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**PHASE 1A ARCHAEOLOGICAL &
HISTORIC SENSITIVITY EVALUATION**

Ø New Foundations Site Disposition HPD
**231-239 SKILLMAN STREET
(BLOCK 1928 LOT 1-5)**

**Borough of Brooklyn.
Kings County, New York**

Prepared For:

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Introduction

The proposed project is identified as 231-239 Skillman Street in Block 1928, which is bounded on the east by Bedford Avenue, on the south by DeKaib Avenue, and on the north by Willoughby Avenue. (Map 1-2 & Fig. 1) Within Block 1928 the lot numbers for the project area are Lot 1, 2, 3, 4 and 5. Lot 5 is 213 Skillman Street. Lot 4 is 233 Skillman Street. Lot 3 is 235 Skillman Street. Lot 2 and Lot 1 and 237 and 239 Skillman Street respectively. It should be noted that the block numbers in current use replaced those used in the 19th and early 20th century. In the 19th century current Block 1928 was identified as Block 46, prior to that it was Block 3. The lot numbers in 1873 were Lot 44 (231 Skillman), Lot 43 (233 Skillman), Lot 42 (235 Skillman), Lot 41 (237 Skillman) and Lot 40 (239 Skillman). For the purposes of this report the project area will, irrespective of the time period, be identified as situated in Block 1928 and the lot numbers will be those in current use.

The proposed project, which is currently vacant and fenced, is located in an area that today combines residential buildings, light manufacturing and commercial enterprises. (Photo 1-6) The project area is located approximately ½ a mile southeast of the Brooklyn Navy Yard, in an area known historically as the Eastern District. The presence of the Brooklyn Navy Yard, which was established in the early 19th century, provided the impetus for the early development of this part of Brooklyn.

Correspondence from the New York City Landmarks Preservation Commission (LPC) has indicated that the proposed project area may be archaeologically sensitive, having the potential to yield historic archaeological resources associated with the 19th century. Based on its review, the New York City Landmarks Preservation Commission identified the potential for subsurface historic archaeological resources within the project area and requested that a documentary study be undertaken to assess the likelihood of such resources being present. In response to this request, CITY/SCAPE: Cultural Resource Consultants was retained to perform a Phase 1A Archaeological and Historic Sensitivity Evaluation for the project area.

Narrative Discussion

Prehistory of the Area

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

An examination of the 1845 U. S. Coastal Survey map showed that the study area was situated a short distance from the eastern edge of Wallabout Bay. No stream flowed across Block 1928, but prehistorically the

project area was situated overlooking Wallabout Creek, which flowed into Wallabout Bay and the East River, and the salt marsh that bordered it. For prehistoric peoples the project area's location would have provided an area from which to take advantage of the wetland and coastal resources associated with Wallabout Creek, Wallabout Bay and the salt marshes. Based on these considerations, the presence of Native American sites in the area can not be ruled out, except for the fact that Block 1928 was developed during the second half of the 19th century. The development, which included excavations for basements, would have impacted prehistoric resources that might have been located within the area occupied by the buildings. This does not rule out the possibility that prehistoric resources might be present in rear yard areas that were not impacted by development, but, in general, the potential for prehistoric resources in the developed areas in Brooklyn has proven to be low.

With the criteria outlined above in mind, information concerning known prehistoric sites in the vicinity of the project area was examined. It should be noted that no prehistoric sites are identified within the boundaries of the proposed project area. According to information obtained from surveys covering the general area and from published resources such as Parker's 1922 *Archeological History of New York*, there are several prehistoric sites located within the general vicinity of the project area. Several of them are associated with Wallabout Bay, which was gradually filled to create the land on which the Brooklyn Navy Yard is located. None of these sites, all of which were recorded early in the century, were professionally excavated (Greenhouse 1991 & 1992).

One of these sites is the village of Mareyckawick, said by Bolton to have been located near Fulton Street between Galletin and Elm Place (Bolton, 1924 in Greenhouse 1992). Another source 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, suggested by Grumet, who quotes an earlier source, is the site of present day Brooklyn Borough Hall (Grumet 1981:27 in Greenhouse, 1992). The *Mantus Map of the North River* includes the village, showing it as a long house constructed of bent wood and bark (Cohen & Augustyn 1997:29). (See Map 3) Based on this map it is not possible to pinpoint the location of the village, which appears to be northwest of Wallabout Bay, but it is possible to say that it was not located on or immediately adjacent to 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, cultural material was located on the top of a hill approximately 70 feet high that was shown on Bernard Ratzer's 1766-7 *Plan of the City of New York in North America*. (See Map 4) The hill has since been razed, but Furman states that "... the material was found in situ (down to a depth of 3 to 4 feet)." Evidence of Indian occupation included pottery, projectile points and clay tobacco pipes (Greenhouse 1991:2).

The third site noted by Arthur C. Parker as "traces of occupation" along the south side of Newtown Creek is to the north of the project area (Parker, 1922: Plate 179). This site is identified as New York State Museum Site 3613. Parker also identified the location of a village on the Manhattan side of the East River southwest of Corlaer's Hook, a place that provided one of the narrowest crossing points along the East River south of present day Roosevelt Island (Parker, 1922: Plate 192). This is identified as New York State Museum Site 4060. In addition to the sites noted above, the New York State Museum identified a site (designated NYSM 3606) located on Flatbush Avenue at the intersection of Sixth Avenue.

Based on the information presented above and an examination of the historic maps that include the project area, as well as archaeological investigations on Long Island and Staten Island, it appears that habitation sites were situated in proximity to water sources such as tidal creeks, substantial streams, and wetland areas. Upland areas, away from water, would have been used for hunting. (Smith 1950: 101) Without question the land associated with the project area would have been an attractive place for Native American peoples; however, subsequent alterations to the land, including grading and the construction of dwellings in the 19th century, make it improbable that any significant intact prehistoric cultural material would be associated with the project area.

History of Area and Map Research

To our knowledge, the first European to visit Brooklyn was Giovanni da Verrazano, who is said to have landed on Coney Island in 1527 and 1529. This was followed in 1609 by more extensive explorations undertaken by Henry Hudson. Hudson also landed at Coney Island, where the Canarsie Indians, the tribe inhabiting the western portion of Long Island, met him. Hudson's first mate, Juet, described waters teeming with various species of fish and a land of abundant fruit trees and grape vines. During the early 17th century, the Canarsie Indians sold land to the Dutch inhabitants of Kings County, of which Brooklyn (Breuckelen) was a part. It is reported that the Director-General of the West Indies Company, William Kieft, made a purchase from the Canarsies in 1638 that later became the Town of Bushwick (Armbruster 1912:18). The earliest settlers in the area, according to Armbruster, included Hans Hansen, Cornelis Jacobse Stille, and Claes Carstensen, among others. Hans Hansen purchased land from the family of Joris Rapalie, including parts of the Town of Brooklyn and Bushwick as far as Newtown Creek. Again, according to Armbruster, Joris Jansen de Rapalier's plantation, purchased in 1637, and known by the Canarsie as "Rinnegaconck", extended from Wallabout Bay as far as Nostrand and DeKalb Avenues (Armbruster 1912:19-20).

The process of land transfers continued under the English when they took over the colony from the Dutch in 1664. For a number of years settlement was limited to the shoreline, with farm land, pasture and woodlots, extending into the upland areas. Transportation during these years was principally by boat, through the road from the Village of Brooklyn, called the Wallabout Road, which followed the shoreline and approximates the route of Flushing Avenue, was established in the 17th century. The roads linking the early settlements, such as Gravesend, Flatbush, Bedford and Bushwick, undoubtedly followed earlier Indian trails.

Early historical records indicate that the land containing the project area was purchased by the Dutch West Indies Company from Cacapoteyno, Menquen and Suwirau -- representatives of the Native American tribe in possession of the western end of Long Island -- on August 1, 1638. Since Joris Rapalie's plantation is mentioned in the deed, the West Indies Company purchase clearly post-dated his. 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 Mespaechtes, and in breadth from the East River about one mile into the Cripplebush of said Mespaechtes. (Stiles 1884:80)

Rinnegaconck has been identified as an area at the mouth of a creek on the east and south shore of Wallabout Bay (the present location of the Brooklyn Navy Yard). Based on the description, the project area appears to lie within the boundaries of Rinnegaconck. The project area was later identified as part of the Skillman Farm, which included the land laying between Graham Street (now Taffee Place) and Bedford Avenue. The Skillman Farm ran from south of DeKalb Avenue northward to Wallabout Creek (Armbruster 1928:42). In 1831 the

owner was John Skillman, for whom Skillman Street is named. Armbruster reports that by 1838 Skillman Street was open from Wallabout Road to Myrtle Avenue, which forms the northern boundary of Block 1928.

Stiles described the Wallabout area as "... lowlands that were overflowed by the sea at every tide and covered with salt grass, coarse and hard to cut with a common scythe, but which cattle preferred to fresh hay or grass" (Stiles, 1884:25). As noted above, in the 17th and 18th century the Wallabout Road ran from Brooklyn Ferry to Bushwick and Flushing, hugging the shore of Wallabout Bay and providing access to the farms located along the shore. In the 18th century Wallabout Road did not cross Wallabout Creek, now subterranean, but then a substantial stream. Wallabout Road was regulated in 1805, when the Bedford and Wallabout Turnpike Company established it as the Wallabout-Newtown Road. This turnpike joined Cripplebush Road at the intersection of present-day Flushing Avenue and Throop Avenue. Until the mid-19th century this was one of the only roadways in the area. (Dikeman 1870, cited in TAMS Consultants, Inc. 1989: Table 2).

