

**PHASE IA LITERATURE REVIEW
AND
ARCHEOLOGICAL SENSITIVITY ASSESSMENT**

**PROPOSED YONKERS REDEVELOPMENT PROJECT
CITY OF YONKERS
WESTCHESTER COUNTY, NEW YORK**

**HAA 3869-12
ORPHP 06PR05902**

Submitted to:

**STRUEVER, FIDELCO, AND CAPPELLI, LLC
115 STEVENS AVENUE
VALHALLA, NEW YORK 10595**

Prepared by:

**HARTGEN ARCHEOLOGICAL ASSOCIATES, INC.
CERTIFIED WBE/DBE
1744 WASHINGTON AVENUE EXTENSION
RENSSELAER, NEW YORK 12144
PHONE (518) 283-0534
FAX (518) 283-6276
email: hartgen@hartgen.com**

www.hartgen.com

**AN ACRA MEMBER
www.acra-crm.org**

FEBRUARY 2008

MANAGEMENT SUMMARY

SHPO Project Review Number: **06PR05902**

Involved State and Federal Agencies: **Army Corps of Engineers, Department of Environmental Conservation, Department of Transportation, City of Yonkers**

Phase of Survey: **Phase IA Literature Review and Sensitivity Assessment**

Location Information

Location: **Four project areas in downtown Yonkers roughly bounded by Dock Street, the corner of Elm Street and Nepperhan Avenue, St. Mary's Street, and the Hudson River**

Minor Civil Division: **City of Yonkers**

County: **Westchester**

Study Area

Acreage: **About 28.4 acres (11.4 ha)**

Number of Acres Surveyed: **N/A**

USGS 7.5 Minute Quadrangle Map: **Yonkers**

Results of Research

Sites within one mile: **Seven**

Surveys in or adjacent: **Five**

NR sites in or adjacent: **Nine**

Sensitivity Assessment

Precontact Sensitivity: **Low to Moderate**

Historic Sensitivity: **Low to High**

Recommendations: **Phase IB**

Report Author: **Rebecca Glazer, Andre Krievis**

Date of Report: **February 2008**

TABLE OF CONTENTS

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

INTRODUCTION.....1

PROJECT INFORMATION.....1

 Project Location and Description.....1

 Description of Proposed Development.....3

ENVIRONMENTAL INFORMATION.....3

 Topography and Bedrock Geology.....3

 Soil and Drainage.....3

 Vegetation and Forest Zone.....4

 Man-Made Features and Alterations.....4

DOCUMENTARY RESEARCH.....4

 Office of Parks, Recreation, and Historic Preservation and New York State Museum.....4

 Archeological Sites.....4

 State and National Registers.....5

 Previous Surveys.....6

 Yonkers Landmark Preservation Board.....8

PRECONTACT BACKGROUND.....8

HISTORIC BACKGROUND AND MAP REVIEW.....9

SITE VISIT, ASSESSIBILITY, AND GENERAL CONDITIONS.....12

PALISADE POINT.....13

BLOCK A: Between Prospect and St. Mary’s Streets, West of Metro-North Tracks.....13

 Location, Description, and Size.....13

 Site Visit and Existing Conditions.....13

 Existing Structures and Open Lots.....13

 Observed Previous Disturbance.....13

 Historical Overview and Map Review.....13

 Archeological Sensitivity and Potential.....14

LARKIN PLAZA.....14

BLOCK B: Dock Street, the former location of an unnamed street, Nepperhan Street, and Buena Vista Avenue (Depot Street).....14

 Location, Description, and Size.....14

 Site Visit and Existing Conditions.....14

 Existing Structures and Open Lots.....14

 Observed Previous Disturbance.....15

 Historical Overview and Map Review.....15

 Archeological Sensitivity and Potential.....15

BLOCK C: Dock Street, Warburton Avenue, Nepperhan Street, and the Former Location of an Unnamed Street.....16

 Location, Description, and Size.....16

 Site Visit and Existing Conditions.....16

 Existing Structures and Open Lots.....16

 Observed Previous Disturbance.....16

Historical Overview and Map Review.....	16
Archeological Sensitivity and Potential.....	18
CACACE CENTER.....	18
BLOCK D: South Broadway, Nepperhan Avenue, and New Main (Spring/East Main), Guion	
Streets	18
Location, Description, and Size.....	18
Site Visit and Existing Conditions.....	18
Existing Structures and Open Lots.....	18
Observed Previous Disturbance.....	19
Historical Overview and Map Review.....	19
Archeological Sensitivity and Potential.....	20
RIVER PARK CENTER.....	20
BLOCK E: Nepperhan Avenue, New Main Street (Spring/East Main), and Washington Park.....	20
Location, Description, and Size.....	20
Site Visit and Existing Conditions.....	21
Existing Structures and Open Lots.....	21
Observed Previous Disturbance.....	21
Historical Overview and Map Review.....	21
Archeological Sensitivity and Potential.....	22
BLOCK F: Elm Street, New School Street, and the Saw Mill River.....	22
Location, Description, and Size.....	22
Site Visit and Existing Conditions.....	22
Existing Structures and Open Lots.....	22
Observed Previous Disturbance.....	23
Historical Overview and Map Review.....	23
Archeological Sensitivity and Potential.....	23
BLOCK G: Palisade Avenue and James, Ann, and New Main (Mechanic/East Main Streets).....	24
Location, Description, and Size.....	24
Site Visit and Existing Conditions.....	24
Existing Structures and Open Lots.....	24
Observed Previous Disturbance.....	24
Historical Overview and Map Review.....	24
Archeological Sensitivity and Potential.....	25
BLOCK H: Ann, James, and Henry Herz Streets, the Saw Mill River, and the Chicken Island parking lot.....	25
Location, Description, and Size.....	26
Site Visit and Existing Conditions.....	26
Existing Structures and Open Lots.....	26
Observed Previous Disturbance.....	26
Historical Overview and Map Review.....	26
Archeological Sensitivity and Potential.....	26
BLOCK I: Chicken Island parking lot, Ann Street, Nepperhan Avenue, and New Main Street (Mechanic/East Main).....	27
Location, Description, and Size.....	27
Site Visit and Existing Conditions.....	27
Existing Structures and Open Lots.....	27
Observed Previous Disturbance.....	28
Historical Overview and Map Review.....	28

Archeological Sensitivity and Potential.....	29
BLOCK J: Waring Row, Palisade Avenue, Elm Street, and the Saw Mill River.....	29
Location, Description, and Size.....	29
Site Visit and Existing Conditions.....	30
Existing Structures and Open Lots.....	30
Observed Previous Disturbance.....	30
Historical Overview and Map Review.....	30
Archeological Sensitivity and Potential.....	31
BLOCK K: Palisade Avenue, New School Street, the former location of Engine Street/Place, and James Street.....	31
Location, Description, and Size.....	31
Site Visit and Existing Conditions.....	31
Existing Structures and Open Lots.....	31
Observed Previous Disturbance.....	31
Historical Overview and Map Review.....	31
Archeological Sensitivity and Potential.....	32
BLOCK L: Former location of Engine Street/Place and New School, John Street, and James Streets.....	33
Location, Description, and Size.....	33
Site Visit and Existing Conditions.....	33
Existing Structures and Open Lots.....	33
Observed Previous Disturbance.....	33
Historical Overview and Map Review.....	33
Archeological Sensitivity and Potential.....	34
BLOCK M: John and New School Streets, the northwest corner of the Chicken Island parking lot, and the former location of the Saw Mill River tailrace.....	34
Location, Description, and Size.....	34
Site Visit and Existing Conditions.....	34
Existing Structures and Open Lots.....	34
Observed Previous Disturbance.....	35
Historical Overview and Map Review.....	35
Archeological Sensitivity and Potential.....	35
BLOCK N: Elm Street, Nepperhan Avenue, Mount Carmel Baptist Church property, and the Saw Mill River.....	36
Location, Description, and Size.....	36
Site Visit and Existing Conditions.....	36
Existing Structures and Open Lots.....	36
Observed Previous Disturbance.....	36
Historical Overview and Map Review.....	37
Archeological Sensitivity and Potential.....	37
BLOCK ASSESSMENT AND POTENTIAL FOR ACHEOLOGICAL RESEARCH.....	38
CONCLUSIONS AND RECOMMENDATIONS.....	42
Phase IB Archeological Field Reconnaissance.....	42
BIBLIOGRAPHY.....	44
TABLES	
1. Block Descriptions at the Yonkers Waterfront Redevelopment Project Location.....	2
2. Soil Types within the Yonkers Waterfront Project Areas.....	3
3. OPRHP/NYSM Archeological sites within one mile (1.6 km) of the project areas.....	5

4. Properties within or adjacent to the study area that are listed or eligible for listing on the State and National Registers of Historic Places or properties that have been inventoried.....	5
5. 18 th and Early 19 th -Century Map Documented Structures and Potential Location, Yonkers Redevelopment Project Areas.....	11
6. Archeological Sensitivity and Potential According to Block.....	42

MAPS

1. 1998 <i>Yonkers 7.5' Topographic Quadrangle, New York</i>	
2. Overview Map Showing Study Blocks and Project Areas on Project Orthos	
2.1 Overview Map Showing Study Blocks, Project Areas, and Photograph Angles on Project Orthos	
3. 2004 USDA <i>Soil Survey Geographic (SSURGO) for Westchester County, New York</i>	
4. 1785 Hills <i>A Plan of the Manor of Philipsburg in the County of Westchester in the State of New York</i> with Map-Documented Structures Indicated	
5. 1813 Author Unknown <i>Estate of Lemuel Wells, Purchased in 1813</i> with Map-Documented Structure Locations	
6. 1843 Author Unknown <i>Estate of Lemuel Wells, Divided in 1843</i> with Map-Documented Structures Indicated	
7. 1847 Cornell <i>Map of Central Part of Yonkers</i> with Blocks Labeled	
7.1 1847 Cornell <i>Map of Central Park of Yonkers</i> Overlaid onto the Project Ortho with Blocks and Map-Documented Structures Labeled	
8. 1868 Beers <i>Atlas of New York and Vicinity</i>	
8.1 1868 Beers <i>Atlas of New York and Vicinity</i> Overlaid onto the Project Ortho with Blocks Labeled	
9. 1886 Sanborn Map and Publishing Company <i>Yonkers, New York</i>	
9.1 1886 Sanborn Map and Publishing Company <i>Yonkers, New York</i> Overlaid onto the Project Ortho with Blocks Labeled	
10. 1898 Sanborn-Perris Map Company <i>Insurance Maps of Yonkers, New York</i>	
10.1 1898 Sanborn-Perris Map Company <i>Insurance Maps of Yonkers, New York</i> Overlaid onto the Project Ortho with Blocks Labeled	
11. 1917 Sanborn Map Company <i>Insurance Maps of Yonkers, New York</i>	
11.1 1917 Sanborn Map Company <i>Insurance Maps of Yonkers, New York</i> Overlaid onto the Project Ortho with Blocks Labeled	
12. 1957 Sanborn Map Company <i>Insurance Maps of Yonkers, New York</i>	
12.1 1957 Sanborn Map Company <i>Insurance Maps of Yonkers, New York</i> Overlaid onto the Project Ortho with Blocks Labeled	

PHOTOGRAPHS

1. View north showing the paved parking lot located in the northeast section of the Palisade Point project area (Block A).
2. Historic view c. 1906 of sugar refining mill and steep bank along Hudson River prior to modern filling near Block A facing north. Photo from the New York Public Library Digital Gallery.
3. View from the northwest corner of Block A facing southeast along the statue garden and path located between the paved parking lot and the Hudson River within Block A. Modern riprap lines the shore along the park.
4. View southwest from the southern end of the paved parking lot within Block A showing mounds of rubble. The entire southern portion of the block contains mounds of rubble, which might have been pushed to the end of the block when the northern portion was remediated.
5. Circa 1946 aerial image of the City of Yonkers facing west. All or part of blocks A-E, G, L, and K are visible. Photo from Central National Bank of Yonkers 1946, end page.
6. View from the northwestern end of Block B looking east toward Block C along the covered location of the Saw Mill River. Larkin Plaza Park occupies the western end of Block C, while a paved parking lot, seen in the background, occupies the eastern end of Block B.
7. Circa 1900 view of Larkin Plaza from Buena Vista Avenue looking east toward Block C. The Saw Mill River is visible in the northern portion of Block B. This photograph was taken in the same approximate location as Photo 6. Photo from Crandell 1954, pg. 59.
8. 1946 Fairchild Aerial Survey of Yonkers. Larkin Plaza (Blocks B and C) is in the lower right corner. From the New York State Archives Digital Collections.

