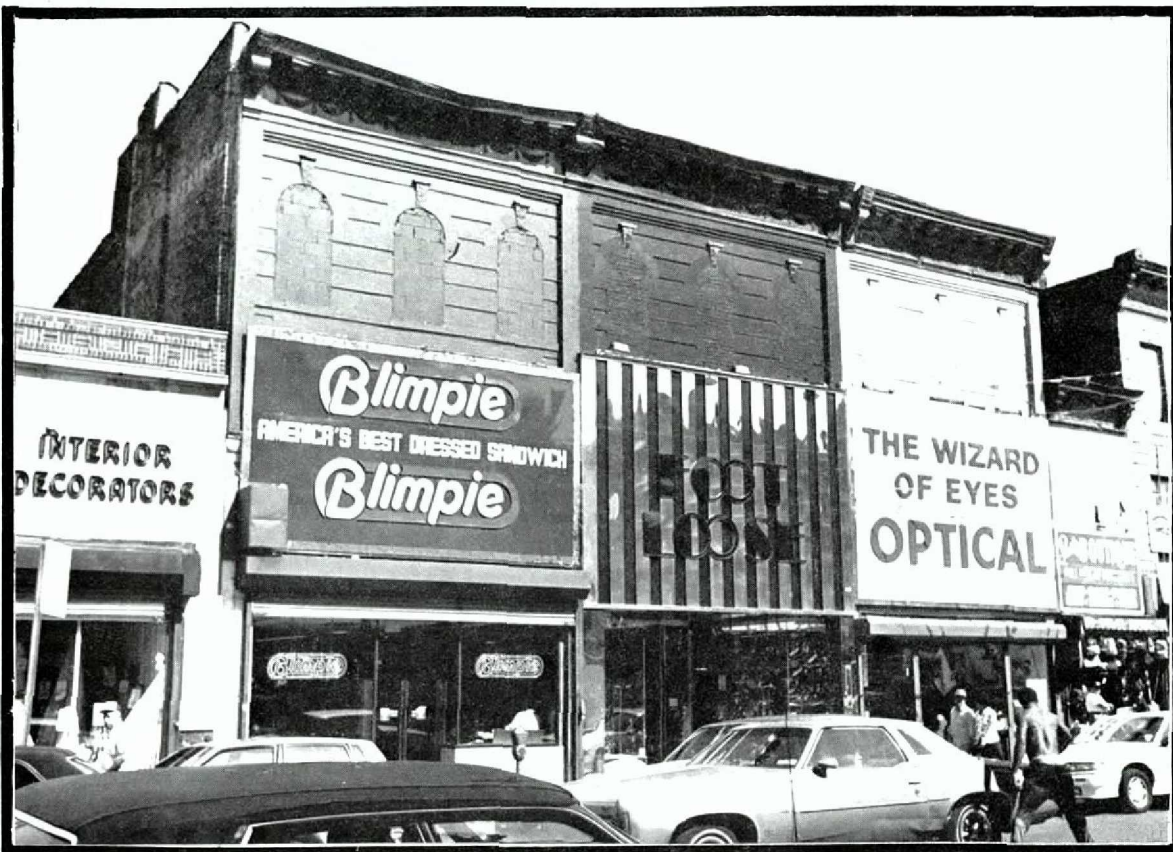


PLATE C-12: Building Facades, North Side of Pitkin Avenue

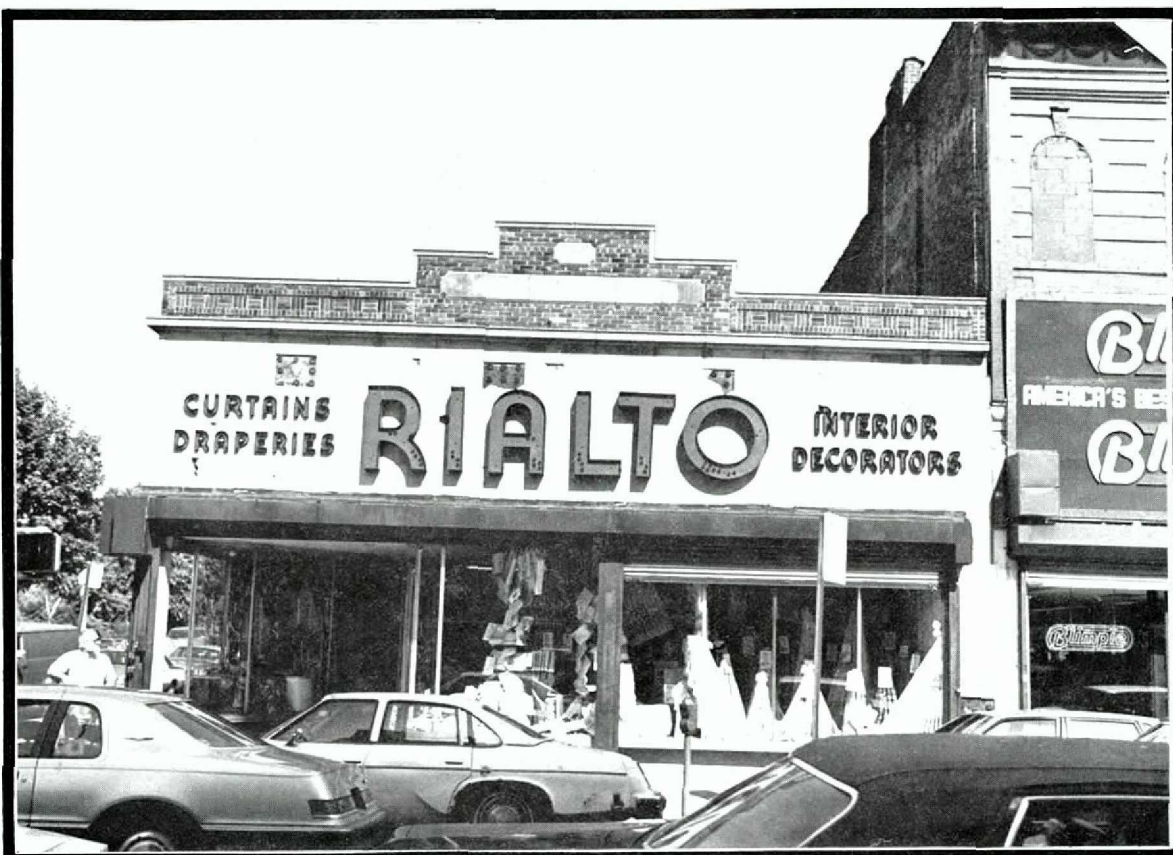


PLATE C-13: Building Facades, North Side of Pitkin Avenue Between Bristol and Chester Streets

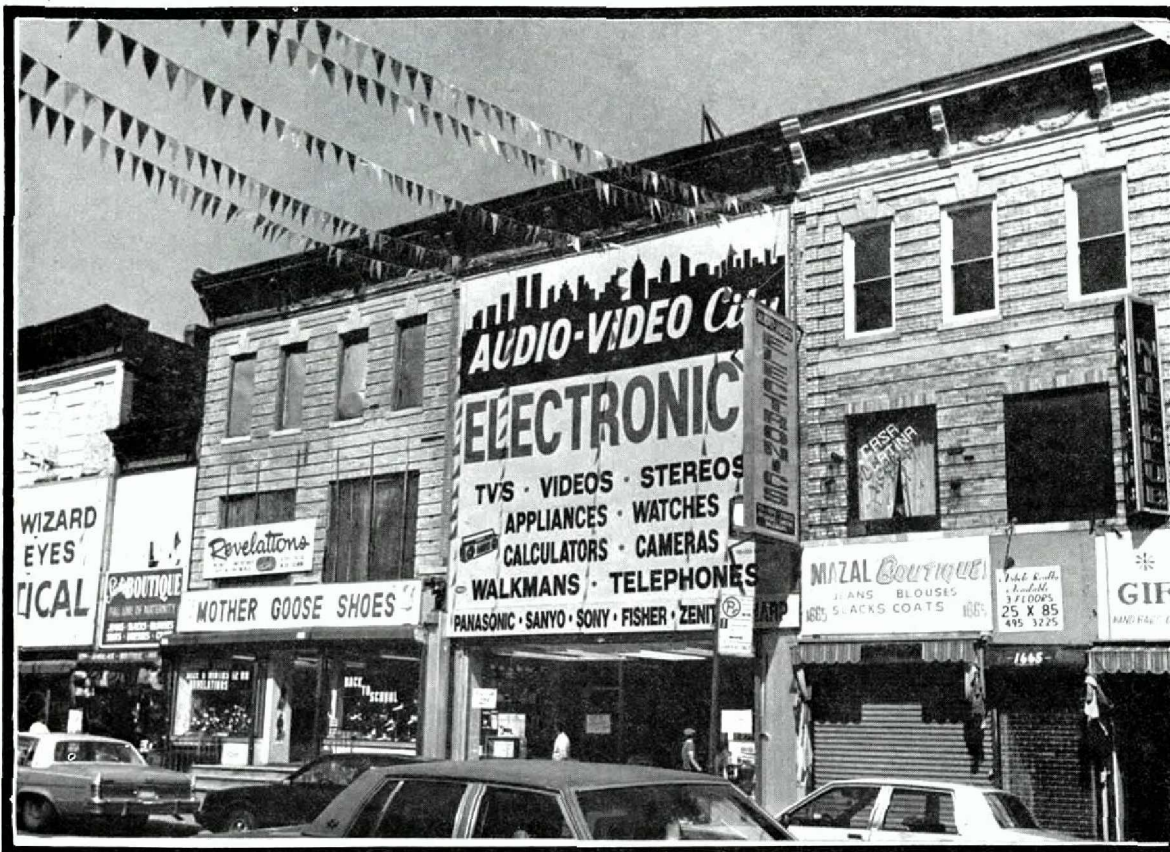


PLATE C-14: Building Facades, North Side of Pitkin Avenue Between Bristol and Chester Streets