In the early days, Wallabout was a hamlet area encompassing the land between Fort Greene and Broadway and between Fulton Street and Myrtle Avenue. In 1842 there were 30 houses in the hamlet, as well as an Episcopal church on Clinton Avenue and a school on Classon between Flushing and Park Avenues (Armbruster 1923:42). Although it is clear that from the 17th century there were buildings on both sides of Wallabout Road north and west of the project area, it does not appear that any development had taken place on Block 1928 until sometime after 1850 (Armbruster 1923).

Descriptions of the appearance of Kings County and the area around the project area for the early 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, as well as the game animals and birds hunted by both the Indians and the European inhabitants. He identified the importance of the meadows and marshes that were mown for fodder, and the woods that provided timber for building, wood for the kitchens and homes of the farmers, and mast (acorns, walnuts and chestnuts) for the swine that ran free in them.

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

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

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

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

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

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

The stone house and wooden wing where they spent the night was still standing in 1866. After breakfast the next morning, 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 the Dutch. 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 1690's the residents of the various hamlets and villages had 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)

During the 18th century, Wallabout was, as noted above, one of Brooklyn's hamlets. Although Wallabout was populated from the earliest time, the plantations were located at the water's edge, with the farm fields and woodlots in the interior. No roads extended into the project area, though farm lanes may have provided access. Early maps of Long Island show no structures within the project area. The 1670 Ryder Map of Long Island Wallabout Bay and Wallabout Creek are shown, as is the road from Brooklyn Ferry to Flat Bush [sic] and the road from Bedford that crossed Wallabout Creek to Newtown Creek, but the hamlet of Wallabout and the buildings that comprised it were not included.

In the late 19th century the discovery of a map referred to as the Manus Map became "something of a Rosetta stone for the early history of Manhattan" (Cohen & Augustyn 1997:28). Cohen and Augustyn write that the map included ". . . a list of all the early settlers who had large landholdings or farms (called *boweries* by the Dutch) just fifteen years after initial settlement" (Cohen & Augustyn 1997:28). Wallabout Bay and Wallabout Creek are shown, though not identified. There is a path shown running from Gravesend, an English settlement, to the south side of Wallabout Creek, but it does not appear that it crossed the creek. An Indian village is shown on the northwestern side of Wallabout Creek and there are several houses shown in the area of Red Hook; other Indian long houses are shown near Coney Island and Gravesend. At that time, two plantations are shown on the north side of Wallabout Creek – one identified as "Plant[ation] van Gregeorysyn", the other, located further inland, belonging to two persons whose names are illegible. No owner's name is shown for the

land where the project area is located, and, although we know that Rapelie had purchased the land, it is assumed that in 1639 no settlement had been made there. (Map 3)

By the end of the 18th century, we have the Ratzer map, entitled *The Plan of the City of New York*, which shows Wallabout Bay as a horseshoe shaped cove with a substantial stream flowing into it. That stream, known as Wallabout Creek, was also called Runneconck (various spellings) by the Indians. It had extensive wetlands and numerous tributaries, which are shown in some detail on the map. At the southern end of Wallabout Bay was Remsen's Mill and the dam that retained the tidewaters that powered the mill. Brookland [sic] Ferry was a significant hamlet, with buildings lining both sides of present-day Flatbush Avenue.

For our purposes, Ratzer's map shows the distribution of the farmsteads in the vicinity of the project area -- as has been noted, these generally hugged the shoreline, with their farm fields, pastureland and woodlots extending southward. The hamlet of Wallabout is shown on the map as six small dark squares, with several buildings located to the north on the east side of Wallabout Road. These buildings were all north of the project area, which is shown as an open area lightly covered with shrub that is situated on a rise overlooking Wallabout Creek. To the northwest and the east there were farm fields, while the land to the south was wooded. Importantly, no structures appear in this area. (Map 4)

After the Battle of Brooklyn in the summer of 1776, Brooklyn and eastern Long Island were in the hands of the British for the remainder of the American Revolution. Maps from this period, including the *British Headquarters Map* (hung in the War Office in London and published as a facsimile in 1900), show Fort Greene and the series of earthen works extending south and west, providing protection for Wallabout and the shore along the East River. (Map 5) None of these earthworks, which extended eastward toward the Cripplebush Road (the Road to New Towne), impacted the project area. There were also fortifications that ran south and east, crossing the road from Brooklyn Ferry to Flatbush. Other fortifications ran from south of Remsen's Mill to protect the heights of Brooklyn and the interior hamlets. With the exception of Brooklyn Ferry and the fortifications, no structures are shown on this map. The Remsen's Mill dam is included on the map, but the mill itself is not shown. The extent of the tidal flats that ringed Wallabout Bay are clearly indicated, but the prison ships that were moored there are not.

Wallabout Bay was the location of a number of ships, including the notorious prison ships in which many hundreds of American soldiers died, following which their bodies were dumped along the shores of the bay. There they remained until they were gathered together in the 19th century and deposited in the crypt below the columnar monument erected in Fort Greene Park, on the site of Fort Greene. The road along Wallabout Bay and several farm lanes that provided access to the interior are included, as well as a number of paths or roadways connecting Bedford with the road to Brooklyn Ferry and Wallabout. The project area would be located on the right hand edge of the map. Several roads and farm lanes are shown in the general area, but it is not possible to further identify the project area.

During this period of occupation, despite being protected from the ravages of further battles, the inhabitants of Brooklyn suffered great deprivations. The description provided by Stiles matches in many details descriptions of Manhattan and the Bronx, which were also held by the British, and southern Westchester, called in those days, the Neutral Ground. According to Stiles, Brooklyn, which, during the war, had been wholly military ground, presented a sadder scene of desolation than any other town in Kings County.

In 1786, after the occupation of the British, free range had been given to the pillaging propensities of the soldiery. Farms were 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 re-established. On March 7, 1788 Brooklyn became a town under the laws of the New York State Legislature. At that time the Town of Brooklyn contained seven hamlets: The Ferry, Red Hook, Brooklyn, Bedford, Gowanus, Cripplebush, and Wallabout. Despite its designation as a hamlet, Wallabout remained relatively unpopulated until the establishment of the Brooklyn Navy Yard.

In 1801 the United States Government purchased several private shipyards located on the southern side of Wallabout Bay, and began to use the area for the repair and resupplying of ships during the War of 1812 (Palisi:32 in Historical Perspectives, Inc., 1991). It is in direct response to development at the U. S. Navy Yard that the area around Wallabout Bay began to be developed. Wallabout Road was regulated in the early years of the 19th century and opened as Nassau Street in 1819 (Dikeman, 1870: 90). Today it corresponds in a general way with Flushing Avenue; although present-day Flushing Avenue is located west of the 18th century roadway on land created when the tidal flats that bordered Wallabout Bay were filled. At that time this area was decidedly rural, with only a few houses along the main road. Armbruster describes Wallabout in 1825 as containing 10 farmhouses and a few dwellings in the hamlet, with the remaining district consisting of fields and trees. Block 1928 would be located in the area of fields and trees.

In 1884, Stiles writing of the area in 1830 described “. . . a few dwellings along Flushing [Avenue]” (Stiles 1884: 145), and Samuel Barnes, writing in 1888, still described “. . . a rural community relatively unchanged since the beginning of the century” (Cited in Pickman & Dublin 1989: 21).

In 1834 Alexander Martin produced the *Map of Brooklyn, Kings County, Long Island*, which includes a detailed map of the U. S. Navy Yard. At the time Wallabout Bay was still ringed with tidal marshes, having not yet been filled to create additional space for the Brooklyn Navy Yard. On the north side of Wallabout Road there were a series of buildings, including the Toll Gate of the Williamsburgh-Newtown Turnpike (the old Wallabout Road). On the south side of Wallabout Road there were also a number of buildings, including several located on a farm lane that corresponds with present-day Oxford Street. As noted above, in the 1830s development had not yet taken place south of Mytle Avenue and no structures would be expected within the project area.

A map of the *City of Brooklyn and the Village of Williamsburgh* was produced by John S. Stoddard in 1839. The map indicates that the borders of Wallabout Bay were dry at low tide and that a channel varying in depth from 17 to 30 feet had been dredged to allow access to the Navy Yard, which was still limited to the south side of Wallabout Bay. Just beyond the channel were two mooring blocks that permitted ships to lie in the bay, and a lighthouse built on a stone block at the entrance to the bay. The entrance to the Navy Yard was

blk1928

from the south (York Street) through a gate beside which there was an ornamental garden. There were several buildings, including a "Lyceum," as well as two dry docks. A remnant of the Remsen Mill Pond remained as a sheet of open water accessed by a narrow canal. East of the pond was the City Park, while east of Park Avenue was a cemetery. Flushing Avenue is shown on this map as an extension of Nassau Street (which ended at the Brooklyn City line). It is likely that Flushing Avenue had been laid out on paper, but that it had not yet been opened, since portions of Wallabout Bay infringe on it. The old route of Wallabout Road is included on this map as a dashed line, indicating that it had been or was being closed. Again, although the area around the Navy Yard was being developed, the development had not yet extended south of Myrtle Avenue. Even when street were opened, it did not mean that an area underwent immediately development. Skillman Street was plated, but in 1840 had not yet been opened between Myrtle Avenue and Willoughby Street.

In 1855 M. Dripps published a *Map of the City of Brooklyn, L.I.* that shows that by the 1850s, the hamlet of Wallabout was growing. The 7th Ward Hotel stood on the north side of Flushing Avenue at Taafe Place (formerly Graham Street), and Keenan's stage company was located at Flushing and Taafe Place. By this date, other facilities in the area included distilleries, iron foundaries, sailmakers, ropewalks and public institutions, including the U. S. Marine Hospital, churches, schools, the orphan asylum and the city park. This development was directly related to the expansion of the Navy Yard. The 1855 map indicates Block 1928 was owned by John Skillman, but, despite Skillman Street being named, there is no indication that any portion of Block 1928 had been developed.

