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BLOCK 3132. LOT 27-37.

ELLERY COURT SENIOR HOUSES
327-349 ELLERY STREET, 13 & 15 BEAVER STREET
BOROUGH OF BROOKLYN. KINGS COUNTY, NEW YORK.
(HUD/202-K)

HUD 202 K

STAGE 1A LITERATURE REVIEW AND ARCHAEOLOGICAL AND HISTORIC SENSITIVITY EVALUATION

Prepared For:

Pratt Planning & Architectural Collaborative
379 DeKalb Avenue
Brooklyn, New York 11205

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4224
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Prepared By:

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

December 1997

143

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327-349 ELLERY STREET, 13 & 15 BEAVER STREET
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PART 1A: LITERATURE SEARCH AND REPORT ON ARCHAEOLOGICAL POTENTIAL

**Ellery Court Senior Houses
327-349 Ellery Street, 13 and 15 Beaver Street
Borough of Brooklyn, Kings County, New York.
(HUD/202-K)**

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

Date: December 1, 1997

A. PROJECT INFORMATION

Permit Application:

Permit Number:

Permit Type:

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

Location of Proposed Action:

The project area is located on Block 3132, Lots 27 -37. Lot 27 and Lot 28 are situated on the southeast corner of Beaver Street at the intersection of Ellery Street. (Map 1 & 2) These two lots correspond with 13 Beaver Street (Lot 27) and 15 Beaver Street (Lot 28). The balance of the project area (Lot 29-37) fronts on Ellery Street. The street address of these lots (running sequentially from Lot 37 to Lot 29) is 327 to 349 Ellery Street. (Map 3)

The proposed project is located in an area where residential land use is interspersed with light manufacturing, auto repair shops and off-street parking. Along Broadway and Flushing Avenue there are commercial structures, in particular furniture stores. A school and adjacent play yard are located on the north side of Beaver Street.

Description of Undertaking:

The applicant seeks authorization to construct a free-standing, 6-story masonry building containing 86-units (plus 1 superintendent's apartment) of non-profit housing for low income senior citizens. The building will contain two elevators. The site is zoned C4-3 (R6 equivalent). In addition to the new building, which will be 60 feet in height, 55 1/3 feet in width and 200 feet in length, there will be 20 parking spaces and an outdoor sitting and gardening area.

Estimated Size of Impact Area:

The square footage of the project is 25,000 square feet consisting of a building with a 11,066 square foot footprint and 13,934 square feet of parking and open space. The building will contain 66,396 square feet of gross floor area.

Description of Impact:

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

B: ENVIRONMENTAL INFORMATION

Topography:

The project area is located north of the Harbor Hill Moraine, which forms the spine of Long Island. In terms of the present-day topography, the site is located in an urban setting. At the present time the site, which is enclosed by a cyclone fence, is entirely vacant and generally flat.

The elevation of the block at the present time is 35.5 feet at the intersection of Fayette Street and Beaver Street. The block rises slightly to 43.5 feet at the intersection of Beaver Street and Ellery Street. These elevations have varied slightly between 1886 and the present, but not by more than a foot or two. To site an example, in 1886 the elevation of the intersection of Beaver Street and Ellery Street was 44.5 feet. (see Map 10) Over the next 40 years this elevation was lowered by one foot. The same situation existed on other corners of the block, indicating that no large scale filling of the area took place.

Geology:

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

At street level the soils would today be classified as urban soils, in the sense that the entire site has been disturbed, first by the construction of former dwellings located on the site, and then by the demolition of the buildings that formerly stood on the now vacant lots.

Soils:

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

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

Drainage:

Examination of historic maps and atlases indicates that the property was not crossed by any streams or associated with any swamp or wetland areas.

Vegetation:

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

Forest Zone:

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

Man-Made Features and Alterations:

The site would have experienced a variety of disturbances:

- 1) those that may have been associated with farming activities during the 17th through the early 19th centuries;
- 2) disturbances associated with the construction of the 19th century dwellings and any associated outbuildings;
- 3) disturbances associated with the demolition of the buildings and the construction of a fence to enclose the vacant lot.

C: DOCUMENTARY RESEARCH

1. Site Files

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

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

b. New York State Museum Archaeological Site Files

The project area is located within New York City. Information was not obtained from the New York State Museum Archaeological Site Files.

c. New York City Landmarks Preservation Commission

Prior to the involvement of the consultant, the Landmarks Preservation Commission had been consulted. The LPC response, dated 8-30-96, identified all of the lots within the project area as possessing the "potential for the recovery of remains from 19th century occupation." There was no indication that the site was considered to contain prehistoric potential. LPC indicated that the project area did not possess architectural significance.

State Register

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

National Register

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

National Register eligible listing

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

State/National Register proposed

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

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4. SENSITIVITY ASSESSMENT/SITE PREDICTION

Prehistoric Sensitivity

Regional prehistory dates to the first human entry into the area approximately 12,000 years ago. This coincides with the retreat of the Wisconsin glacial advance. At this same time sea levels began to rise along the Atlantic coast inundating the continental

shelf off Long Island and the Lower New York Bay. The precise timing of the retreat of the glacial ice and the rise in sea level is a matter of debate.

The earliest occupants of the northeastern United States, called Paleo-Indians by archaeologists, are identified by their distinctive lithic tradition of fluted projectile points. Later cultures occupying the area are broadly termed Archaic (9000 to 3000 BP) and Woodland (3000 BP to 1600 AD). Reliance on cultigens became an increasingly important part of cultural adaptations during the Woodland Period. A Transitional Phase between the Late Archaic and Woodland has been treated by some scholars as a separate cultural period. The Transitional Phase is characterized by the use of soapstone utensils, whereas the Woodland Period is identified in part by the use of pottery.

Four prehistoric archaeological sites are identified in the general vicinity of the project area. The first of these is located at the intersection of Flushing Avenue and Onderdonck Avenue, approximately 1.5 miles northeast of the project area. The other three sites are located in the vicinity of the Brooklyn Navy Yard, approximately 3.5 miles west of the project area.

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

Based on the predictive model developed by the LPC, the lack of fresh water on or in the immediate vicinity of the project area certainly decreases the likelihood of the project area having been utilized as a camp site by prehistoric peoples on even a short term basis. It is probable that the roads in the vicinity of the project area (particularly historic Cripplebush Road) correspond with older Indian paths, suggesting that, at the very least, prehistoric peoples passed this way on a regular basis, perhaps on their way to the salt marsh formerly located on the south side of Broadway in the vicinity of Flushing Avenue and Harrison Street or in pursuit of game. However, the project area is located some distance from this intersection, and, although woodland areas would undoubtedly have been used for hunting, the likelihood of recovering isolated tools or hunting equipment from the project area is statistically slight. Finally, probable alterations to the land surface, combined with the construction and subsequent demolition of the structures formerly located on the site, further decreases the probability of recovering significant, intact prehistoric cultural material from the project area. Based on the foregoing, it is not anticipated that the project area would yield prehistoric cultural resources.

Historic Sensitivity

The New York City Landmarks Preservation Commission communication (dated August 30, 1996) identified the project area as possessing the potential to yield

archaeological evidence of 19th century occupation. This would be in the form of privies, cisterns and refuge pits located behind the house that formerly stood on the site.

An examination of the Sensitivity Maps for the Borough of Brooklyn at the LPC indicate that the project area falls within an area considered historically sensitive. Specifically the Historic LPC Sensitivity Maps include Block 3132 within a sensitive area dating to Brooklyn in 1815, 1852 and 1898. The project area is identified as farmland in the early years of the 19th century, but had been completely developed between 1882 and 1886.

Documentary research indicates that the buildings located on Ellery Street (Lot 29-37) were built between 1882 and 1886. The two buildings fronting Beaver Street (on Lot 27 & 28) had not been built by the time the 1886 maps were prepared, but, based on the fact that permits for the connection of the buildings on these lots to the sewer lines as early as 1886, they may have been constructed immediately after the 1886 map had been prepared. They had certainly been built by 1898 when they appear on the E. Belcher Hyde map of the area.

Records indicate the by 1880 a 6" water main had been installed in Beaver Street several years before the construction of the buildings on Lot 27 and Lot 28. Water was available in Ellery Street by 1886. Since the buildings on Ellery Street were constructed between 1882 and 1886, it appears likely that water was installed at the time of the development of the project area. In this case, cisterns would not be associated with any of the structures associated with the project area.

With respect to the potential of the rear yards to contain privies, records examined at the Brooklyn Sewer Department indicate that the buildings along Ellery Street were connected to the sewer line between 1882 and 1886, while those along Beaver Street were connected to the sewer in 1886 or shortly thereafter. This information indicates that at the time of construction sewer lines were available in the area and suggests that privies associated with the rear yards of the buildings within the project area would not be expected.

The following details the information for each of the lots included within the project area:

Lot 27 (13 Beaver Street)

Research indicates this building was constructed between 1886 and 1898. Water was available in Beaver Street by 1880. This lot was connected to the sewer line in 1886 or shortly thereafter. According to records examined at the Brooklyn Sewer Department sewer lines would have been available in this area by 1886, suggesting that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

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does not
use for
Records

Lot 28 (15 Beaver Street)

Research indicates this building was constructed between 1886 and 1898. Water was available in Beaver Street by 1880. This lot was connected to the sewer line in 1886 or shortly thereafter. According to records examined at the Brooklyn Sewer Department sewer lines would have been available in this area by 1886, suggesting that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 29 (341 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 30 (339 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 31 (337 Ellery Street)

Map research indicates this building was constructed between 1880 and 1886. Records examined at the Brooklyn Sewer Department indicate that this lot was connected to the sewer between 1882 and 1886. The permit number (63011.5) indicates that the connection should be recorded in Volume 5 at the Brooklyn Sewer Department (dated 1870-1873); however, the permit numbers for Lot 29-32 are consecutive numbers that would have been associated with Volume 8 (dated 1882-1886). It has been stated by personnel at the Brooklyn Sewer Department that certain of the records were altered by a disgruntled employee. In any event, the sequence of the numbers indicates that the permit should be recorded in Volume 8 and that the building was connected to the sewer between 1882 and 1886 rather than earlier.

With respect to the availability of water, the 1880 map of the area indicate that water mains had been installed in Broadway, Fayette Street and Beaver Street, but do not indicate that water lines had been laid in Ellery Street. Water mains had been installed in Ellery Street by 1886, by which time Lot 29-37 had been developed. It is probable

that the water lines were installed in Ellery Street at the time that the area was developed, in which case, the likelihood of cisterns in the rear yard would be low.

Lot 32 (335 Ellery Street)

Map research indicates this building was constructed between 1880 and 1886. Records examined at the Brooklyn Sewer Department indicate that this lot was connected to the sewer between 1882 and 1886. The permit number (63012.5) indicates that the connection should be recorded in Volume 5 at the Brooklyn Sewer Department (dated 1870-1873); however, the permit numbers for Lot 29-32 are consecutive numbers that would have been associated with Volume 8 (dated 1882-1886). It has been stated by personnel at the Brooklyn Sewer Department that certain of the records were altered by a disgruntled employee. In any event, the sequence of the numbers indicates that the permit should be recorded in Volume 8 and that the building was connected to the sewer between 1882 and 1886 rather than earlier.

With respect to the availability of water, the 1880 map of the area indicate that water mains had been installed in Broadway, Fayette Street and Beaver Street, but do not indicate that water lines had been laid in Ellery Street. Water mains had been installed in Ellery Street by 1886, by which time Lot 29-37 had been developed. It is probable that the water lines were installed in Ellery Street at the time that the area was developed, in which case, the likelihood of cisterns in the rear yard would be low.

Lot 33 (333 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 34 (331 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 35 (329 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer

at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 36 (327 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

Lot 37 (325 Ellery Street)

Research indicates this building was constructed between 1882 and 1886. Water was available in Ellery Street by 1886. This lot was connected to the sewer line no later than 1886. It is, therefore, likely that this building would have been connected to the sewer at the time of construction. The availability of sewer and water at the time of construction suggests that the likelihood of encountering backyard privies or cisterns on this lot is low.

5. RECOMMENDATIONS

Prehistoric Sensitivity

Based on the environmental models promulgated by the New York City Landmarks Preservation Commission and the New York State Museum Archaeological Site Files, the project area would not be considered to have a high potential to yield prehistoric cultural material. It is not closely associated with any fresh water source, tidal streams, or wetlands --any of which would substantially increase the prehistoric potential. The lack of fresh water on or in the immediate vicinity is especially critical, decreasing the likelihood of the project area having been utilized by prehistoric peoples on a even a short term basis. In addition, although woodland areas would undoubtedly have been used for hunting, the likelihood of recovering isolated tools or discarded hunting equipment is statistically slight. Although it appears that the substantial grading has not taken place on the site, episodes of building in the late 19th century, and subsequent demolition of the structures within the project area have removed the potential of the site to yield significant, intact prehistoric cultural resources.

Historic Sensitivity

Based on documentary research, including an examination of Sensitivity Maps for the Borough of Brooklyn at the LPC, and an examination of historic maps and atlases of the area, it is concluded that the project area does not contain the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries.

