

**A. INTRODUCTION**

This chapter considers the potential of the proposed project to affect architectural and archaeological resources on the project site and in the surrounding area. The project site is bounded roughly by Bond Street, the Gowanus Canal, Carroll Street, and 2nd Street. The site occupies an area totaling approximately 150,000 square feet, or one and a half blocks (see Figure 7-1).

This historic resources analysis has been prepared in accordance with the City Environmental Quality Review (CEQR), the State Environmental Quality Review Act (SEQRA), and the New York State Historic Preservation Act (SHPA). These laws and regulations require that City and State agencies, respectively, consider the impacts of their actions on historic properties. This technical analysis follows the guidance of the 2001 *CEQR Technical Manual*. This analysis has also been prepared in accordance with Section 106 of the National Historic Preservation Act (NHPA).

The study area for archaeological resources includes all areas that could experience ground disturbance under the proposed project alternatives. Therefore, the study area for archaeological resources is the project site itself.

In general, potential effects to architectural resources can include both direct physical effects (e.g., demolition, alteration, or damage from construction on nearby sites) and indirect contextual effects, such as the isolation of a property from its surrounding environment, or the introduction of visual, audible, or atmospheric elements that are out of character with a property or that alter its setting. Based on the guidelines of the *CEQR Technical Manual*, a primary study area for architectural resources was defined as extending 400 feet from the project site (see Figure 7-1). A secondary study area was also delineated to match the study areas used in the land use and urban design and visual resources analyses for this project. This secondary study area extends roughly ½ mile north and south of the project site and ¼ mile east and west of the project site, in an orientation that parallels the canal (see Figure 7-1).

Within these two study areas, historic resources that were considered include properties listed on the State or National Registers of Historic Places (S/NR) or determined eligible for such listing, and New York City Landmarks and Historic Districts or properties pending such status or determined eligible for landmark status by the New York City Landmarks Preservation Commission (LPC).

**PRINCIPAL CONCLUSIONS***ARCHAEOLOGICAL RESOURCES*

The proposed project would construct a new steel sheet pile bulkhead along the length of the eastern boundary of the project site either in place of or outside of the existing, archaeologically



Project Site Boundary	S/NR-Listed	0 200 500 FEET
Primary Study Area Boundary (400-Foot Perimeter)	S/NR-Eligible	<b>SCALE</b>
Secondary Study Area Boundary	S/NR-Eligible and NYCL-Eligible	
New York City Landmark and S/NR-Eligible		
Contributing Feature to the Gowanus Canal Historic District (S/NR-eligible)	<b>Archaeological Sites</b>	
New York City Landmark and S/NR-Listed	<b>(A)</b> Possible Revolutionary War Burial Ground Site	
	<b>(B)</b> Dentons Mill Site	
	<b>(C)</b> Freekes Mill Site	
	<b>(D)</b> Werpos Village Site	

See Table 7-1 for reference

sensitive bulkhead to make possible the construction of the proposed waterfront open space along the canal. The installation of the new bulkhead could require removal of portions of the existing one. In addition, two new stormwater outfalls would be constructed through the existing bulkhead—one at the end of 1st Street and the other at the end of 2nd Street. LPC has determined that the bulkhead rehabilitation work and storm water outfall installation would adversely impact portions of the bulkhead at the project site. Therefore, an archaeological field investigation would be undertaken in coordination with LPC that would document the extent and significant characteristics of the Gowanus Canal bulkhead. This archaeological documentation would serve as mitigation of the adverse impact to the bulkhead under CEQR. This field investigation would occur either in advance of or in concert with the bulkhead reconstruction and storm water outfall installation. An Archaeological Testing Protocol in compliance with the LPC Guidelines for Archaeological Work in New York City would be prepared and implemented in coordination with LPC. In addition, as requested by SHPO, an Unanticipated Discovery Plan for both human and non-human remains would be prepared in consultation with SHPO and implemented during project-related construction at the site.

### *ARCHITECTURAL RESOURCES*

#### *Project Site*

All of the buildings on the project site would be demolished under the proposed project. None of the buildings that would be demolished are considered contributing elements within the S/NR-eligible Gowanus Canal Historic District. As noted above, the proposed project would rehabilitate the Gowanus Canal bulkhead. It is anticipated that the reconstructed bulkhead would be faced in wood to match the existing. To avoid adverse effects on the historic character of the bulkhead, the project sponsors would consult with SHPO on the designs of the new bulkhead, including submitting plans for the rehabilitation to SHPO at the preliminary and pre-final design stages.

#### *Primary Study Area*

The Carroll Street Bridge and Operator's House (S/NR-eligible; NYCL) is an architectural resource located within 90 feet of projected construction activities. To avoid any construction-related impacts to this resource, a Construction Protection Plan (CPP) would be developed and implemented in consultation with LPC, SHPO, and New York City Department of Transportation (NYCDOT) prior to project demolition and construction activities. No other architectural resources are located close enough to the project site to experience potential construction-period impacts.

The proposed project would somewhat alter the context of the Carroll Street Bridge in that it would involve the demolition of industrial buildings adjacent to the resource and the construction of a taller residential complex on the site. However, the Carroll Street Bridge is significant primarily for its unique engineering, which significance would not be affected by the proposed project. Therefore, the proposed project would not impact the qualities that qualify it for NYCL status or S/NR eligibility. An engineering study has determined that no cumulative adverse impacts on the bridge would result from projected traffic increases associated with the proposed project. In addition, the proposed project would create new public access to and along the Gowanus Canal including an esplanade and plaza area adjacent to the Carroll Street Bridge. This amenity would be expected to improve access to, and the visibility of, the Carroll Street

Bridge. Therefore, the proposed project is not expected to have an adverse impact on the Carroll Street Bridge.

Two features that contribute to the S/NR-eligible Gowanus Canal Historic District are located within the project's 400-foot study area: the Former BRT Power House (located across the canal, roughly 300 feet east of the project site), and the Gowanus Canal Waterway (which runs immediately adjacent to the project site). While the context of the Power House and the Waterway would change somewhat with the construction of the project, this change would not constitute a significant adverse impact. Furthermore the proposed masonry and glass buildings have been designed to complement the character of the nearby residential district. The SHPO has determined that the proposed project would have no adverse effect on the S/NR-eligible Gowanus Canal Historic District provided that proposed landscape plans for the portion of the project site along the canal are submitted to SHPO for review and comment at preliminary and pre-final design stages.

With the proposed project, the context of the 59-97 Second Street rowhouse block, determined National Register-eligible as part of this project and located roughly 150 feet west of the project site, would also be somewhat altered by the addition of a modern residential complex nearby. However, views from the potential historic rowblock to the project site are limited, because views from the rowhouse block are generally oriented south, while the project site is located to the northeast. Furthermore, the portions of the proposed project located closest to the potential historic resource would be low-rise while the taller, mid-rise components would be located farther away. Therefore, no significant adverse contextual impacts to the potential historic resource would occur.

#### *Secondary Study Area*

The Carroll Gardens Historic District is located in the secondary study, roughly 500 feet west of the project site. Views to the project site from the Carroll Gardens Historic District are extremely limited due to the relatively long distance to the project site, the presence of intervening buildings, and the street orientation. Furthermore, the project buildings have been designed with low-rise elements in the western portion of the project site (the portion closest to the Carroll Gardens Historic District) and the medium-rise elements further east, thus further minimizing any views of the project buildings that may be available from the Carroll Gardens Historic District. Therefore, the proposed project would not substantially alter the context or visual character of the Carroll Gardens Historic District, and would have no adverse impact on the resource. Therefore, the proposed project would not substantially alter the context or visual character of the Carroll Gardens Historic District, and would have no adverse impact on this resource.

Other known and potential architectural resources are located in the secondary study area. These are situated relatively far (between roughly 450 feet and ½ mile) from the project site and therefore would not be directly impacted by the proposed project. In terms of potential indirect impacts, current views to the project site from the architectural resources in the secondary study area are either limited or nonexistent. No important views to or from the architectural resources in the secondary study area would be blocked as a result of the proposed project. Therefore, no adverse impacts to architectural resources in the secondary study area would result from the proposed project.

## **B. HISTORY OF THE GOWANUS CANAL AND VICINITY**

The Gowanus waterway was originally a tidal creek with numerous small tributaries. It wound northeast from Lower New York Bay south of Red Hook. Native Americans, such as the Canarsee, who inhabited the Gowanus Creek vicinity at the time of European contact, would have harvested fish and shellfish from the creek and the surrounding marshland. The region became attractive to European settlers because of the pasturelands above the shore and the wooded area further inland. The waterway also linked inland farms with the Lower New York Bay, from whence vessels could travel further to Manhattan. Early homesteaders in the 17th century, primarily of Dutch extraction, settled the area in long narrow plots along the shoreline, taking advantage of the marsh and all of its resources. At least two tidal mills were located along the Gowanus Canal from the 17th century to the mid-19th century. During the Revolutionary War, the Gowanus Creek figured in the Battle of Long Island, when on August 27, 1776, American troops crossed the waterway at Freeke's Mill dam in flight from the British, burning the mill and bridge behind them.

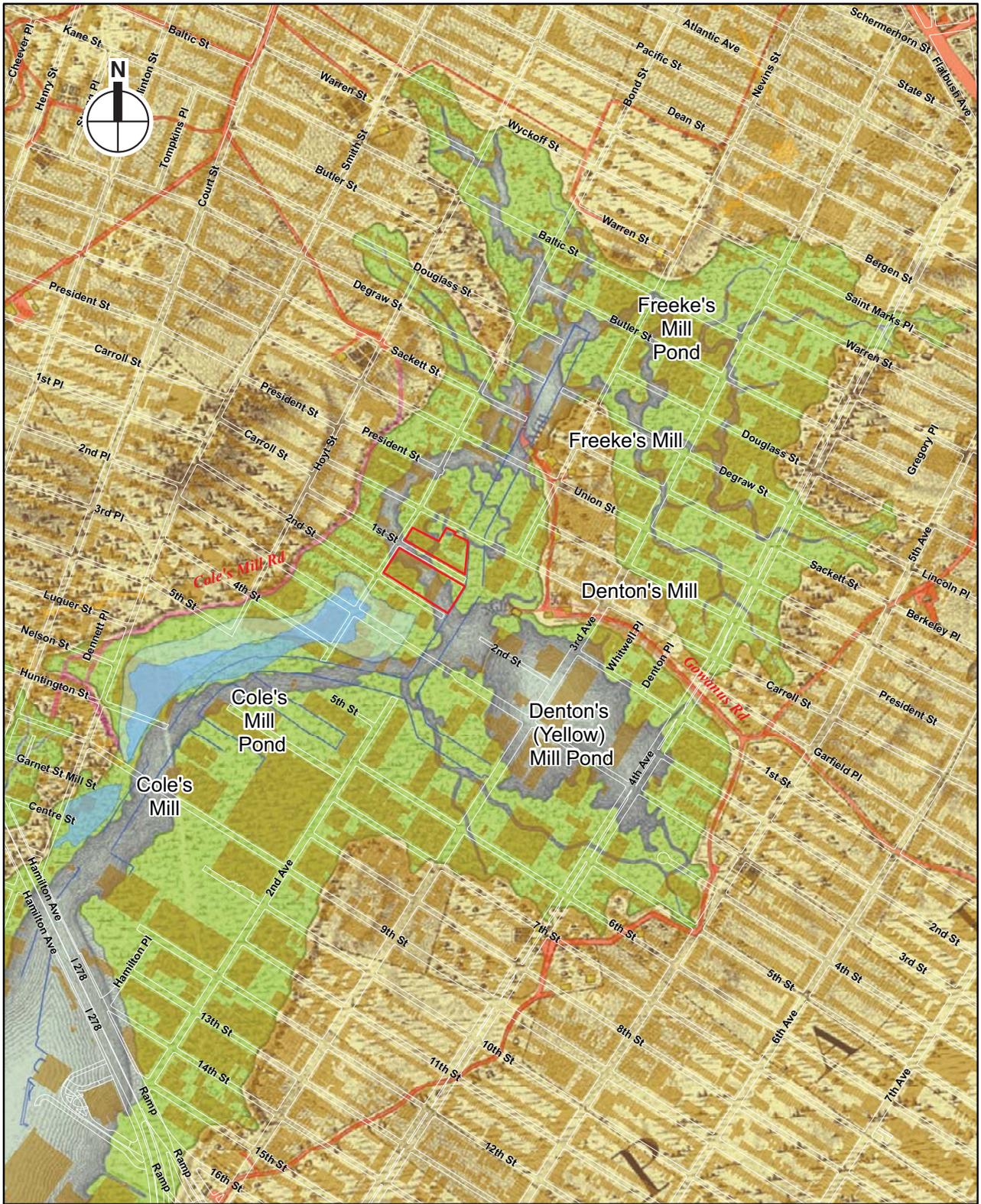
As described in greater detail in Section C, "Existing Conditions," below, three early mill structures once stood along Gowanus Creek, demolished just prior to the construction of the canal, ca. 1850. Many 18th and 19th century maps depict these mills, and confirm that no portion of the mills, including the mill ponds, were located within the boundaries of the project site (see Figure 7-2).