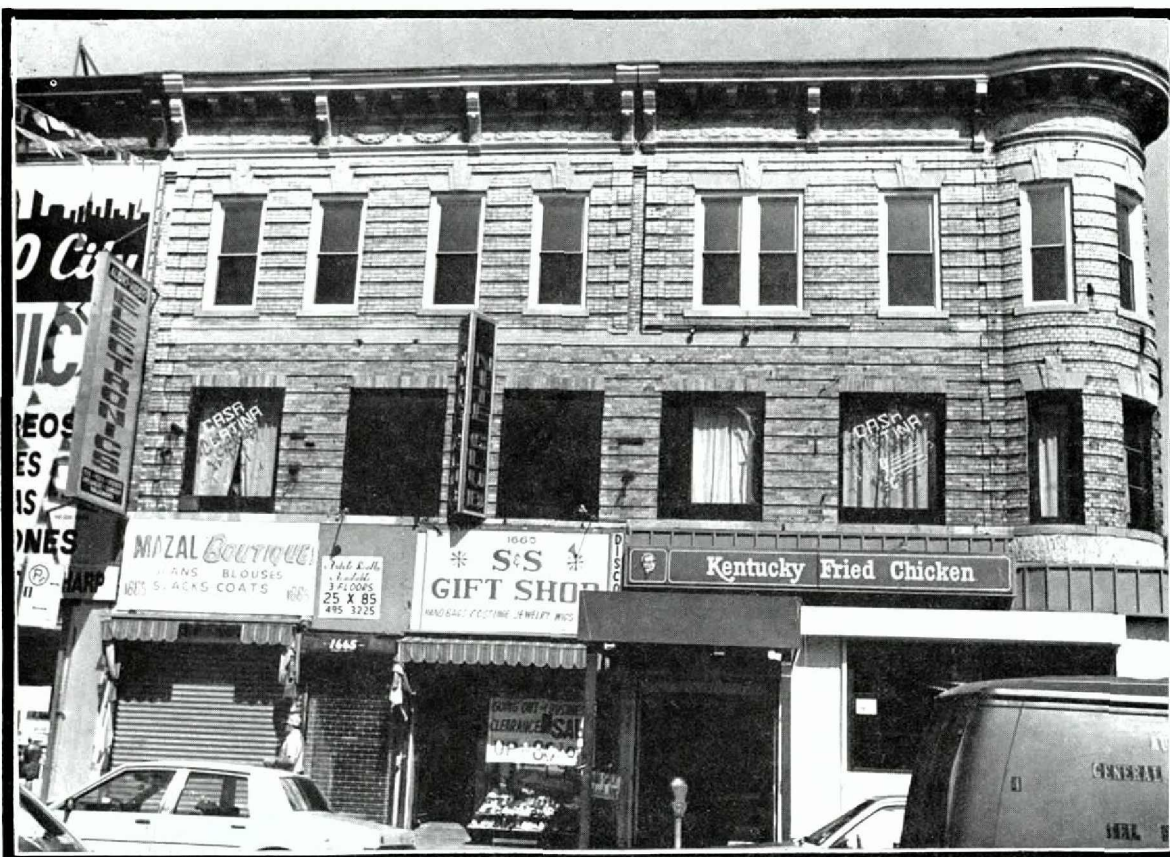


PLATE C-15: Building at Northwest Corner, Pitkin Ave and Chester Street, Pitkin Avenue Facade



PLATE C-16: Building at Southwest Corner, Pitkin Ave and Chester St , View to Southwest

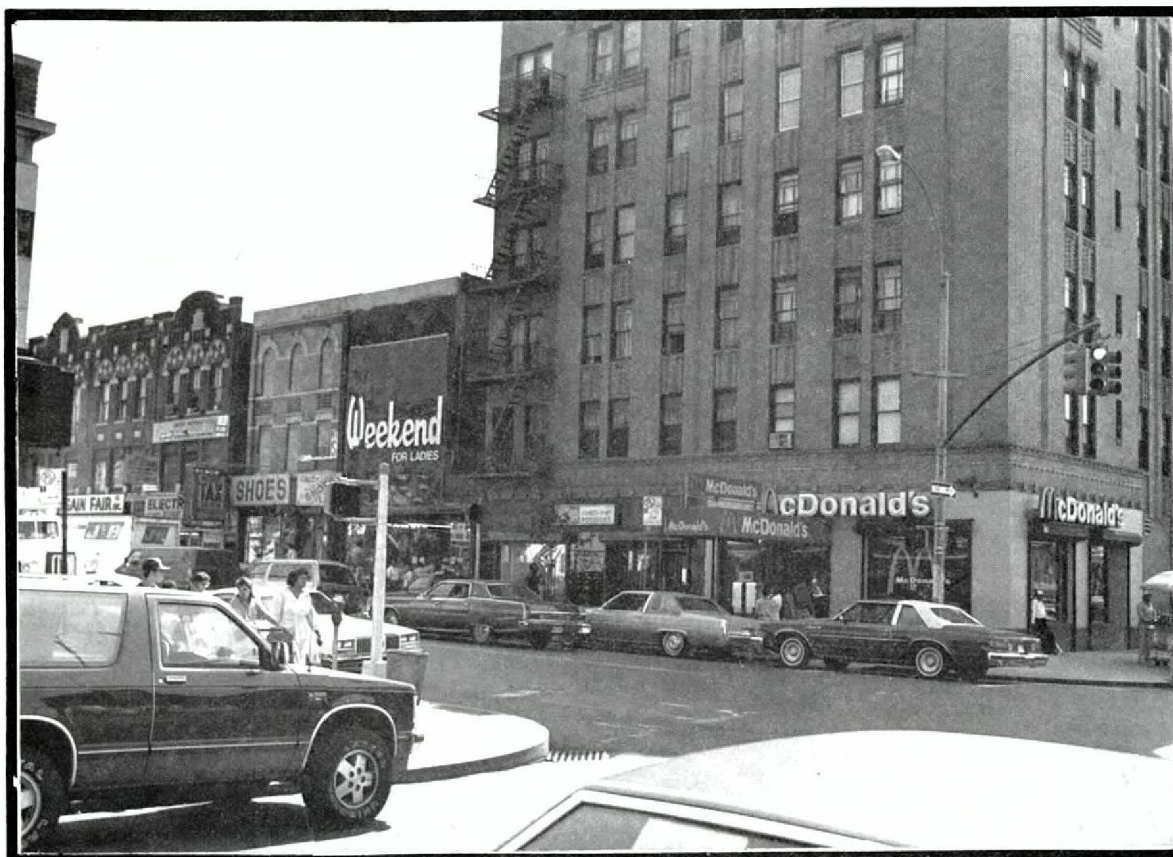


PLATE C-17: South Side of Pitkin Ave., View to Southeast From Bristol Street

D. THE BRONX PROJECT AREA

Physiographically, the 6.2-acre Bronx project tract lies within the Manhattan Hills of the New England Upland (Thompson 1977:Figure 9). This site is approximately one mile east of the Harlem River and one mile northwest of the East River (Figure C-5). Up to the earlier part of this century, a stream, Mill Brook, also ran through the blocks just west of the site (adjacent to Brook Avenue) on a southward course to Bronx Kill (Bolton 1922:Map VII C).

1. Prehistoric Cultural Resources

An examination of files at the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRH) revealed seven prehistoric sites within a two-mile radius of the Bronx project area (Table C-1). None are listed in the National Register of Historic Places or are found within the project tract itself. Most of the documented sites are generically prehistoric and cannot be further classified as to cultural period. (A general discussion of the Paleoindian [12,000 to 10,000 B.P.], Archaic [10,000 to 3000 B.P.], and Woodland [3000 B.P. to A.D. 1600s] periods is found in Historic Conservation and Interpretation, Inc. [1983], and Louis Berger & Associates, Inc. [1986].)

Site 4539, however, is apparently the Ranachqua Site, listed by the NYSOPRH as belonging to the Late Woodland period. Reginald Bolton and William Calver investigated this locality in the early 1920s. Their excavations uncovered fire-pits, shell-pits, pottery, and Native American interments (Bolton 1920:303; 1922:106). Traces of historic aboriginal artifacts were also in evidence. (The nearby Quinnahung Site is an additional historic Native American settlement [Bolton 1922:222].) Goddard (1978:214-215) indicates that the Munsee-speaking Rechgawawanks inhabited the Bronx in the early historical period.

As far as prehistoric site location is concerned, the majority of the settlements are found within 1,000 feet of present-day rivers. Recent cultural resource management projects in the project vicinity have been strictly background studies, discovering no additional prehistoric sites (Boesch and Pickman 1986; De Leuw, Cather/Parsons 1979; Johannemann and Schroeder 1981, 1982).

2. Historic Cultural Resources

In 1639, the Dutch West India Company purchased a large tract of land on the Hudson River, north of Manhattan Island, from local Native American peoples. The earliest record of occupation dates from this time period when Jonas Bronck laid out a farm and erected a dwelling north of the Harlem River on part of this tract. Bronck's house supposedly once stood near the depot of the Harlem River Branch of the New York, New Haven and Hartford Railroad at Morrisania (Shonnard 1900:73, 88).

Lands along the Harlem River and Spuyten Duyvil Creek were soon dotted with Dutch farms. A wagon road was constructed from the village of Harlem to Fort

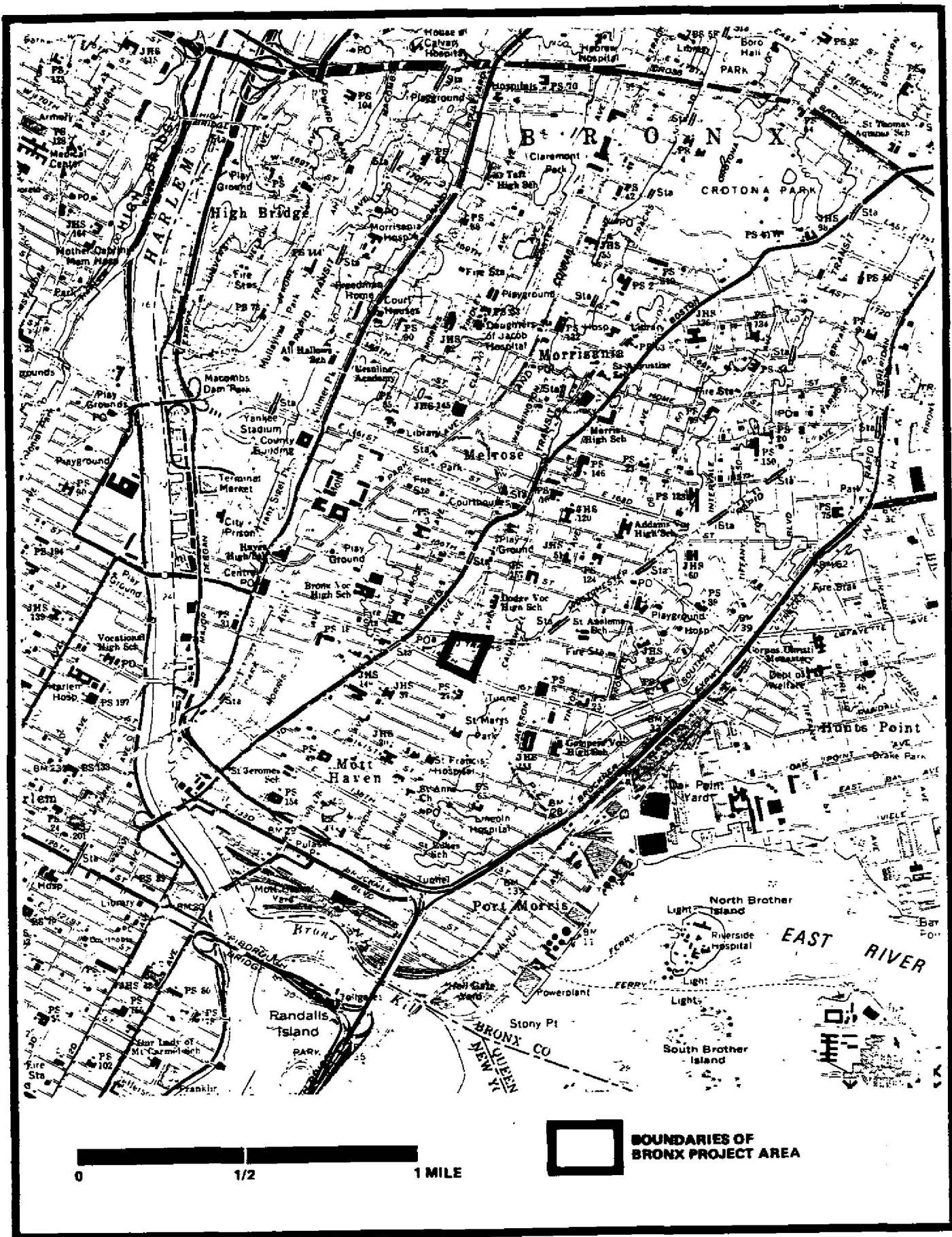


FIGURE C-5: Detail From U S Geological Survey's (1979) Central Park, NY-NJ Quadrangle