The Dripps' 1872 *Map of Kings County with Parts of Westchester, Queens, New York & Richmond Counties, showing farm lines and soundings, etc.* includes the project area, which was now identified as part of Ward 7. The project area is shown on this map as part of the Skillman Farm, which, as we know from Armbruster, extended from south of DeKalb Avenue between Graham Street (now Taffee Place) and Bedford Avenue and ran northward to Wallabout Creek (Armbruster 1928:42). No details are provided on this map, making it impossible to determine if any development had taken place by this date. We know from other sources, specifically the records of the Brooklyn Sewer Department, that houses had been built on some of the lots within the project area between 1868 and 1869. By this time a 48" sewer had been laid in Willoughby Street, and it is assumed that water was also available, since plumbing could not operate without water. The Brooklyn Sewer Department records (Book K) for the lots within the Block 1928 project area are as follows:

Street Address	Owner	Sewer Connection	Date
231 Skillman	A. Schwartzman	27803.4	1869
233 Skillman	L. F. Peasle	28339.4	1870
235 Skillman	W. F. Grant	28327.4	1869
237 Skillman	Kirkpatrick	28326.4	1869
239 Skillman	Frank Phillips	28410.4	1870

From this we know that houses had been built within the project area, but it is not until 1887 that individual structures are shown on the lots in Block 1928, by which time the lots had been occupied for almost 20 years. By that date all of the lots in the project area had been developed. (Map 6) The buildings are described on the Sanborn Insurance Map as 3-story dwellings. The street numbers for the lots within the project area were by then, as they are today, 231-239 Skillman Street. Based on the Sanborn map, it appears

that the houses, which stood on lots that were 20 feet wide and 100 feet deep, were virtually identical. The buildings are identified as 3-story structures with a 1-story rear extension that spanned the width of the house. The houses were set forward on the lots, so that they would have presented a uniform façade at street level. No rear yard structures are shown on any of the lots within the project area. Although Block 1928 was primarily residential, there was a 1-story building in mid-block that was identified as a shed; it is possible, but not certain, that this was a stable or similar enterprise. The buildings on DeKalb combined residential and commercial, with stores located on the ground floors. The buildings at the corner of DeKalb and Skillman are specifically identified as "Phillips B'lds". Frank Phillips was also the owner of 239 Skillman Street at the time that the house was connected to the sewer. This suggests that 239 Skillman Street was not owner occupied. At the other end of the block, on Willoughby, was the T. D. Hudson Coal and Wood Yard. It was a substantial business that occupied much of the Willoughby frontage.

The Hyde & Company produced the *Atlas of the Brooklyn Borough of the City of New York* in 1898, the year of consolidation. At this time the lot numbers on Block 1928 were changed as follows:

Address	Current Lot	Old (Ward) Lot
231 Skillman Street	Lot 5	Lot 44
233 Skillman Street	Lot 4	Lot 43
235 Skillman Street	Lot 3	Lot 42
237 Skillman Street	Lot 2	Lot 41
239 Skillman Street	Lot 1	Lot 40

The previous lot numbers are important when examining the assessment records, which are a help in determining when the property was first developed.

The 1887 map shows the lots in the project area were about 20 feet wide and 100 feet deep, and that all the houses were wood frame on stone foundations. The houses were, as noted, 3-story dwellings with 1-story rear extensions. No structures were located in the rear yards of any of the buildings within the project area. The elevations on the block were recorded: at the northwest corner of Skillman and Willoughby the elevation was 53 feet above mean sea level (AMSL), at the southwest corner it was 48 AMSL, while the southeast corner was 44 feet AMSL and the northeast corner was 44 feet AMSL. The map further indicates that in 1887 there was a water main in Skillman Street, with an indication of fire hydrants at each end of the block. No sewer line is shown, but the Sanborn map was intended for fire insurance purposes, but we know from the dates that the sewer connection was made that the sewer line was in place by 1868. Map research indicates that there was a 6" water line and a 12" sewer line in Skillman Street (Hyde & Company 1898). The 1898 Hyde & Company map shows that, with the exception of 231 Skillman Street, where a rear extension had been built, the houses within the project area remained unchanged from 1887.

The 1904 map shows that the houses within the project area were unchanged from 1887. (Map 7). The 1918 and 1929 maps show the same configuration as the 1904 map. (Map 8) The 1929 map indicates that the coal and wood yard was now the Auto Car Sales Service Co., Inc. Several lots on Bedford and Skillman

were now occupied by 4-story tenement building, with both "old law" and the dumb-bell shaped "new law" being represented.

The buildings are essentially unchanged between 1935 and 1979. A search of the property records for 231, 233 and 235 Skillman Street indicate that between 1979 and 1990 New York City took title to the lots. There were additional property transfers, but eventually the project area became the property of the City of New York. In 1980, the Sanborn map shows that 239, 237 and 235 Skillman Street were vacant lots, but the houses at 233 and 231 Skillman were still standing. Sometime between 1980 and 1982, the lot at 233 Skillman also became vacant, leaving only 231 Skillman standing. By 1987 the Sanborn map indicates that all of the houses within the project area had been removed. (Map 9)

Analysis of Assessment and Census Records

Assessment records for the lots within the project area on Block 1928 were examined at the New York City Municipal Archives. Census data was examined for 231-239 Skillman Street, but with fewer results than those obtained for the Block 1914 project area. The only United States Census that produced any results was the 1870 United States Census, which showed that Frank Phillips, Elizabeth Kirkpatrick and William Grant owned the houses in which they lived. The property at 233 and 231 Skillman Street were occupied in that year, but not by the persons who owned the property. None of the names listed as owners of the project area appear in the 1860 census, nor in any subsequent censuses.

239 Skillman Street (Lot 1)

The records show that 239 Skillman Street (Lot 1), the most southerly house in the project area, was described in the Assessment Records as a 3-story wood frame house with a basement. In 1876 it was assessed at \$2,500.00; 11 years later it was assessed at \$2,800.00. According to the records of the Brooklyn Sewer Department, the house was connected to the sewer in 1870, when Frank Phillips was recorded as the owner of the property. However, it is Emma, rather than Frank Phillips, who appears in the assessment records as the owner of the property from 1873 and 1876. It is not entirely clear that the connection to the sewer took place at the time that the house was built, but, since it has not been possible to locate census data for the lot in 1860, it seems likely that the sewer connection was made at that time.

The census information for 1870 indicates that Frank Phillips lived at 239 Skillman Street with his wife, Emma, the owner of record. Both Frank and Emma Phillips, who were in their early 20's, were born in New York State of parents who were also native born. By 1880, although Herman Phillips owned 239 Skillman Street, but he no longer lived there. In 1870 there were other occupants of the house, specifically Edward Miller (42), his wife (37), and two daughters (13 & 8). Miller had been born in Maine, as had the other members of his family. Miller was a flour salesman, whose net worth was not reported, while Frank Phillips was a builder with real estate valued at \$7,000.00. The 1887 Sanborn Fire Insurance map indicates that the five buildings on the corner of DeKalb and Skillman were also owned by Phillips, being identified on the map as the "Phillips Buildings." (See Map 6)

237 Skillman Street (Lot 2)

The records for 237 Skillman (Lot 2) indicated that, like 239 Skillman Street, it was a 3-story wooden house with a basement. It was connected to the sewer in 1869, when Elizabeth Kirkpatrick was the owner of the property. Elizabeth Kirkpatrick owned the property between 1869 and 1899. An examination of the census data for 1870, the only year that Elizabeth Kirkpatrick was found, indicates that she was in that year 35 years old and a widow. She was born in Pennsylvania of foreign born parents. Her occupation is not noted, but presumably she was "keeping house." The house was also occupied by John Kirkpatrick, 78 years of age and a widower, who was presumably her father-in-law. He had been born in Ireland. There were two sons, John and James, who had both attended school within the last year. Both had been born in Pennsylvania. Elizabeth Kirkpatrick's real estate was valued at \$7,000.00. The assessment of the property increased from \$2,700.00 in 1876 to \$2,800.00 in 1887.

235 Skillman Street (Lot 3)

235 Skillman Street (Lot 3) was described in the assessment records as a 3-story wooden house with a basement. In 1873 it was assessed at \$2,700.00; this rose to \$2,800.00 by 1887, but then remained constant through 1899. The house was connected to the sewer in 1869, when William F. Grant owned the property. Ownership had passed to H. N. Grant by 1873; he continued to own the property through at least 1899.

The Grant family appears in the 1870 Census, but could not be located in the 1860 or 1880 census. It is possible that they had moved from the house, but the name does not appear at another address in Brooklyn, so their whereabouts is unclear.

In 1870 William Grant, then 38 years old, was married to Harriet, age 36. Both husband and wife has been born in Connecticut of native born parents. William Grant's occupation is noted, but the handwriting is illegible. The Grants had three children, Nellie (8), Frank (6) and Frederick (3), all of whom had been born in Connecticut. Nellie had attended school within the last year, but both younger children were at home. William Grant had real estate valued at \$7,000.00. The fact that the property passed to H. N. Grant suggests that Harriet, William's wife, inherited the house.

233 Skillman Street (Lot 4)

The house at 233 Skillman Street (Lot 4) was also described as a 3-story wooden house with a basement. It was connected to the sewer in 1870, when L. F. "Peasle" (handwriting illegible) owned the property. Ownership of the property passed to F. Reed by 1873, and to the trusteeship of Lewis B. Reef in 1879. Lewis B. Reed continued in the capacity of trustee until 1896, when the property was sold to Margaret A. McConnor for \$3,700.00. Like the other houses within the project area, 233 Skillman was assessed at \$2,700.00, which had risen to \$2,800.00 by 1887. The assessment remained at \$2,800.00 for the rest of the century.

No census records for the residents of 233 Skillman Street were located for 1860, 1870 or 1880, so it is not known whether the house was owner occupied or leased to tenants.