Channelizing the creek was considered as early as 1837, and early plans for the canal were drafted by Maj. David B. Douglass in 1846-7 and Daniel Richards, ca. 1849. The project was conceived to drain the marshes and flush sewerage from nearby communities, as well as aiding navigation into the heart of South Brooklyn. While the Richard's plan was not successful, many aspects of his plan were used in the eventual construction of the canal. In 1866, Edwin C. Litchfield, a prominent lawyer and local landowner, partnered with other landowners to establish the Gowanus Canal Improvement Commission, a state commission that included a number of Brooklyn city officials. This group sought to channelize the canal in order to facilitate construction and development in Park Slope, Carroll Gardens, and the Gowanus area. The Commission worked in tandem with Litchfield's private organization, the Brooklyn Improvement Company, which built docks and basins along the canal. Much of the canal was built during the period from the late 1860s through the early 1870s. The labor was completed largely by Irish laborers, many of whom lived in squatter settlements adjacent to the waterway, which came to be known as Tinkerstown. Towards completion, in 1870, the city took over canal and bridge maintenance, and from this time through the early 20th century, the city built and replaced several bridges across the canal.

Following the creation of the Gowanus Canal, the City of Brooklyn grew very rapidly during the decades that preceded its consolidation with New York City in 1898. The canal played an important role in transporting building materials, fuel, and other materials, which promoted Brooklyn's development, industry and commerce. The streets immediately surrounding the canal were developed concurrent with canal construction; some of these served as housing for the workers in the industries that increasingly developed along the canal. Industry along the waterway peaked during the period from 1900-1932, as lumberyards, coal and firewood depots, and firms handling grain, oil, and building materials proliferated along the canal.

After World War II, the industrial Gowanus Canal entered a period of decline, due to factors including increased use of freight trucks, decreased demand for building materials in the

Base Map: 1766 Brooklyn Ratzer Survey; Overlays: Cole's Mill Pond from 1782 British Head Quarters Map, 1848 Drainage Plan for the Gowanus Canal, 1880 Brooklyn Wards Map (Bromley) Atlas; 2006 New York City Department of City Planning Building Data



- Project Site
- 1782 Coles Mill Pond
- 1766 Roads
- 2006 Buildings
- 1848 Coles Mill Pond
- 1782 Roads
- 1766 Buildings
- 2004 Gowanus Canal Bulkheads
- 1782 Buildings
- 1766 Gowanus Marshes

0 1000 FEET  
SCALE

Location of Former Mills  
Relative to Project Site  
**Figure 7-2**

vicinity, and the siltation of the canal associated with pollution and flushing problems. These sanitation issues had been problematic since the earliest days of the canal: in addition to its other uses, the waterway served as an open sewer for both household waste and industrial effluent. Filling the canal was considered as a possible solution to this problem, but in the early 20th century, a new flushing system was constructed instead. Built 1905-1911, this system included a 5,280-foot long brick tunnel and a pumping station. While it operated almost continuously until 1960, pollution and siltation remained problematic, and worsened when the equipment failed and the system ceased to operate. The New York City Department of Environmental Protection designed and implemented a reconstructed flushing system in the 1990s, and further upgrades are planned for the future. Despite its history of pollution, the Gowanus Canal maintains a status as an important engineering feat accomplished entirely with private, state, and city funding and as waterway that played an important role in the growth and development of Brooklyn.

Historic maps dating to the 18th and 19th centuries suggest that the project site was occupied by the Gowanus Creek and the low-lying marshland that bordered it until the Gowanus Canal was constructed and the surrounding streets were laid out in the mid-19th century. Several industrial buildings were constructed on the project site in the early 20th century. These are described in greater detail below in Section C, “Existing Conditions,” below.

## C. EXISTING CONDITIONS

### ARCHAEOLOGICAL RESOURCES

One previously identified archaeological resource, the Gowanus Canal bulkhead, a contributing element in the S/NR-eligible Gowanus Canal Historic District, is located in the project site. Four archaeological sites have previously been identified in the vicinity of the proposed project. However, with the exception of the bulkhead, the project site has been found by LPC and SHPO to have no archaeological sensitivity.

#### *PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL RESOURCES IN THE STUDY AREA VICINITY*

Four previously identified archaeological sites are located near the study area (see Sites A, B, C, and D on Figure 7-1).

A New York State Archaeological Survey Form (04701.014947) identifies a possible Revolutionary War burial ground near Third Avenue at 7th Street, about 500 feet south of the 4th Street Basin, southeast of the project site (see Figure 7-1, Site A). The form gives little additional information regarding the site. However, an 1891 *Brooklyn Eagle* article identifies the burial place as being on “a sort of island rising from the marsh... This place was but an acre in extent and is now enclosed by the lines of 3rd avenue, 7th and 8th streets, and was afterward used as a negro cemetery” (ACOE 2004: 2-6). Additional discussion of burial grounds that could be located in the vicinity is provided in the Appendix A, “Historic Resources.” Research has indicated no references to burial grounds having been located on or in the immediate vicinity of the project site. In addition, historic maps dating to the 18th and 19th centuries suggest that the project area was occupied by the Gowanus Creek and the low-lying marshland that bordered it. Such an environment would most likely not have been conducive to human burials.

Previous studies, including Solecki’s 1977 Stage 1 archaeological survey and the ACOE’s 2004 *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment*

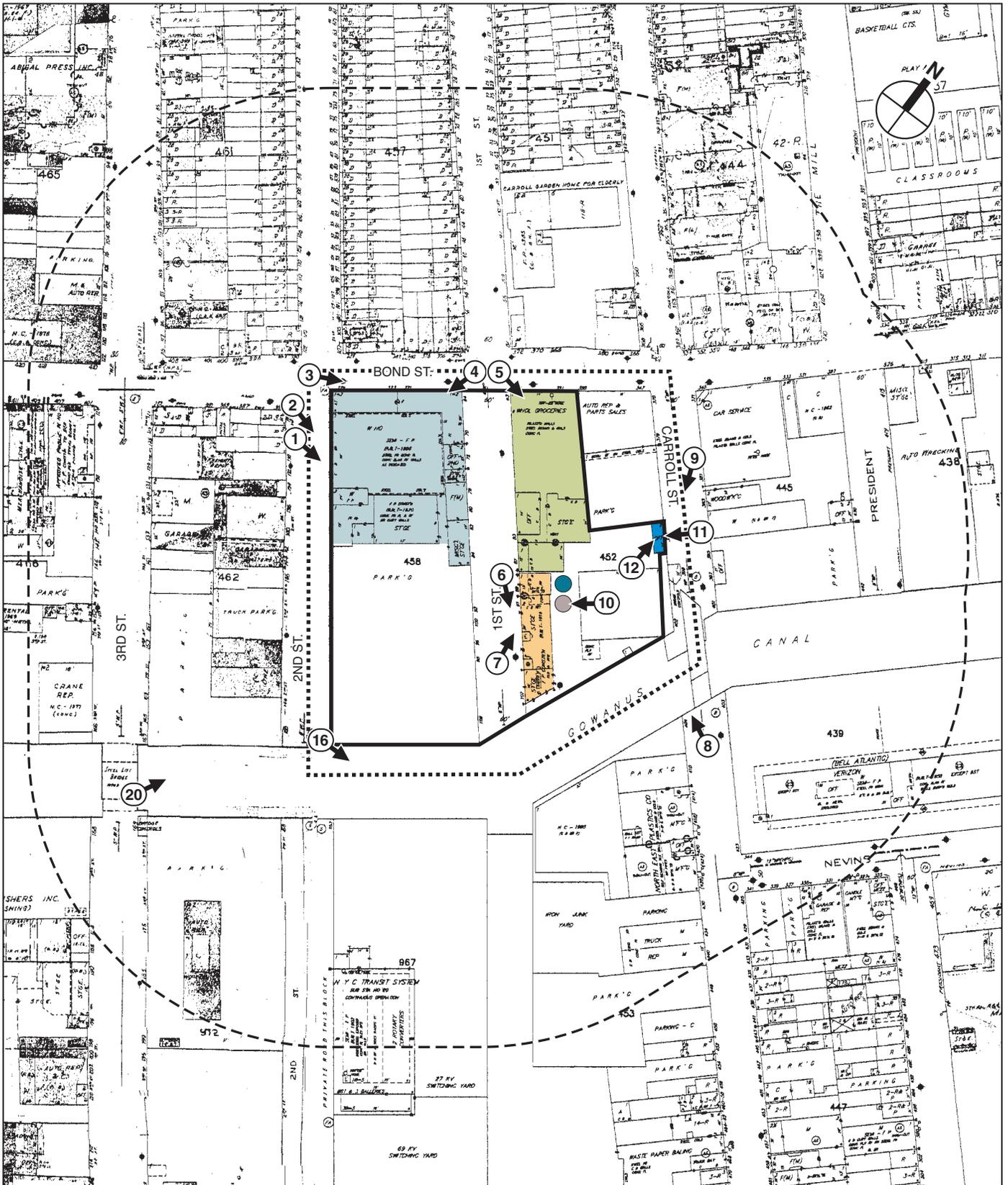
for the Gowanus Canal, also identified the sites of three early mill structures, which were demolished just prior to the construction of the canal, ca. 1850. Many 18th and 19th century maps depict these mills, and confirm that no portion of the mills, including the mill ponds, were located within the boundaries of the project site (see Figure 7-2). Denton's Mill would likely have been located "about a half-block east of the main stem of the canal, south of Carroll Street; the approximate site of this mill then being occupied by a modern, three-story building known as 'Alex Figliola Contractors'" (see Figure 7-1, Site B; and Figure 7-2). Another early mill, Freeke's Mill, is believed to have stood just north of Union Street "probably either where the canal main stem now flows and/or on the east bank," possibly in the current location of a warehouse located at the canal bank (see Figure 7-1, Site C; and Figure 7-2) (ACOE, 2004). Cole's Mill, named after miller Jordan Coles, was located a substantial distance south of the project site; however, the mill pond associated with it extended north of the mill building. Based on historic map analysis, Coles Mill pond would have terminated roughly half a block south of the project site (see Figure 7-2). This mill was constructed within the marshland surrounding the Gowanus Creek circa 1700 (Stiles 1869), although the mill pond was not depicted on maps until the 19th century. Coles' house was located on Ninth Street between the Canal and Smith Street (ibid). The mill pond appears to have been filled in after 1837. No archaeological resources associated with Freeke's, Denton's or Cole's Mill would be expected to exist on the project site.

The New York State Museum files identify site #3606 as a site mentioned in the *New York State Archaeological Bulletin* of September-October, 1920. The precise location of the site is not given; however, an accompanying map (not drawn to scale and showing little detail) depicts the site near the northern reaches of the Gowanus Creek. The site is described as follows: "*Camp Site*. A barren sand hill in Brooklyn in 1826 was covered with vitrified and decomposed stones. From one and a half to four feet below the surface was a layer of ashes and cinders with broken clay pipes, coarse pottery and arrowheads" (ACOE 2004: 1-9). A Stage I archaeological survey was conducted by Ralph Solecki in 1977 in conjunction with the Red Hook Water Pollution Control Project; the study area extended along Nevins Street from Butler Street to President Street. The report identified a Native American village—"the village of the Werpos"—at Hoyt Street between Butler and Warren streets, roughly 1000 feet from the head of the Gowanus Canal (see Figure 7-1, Site D; ACOE, 2004).