9. View from the northeastern end of Block C looking west toward Block B. Dock Street is shown (at right) extending along the northern end of Manor House Park and a paved parking area located in the center of the block.
10. Circa 1902 view of the City Steam Laundry building at 34-36 Dock Street within Block C looking southwest. The reconstructed factory at the former Reed and Carrick Chemical Works site and the bottling works are visible to the right of the laundry building. From Yonkers Board of Trade c. 1902, pg. 182.
11. View east from South Broadway toward the western end of the Cacace Center project area (Block D). The justice center's paved parking lot is visible at the top of the rise. The Yonkers High School complex was once located (c. 1886 to post 1917) within the western section of the block – on the rise in the left side of the photograph. The Baldwin/Waring estate house was once located (c. 1868 to post 1917) within the southwestern end of the block – just past the rise on the right side of the photograph.
12. Circa 1902 view of the Baldwin/Waring estate house located on South Broadway, within Block D. From Yonkers Board of Trade.
13. View of the northwestern corner of the Block D at the corner of Nepperhan Avenue and South Broadway. Nepperhan Avenue was originally straight and extended through this section. Remains of the stone retaining wall are still visible (right side of photo) within this portion of the project area (Maps 10 and 11).
14. Circa 1902 view of Yonkers High School at the southeast corner of Nepperhan Avenue and South Broadway in Block D. From Yonkers Board of Trade c. 1902.
15. East view of the southern portion of Block D from within the terraced parking lot. The northern portion of Block D appears terraced on the 1898 Sanborn map. While it is not clear when terracing occurred within the southern portion of the block, the eastern end of the parking lot seems to follow a natural slope.
16. Northwestern view of the terraced parking lot within the northern section of Block D. City Hall, located across Nepperhan Avenue from the Cacace Center project area, is visible in the background.
17. View west toward the steep slope and bedrock outcroppings located along the eastern end of Block D along Guion Street.
18. View west toward the remains of foundation walls located along the northeastern portion of Block D at the corner of Nepperhan Avenue and New Main/Guion Street. A series of two-story structures was constructed into the steep slope during the late 19th-century (Maps 9-12). These structures, utilized at least until the mid 20th-century, contained small businesses on the ground floors as well as upper-level apartments.
19. View of the southeastern corner of Block E from the roof of a six-story parking garage located within the center of the block. This photograph shows one of the only unoccupied areas within the block.
20. View north toward the terraced parking area located at the rear of the Salvation Army building at 110 New Main Street from the roof of the six-story parking garage.
21. View east toward Blocks F, H, and M from the parking garage located in Block E. Blocks H and M are now contained within the Chicken Island parking lot. The fire department headquarters building (c. 1927), as well as New School Street (c. 1917), is visible.
22. View south from the corner of Elm and New School Streets towards the gas station and fire department headquarters located within Block F.
23. View northeast toward Blocks G, K, L, and M from the parking garage located within Block E. The roofs of the single-story early 20th-century structures within Block G are visible in the foreground; the covered Saw Mill River flows behind these buildings.
24. View west toward Block G (left) from the corner of James Street and Palisade Avenue.
25. View from the Ann Street bridge over the Saw Mill River east towards the Yonkers Storage Warehouse building at 11-17 Ann Street in Block H between 1886 and 1898. The Waring Hat Manufacturing factory located on James Street in Block G is visible on the left side. From Yonkers Board of Trade c. 1902, pg. 174.
26. View east towards Blocks H and I from the parking garage located in Block E. New School Street, constructed c. 1917 and visible in the background, elevates gradually as it extends south along the Chicken Island parking lot.
27. View east toward Block I from the parking garage located within Block E. The 20th-century single-story shops fronting along New Main Street are shown in the foreground.
28. View southeast along the uncovered Saw Mill River within Block I from the Ann Street bridge. Nineteenth century walls, possibly retaining walls or building foundation remains, are visible lining the river.
29. View west showing the curve of the Saw Mill River and 19th-century retaining wall west of Henry Herz Street. A livery and morocco leather factory were located within this area south of the river bend (left side of photo) during the 19th-century (Maps 8-10).

30. View southwest along the northern side of Nepperhan Avenue from Henry Herz Street. Nepperhan Avenue was extended north into the footprints of the late 19th and early 20th-century commercial/residential structures fronting Nepperhan Avenue. The rear foundation walls of these structures are currently visible along the right side of the photo.
31. View northeast toward the center of Block I, located within the Chicken Island parking lot. Nepperhan Avenue (right) and New School Street (background) are elevated above the block within this area.
32. Eastern view of the northern portion of Block I from New School Street. Single-family homes, tenements, and small businesses once fronted Nepperhan Avenue at the top of the steep slope, while the rear yards were located along the slope. The structure in the background is located at the southern end of Block N.
33. View west toward Block J, the former location of the Alexander Smith and Sons tapestry weaving mill, located on the west side of the Saw Mill River.
34. Circa 1896 view northwest toward the Alexander Smith and Sons tapestry weaving mill at the northeast corner of Palisade Avenue and Elm Street within Block J. Photo taken from the same approximate location as Photo 33. From Allison 1984, pg. 358.
35. View north toward the paved parking area located in the eastern side of Block J. The Alexander Smith and Sons tapestry weaving mill was located here from the mid 19th-century until the 1930s. Two 20th-century structures, a car repair shop (white building) and a building containing shops, are located within the western side of the block.
36. View east of Block K from the corner of James Street and Palisade Avenue. Cellar holes and foundation remains are visible on the surface along the entire northern end of this block.
37. Circa 1902 view south of the fire station at 18 Palisades Avenue, located within Block K. The fire station is in the center of the photo. From Yonkers Board of Trade c. 1902, pg. 141.
38. Circa 1902 view south of the Women's Institute at 36-38 Palisade Avenue within Block K. From Yonkers Board of Trade c. 1902.
39. Southern view of the western end of Block N from Elm Street. The Rose, McAlpin and Company leather factory occupied this area from at least 1886 until at least the mid 20th-century. The Saw Mill River is visible on the right side of the photo, while a 19th-century stone retaining wall is visible on the left.
40. View east toward an underground vault located along the eastern edge of Block N. The vault is depicted on the 1886 Sanborn map (Map 9) and is surrounded by a 19th-century retaining wall.
41. View west toward the northeastern end of Block N from the Nepperhan Avenue median. The four-story tenement building dates to the late 19th or early 20th centuries, while the sing-story commercial structure possibly dates to the mid 19th-century.

FIGURES

1. Progression of Block A as Evidenced on 19th and 20th-century Maps
2. Progression of Block B as Evidenced on 19th and 20th-century Maps
3. Circa 1870 drawing of the Osterheld and Eickemeyer building within Block B from the north side of the Saw Mill River.
4. 1784 drawing of "A View of Phillip's Manor" facing north. From Hall 1925, title page.
5. Progression of Block C as Evidenced on 19th and 20th-century Maps
6. Progression of Block D as Evidenced on 19th and 20th-century Maps
7. Circa 1902 plan drawing of the Carnegie Library constructed at the northeast corner of Nepperhan Avenue and South Broadway in Block D. From Yonkers Board of Trade c. 1902.
8. Progression of Block E as Evidenced on 19th and 20th-century Maps
9. Progression of Block F as Evidenced on 19th and 20th-century Maps
10. Progression of Block G as Evidenced on 19th and 20th-century Maps
11. Progression of Block H as Evidenced on 19th and 20th-century Maps
12. Progression of Block I as Evidenced on 19th and 20th-century Maps
13. Progression of Block J as Evidenced on 19th and 20th-century Maps
14. Mid to late 19th-century drawing looking west toward the Alexander Smith and Sons tapestry mill complex at the northeast corner of Palisade Avenue and Elm Street, located within Block J. The five-story building was built in the 1860s. The Saw Mill River and dam are in the foreground, while Elm Street is visible on the left. From <<http://www.hudsonvalleyruins.org>>
15. Progression of Block K as Evidenced on 19th and 20th-century Maps
16. Progression of Block L as Evidenced on 19th and 20th-century Maps

17. Progression of Block M as Evidenced on 19th and 20th-century Maps
18. Progression of Block N as Evidenced on 19th and 20th-century Maps
19. Circa 1884 drawing looking south toward the Rose, McAlpin and Company leather factory complex on the south side of Elm Street, east of the Saw Mill River, within Block N. From Edwards 1884, pg. 390.

APPENDIX 1: MID 19th THROUGH MID 20TH CENTURY MAP-DOCUMENTED STRUCTURES

APPENDIX 2: STRUCTURAL ASSESSMENT

APPENDIX 3: OPRHP PROJECT REVIEW COVER FORM

PHASE IA LITERATURE REVIEW AND SENSITIVITY ASSESSMENT

INTRODUCTION

Hartgen Archeological Associates, Inc. (HAA, Inc.) was selected by Struever, Fidelco, and Cappelli, LLC to conduct a Phase IA Literature Review and Archeological Sensitivity Assessment for the proposed Yonkers Waterfront Redevelopment project located in the City of Yonkers, Westchester County, New York. The project is subject to several state and federal regulations. The cultural resource survey will be included in the Draft Environmental Impact Statement for the waterfront redevelopment project. The study was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) and in accordance with the professional standards and guidelines established by the New York Archaeological Council (NYAC 1994).

The Phase IA study begins by presenting a basic environmental background, location, and description of the entire project area (referred to as the project location), including its four separate project areas. An archeological site file search was conducted to present information about previous archeological surveys, reported sites, and historic architectural resources in and adjacent to the project location. When necessary, results of a specific archeological survey or information on an archeological site are presented when discussing the archeological sensitivity of a specific location. A general history of the project location is presented, based on the review of historical maps from 1785 to 1957. Maps dating from 1847 to 1957 were overlaid on digital orthoimages to define areas of high sensitivity and the potential location of map-documented structures. The four separate project areas were split into 14 blocks, defined in part by modern and historical conditions documented on a key 19th-century map, the 1868 Beers *Atlas of New York and Vicinity*. A more detailed history of each block, as well as modern conditions and previous disturbance are presented for each block, followed by an assessment of archeological sensitivity and potential for each. All of this information is summed up at the end of the report and is followed by research questions generated by the preliminary research conducted to date for the project location. An architectural structure assessment survey was also conducted; the findings are reported in Appendix 2.

PROJECT INFORMATION

Project Location and Description

At the time this assessment was prepared no designs or footprints detailing horizontal and vertical impacts to the Yonkers Waterfront Redevelopment project location were available. Currently, the project location covers an area of approximately 28.4 acres (11.4 ha) and is made up of four separate project areas encompassing 14 city blocks (Maps 1, 2, and 2.1). There are 41 contemporary and historical photos and seven historical figures of the project location; the photo angles and block designations are presented on Map 2.1.

The first project area, Palisades Point, is located opposite Prospect Street to the north and St. Mary's Street to the south and is bounded by the Metro-North railroad tracks on the east and the Hudson River on the west. This approximately 4.6 acre (1.8 ha) river front area was man-made during the 20th-century. A large parking lot associated with a nearby residential building occupies the northeastern section of this project area and a large sculpture garden is located between the parking lot and the Hudson River; the remainder lies vacant.

The Larkin Plaza project area is bounded by Dock Street on the north, Warburton Avenue on the east, Nepperhan Street on the south, and Buena Vista Avenue on the west. This project area is approximately 3.5 acres (1.4 ha) and is occupied by a central parking lot, Larkin Plaza park in the western section, and Manor House park in the eastern section.