TABLE C-1

DOCUMENTED PREHISTORIC SITES WITHIN
TWO MILES OF THE BRONX PROJECT AREA

NEW YORK STATE MUSEUM	
SITE NUMBER/NAME	SITE CLASS
2831	Shell midden
4063	Village
4064	Campsite
4065	Village
4539	Shell heaps
5474/Port Morris	--
5475/Bruckner	Village

Amsterdam circa 1658. In 1666 the English Governor, Nichols, granted a charter to the inhabitants of Harlem to establish a ferry across the Harlem River. The enterprise proved unprofitable and was soon abandoned, a new ferry being established near Spuyten Duyvil Creek in 1669 (Shonnard 1900:142).

The original farm of Jonas Bronck, located in the southeastern portion of Westchester County, came into the possession of Captain Richard Morris in 1670. Morris, a merchant of Barbados purchased the property on behalf of himself and his brother, Lewis, also a merchant of Barbados. Richard Morris died in 1672, leaving a son, Lewis, as his sole heir. Lewis Morris did not actually inherit this Westchester property until 1691 upon the death of his uncle, Lewis Morris. The manor grant of Morrisania was conveyed to Lewis Morris in 1697 under a yearly rent of four bushels of good winter wheat (French 1925:57). The County of Westchester, created in 1683, also contained the manor of Fordham, Pelham, Philipsborough, Cortlandt, and Scarsdale (French 1925:48).

Lewis Morris became the first governor of the colony of New Jersey and represented Westchester County in the Assembly of New York. Subsequent generations of the Morris family, who maintained their country seat at Morrisania, achieved fame as jurists, soldiers, and agriculturalists, and included General Lewis Morris, a signer of the Declaration of Independence (Scharf 1886: 826-828).

Westchester County was subdivided into townships in 1788. The 21 towns included: Westchester; Morrisania; Yonkers; Greenburgh; Mount Pleasant; Eastchester; Pelham; New Rochelle; Scarsdale; Mamaroneck; White Plains; Harrison; Rye; North Castle; Bedford; Poundridge; Salem; North Salem; Cortlandt; Yorktown; and Stephentown. Morrisania was annexed to the town of Westchester in 1791, which also included the Manor of Fordham (Shonnard 1900:531). West Farms Township was formed from Westchester Township in 1846, and was subsequently divided to form Morrisania Township in 1855.

Morrisania had remained undeveloped until 1848 when an association purchased 200 acres of its northern section and founded the village of Morrisania. It was incorporated in 1864. That same year, Gouverneur Morris also attempted to establish a village by offering the sale of one-acre lots. His efforts proved unsuccessful (Comfort 1906:34-35).

The New York and Harlem Railroad Company was incorporated in 1831. Its franchises covered the city and county of New York to its border with the Harlem River. The following year, the New York legislature authorized the construction of a railroad from Manhattan to Albany. In 1835 this railroad surrendered its right in Westchester County to the New York and Harlem Railroad. The New York and Harlem laid a track along Mill Brook to the Bronx River Valley near Williams Bridge. The railroad was constructed and in use as far as Fordham by October 1841 (Scharf 1886:178).

Morrisania was annexed to New York City in 1873 along with the other Westchester towns of West Farms and Kingsbridge. The town of Morrisania encompassed the villages of Morrisania, Mott Haven, Port Morris, Wilton,

East Morrisania, Old Morrisania, West Morrisania, South Melrose, East Melrose, Woodstock, Claremont, and Eltona. By 1886 the expansion of the villages into one another had blurred their division lines (Scharf 1886:822). The "Annexed District" was soon replaced by the designation "Borough of the Bronx." Its territory was organized into the 23rd and 24th Wards of New York City. The Bronx was administered by the Department of Public Parks until 1891, at which time the Department of Public Works for the 23rd and 24th Wards was created.

The North Side Board of Trade was incorporated in 1894 for the purposes of "diffusing information as to the many advantages of the section (the Bronx) as a business and commercial center, as well as a district of homes; of attracting capital, manufacturing interests and desirable residents..." (Shonnard 1900:624-625). Public improvements, such as the submergence of the New York and Harlem Railroad tracks from the Harlem River up to Bedford Park, the opening of the Harlem Ship Canal in 1895, and the introduction of trolley lines to the suburbs ushered in an era of steady population growth and prosperity for the Bronx.

Nineteenth-century atlases indicate that the project area was once the site of the Janes, Kirtland & Co. Iron Works (Figure C-6). Reportedly one of the largest foundries of its time, the factory cast furnaces, stoves, and architectural ironwork, such as the Central Park Bow Bridge. Its great achievement was the casting and erection of 8,909,200 pounds of iron into the Capitol Dome in Washington, D.C., completed in 1863 (White and Willensky 1978:314). The northern hill in St. Mary's Park, once known as Janes Hill, belonged to Adrian Janes, owner of the ironworks (White and Willensky 1978:313). The Port Morris Branch of the New York and Harlem Railroad runs through the northeast section of the project area. A spur from the railroad was laid through the foundry. The southern portion of the project area was occupied by the Convex Weaving Company, which was later replaced by the W.E. Wheelock & Co. Manufactory of Pianofortes. Only a few domestic structures are indicated in the project area during any part of the nineteenth century (see Figure C-6; Beers 1876; Bromley 1882; Sanborn 1891).

The project area underwent a dramatic change during the 1890s. The Janes and Kirtland foundry was replaced by the International Manufacturing Company, apparently utilizing part of the foundry building. Another major change was the laying out of East 150th Street through the center of the block. Historic atlases show that structures fronting Brook Avenue and East 150th Street were residential. Brook Avenue, which was officially opened in 1876, overlies part of Mill Brook. The stretch of Brook Avenue south of East 149th Street was a fashionable residential address in the 1890s, while homes built north of East 149th Street were generally smaller (McNamara 1984:40). The final change to the project area at the turn of the century was the establishment of a Planing Mill on the site of the Pianoforte Manufactory (Ullitz, 1900). The Bronx was a center of piano manufacturing in the late nineteenth century. Most of the larger concerns were located on Southern Boulevard (Comfort 1906:309-313). An unnamed piano factory was located in the northeast corner of the project area fronting Westchester Avenue circa 1908 (Sanborn 1908). Although seemingly unoccupied for a time, the foundry site in the northern section of the project area became the location of the

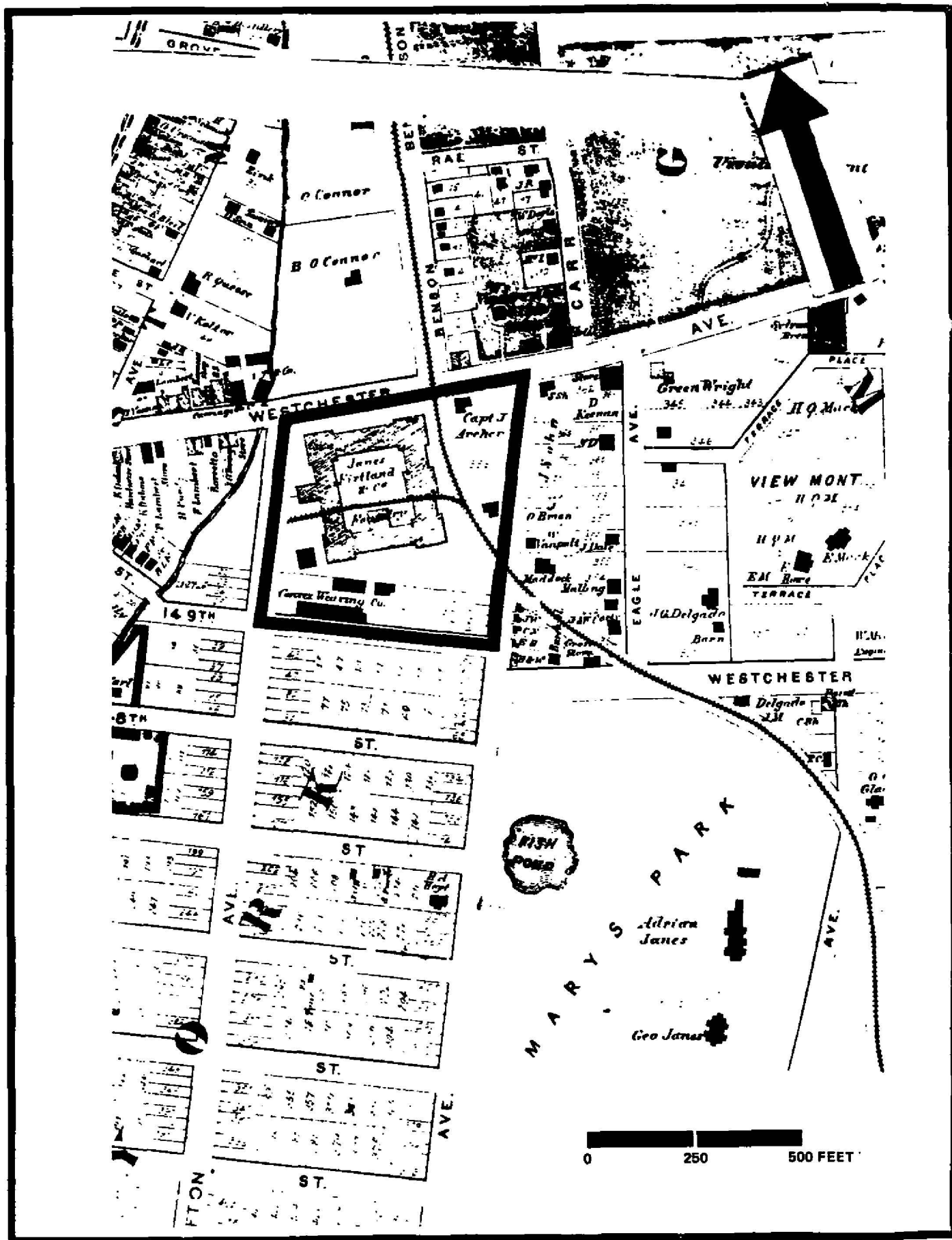


FIGURE C-6: Bronx Site Vicinity Circa 1860

SOURCE: Beers [1860]