#### ARCHAEOLOGICAL SENSITIVITY OF THE PROJECT SITE

The ACOE's 2004 *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal* identified the Gowanus Canal Bulkheads collectively as a contributing resource within the S/NR-eligible Gowanus Canal Historic District (discussed further in the following section) (see Figures 7-1 and 7-11). The bulkheads comprise two miles of timber cribwork and/or concrete bulkheads that "could include new information on vernacular adaptations of a well-established bulkhead form to marsh conditions." Furthermore, the fill material contained within the timber cribwork "might allow for relative dating of bulkhead sections, and for additional information on fill material sources" (ACOE 2004: 4-8). The bulkheads were determined eligible under Criterion D, for their potential to yield significant data relating to engineering history. Sections of the timber cribwork bulkheads in the project site, particularly between First and Second Streets, are in poor condition.

As discussed above, based on research conducted on the history of the site and a review of previously identified archaeological sites in the study area, the project site (with the exception of the bulkheads) possesses a low sensitivity for archaeological resources. In addition, soil borings conducted on the project site in 2004-5 indicate various layers characterized as fill (consisting of



- Project Site Boundary
- Primary Study Area Boundary (400-Foot Perimeter)
- Rezoning Area Boundary
- Photograph View Direction and Reference Number
- Building 1
- Building 2
- Building 3
- Building 4
- Building 5
- Building 6

0 200 FEET  
SCALE

Project Site Buildings:  
Key to Photographs  
Figure 7-3

**363-365 BOND STREET**



Looking northeast from Second Street at Bond Street towards the Second Street frontage of Building 1 on the project site. 1



The same view showing a portion of the two-story portion of Building 1 at the northeast corner of Bond and Second Streets. 2



View from Bond Street at Second Street, looking northeast towards the Bond Street facade of Building 1. **3**



View from Bond Street at First Street looking east towards the Gowanus Canal and the First Street facade of Building 1. **4**



View from Bond Street at First Street looking northeast towards Building 2.

5



Looking northeast from First Street between Bond Street and the Gowanus Canal towards Building 3.

6



View from First Street and the west side of the Gowanus Canal, looking northwest towards Building 3 on the project site.

7



View from the east side of the Carroll Street Bridge looking west towards the project site. The rear of Building 3 is visible on the left. Building 4, a reinforced concrete former containment structure is visible on the right.

8



View from Carroll Street looking southeast towards the northeast corner of the project site. Note Building 4, the two-story brick office pictured on the left, and Building 5, the cylindrical former containment structure, on the right.

9



Looking southwest from the Carroll Street Bridge towards Buildings 4 and 5.

10



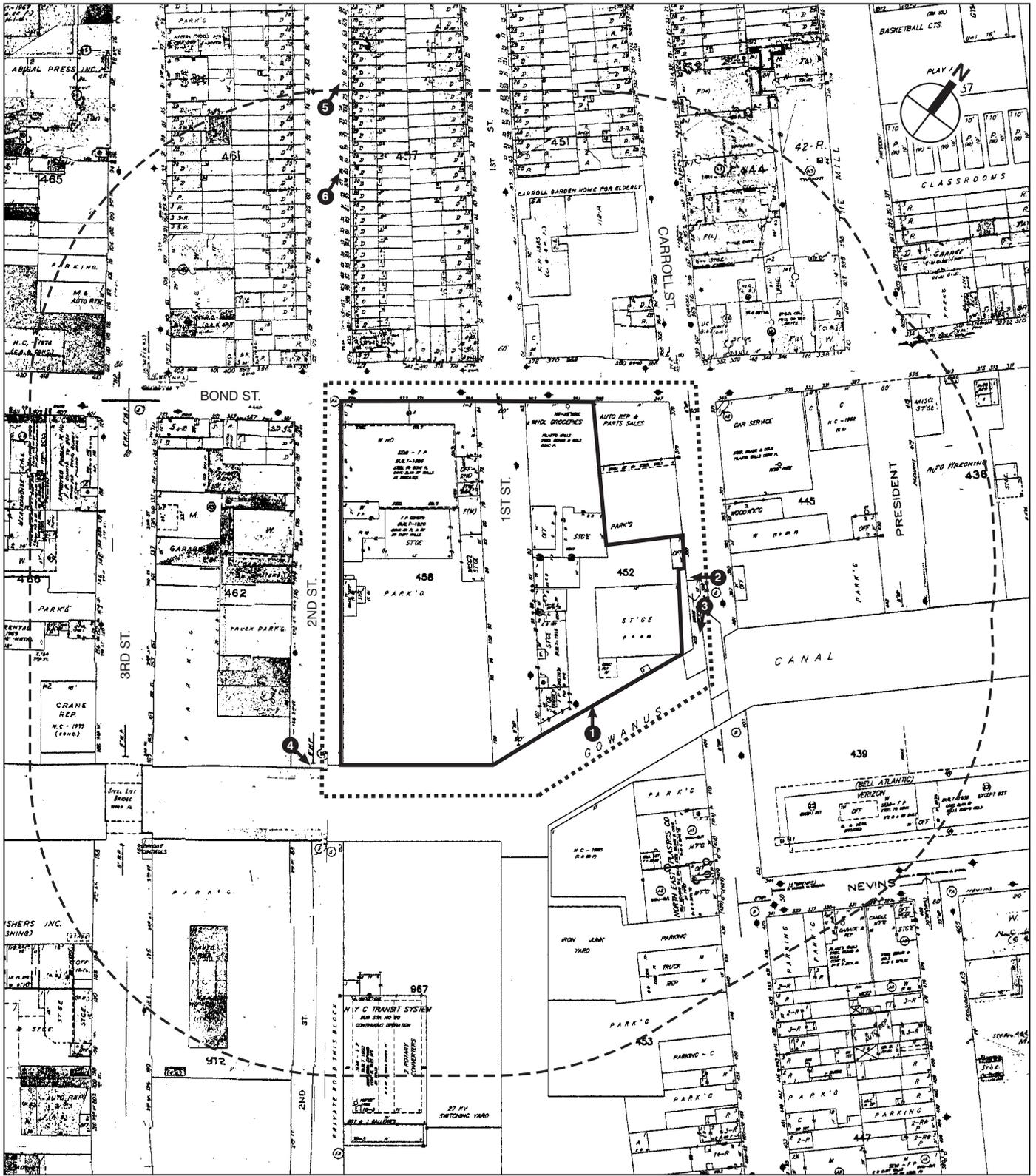
Looking south from Carroll Street just west of the Gowanus Canal towards the front (north) facade of Building 6, a two-story brick structure.

11



Looking north from within the project site, a view of the rear (south) facade of Building 6.

12



-  Project Site Boundary
-  Primary Study Area Boundary (400-Foot Perimeter)
-  Rezoning Area
-  Photograph View Direction and Reference Number

0 200 FEET  
SCALE

**363-365 BOND STREET**

Primary Study Area and Key to Photographs  
**Figure 7-10**

sand containing rock, gravel, and brick fragments) to average depths of between 8 and 11 feet below ground surface. Below fill levels, peat or dark gray clay interspersed with vegetative materials (considered part of the meadow mat) was encountered. Therefore, it appears that ground surfaces and/or subsurface soils pre-dating the construction of the canal are buried under 8 to 11 feet of fill on the project site. Construction of the proposed project is not expected to require excavation below the water table (located between 6 and 8 feet below ground surface), and thus would not impact original soils 8-11 feet below ground surface.

The LPC has also determined that, with the exception of the Gowanus Canal Bulkheads, the project site does not possess archaeological sensitivity (LPC correspondence dated February 18, 2008 and August 4, 2008).

**ARCHITECTURAL RESOURCES**

*PROJECT SITE*

The ACOE’s 2004 report identified a S/NR-eligible Gowanus Canal Historic District (ACOE 2004) (see Table 7-1).

**Table 7-1  
Architectural Resources within Project Site and Study Area**

ID	Resource Name	Location	NYCL	NYCL-Eligible	S/NR-Listed	S/NR-Eligible
<b>Project Site</b>						
1	Gowanus Canal Historic District: Gowanus Canal Bulkheads† (see both Archaeological and Architectural Resources sections of this chapter)	Gowanus Canal, Brooklyn, NY				X
<b>Primary Study Area</b>						
2	Gowanus Canal Historic District: Former Brooklyn Rapid Transit Power House†	Between First and Second streets, Nevins Street, and the Gowanus Canal.				X
3	Carroll Street Bridge*†	Carroll Street over the Gowanus Canal.	X			X
4	Gowanus Canal Historic District: Gowanus Canal Waterway†	Gowanus Canal, Brooklyn, NY				X
5	59-97 Second Street**	North side of Second Street between Hoyt and Bond Streets.				X
<b>Secondary Study Area</b>						
<i>Contributing to S/NR-eligible Gowanus Canal Historic District:</i>						
6	Burns Brothers Coal Pockets†	Second Avenue, 6th Street, and the Gowanus Canal				X
7	Third Avenue Bridge†	Third Avenue and 5th Street				X
8	Brooklyn Improvement Company Office Building (contributes to S/NR-eligible Gowanus Canal Historic District, and individually designated as NYCL [LPC, "Designation List 378," June 27 2006])†	Third Avenue and 3rd Street	X			X
9	Pumping Station†	Butler and Douglass Streets				X
10	R.G. Dun & Company Building***	216-224 Nevins Street; 239-257 Butler Street)				X
11	American Can Company***	(361-385 3rd Ave; 232-250 3rd Street)				X
12	Ice House / Brewery***	(409-431 Bond Street; 124-146 3rd Street)				X
13	Former Thomas Roulston Grocery Warehouse***	94-110 9th Street; 98-116 2nd Avenue				X
14	Kentile Building and Sign***	Ninth Street at 2nd Avenue (101-125 9th Street; 44-96 2nd Avenue)				X
<i>Other Architectural Resources in Secondary Study Area:</i>						
15	Cobble Hill High School†	347 Baltic Street				X
16	IND Subway 4th Avenue Station†	Fourth Avenue and 10th Street			X	

**Table 7-1 (cont'd)**  
**Architectural Resources within Project Site and Study Area**

ID	Resource Name	Location	NYCL	NYCL-Eligible	S/NR-Listed	S/NR-Eligible
<b>Secondary Study Area (cont'd)</b>						
<i>Contributing to S/NR-eligible Gowanus Canal Historic District:</i>						
17	Carroll Gardens Historic District*†	President and Carroll Streets between Smith and Hoyt Streets	X		X	
18	Rowblocks Constituting Potential Extension of Carroll Gardens Historic District*** †††	Degraw, Sackett, Union, 2nd, and 3rd Streets between Smith and Hoyt Streets (362-422 Degraw Street [odd and even numbers]; 376-422 Sackett Street [odd and even numbers]; 338-413 Union Street[odd and even numbers]; 1-64 2nd Street[odd and even numbers]; 2-63 3rd Street[odd and even numbers]; 287-306 Hoyt Street[odd and even numbers]; 363-397 Hoyt Street[odd and even numbers]; 355-391 Smith Street [odd numbers only]; 253-313 Smith Street [odd numbers only]).		X		X
19	Wyckoff Street Rowblocks*** †††	Wyckoff Street (south side) between Smith and Hoyt Streets and between Bond and Nevins Streets (74-132 Wyckoff Street and 196-258 Wyckoff Street [even numbers only]).		X		X
20	ASPCA Shelter*** †††	233 Butler Street		X		X
21	Saint Agnes Church Complex*** †††	Degraw and Sackett Streets, east of Hoyt Street (419-435 Sackett Street; 267-285 Hoyt Street; 424-436 Degraw Street; 415-439 Degraw Street)		X		X
22	Our Lady of Peace Roman Catholic Church***	Carroll Street between Whitwell and Denton Place (203-219 Carroll Street)				X
23	IND 9th and 10th Street Subway Viaduct***	Along 9th and 10th Street between Smith Street and 5th Avenue				X
24	Wood-frame houses on 11th and 12th Streets***	205 12th Street, and 216-219, 221, 223, 226, 229, and 232 11th Street				X
<p>* LPC <i>New York City Landmarks</i>, 2004.                  **Based on field survey conducted in March 2008; Determined eligible as part of this project, as per SHPO letter dated May 9, 2008.                  ***Based on field survey conducted July 2008; Determined eligible as part of this project, as per SHPO letter dated August 7, 2008.                  † New York State Historic Preservation Office Database                  ††Personal communication with K. Howe, SHPO (July 2008)                  †††Based on field survey conducted July 2008; Determined NYCL-eligible as part of this project, as per LPC Environmental Review dated August 4, 2008.                  See Figure 7-1 for Reference</p>						

The only previously identified historic resource located on the project site is the Gowanus Canal bulkhead, which is a contributing element within the S/NR-eligible Gowanus Canal Historic District. The Foreman-Blades Lumber Company Building, identified as a contributing resource within the S/NR-eligible Gowanus Canal Historic District in the 2004 ACOE study, is no longer extant.