The third project area, Cacace Center, is bounded by Nepperhan Avenue on the north, New Main Street and Guion Street on the east, and Route 9 on the west; this parcel extends south from Nepperhan Avenue, but ends roughly opposite St. Mary's Street. This project area is approximately 4.3 acres (1.7 ha)

and is primarily occupied by the large, paved Cacace Justice Center parking lot. Vacant parkland, known as Waring Park, surrounds the parking lot within this project area.

River Park Center, the fourth project area, is roughly bounded by Nepperhan Avenue on the south and Palisade Avenue, Elm Street, and Waring Row on the north. This approximately 16-acre (6.4 ha) project area contains a mix of residential, commercial, and governmental structures as well as parking areas and vacant land. The parking facilities within this project area include the Getty Square parking area known locally as “Chicken Island” and a parking garage structure on New Main Street next to the City Hall and its annex building. Vacant land fronting on Palisade Avenue, north of the Chicken Island parking lot, is considered parkland.

The project location was divided into 14 lettered blocks based on the historic conditions documented on the earliest detailed map from 1868 (Table 1; Map 2.1). These blocks are discussed individually in order to clearly assess their historic development and make an assessment of archeological sensitivity and potential for each one. The boundaries of the blocks were calculated using the historic conditions before modern disturbance and construction blurred the original physical boundaries of the block.

Table 1: Block Descriptions at the Yonkers Waterfront Redevelopment Project Location

Project Area	Block	Current Character
Palisades Point	A	Entirely manmade; paved residential parking lot, sculpture garden, vacant land.
Larkin Plaza	B	Larkin Plaza park and paved public parking lot.
Larkin Plaza	C	Manor House park and paved public parking lot.
Cacace Center	D	Waring park and paved Cacace Justice Center parking lot.
River Park Center	E	Art deco style City Hall Annex building, 20th-century Salvation Army building, and parking garage.
River Park Center	F	Art deco style fire department headquarters, gas station, early 20th-century warehouses, and paved parking area.
River Park Center	G	Northwestern portion of paved “Chicken Island” parking lot, 20th-century commercial buildings and a 20th-century brick apartment building fronting New Main Street with rear yard/parking areas, and 20th-century commercial building fronting Palisade Avenue.
River Park Center	H	“Chicken Island” paved parking lot, no structures.
River Park Center	I	Vacant strip fronting Nepperhan Avenue east of New School Street, southern portion of paved “Chicken Island” parking lot, and 19 th and 20th-century commercial buildings fronting New Main Street with rear yard areas.
River Park Center	J	Mostly paved parking lot with a 20th-century auto repair shop and large building containing shops at the western portion of the block.
River Park Center	K	Parkland, no structures.
River Park Center	L	Primarily paved parking lot with vacant parkland at the eastern end of the block, no structures.
River Park Center	M	Northern portion of the “Chicken Island” paved parking lot, no structures.
River Park Center	N	Primarily vacant land utilized as abandoned auto storage, possible 19th-century commercial structure at the corner of Elm Street and Nepperhan Avenue, and two early 20th-century tenement buildings fronting on Nepperhan Avenue with a rear parking area.

Description of Proposed Development

Struever, Fidelco, and Cappelli, LLC, has proposed a plan to redevelop and revitalize downtown Yonkers. Potential projects include:

- Construction of a 6,500-seat minor league baseball stadium;
- Construction of approximately 1,700 units of new housing;
- Development of an additional 700,000 square feet (65,032 square meters) of retail space;
- Development of an additional 350,000 square feet (32,516 square meters) of office space;
- Construction of a 150-room hotel;
- Construction of additional 6,000 parking spaces.

Another component of the downtown renewal project includes “daylighting,” or restoring to the open air, the Saw Mill River (also known as the Nepperhan River) where it passes beneath Larkin Plaza and River Park Center, thereby allowing for the river to become an integral part of the public landscape once more.

ENVIRONMENTAL INFORMATION

Topography and Bedrock Geology

The Yonkers Waterfront Redevelopment project location is situated along the eastern bank of the Hudson River, near the mouth of the Saw Mill or Nepperhan River. The topography of Yonkers slopes upward from the river to the east with a total elevation change within the project location of approximately 108 feet (33 m) from the western edge elevation of 5 feet (1.5 m) above mean sea level to 113 feet (34.5 m) above mean sea level at the southwestern edge.

According to the Lower Hudson Sheet of the Geologic Map of New York (Fisher et al. 1970), the study area is underlain predominately by Upper Proterozoic age Fordham gneiss. Fordham gneiss is the oldest formation of the New York City group and its predominant materials include feldspar, quartz, and biotite mica. Paleozoic Inwood marble overlies the Fordham gneiss formation, principally composed of dolomitic marble (Fisher et al. 1970). Bedrock outcroppings are present within both the Cacace Center and River Park Center project areas along New Main Street.

Soils and Drainage

The USDA soil survey classifies the soil within the Palisades Point project area as a wet substratum-Udorthents complex (Map 3). This area consists of poorly drained soils altered by filling episodes. The fill materials range in texture from sand to silt loam and slope anywhere from 0 to 15% (USDA 1994). The buried soils are most likely more than 20 inches (50 cm) below the surface and are made up of either loamy or sandy mineral materials or organic deposits (Table 2).

The soils within the remaining three project areas have been classified by the USDA as urban land. These areas contain significant coverage by impervious materials, such as asphalt, concrete, and buildings. Low spots and wet areas are generally filled, often with gravel. Natural soils often exist beneath the fill material and undisturbed soils may exist between buildings or other structures (USDA 1994).

Table 2: Soil Types within the Yonkers Waterfront Project Areas

Name	Depth in (cm)	Color	Texture	Slope	Drainage	Landform
Udorthents, wet substratum (Uc)	0-50+ cm (0-20+ in)	Varies	Varies from Sa to SiLo	0-15%	moderate	fill

Name	Depth in (cm)	Color	Texture	Slope	Drainage	Landform
Urban land (Uf)	Varies	Varies	Varies	0-8%	varies	Parking lots, shopping centers, industrial sites, etc.

The Saw Mill River, flows through the River Park Center and Larkin Plaza project areas and empties into the Hudson River. Portions of the river within these project areas were buried underground during the 19th and 20th centuries; however, it still flows beneath the buildings. While the Saw Mill River crossed the area and may still function as a drainage channel despite its having been buried, the municipal sewer system drains most of the area.

Vegetation and Forest Zone

Environmental information concerning the project location and vicinity is useful in order to assess its archeological potential. Several forest types have been proposed that are likely to have existed in New York before land modifications, deforestation, and the introduction of foreign species (Küchler 1964). The forest type in which the project location is located is therefore described through the concept of “potential natural vegetation,” which infers its past forest environment, not necessarily what is current.

Westchester County is located in the Northern Hardwood zone of natural vegetation (Küchler 1964). The Northern Hardwood zone is found in eastern and central New York, north central Pennsylvania, and extends westward to Michigan and Wisconsin. Smaller areas are found in the southern Appalachian Mountains.

This potential forest type is characterized by tall, broad-leaved deciduous trees with an admixture of needle-leaf evergreens. Sugar maple (*Acer saccharum*), Yellow birch (*Betula allegheniensis*), Beech (*Fagus gransifolia*), and Hemlock (*Tsuga canadensis*) are the major taxa. Other components include *Acer pensylvanicum*, *A. rubrum*, *A. spicatum*, *Fraxinus americana*, *Kalmia latifolia*, *Pinus strobus*, *Prunus serotina*, *Taxus canadensis*, *Tilia americana*, and *Ulmus americana*. The Northern Hardwood zone is nearly as productive as the neighboring Appalachian Oak Forests. Mast seeds from deciduous trees in both forest types provided a food source for game pursued by Native Americans, and the seeds themselves are a source of starch and fat for winter provisioning (Kricher and Morrison 1998).

Man-Made Features and Alterations

The entire project location has undergone extensive alteration, characteristic of an urban area. The natural topography has been modified and natural drainage channels have been buried. For the purposes of this report, the four project areas are divided into 14 city blocks and discussed below. The project areas contains public streets and sidewalks, utilities, domestic and commercial buildings, and parking lots.

DOCUMENTARY RESEARCH

Office of Parks, Recreation and Historic Preservation (OPRHP) and New York State Museum (NYSM)

Archeological Sites

An examination of the site files at the OPRHP and NYSM identified seven archeological sites within a one-mile radius (1.6 km) of the project location; these include three historic sites and four precontact sites. The nearest sites to the project location include the three historic sites, all located adjacent to the Larkin Plaza project area and one precontact site (NYSM 5228), located directly south of the Palisades Point project area. The locations and brief descriptions of each site are provided below in Table 3.

Table 3: OPRHP/NYSM Archeological sites within one mile (1.6 km) of the project areas

Site Number	Site Identifier	Description/Findings	Site Location
A11940.001090	Sunken Vessels (3)	None given	Less than 80 yards west of Larkin Plaza, along shoreline of Hudson River
A11940.001089	Peene's Pier	None given	Less than 80 yards west of Larkin Plaza, along shoreline of Hudson River
A11940.001073	Copcutt Carpentry Mill	None given	Adjacent to the Larkin Plaza project area; at the NW corner of Main St. and Warburton Ave.
710	Mount Saint Vincent	Possible site location from old site file (presumed precontact site)	0.8 miles south of Palisades Point, along shoreline of Hudson River
2218	ACP West No#	Stray find: One green flake (possibly Coxsackie chert)	0.6 miles southwest of Cacace Center; at the SW corner of Morris St. and Riverdale Ave.
5228	Unidentified	Traces of occupation (Parker)	Directly south of Palisades Point; bordered by Vark St., Rte 9, the southern Westchester County border, and the Hudson River
6872	George Rockshelter	Possible site location from old site file (presumed precontact site)	0.8 miles southeast of Cacace Center

State and National Registers

The OPRHP files were examined for inventoried structures and archeological sites in the vicinity of the project location that are listed on or that have been determined to be eligible for listing on the State and National Registers of Historic Places (Table 4). There are seven buildings listed on the State/National Registers of Historic Places located within or adjacent to the various project areas. Twenty-seven other properties have been determined to be eligible for listing on the State/National Registers. An additional fourteen inventoried structures, located within or directly adjacent to the project areas, have either been determined ineligible for the State/National Register or their status has yet to be determined. The location of and the determination of each structure is provided below in Table 4.

Table 4: Properties within or adjacent to the study area that are listed or eligible for listing on the State and National Registers of Historic Places or properties that have been inventoried

OPRHP #	Location/Description	Determination	Proximity to Project Area
90NR02477	US Post Office – Yonkers: 79-81 Main Street	Listed on National Register	Adjacent to Larkin Plaza
01NR01765	Yonkers Trolley Barn: 92 Main Street	Listed on National Register	Adjacent to Larkin Plaza
90NR02462	Philipse Manor Hall: Warburton Avenue and Dock Street	Listed on National Register	Adjacent to Larkin Plaza

OPRHP #	Location/Description	Determination	Proximity to Project Area
90NR02467	St. John's Protestant Episcopal Church: 1 Hudson Street	Listed on National Register	Adjacent to River Park Center
02NR01911	Philipsburgh Building: 2-8 Hudson Street	Listed on National Register	Adjacent to River Park Center
03NR05152	Mott Mill: 11-23 Saint Casimer Avenue	Listed on National Register	Adjacent to River Park Center
90NR02473	John Copcutt Mansion/ Saint Casimir's Rectory: 239 Nepperhan Avenue	Listed on National Register	Adjacent to River Park Center
11940.000567-68, 11940.000570, 11940.000572, 11940.000575-76	95, 104, 108, 116, 152-154, 155-157 Buena Vista Ave.	National Register Eligible	Adjacent to Palisades Point
11940.000627	Yonkers Railroad Station: Buena Vista Ave. and Nepperhan Ave.	National Register Eligible	Adjacent to Palisades Point
11940.000668	103 Elm St.	National Register Eligible	Adjacent to River Park Center
11940.000441-42	50-54, 55-57 Hudson St.	National Register Eligible	Adjacent to Larkin Plaza
11940.000364	Yonkers Recreation Pier: Main St. and Hudson River	National Register Eligible	Adjacent to Larkin Plaza
11940.000353-54, 11940.000356, 11940.000358	50, 52, 55-57, 68-70 Main St.	National Register Eligible	Adjacent to Larkin Plaza
11940.001086	Getty Square: New Main St. and Palisade Ave.	National Register Eligible	Within River Park Center
11940.001035	11 Saint Casimir Ave.	National Register Eligible	Adjacent to River Park Center
11940.000005, 11940.000115-16, 11940.000118-23, 11940.000125	16-18, 20-24, 30-38, 40, 53, 87, 95, 104, 130 South Broadway	National Register Eligible	Adjacent to Cacace Center and River Park Center
11940.001058	63-65 Dock St.	Inventoried, but ineligible	Directly adjacent to Larkin Plaza
11940.000350-51, 11940.000355, 11940.000357, 11940.000361, 11940.000991-97	35, 36, 37, 38, 41, 45, 47, 54-58, 59.5, 61, 63-65, 86 Main St.	Inventoried, but eligibility undetermined	Directly Adjacent to Larkin Plaza

Previous Surveys

The OPRHP library and HAA, Inc. archives contained five archeological surveys and two archeological sensitivity assessments that were conducted adjacent to the project areas.