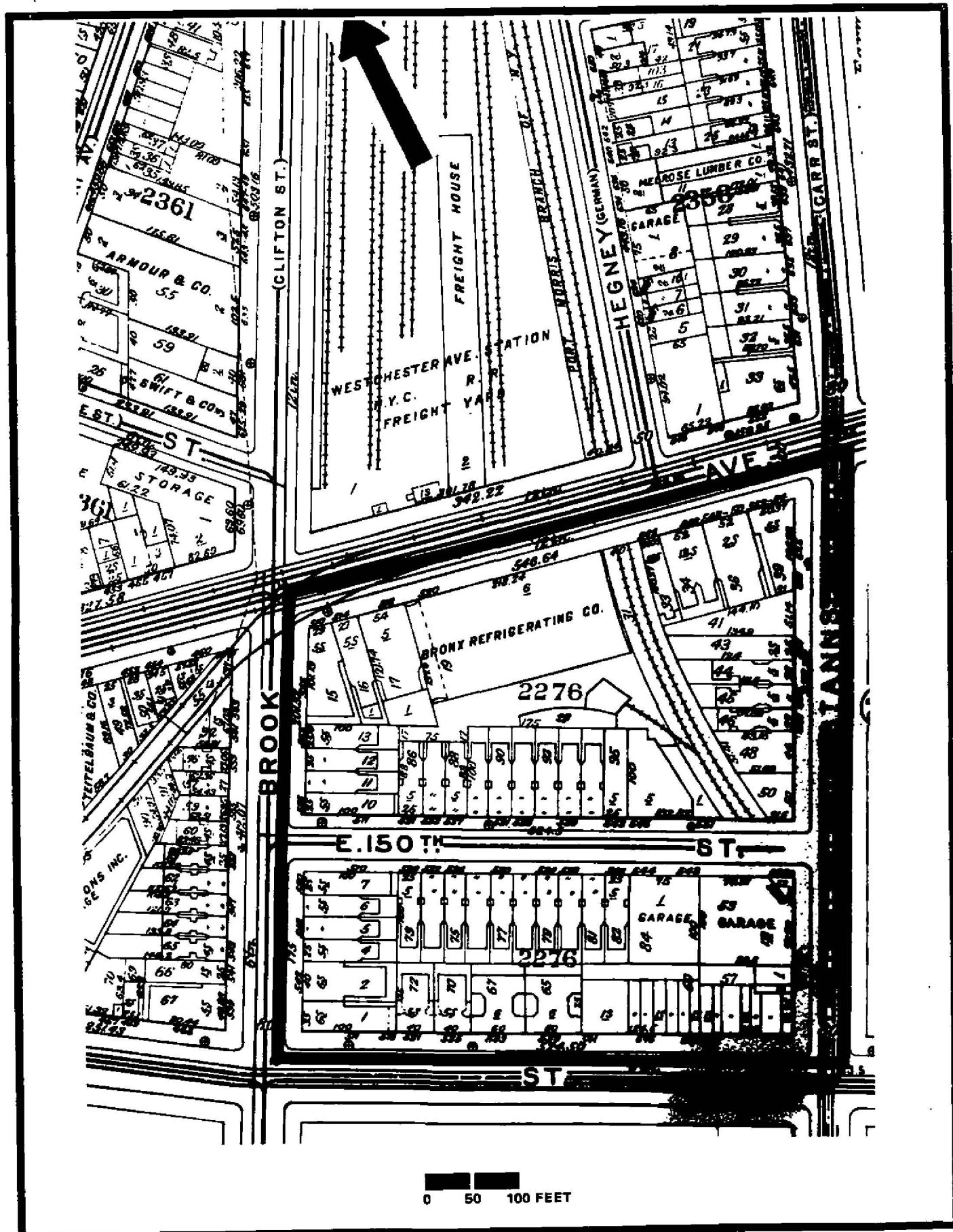


FIGURE C-7: Bronx Site Vicinity Circa 1942

SOURCE: Bromley 1942

Bronx Refrigerating Company, built in 1909-1911 (Figure C-7). A garage with a capacity of 150 cars was built in 1917 on the southwest corner of St. Ann's Avenue and East 150th Street. The Bronx Refrigerating Company subsequently built a general storage warehouse addition, fronting on East 150th Street, in 1920.

The structures fronting the north and south sides of East 150th Street and Brook Avenue within the project area remained residential until their demolition in the 1970s. The other structures fronting East 149th Street, St. Ann's Avenue, and Westchester Avenue continued to be of mixed commercial/industrial use (Bromley 1923, 1942; Sanborn 1935, 1946).

3. The Built Environment

The project tract is a trapezoidal area of two blocks situated northwest of St. Mary's Park. The built environment in this area of the South Bronx is characterized by a relatively low scale and occasional sizeable expanses of vacant land, punctuated at intervals by high-rise housing projects. The north edge of the project area is bounded by Westchester Avenue, along which runs an elevated rapid transit line, with a large ball field and running track occupying most of the block beyond (Figure C-8; Plate C-18). On St. Ann's Avenue, which forms the eastern boundary of the project area, is the large precast concrete and red brick Lola Rodriguez de Tio Intermediate School with its associated playground secured behind a high chain-link fence (Plate C-19). South of the school, across East 149th Street, is St. Mary's Park. At the northwest corner of the park is a small one-story brick building of a simplified Art Deco style, massed as a polygonal corner pavilion with symmetrically arranged wings, that according to a sign was formerly a "child health station" operated by the city's Department of Health (Plate C-20).

The south side of East 149th Street, which marks the southern edge of the project area, is largely vacant (Plate C-21) as is the west side of Brook Avenue. Remaining toward the east end of East 149th Street near St. Ann's Avenue, is a five-story building with six-bay facade of rusticated tan facebrick (Plate C-22). Above the pair of plate-glass shopfronts, the second, third, and fourth stories feature windows with stylized concrete jack arches and projecting keystones. The fifth story, set off from those below by a narrow cornice, features round-arched windows with broad concrete voussoirs. The building is surmounted by truncated remains of a bracketed cornice with modillion blocks and panelled dentil frieze. Toward the west end of the block, near Brook Avenue, is a pair of five-story buildings (Plate C-23). Each is four bays wide, the facades discreetly ornamented with simply patterned brickwork above small cast-iron shopfronts. The easternmost of the pair retains a cornice above the commercial front, and a large main cornice with overscaled modillions and swag-embellished frieze.

The project area itself is divided into two sections by East 150th Street; the Port Morris Branch of the old New York and Harlem rail line crosses the northeasterly portion, extending in a shallow curve from St. Ann's Avenue to Westchester Avenue. West of this rail line, which in the nineteenth century served the Janes and Kirtland Foundry, most of the area along Westchester

Avenue is dominated by the multistory bulk of the Bronx Refrigerating Cold Storage facility (built 1909-1911) and its attendant group of smaller brick buildings to the south (Plates C-24, C-25, and C-26). The street facades of Bronx Refrigerating (fronting on Westchester and toward St. Ann's Avenue) present a utilitarian Art Deco character created by extensive use of rusticated brickwork to set off the mostly windowless vertical bays, frame the few window openings with stylized Gibbs surrounds, and cap the composition with a broad corbelled "cornice." Adjacent to Bronx Refrigeration on the west is a five-story brick building, the Westchester Avenue elevation of which has been heavily altered through closing in or shortening windows, and reworking of the street level to accommodate a raised loading dock (Plate C-27).

On the south side of East 150th Street is a long one-story brick structure. It appears to have been originally built to accommodate motor vehicles, as evidenced by the two large entrances, one of which has been filled in and fitted with window sash (Plate C-28). The symmetrical intent of the original construction is conveyed by the stepped parapet. The only other structures on this side of East 150th Street are a cluster of wooden shacks near the corner of 149th Street and Brook Avenue (Plate C-29).

No properties listed in or determined eligible for the National Register are located in or near the project area. The Mott Haven Historic District (a New York City Landmark) is located well south of the project area, on Alexander Avenue between 137th and 141st Streets. On St. Ann's Avenue at 140th Street is another New York City Landmark, St. Ann's Church and Graveyard.

4. Subsurface Cultural Resource Potential

An introduction to the field reconnaissance of the Bronx project area is found above in Section C.4. In addition to viewing the area from bounding sidewalks, a traverse was made down East 150th Street, which passes through the project site in a northwest/southeast direction. The ground surface of the Bronx project area is fairly level. The major exception is the below-grade rail line of the Port Morris Branch (Plate C-24). Trees and weeds, thicker in the northeastern portion of the tract, cover the vacant ground; and modern trash is prevalent.

In terms of prehistoric archaeological potential, the Bronx project tract contains no known sites. Those sites documented near the area, however, are adjacent to or near streams (see above discussion and Historical Perspectives 1987:10); and the Bronx parcel did formerly border Mill Brook. Johannemann and Schroeder (1981) note that such a location would have been very attractive for Native American settlement.