None of the other buildings located on the project site were designated as contributing elements within the S/NR-eligible Gowanus Canal Historic District, nor do they meet the criteria for S/NR eligibility. None of these buildings are remarkable for their architecture or design. Many of the buildings were built in numerous phases, and passed through numerous ownerships and uses. All of the buildings were substantially altered during the second half of the 20th century and no longer retain historic integrity. LPC determined that these buildings are not NYCL or S/NR-eligible in a letter dated August 4, 2008. SHPO determined that these buildings are not S/NR-eligible in a letter dated August 7, 2008. A description of each of the structures on the project site follows (see also Figure 7-3):

**Building 1:** The brick and concrete-block warehouse located at 365-379 Bond Street (a.k.a. 109-129 Second Street), is located in the southwestern portion of the project site, on Second Street between Bond Street and the Gowanus Canal (see Figures 7-3 to 7-5). This one- and two-story complex was built in numerous stages, chiefly between 1920 and 1956. The building's Second Street frontage consists of three separate elements, which include (from west to east) a single-story brick structure with two large garage doors; a two-story two-bay stucco-clad structure; and a low single-story brick structure. The portion of the building that fronts on Bond Street is a two-story flat-roofed brick structure, built in two phases, as described below. It has a simple brick cornice and no other ornamentation. All of the original window and door openings have been entirely or partly blocked. This section of the building wraps around to front on First Street. Also contiguous on First Street is a long narrow single-story structure, which was built in four phases (the first prior to 1915 and the last after 1951, as described below). This single consolidated structure is faced in brick and concrete block, and it has no window or door openings.

A 1915 Sanborn fire insurance map shows that the land on which the building stands included all or portions of seven separate parcels at that time. The entire north half of the block between 1st, 2nd, and Bond Streets and the Gowanus Canal was owned by Standard Oil Company of New York. The south half of the block was owned in part by Frank D. Creamer & Co. Building Materials; and also included several privately owned dwellings. Most of the buildings shown on the location in the 1915 Sanborn map (including dwellings, oil tanks, a wagon house, and pump room, among others) are no longer standing; however, three non-contiguous buildings shown on the map appear to have been incorporated into what is now Building 1. These three buildings, which comprise roughly 20 percent of the building's current footprint, include a narrow two-story L-shaped building fronting on Bond and First Streets, and a single-story "Auto House," fronting on 1st Street (both on the Standard Oil property); as well as a small two-story "Auto House/Office" fronting on 2nd Street (on the Frank D. Creamer Company property).

A 1951 Sanborn map shows that the location where Building 1 now stands was owned entirely by Standard Oil Company of New York at this time; and Fler & Fler, Inc. is listed as the tenant. A narrow two-story rectangular-plan structure fronting on Bond Street has been built to connect with and extend the existing L-shaped building to 2nd Street, the consolidated structure is designated for "Storage." A large single-story brick "Auto House" has been built in the center of the property (noted as having been built in 1920). Both of these structures are also now integrated into Building 1. Additionally, a single-story "Garage" has been added to the east end of the existing single-story "Auto House" fronting on 1st Street, and this structure also appears to have been incorporated into the current building. Several oil storage tanks and a storage structure, no longer extant, are also shown on portions of the property now occupied by Building 1. The portion of the building that fronts on Bond Street is labeled 'storage.' A recent Sanborn map indicates that a large portion of Building 1, fronting on Second Street and comprising roughly 50 percent of the total footprint of the structure, was built in 1956. The structure has most recently been occupied by the Fiber Wave Company.

**Building 2:** The single-story brick building at 363 Bond Street (a.k.a. 63-87 First Street) between 1st and Carroll Streets is a warehouse structure with simple diamond-shaped brickwork on a low parapet (see Figure 7-3; and Figure 7-6, View 5). Although the building appears to have had several windows and doors originally, these have been sealed. The building does not appear on a 1915 Sanborn map; however, it does appear to be the same building shown on a 1951 Sanborn map, labeled as a garage and auto repair shop.

**Building 3:** The brick and concrete warehouse building at 89-107 1st Street, on the north side of 1st Street between Bond Street and the Gowanus Canal, adjoins Building 2 (see Figure 7-3; Figure 7-6, View 6; and Figure 7-7). Faced in concrete, the former windows of the two-story building are delineated by slightly projecting piers; most of the windows have been sealed with concrete blocks; others with modern metal roll-down gates. According to a 1951 Sanborn map, the building was constructed in 1916 as a warehouse, and became associated with the Pure Oil Company in 1951.

Two cylindrical reinforced-concrete buildings, former containment structures, are located between Carroll and First streets. One of these structures, **Building 4**, was substantially rebuilt in the late 20th century; its walls were augmented, and small windows and a conical roof was added to the structure (see Figure 7-3 and Figure 7-8). Most recently, it has been used primarily for storage. Another former containment structure, **Building 5**, also concrete cylinder, with a low conical roof and picture windows added in the late 20th century (see Figure 7-3; and Figure 7-8, View 10). These structures do not appear on the 1915 Sanborn map of the property, but are shown on the 1951 Sanborn map as part of the Pure Oil Company Property (to which Building 6, described below also belonged). Buildings 4 and 5 are indicated as containing 100,000 gallon gasoline tanks. Also located on the property were three additional containment structures, a pump house, and two additional structures, none of which are extant.

**Building 6:** The two-story five-bay rectangular-plan brick building at 388 Carroll Street has a flat roof with a small chimney on the northwest corner (see Figures 7-3 and 7-9). The building has a simple brick cornice and floor band, but is otherwise unornamented. The window openings contain retrofitted one-over-one-light double-hung sash windows, or sealed or covered with corrugated metal awnings. The building does not appear on the 1915 Sanborn map of the property. It is shown on the 1951 Sanborn as part of the Pure Oil Company property, labeled as an office.

#### *PRIMARY STUDY AREA*

Four architectural resources are located within the 400-foot study area for the project (see Figure 7-1). Three of these were previously identified as contributing to the S/NR-eligible Gowanus Canal Historic District: the Former Brooklyn Rapid Transit Power House, the Carroll Street Bridge and Operator's House, and the Gowanus Canal Waterway. A fourth resource, a group of rowhouses at 59-97 Second Street, was identified as part of this project.

#### *Former Brooklyn Rapid Transit Power House (S/NR-Eligible):*

The Former Brooklyn Rapid Transit (BRT) Power House, located within the project study area on the east side of the Gowanus Canal, has been identified as a contributing element within the S/NR-eligible Gowanus Canal Historic District (see Figure 7-1, Resource 2; and Figures 7-10 and 7-13). It is located roughly 300 feet east of the project site, on the opposite side of the Gowanus Canal.

This nine-story Romanesque Revival-style building was built in 1902 as a part of a larger complex of buildings for the BRT Corporation. The BRT was formed in 1896 and owned all but one of the steam railroads, elevated railroads, and streetcar lines in Brooklyn. Sanborn fire insurance maps of the early 20th century indicate the rest of the BRT Corporation complex consisted of three boiler buildings, a smaller dynamo building, a smokestack, a coal elevator and a cement coal pit. The BRT sold the Gowanus property in 1938. Subsequently, components of



A view of the Gowanus Canal bulkhead (S/NR-eligible) along the project site between Carroll and First Streets 1



A view looking southwest showing the brick Operator's House for the NYC Landmark and S/NR-eligible Carroll Street Bridge on the left (immediately adjacent to the project site); the cylindrical building on the right is a former containment structure (within the project site) **2**



Looking east towards the NYC Landmark and S/NR-eligible Carroll Street Bridge, adjacent to the project site **3**



A view looking northeast from the foot of Second Street, across the Gowanus Canal Waterway (S/NR-eligible) to the former BRT Power House (S/NR-eligible)

4

the complex were razed in a piecemeal fashion. By 1969 the former BRT Power House was the only building of the complex still standing.

*Carroll Street Bridge and Operator's House (S/NR-Eligible and NYCL):*

The Carroll Street Bridge and Operator's House, built from 1888 to 1889, was designed by Robert Van Buren, chief engineer and George Ingram, engineer-in-charge (see Figure 7-1, Resource 3; and Figures 7-10 and 7-12). A New York City Landmark and S/NR-eligible historic structure, it is considered the oldest of four retractable bridges in the United States. When a barge needs to pass through the Gowanus Canal, the bridge rolls onto land, opening the waterway to boat traffic. The bridge was restored in 1989 and is the only one of the four retractable bridges in the United States to be considered eligible for the National Register. The single-story brick Operator's House, which stands immediately adjacent to the southwest corner of the bridge, is also included in the historic designation. A large single-story corrugated-metal prefabricated building was constructed immediately south of the Bridge and Operator's House in the 20th century. The remains of this structure are still visible. The Bridge and Operator's House are located immediately adjacent to the northeast portion of the project site.

*Gowanus Canal Waterway (S/NR-Eligible):*

The Gowanus waterway was originally a tidal creek. As early as the 1830s, there was discussion of channelizing the creek in order to drain the surrounding marshes, flush sewerage from nearby communities, and aid navigation into the heart of South Brooklyn. Two separate design plans were drafted in the 1840s by Maj. David B. Douglass and Daniel Richards, but neither was constructed. In 1866, Edwin C. Litchfield, a prominent lawyer and local landowner, spearheaded the establishment of both the Gowanus Canal Improvement Commission, a state commission, and the Brooklyn Improvement Company, a private organization. These groups worked in tandem and drew on Richards' earlier plans to design and construct the Gowanus Canal in the late 1860s and early 1870s. The city took over canal and bridge maintenance in 1870. The canal was instrumental in transporting goods that facilitated the growth and development of surrounding neighborhoods such as Carroll Gardens and Park Slope, as well as larger Brooklyn. The canal entered a period of decline by the mid-20th century as industry waned and the navigational benefits of the waterway were supplanted by other means of transport. Sanitation, which had been problematic since the earliest days of the canal, also worsened despite the construction of a flushing system constructed in 1905-1911. The equipment failed in 1960. However, the flushing system was reconstructed in the 1990s, and further upgrades are planned.

The Gowanus Canal waterway is located along the eastern edge of the project site (see Figure 7-1, Resource 4; and Figures 7-10, 7-11, and 7-13). The entirety of the canal was identified as a historic waterway that fueled local urban growth and as the largest waterway in the Port of New York developed without federal assistance (ACOE 2004: 4-1).

*Rowhouses at 59-97 Second Street (S/NR-Eligible)*

As part of this project, a group of rowhouses at 59-97 2nd Street was identified as being potentially S/NR-eligible. As stated in a letter dated May 8, 2008, SHPO officially determined this rowhouse block S/NR-eligible. The residences at 59-97 2nd Street, on the north side of Second Street between Hoyt and Bond streets, represent a particularly intact example of the brick rowhouse development typical of the Gowanus area (see Figure 7-1, Resource 5; and Figures 7-10 and 7-14). They are located approximately 150 feet west of the project site. Many of the other blocks in the study area are similar in character but lack historic integrity due to



A portion of the potential historic rowhouse block on the north side of Second Street between Hoyt and Bond streets. This view shows 71-77 Second Street **5**



A portion of the potential historic rowhouse block on the north side of Second Street between Hoyt and Bond streets. This view shows 77-83 Second Street **6**

Project-Identified Historic Resources in  
Primary Study Area

**Figure 7-14**

modern infill construction or recent alterations. The rowhouses at 59-97 Second Street resemble those of the closely neighboring Carroll Gardens Historic District, although have smaller front yard areas than those for which the Carroll Gardens Historic District is known. The rowhouses at 59-97 Second Street were likely developed for residents of modest incomes, possibly including workers in the industries once clustered along the Gowanus Canal.

The majority of brick rowhouses along 59-97 Second Street block are built in the Anglo-Italianate style, are two-and-a-half stories in height, three bays wide, and have off-set doors accessed via masonry stoops. Some of the houses retain their original six-over-six-, or nine-over-nine-light double-hung sash windows, while others have retrofitted one-over-one-light double-hung sash. The houses at 93-97 2nd Street are two stories tall and two bays wide and are accessed from street level. All of the rowhouses on the block have wood or metal cornices with dentils or modillion brackets. The front yards and stoops are enclosed with cast-iron fences.