Development in this area was strongly associated with Cripplebush Road, with orchards and farm fields to the south and north. The project area would have been located south and east of the crossroads that formed the center of the hamlet of Cripplebush and just south of the crossroads that formed the center of the hamlet of Bushwick in the 18th and early 19th centuries. The map examined at the LPC indicated that the project area lay outside the developed areas and would have been farmland. Research indicates that the land associated with the project area belonged to the DeBevoise family, who continued to own the land until its development in the 1880's.

With respect to the potential for 19th century cultural remains, it is concluded that development along Ellery Street took place between 1880 (when no structures are shown) and 1886 (when the entire Ellery Street parcel had been developed). Based on the dates when the buildings on Ellery Street were connected to the sewer, it has been shown that a sewer main had been installed in Ellery Street by 1886. Water was also available in Ellery Street by 1886. The presence of both water and sewer lines in Ellery Street at the time that the buildings were constructed suggests that potential for the presence of backyard privies and/or cisterns is low, and no further archaeological investigation of Lot 29-37 is recommended.

Lot 27 and Lot 28 were vacant in 1886, but buildings had been constructed on these two lots by 1898. Water was available in Beaver Street by 1880. A sewer main had been installed in Beaver Street by 1886. The availability of water and sewer in Beaver Street prior to the time of construction on these two lots suggests that the potential for the presence of backyard privies and/or cisterns is low, and no further archaeological investigation of Lot 27 and 28 is recommended.

6. Attachments

- X Topographic map
- X Project area map
- X Appendix A: Discussion of Historic Information concerning the Project Area.
- X Appendix B: Maps
- X Appendix C: Photographs
- X Appendix D: Correspondence

End of Part 1A

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APPENDICES

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APPENDIX A

**DISCUSSION OF PREHISTORIC AND
HISTORIC COMPONENT**

DISCUSSION OF THE PREHISTORIC AND HISTORIC COMPONENT

Introduction

The proposed project site is located at the intersection of Beaver Street and Ellery Street in the Borough of Brooklyn, Kings County, New York. (Map 1 & 2) At the present time the site (Block 3132, Lot 27-37) contains a series of unimproved rubble-strewn lots. The project area has a chain link fence along Ellery Street, but the fence along Beaver Street has been torn down, allowing appliances, tires and other rubbish to be strewn on the site. (Photo 1-4) There are no structures on the site nor any significant vegetation associated with the proposed project area. The proposed project would construct a free-standing, 6-story masonry building containing 86-units (plus 1 superintendent's apartment) of non-profit housing for low income senior citizens. In addition to the new building there will be 20 parking spaces and an outdoor sitting and gardening area.

Correspondence from the New York City Landmarks Preservation Commission (dated August 30, 1996) indicated that the proposed project area contained the potential to yield historic archaeological resources associated with the 19th century. (Appendix D)

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

Prehistory of the Area

Among the tasks required in the Stage 1A Literature Review 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, tidal marshes, streams, and forested areas where deer and other species could have been hunted or open areas that could have been used as cropland, and, finally, the presence on or in the vicinity of the project area of known prehistoric sites.

An examination of the 1844 U. S. Coastal Survey map (Map 4) which shows the study area prior to development indicates that no streams or other sources of fresh water were available within the project area. Although there were ample fresh water streams flowing through Brooklyn in prehistoric times, the project area appears to have been located some distance from a useful source of potable water. The same is true of the riverine and tidal resources: the East River, Wallabout Bay and the substantial streams, such as Wallabout Creek,

that flowed less than a half mile from the project area, but locations nearer to these resources would probably have been selected for habitation or longer term camp sites. Based on these considerations, the only probable use that Native American peoples might have made of the project area would have been as a temporary or still hunting site while pursuing the white-tailed deer or gathering other forest resources such as nuts.

With the criteria outlined above in mind, information concerning known prehistoric sites in the vicinity of the project area was examined. According to information obtained from surveys covering the general area and from published resources such as Parker's 1922 *Archeological History of New York*, there are several prehistoric sites located within the general vicinity of the project area. All are more than two miles away on or near the banks of substantial water bodies (the East River and Newtown Creek). None of these sites, all of which were recorded early in the century, were professionally excavated (Greenhouse, 1991 & 1992).

One of these sites is the village of Mareyckawick, said by Bolton to have been located at Galletin and Elm Place (Bolton, 1924 in Greenhouse, 1992). Another resource, writing in 1977, indicated that this village, occupied by a group of Indians identified as Mareyckawick (a branch of the Canarsie), was located "just north of Old Fulton Street (now called Cadman Plaza West)" (Greenhouse, 1992). Still another possible location is suggested by Grumet, who quotes an earlier resource, is the site of present day Brooklyn Borough Hall (Grumet, 1981:27 in Greenhouse, 1992). Since each of these sites are sufficiently distant from the others that no firm determination can be made concerning the actual location of this village site, it must be considered anecdotal and is not included on the map of archaeological sites in the vicinity of the project area.

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

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

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

Based on the information presented above and an examination of the historic maps which include the project area, it appears that, although prehistoric peoples would have ranged over all of Long Island, archaeological investigations indicate that habitation sites were situated in proximity to water sources such as tidal creeks, substantial streams, and wetland areas.

Upland areas, away from water, would have been used for hunting. (Smith 1950: 101) Because of the sporadic use of woodland areas by prehistoric peoples and subsequent alteration to the land, including grading and the construction of dwellings in the mid-19th century, it is not considered probable that any prehistoric cultural material would be associated with the project area.

History of the Area

To our knowledge, the first European to visit Brooklyn was Giovanni da Verrazano in 1527 and 1529 when he is said to have landed on Coney Island. This was followed in 1609 by more extensive explorations undertaken by Henry Hudson. Hudson also landed at Coney Island where he was met by the Canarsie Indians, the tribe inhabiting the western portion of Long Island. Hudson's first mate, Juet, described waters teeming with various species of fish and a land of abundant fruit trees and grape vines. Similar descriptions are available from the late 17th century, when Daniel Danton and Jasper Dankers visited Kings County. During the 17th century, the Canarsie Indians sold land to the Dutch inhabitants of Kings County, of which Brooklyn (Breukelen) was a part. The process of land transfers continued under the English when they took over the colony from the Dutch in 1664. The area associated with the project site was located immediately southwest of the Bushwick intersection where the road from Bedford to Newtown in present day Queens crossed the road from New Lots in the southern part of the Town of Brooklyn. The Cripplebush Road, which undoubtedly followed an earlier Indian trail.

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

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

Rinnegaconck has been identified as an area at the mouth of a creek on the west and south shore of Wallabout Bay (the present location of the Brooklyn Navy Yard) west of the study area. Rinnegaconck formed the western boundary of the Dutch West Indies purchase, with Newtown Creek and Maspeth Creek forming the eastern boundary. Based on the description the project area stands immediately outside the Rinnegaconck boundaries east of the intersection of Wallabout Road and Cripplebush Road and south and west of the intersection of Cripplebush Road and the road from New Lots. .

Based on this description and maps of the period, the headwater of this creek was less than a half mile from the study area with its associated marshland located in the vicinity of Harrison Avenue between Middleton Street and Bartlett Street. (Map 5 & 6) This stream and its associated wetlands were located west of the Woodhull Medical and Mental Cener, approximately a half mile from the project area. The Cripplebush Road, noted above, skirted the edge of this marshland.

Historically Cripplebush Road, which ran north from the hamlet of Bedford (one of the original settlements in Brooklyn), made a sharp right turn at present day DeKalb Avenue between Bedford Avenue and Nostrand Avenue then curved northeast at Nostrand and Myrtle Avenues to the present line of Flushing Avenue and Throop Avenue. (see Map 2) Beyond that intersection it generally followed the line of Flushing Avenue to the intersection with Bushwick Road. Cripplebush Road was present as early as 1704 (Armbruster 1942: 45). Bolton identified it as an Indian path, and by the mid-18th century it was a major throughfare leading from Brooklyn's interior to Queens. It maintained this position into the early years of the 19th century, when it was the primary transportation route from Bedford to the village of Newtown. In 1805 Wallabout Road was laid out by the Bedford and Wallabout Turnpike Company. This turnpike joined Cripplebush Road at the intersection of present day Flushing Avenue and Throop Avenue. Until the mid-19th century these were the only roadways in the area. Cripplebush Road continued in existence until 1859, when it was discontinued (Dikeman, 1870, cited in TAMS Consultants, Inc. 1989: Table 2).

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

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

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

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

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

Several days after their arrival in Manhattan, Dankers and Sluyter crossed to Long Island by the ferry to Brooklyn to spend several days exploring Kings County. The journal contains many particulars of their visit there which can assist us in imagining the appearance of Brooklyn 300 years ago, and, although their travels did not take them to Bushwick, there is no reason to think that the life in the hamlet did not resemble life in Gowanus or Flatlands.

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

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

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

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

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

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

. . . a village situated about an hour and a half's distance from there, upon the same plain, which is very large. This village seems to have better farms than the

bay, and yields full as much revenue. Riding through it, we came to the woods and the hills, which are very stony and uncomfortable to ride over. We rode over them, and passed through the village of Breukelen to the ferry, and leaving the wagon there, we crossed over the river. . .

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

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

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

- 1. All the lands and woods after Bedford and Cripplebush, over the hills to the path of New lotts shall belong to the inhabitants and freeholders of Gowanus . . .*
- 2. And all the lands and woods that lyes betwixt the above said path and the highway from the ferry towards 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)

From the information provided above it is clear that several highways, including the Cripplebush Road and Bushwick Road which created the crossroad marked by the hamlet of Bushwick, existed prior to the 1660's. With the development of Kings County these roadways underwent improvement, being straightened and widened to conform with the regulations of the

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New York Legislature. In 1704, when the legislature undertook to improve highways throughout the populated areas of the colony, the highway commissioners laid out and standardized the main road or "King's highway" through Brooklyn. For reasons of topography, Cripplebush Road, the name Cripplebush being derived from a Dutch word for thicket or wood, remained a road which failed to conform to the grid up until the day that it was abandoned in the middle of the 19th century.

During the 18th century, Bushwick was a center of agriculture in Kings County, providing food for markets in downtown Brooklyn and Manhattan, as well as trade goods for shipment to Barbados and the other island in the Caribbean. A feature of the agricultural communities of Kings County from the early years of the 17th century and extending into the early years of the 19th century was slavery. The first slaves in Kings County, brought into the colony from the Caribbean by 1626, were owned by the Dutch West Indies Company which hired them out to the farmers on Manhattan and in Kings County who needed help in clearing their land but lacked the resources to purchase slaves individually. Later, as the need for farm labor and domestic servants grew, slaves were imported into New York directly from Africa, and by 1698 slaves represented 15 percent of the population in Kings County.

Early maps of Long Island show no structures within the project area. (Map 7) Early records of the hamlet of Bushwick, located at the intersection of Bushwick Road and Cripplebush Road immediately west of the project area, describe it as being on the line that formed the border between the Town of Brooklyn and the Town of Bushwick -- present day Broadway (formerly called Division Street) marking that historic boundary between Brooklyn, Bushwick and Williamsburgh.

By the end of the 18th century, we have the Ratzer map which shows the distribution of the farmsteads in the vicinity of the project area. (see Map 5) The creek and associated wetlands, as well as Cripplebush Road and two farmstead on the east side of the roadway, are shown on the Ratzer map, but the study area falls just east of the border of the map. However, based on the land use pattern in the immediate vicinity, it appears that structures were concentrated along the roadway with farm fields and pasture land located on either side.

After the Battle of Brooklyn in the summer of 1776, Brooklyn and Long Island was in the hands of the British during the remainder of the American Revolution. Bushwick was one of the hamlets where British troops were quartered. Stiles states that Hessian soldiers were quartered in Bedford and Bushwick and that they cut timber from the woodlands to the north of Cripplebush Road (Stiles 1884: 280). Rapalye's Tavern, located at the intersection of Cripplebush Road and Bushwick Road, served as a rendezvous for Hessian soldiers (Stiles 1884: 280). There are several maps dating from the period of the Revolution, including Faden's map which shows defensive works along Cripplebush Road, but few indications of dwellings, outbuildings or land use patterns. At the time of the Revolution, Stiles described the general area around Bushwick as containing small farmsteads scattered along the road with tilled fields and orchards to the north and west (Stiles 1884: 282).