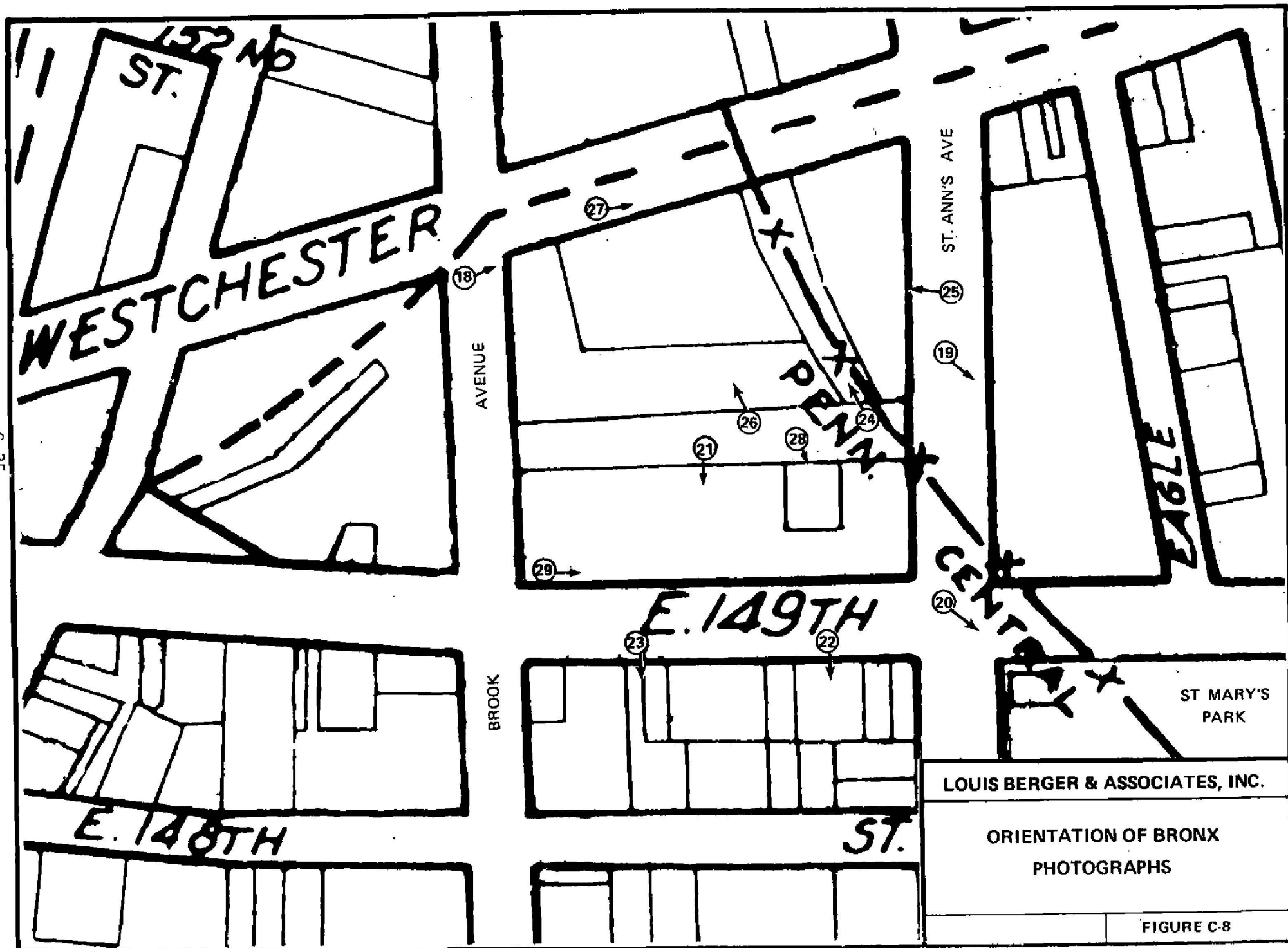
As far as historic archaeological potential is concerned, the project tract possesses no documented sites. The present archival and cartographic research has revealed, however, that former buildings on the block included the Janes, Kirtland & Co. Iron Works (mid-nineteenth century) and several residences.

Records in the Bronx Borough's Department of Buildings (Block and Lot Office) were reviewed, with respect to the foundation depths of subsequent

constructions, in order to determine whether any prehistoric sites, and/or remnants of these demolished historical structures might be extant below the ground surface. The majority of existing building records document the tenements built at the turn of the century fronting Brook Avenue, East 149th Street, and the portion of Westchester Avenue east of the railroad right-of-way. In all cases, the depths of foundation walls were recorded as between 7 feet and 10 feet below the ground surface. The deepest foundation was recorded for the garage (built in 1917) on the southwest corner of St. Ann's Avenue and East 150th Street. The walls were 12 feet deep to accommodate a 1,000-gallon gasoline tank buried below ground.

In some parts of New York City, Geismar (1986:5) has found that the lowest historic period deposits in non-landfill situations can reach depths of 13 feet below the present-day ground surface. In lots with foundations and basements from 7 to 12 feet deep, only the lower portions of wells or earlier historic walls (e.g., of the Janes, Kirtland & Co. Foundry) would be extant. However, in the Bronx tract, the "explosion" of building at the turn of the century (see above) was accompanied by the installation of water and sewer systems (Johannemann and Schroeder 1982:27; Sanborn Map Company 1891:209; 1908:70). Given that these utilities were in place during the initial residential occupation of the project area, the potential for deep features (e.g., wells, cisterns, privies) with artifact-bearing deposits is low. Furthermore, the construction of East 150th Street and the Bronx Refrigerating Company would have destroyed foundations of the Janes, Kirtland and Co. structure (see Figures C-6 and C-7). With respect to prehistoric cultural resources, historic-period foundation walls would have completely destroyed any once extant remains (which, in New York City, are usually no more than 3 feet below original ground surface in topographical zones similar to the Bronx site [Urbitran Associates 1987]). The exception would be in limited background areas, where the potential for intact prehistoric remains is moderate to high.

C-35



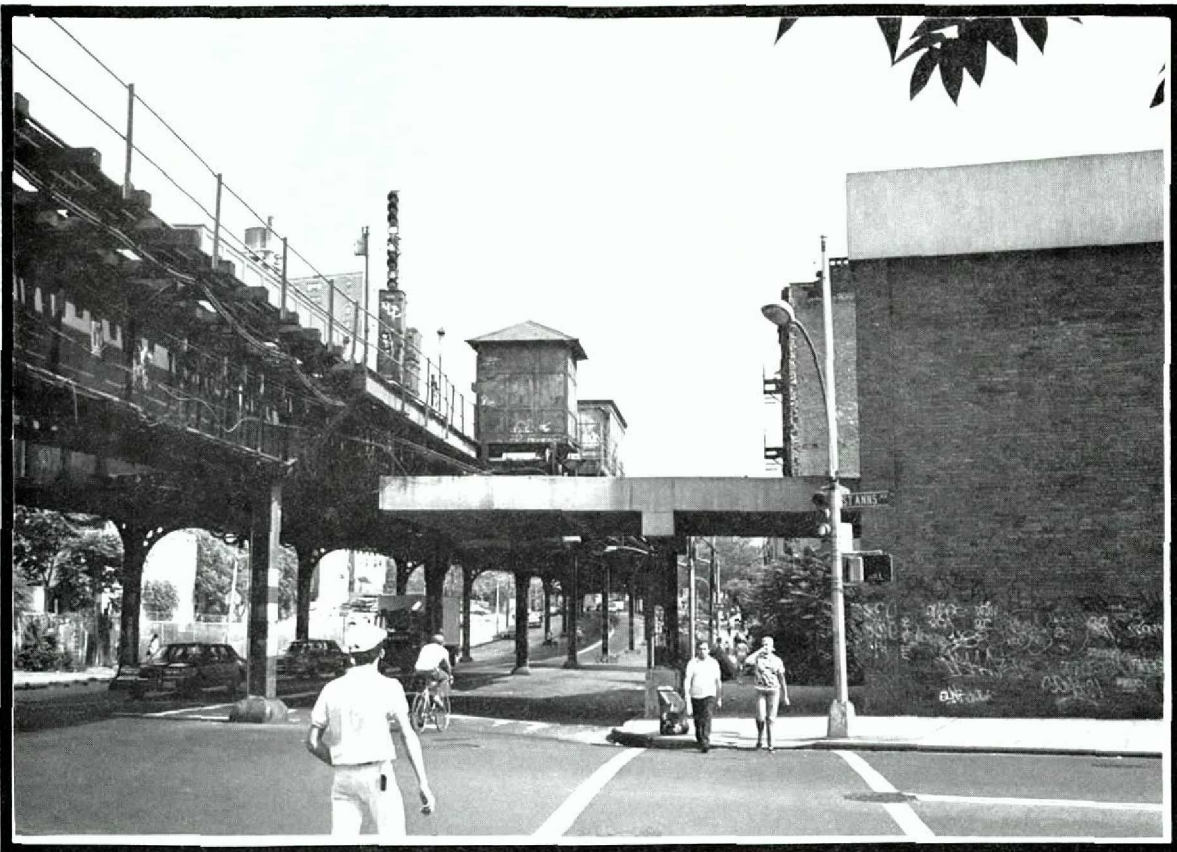


PLATE C-18: Westchester Ave , View to Northeast From St. Ann's Ave

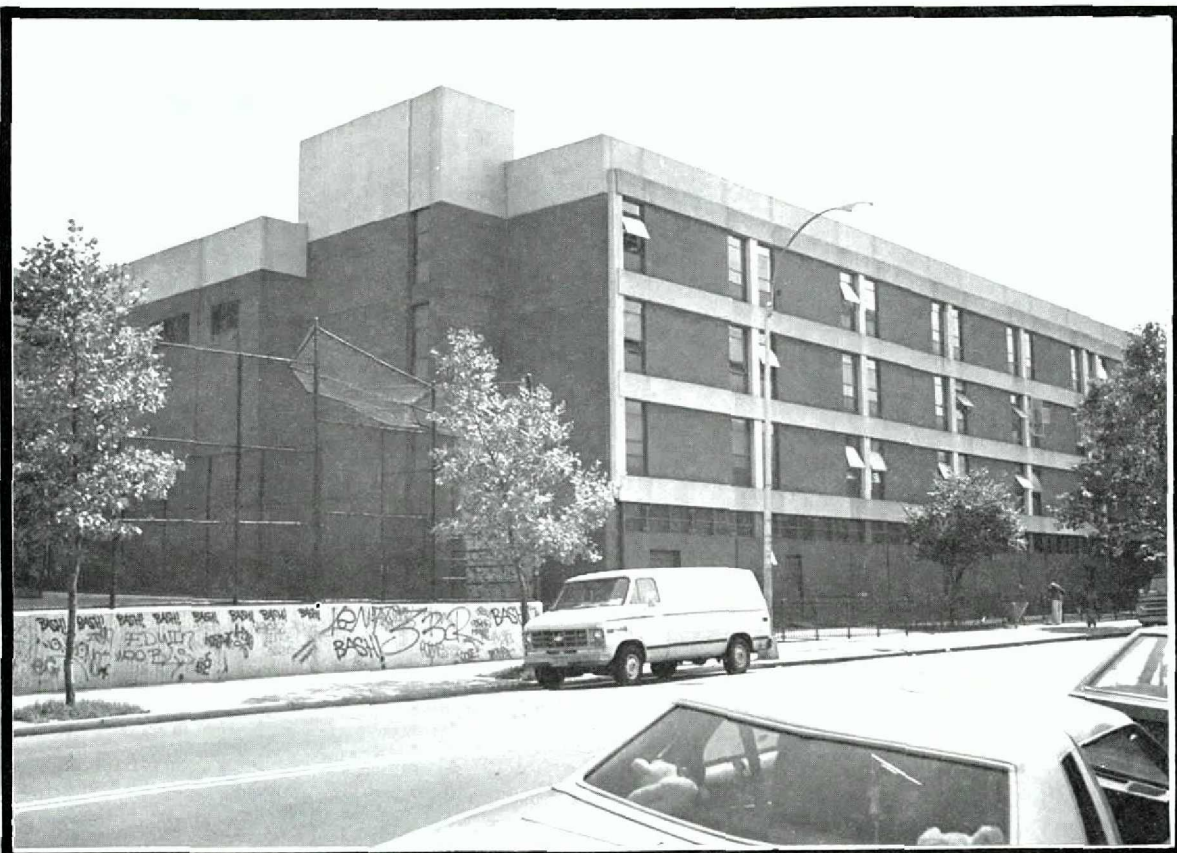


PLATE C-19: Lola Rodriguez De Tio Intermediate School, St Ann's Ave , View to Southeast