### *SECONDARY STUDY AREA*

The secondary study area extends from Wyckoff Street on the north to 12th Street on the south, and from Smith Street on the west to 4th Avenue on the east (see Figure 7-1). Two previously identified individually designated architectural resources and two historic districts are located in the secondary study area. Four previously identified architectural resources that contribute to the State/National Register of Historic Places (S/NR)-eligible Gowanus Canal Historic District are also located in the secondary study area. In addition, 12 potential architectural resources were identified in the secondary study area as part of this project. Five of these were considered to contribute to the S/NR-eligible Gowanus Canal Historic District. SHPO officially determined these 12 architectural resources S/NR-eligible in a letter dated August 7, 2008.<sup>1</sup> LPC determined four of these architectural resources NYCL-eligible in a letter dated August 4, 2008. Architectural resources are listed in Table 7-1 and illustrated on Figure 7-1. A discussion of these resources follows.

#### *Gowanus Canal Historic District (S/NR-Eligible)*

The following architectural resources are contributing elements in the S/NR-eligible Gowanus Canal Historic District. Four of these (the Burns Brothers Coal Pockets; the Third Avenue Bridge; the Brooklyn Improvement Company Building; and the Pumping Station) were previously identified by the United States Army Corps of Engineers (ACOE) *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal* as contributing to the S/NR-eligible Gowanus Canal Historic District and are located within the secondary study area. In addition to the resources listed below and illustrated on Figure 7-1, the ACOE study also flagged the Gowanus Canal Flushing Tunnel, an underground brick tunnel that runs from the Pump Station at the northern terminus and thence westward beneath Butler Street. Furthermore, the 1st and 5th Street basins, which are now filled along 1st Street between the Canal and 3rd Avenue, and along 5th Street between the Canal and 4th Avenue, have also been considered significant. Five additional buildings were identified as

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<sup>1</sup> In addition to the resources that SHPO determined S/NR-eligible as part of this project, three structures identified as potential architectural resources in the secondary study area were determined not eligible for the S/NR. These include the Eagle Clothes Building and Sign (214-241 6th Street), the Brooklyn News Garage (191-208 3rd Avenue), and the former Washington Park Ballfield Wall (321-359 3rd Avenue). For further information on these structures, see Appendix A.

contributing to the S/NR-eligible Gowanus Canal Historic District as part of this project, including the R.G. Dun & Co. Building, the American Can Company, the Ice House/Brewery, the former Roulston Grocery Warehouse, and the Kentile Building and Sign. Although the structures were not included in the original ACOE survey of the S/NR-eligible district in 2004, they appear to have been historically associated with the canal either directly or indirectly, and have been included as additional contributing resources to the S/NR-eligible district.

*Burns Brothers Coal Pockets*

Located between 2nd Avenue, 6th Street, and the Canal, the Burns Brothers Coal Pockets consist of 18 coal storage silos (see Figure 7-1, Resource 6). The cylindrical concrete structures are elevated on 15-foot high concrete legs. Eight of the silos were built between 1915 and 1924, while the additional 10 were built between 1932 and 1938. The coal pockets are considered significant for their association with one of the Canal's most important transports. Coal was essential to 19th and early 20th century urban society, and coal was transported to a large portion of developing Brooklyn via the Canal.

*Third Avenue Bridge*

The Third Avenue Bridge is located along 3rd Avenue at 5th Street, having crossed the 5th Street basin of the canal (now filled) east of 3rd Avenue (see Figure 7-1, Resource 7). The bridge was constructed in 1870, and was extensively rebuilt in 1889.

*Brooklyn Improvement Company Office Building*

The Brooklyn Improvement Company Building, also known as the Litchfield Office Building and the New York and Long Island Coignet Stone Company Building, is located at 360 3rd Avenue at the southwest corner of 3rd Avenue and 3rd Street (see Figure 7-1, Resource 8). This Renaissance Revival-style structure was designed by William Field and Son and constructed in the 1872. It long served as the office of Edwin C. Litchfield, a prominent Brooklyn citizen, and the driving force behind the Brooklyn Improvement Company, which was largely responsible for the construction of the Canal. The small two-story three-bay building features classical detailing including a pedimented entryway with Ionic columns; it is constructed of brick and cast stone. The Brooklyn Improvement Company Office Building is a NYCL as well as a contributing element within the S/NR-eligible Gowanus Canal Historic District.

*Pumping Station*

The Pumping Station, located between Butler and Douglass Streets, was constructed between 1905 and 1911 as part of the flushing system of the canal (see Figure 7-1, Resource 9). The small gambrel-roofed brick building remains intact today despite the removal and/or reconstruction of much of the equipment associated with the system in the 1990s.

*R.G. Dun & Company Building*

The R. G. Dun & Company Building is located on the northwest corner of Butler and Nevins Streets, immediately across Butler Street from the Gowanus Pump Station and northern terminus of the Gowanus Canal (see Figure 7-1, Resource 10; and Figure 7-15). It is a four-story building with a parged face; it has a flat roof hidden behind a parapet which features rounded and stepped sections at the corner and ends of the building along Butler and Nevins Streets. The four-story building has large rectangular ribbon windows arranged in groups of three along the first three stories of the building. The upper story contains large segmental-arched windows. While many of the windows have been sealed, others contain three-over-three-light double-hung sash. The



The R. G. Dun & Co. Building, located on the corner of Nevins and Bond Streets, immediately across Butler Street from the northern terminus of the Gowanus Canal. The structure, was built in 1914 to house the printing department for the large credit reporting company, R. G. Dun & Co. This photograph shows the south (left) and east (right) facades of the building

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Looking northeast towards the south façade of the R.G. Dun & Co. Building on Butler Street. The parged concrete building is ornamented with blue terra-cotta tiles

8

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Contributing to Gowanus Canal Historic District

bays of the concrete building are defined by concrete pilasters designed to suggest rusticated stone blocks. The facades are further ornamented by the use of decorative blue-colored terracotta tiles forming chevrons, diamonds, and other geometric shapes. A small parged smokestack rises from the roof of the structure at its southwest corner.

Historic Sanborn maps indicate that this building was constructed in 1914 as the publishing department for R. G. Dun & Co. The history of this company was put in context in a book by James D. Norris published in 1978 and entitled *R.G. Dun & Co.: 1841-1900: The Development of Credit Reporting in the Nineteenth Century*. R. G. Dun was established in 1859 and by the 1880s had hundreds of thousands of subscribers. According to Norris, R. G. Dun was at the forefront of the development of modern credit reporting and thereby influenced the development of the United States economic system. The company was reorganized to form Dun & Bradstreet in the 1930s. As historic Sanborn maps indicate, this building functioned as the company's "publishing department," which, based on the industrial character of the building, likely included printing facilities. It is likely, if not certain, that the Gowanus Canal would have been utilized to transport goods to and/or from the facility.

### American Can Company

The American Can Company Complex consists of two brick buildings at the southeast corner of 3rd Avenue and 3rd Street. A four-story building occupies the corner while a five-story building is attached on the south end of the first (see Figure 7-1, Resource 11; and Figure 7-16). The corner building is flat-roofed, faced in red brick, and designed an industrial interpretation of the Renaissance Revival style. The building has a four-story central section with two wings at right angles to the first, which front on 3rd Street and 3rd Avenue respectively. The building has a complex decorative corbelled brick cornice featuring large diamond windows on the upper story of the 3rd Avenue façade. Both facades include pilasters and segmental- and round-arch windows with slightly projecting brick lintels. Stone floor bands accent the story and mid-story divisions. A masonry-faced basement story is visible, partly within an areaway below street level. The five-story at the south end of the complex is somewhat plainer in design, but also includes a substantial corbelled brick cornice and segmental-arched windows with brick lintels.

The main corner section of the building was constructed ca. 1885, and in 1886 was occupied by the Somers Bros. Decorated Tinware Company, as indicated on a historic Sanborn map. By the 1920s, however, the structure was occupied by the American Can Company, and the six-story portion of the complex had been added. The 5th Street basin of the Gowanus Canal formerly extended immediately south of the complex, and it is likely that the American Can Company utilized the canal for the transport of materials and goods.

### Ice House/Brewery

A former Ice House and Brewery complex is situated on the east side of Bond Street between 3rd and 4th Street, immediately west of the Gowanus Canal (see Figure 7-1, Resource 12; and Figure 7-17). The complex consists of four contiguous sections, all constructed of brick and ranging in height from one to six stories. The two tallest sections are designed in the Romanesque Revival style. The northernmost section is six stories high and six bays wide, with a flat roof and shallow stepped parapet. The uppermost story contains a recessed panel and corbelled cornice, while the story immediately beneath it contains round-arch windows. Many of the windows on the façade have been sealed with brick while others retain multi-light wood sash. Immediately south of this section is a single-story brick storage section with minimal Art Deco-style cast stone trim featuring stylized chevrons and other ornamentation. Immediately



Looking southeast towards the north (left) and west (right) facades of the American Can Company Building on the southeast corner of 3rd Street and 3rd Avenue. Note the segmental-arched windows, corbelled brick cornice, and multi-light diamond-shaped windows on the upper story of the west façade

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The west façade of the American Can Company Building on 3rd Street. The red brick section (right) was constructed ca. 1885, while the five-story section to the south (right), which also has segmental-arched windows and a corbelled brick cornice, was added at the turn of the century

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Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Contributing to Gowanus Canal Historic District



The front (west) façade of the northernmost section of the former Brewery on Bond Street at 4th Street. The tall brick structure has a both round-arch and rectangular windows, and an ornamental brick cornice

11



Looking southeast towards the three southern sections of the former Ice House and Brewery on Bond Street. The peak-roofed section (center), which has round-arched windows and projecting brickwork suggesting quoins and voussoirs, is the earliest section, built ca. 1900

12

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Contributing to Gowanus Canal Historic District

**363-365 BOND STREET**

**Figure 7-17**

south of this is a large three-story section with a side-gable peaked roof. The Bond Street façade of this section is three bays wide, containing large round-arch windows on the first story and rectangular windows on the upper stories; most of which have been sealed. Projecting brickwork suggests stylized quoins and voussoirs. The side facades of the buildings are treated similarly and feature paired and single round-arched and rectangular windows. The southernmost section of the building is a narrow single-story garage with simple brickwork patterning consisting of recessed horizontal striations. A large doorway with a metal roll-down door is located in the center of the façade.

Historic Sanborn maps indicate that in 1904 the site was used by Empire City Hygeia Ice Company. Of the structures that currently stand on the site, only the peak-roofed three-story brick section appears on the 1904 map. This building contained condensers, filter rooms, ice engines, and a coal shed. By 1906, the largest, six-story section of complex had been constructed, and the facility served as Leonhard Michel Brewing Co., containing a brew house, ice storage, and freezing tanks. By 1939, and likely at least a decade earlier, the complex had been taken over by the Ebling Brewing Company. All of the four sections of the complex facing Bond Street were in place at this time, the northern single-story section labeled as a racking room and cooperage, and the southernmost section labeled as 'lockers.' The 1950 Sanborn map shows that the complex had ceased to function as a brewery by that time, and was occupied by Municipal Haulage, Inc. While it is not certain that the ice house and brewery industries that occupied the complex depended on the canal, it is very likely that goods such as coal, ice, and other products, were transported to and from the structure via the Canal.

*Former Thomas Roulston Grocery Warehouse (94-110 9th Street)*

The Former Thomas Roulston Grocery Warehouse, located at 94-110 9th Street between 8th Street, 2nd Avenue, and the Gowanus Canal, is a brick industrial building (see Figure 7-1, Resource 13; and Figure 7-18, Photo 14). It consists of three contiguous sections fronting on 9th Street. The easternmost section is two stories tall and three bays wide; the middle section is one story tall and three bays wide, and contains a brick smokestack; and the western section is four stories tall and five bays wide. All of the sections were built at the same time and share similar architectural characteristics. The flat-roofed brick complex is designed in the Renaissance Revival style, and features a corbelled brick cornice and segmental-arched upper-story windows with keystones. Most of the windows throughout the structure have been replaced, while others contain the original multi-light metal sash.

According to his obituary, published in the *New York Times* on April 27, 1918, Thomas Roulston was an Irish immigrant who founded the Thomas Roulston grocery store chain in the 1880s. Roulston ran the company with his sons, Thomas H. and Henry Roulston. By the time of his death, he had established more than 230 stores throughout Brooklyn and Long Island. Paul T. Cherrington's *Advertising as a Business Force* (1913) notes that Roulston's chain was the largest grocery store chain in Brooklyn at the turn of the century. Several historic *New York Times* articles suggest that the building at the corner of 2nd Avenue and 9th Street was the firm's main warehouse and also housed its offices. The Roulston company purchased goods directly from suppliers and kept them at this warehouse and then sent them to individual grocery stores as needed. It is likely that the grocery warehouse utilized the canal for coal delivery and possibly for shipment of goods.