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

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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:

Brooklyn, which, during the war, had been wholly military ground, presented a sadder scene of desolation than any other town in Kings County. In 1786, after the occupation of the British, free range had been given to the pillaging propensities of the soldiery. Farms had been laid waste . . . woodlands were ruthlessly cut down for fuel, buildings were injured, fences removed, and boundaries effaced. Farmers were despoiled of their cattle, horses, swine, poultry, vegetables, and of almost every necessary article of subsistence, except their grain, which fortunately had been housed before the invasion. Their houses were also plundered . . . and much furniture was wantonly destroyed . . . stock became very scarce and dear, and the farmer of Brooklyn who owned a pair of horses and two or three cows was 'well off.' The scarcity prevailing in the markets, however, soon rendered it necessary for the British commanders to restrain this system of indiscriminate marauding, and to encourage agriculture . . . (Stiles 1884:100)

With the end of the war, Kings County began to recover. Homes were rebuilt. Boundaries were redrawn, and fences reestablished. On March 7, 1788 Brooklyn became a town under the laws of the New York State Legislature. At that time the Town of Brooklyn contained seven hamlets: The Ferry, Red Hook, Brooklyn, Bedford, Gowanus, Cripplebush, and Wallabout. At this time Bushwick was a town in its own right. One hundred years later, Stiles described the this part of Brooklyn as containing:

. . . farms and woods . . . presenting a scene of quiet beauty, which has but lately, and reluctantly yielded its charms to the rude embrace of city improvements.
(Stiles 1884:135)

Although Stiles saw city improvements changing the face of Brooklyn and its adjoining towns of Williamsburgh and Bushwick, the area surrounding the project area remained rural into the latter years of the 19th century. In 1884, Stiles writing of the area in 1830 described “. . . a few dwellings along Flushing [Avenue] (Stiles 1884: 145), and Samuel Barnes, writing in 1888, still described “. . . a rural community relatively unchanged since the beginning of the century” (Pickman & Dublin 1989: 21). The U. S. Coastal Survey map of 1844 certainly shows a picture of an area that, in contrast to Williamsburgh and Brooklyn, had not yet begun to succumb to urbanization. (see Map 4) At the intersection of Wallabout Road and Cripplebush Road (the location of the hamlet of Cripplebush) six dwellings are shown, two on the north side of the road and four running along the south side of the road. Each of these dwellings is set within its own lot. An orchard is shown extending along the road between Cripplebush and Bushwick. A wooded area stood to the north of Cripplebush. To the east of the orchard there was one house on the south side of the road and three on the north side of the highway. Continuing eastward along Cripplebush Road there was open field and then another house on the south side of the road before reaching the hamlet of Bushwick. In comparison with Cripplebush, Bushwick was significantly more developed, with at least fifteen dwellings and commercial establishments. The approximate location of the project area is marked. Based on this map and extending the line of Broadway to further define the location of Block 3132 and the project area, it does not appear that any structures were located within the project area, and it appears that the project area was at that time open farm land.

By the middle years of the 19th century development in the neighborhood surrounding the project area was taking place. In 1852 R. F. O. Conner prepared a *Map of Kings and Part of Queens Counties, Long Island, New York* for M. Dripps. (Map 8) That map shows the street pattern established along the entire Williamsburgh-Brooklyn-Bushwick line. Bushwick Cross Road was marked, and the curve in Bushwick Road appears as an exception to the straight lines of the grid pattern -- as it does today. In addition to A. Debevoise, R. Lynch, William Conselyed, J. Garrison, and a number of other residents of Bushwick in the middle of the 19th century, there were a several commercial enterprises, including four ropewalks, the Franklin Hotel, Corlis Haydock & Co., as well as a school and an Episcopal Church. Although Ellery Street south of Broadway had been opened in 1850, the extension of Ellery Street north of Broadway is not identified by name on the 1852 map. The project area is shown as undeveloped. Indeed, with the exception of some development at Bushwick Cross Road (noted above) and along Flushing Avenue, construction in this part of Brooklyn appears not yet to have taken place.

The Project Area

Turning now to the project area the earliest map on which the study area is included is the 1670 Ryder map. (see Map 7) This map includes prominent topographical features, streams, wetlands, and roadways, along with the hamlets of Brooklyn Ferry, New Utrecht, Gravesend, Flatlands, Flatbush, and Bedford. Cripplebush Road and the intersection of Cripplebush Road and Bushwick Road are shown, as is the church at Bushwick. The project area lies east of Wallabout Creek and south of Cripplebush Road. This area is shown as open land, as opposed to forested land. No structures are indicated in the vicinity of the project area.

The 1767 Ratzer map provides excellent information for the area surrounding Wallabout, including the headwaters of Wallabout Creek and its associated wetlands. (see Map 5) The hamlet of Cripplebush is shown, but, unfortunately, the map ends at Cripplebush and does not extend as far east as Bushwick. The project area is, therefore, not included, but based on the Ratzer map we can see the pattern of dwellings along the roadways with farm fields, pastures and orchards on either side of the highway.

It is not until 1844 that the project area is clearly indicated. (see Map 4) The U. S. Coastal Survey *Map of New York Bay and Harbor and the Environs* shows the hamlet of Cripplebush at the intersection of Cripplebush Road and Wallabout Road. As noted above, there are six dwellings, and orchard, and open fields. By this date the Navy Yard had been established and both Brooklyn and Williamsburgh are undergoing substantial development. Bushwick is shown as an area that has experienced some development, as opposed, for example, to the village of Bedford which seems less developed than it did in the 18th century. The project area would be located in an area of open fields south of the hamlet of Bushwick on land that historically belonged to the Debevoise family, who were early residents of Bushwick. No structures are shown within the project area.

Connor's *Map of Kings and Part of Queens Counties, Long Island, New York*, dated 1852, indicates that the streets in the vicinity of the project area had been established, but no development had taken place on Block 3132 (then identified as Block 1015). (see Map 8)

The Colton *Map of the City of Brooklyn*, dated 1855, includes Ellery Street and Fayette Street (then called Charles Place). The DeBevoise family is shown as the owner. No development is shown within the block.

The same situation existed in 1874 when Henry Fulton produced the *Farm Line Map of the City of Brooklyn*. At this date Beaver Street had been established between Flushing Avenue and Bushwick Avenue. (see Map 2 for configuration) The area containing the project area is shown as the property of Charles Debevoise, who owned the land between Flushing Avenue and Arion Place (formerly called Wall Street for William Wall) between Broadway and Beaver Street. Cripplebush Road had been closed by this date, but it had followed the general path line of Flushing Avenue north and east of Broadway. No structures are shown within the area now comprising the project area.

By 1880 Block 3132 (still identified as Block 1015) had undergone development along Broadway and Fayette Street. (Map 9) On Broadway all but one of the lots now containing small brick structures set on the front lot lines. On Fayette Street the majority of the lots had also been developed. Beaver Street had a building on the corner of Fayette and Beaver (identified as 7 Beaver Street), as did the next three lots (9, 11, & 13 Beaver Street). However, the Ellery Street lots and the lot identified as 15 Beaver Street were still vacant. The owner of this land, which remained undivided, was now E. DeBevoise. Fayette Street had a 6" water main, as did Beaver Street, indicating that water was now available, but Ellery Street and several streets to the south were not yet supplied with water. No sewer lines are indicated on the map, which may suggest that they were not yet available in this part of Brooklyn in 1880.

By 1886 Block 3132 (still identified as Block 1015) had undergone further development. (Map 10) Along Broadway the small brick structures seen in 1880 had been replaced by three and four story buildings, some with commercial establishments on the ground floors. On Ellery Street a 6" water main had been installed, the DeBevoise parcel had been subdivided and, with the exception of one lot, fully developed. No sewer lines are shown on this map, and it might be assumed that sewer lines were not yet installed in the area, but bound volumes at the Brooklyn Sewer Department indicate that all of the lots on Ellery Street associated with the proposed project area were connected to the sewer between 1882 and 1886. (Map 11) The period between 1877 and 1882 is covered by Volume 7. Volume 8 is missing, but Volume 9 begins in 1886. We thus have terminus ante quem and terminus post quem dates for the sewer connections covered by Volume 8, which must span the period between 1882 and 1886. The two lots on Beaver Street were connected to the sewer after the buildings on Ellery Street, the permits being included in Volume 9 which begins in 1886.

Based on the 1880 map, which shows no development within the project area, the 1886 map, which shows the parcel fully developed, and the information derived from the Brooklyn Sewer Department records, we conclude that the construction of the buildings that formerly stood on the site took place between 1882 and 1886. Water was not available on Ellery Street in 1880, but had been installed by 1886. Sewer lines had been installed along Broadway as early as 1873, but they appear to have been installed on Ellery, Beaver and Fayette not earlier than 1877 nor later than 1886. Based on the sequential numbering of the sewer department

permits, the earliest buildings connected to the sewer line on Ellery Street were located on Lot 33-37. The numbers are 62976.8 through 62980.8. The second group, corresponding to Lot 29-32, are numbered 63009.8 through 63012.8. The permit for the connection to the sewer for Lot 29 it is 74452.9, while that for Lot 28 is 76148.9.

It will be noted from an examination of the Brooklyn Sewer Department map included in this report that the permit number for Lot 31 is 63011.5 and for Lot 32 is 63012.5. These notations should indicate that the permits will be found in Volume 5, however, the permit numbers for Lot 29 through Lot 32 are sequential and follow the permit numbers allocated to Lot 33 through 37. These sequential numbers strongly suggest that all of the permits were in fact made between 1882 and 1886, the period covered by Volume 8, rather than as early as 1870, the beginning date for Volume 5. Discussions with the personnel at the Brooklyn Sewer Department indicate that certain of the records held by the department have been altered by a disgruntled employee. It is possible that this is an example of such tampering. In any event, the sequential permit numbers and the development of the DeBevoise parcel as reflected by the maps indicate that no buildings were located within the project area prior to 1880. That being the case, at the time that development took place on the DeBevoise parcel both water and sewer were available, making it unlikely that any backyard features, including privies and/or cisterns, would have been constructed. ✓

The 1898 *Atlas of the Brooklyn Borough of the City of New York* produced by E. Belcher Hyde indicates that Block 3132 was fully developed. (Map 12) This map includes the sanitary sewer lines, indicating that there was an 18" sewer line in Broadway and 12" sewer lines in Fayette Street, Beaver Street and Ellery Street.

The 1904 Hyde *Atlas of the Borough of Brooklyn, City of New York* shows the project area containing three story frame dwellings with stone basements. (Map 13) The houses on Lot 29 (at the corner of Ellery Street and Beaver Street), Lot 34 and Lot 37 had stores or other commercial uses on the first floor. Ellery Street was paved with asphalt. The 6" water line and 12" sanitary sewer line are indicated. The sewer line is identified as private. Discussion with the personnel of the Brooklyn Sewer Department indicated that private sewers were on occasion installed by order of the municipality at the expense of the owner of undeveloped land prior to development of the parcel. If that is the case in this instance, then it is most likely that the installation of the sewer corresponds with the construction of the buildings prior to 1886.

In 1929 the project area as shown on the Hyde *Desk Atlas Borough of Brooklyn City of New York* showed the same configuration as in 1898. (Map 14) This map does not include the sanitary sewer lines, but does include the water lines.

Today the project area is vacant. The remainder of Block 3132 contains a number of dwellings (Photo 5), auto repair shops, parking areas (Photo 6), and, along Broadway, a number of furniture stores. The only building which appears to have been substantially rebuilt is the office building on the southeast corner of Broadway and Ellery Street that was built in 1926 (Photo 7).

Conclusions and Recommendations

The Stage 1A Literature Review and Archaeological and Historical Sensitivity Evaluation presented above examined the potential of the proposed project area to contain significant prehistoric and/or historic archaeological resources. Based on the predictive model developed by the LPC, the lack of fresh water on or in the immediate vicinity of the project area certainly decreases the likelihood of the project area having been utilized as a camp site by prehistoric peoples on even a short term basis. It is probable that the roads in the vicinity of the project area (particularly historic Cripplebush Road) correspond with older Indian paths, suggesting that, at the very least, prehistoric peoples passed this way on a regular basis, perhaps on their way to the salt marsh formerly located on the south side of Broadway in the vicinity of Flushing Avenue and Harrison Street or in pursuit of game. However, the project area is located some distance from this intersection, and, although woodland areas would undoubtedly have been used for hunting, the likelihood of recovering isolated tools or hunting equipment from the project area is statistically slight. Finally, probable alterations to the land surface, combined with the construction and subsequent demolition of the structures formerly located on the site, further decreases the probability of recovering significant, intact prehistoric cultural material from the project area. Based on the foregoing, it is not anticipated that the project area would yield prehistoric cultural resources, and no further investigation of the prehistoric archaeological potential of the site is warranted.

With respect to the potential of intact historic archaeological material being present on the site in the form of privies and/or cisterns, the likelihood is rated as low. Research indicated that the buildings located on Ellery Street (Lot 29-37) were constructed not earlier than 1882 and no later than 1886, while the buildings on Beaver Street (Lot 27 & 28) were constructed as early as 1886 and not later than 1898. Water was available in Beaver Street by 1880, but had not been installed in Ellery Street until after that date. Water was, however, available in Ellery Street by 1886. The construction of the buildings within the project area being no earlier than 1882 and no later than 1886, it is likely that the installation of the water supply corresponded with the development of the property. Sewer lines do not appear on the maps of the area until 1898, but the sequential permit numbers recorded at the Brooklyn Sewer Department indicate that the buildings were connected to the sewer between 1882 and 1886. It appears, therefore, that the installation of the sewer also corresponded with the development of the property. It is, therefore, unlikely that either privies or cisterns were associated with the buildings located within the project area. That being the case, no further investigation of the historic archaeological potential of the site is warranted.