The Highway Salvage Archeology Program conducted a reconnaissance survey and site examination for the Department of Transportation Riverdale arterial project (PIN 8114.01.122) in 1977 (Highway Salvage Archeology Program 1977). The project area was located along Riverdale Avenue, running north from the New York City line to Manor House Square, just north of Dock Street in downtown Yonkers. A portion of the project area was located directly adjacent to the eastern border of Larkin Plaza within the Yonkers Waterfront Redevelopment project location. The survey did not identify any archeological sites; however, the

literature consulted for the survey did suggest that a precontact period village site may have been located within or near the project as well as one or more colonial mill sites. The urban ground cover prevented sufficient sub-surface testing to deny or confirm the existence of those sites at the time.

HAA, Inc. conducted an archeological survey, consisting of four shovel test pits, along two sides of St. John's Episcopal Church in preparation for the placement of underground drainage pipes in 1994. The project area was located on Hudson Avenue, adjacent to the River Park Center project area. The shovel test pits were excavated in order to recover a sample of the soils and artifactual materials present around the foundation of the structure, which was originally constructed in 1752. The survey uncovered materials relating to a series of mid to late 19th-century additions to the church (HAA 1994).

In 1994, three members of the Archeology Unit of the Bureau of Historic Sites began a research project in the cellar of the south portion of Philipse Manor Hall, built in the 1680s by Frederick Philipse, the wealthiest merchant in New York (Huey 1994). The project area was located adjacent to Larkin Plaza. The archeological research revealed the first *in situ* evidence of 17th-century structural remains that could be directly linked to Philipse.

Dr. Eugene J. Boesch conducted a SEQR Phase IA archeological investigation of Yonkers City Block 2002 for the Downtown Redevelopment project in 1998 (Boesch 1998a). The project area was bounded by Main Street on the south, Market Place on the west, Warburton Avenue on the east, and Nepperhan Street on the north; located immediately adjacent to the Larkin Plaza project area. Since a Phase IB survey was not conducted, no archeological sites were identified during this survey; however, Boesch concluded that portions of the area had the potential for yielding significant historic archeological information, including feature deposits and structural remains associated with 19th-century mill complexes and domestic sites. At the time of the 1998 survey, Boesch considered it unlikely that precontact archeological resources would be uncovered intact due to both historic and modern development. Further archeological testing was recommended if the downtown redevelopment project was to continue.

In 2000, Greenhouse Consultants conducted a Stage IB archeological survey for the Yonkers Downtown Waterfront Development project at 39 Main Street (Block 2002, Lot 15) (Greenhouse 2000). The 2000 project area was located near the Larkin Plaza project area. The excavation was designed to search for evidence of two early 19th-century mills and a 19th-century bridge, the locations of which were indicated by prior research to have been within the project area. Backhoe trenches failed to uncover any evidence of the 19th-century structures and it was concluded that significant precontact or historic period archeological sites did not exist within the 2000 project area.

Dr. Eugene J. Boesch conducted a SEQR Phase IA archeological investigation of Yonkers City Blocks 512 North, 513, 2008, 2600 North, and 2600 South in association with the Waterfront Rezoning project in 1998 (Boesch 1998b). The 1998 study focused on four parcels, three of which were located east of the Metro-North Railroad right-of-way directly adjacent to the Larkin Plaza project area. The fourth parcel from the 1998 study area was located west of the Metro-North Railroad, a portion of which falls directly within the Palisades Point project area. Since a Phase IB survey was not conducted, no archeological sites were identified during this survey; however, Boesch concluded that portions of the area had the potential for yielding significant historic archeological information, including feature deposits and structural remain associated with 19th-century domestic occupation sites as well as mid to late 19th-century wharf/dock construction and fill retaining technology. According to Boesch, contact period Native American archeological resources associated with a village site might be located within Block 2008, located north of the Larkin Plaza project area. Further archeological testing was recommended should the downtown redevelopment project continue.

Hunter Research conducted a Phase I archeological survey at Peene's Wharf on the Hudson River in the City of Yonkers in 2004 (Hunter 2004a, Hunter 2004b). The project area was composed of filled river frontage lying west of the Metro-North Railroad and north of the confluence of the Saw Mill River and the Hudson River. The survey did not identify any terrestrial archeological sites and further testing was not recommended onshore; however, cultural resources such as wooden bulkheads, pilings, sunken vessels, and the possible remains of Peene's original pier were uncovered in the Nepperhan and Hudson Rivers. The

bulkheads were found to be poorly preserved and the pilings were extensively documented; further testing was not recommended for either of these sets of cultural resources. A Phase II site examination of the sunken vessels located in the Saw Mill River was recommended if construction activities became necessary in that area. A Phase II site examination was also recommended in the case of the Peene's pier remains, located within the intertidal zone of the Saw Mill River, if construction activities became necessary within that area.

Yonkers Landmarks Preservation Board

The Yonkers Landmarks Preservation Board was contacted by HAA, Inc. in January 2007 and February 2008 regarding their inventory of locally significant properties that are listed on or that have been determined to be eligible for listing on the State and National Registers of Historic Places. City planner, Mario Caruso provided HAA, Inc. with a list of properties located within the vicinity of the Yonkers Waterfront Redevelopment project location. This list was incorporated within the structural assessment report, which is provided in Appendix 2.

PRECONTACT BACKGROUND

While evidence of precontact occupation dating as far back as the Paleo-Indian period has been documented in the Westchester region, the prehistory of the county is less well known than surrounding regions. This is attributed to "poorly defined stratigraphic relationships of components, a lack of abundant single component sites, poor preservation of organic materials, and site disturbance and destruction," (Wiegand and Abraham 1995).

The first evidence of people in New York State dates back to the Paleo-Indian period (10,500-7,000 B.C.). This period of time is poorly defined in the Northeast and is recognized only by sporadic surface finds of "fluted" projectile points. Paleo-Indian peoples were organized in mobile bands of hunters. As climatic changes occurred, the amount in the food supply began to decrease, and people began to move to other areas, such as Pennsylvania and the Carolinas (Lenig 1977: 25).

As the climate changed, what is now New York became covered with what was essentially a modern hardwood forest, and the human population slowly began to increase. During this time, there is evidence of increased mobility and perhaps wider distribution of the population throughout the Northeast, which defines the Archaic period (7,000-1,000 B.C.). During the Archaic, mobility was influenced by the extraction of food and other subsistence resources within limited areas. Seasonal campsites by small bands were common, and food procurement activities occurred in various areas as the seasons progressed. The Middle to Late Archaic period (4,500-1,300 B.C.) is the best-documented period in the archeological record of Westchester County. Site locations are more varied and were occupied seasonally, compared to the Paleo-Indian period (Crichton and Kennedy 1986).

Near the end of the Archaic period, human burials began to be accompanied by varying degrees of ceremony with some graves containing offerings. There has been evidence of long distance trade, such as the presence of conch shells from the Gulf of Mexico, shell beads from the Atlantic Coast and exotic flints from various locations (Ritchie 1980: 32).

Following the Archaic, the Woodland period (1,000 B.C. to AD 1650) was marked by increased sedentism and increased population density as precontact groups established fixed home bases. There is evidence of large scale storing of food resources in pits excavated into the ground and in large ceramic vessels. Populations began settling in more resource-rich lowlands (Ritchie 1980).

The Early Woodland Period can be divided into two phases in the Hudson River region, Meadowood and Middlesex. The Meadowood phase is represented by a number of caching sites. There are many isolated spot finds of Meadowood points especially concentrated around the confluence of the Mohawk River and the Schoharie Creek. The Middlesex phase is not as well represented in the lower Hudson Valley as it is in the lower Mohawk Valley (Ritchie 1994).

During the Middle Woodland Period (600 B.C. to A.D. 1000) increased use and technological development of ceramics was accompanied by an apparent increase in population density. Similar to the Early Woodland period, the Middle Woodland period is characterized by an association between Northeast and Midwest cultures, specifically the Hopewell tradition. However, obvious cultural affiliation with Hopewellian peoples is absent in the lower Hudson Valley (Ritchie 1994).

The next period of the precontact era in the Northeast was the Late Woodland. This period was characterized by population expansion that resulted in the development of the nations and tribes encountered by European settlers. Territorial expansion was also common at this time. There are two major traditions identified within the Late Woodland period in New York: Owasco (AD 1000-1400) and Iroquois (AD 1400 to contact) both of which are very well represented in parts of New York state (Ritchie 1994: 219).

Woodland sites have been found in Westchester County that reflect changes in life patterns, including increased and varied use of pottery, increased amounts of fishing to supplement the hunting and gathering subsistence of the Archaic stage and the cultivation of corn and other foodstuffs (Crichton and Kennedy 1986).

Endemic warfare reported in the 17th century may have its roots in Owasco times as population expanded and tribalism and localism progressed (Ritchie and Funk 1973). At the time of contact (approximately 1609) the Iroquoian Confederacy was already formed and the Mohawk engaged in conflicts with the Mahican and Montagnaic and Algonquins. In the proto-historic period, “the entire country south of the Highlands, that is, Westchester County, was occupied by the chieftaincies of the Wappinger division of the Mohicans” (Shonnard and Spooner 1900: 24).

According to the historic literature, a large contact period Native American village was located at the mouth of the Saw Mill River in the vicinity of Main Street in Yonkers (Bolton 1848, Scharf 1886, Shonnard and Spooner 1900). How far this site extended inland along the banks of the Saw Mill River or north along the Hudson River shoreline is unknown; however it was most likely the principal village of the Rechgawawanc (Boesch 1998a). Bolton states that the village was named “Nappechamak,” a term translated as “the place of fish traps,” apparently referring to the practice of constructing fish weirs at the mouth of the Saw Mill River (Bolton 1975: 83-84; Lederer 1978).

HISTORIC BACKGROUND AND MAP REVIEW

With the urging of the Dutch West India Company, Dutch settlers moved into the Hudson River area during the early 17th century; however it was not until 1646, upon the purchase of 24,000 acres by Adriaen van der Donck, that the area now known as Yonkers was developed (Shonnard and Spooner 1900, Weigold 2005). Van der Donck soon laid out a farm, built his home (located in what is now Van Cortlandt Park), and erected a sawmill near the mouth of the Saw Mill River. With the sawmill on its banks, the Saw Mill River became known in Dutch as “De Zaag Kill,” or Saw Creek (Boesch 1998a). Soon several dozen settlers had taken up residence in this area, known as the “Lower Mills.”

Much of Yonkers was purchased by Frederick Philipse in 1672 and became part of Philipsburgh Manor (Weigold 2005). Philipse built a residence near the confluence of the Saw Mill and Hudson Rivers, at present day Warburton Avenue and Dock Street, during the 1680s. This residence was later expanded by Philipse’s son and is today on the National Register of Historic Places. In addition to his manor home, the elder Philipse constructed a gristmill on the northern bank of the Saw Mill River, possibly on the site of van der Donck’s sawmill (Weigold 2005, Boesch 1998a). This gristmill processed the grain the manor tenants produced, which was later shipped out and sold along the Hudson River. By 1750, the number of people living on the manor had grown to approximately 1,100 with most of these people living near the mouth of the Saw Mill River or at other locations along the Hudson River (Boesch 1998a).