The Kentile Building and large neon sign, looking northwest at the corner of 2nd Avenue and 9th Street **13**



Looking southwest towards the former Thomas Roulston Grocery Warehouse. The brick structure, which is composed of three sections, ranging in height from one to four stories, was built as a wholesale warehouse for what was Brooklyn's largest grocery chain at the turn of the century **14**

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Contributing to Gowanus Canal Historic District

Kentile Building and Sign

The Kentile Building is located at the northwest corner of 9th Street and 2nd Avenue (see Figure 7-1, Resource 14; and Figure 7-18, Photo 13). The building has a large footprint, but stands only one-story tall, with the exception of a roughly eight-story-tall red neon sign on a massive metal support structure. The sign, which bears the large capitalized words “Kentile Floors” can be seen at a great distance, particularly from points south of the building. While historic Sanborn maps suggest that a small section of the building (the northeastern) was standing by the 1930s, most of the present building, including the neon sign, was constructed in the early 1940s. The building is currently characterized numerous individual facades along the 9th Street and 2nd Avenue frontages. In general, the façade is brick and lacks ornamentation. The various sections of the facade differ in window type and brick color, suggesting that they have been altered at various times by individual businesses operating in the structure. Three bays of the building in the middle of the 9th Street façade feature stone trim in the Neoclassical style, including a pedimented entry.

The Kentile Floors company was established by David E. Kennedy in the late 19th century. The company’s name was changed from Kentile, Inc. to Kentile Floors, Inc. in 1964. Kentile Floors manufactured do-it-yourself resilient asphalt, vinyl, cork, rubber and vinyl asbestos tile flooring and special adhesive. Because the tiles could be installed by the homeowner, they became very popular as they could “reduce by as much as 40 percent the amount of time a housewife [spent] on the care of her floors” (*New York Times* 6/1/1958: R8). Kentile’s floor tiles were later introduced in a variety of colors and patterns. The neon sign on the building was erected in the 1940s, at the height of Kentile’s popularity. At the end of the 20th century, the company was plagued by legal troubles as a result of the use of asbestos in their products. Representatives from Kentile testified at congressional hearings on asbestos and the company was the defendant of multiple lawsuits relating to asbestos. The company eventually closed as a result of this issue. Reports of the United States Interstate Commerce Commission (1972, vol. 344) indicate that in the late 1960s Kentile was one of the few remaining companies to depend on the canal for shipment of goods.

*Other Architectural Resources in the Secondary Study Area*

Cobble Hill High School (S/NR-Eligible)

Cobble Hill High School is located at 347 Baltic Street, with facades on Baltic and Warren Streets between Smith and Hoyt Streets, on the border of the Cobble Hill and Boerum Hill neighborhoods (see Figure 7-1, Resource 15). The four-story school, originally built as a public elementary school, has an H-plan with courtyards facing both Baltic and Warren Streets. It is constructed of brick, with stone trim, including Gothic door surrounds and pronounced quoins.

IND Subway 4th Avenue Station (S/NR-Listed)

The 4th Avenue Station of the IND Subway (6th Avenue Line) is situated within a bridge that carries the elevated railroad across 4th Avenue along the north side of 10th Street (see Figure 7-1, Resource 16). Constructed in 1933, the bridge has a steel arch and massive brick piers designed in the Art Deco-style, featuring brickwork patterns and decorative exterior wall sconces. The station entry, ticket booth, and stairway are located in the piers on the east and west sides of 4th Avenue, while the subway platform is located on the deck of the steel arch bridge. The station was listed on the S/NR as part of the New York City Transit Authority’s Historic Properties Survey in the 1990s.

Carroll Gardens Historic District (S/NR-Listed; NYCL)

The Carroll Gardens Historic District is located roughly 500 feet from the project site (see Figure 7-1, Resource 17). The historic district comprises President and Carroll Streets between Smith and Hoyt Streets. It is known for mid-rise brick and brownstone rowhouses in the Italianate and neo-Grec styles as well as the unusually large set-backs of the structures from the streets allowing spacious front gardens. Surveyor Richard Butts planned the development in 1846, designing an unusual street grid characterized by short irregular blocks that create a secluded feeling. The majority of the houses in the district were constructed between 1869 and 1884.

Rowblocks Constituting a Potential Extension Boundary Increase of the Carroll Gardens Historic District (S/NR-Eligible; NYCL-Eligible)

Two areas were identified for potential expansion of the existing NYCL and S/NR-listed Carroll Gardens Historic District described above (see Figure 7-1, Resource 18). These flank the previously designated district to the north and south and include Degraw, Sackett, and Union Streets between Smith and Hoyt Streets on the north, and 2nd and 3rd Streets between Smith and Hoyt Streets on the south (see Figure 7-1). The S/NR-eligible historic district boundary increase also includes the east side of Smith Street between 2nd and Degraw Streets, and both sides of Hoyt Street between 3rd Street and Sackett Streets. The history, overall architectural character, and historic integrity of the residential buildings along the streets that form the S/NR-eligible historic district boundary increase are generally similar to that which characterizes the existing historic district. The architectural character of these streets, moving from north to south, is described briefly below.

Degraw Street between Smith and Hoyt Streets, like the existing Carroll Gardens Historic District, is characterized by contiguous dwellings, generally three-and-a-half-stories in height, designed in the Renaissance Revival and Anglo-Italianate styles (see Figure 7-19). Most of them are faced in red brick with brownstone trim, however several are faced entirely in brownstone as is typically found within the existing Carroll Gardens Historic District. The Degraw Street dwellings are as high-style as those within the historic district, however, they lack the large front gardens typical of the existing historic district. While some stoops and windows have been replaced and a small number of structures on the street have been altered or newly constructed, the dwellings on Degraw Street generally retain a high level of historic integrity.

Sackett Street between Smith and Hoyt Streets is also characterized by Renaissance and Italianate-style contiguous townhouses of similar height and style (see Figure 7-20). Roughly half of the buildings on the block are faced in brick, while the others are faced in brownstone. The block lacks the large front gardens that the houses within the existing historic district possess. While a few residences have been re-clad or otherwise altered, most of the buildings retain a high level of integrity, some retaining their original windows, doors, and cast-iron stoop balustrades. The house on the southwest corner of Sackett and Hoyt Streets is unique: it is a larger brick Italianate-style mansion with a hipped roof, fronting on Sackett Street. The three-bay façade features a central entryway with a double door trimmed in a wood rope motif. The building has a large cornice with decorative brackets, and retains multi-light wood-sash windows and brownstone trim. According to the current owner, this dwelling is known as the Bacchus House, after its original owner who was an entrepreneur who made his fortune on canal-related industries.



A view looking northwest towards the north side of Degraw Street between Smith and Hoyt Streets 15



Looking southwest towards the south side of Degraw Street between Smith and Hoyt Streets 16

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Carroll Gardens Historic District Boundary Increase



Looking southeast towards the brownstone-faced rowhouses on the south side of Sackett Street from the middle of the block between Smith and Hoyt Streets



A view of the Bacchus House, an Italianate-style brick dwelling on the southeast corner of Hoyt and Sackett Streets

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Carroll Gardens Historic District Boundary Increase

The residences that line Union Street, the block located immediately north of the existing Carroll Gardens Historic District, are particularly similar to those which characterize the historic district (see Figure 7-21, Photo 19). Buildings along this block possess the large front gardens that typify the existing district; many of these front gardens retain their original cast iron perimeter fences. Furthermore, with the exception of two slightly larger brick apartment buildings located on the north side of Union Street (designed in the Renaissance Revival style), the contiguous three-and-a-half-story dwellings along Union Street are faced in brownstone. Most retain their cornices, brownstone door surrounds, and other detailing.

Immediately south of the previously designated Carroll Gardens Historic District, 2nd Street between Smith and Hoyt Streets, is also characterized by contiguous dwellings with large front gardens contained within cast-iron fences (see Figure 7-21, Photo 20). Houses along the north side of 2nd Street in this area are generally faced in brownstone, while those on the south side of the street are more often faced in brick with brownstone trim. Several buildings on the eastern end of the block, on both the north and south sides of the street, are somewhat shorter than is typical for the Carroll Gardens Historic District, rising to two-and-a-half rather than three-and-a-half stories.

The block of 3rd Street between Smith and Hoyt Streets is a wider and more heavily trafficked street and therefore has a slightly less insular feeling than the existing Carroll Gardens Historic District (see Figure 7-22). Nevertheless, it is lined with dwellings constructed in similar architectural styles and faced in brownstone and red brick. Some of the dwellings on the block have slate-clad mansard roofs. While they lack the large front gardens that typify portions of Carroll Gardens, the dwellings generally retain a high degree of historic integrity.

*Wyckoff Street Rowblocks (Boerum Hill Historic District Boundary Increase)(S/NR-Eligible;NYCL-Eligible)*

Two rows of residential structures along the south side of Wyckoff Street (along the northern edge of the secondary study area), between Smith and Hoyt Streets, and between Bond and Nevins Streets, respectively, are composed largely of contiguous single-family residential rowhouses constructed in the late 19th century (see Figure 7-1, Resource 19). These rowblocks are located across the street diagonally from the southern edge of the Boerum Hill Historic District (NYCL; S/NR-listed), which is located immediately north of the secondary study area, and now make up an S/NR-eligible boundary increase to the Boerum Hill Historic District. The Renaissance Revival and Italianate-style residences that characterize these streets, are similar in period and style to the character of the buildings that typify the previously designated Boerum Hill Historic District. Two late 20th century housing projects, including the Gowanus Houses and Wyckoff Gardens, intervene in the area: one between the two rowblocks between Hoyt and Bond Street and the other immediately east of the rowblocks, between Nevins Street and 3rd Avenue.

The south side of Wyckoff Street between Smith and Hoyt Streets is characterized by three-story brick residences with brownstone trim, often including doorway pediments and window surrounds, and metal bracketed cornices (see Figure 7-23). The buildings are accessed via low stoops with cast iron railings. A large light-colored-brick commercial building, which ranges in height from four to six stories, is located on the southeast corner of Wyckoff and Smith Streets. This Renaissance Revival style structure, which now functions as a bank, features patterned brickwork suggesting quoins, voussoirs, and rusticated pilasters. The building features decorative metal cornices.



The north side of Union Street between Smith and Hoyt Streets, looking northwest. Note the brownstone-faced single-family residences with large front gardens

19



Looking southeast towards the south side of 2nd Street between Smith and Hoyt Streets. This side of Union Street includes a large number of brick rowhouses with front gardens

20

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Carroll Gardens Historic District Boundary Increase



A view of the north side of 3rd Street between Smith and Hoyt Streets, looking northwest from near the corner of Hoyt Street 21



The south side of 3rd Street between Smith and Hoyt Streets, looking southeast from the middle of the block. Note the mansard-roofed rowhouses on the right, and the Renaissance Revival-style apartment houses on the left 22

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Carroll Gardens Historic District Boundary Increase



A view looking southeast from the corner of Wyckoff and Smith Streets, showing the large brick commercial building on the southeast corner

23



A view looking southeast towards the south side of Wyckoff Street between Smith and Hoyt, from the middle of the block. The late 19th-century three-story Renaissance Revival-style brick rowhouses are typical of this block

24

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Wyckoff Street Rowblock between Smith and Hoyt Streets

The south side of Wyckoff Street between Bond and Nevins Streets includes three-story brick and brownstone-faced rowhouses designed in the Italianate and Renaissance Revival styles (see Figure 7-24). They are typified by large metal bracketed cornices and brownstone trim including pedimented entryways. The buildings have stoops, some of which retain cast-iron balustrades. Most of the lots also include small front gardens contained within cast-iron fences.

*American Society for the Prevention of Cruelty to Animals Shelter (233 Butler Street)(S/NR-Eligible; NYCL-Eligible)*

The American Society for the Prevention of Cruelty to Animals (ASPCA) building is located at 233 Butler Street on the north side between Bond and Nevins Streets (see Figure 7-1, Resource 20; and Figure 7-25). The two-story flat-roofed building has a scalloped corbelled brick cornice punctuated with blue-colored terra-cotta tile ornamentation. The ground story has a central entryway with a stone surround which includes pilasters supporting an entablature that reads “THE ROGERS MEMORIAL.” Above it is a round stone seal featuring the name and logo of the ASPCA. Flanking this central doorway are two large round-arched doorways. The second story contains ribbons of small narrow rectangular windows.