APPENDIX B

MAPS

STAGE 1A LITERATURE REVIEW

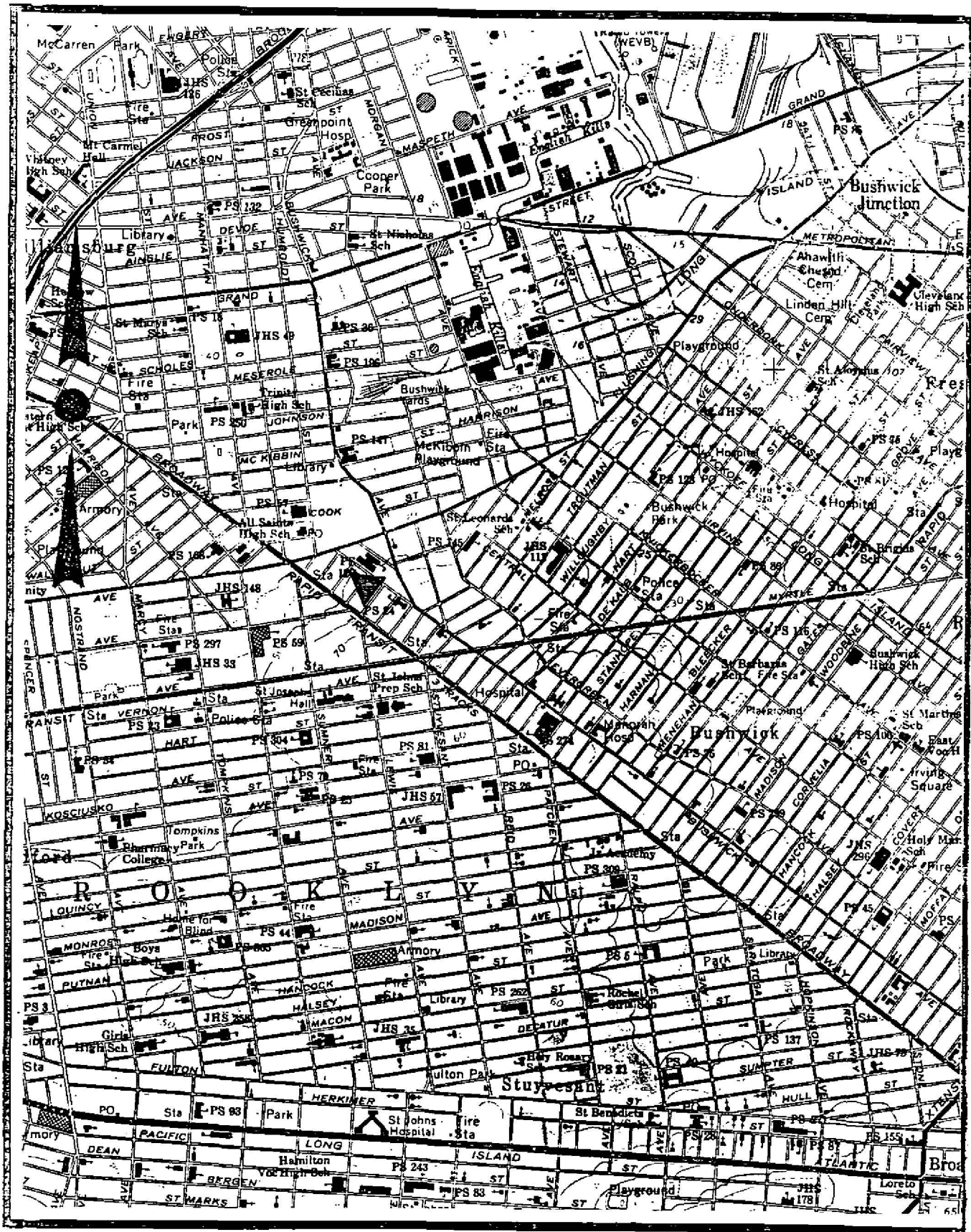
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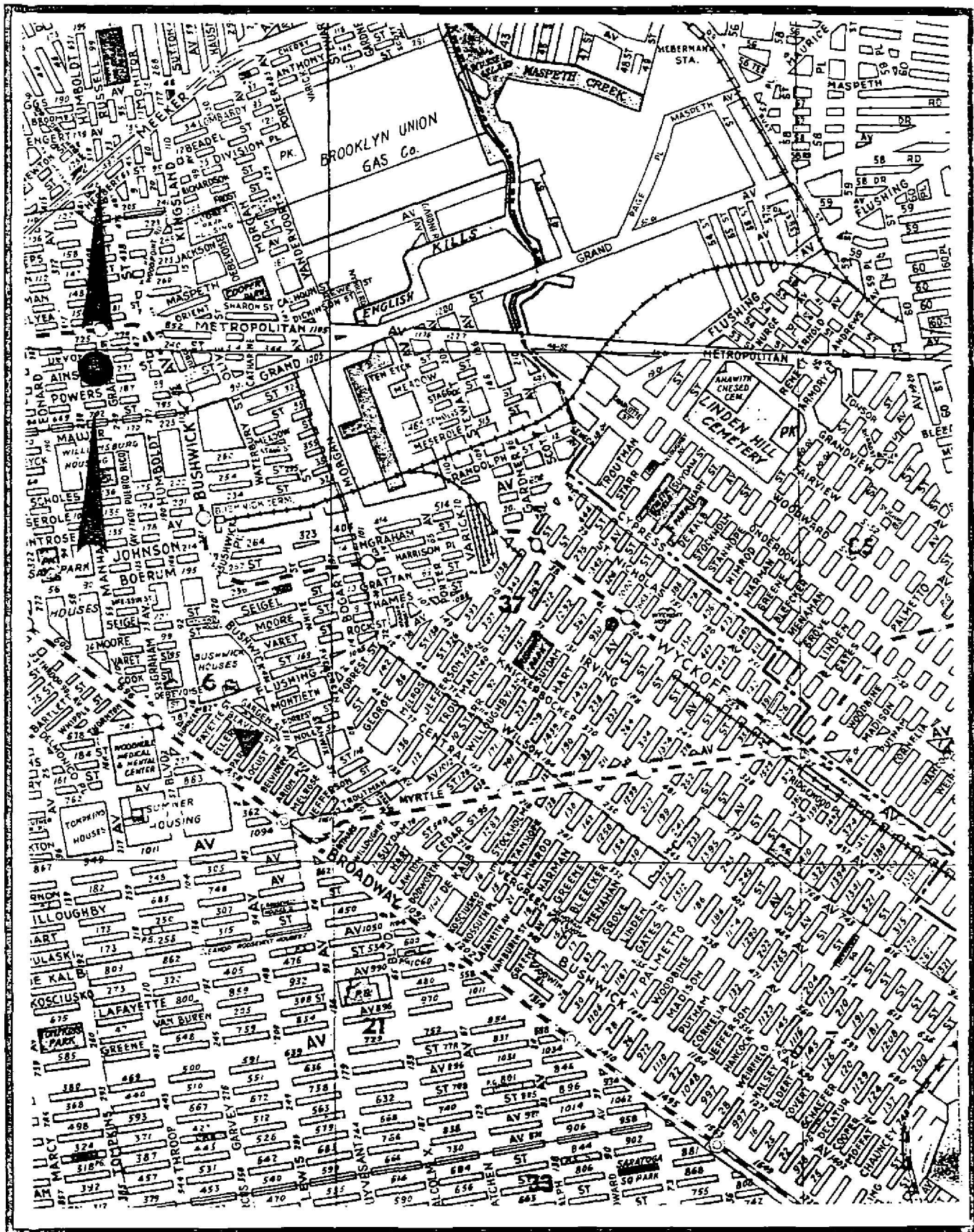
MAPS

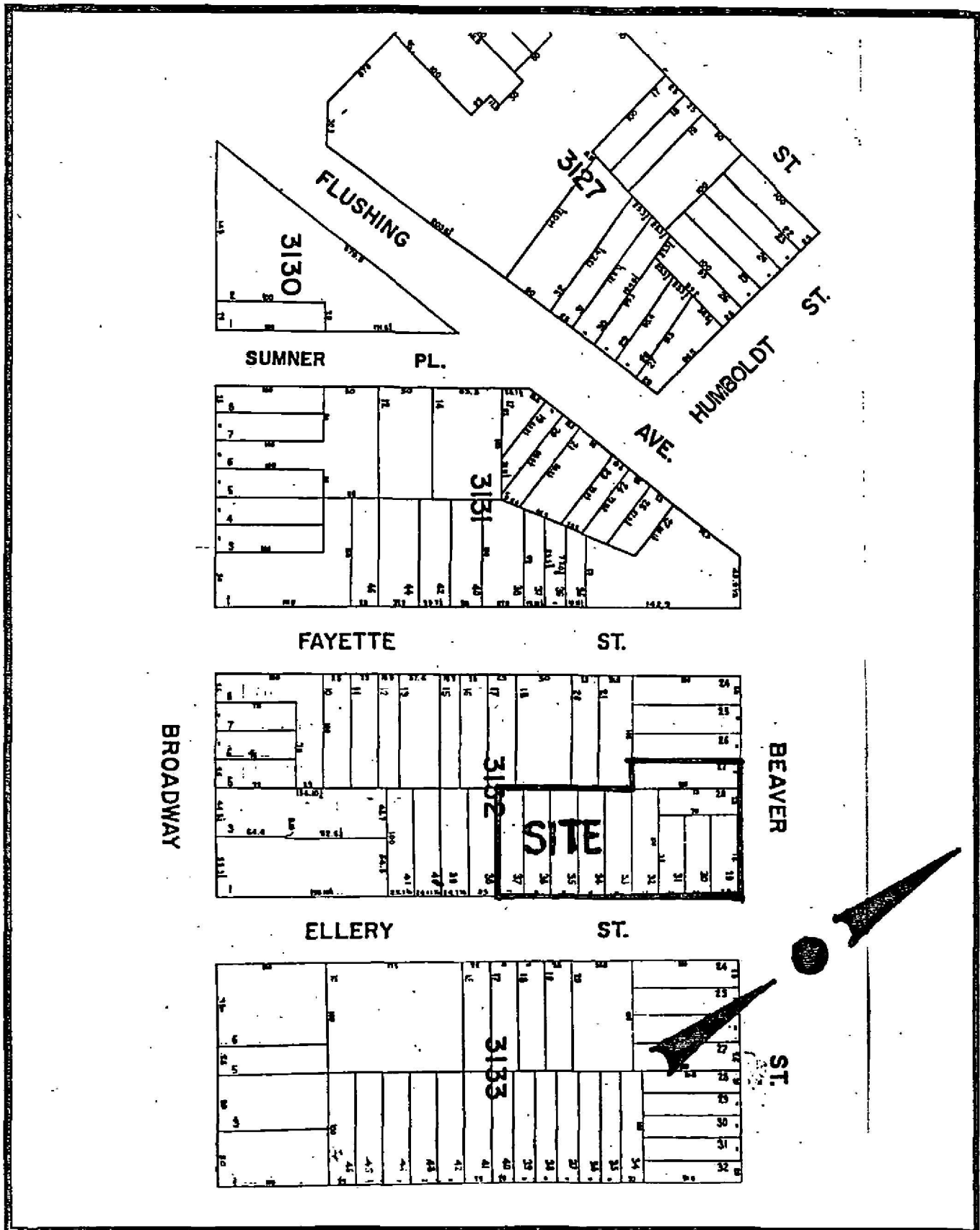
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| Map 1 | Location Map. USGS Brooklyn Quadrangle. 7.5 Minute Series. Taken 1967. Revised 1979. |
| Map 2 | Area Map (derived from Hagstrom's <i>New York City 5 Borough Atlas</i> Map 19) |
| Map 3 | Site Map. (derived from Brooklyn Tax Map). |
| Map 4 | 1844 Survey of Coast of the United States <i>Map of New-York Bay and Harbor and the Environs</i> . |
| Map 5 | Detail from Bernard Ratzer's <i>Plan of the Town of Brooklyn and part of Long Island</i> . 1766-67. |
| Map 6 | 1935 WPA Rock Line Map of the Borough of Brooklyn. 1935. |
| Map 7 | 1670 Ryder <i>Map of Long Island</i> . |
| Map 8 | 1852 R. F. O. Conner <i>Map of Kings and Part of Queens Counties, Long Island, New York</i> . |
| Map 9 | 1880 G. M. Hopkins' <i>Detailed Estate and Old Farm Line Atlas of the City of Brooklyn</i> . |
| Map 10 | 1886 Robinson's <i>Atlas of the City of Brooklyn, New York</i> . |
| Map 11 | Brooklyn Sewer Department Map of Sewer Permits for Block 3132. |
| Map 12 | 1898 E. Belcher Hyde's <i>Atlas of the Brooklyn Borough of the City of New York</i> . |
| Map 13 | 1904 E. Belcher Hyde's <i>Atlas of the Brooklyn Borough of the City of New York</i> . |
| Map 14 | 1929 E. Belcher Hyde's <i>Desk Atlas/ Borough of Brooklyn, City of New York</i> . |