231 Skillman Street (Lot 5)

The house at 231 Skillman Street (Lot 5) was also described as a 3-story wooden house with a basement. It was connected to the sewer in 1869, when A. Schwartzman owned the property. Ownership of the property passed to Frederick Lohman in 1883, when he purchased the house for \$4,000.00. Lohman retained the property through at least 1899. Like the other houses within the project area, 231 Skillman was assessed at \$2,700.00 in 1873, which had risen to \$2,800.00 by 1887. The assessment remained at \$2,800.00 for the rest of the century.

No census records for the residents of 233 Skillman Street were located for 1860, 1870 or 1880, so it is not known whether the house was owner occupied or leased to tenants.

Conclusions and Recommendations

Prehistoric Sensitivity

Based on the environmental models promulgated by the New York City Landmarks Preservation Commission and the New York State Museum Archaeological Site Files, the project area would be considered to have a high potential to yield prehistoric cultural material. As noted, Wallabout Bay and its associated salt marshes were located immediately west of the project area – both of which substantially increase the prehistoric potential of the project area. The presence of an Indian village a short distance to the south must also be taken into consideration; there is no indication that the settlement encroached on the project area, but its presence could increase the likelihood that the tidal marsh was frequently visited by prehistoric peoples. Based on a comparison on historic and current elevations in the immediate area, it does not appear that substantial grading has taken place on the site, however the regrading that would have been associated with the closing of Wallabout Road might have had an impact on any resources within the project area. While regrading could have protected resources had they been present on the project area, subsequent episodes of building in the 19th century, and the disturbance associated with the demolition of the structures in the 20th century would have effectively removed the potential of the site to yield significant, intact prehistoric cultural resources.

Historic Sensitivity

Based on documentary research, including an examination of historic maps and atlases of the area, census and assessment records, and records at the Brooklyn Sewer Department, it is concluded that the project area does not contain the potential to yield significant historic archaeological resources dating from the 17th or 18th centuries. The 1636 Manutus map indicates that the project area was farmland and contained no structures. Ratzer's 1766-7 *Plan of the City of New York in North America* (See Map 4) confirms that no structures were located within the project area, which continued to be shown as farmland, here planted with trees.

By the mid 19th century development was taking place in the Eastern District near the Brooklyn Navy Yard; however, our map research, along with the evidence of the assessment and census data, suggests that no development took place within the project area until after the time that both water and sewer were available. In some areas of Brooklyn, water preceded the installation of sewers, but in other areas we have seen that water and sewer were installed at the same time. Water was needed to operate plumbing, whether it took the form of a school sink or some other type of arrangement, so we may assume that water had been installed by 1868,

when we know that a 48" sewer existed in Willoughby Avenue. We know from other sources, that there was a 6" water main and a 12" sanitary sewer line in Skillman Street, and it is likely that these were installed at the same as the 48" sewer in Willoughby Street. Certainly, water and sewer were available in 1869, when three out of the five houses were connected to the sewer, the exceptions, 233 and 239 Skillman Street, being connected the following year.

The presence of water and sewer indicates that neither privies or cisterns are likely to be present within in the project area.

Given the information presented above, we conclude that no shaft features that could have become repositories for historic archaeological material are likely to be present on the project area. We have already stated the reasons why prehistoric cultural resources are unlikely to be present within the project area. It is the recommendation of CITY/SCAPE: Cultural Resource Consultants that no further investigation of either the prehistoric or historic potential of Lot 1-5 on Block 1928 be undertaken, and that the proposed project may go forward without further consideration of archaeological resources.

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APPENDICES

LIST OF APPENDICES

Appendix A: Maps & Figures

Appendix B: Photographs

APPENDIX A

MAPS & FIGURES

PHASE 1A ARCHAEOLOGICAL & HISTORIC SENSITIVITY EVALUATION

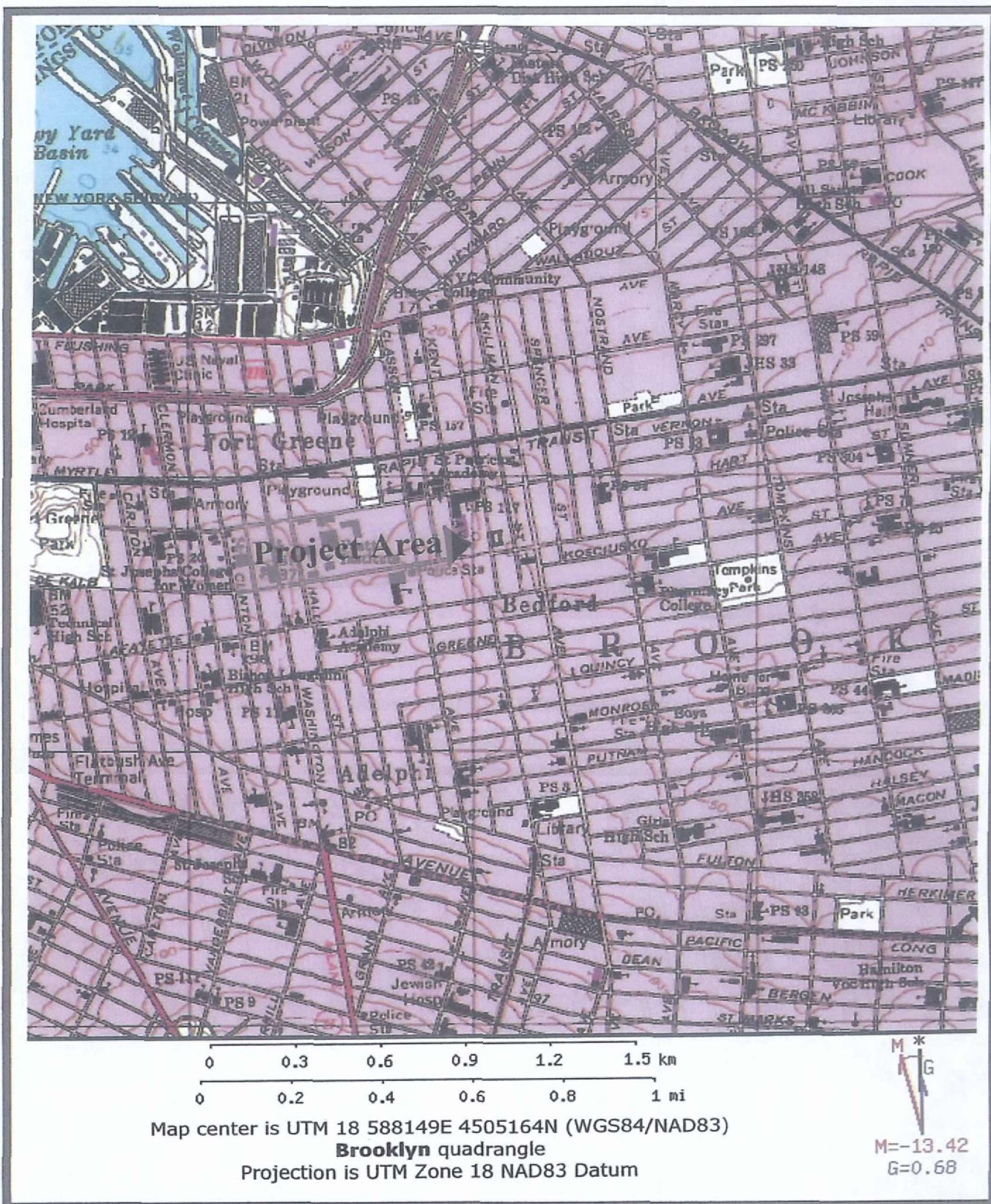
MAP & FIGURE LIST

Maps

- Map 1 Location Map including Project Area. USGS Topo. 7.5 Minute Series. Brooklyn Quadrangle. Scale: 1:50,000
- Map 2 Project Location. (Hagstrom's *New York City: 5 Borough Atlas* 2001) Map 4. Scale: 1:25,000. Enlarged 100%.
- Map 3 Mantus' 1639 *Map of the North River*. (Source: Cohen & Augustyn 1997) Scale not shown.
- Map 4 Ratzer's 1766-7 *Plan of the City of New York, in North American*. (Source: Cohen & Augustyn 1997) Scale not shown.
- Map 5: 1782 British Headquarters Map of the City of New York and Environs. (Source: Cohen & Augustyn 1997) Scale not shown.
- Map 6: Sanborn 1887 *Insurance Map of the Borough of Brooklyn*. (Source: Sanborn Map Company electronic file). Original scale: 60 Feet to the Inch. Enlarged 50%
- Map 7: Sanborn 1904 *Insurance Map of the Borough of Brooklyn*. (Source: Sanborn Map Company electronic file). Original scale: 60 Feet to the Inch.
- Map 8: E. Belcher Hyde's 1929 *Atlas of Brooklyn Borough of the City of New York*. Original scale: 160 Feet to the Inch. Enlarged 50%.
- Map 9 Sanborn 1984 *Insurance Map of the Borough of Brooklyn*. (Source: Sanborn Map Company electronic file). Original scale: 60 Feet to the Inch. Enlarged 50%