The ASPCA was founded in New York City in 1866. The ASPCA maintained a branch in Brooklyn. However, in the early 20th century, the organization’s Brooklyn headquarters had become outdated and needed to be replaced with a more modern facility. The northern half of the building was constructed as an animal shelter in 1913. The building was extended to the south in 1922. The *New York Times* reported on June 19, 1922 that the new facilities at 233 Butler Street would not only include an animal shelter, but would also house the Brooklyn branch of the ASPCA’s executive offices and include an ambulance and a garage.

*Saint Agnes Church Complex (S/NR-Eligible; NYCL-Eligible)*

The Saint Agnes Church Complex consists of four buildings, including a large stone church located on the south side of Hoyt Street between Degraw, Sackett, and Bond Streets; a two-and-a-half-story brick Parish Hall, located on the east side of Sackett Street between Hoyt and Bond Streets; the Saint Vincent’s Residence, a three-story brick building on the east side of Degraw Street, between Hoyt and Bond Streets; and the Saint Agnes Roman Catholic School, immediately east of the Residence (see Figure 7-1, Resource 21; and Figures 7-26 and 7-27).

Saint Agnes Church is a massive stone church designed in the Gothic Revival style. Its steeple and spirelets are roofed in stone, while its main roof is clad in slate tiles and features decorative copper coping. It has stained glass windows with stone tracery, and retains very good historic integrity. The Parish House is also designed in the Gothic Revival style. The pointed-arch windows of the brick building are trimmed in stone, and the roof is clad in slate, with copper coping. Saint Agnes Roman Catholic School is a four-story brick, brownstone, and terra-cotta Romanesque Revival-style building. Saint Vincent’s Residence exhibits elements of the Romanesque and Gothic Revival styles.

The Saint Agnes parish had been founded in 1878 by Bishop Loughlin who installed Father James Duffy as the first pastor. Duffy initially had a temporary frame church constructed at Hoyt and Degraw streets, while planning the current Saint Agnes Church. The cornerstone for the church was laid in 1881 and construction proceeded slowly and steadily. The church was completed in 1888, and consecrated in 1893. When the church was completed, it was one of the largest Catholic churches in Brooklyn being 200 feet wide and 92 feet wide with a steeple rising 130 feet. Its architecture, including arched ceilings, frescoed interior walls, stained glass



A view looking southeast towards the south side of Wyckoff Street between Bond and Nevins Streets. These Italianate-style brick rowhouses are typical of the block; several retain their original windows as well as cornices and other features

25



Looking southwest towards the south side of Wyckoff Street between Bond and Nevins Streets

26

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Wyckoff Street Rowblock between Smith and Hoyt Streets

**363-365 BOND STREET**

**Figure 7-24**



The south (front) façade of 233 Butler Street, constructed in 1913 and rebuilt in 1922 as a shelter and office building for the American Society for the Prevention of Cruelty to Animals (ASPCA)

27



A close-up view of the stone frame of the central entryway, which includes a round shield with the ASPCA's logo

28

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
ASPCA Shelter



A view of Saint Agnes Church, looking southeast from the corner of Hoyt and Degraw Streets. The large stone Gothic Revival-style church, constructed 1881-8, is located on the east side of Hoyt Street between Degraw and Sackett Streets **29**



Looking northeast from Sackett Street just east of Hoyt Street towards the brick Gothic Revival-style Parish House (right) associated with Saint Agnes Church (left) **30**

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Saint Agnes Church Complex

**363-365 BOND STREET**

**Figure 7-26**



**31** The Saint Agnes School, now apartments, located at 421 Degrav Street, on the north side of the street between Hoyt and Bond Streets



**32** Saint Vincent's Residence, a brick Gothic Revival-style building, associated with the Saint Agnes Church complex, and located immediately west of the former school building shown above

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Saint Agnes Church Complex  
**Figure 7-27**

windows depicting scenes in the life of Saint Agnes, marble alters and pillars of onyx, was extensively praised in the *New York Times*.

Five years after the consecration of the church, in 1898, Father Duffy filed plans for the construction of a parochial school to be associated with Saint Agnes Roman Catholic Church. The school building would be “brick with stone trimmings and a peaked mansard roof. . . [and] equipped with the most modern improvements and will be one of the finest of its kind in Brooklyn.” Thomas Houghton was hired as the architect for the project. Houghton, who had probably designed Saint Agnes Church itself a few years earlier, was the son-in-law of Patrick C. Keely, the well-known Irish-born architect, and worked in Keely’s office for several years. Houghton designed a number of distinguished Neo-Grec rowhouses and several other Catholic churches in the Brooklyn, including Our Lady of Victory Roman Catholic Church (1891-1895) and Saint Francis Xavier Church (1900-1904).

Saint Agnes Roman Catholic School continued to serve as a parochial institute through most of the twentieth century. In 1987, it was abandoned, and remained vacant for over a decade. In 1999, the building was converted for use as a medium-income apartment complex called the School House in Carroll Gardens. The exterior of the building, including terra-cotta and brownstone ornament, was restored, and no substantial alterations were made to the exterior. The interior space was reconfigured to accommodate seven floors within an interior that had originally consisted of four stories. However, according to a *New York Times* article of September 17, 1999, the adaptive reuse was planned with an aim of retaining historic elements and “interior features like marble wainscoting, mosaic tile flooring and wrought iron railings, were saved whenever possible.” Saint Agnes Roman Catholic Church continues to function as a church.

*Our Lady of Peace Roman Catholic Church Complex (S/NR-Eligible)*

The Our Lady of Peace Roman Catholic Church complex is located along Carroll Street between Whitwell and Denton Places (two single-block streets), and includes a church at mid-block, flanked by a school to the west and a rectory and war memorial to the east (see Figure 7-1, Resource 22; and Figure 7-28). The church, built in 1902-4, is constructed in the Romanesque Revival style. It is a three-story brick building with stone trim composed of a central section flanked by two square-plan hip-roofed towers. The roof of the church is clad in slate and bears a metal cross at the front apex of each of the three sections. The church features round-arched windows, which are paired in many locations and form a continuous ribbon on the second story above the main entryway. This entry consists of paired round-arched doorways surmounted by heavily ornamented pediments. In the center of the third story are pedimented niches containing statues and flanking a small stained-glass rose window.

The school located immediately west of the church, which was constructed in 1922, stands on the corner of Carroll Street and Whitwell Place. Architecturally, it exhibits an unusual combination of the Art Deco, Romanesque Revival, and Gothic Revival styles. The four-story brick building with stone trim has a flat roof with a low parapet culminating in a stepped gable crowned with a stone cross on the center of the front (Carroll Street) façade. The central doorway has a round-arch with a pronounced keystone. The windows throughout the building have slightly-rounded Gothic arches with label moldings. They are arranged in ribbons and set within continuous stone surrounds extending three stories on both the front and side facades. A large clock, which appears original, is located on the front gable of the façade.



Looking southwest towards the school (right) constructed in 1922 in association with Our Lady of Peace Roman Catholic Church (left) **33**



A view looking southeast from the corner of Carroll Street and Whitwell Place, showing the front and side (west) facades of the school associated with Our Lady of Peace Roman Catholic Church **34**

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Our Lady of Peace Roman Catholic Church

The rectory, on the corner of Carroll Street and Denton Place, is a relatively simple three-story brick building with a hipped roof, built prior to 1933. A stone war memorial, commemorating local servicemen who fought in World War II, is located in front of the rectory building. This memorial was erected in the 1950s, and includes a bronze plaque listing names; it is surmounted by a large gilded eagle.

The Church of Our Lady of Peace was constructed to serve the large Italian population that inhabited this area of Brooklyn in the early 20th century. The parish was established on the present location, in what was considered Brooklyn's "Little Italy," in 1902 and the cornerstone of the church was laid in 1904. On August 8, 1904, the day the cornerstone was laid (construction had already been underway for some time), the *New York Times* reported that a crowd of 7,000, made up mostly of Italians and Italian-Americans from throughout New York City, came to view the ceremony. The church was originally run by the Vincentian Fathers, an order of Italian priests, but was soon taken over by the Franciscan Fathers, which according to a *New York Times* article published on December 30, 1906, caused some dissent among the local Italian community. A parochial school was constructed to the north of the church in 1922.

In their 1938 work *Italians of New York*, the Federal Writers' Project stated that the church was designed to seat 1,200 parishioners, although the congregation numbered 1,800, and 600 students were enrolled in the parochial school. In addition, Adrienne Onofri's *Walking Brooklyn* (2007) notes that Frank Sinatra sang at the church during a charity event in the 1940s.

*IND 9th and 10th Street Subway Viaduct (S/NR-Eligible)*

The 4,400-foot long viaduct was built in 1933 to carry the IND subway (F & G lines), elevated in this area between Smith Street and 2nd Place and 10th Street between 4th and 5th Avenues (see Figures 7-1, Resource 23; and Figure 7-29). The viaduct crosses the canal at 9th Street and curves in a southeast direction to 10th Street at 2nd Avenue. Where the viaduct crosses the canal it passes over the 9th Street vehicular bridge (previously determined not S/NR-eligible); the Smith-9th Street subway station (also previously determined not S/NR-eligible) is located on the viaduct in this location. The viaduct consists of a steel trestle. Through much of the study area, it runs along the north side of 10th Street, passing over buildings that line that street. Truss sections are located where the viaduct crosses the canal; immediately west of 2nd Avenue; and where the viaduct crosses 3rd Avenue. Between the 3rd and 4th Avenues the viaduct declines slightly in elevation and has concrete and brick piers and stepped parapets with patterned brickwork and small windows containing six-light fixed metal sash. In several locations the brick face of these features has been chipped off, possibly as part of on-going repairs. The viaduct crosses 4th Avenue with a single-span steel arch with two massive brick piers designed in the Art Deco style and featuring brickwork patterning and exterior metal sconces. The piers and deck of this section contain the 4th Avenue subway station, which was previously listed on the S/NR. Metal panels with Art Deco-style geometric patterns enclose the steel-arch bridge.

*Wood-frame Houses on 11th and 12th Streets(S/NR-Eligible)*

There are relatively few intact examples of nineteenth century wood-frame houses clad in wood siding in Brooklyn, however, a cluster of such residences remains on 11th and 12th Streets between 3rd and 4th Avenues in the eastern portion of Park Slope (see Figure 7-1, Resource 24; and Figure 7-30). While several wood-frame structures remain on these two blocks, particularly on 11th Street, only a few retain original exterior features such as original clapboard siding, and wood porches. These structures, which are concentrated on 11th and 12th Street towards 4th Avenue, include the following addresses: 205 12th Street; 216, 217, 218, 219, 221, 223, 226,



Looking west towards the IND subway viaduct from 10th Street between 3rd and 4th Avenues. On the left, the truss section where the viaduct crosses 3rd Avenue is visible. To the right, the viaduct is enclosed in brick facing

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Looking northeast from 10th Street and 4th Avenue to the IND subway viaduct where it crosses 4th Avenue. This portion of the viaduct, consisting of a steel-arch and brick piers designed in the Art Deco-style, houses the 4th Avenue subway station, which is listed on the S/NR

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Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
IND Subway Viaduct



The wood-frame residences at 217-223 11th Street 37



The wood-frame residences at 216-218 11th Street 38

Project-Identified S/NR-Eligible Architectural Resources in Secondary Study Area:  
Wood-Frame Houses on 12th and 11th Streets

229, and 232 11th Street. The two- to three-story structures were designed in the Italianate style, and most likely date to the third quarter of the 19th century. They retain wood cornices with decoratively carved wood brackets. Most retain original wood clapboard cladding, wood window and door surrounds, and ornamented front porches. While none of the original window sash remain, all of the structures retain their original fenestration, and transoms, and several retain their original wood paneled doors.

## **D. THE FUTURE WITHOUT THE PROPOSED PROJECT**

### **PROJECT SITE**

No other projects are planned for construction on the project site by 2011. Absent the proposed project, it is anticipated that the bulkhead would continue to deteriorate or would be repaired. Both scenarios could result in the loss of archaeological research potential.

### **PRIMARY AND SECONDARY STUDY AREAS**

As described in Chapter 2, “Land Use, Zoning, and Public Policy,” it is expected that current trends towards development of a wider mix of uses in formerly industrial areas, which have been occurring throughout Brooklyn and New York City as a whole, will affect the area around the northern portion of the Gowanus Canal. While no projects are currently planned in the 400-foot study area for architectural resources, several projects are planned in the study area.