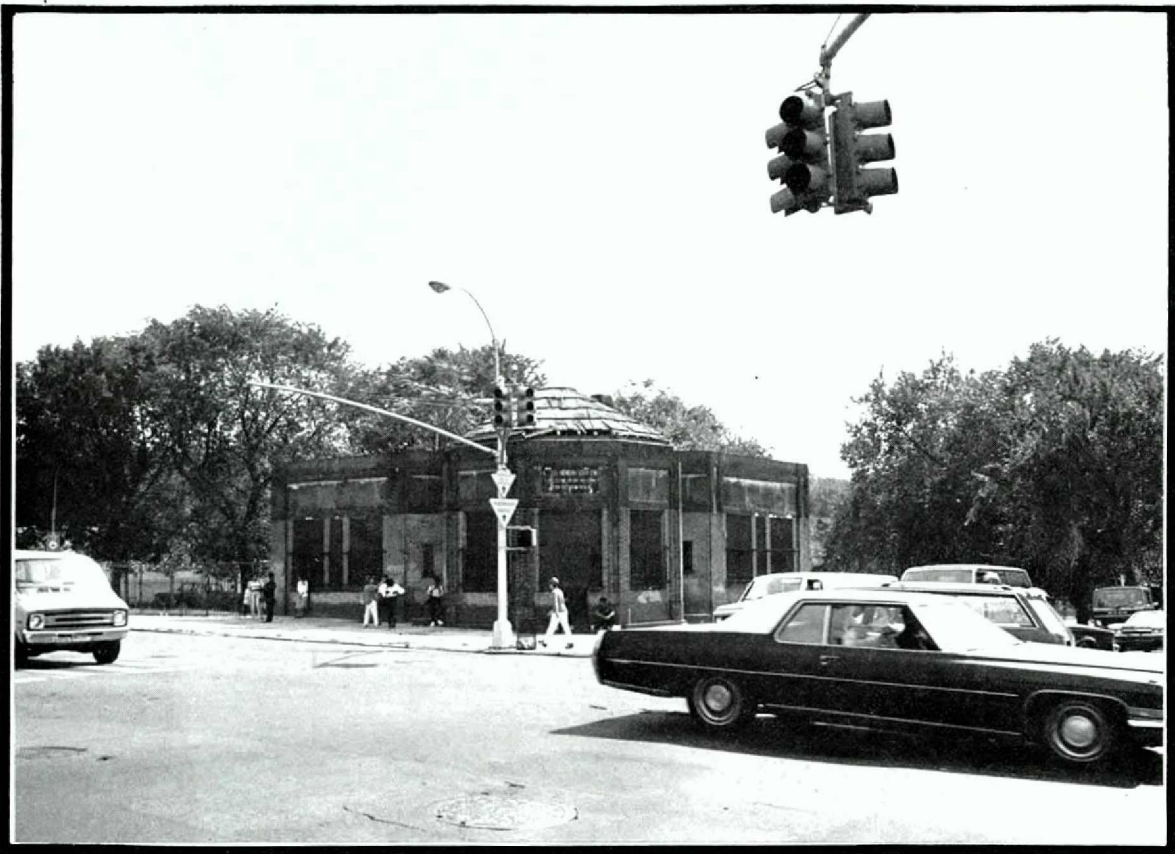


PLATE C-20: Former Child Health Station, St. Mary's Park, View to Southeast



PLATE C-21: View South From Project Area Toward E 149th Street

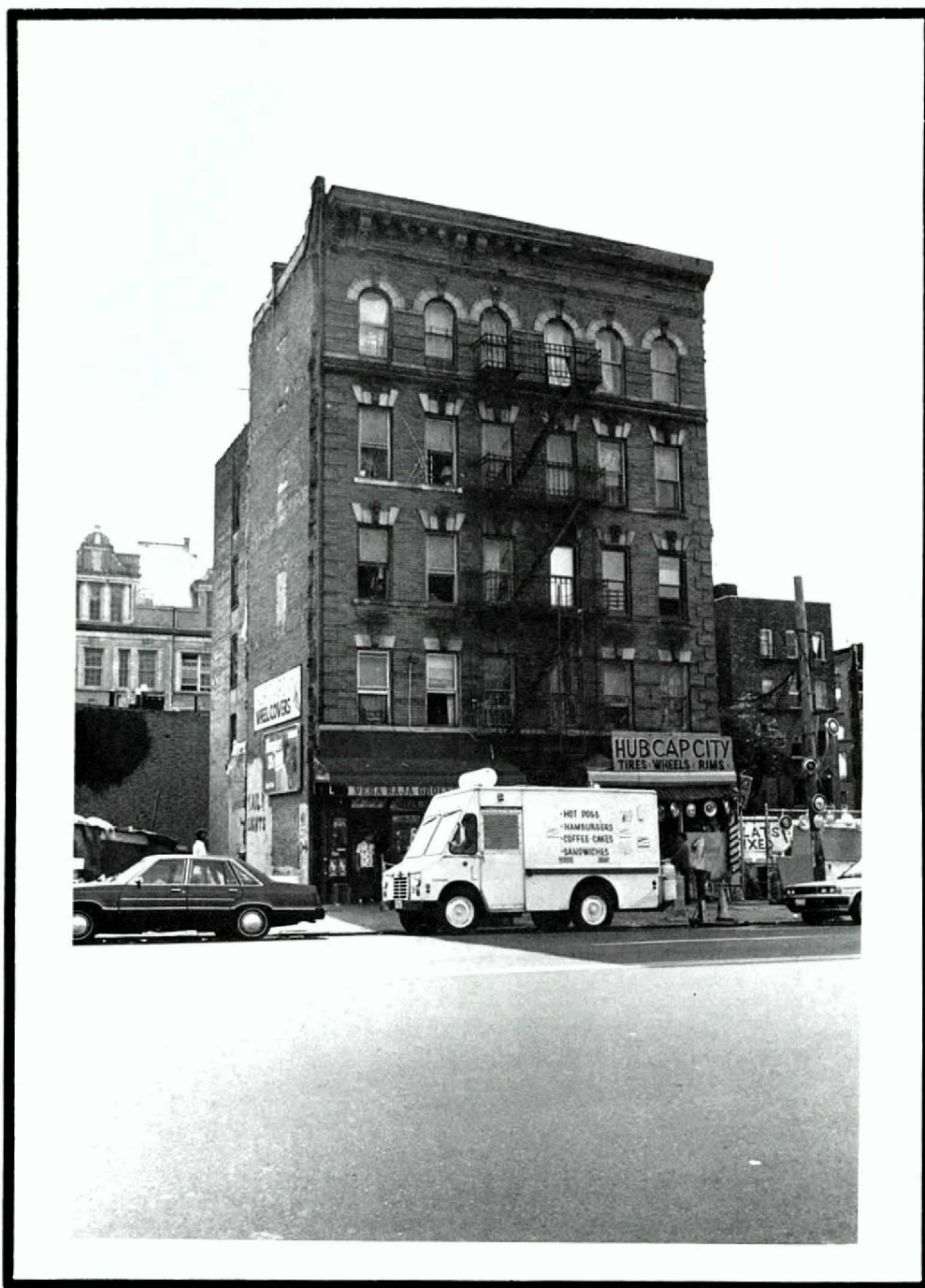


PLATE C-22: Building on E. 149th St., Toward St. Ann's Ave

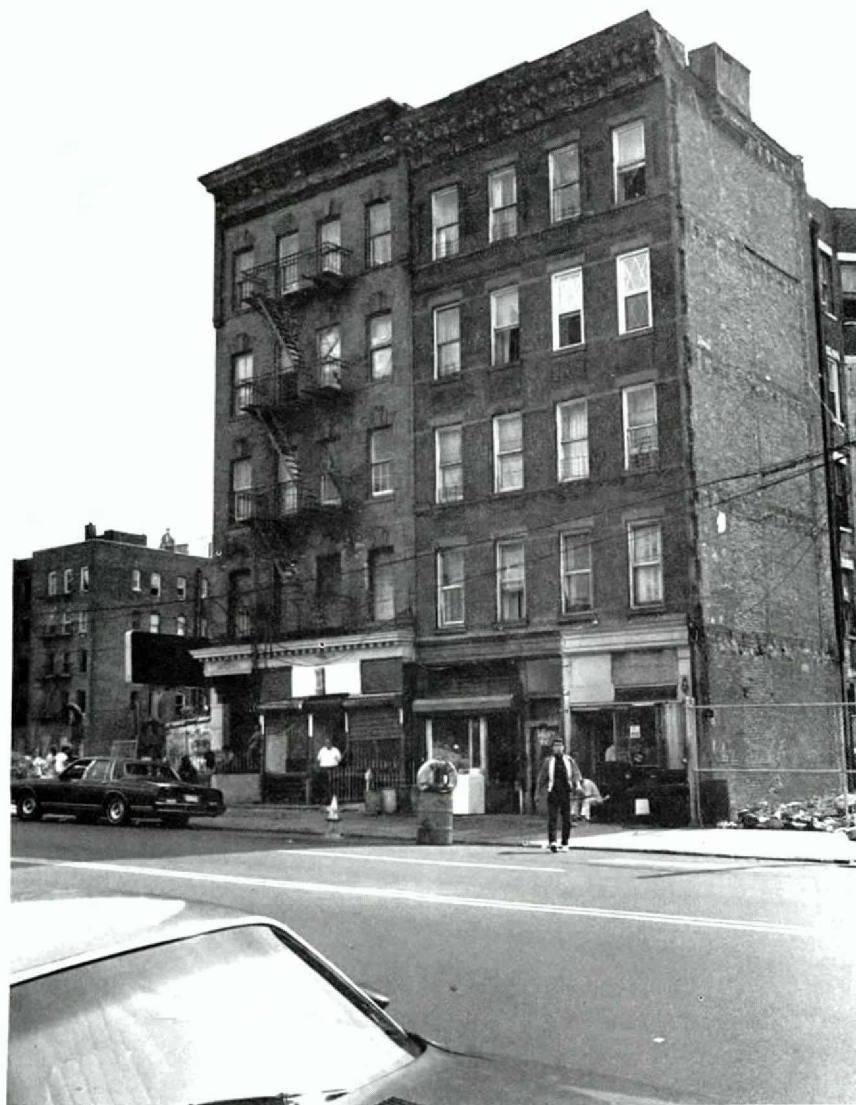


PLATE C-23: Buildings on E. 149th St., Toward Brook Ave.