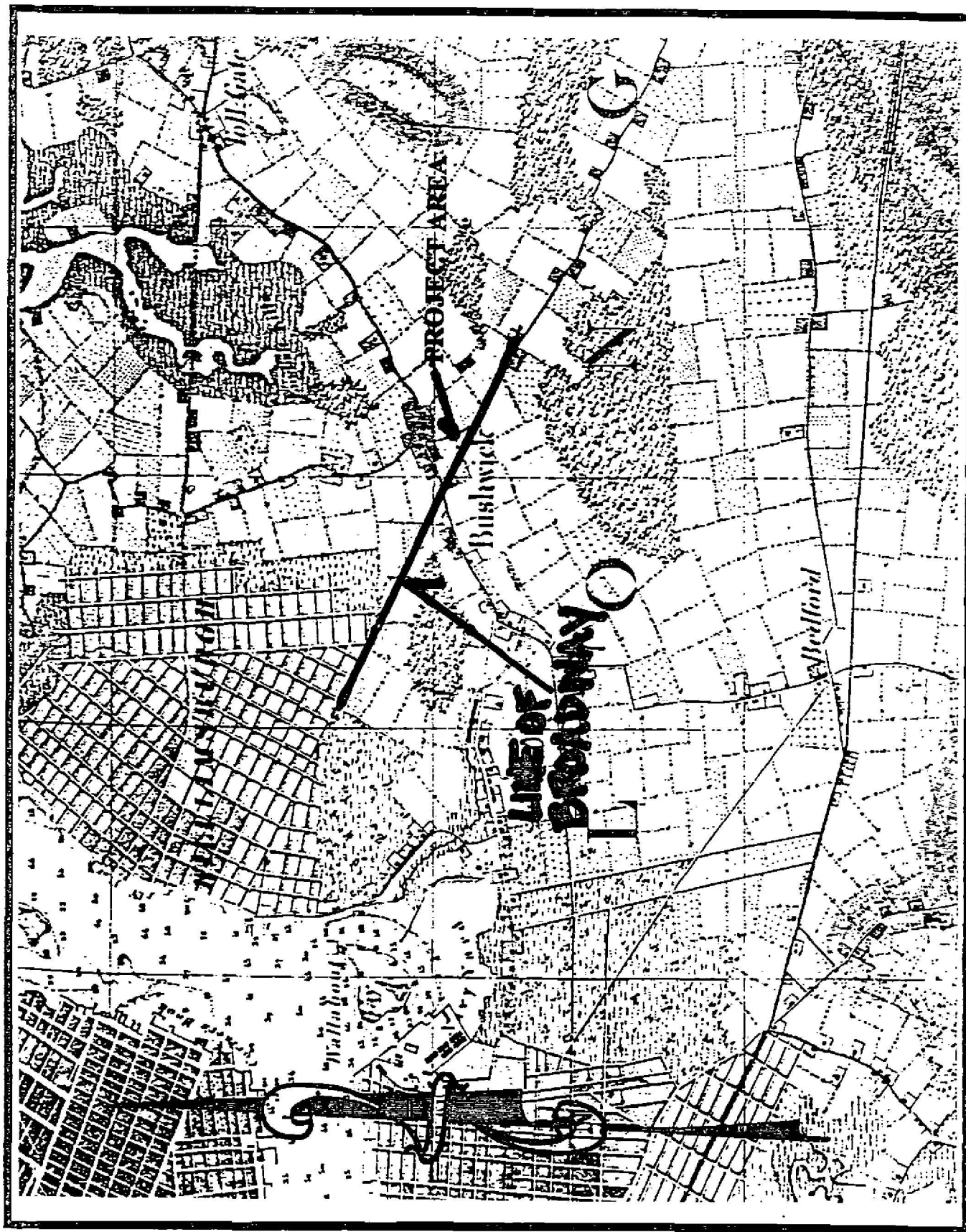
Map 1: Location Map. USGS Brooklyn Quad. 7.5 Minute Series. Taken 1967. Revised 1979. Scale: 1:24,000.

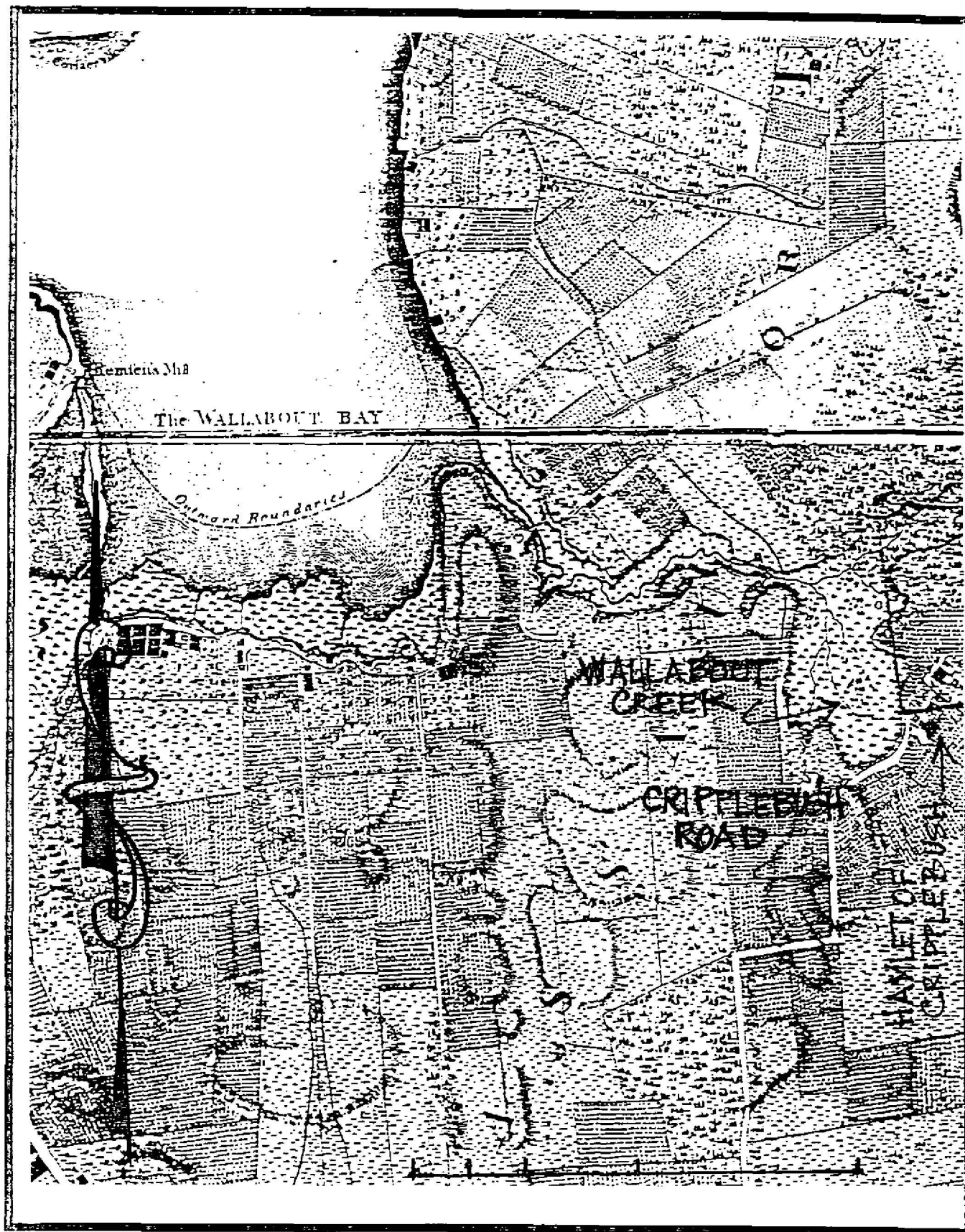
Map 1: Location Map. USGS Brooklyn Quad. 7.5 Minute Series. Taken 1967. Revised 1979. Scale: 1:24,000.