At the intersection of 3rd Avenue and President Street, a new hotel is planned. A Whole Foods Market (commercial retail) is planned for a currently vacant parcel on 3rd Street between 3rd Avenue and the canal. Further east, Con Edison is developing a two-story office building on 4th Avenue between 1st and 3rd Streets.

Several residential developments are planned or under construction in the portion of the study area west of Bond Street and north of 3rd Street, which currently contains mostly residential uses. All of these residential developments are situated along the west side of Bond Street, and some will replace formerly industrial or vacant parcels. They include an 11 dwelling-unit building between Sackett and Union Streets, a 24 dwelling-unit building between President and Carroll Streets, a 15 dwelling-unit building at the corner of Bond and Carroll Streets, and a 45 dwelling-unit development at the corner of Bond and 3rd Streets.

None of the projects listed above in the future without the proposed project will demolish or alter architectural resources in the study areas. The planned Whole Foods Market, however, will be located in proximity to the Brooklyn Improvement Company Office Building (NYCL; S/NR-eligible). This project and the other projects discussed above will introduce modern structures with commercial and residential uses into the area. Therefore, in the future without the proposed project the context of architectural resources will be expected to change somewhat.

In addition to these projects, on May 29th, 2008, DCP presented to the public a draft zoning proposal for the Gowanus Canal Corridor. Under the draft proposal, the proposed rezoning would: allow for a mix of uses, including residential, in certain areas currently zoned for manufacturing; create public access to the waterfront at the Canal’s edge; encourage an active streetscape with ground-floor uses on certain streets; promote affordable housing through the City’s Inclusionary Housing Program; and establish limits for height and density that are in context with the existing neighborhoods.

Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review and construction process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs, within New York City Historic Districts, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

## **E. PROBABLE IMPACTS OF THE PROPOSED PROJECT**

### **ARCHAEOLOGICAL RESOURCES**

Due to the deteriorated condition of the Gowanus Canal Bulkheads on the project site and to make possible the construction of the proposed waterfront open space along the canal, the proposed project would construct a new steel sheet pile bulkhead along the length of the eastern boundary of the project site outside of the existing timber crib and bulkhead. An anchoring system consisting of “deadmen” and steel tie rods would be installed, and would extend up to 40 feet landward of the bulkhead. The tie rods would run from the new sheeting to the deadmen approximately every eight feet for the length of the bulkhead. The installation of the tie rods would require that trenches between the bulkhead and the deadmen be excavated. The installation of the tie rods could require removal of portions of the existing cribwork sufficient to allow the steel tie rods to pass through the area. Furthermore, two new storm water outfalls would be constructed through the existing bulkhead, one at the end of 1st Street and the other at the end of 2nd Street. The proposed bulkhead rehabilitation design described above may require modification based on the requirements of the New York State Department of Environmental Conservation (DEC) and/or ACOE.

LPC has determined that the bulkhead rehabilitation work and storm water outfall installation would adversely impact portions of the bulkhead at the project site. Therefore, an archaeological field investigation would be undertaken in coordination with LPC that would document the extent and significant characteristics of the Gowanus Canal bulkhead. This archaeological documentation would mitigate the adverse impact to the bulkhead under CEQR. The goals of the investigation would be to determine the length and width of a single crib, document and/or sample fill contained within the timber cribwork, and to evaluate and document the bulkhead’s construction, including the joinery between adjacent cribs. This field investigation would occur either in advance of or in concert with the bulkhead reconstruction and storm water outfall installation. An Archaeological Testing Protocol in compliance with the LPC Guidelines for Archaeological Work in New York City would be prepared and implemented in coordination with LPC.

With respect to Section 106 of the National Historic Preservation Act, SHPO has determined that the project would have no adverse effect on archaeological resources with the condition that an Unanticipated Discovery Plan and a Protocol for the Unanticipated Discovery of Human Remains be prepared and implemented in coordination with SHPO. These documents would be

prepared in accordance with the guidelines of the New York Archaeological Council (NYAC) and SHPO.

## ARCHITECTURAL RESOURCES

### *PROJECT SITE*

All of the buildings on the project site would be demolished under the proposed project, with the exception of the Gowanus Canal bulkhead. None of the buildings that would be demolished are considered contributing elements within the S/NR-eligible Gowanus Canal Historic District.

As noted above, the proposed project would rehabilitate the Gowanus Canal bulkhead. In the course of project planning, four alternatives in designing the bulkhead repair system were considered, including a no action alternative, an alternative that would repair the existing rock-filled timber-crib bulkhead, an alternative that would install a new steel sheet pile bulkhead behind the existing timber bulkhead, and an alternative that would completely demolish the existing bulkhead and replace it with a new bulkhead (see Appendix E, “Bulkhead Design”). The alternative that would install a new steel sheet pile bulkhead behind the existing timber bulkhead was chosen as the preferred alternative, however, the design is subject to change based on review by DEC/ACOE. It is anticipated that the reconstructed bulkhead would be faced in wood to match the existing.

To avoid adverse effects on the historic character of the bulkhead, the project sponsors would consult with SHPO on the designs of the new bulkhead, including submitting plans for the rehabilitation to SHPO at the preliminary and pre-final design stages.

### *PRIMARY STUDY AREA*

#### *Introduction*

As described above, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource. A resource could also be damaged from construction-period vibrations and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings (DOB) Technical Policy and Procedure Notice (TPPN) #10/88.

#### *Carroll Street Bridge and Operator’s House*

One architectural resource, the Carroll Street Bridge and Operator’s House (S/NR-eligible; NYCL) is located within 90 feet of projected construction activities. To avoid any construction-related impacts to this resource, a Construction Protection Plan (CPP) would be developed and implemented in consultation with LPC, SHPO, and DOT prior to project demolition and construction activities. The Carroll Street Bridge is not a City-designated truck route and therefore, construction vehicles would not use the Carroll Street Bridge during project construction. In addition, an engineering evaluation (see Appendix A) determined that the additional traffic that would be generated by the proposed project would not result in any significant impact to the structure. No other architectural resources are located close enough to the project site to experience potential direct impacts.

The proposed project would somewhat alter the context of the Carroll Street Bridge in that it would involve the demolition of industrial buildings adjacent to the resource and the construction of a taller residential complex on the site. However, the Carroll Street Bridge is significant primarily for its unique engineering, which significance would not be affected by the proposed project. Therefore, the proposed project would not impact the qualities that qualify it for NYCL status or S/NR eligibility. The proposed project elements would replace the existing remains of a non-historic prefabricated corrugated metal structure currently located immediately adjacent to the Carroll Street Bridge and Operator's House. Furthermore, the proposed project would create new public access to and along the Gowanus Canal including an esplanade and plaza area adjacent to the Carroll Street Bridge. This amenity would be expected to improve access to, and the visibility of, the Carroll Street Bridge. Therefore, the proposed project is not expected to have an adverse impact on the Carroll Street Bridge.

*Gowanus Canal Historic District*

Two features (in addition to the Carroll Street Bridge and the Gowanus Canal Bulkheads, described above) that contribute to the S/NR-eligible Gowanus Canal Historic District are located within the project's 400-foot study area: the Former BRT Power House (located across the canal, roughly 300 feet east of the project site), and the Gowanus Canal Waterway (which runs immediately adjacent to the project site). While the context of the Waterway and the Power House would change somewhat with the construction of the project, this change would not constitute a significant adverse impact. The proposed project would not remove any contributing architectural resources from the S/NR-eligible Gowanus Canal Historic District. The relationship between contributing architectural resources and the Gowanus Canal would not be affected by the project. The Gowanus Canal bulkhead, a contributing element in the S/NR-eligible Gowanus Canal Historic District, would be reconstructed in the project site as part of the proposed project. However, the reconstructed bulkhead would be faced in wood to match the appearance of the existing and surrounding bulkheads, and therefore, the appearance of this feature would not change substantially. In addition, the proposed masonry and glass buildings have been designed to take into account and complement the nearby S/NR-eligible Gowanus Canal Historic District and nearby residential areas. Like many of the contributing buildings in the S/NR-eligible Gowanus Canal Historic District, the proposed design utilizes brick and masonry materials, has components of varying heights, is set back from the canal. The design incorporates low-rise townhouses at the project site mid-blocks, and low-rise residential buildings along Bond Street. The medium-rise (12-story maximum) building components, which would be located further east on the project site, would be wrapped in low-rise bases, in attempt to maintain the existing low-rise character of the area.

As stated in a letter from SHPO dated August 7, 2008, (see Appendix A), the proposed project would have no adverse effect on the S/NR-eligible Gowanus Canal Historic District with the condition that landscaping design on the project site along the Gowanus Canal be developed in coordination with SHPO, including submission of plans to SHPO at the development and pre-final design stages.

*59-97 Second Street*

With the proposed project, the context of the 59-97 Second Street rowhouse block, determined S/NR-eligible as part of this project and located roughly 150 feet west of the project site, would be somewhat altered by the addition of a modern residential complex nearby. However, views from the historic rowblock to the project site are limited, because views from the rowblock are

generally oriented south, while the project site is located to the northeast. Furthermore, the portions of the proposed project located closest to the architectural resource would be low-rise (4-6 stories in height) while the taller (12 stories maximum) mid-rise components would be located farther away. Therefore, no significant adverse contextual impacts to the architectural resource would occur.

#### *SECONDARY STUDY AREA*

##### *Carroll Gardens Historic District*

The Carroll Gardens Historic District (S/NR-listed; NYCL) and the Carroll Gardens Historic District Boundary Increase (identified as S/NR-eligible as part of this project) located just outside of the study area, roughly 500 feet west of the project site. Views to the project site from the Carroll Gardens Historic District are extremely limited due to the relatively long distance to the Project Site, the presence of intervening buildings, and the topography, which slopes downwards fairly steeply between the Carroll Gardens Historic District and the project site. Furthermore, the project buildings have been designed with low-rise elements in the western portion of the project site (the portion closest to the Carroll Gardens Historic District) and the medium-rise elements further east, thus further minimizing any views of the project buildings that may be available from the Carroll Gardens Historic District. Therefore, the proposed project would not substantially alter the context or visual character of the Carroll Gardens Historic District or the Boundary Increase area, and would have no adverse impact on the resource.

##### *Other Architectural Resources in the Secondary Study Area*

Other previously identified and project-identified architectural resources are located in the secondary study area. These are situated relatively far (between roughly 450 feet and one half mile) from the project site and therefore would not be directly impacted by the proposed project. In terms of potential indirect impacts, current views to the project site from the architectural resources in the secondary study area are either limited or nonexistent. No important views to or from the architectural resources in the secondary study area would be blocked as a result of the proposed project.

Architectural resources that contribute to the S/NR-eligible Gowanus Canal Historic District in the secondary study area would not be adversely affected by the proposed project. While the context of these resources would change somewhat, the proposed project would not be substantially visible from the architectural resources, and no views to or from the architectural resources would be blocked. The proposed project would not remove any contributing architectural resources from the S/NR-eligible Gowanus Canal Historic District. The relationship between contributing architectural resources and the Gowanus Canal would not be affected by the project. Therefore, no adverse impacts to architectural resources in the secondary study area would result from the proposed project.

#### *CONCLUSION*

LPC has determined that the proposed project would have no adverse impacts on architectural resources on the project site or study area. However, the proposed Gowanus Canal bulkhead rehabilitation work and stormwater outfall installation would adversely impact portions of the bulkhead on the project site. Therefore, an archaeological field investigation would be undertaken in coordination with LPC that would document the extent and significant

characteristics of the Gowanus Canal bulkhead. The archaeological documentation would mitigate the adverse impact to the bulkhead under CEQR.

In accordance with Section 106 of the NHPA, SHPO has determined that the proposed project would have no adverse effects on historic resources with the following conditions. An unanticipated discovery plan for both human and non-human remains would be prepared and implemented in consultation with SHPO in order to avoid adverse effects to archaeological resources. A CPP would be prepared and implemented in coordination with SHPO in order to avoid any inadvertent construction-period effects on the Carroll Street Bridge. In addition, in order to avoid adverse effects on the S/NR-eligible Gowanus Canal Historic District, the project sponsor would continue consultation with SHPO in planning the proposed bulkhead reconstruction work and in designing landscaping along the Gowanus Canal. Specifications and designs for these elements would be submitted to SHPO for review and comment at preliminary and pre-final design stages. The Restrictive Declaration for the proposed project will provide for the implementation of these conditions. \*