The economy of Yonkers, and the rest of Westchester County, was devastated by the Revolutionary War and large-scale industrialization did not take hold until the second half of the 19th-century (Weigold 2005). After the war, the Philipse estate was divided up and sold to former tenants. The Town of Yonkers

was created in 1788 and at that time the entire area now within the City of Yonkers contained between 60 to 80 structures. While still primarily an agricultural community, commerce and industry within Yonkers slowly expanded as waterfront areas developed and docks and other loading facilities appeared along the Hudson River. By the time the Hudson River Railroad was constructed in 1849, the population of the town had increased to approximately 3,000 residents (Boesch 1998a).

The 1785 Hills map was selected to illustrate the historic landscape of the project location during the late 18th century (Map 4). At this time, Yonkers was known as “Philips Point” and the map indicates that the portion of the Philips estate, which includes the project location, was purchased by Cornelius P. Low and David Hunt after the American Revolution. The general project location is depicted as one of the more developed areas within Philipsburgh Manor. Multiple structures are shown along the banks of the Saw Mill River including Philips Manor Hall and various mills; however, it is likely that there were more structures than the Hill map implies. Within the general project location, there were at least six structures, including Cornelius P. Low’s mill structures, a bridge over the Saw Mill River, Hunt’s Tavern, a saw mill, a church (likely St. John’s Protestant Episcopal Church), and an unlabeled structure. The shores of the Hudson River in the vicinity of the study area are labeled as “a good fishing place,” but are depicted as undeveloped.

An 1813 map of the Low and Hunt properties upon their purchase by Lemuel Wells indicates that the entire project location was included within the Wells estate during the early 19th-century (Map 5). Yonkers is shown as primarily centered on the Saw Mill River surrounded by orchards and pastures. A tailrace linking the two bends in the Saw Mill River had been constructed by 1813 within the River Park Center project area, in the vicinity of Blocks F, K, L, and M. Little structural development is indicated on the maps between the late 18th and early 19th-centuries. Aside from the mills, tavern, and church present in 1785, only a fulling mill and a set of barns were constructed in the project location by 1813; specifically, within or adjacent to the River Park Center project area.

By the mid 19th-century Lemuel Wells’ estate had been divided into separate lots and by 1843 more shops and structures had been constructed within the Village of Yonkers (Map 6). Major additions to the vicinity of the project location include a dock at the mouth of the Saw Mill River jutting into the Hudson River and the road that is known as New Main Street today. Six unlabeled structures are indicated along both sides of New Main Street within the River Park Center project area by 1843. These structures were likely the first commercial buildings along what would later become a central business district.

The 1847 Cornell map (Map 7), which was reprinted by Scharf in 1886, shows a portion of the late 19th-century Yonkers street grid superimposed on a plan of the 1847 village. Although not indicated on Map 7, the 1847 Hudson River shoreline in the vicinity of Wells Avenue was approximately 200 feet east of the location of the Hudson River Railroad, which was built in 1849. The 1847 map details the entire Larkin Plaza project area and for the purposes of this study was superimposed on a modern orthoimage (Map 7.1). The Saw Mill River flowed through the Larkin Plaza project area and numerous structures were located along its northern bank including two hotels, a post office, lumber yards, a blacksmith’s shop, tenement buildings, and J. Copcutt’s mahogany saw mill (which had also been indicated on the three previous maps). The mill activities along the river had apparently necessitated the river’s alteration by this time and a dam, behind which a pond formed, is shown associated with J. Copcutt’s mahogany sawmill.

Extending for just over one mile along the Hudson River and encompassing approximately nine hundred acres, the Village of Yonkers was incorporated in 1855 (Shonnard and Spooner 1900). A number of major industries soon appeared in the area including the Otis Elevator Company, the Waring Hat Company, the Alexander Smith and Sons Carpet Mill, and sugar refineries (Maps 8-10). By the end of the Civil War, the Village of Yonkers, including the Larkin Plaza and River Park Center project areas, had transformed into an industrial center.

Both the Village and Town of Yonkers were incorporated into the City of Yonkers in 1872 and included an area of 17 ½ square miles (Shonnard and Spooner 1900). Improvements in railroad travel soon allowed the wealthy merchants and industrialists, who were rapidly buying up the agricultural lands surrounding the industrialized center of Yonkers and building estates, to commute easily to New York City. By 1920, the population of Yonkers had increased to over 100,000 residents, a majority of which commuted

daily to New York City, thereby turning a formerly manufacturing center into a community of commuters (Boesch 1998a).

By the mid 20th-century, the industrial aspect of the City of Yonkers including the Larkin Plaza and River Park Center project areas had begun to wane (Maps 11-12). A characteristic feature of the mid 20th-century in the project areas was a slow decline of the blocks, beginning with the transformation of the factories into warehouses and ending with the eventual paving over of entire blocks. Paved or vacant blocks remain a prominent feature of the landscape within the project location today.

Table 5 lists the map-documented structures on the maps dating between 1785 and 1847. These structures range from mills and bridges crossing the Saw Mill River to hotels and dwellings. In addition to the structures indicated on the maps, there may have been other structures such as dwellings, mills, and barns that existed during the time between the documented maps, or were not depicted on the maps for the sake of clarity. Appendix 1 lists the map-documented structures on the maps dating between 1868 and 1957.

Table 5: 18th and Early 19th-Century Map Documented Structures and Potential Location, Yonkers Redevelopment Project Areas

Project Area	Structure #	Feature or Structure Description	Location
<i>1785 Hills</i>			
Larkin Plaza	1785.1	Cornelius P. Low Mill structures	North of Saw Mill River, south of Philips Manor House.
	1785.2	Bridge over the Saw Mill River	Eastern boundary of Larkin Plaza.
River Park Center	1785.3	Hunt's Tavern	Near northwestern corner of River Park Center, east of the church.
	1785.4	Saw Mill	Adjacent to the project area, on the southwest corner of the Saw Mill River and the road.
	1785.5	Church	Adjacent to the project area between Larkin Plaza and River Park Center, west of the road.
	1785.6	Unlabeled Structure	Adjacent to the project area, west of River Park Center and Hunt's Tavern.
<i>1813 Author Unknown</i>			
Larkin Plaza	1785.1	Merchant Mill structures	North of Saw Mill River, south of Philips Manor House.
River Park Center	1785.3	Indian Queen Inn	Adjacent to northwestern corner of River Park Center, east of the church.
	1813.1	Fulling Mill	Within River Park Center.
	1813.2	Barns	Northwestern corner of River Park Center.
	1785.4	Saw Mill	Adjacent to the project area, on the southwest corner of the Saw Mill River and the road.
	1785.5	Church	Adjacent to the project area between Larkin Plaza and River Park Center, west of post road.
	1785.6	Horse Sheds	Adjacent to the project area, west of River Park Center and the Indian Queen Inn.
<i>1843 Author Unknown</i>			
Larkin Plaza	1785.1	Flour Mill	North of Saw Mill River, south of Philips Manor House.
River Park Center	1813.2	Barns	Northwestern corner of River Park Center.
	1843.1	Six Unlabeled Structures	Southern end of River Park Center.
	1785.3	Indian Queen Inn	Adjacent to northwestern corner of River Park Center, east of the church.
	1785.4	Saw Mill, Grist Mill, etc.	Adjacent to the project area, on the southwest corner of the Saw Mill River and the road.
	1785.5	Church	Adjacent to the project area between Larkin Plaza and River Park Center, west of post road.

Project Area	Structure #	Feature or Structure Description	Location
	1843.3	Dock	Adjacent to Larkin Plaza on northwest, extends into Hudson River.
<i>1847 Cornell</i>			
Larkin Plaza	1785.1	J. Copcutt's Mahogany Saw Mill	Adjacent to Larkin Plaza on the southeast, north of the Saw Mill River.
	1847.1	Shed	Adjacent to Larkin Plaza on the north, west of the hotel.
	1847.2	Hotel, Store, and Post Office	Center of Larkin Plaza, east of the pier.
	1847.3	Dwellings	Center of Larkin Plaza, east of the hotel.
	1847.4	Cellar	Northern side of Larkin Plaza, north of the dwellings.
	1847.5	Hotel barn	Center of Larkin Plaza, east of the dwellings.
	1847.6	Small House	Northeast side of Larkin Plaza, north of the road from landing.
	1847.7	Store House	Adjacent to Larkin Plaza on the south, north of the Saw Mill River.
	1847.8	Blacksmith's Shop	Adjacent to Larkin Plaza on the south, north of the Saw Mill River.
	1847.9	Tenement	Adjacent to Larkin Plaza on the south, north of the Saw Mill River and east of J. Copcutt's Mahogany Saw Mill.
	1847.10	Tenement	Adjacent to Larkin Plaza on the south, north of the Saw Mill River and east of J. Copcutt's Mahogany Saw Mill.
	1843.3	Pier Built in 1831	Adjacent to Larkin Plaza on northwest, extends into Hudson River.

SITE VISIT, ACCESSIBILITY, AND GENERAL CONDITIONS

Rebecca Glazer and Andre Krieves conducted the archeological site visit on Thursday, February 7, 2008. The Yonkers Waterfront Redevelopment project location today mostly consists of open city parkland and paved parking lots. During the site visit, standing buildings were photographed as were obvious disturbances and the general conditions of each block. The historical maps served as a field guide by comparing the depressions and humps in the paved lots and parkland to the historic map-documented conditions. There were varying degrees of surface evidence of structures within each of the open blocks. The parking lots within Blocks A, B, C, D, and L were full of parked cars making visibility within these parking areas difficult. Most of the other lots were completely open and visible.

There is very little area in the project location that is not accessible by foot. Currently, the northeastern corner of Block D is fenced off for safety and to keep vagrants out. Additionally, all of Block K and the eastern portion of Block L are fenced off. The northern portion of Block I, which is a steeply wooded slope, as well as the uncovered portions of the Saw Mill River are fenced off for safety. Block N is fenced off along Elm Street, but is accessible from an extension of John Street located east of New School Street. Visibility is excellent for the parkland portions of the project location, despite the fencing. More specific descriptions of the current conditions within each block are discussed below.

Architectural structure assessments were conducted in October 2006 and January 2007 both within the project location and the area encompassing a 500-foot buffer around each of the four project areas. The results of the structure assessments are presented as a separate document in Appendix 2.

PALISADES POINT

BLOCK A: Between Prospect and St. Mary's Streets, West of Metro-North Tracks

Location, Description, and Size

Block A is contained within the Palisades Park project area, at the eastern end of the Yonkers Waterfront Redevelopment project location. Block A is located between the Metro-North Railroad tracks and the Hudson River, opposite Prospect and St. Mary's Streets (Photos 1-5). Currently, most of the block is vacant. A paved parking lot used by residents of a nearby apartment complex is located within the northeastern portion of the block. A sculpture garden with a walking trail is located west of the parking lot. There are no structures in Block A.

Block A is roughly 759 feet (231 m) from north to south and between 210 feet (64 m) and 330 feet (100 m) wide from east to west, covering an area averaging about 4.6 acres (1.8 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

There are no structures within Block A. The northeastern portion of Block A consists primarily of a paved parking utilized by residents of a nearby apartment complex (Photo 1). Parked cars obscured surface visibility within this parking area; however, the entire lot appeared to be completely level. A small sculpture garden with a paved path is present between the paved parking lot and the Hudson River (Photo 3). Like the paved parking area, the entire garden area is level. Modern riprap is located along the shore in the vicinity of the garden area. A gravel drive, along which cars were parked, extends along the eastern end of the block leading to the southern end of Block A. Large mounds of debris and rubble are piled up within the southern end of the block (Photo 4).