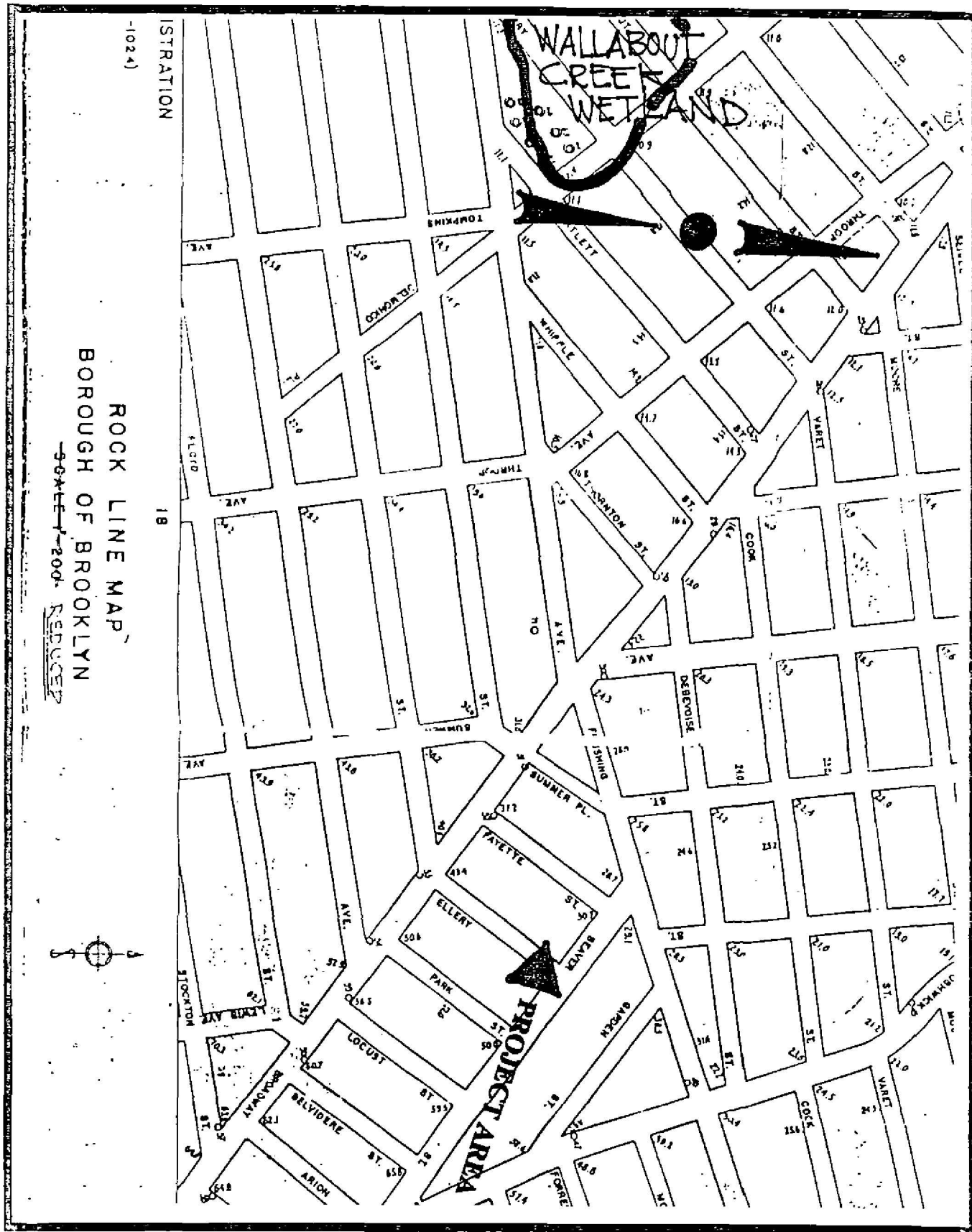




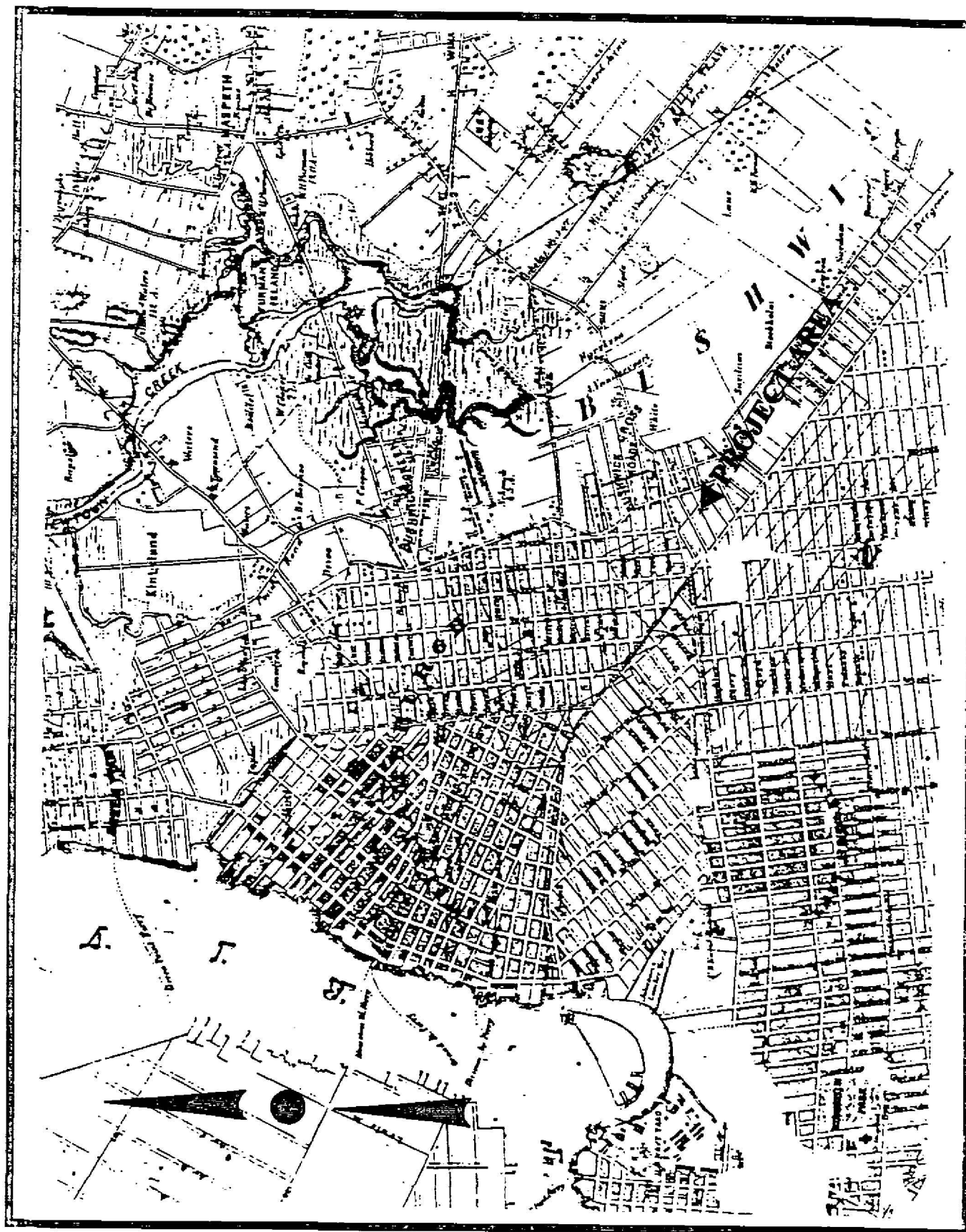


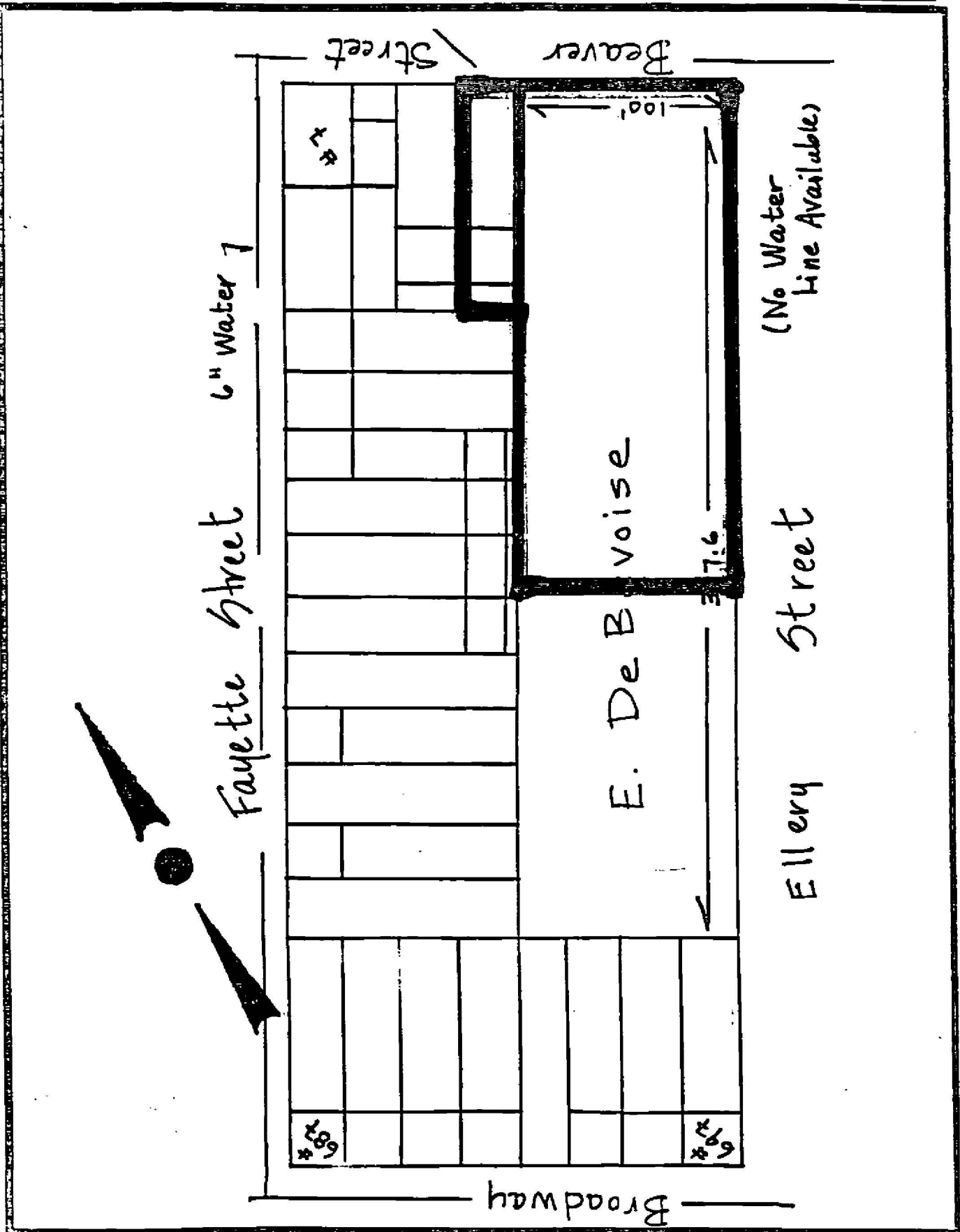


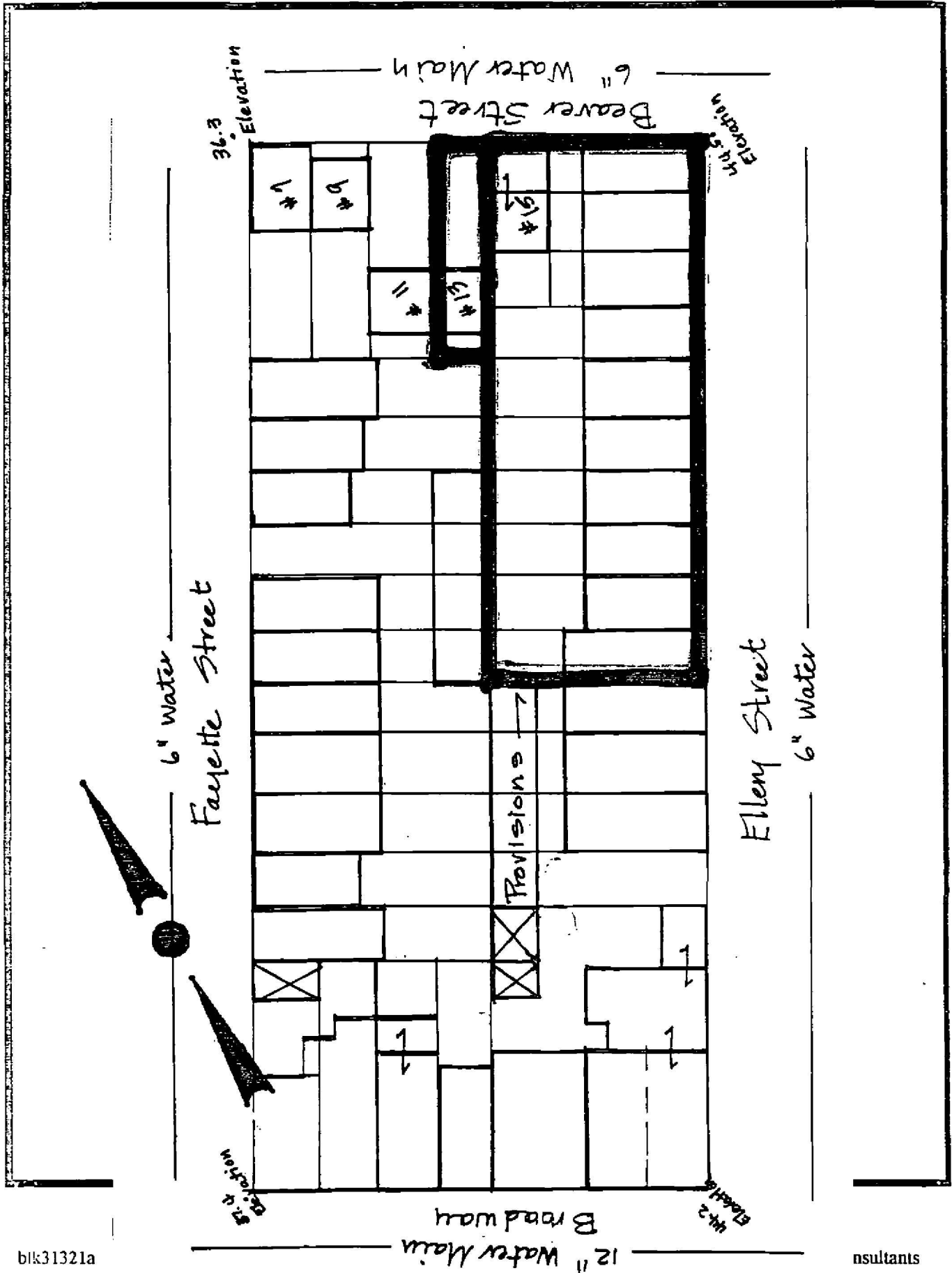


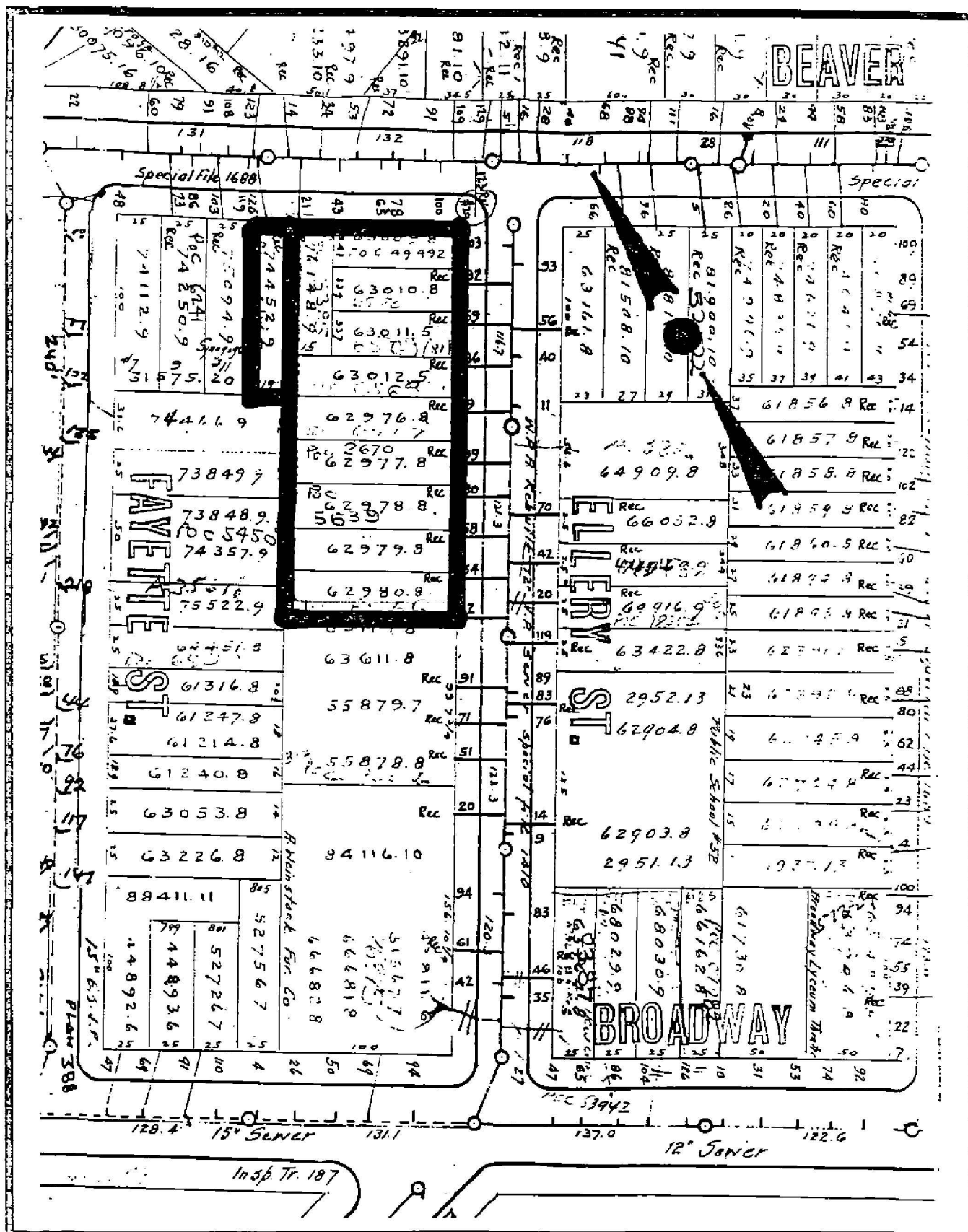


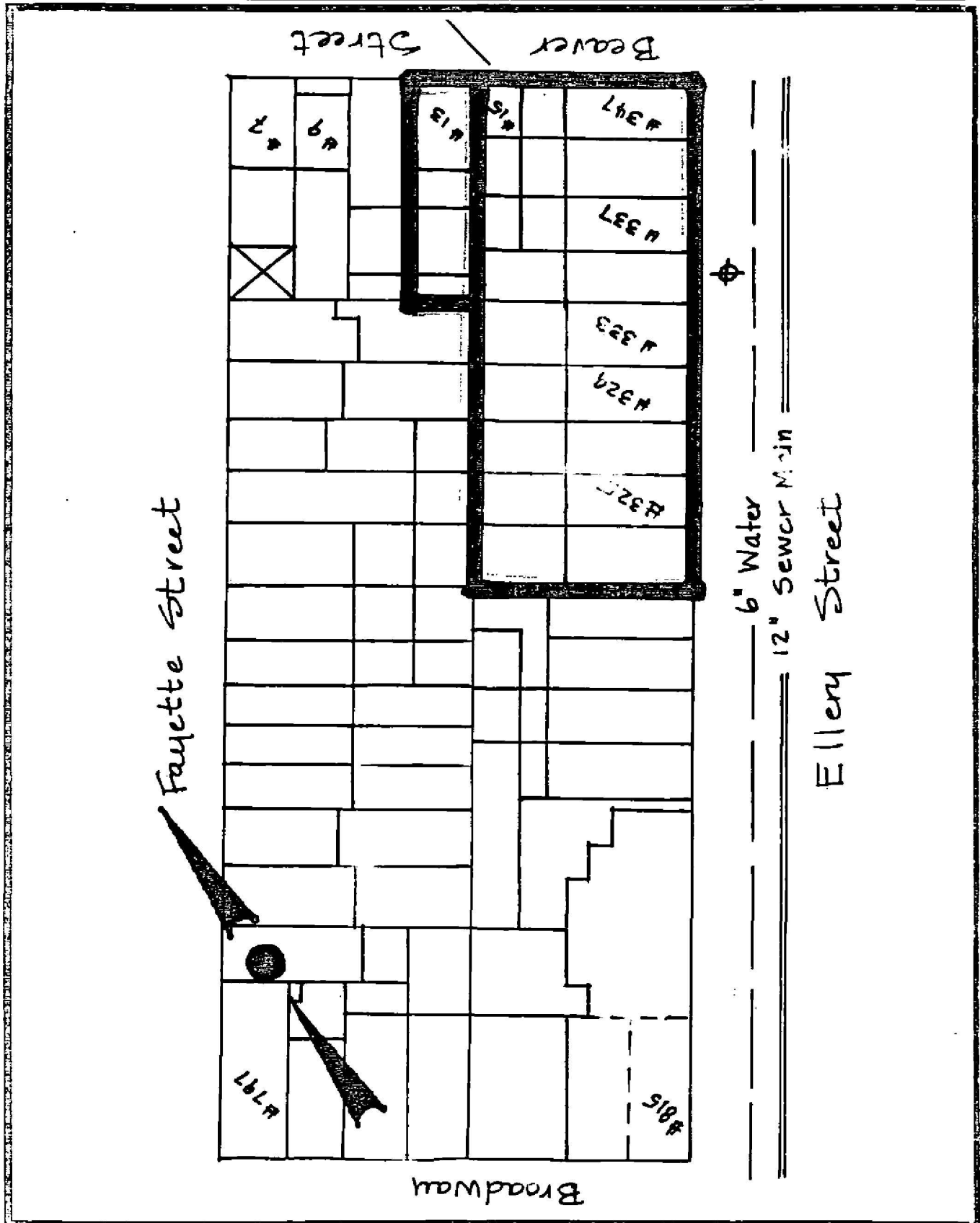