Figures

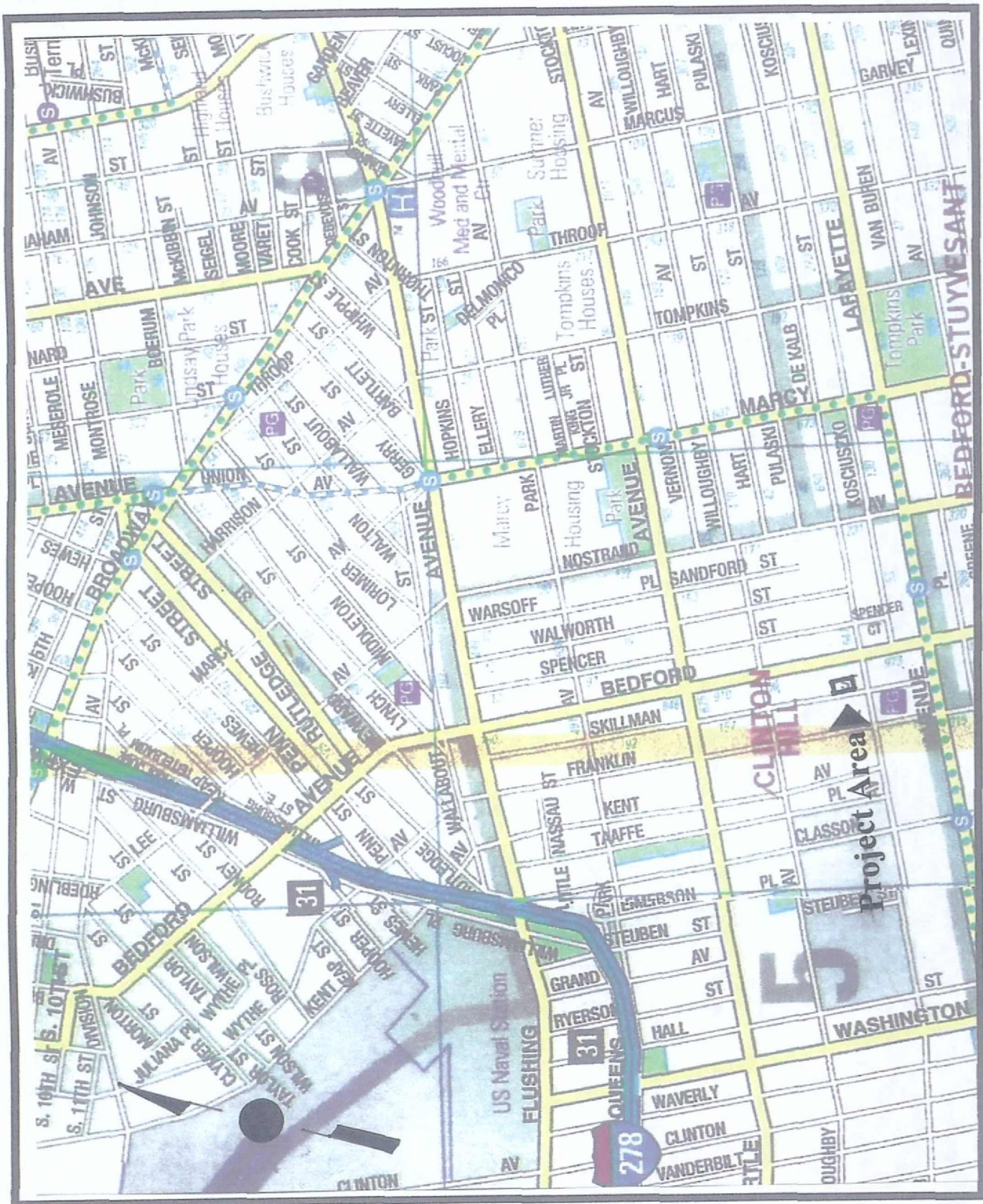
- Fig. 1 Site Features Map. (Source: Justin Georges Architects 2004) Scale: 1/2" = 20'.

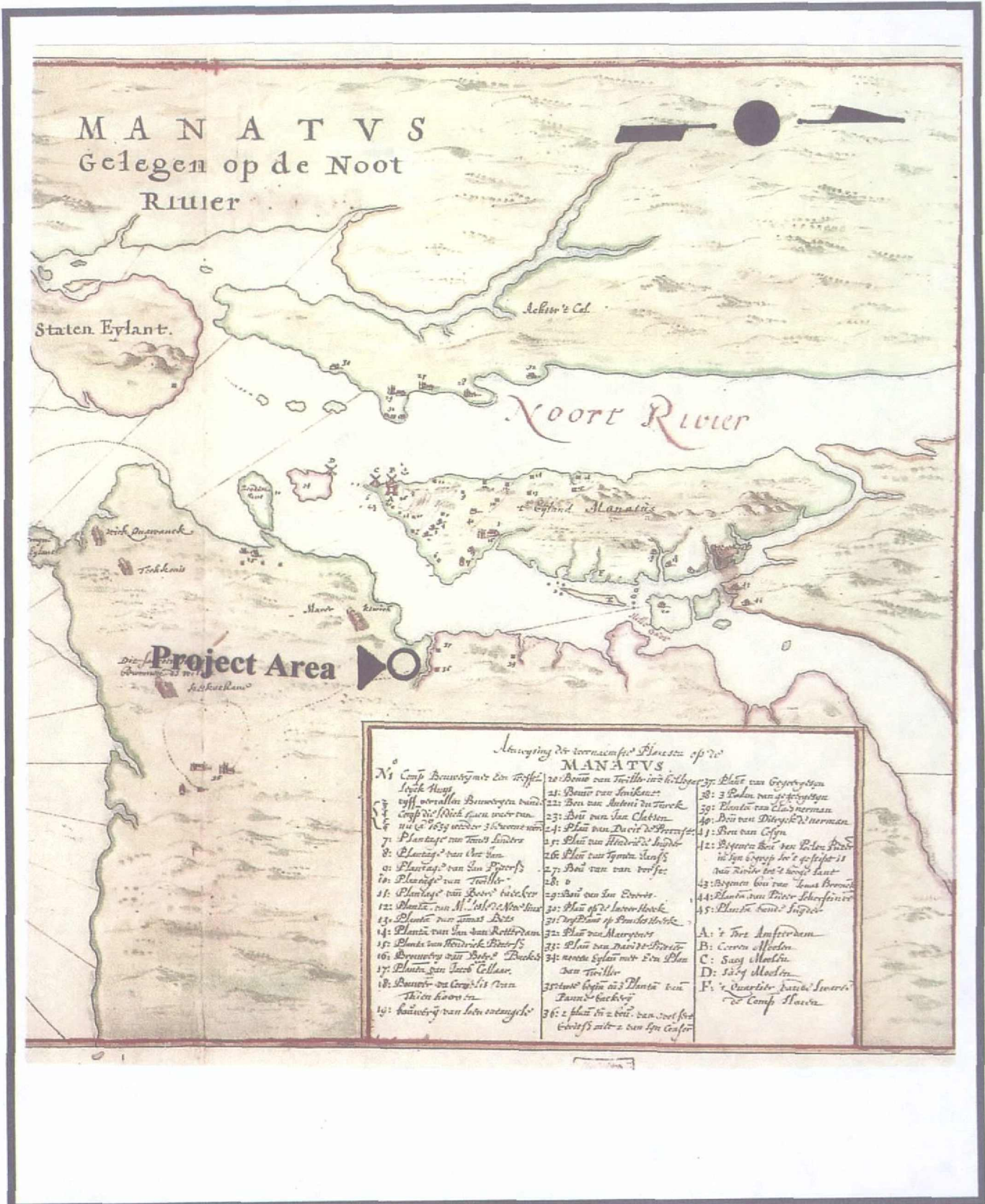


Block 1928 (Lot 1-5) 231-239 Skillman Street. Borough of Brooklyn, Kings County, New York

Appendix A: Maps

Map 2: Project Location. (Hagstrom's New York City 5 Borough Atlas 2001) Map 4. Scale: 1:25,000 Enlarged 100%.





Block 1928 (Lot 1-5) 231-239 Skillman Street, Borough of Brooklyn, Kings County, New York

Appendix A: Maps

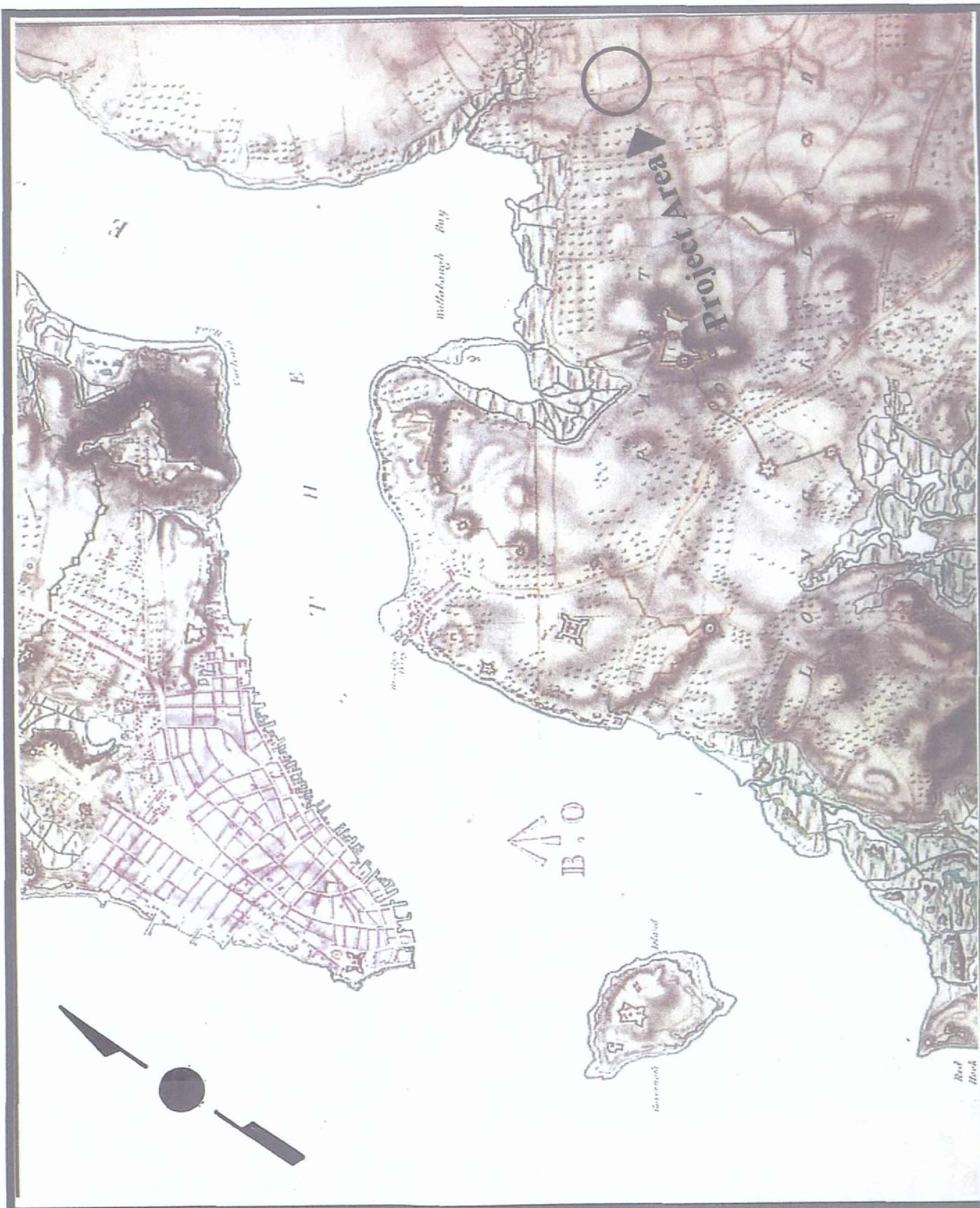
Map 4: Ratzer's 1766-7 *Plan of the City of New York, in North America*. (Source: Cohen & Augustyn 1997) Scale: not shown