Observed Previous Disturbance

The northern end of Block A appears to have been leveled when compared with the southern end. The large mounds of debris located at the southern end may have been pushed from the northern end; however, the exact cause of the disturbance is not known at this time. According to the preliminary draft environmental impact statement issued by Struever, Fidelco, Cappelli, LLC in July of 2007, the Palisades Point project area was determined to be contaminated with hazardous materials and remediated around 2000. It is possible that this visible disturbance was a result of the remediation process. Modern riprap, present along the shoreline of the block, also indicates recent activity. Additionally, several light poles with buried utility lines are located within the paved parking area and along the garden path.

Historical Overview and Map Review

Historically, Block A was located within the Hudson River (Maps 4-10). The waterfront to the north and south of Block A was filled in by 1886 and the Guild and Garrison's Yonkers Sugar House factory was located to the north of Block A, while the New York Plow Company's factory was located to the south of the block. After acquiring the factory to the north of the block in 1892, the National Sugar Refining Company constructed a larger facility at the location (Allison 1984). By 1896, the refinery was producing 2,500 barrels of refined sugar a day and employing an average of 350 Yonkers residents. While it occupied the area south of Block A, the New York Plow Company manufactured about 100,000 plows a year as well as other farm utensils; however, the company evidently went out of business by 1898 (Allison 1984). The factory located to the south of Block A remained vacant until the Federal Sugar Refining Company occupied it in 1902 (New York Times 1911).

Between 1898 and 1917, the filling of Block A took place. The 1917 Sanborn map indicates that new land extended westward from the railroad for approximately 75 feet (Figure 1, Map 11). No structures are shown upon this strip of land on either the 1917 or 1957 Sanborn maps and it is labeled as "vacant to

river” (Maps 11 and 12). A 1906 photograph, taken near “the sugar mill” (likely the National Sugar refinery), shows the landscape within the vicinity of Block A to have been a steep, trash-strewn hill leading to the river (Photo 2). A second photograph shows Block A to have been a vacant beach-like area around 1946 (Photo 5).

Archeological Sensitivity and Potential

While numerous precontact archeological sites have been identified along the lower Hudson River valley, Block A has a low sensitivity for precontact cultural deposits because it was located within the river prior to the 20th-century. Additionally, impacts resulting from the creation of this man-made block would have compromised the integrity of any precontact deposits that may have been located on the shore. Therefore, the potential for actually locating precontact deposits within this block is low.

None of the historic maps show any waterfront features, including dock or pier structures within Block A. However, the area may contain undocumented wooden bulkheads, piers or sunken vessels dating from the 17th to early 20th-centuries that were later covered with fill. Additionally, filling episodes took place beginning at the early part of the 20th-century when the sugar-refining industries nearest this block were booming. Cultural deposits relating to the sugar refineries and their workers may be present within this block. Therefore, the block has a low to moderate sensitivity for all phases of historic occupation. The northern portion of the block appears to have undergone significant disturbance, possibly associated with the remediation of hazardous materials within the area around 2000. The potential for locating historic archeological deposits within the northern portion of the block is low due to the recent disturbance, while the potential is moderate within the southern end of the block, especially within the eastern portions since these areas likely experience the earliest and likely less destructive filling episodes.

LARKIN PLAZA

BLOCK B: Dock Street, the former location of an unnamed street, Nepperhan Street, and Buena Vista Avenue (Depot Street)

Location, Description, and Size

Block B is contained within the western section of the Larkin Plaza project area; at the northern end of the Yonkers Waterfront Redevelopment project location. Block B is bounded by Dock Street on the north, the former location of an unnamed street on the east, Nepperhan Street on the south, and Buena Vista Avenue (formerly Dock Street) on the west (Photos 6-9). Currently, the Larkin Plaza Park and a paved public parking lot occupy Block B.

Block B is not square, owing to the historic presence of an unnamed street that is no longer there. The west and east sides are roughly 187.5 feet (57 m) from north to south. The north side along Dock Street is approximately 280 feet (86 m) long, while the south side along Nepperhan Street is 375 feet (114 m) long. Block B covers an area of approximately 1.4 acres (0.56 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The western portion of Block B is occupied by Larkin Plaza Park, which contains an open area covered with brick pavers, light poles, benches, a garden surrounded by an iron fence along the southern end, a flagpole on a concrete pedestal, and a fountain (Photo 6). The park area is also lined with trees. Aside from the flagpole and fountain, there are no structures in Block B. The eastern portion of the block is occupied by a paved public parking lot and contains no structures.

Observed Previous Disturbance

Light poles, powered by underground wires, surround the entire park area and are present within the center of the paved parking lot. The fountain is serviced by an underground pipe, but no indication of its route could be discerned. Utility vaults are present on the southern side of the park adjacent to Nepperhan Street and a large utility box is located within the fenced garden at the eastern end of the park. Cracks and humps were not visible within the paved portions of the block; however, the lot was full of parked cars limiting visibility. Aside from the utilities, there were no indications of recent disturbance in Block B and the topography seemed to follow the natural slope of the area.

Historical Overview and Map Review

Historically, this block was situated within one of the earliest settled sections of Yonkers. The Nepperhan or Saw Mill River flowed along the northern and eastern borders of Block B until it was covered during the first half of the 20th century. Adriaen van der Donck established the first mills in Yonkers along the Saw Mill River during the 17th century within this area and Frederick Philipse I constructed Philipse Manor Hall around 1681, located near Block B. From the historic maps it appears that Block B, while located adjacent to 17th and 18th-century mills as well as Philipse Manor Hall, remained relatively undeveloped until the 19th-century. None of the earliest maps examined indicated structures within Block B (Maps 4-7). However, since it is located at the confluence of the Saw Mill and Hudson Rivers, there is a high likelihood that there was early historic development within this block and that it was just not as developed as areas to the east.

By 1868, Block B was firmly established within the urban layout of Yonkers (Figure 2, Map 8). Shaded areas on this map represent densely settled areas or the locations of structures. Lot numbers had been established by this time, although the lots within the eastern portion of Block B remain vacant in 1868. The Osterheld and Eickemeyer factory is indicated at 5-9 Nepperhan Street. George Osterheld and Rudolf Eickemeyer established a manufacturing of hat machinery business in 1854 and their factory was located within Block B until at least 1898 (Figure 3, Maps 9 and 10).

By 1886, all of the lots within Block B were occupied (Map 9). Four small storefronts were located on Depot Street (now Buena Vista Avenue), including an insurance office, an upholstery shop, a cigar shop, and a restaurant. The Yonkers Fuel Gas Company's offices and experimenting room were located next door to the Osterheld and Eickemeyer factory at 3 Nepperhan Street. Their gas works was located on the other side of the factory at 15 Nepperhan Street.

Between 1886 and 1898, little changed regarding the structural configuration of Block B. The small shops fronting Depot Street contained offices, a barber, and a restaurant and its kitchen in 1898 (Photo 7, Map 10). The Yonkers Fuel Gas Company had moved out, abandoning the gas works. Charles Skinner and Frank Connolly's machinery company occupied 3 Nepperhan Street, next-door to the Osterheld and Eickemeyer factory. Skinner and Connolly began their business of manufacturing general machinery in 1888 and by 1895 they employed twenty-five men (Allison 1984: 352).

The 20th-century Sanborn maps show the industrial decline and eventual abandonment of the block (Maps 11 and 12, Figure 2). By 1917, the Osterheld and Eickemeyer Company had vacated its factory, and the buildings at 5-19 Nepperhan Street were converted to warehouses or used as auto repair shops. A 500 gallon gasoline tank is indicated as being underground at 11 Nepperhan Street in 1917. The Skinner and Connolly Company was present at 3 Nepperhan Street in 1917, while a Transfer Express Office and a saloon fronted Depot Street. By 1946, the Saw Mill River was covered and all of the structures within Block B had been razed to make way for the park and parking lot that are present today (Photo 8, Map 12).

Archeological Sensitivity and Potential

According to the historic literature, a large Native American village was located at the mouth of the Saw Mill River in the vicinity of Main Street in Yonkers, giving this block a high sensitivity for precontact cultural deposits. However, archeological attempts at locating this village have proven unsuccessful thus far

(Highway Salvage Archeology Program 1977, Boesch 1998b, Greenhouse 2000). It is likely that the 19th-century development of this block impacted precontact deposits and the potential for locating them within an undisturbed context is low.

The sensitivity and potential for 19th-century industrial deposits, as well as those associated with the small shops that once fronted Depot Street is high based on the map documentation. Building footprints are likely to be uncovered within the western and southern ends of the block, while cultural material associated with the factories and shops might be located at the bottom of the Saw Mill River within the northern half of the block. Aside from the covering up of the river and the paving over of the entire block, there is relatively little known modern disturbance within Block B.

BLOCK C: Dock Street, Warburton Avenue, Nepperhan Street, and the Former Location of an Unnamed Street

Location, Description, and Size

Block C is contained within the eastern section of the Larkin Plaza project area, at the northern end of the Yonkers Waterfront Redevelopment project location. Block C is bounded by Dock Street on the north, Warburton Avenue on the east, Nepperhan Street on the south, and the former location of an unnamed street on the east (Photos 6-10). Currently, Manor House Park and a paved public parking lot occupy Block C. The park contains a terraced garden. There are no structures in Block C.

Block C is not square, owing to the historic presence of an unnamed street that is not longer there and in the triangular intersection at its eastern boundary. The north side along Dock Street is approximately 469 feet (142.8 m) long, while the south side along Nepperhan Street is approximately 394 feet (120 m) long. The east side is approximately 94 feet (28 m) long, while the west side is 187.5 feet (57m) long from north to south. Block C covers an approximate area of 2.14 acres (0.85 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The western portion of Block C contains a paved parking lot, which is bordered on the east by an unnamed street connecting Dock and Nepperhan Streets (Photo 9). The eastern end of the block is occupied by Manor House Park. The park consists of a small grassy area and a few trees surrounded by an iron fence, which was locked. A small terraced garden surrounded by a short stone wall is located within the grassy area. A veterans memorial statue erected by the City of Yonkers in 1928 stands at the eastern end of the park, within the iron fenced area. There are no structures within Block C.

Observed Previous Disturbance

Light poles, powered by underground wires, surround the entire park area and are present within the center of the paved parking lot. A 1946 aerial photo (Photo 8) and the 1957 Sanborn map (Map 12) depict the western end of the block as a grassy, park-like area surrounded by mature trees. At some point between 1957 and the present, the park was paved over to form the current parking area. Cracks and humps were not visible within the paved portions of the block; however, the lot was full of parked cars limiting visibility. Aside from the utilities and the post-1957 parking lot, there were no indications of recent disturbance in Block C and the topography seemed to follow the natural slope of the area.

Historical Overview and Map Review

Historically, this block was situated within one of the earliest settled sections of Yonkers. The Saw Mill River flowed near the southern border and along the western border of Block C until it was covered during the first half of the 20th century. Adriaen van der Donck established the first mills in Yonkers along the Saw Mill River during the 17th century within this area and Frederick Philipse I constructed Philipse Manor Hall around 1681, located adjacent to the eastern end of the block.

A 1759 advertisement posted in the New York Gazette gives the first clear sense of the structural development of Block C and its vicinity during the mid 18th century. The ad, posted by Frederick Philipse III, describes the “Lower Mills on the Manor of Philipsburg, commonly called the Yonkers Mills” (New York Gazette 1759). According to the ad, the property to be leased contained two double geared breast mills, a three-story mill house, a stone dam, a dwelling house, and 20 acres of land. Philipse described the property as “suitable for a bolter and store keeper, there being no store within ten miles” (New York Gazette 1759). A 1784 drawing presenting “A View of Phillipp’s Manor” as well as the 1785, 1813, and 1843 maps depict Block C and its vicinity as having changed little since the 1759 advertisement (Figure 4, Maps 4-6).