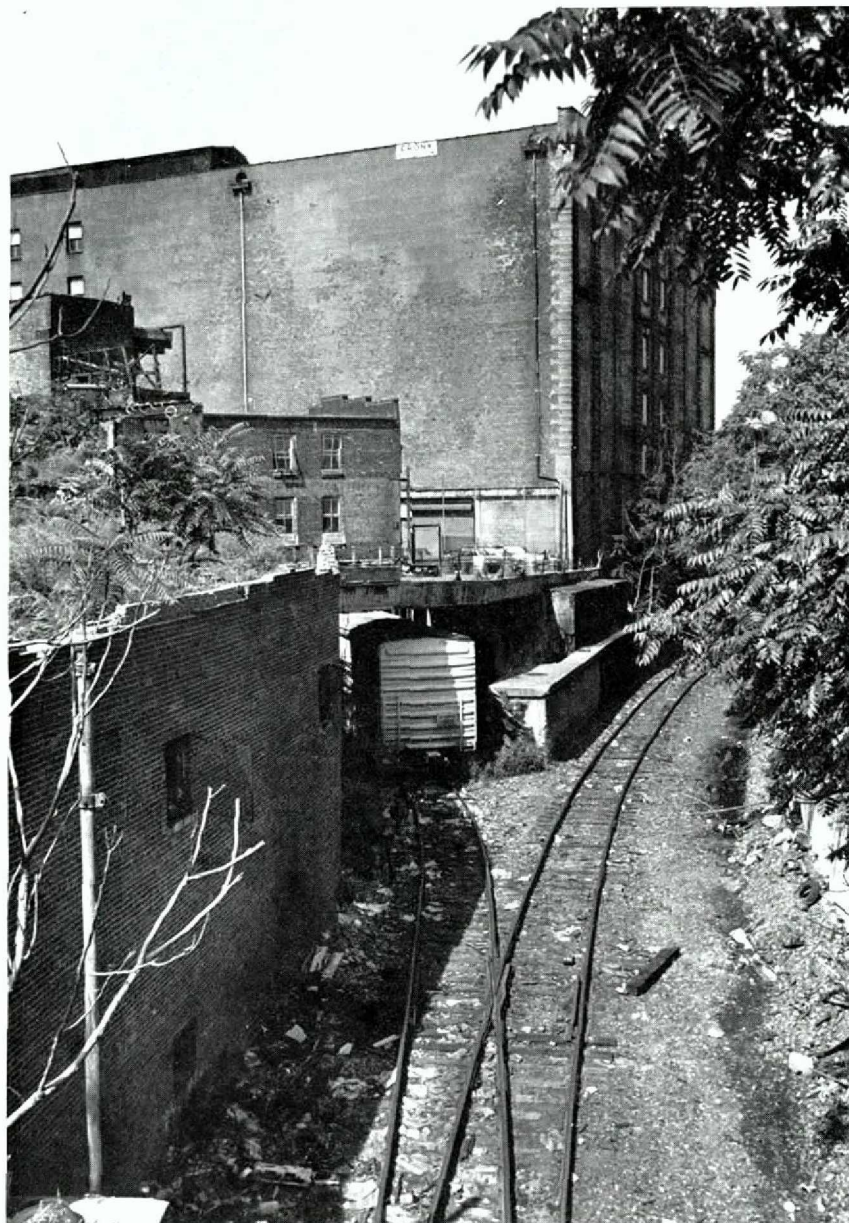


PLATE C-24: View Northwest Toward Bronx Refrigeration and Rail Line

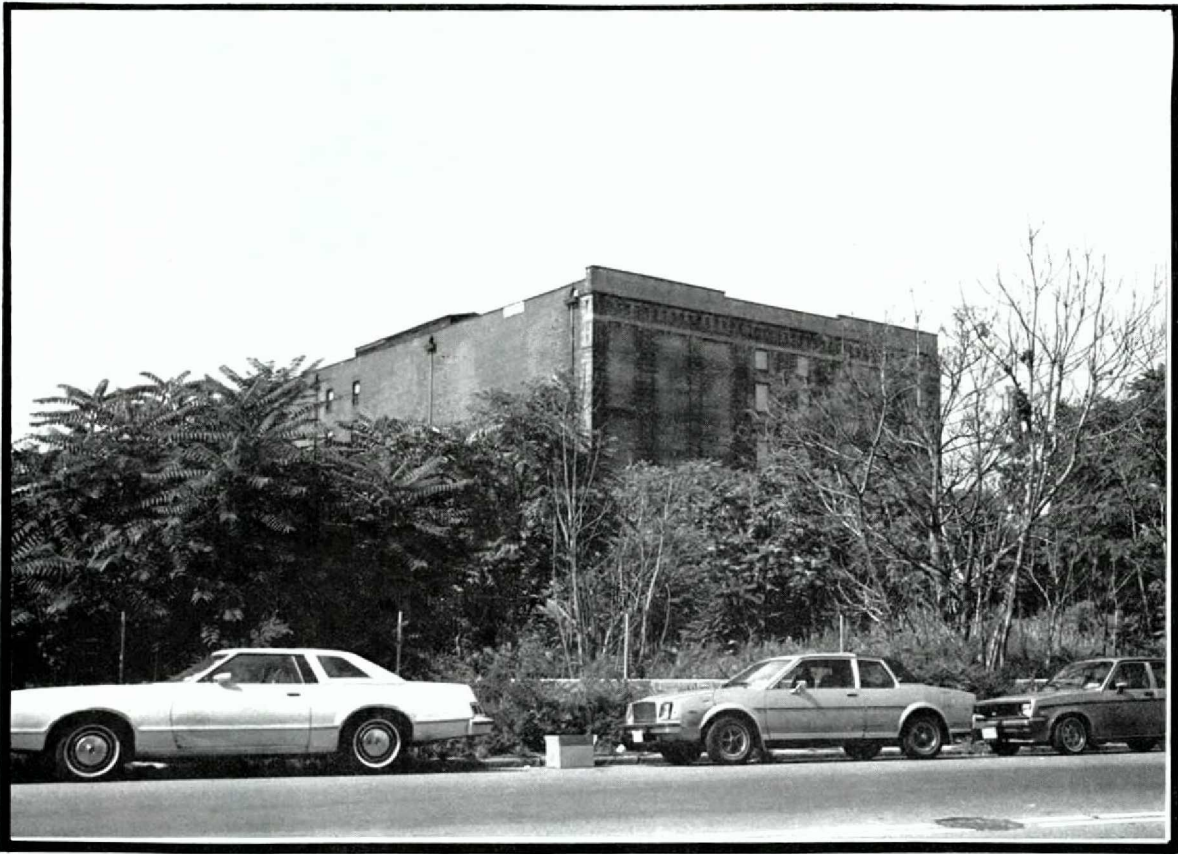


PLATE C-25: Bronx Refrigeration, View to Northwest From St. Ann's Ave

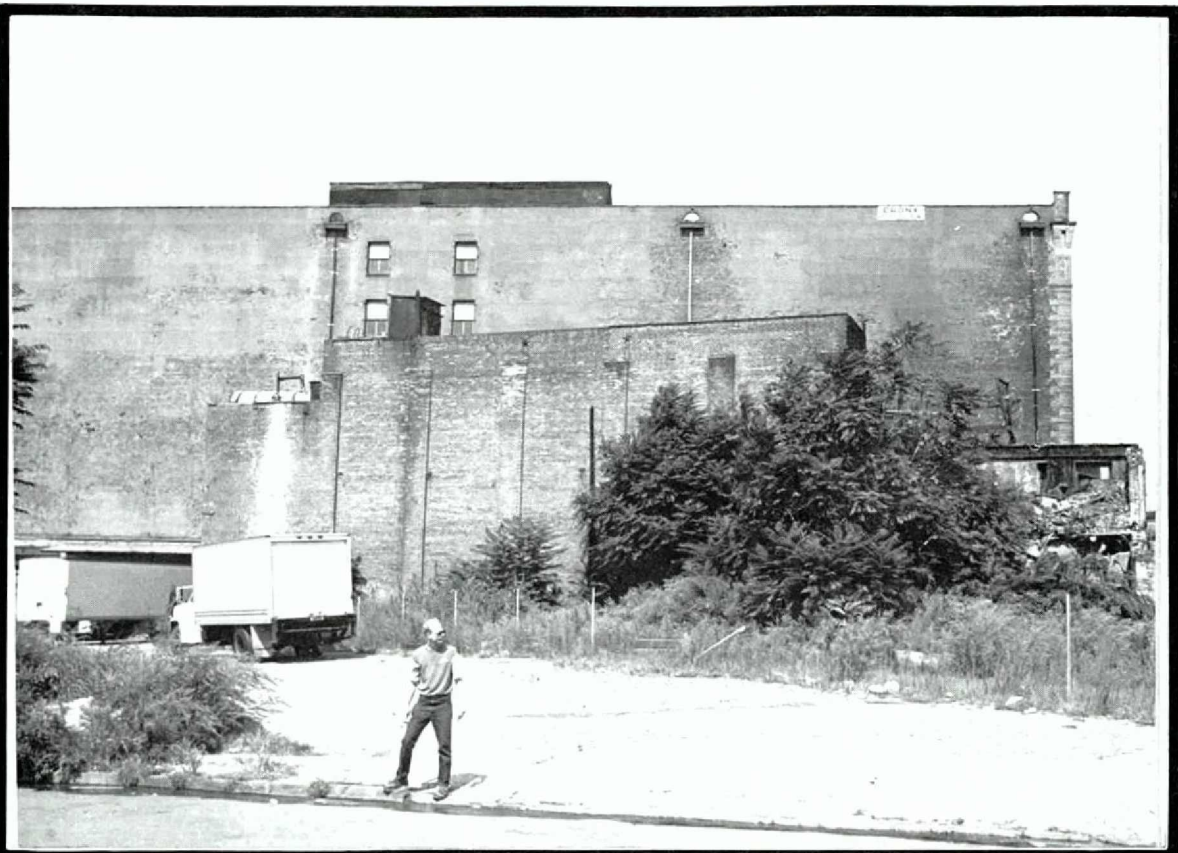


PLATE C-26: Bronx Refrigeration, View to North From E 150th St

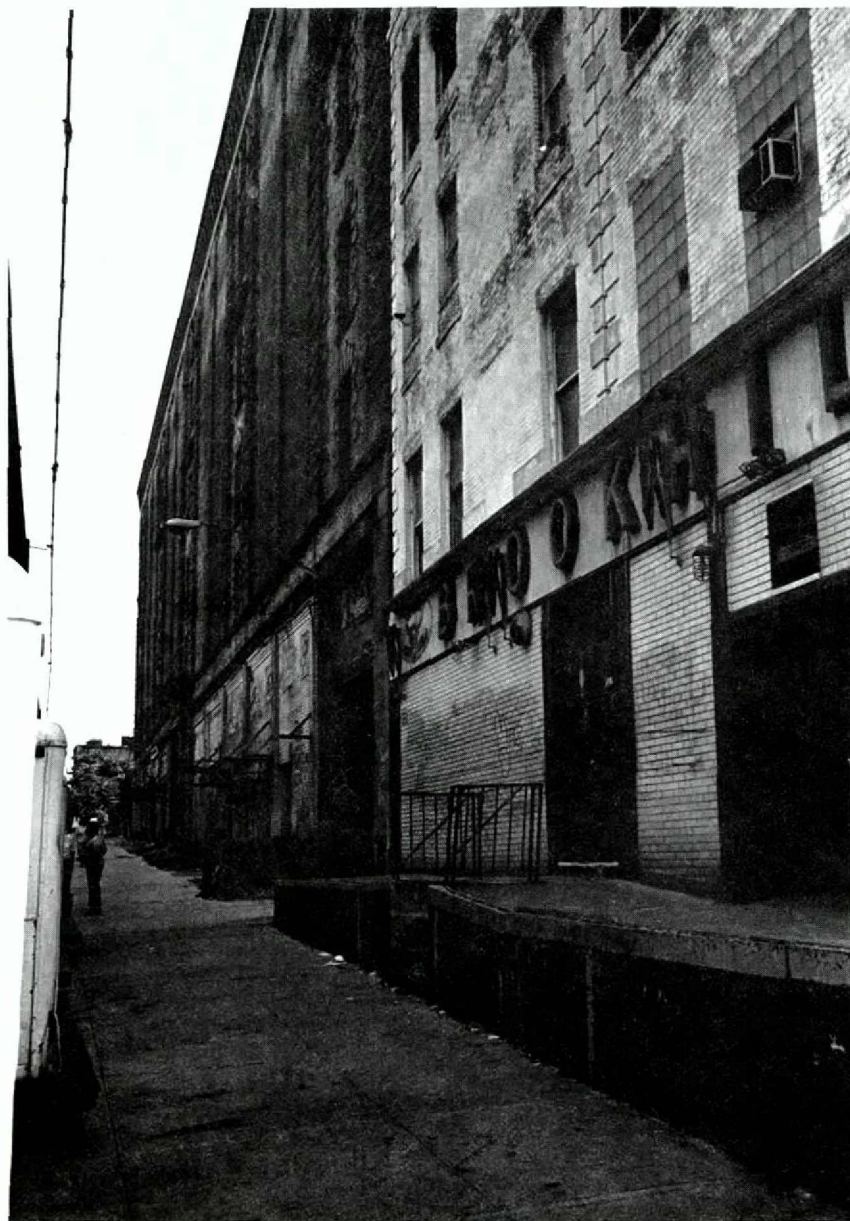


PLATE C-27: Westchester Street Facades of Bronx Refrigeration and Brookhill Building,
View to Northeast

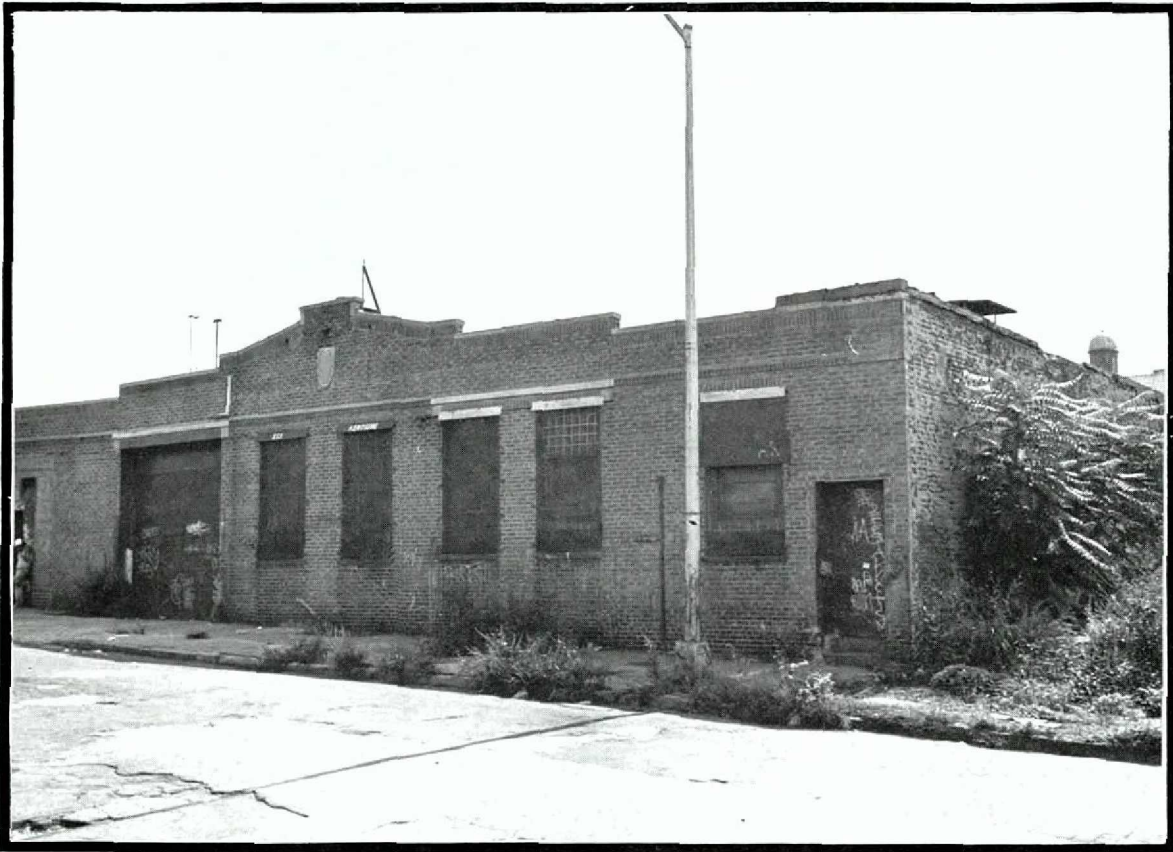


PLATE C-28: Building on E. 150th Street, View to Southeast

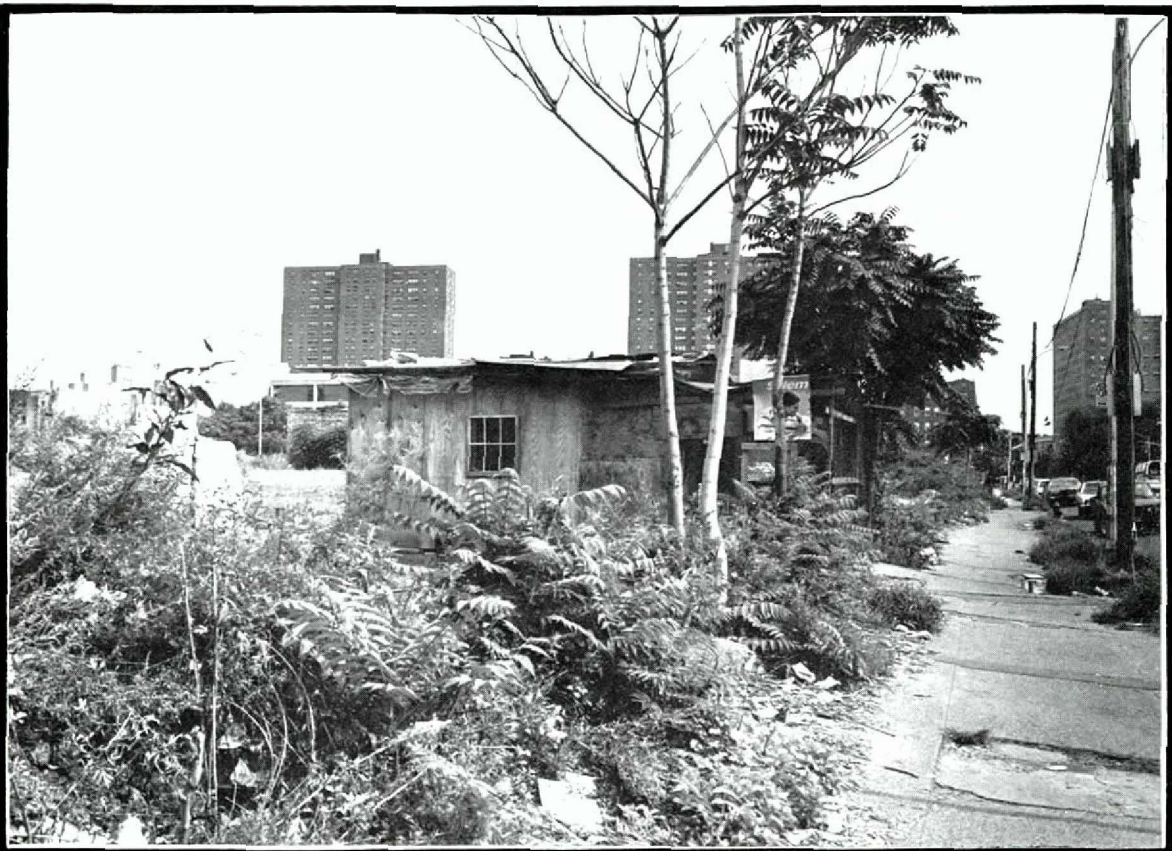


PLATE C-29: View to East Along North Side of E 149th St.

II. IMPACT ASSESSMENT

The proposed Juvenile Detention Center in Brooklyn will not impact significant archaeological resources. There are no documented prehistoric sites within the project area; and the relatively inland location would not have been the most attractive for settlement. Additionally, the early installation of utility systems reduces the potential for finding significant historic period deposits. It is concluded, therefore, that no additional archaeological study is needed for the Brooklyn tract.

With respect to standing structures, the proposed construction will impact no significant architectural resources. On an adjacent street, Pitkin Avenue, there are several buildings of potential historic architectural importance. However, the proposed project is expected to have no material effect upon such resources.

Construction of the proposed Juvenile Detention Center in the Bronx has a moderate to high potential of impacting significant prehistoric archaeological resources. While prehistoric sites are not documented for the project area, the location's proximity to a stream may have been attractive for prehistoric settlement. It is recommended then that subsurface testing be carried out in former backyards/open areas of the tract to determine whether such resources exist.

With respect to historic period resources, the Bronx tract contains no documented archaeological sites. While the area did contain several nineteenth-century buildings, later construction activity would have destroyed the early historic structures. Also, the block has a low potential for deep features containing significant artifact deposits as a result of the early hook-up to city services. As far as standing structures in the Bronx tract are concerned, they appear to derive from pre-World War II industrial/warehousing activities, seen most obviously in the Bronx Refrigerating building. Neither their physical qualities nor historic associational factors appear sufficient to support a determination of architectural or historical importance. As a result, it is concluded that the proposed project will have no impact on historic architectural resources. Similarly, on streets adjacent to the project blocks, no historic architectural resources of known or potential importance are expected to be materially affected by the planned construction.

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