Block 1928 (Lot 1-5) 231-239 Skillman Street, Borough of Brooklyn, Kings County, New York

Appendix A: Maps

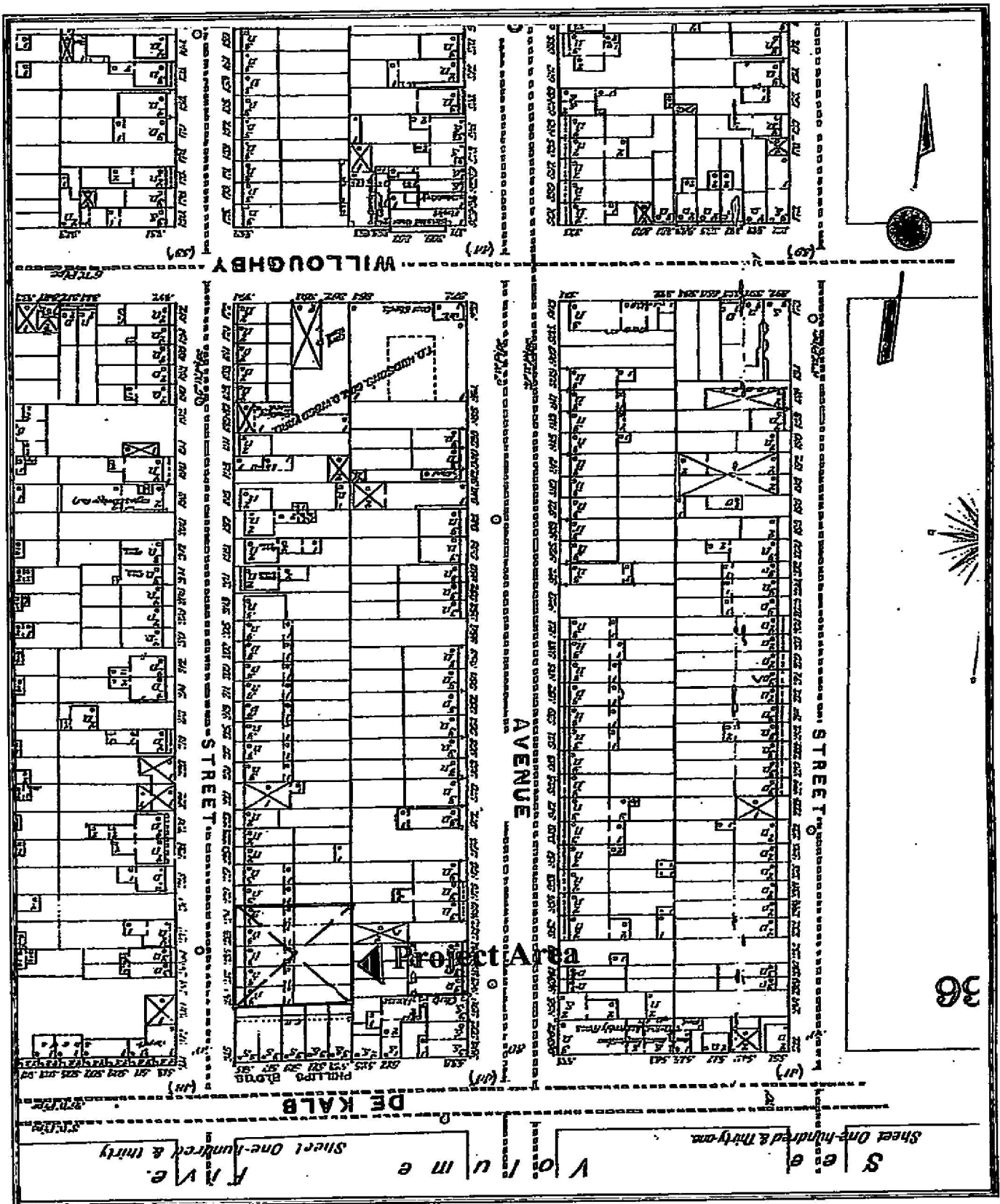
Map 5: 1782 British Headquarters Map the City of New York and Environs. (Source: Cohen & Augustyn 1997) Scale: not shown



Block 1928 (Lot 1-5) 231-239 Skillman Street. Borough of Brooklyn, Kings County, New York

Appendix A: Maps

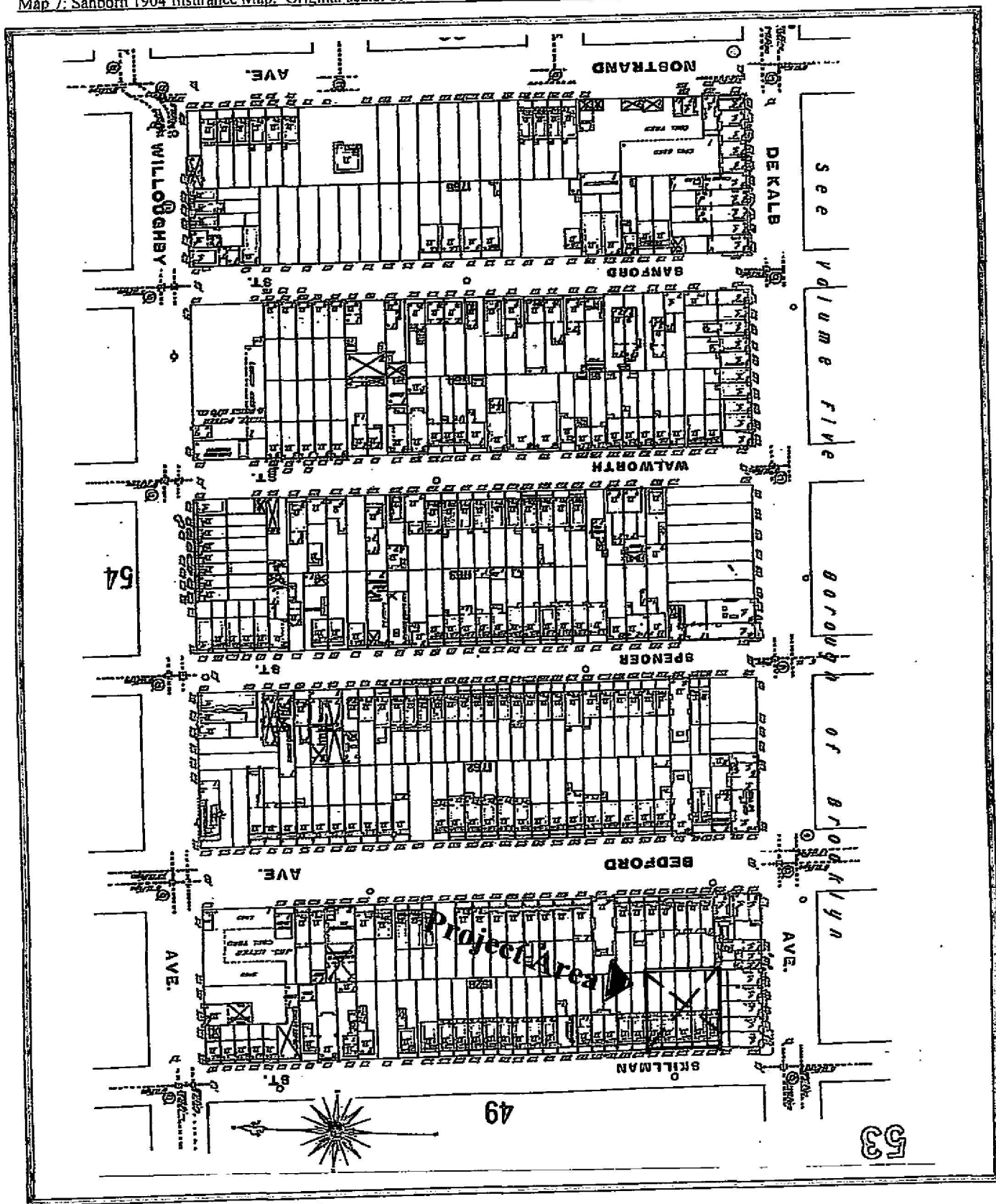
Map 6: Sanborn 1887 Insurance Map. Original scale: 60' = 1" Enlarged 50%

