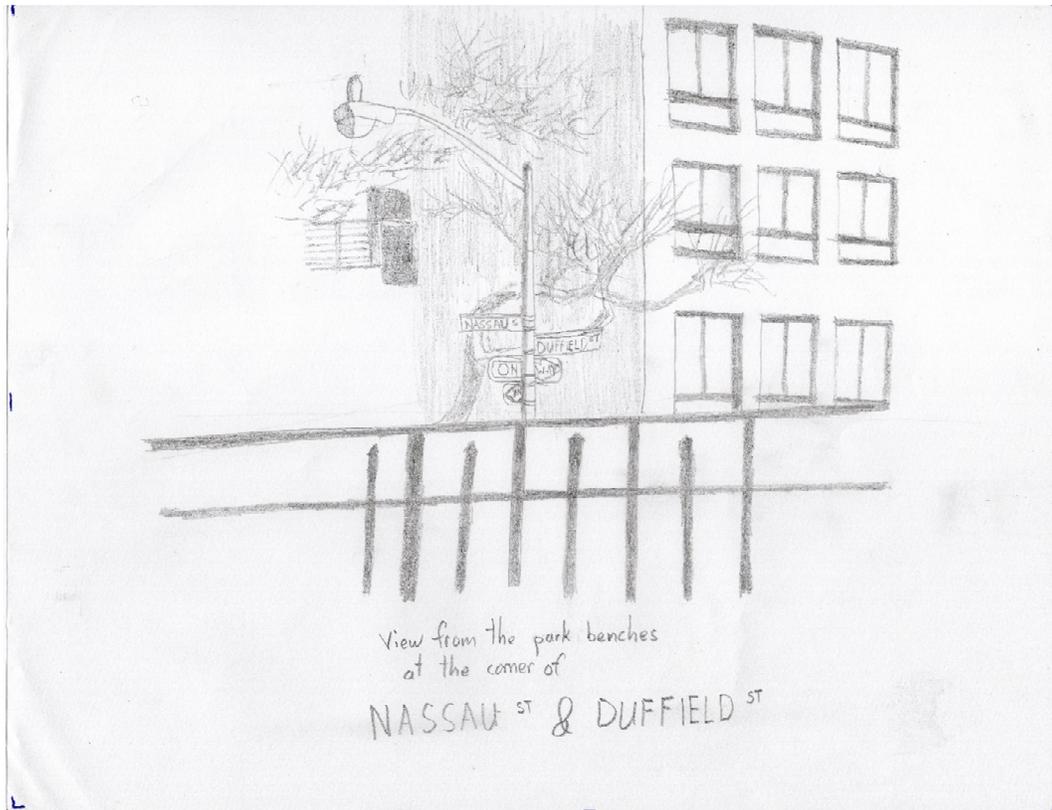


Learning Places Spring 2016

SITE REPORT

Vinegar Hill: Inside the perimeter of Gold St., Sands St., Bridge St., & Concord St.



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INTRODUCTION

An inspection of an 1855 map of Vinegar Hill in Brooklyn was compared to a visit to the actual site, more specifically within the perimeter of Gold St., Sands St., Bridge St., and Concord St. Due to time constraints and the scope of the amount of changes that have occurred to this particular location since

the time of the drawing of the map, this site report does not contain all of the details and information. In general, three streets, Nassau St., Harts Alley, and High St., and two blocks between Nassau St. and Sands St. were removed and replaced by an onramp. There were 73 residences and a large number and area of empty lots that were previously on the two blocks.

PRE-VISIT REFLECTION

PRIOR to the site visit, I anticipated seeing during the site visit: limited trees and no wildlife like raccoons, squirrels, and deer, except for birds like pigeons and crows; remnants of ship and boat facilities such as houses and factories, along with old abandoned ships and boats and/or parts of ships and boats like propellers and hulls; few residential buildings, if any, and abandoned or condemned buildings; cobblestone streets with walled-off boundaries, and flood barriers at the shore line of the East River; and the newly established Kings County Distillery.

SITE DOCUMENTATION (photos/sketches)



The front of this lumber facility is now in place of three empty lots and two residences.



The two buildings from the left are now in place of three empty lots and three residences.



The view from Nassau St. looking down the part of Duffield St. that was once Stanton St.



From left to right: the view inside one building on Duffield St. and down towards Nassau St.