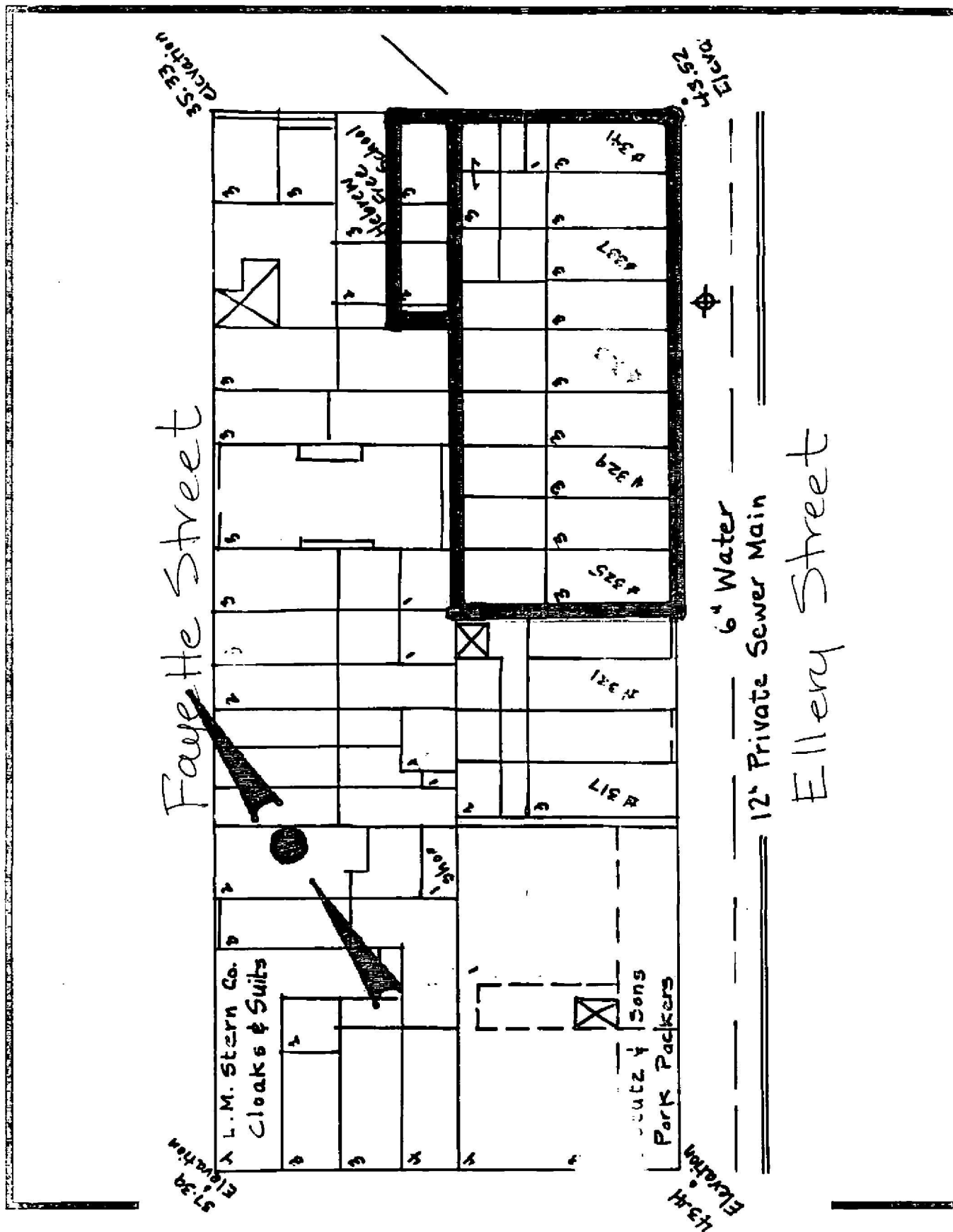


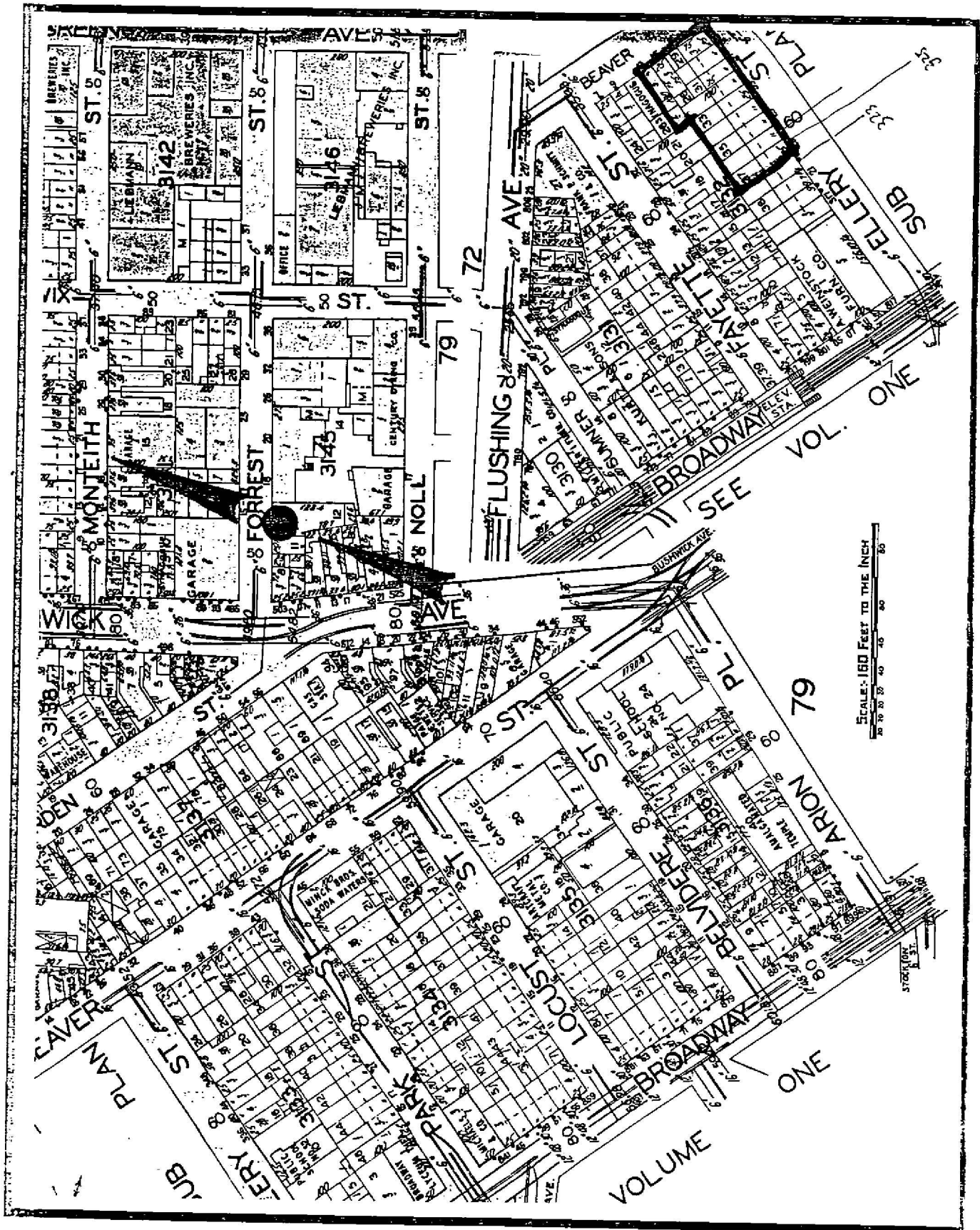












APPENDIX C

PHOTOGRAPHS

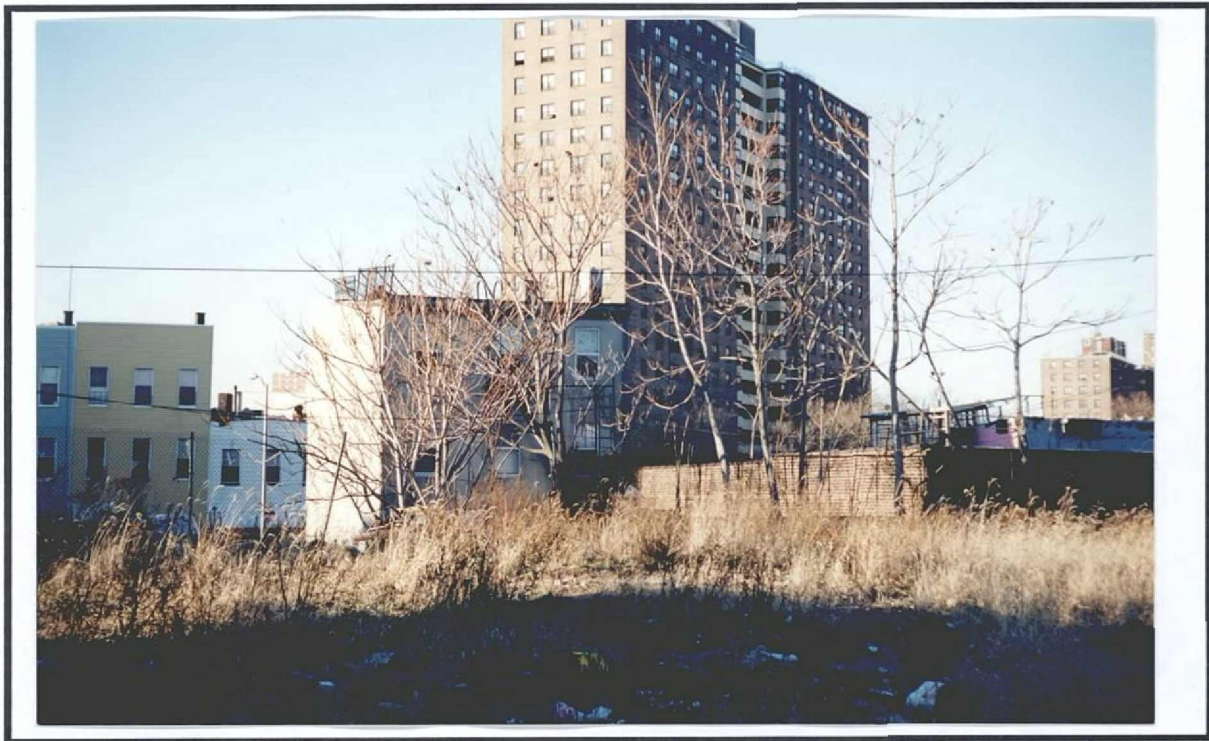


Photo 1: View to north across project area. Bushwick Houses at the intersection of Bushwick and Flushing Avenue are in the background.