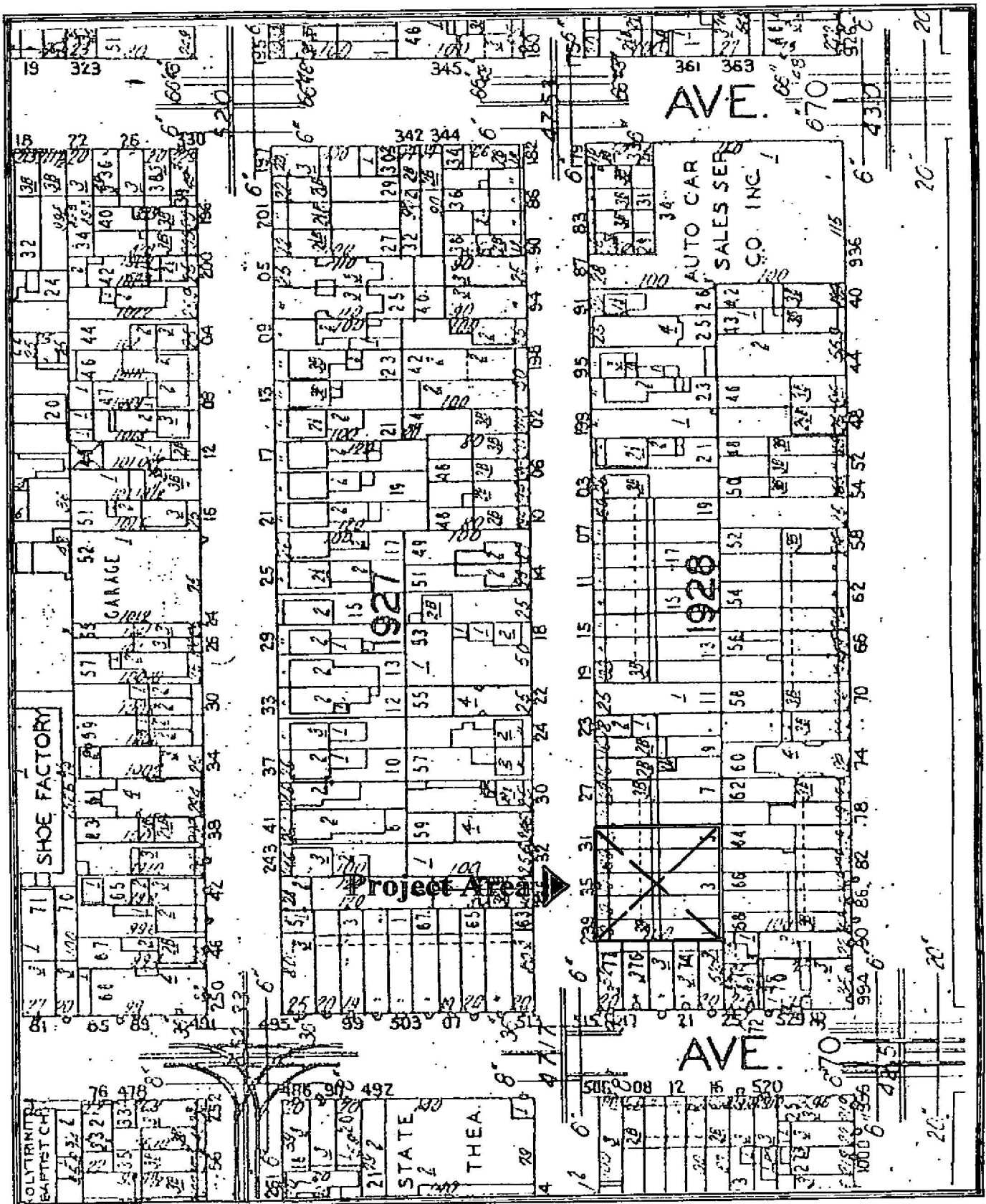


Block 1928 (Lot 1-5) 231-239 Skillman Street. Borough of Brooklyn, Kings County, New York

Appendix A: Maps

Map 7: Sanborn 1904 Insurance Map. Original scale: 60' = 1"

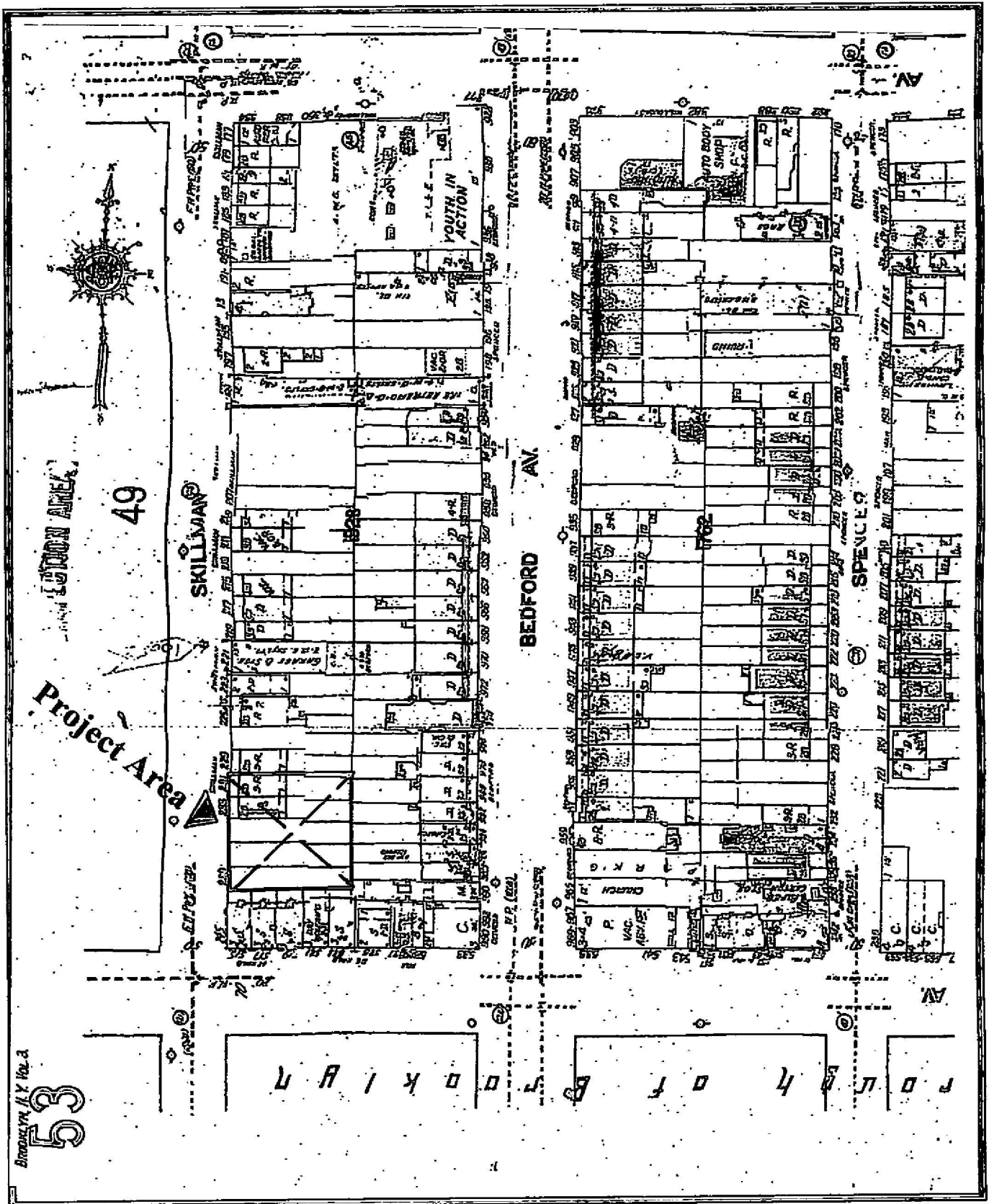




Block 1928 (Lot 1-5) 231-239 Skillman Street, Borough of Brooklyn, Kings County, New York