A view from the same location described in the photographs above, looking across Duffield St. to the corner of Nassau St. and Duffield St.



Looking back at the start of the tour, on the corner of Nassau St. and Duffield St.



From top and bottom left to right views at the corner of Nassau St. and Duffield St., urban development, looking down Nassau Street towards Bridge St., and the front of the building on that corner view from the left side of the previous photograph.



From top and bottom left to right views at the corner of Nassau St. and Duffield St., the park benches are on the other side of the fence, looking down Nassau St. towards the onramp and Gold St., and the park benches.



From left to right, the view of the building at the corner of Nassau St and Bridge St., looking back on Nassau St. towards the onramp, and looking down Nassau St. on the side where the park benches are located.



From left to right, looking down Duffield St. from across Nassau St., and sitting on one of the park benches on Nassau St. looking at the corner of Nassau St. and Duffield St.



From top left to right, standing on Gold St. looking at the onramp and another view of the onramp from Gold St.. From bottom left to right, looking down Gold St. with the onramp on the right, at the same location looking down the other side of Gold St. towards Sands St., and at the corner of Gold St. and Sands St.

QUALITATIVE SITE OBSERVATIONS

1. Neighborhood / Street Character
 - a. Lively with pedestrians
 - b. Non-stop vehicle traffic
2. Vitality of Neighborhood
 - a. General Description
 - i. Very quiet on Duffield St.
 - ii. Some construction at the corner of Nassau St. and Duffield St.

- iii. Well maintained buildings
 - b. Pedestrian Activity
 - i. Majority of pedestrians on Gold St. and Sands St.
 - c. Vehicular Traffic
 - i. Most Traffic on Sands St.
- 3. Age of Buildings (1980s and later)
 - a. Modern architectural design
 - b. Modern and common brick patterns
 - c. Evidence of modern central heating due to large glass pane windows
- 4. Relationship Between Buildings
 - a. Next to each other
 - b. Six to eight per block
- 5. Building Details
 - a. One large office building approximately eight stories high
 - b. Many smaller residences averaging four to five stories
 - c. A few only two stories tall
- 6. Relationship to the Waterfront
 - a. Over four blocks to the waterfront
- 7. Other Observations
 - a. There was construction on the building on the corner of Nassau St. and Gold St.
 - b. Not too many vehicles used the onramp, and average of two with the cycle of the street lights
 - c. There is a number of bus stops near the onramp on Sands St. and Gold St.

QUANTITATIVE DATA for Area of Study

Subject	Data
Street Names	Duffield St., Nassau St., Concord St., Gold St., Sands St., and Bridge St.

Street Width	15', 30'-40'
Street Pavement	concrete
Building Heights	2-8 stories
Building Widths (Window Bays)	5-8 bays wide
Building Types/Uses	Residences, lumber facility, and office building
Empty Lots / Gardens	One bench park on Nassau St.
Shops / Restaurants	none
Industrial Shops	One lumber facility
Other Data	

QUESTIONS to Research Further

QUESTIONS:

1. What happened to all of the people who were displaced to make room for urban development?
2. What was the purpose or driving force behind this particular urban development?
3. What was the aim or goal for this urban development?

RESEARCH METHOD/SOURCE FOR EACH QUESTION ABOVE:

1. Question 1
 - a. Wikipedia
 - b. Google
 - c. State Documents/Archives
 - d. Library
2. Question 2
 - a. Wikipedia
 - b. Google
 - c. State Documents/Archives
 - d. Library
3. Question 3
 - a. Wikipedia
 - b. Google
 - c. State Documents/Archives
 - d. Library

SUMMARY / POST VISIT REFLECTION

After discovering the extent to which the government would go to displace hundreds and even thousands of people in the name of urban renewal/development and to see the extent to which this development is used in today's society, I cannot see any reason to justify such an uprooting of so many people. The location may have had the potential of a bustling economy, but the times have changed and the location a dark, lacking energy and vitality, and it is slow and gloomy, even though when there is bright sunlight. I can conclude that the onramp was the key reason for this upheaval, so the location was demolished and built for the purpose of facilitation automobiles. If the neighborhoods from the 1880s were still there, I believe that the neighborhood would have been livelier, as it is only a few blocks over from Sands St., down where the Farragut Houses are located.