By 1847, Block C appears to have been developed along the western side. A hotel, store, and post office front an unnamed street bordering the western side of the block and John Bashford is identified as the postmaster (Map 7). A row of four dwelling was located between the post office and a structure identified as the hotel barn. A rear yard area is associated with each of the four dwellings. A “small house” is also shown, located along the northern border of Block C. A road shown leading from the landing at the Hudson River east to the Old Post Road is likely the precursor to Nepperhan Street. An unidentified structure is shown at the easternmost edge of the block along the northern bank of the river. South of Block C, along the northern shore of the Saw Mill River a mahogany saw mill complex owned by J. Copcutt is depicted on the 1847 map. This mill is in the same approximate location as mills identified on the 1785, 1813, and 1843 maps and is possibly the same mill complex described in the 1759 New York Gazette ad.

All of the structures present in Block C in 1847 seem to have been demolished and replaced by others by 1868 (Figure 5, Map 8). The urban street grid and block system had been established within the block and it appears entirely developed on the 1868 Beers map. John Mofatt, identified as a flour and feed dealer in the 1864 Westchester County Directory (Lant 1864), occupied the building at the corner of Dock Street and the unnamed street. Segar & Smith and John Sherwood, carpenters and builders, occupied large structures located at 42 and 38 Dock Street, respectively (Lant 1864). The map indicates that W. H. Anderson’s carriage making shop was located in a small building at 36 Dock Street and that an E. Flagg owned all of the remaining buildings fronting Dock Street. An unidentified structure is also shown at the easternmost edge of the block along the northern bank of the river; this is likely the same structure depicted in the 1847 Cornell map. With the exception of the carriage making shop, none of the structures is associated with a yard area.

Between 1868 and 1886, nothing changed regarding the structural configuration of Block C (Maps 8 and 9). However, by the 1880s the western end of the block had become increasingly industrial with the presence of a bottling works at 38 ½ Dock Street, John E. Andrus’s patent medicine manufactory and the Reed & Carnrick chemical works at 38 Dock Street (Lant 1864). In January 1885, a fire destroyed the factory at 38 Dock Street and William Anderson’s carriage making shop, located next door (New York Times 1885). Wind blew the flames across Dock Street and the fire spread to the many wooden structures within the general vicinity. By 1886, the factory was being rebuilt as an exact copy of the previous one (Map 9). The remainder of the block fronting Dock Street was occupied by small businesses, including a smoked beef shop and a tailor, and residences. A saloon and another dwelling with rear yards are indicated along the northern bank of the Saw Mill River, at 901 and 902 Nepperhan Street.

The 1898 Sanborn map provides information about specific structures during the late 19th-century (Map 10). The bottling works at the corner of Dock Street and the unnamed street was still in operation, while the newly reconstructed factory was vacant (Photo 7). The City Steam Laundry is indicated at 34-36 Dock Street in a newly constructed building (Photo 10). The laundry company was established in 1888 and was located in the Shethar Factory Building (Block F) prior to 1896 (Allison 1984: 368). The remainder of the block was occupied by small manufacturing businesses and storage warehouses as well as a carpenter shop, a dwelling, and a saloon at the intersection of Dock and Nepperhan Streets. In the easternmost section of the block the structure that was present on the 1847 Cornell map was occupied by the City Hall Hotel, which no longer backed up to the northern bank of the Saw Mill River as that portion had been filled in by 1898.

The 20th-century Sanborn maps show the decline of the industries and businesses within Block C (Maps 11 and 12). By 1917, half of the factory at 38 Dock Street was being utilized to store furs; however, the top two stories remained vacant. The bottling works and the City Steam Laundry company, had vacated the block by 1917 leaving a hay and feed distributor to occupy the mid 19th-century building and a grocery wholesaler to occupy the former laundry building. The saloon at the intersection of Dock and Nepperhan Streets as well as the City Hall Hotel remained until at least 1917. However, by 1946, the Saw Mill River was covered and all of the structures within Block C had been razed to make way for the widening of Warburton Avenue as well as the park and parking lot present today (Photo 8, Map 12).

Archeological Sensitivity and Potential

According to the historic literature, a large Native American village was located at the mouth of the Saw Mill River in the vicinity of Main Street in Yonkers, giving this block a high sensitivity for precontact cultural deposits. However, archeological attempts at locating this village have proven unsuccessful thus far (Highway Salvage Archeology Program 1977, Boesch 1998b, Greenhouse 2000). It is likely that the historic development of this block impacted precontact deposits and the potential for locating them within an undisturbed context is low.

Block C has a high sensitivity for all phases of historic occupation. However, the potential for locating historic cultural deposits dating to before the mid 19th-century is low due to later construction within the earlier building footprints. The potential for locating the building footprints of the mid and late 19th-century residences, small businesses, and industries, such as the bottling works and the City Steam Laundry Company, within Block C is high. Deposits relating to the factory and carriage shop that burned down in 1885 were likely impacted by the later reconstruction of the factory and the laundry building. Aside from the covering up of the river and the paving over of the entire block, there is relatively little known modern disturbance within Block C.

CACACE CENTER

BLOCK D: South Broadway, Nepperhan Avenue, and New Main (Spring/East Main), Guion Streets

Location, Description, and Size

Block D is contained within the Cacace Center project area; at the southern end of the Yonkers Waterfront Redevelopment project location. Nepperhan Avenue bounds Block D on the north, New Main (formerly Spring Street and then East Main) and Guion Streets on the east, and Route 9/South Broadway on the west (Photos 11-18). The entire block extends south from Nepperhan Avenue; however, the western portion extends only to Terrace Place, while the central and eastern portions extend south to roughly opposite St. Mary's Street. Currently the block contains vacant parkland, known as Waring Park, which surrounds a large paved parking lot. There are no structures in Block D.

Block D is not square, owing to the curved nature of this portion of Nepperhan Avenue and the project plan boundaries. The north side along Nepperhan Avenue is approximately 786 feet (240 m) long. The east side along New Main and Guion Streets is approximately 356 feet (108 m) from north to south. The south side is roughly 394 feet (120 m) long. The west side extends south from Nepperhan Avenue to Terrace Place for approximately 300 feet (91 m); it then extends eastward along Terrace Place for approximately 131 feet (40 m) and then extends southward for 206 feet (63 m). Block D covers an area of approximately 4.3 acres (1.7 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

Currently, the central and southern portions of Block D contain a large paved, terraced parking lot utilized by the Cacace Justice Center, which is located south of the project area (Photos 15 and 16). Light

poles are scattered around the parking area. The western end of the parking lot is edged by a grassy and wooded area, which gradually slopes upward toward the parking lot (Photos 11 and 13). Historic stone retaining walls are visible in this area west of the parking lot. The northern end of the parking lot is also edged by a grassy area, which slopes upward from Nepperhan Street to the edge of the parking lot. A wooded, steep slope is located to the east of the parking area (Photo 17). The foundation remains of several structures are visible within the northeastern corner of the block, within the steeply sloped area (Photo 18). Aside from the foundation remains, no existing structures are located within Block D.

Observed Previous Disturbance

The parking lot area within Block D has been terraced. However, historic photographs and maps also depict this area as terraced. When the terracing occurred and the extent to which it was done during the 19th and early 20th-centuries is not known. Overhead wires service the light poles; the presence of underground utilities within the block was not observed. The parking lot was extremely busy and entirely full at the time of the site visit, so visibility was poor. The other surface disturbance within Block D is the altered route of Nepperhan Avenue. Historic maps (Maps 9-12) show Nepperhan Avenue as an approximately 45 foot wide (14m), straight road. During the 1980s, the width of Nepperhan Avenue was doubled and its route curved northward to form an intersection with Prospect Street. The widening and curving of the road significantly disturbed the northern end of the block.

Historical Overview and Map Review

From the historic maps it appears that Block D was undeveloped during the 18th and early 19th centuries. The 1785 Hills map indicates that this block was located within the parcel of land David Hunt purchased after the Revolutionary War (Map 4). The 1813 map depicts the Hunt property upon its purchase by Lemuel Wells (Map 5). The block was located in an area known as “Stony Hill Orchard,” bordered on the east by the “Lane Leading to Guion’s Mills.” According to the map, Guion’s mills were located north of the River Park Center project area.

The 1868 Beers map indicates Nepperhan Avenue extended westward from the intersection of Mechanic (now New Main), Spring (now New Main), and Guion Streets (Figure 6, Map 8). The map shows that the northwestern corner of the block was contained within the southwestern portion of the Dr. Amos Gates estate. According to the 1870 Federal Census, Dr. Amos Gates lived at the home with his wife, two members of the Nisbet family, and two servants; one of which was from Ireland. An estate and house belonging to the Honorable William Radford took up the entire central portion of the block, while an estate and house belonging to Anson Baldwin took up the southern portion. William Radford was one of the four Democratic Congressmen from New York who, in 1865, voted in favor of the constitutional amendment emancipating all slaves in the United States (Yonkers Historical Society). William Radford died in 1870; however, his son James, a wholesale grocer, lived at the estate in 1870 with his young family and three Irish servants (United States Census Bureau 1870). Anson Baldwin, a lawyer and a member of the Yonkers Horticultural Society, lived at his estate in 1870 with his wife, five adult children, and four servants; three of which were from Ireland (Mead 1860, United States Census Bureau 1870).

By 1886, Nepperhan Avenue extended west through Block D to South Broadway (Map 9). While the portions of the Gates and Baldwin estates within the block had not changed, the Radford estate had experienced some development. The Radford house is indicated on the 1886 Sanborn map; however, by 1881 it was owned by the Mutual Life Insurance Company (Bromley 1881). Tenement houses were present along the south side of Nepperhan Avenue and small businesses, including a saloon and a grocery store, were located at the intersection of Nepperhan Avenue and East Main Street. The 1886 Sanborn map also indicates that a steep bank was present along the eastern end of the block at that time.

At the end of the 19th-century, the former Radford estate had been fully developed (Map 10). The former Radford estate house still remained, but a high school (Photo 14) and Terrace Place had been constructed within the western portion of the block. In addition to the tenement houses present in 1886, more residences had been constructed by 1898, including ten row houses with rear yards along Terrace Place, south of Nepperhan Avenue, and five apartment buildings with rear yards fronting Nepperhan Avenue within the

eastern portion of the block. The number of shops at the intersection of Nepperhan Avenue and East Main Street had also increased to include a Chinese laundry.

By 1917, the estate at the southern end of Block D, then owned by John Waring, was the only portion to remain undeveloped (Photo 12, Map 11). North of Nepperhan Avenue, within what was formerly the southwestern portion of the Gates estate, the Carnegie Library was constructed in 1903 (Yonkers Board of Trade 1902, Figure 7). Within the former Radford estate, an annex to the high school building is indicated on the 1917 Sanborn map in the location of where the estate house once stood. Within the eastern portion of the former Radford estate only two of the tenement buildings present in 1886 remained by 1917. Radford Place was constructed as well as residences along its southern end. Once only residential, the buildings fronting Nepperhan Avenue contained a number of shops and even J. H. Schmidt's copper and brass works, located at 90 Nepperhan Avenue. By the mid 20th-century, the high school complex along with all of the structures associated with the Baldwin/Waring estate had been demolished and the land left vacant (Map 12). The area between Radford and New Main Streets was almost entirely business related by 1957.

Archeological Sensitivity and Potential

While the historic literature points to a large Native American village being located northeast of Block D, its location on a steep hill would have provided a good vantage point for precontact people to view both the Hudson and Saw Mill Rivers. Therefore, this block has a moderate sensitivity for precontact cultural deposits. It is likely that the 19th and early 20th-century development within the northern and central portions of this block impacted precontact deposits, however since little development occurred within the southern portion of Block D the potential for locating precontact deposits within an undisturbed context is moderate.

Archeological sensitivity for Block D is considered to be high for 19th and early 20th-century deposits based on the presence of map-documented structures within the project area. However, the construction of the library in the early 20th-century, as well as the razing of the library and widening of Nepperhan Avenue during the 1980s, likely disturbed any historic deposits within the northern portion of the block. Additionally, deposits relating directly to the Radford estate house were likely to have been heavily impacted by the construction and eventual demolition of the high school and its annex, both documented as having substantial basements. Within the northeastern portion of the block, the widening of Nepperhan Avenue likely impacted the footprints of the late 19th-century tenements and early 20th-century businesses located there. However, the potential for recovering archeological deposits relating to the 19th-century Baldwin/Waring estate, the rear yard areas of the residences and businesses along Nepperhan Avenue, and the footprints of the small, late 19th-century businesses once located along New Main Street remains high as there is relatively little known modern disturbance within these portions of Block D.