Photo 2: View to south from Beaver Street looking to Ellery Street. The cyclone fencing has been torn down in this area and rubbish dumped on portions of the site.

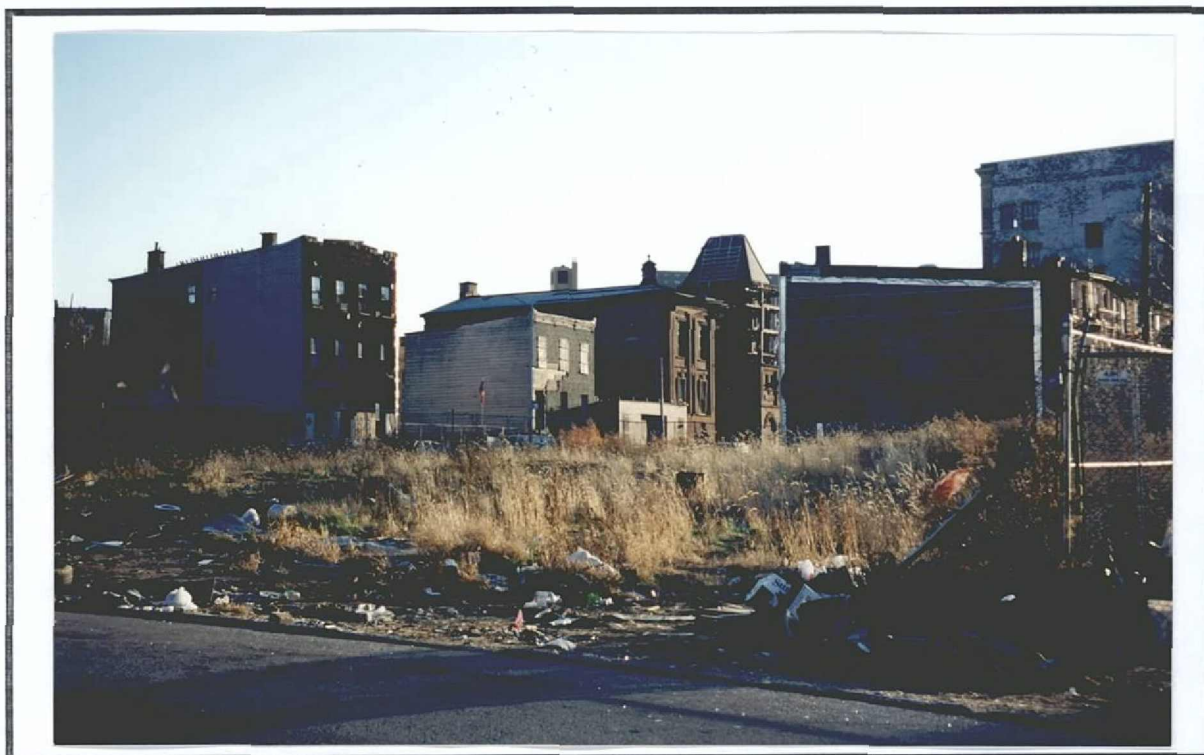


Photo 3: View to south indicating type of vegetation growing on site.



Photo 4: View west along edge of project area on Beaver Street. Off-street parking and auto repair shops are located at intersection of Beaver and Fayette Street. Rubbish has been dumped on the site.

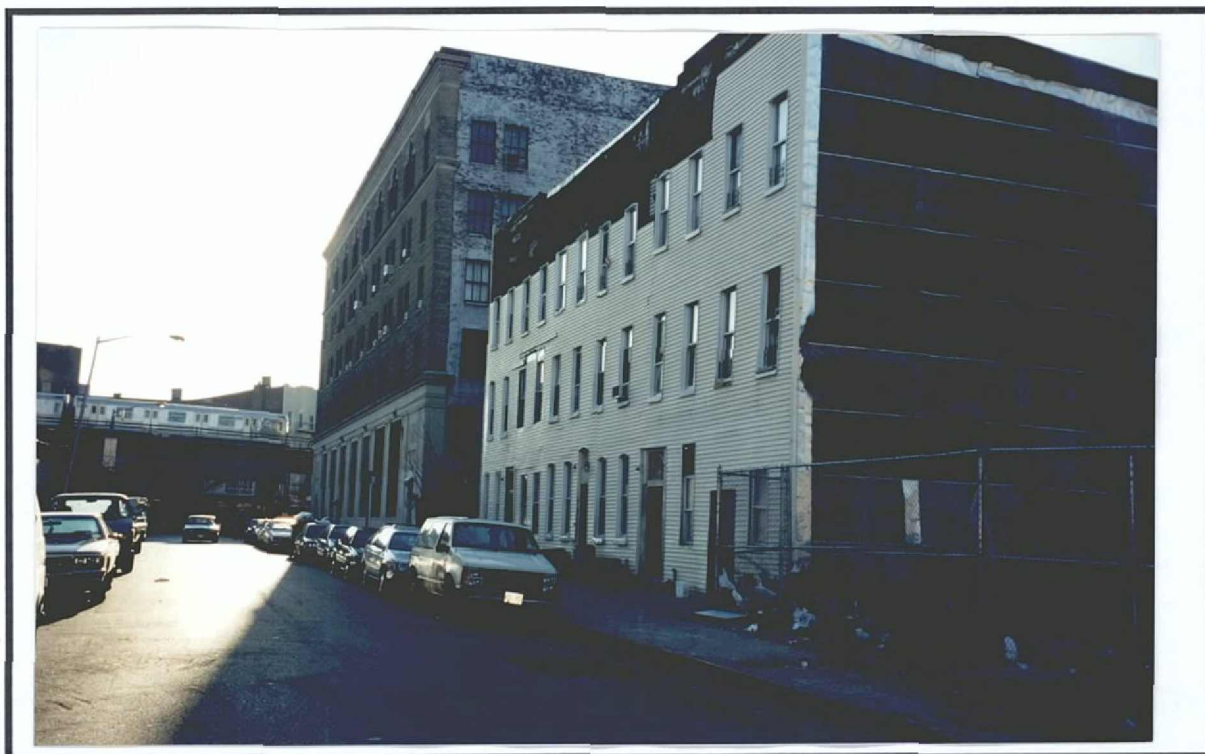


Photo 5: Deteriorated buildings stand adjacent to the project area. Though larger than the structures that stood within the project area, the general type of building is undoubtedly similar.



Photo 6: Off-street parking and auto repair shops are located on Beaver Street at the intersection of Fayette Street west of the project area.

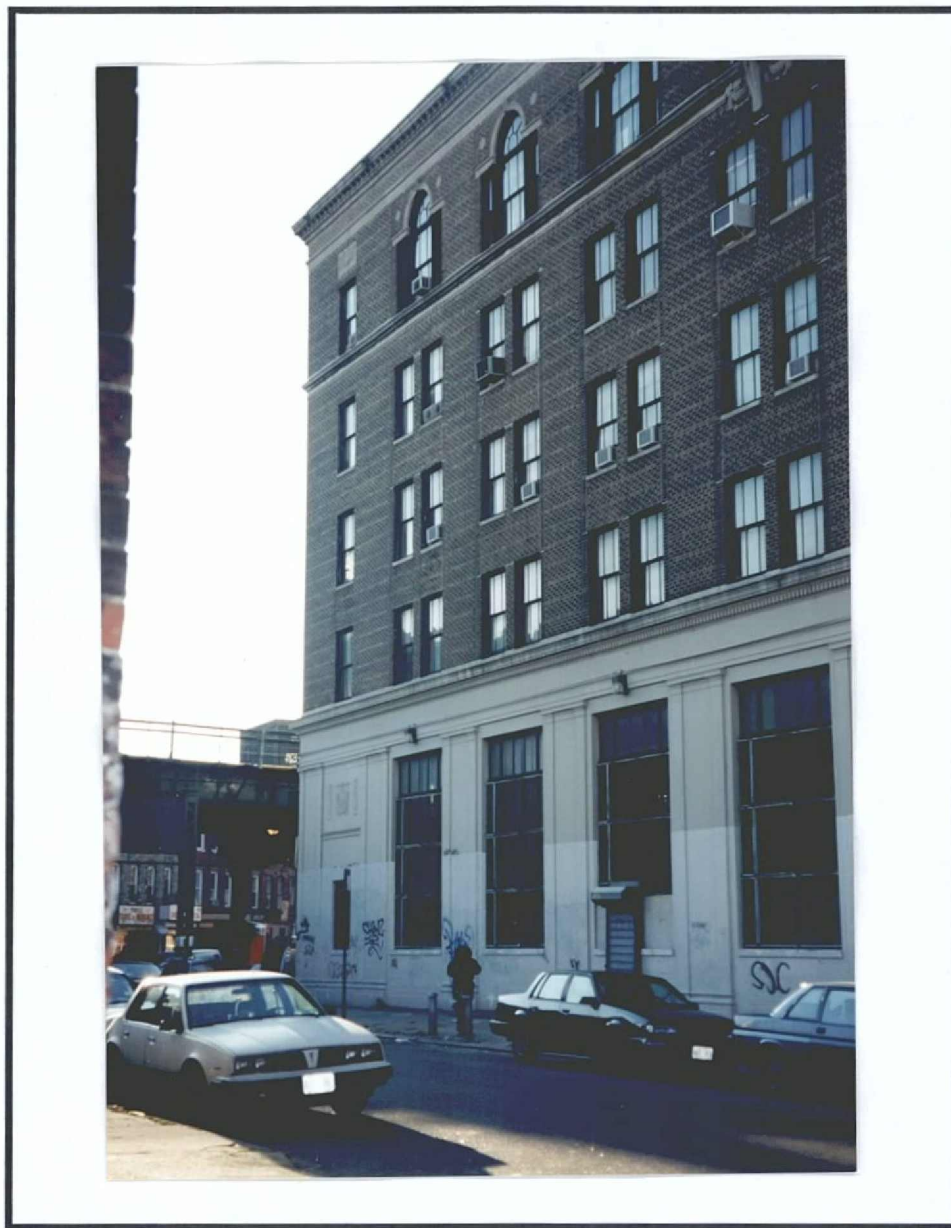


Photo 7: This building at the corner of Ellery Street and Broadway is the only modern building on the block. It was built in 1926. In the background is the elevated subway that run along Broadway.

APPENDIX D

CORRESPONDENCE

ENVIRONMENTAL REVIEW

HUD/202-K

08/30/96

PROJECT NUMBER

DATE RECEIVED

arch importance
of
The Following Properties Possess Architectural or Archaeological Significance:

349 ELLERY ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

13 BEAVER ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

B3132 L28

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

B3132 L30

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

B3132 L31

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

10/3

ENVIRONMENTAL REVIEW

HUD/202-K

PROJECT NUMBER

08/30/96

DATE RECEIVED

*no arch. importance
LJF*

The Following Properties Possess Architectural or Archaeological Significance:

B3132 L32

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

B3132 L33

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

335 ELLERY ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

331 ELLERY ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

329 ELLERY ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

ENVIRONMENTAL REVIEW

HUD/202-K

PROJECT NUMBER

08/26/96

DATE RECEIVED

no arch. importance
The Following Properties Possess Architectural or Archaeological Significance:

327 ELLERY ST

COMMENTS: LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 1993).

SIGNATURE

Daniel Pagano / for JH

09/19/96

DATE

*All properties reviewed for architecture.
No significance for architecture.*

JH