Appendix A: Maps

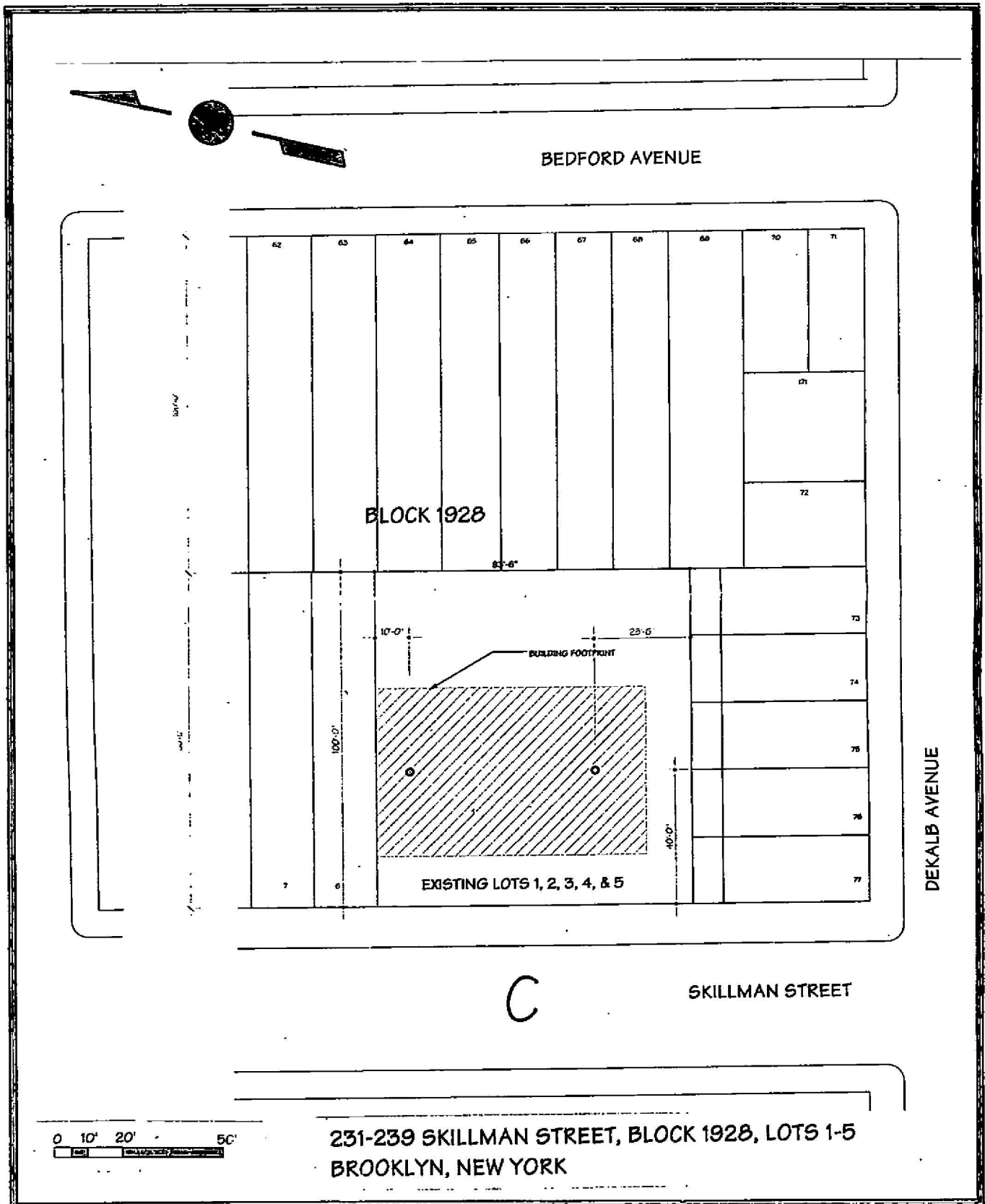
Map 9: Sanborn 1984 Insurance Map. Original scale: 60' = 1". Enlarged 50%.



Block 1928 (Lot 1-5) 231-239 Skillman Street, Borough of Brooklyn, Kings County, New York

Appendix A: Maps

Fig. 1: Proposed New Foundations. (Source: Justin Georges Architects 2004) Scale: 1/2" = 20'



APPENDIX B

PHOTOGRAPHS

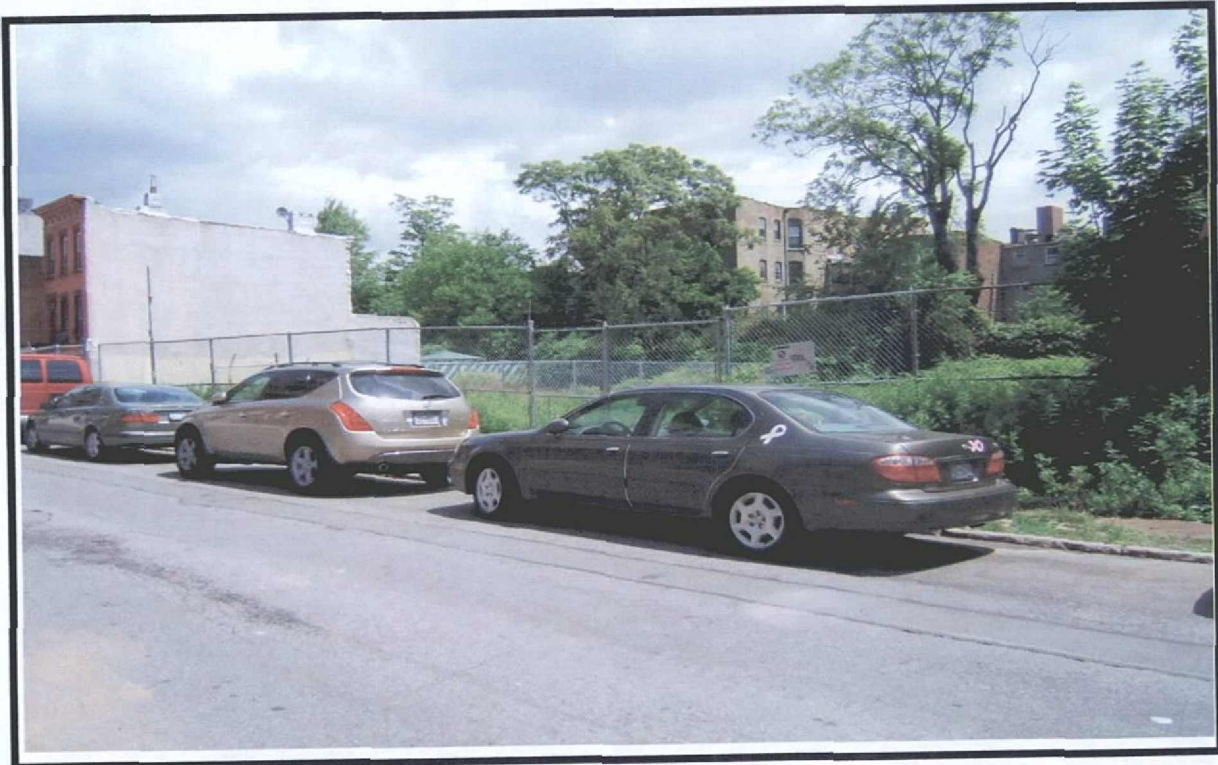


Photo 1: Looking northeast across Skillman Street to project area, which contains five vacant lots formerly occupied by dwellings.



Photo 2: Buildings on project area were demolished within the last 20 years, the basements filled and the ground graded. Concrete pier is one of two at front of project area that are probably newel posts for front stairs.



Photo 3: View east looking to rear of houses on Bedford Avenue.



Photo 4: View to southeast from adjacent lots, which are also vacant and ready for redevelopment. House to right front DeKalb Avenue.



Photo 5: Another view to southeast across project area, which is fenced and devoid of trees.



Photo 6: New construction on west side of Skillman Street immediately north of project area is example of the kind of redevelopment taking place in the neighborhood. View to southwest.



Photo 7: New York City DeKalb Job Center is on southwest corner of DeKalb Avenue and Skillman Street., an area that combines residential and commercial activity.



Photo 8: Northwest corner of DeKalb Avenue and Skillman Street. New building seen in background is building in Photo 6. View to northwest.

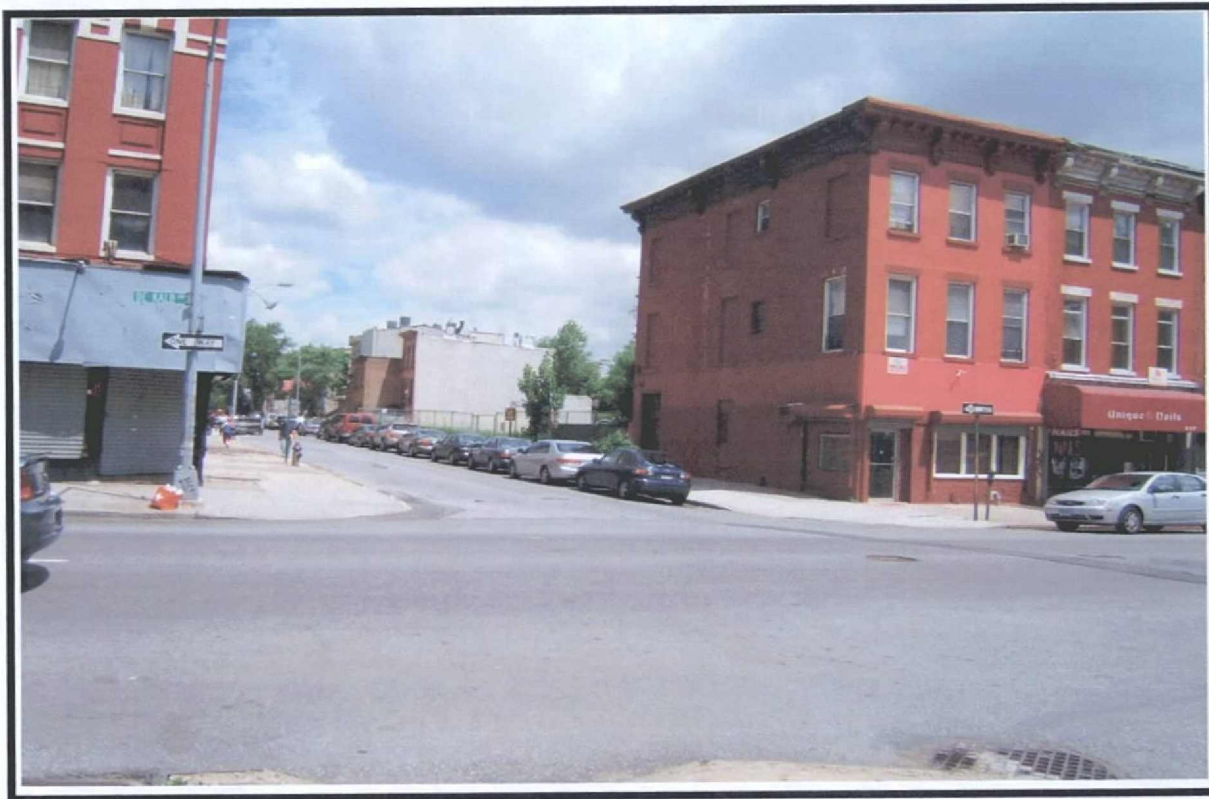


Photo 9: Northeast corner of DeKalb Avenue and Skillman Street. Project area is open area behind buildings on DeKalb Avenue. View northeast.



Photo 10: Car repair shop and old garage that replaced former coal and wood yard at intersection of Willoughby Avenue and Skillman Street on Block 1928. View to southeast.