RIVER PARK CENTER

BLOCK E: Nepperhan Avenue, New Main Street (Spring/East Main), and Washington Park

Location, Description, and Size

Block E is contained within the westernmost section of the River Park Center project area, within the center of the Yonkers Waterfront Redevelopment project location. Block E is bounded on the south by Nepperhan Avenue, on the east by New Main Street (formerly Mechanic and then East Main Street), and on the west by Washington Park (Photos 19-20). The northern boundary of this block is located on the north side of the Salvation Army building at 110 New Main Street. The art-deco style Yonkers Health Center building, a large parking garage, and the Salvation Army building occupy almost the entire block. An area east of the city office building, at the northwest corner of New Main Street and Nepperhan Avenue, lies vacant.

The northern boundary of Block E is located to the north of the Salvation Army building at 110 New Main Street and is approximately 150 feet (45.7m) wide. The east side along New Main Street is approximately 506 feet (154 m) from north to south. The south side along Nepperhan Avenue is roughly 318

feet (97 m) wide. The west side extends south from the rear yard of 110 New Main Street for approximately 75 feet (22 m) to the parking garage; it then extends westward approximately 38 feet (11 m) to the northwest corner of the parking garage where it extends southward along the side of the parking garage for approximately 204 feet (62 m) to the southwest corner of the parking garage. From there, the western boundary of block E extends westward approximately 56 feet (17 m) and then south for approximately 150 feet (45.7 m) to the southern border along Nepperhan Avenue. Block E covers an area of approximately 2.5 acres (1.0 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

Nearly all of Block E is occupied by the Yonkers Health Center building, a six-story parking garage, and the Salvation Army building at 110 New Main Street. A vacant, treed area is located between New Main Street and the Yonkers Health Center building (Photo 19). The eastern portion of this area along New Main Street is level; however, it gently slopes upward within the western end of the vacant area. Bedrock is visible within the northern segment of the vacant area, nearest the parking garage.

Observed Previous Disturbance

Since most of the surface of Block E is obscured by the buildings, no evidence of disturbance other than the buildings was observed. There are likely underground utilities servicing these buildings as well. Disturbances were not observed within the small vacant area between New Main Street and the health center building.

Historical Overview and Map Review

From the historic maps it appears that Block E was undeveloped during the 18th and early 19th centuries. The 1785 Hills map indicates that this block was located within the parcel of land David Hunt purchased after the Revolutionary War (Map 4). The 1813 map depicts the Hunt property upon its purchase by Lemuel Wells (Map 5). The block was located in an area known as “Stony Hill Orchard.” By 1843, the road now known as New Main Street had been constructed and one unidentified structure was present within the northern end of Block E (Map 6).

The eastern half of Block E has been a business district in Yonkers since the mid 19th-century. By the 1860s, several businesses had been established along Mechanic Street, including James Bashford’s carriage making shop at 6 Mechanic Street, John Gaffney’s grocery store at 10 Mechanic Street, and J. G. Widman’s saloon at 26 Mechanic Street (Figure 8, Map 8, Lant 1864). Near the southeastern corner of the block were two residences belonging to a Dr. Burnett and Elias Whipple. Elias Whipple, a butcher, is listed in the 1860 Federal Census as living in the home with his wife and three adult daughters (United States Census Bureau 1860). All of the structures present in 1868 had large rear or side yard areas. A portion of Block E is indicated as undeveloped and associated with the Gates estate (see Block D) on the 1868 Beers map (Map 8).

By 1886, more small businesses had opened along what was then known as East Main Street, including a laundry business, a barbershop, a queens-ware crockery shop, and a boarding house/grocery store at 118 East Main Street (Map 9). A seven-foot tall fence is indicated on the 1886 Sanborn map as separating the yards of the East Main Street businesses from the Gates estate. Residences, including the Whipple residence, as well as a hose house, or fire station, are indicated along the southern end of the block, fronting on Nepperhan Avenue by 1886.

The New York and Putnam Railroad bisected Block E by 1898 with tracks extending from the northwest corner of New Main Street and Nepperhan Avenue northwest to the railroad station beyond the project area (Map 10). Shops continued to flourish along New Main Street, extending to the intersection of the railroad tracks and the road by 1898.

By the early 20th-century, the residences and fire station present along the southern border of the block since the mid 19th-century had been demolished, leaving the entire western portion of the block vacant (Map 11). The 1917 Sanborn map indicates that New Main Street was still dominated by small businesses located between the road and the railroad tracks, although the G. Sperling Petticoat Manufacturing Company had set up shop at 132-134 New Main Street. By this time, an eight-foot tall concrete wall had replaced the stone retaining wall separating the rear yards of the shops from the railroad tracks.

A majority of the 19th-century structures fronting New Main Street remained in operation as small businesses until at least 1957 (Map 12). A new Salvation Army building, located at 110 New Main Street, and the art-deco style Yonkers Health Center, located on Nepperhan Avenue, are indicated on the historic maps as the only structures to have been constructed within Block E between 1917 and 1957. No longer in operation, the railroad tracks do not appear on the mid 20th-century map.

Archeological Sensitivity and Potential

While the historic literature points to a large Native American village being located northeast of Block E, its location on a steep hill would have provided a good vantage point for precontact people to view both the Hudson and Saw Mill Rivers. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely likely that precontact deposits survived the historic and modern developments that have taken place within this block. Therefore, the potential for locating precontact cultural deposits intact within Block E is low.

Archeological sensitivity for Block E is considered to be high for 19th and early 20th-century deposits based on the presence of map-documented structures within the project area. However, the construction of the Yonkers Health Center, the parking garage, and the Salvation Army building have significantly impacted the potential for locating historic cultural deposits within most of Block E. The least disturbed area within this block is the vacant area between the Yonkers Health Center and New Main Street. Between the mid 19th-century and the mid 20th-century, this area contained the Whipple and Burnett houses as well as a number of small businesses. The construction and removal of the railroad tracks through the middle of this area may have impacted archeological deposits; however the potential for locating them within this area remains moderate.

BLOCK F: Elm Street, New School Street, and the Saw Mill River

Location, Description, and Size

Block F is contained within the northeastern portion of River Park Center project area; within the center of the Yonkers Waterfront Redevelopment project location. Block F is bounded on the north by Elm Street, on the east by the Saw Mill River, on the south by the southern side of the fire department headquarters building at 5-7 New School Street, and on the west by New School Street (Photos 21-22). Currently, the art-deco style fire department headquarters, a gas station, early 20th-century warehouses, and their surrounding paved parking areas occupy almost the entire block. The only portions that remain vacant contain the Saw Mill River.

Block F is roughly 262 feet (80 m) from north to south and between 112 feet (34 m) and 169 feet (52 m) from east to west, covering an area averaging about 0.84 acres (0.3 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

Block F consists almost entirely of standing 20th-century structures. A gas station with front and side drives on Elm and New School Streets is located within the northern portion of the block (Photo 22). Two early 20th-century warehouses are located to the rear of the gas station and front on a short extension of John Street, which extends through the central portion of the block (Photo 21). The southern end of the block is occupied by the Yonkers Fire Department headquarters building and the northern portion of its attached

parking lot. While no utilities were observed within the block, it is likely that all of the structures are serviced by underground utilities.

Observed Previous Disturbance

Since most of the surface of Block F is obscured by the buildings, no evidence of disturbance other than the buildings themselves was observed. As mentioned above, underground utilities are likely present within the block. The front and side drives at the gas station likely contain large underground gas storage tanks.

Historical Overview and Map Review

Located along the Saw Mill River, Block F was the site of fulling mill, a type of mill used in woolen clothmaking, by as early as 1813 (Map 5). At some point between 1785 and 1813, a tailrace linking the two bends in the river was created at the southern boundary of the block (Maps 4 and 5). While no other structures are apparent on the earliest maps examined, it is likely that undocumented mill-related structures were present within this block during the late 18th and early 19th centuries.

During the 19th-century, Block F was dominated by industrial activities. In 1862 the Waring Manufacturing Company began construction on its Elm Street location and by 1868 the factory took up nearly all of Block F (Figure 9, Map 8, Allison 1984: 343). Owned by John T. Waring, whose house was located in Block D, the factory employed over 800 men during the 1860s and manufactured between 9,000 and 10,000 hats. The buildings at the Eagle Hat Factory, as it was known in the 1870s, are described as follows:

...one of which is five stories high and as to dimensions 225x50 [feet]. It has two extensions, one of which (200x40) is three stories high and contained the engine and boiler and other rooms. The other extension was occupied by the blocking department and dye shops. The steam engines had a capacity of nearly 500 horsepower (Allison 1984: 343-344).

The factory was sold to Samuel Shethar in 1882; however, the 1886 Sanborn map indicates that it remained vacant for some time (Map 9, Allison 1984). During the late 1880s and 90s the factory, known as the Shethar Building at that point, was rented out to numerous industrial companies. These companies included the City Steam Laundry (1888-1896), the John Rowland and Sons hat manufacturing company (1891), the Yonkers Hat Manufacturing Company (1893), the Yonkers Carpet Manufacturing Company (1892-1895), and the Pass Brothers hat bands and ribbons manufacturing company (1893-1897) (Allison 1984).

The Shethar building was destroyed when an 1897 fire caused four boilers within the building to explode (New York Times 1897a). Three different companies, employing 800 people, were operating out of the building at the time. The 1898 Sanborn map indicates that the entire block was vacant one year after the fire (Map 10). By 1917, warehouses had been constructed and School Street (now New School Street) was in the planning stages (Map 11).

By the mid 20th-century, the fire department headquarters was located within Block F (Map 12). The remainder of the block looked just as it does today.

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block F, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely likely that precontact deposits survived the historic development that took place within this block, specifically the large-scale industrial complex once located there. Therefore, the potential for locating precontact cultural deposits intact within Block F is low.

Archeological sensitivity for Block F is considered to be high for 18th and 19th-century industrial deposits based on the presence of map-documented structures within the project area. The destruction of the industrial complex by fire in 1897 as well as the construction of New School Street c. 1917, the fire department headquarters in 1927, and other 20th-century structures likely heavily disturbed archeological deposits relating to the complex. The potential for locating intact historic archeological remains within Block F is low.

BLOCK G: Palisade Avenue and James, Ann, and New Main (Mechanic/East Main) Streets

Location, Description, and Size

Block G is contained within the northern portion of the River Park Center project area; within the center of the Yonkers Waterfront Redevelopment project location. Block G is bounded on the north by Palisade Avenue, on the east by James Street and the Chicken Island parking lot, on the south by Ann Street, and on the west by New Main Street (Photos 23-25). Currently, most of the block is occupied by 20th-century small businesses fronting on New Main Street and Palisades Avenue. The southeastern portion of the block contains the rear yard/parking areas to some of the buildings fronting New Main Street as well as the northwestern corner of the Chicken Island parking lot.

Block G is roughly 340 feet (103 m) from north to south and 225 feet (68.5 m) from east to west, covering an area of approximately 1.7 acres (0.6 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

Block G consists almost entirely of standing 20th-century structures containing small businesses (Photos 23 and 24). Sidewalks, located along the front of the buildings, contain light poles powered with underground wiring, fire hydrants, and utility grate covers. James Street extends through the eastern end of the block along the rear of the buildings. Paved parking areas are present to the rear of the buildings in the southern end of the block as well as north of James Street in the Chicken Island parking lot.

Observed Previous Disturbance

The standing structures obscure most of the surface of Block G; therefore, no evidence of disturbance other than the buildings themselves was observed within those portions of the block. As mentioned above, underground utilities are present within the sidewalk areas along New Main Street and Palisade Avenue. The Saw Mill River runs under the paved parking areas located behind the buildings within the southern end of the block, making it unlikely that underground utilities are present within this area. Disturbances were not observed within the portion of Block G contained within the paved Chicken Island parking lot.

Historical Overview and Map Review

As early as 1813, structures identified as barns were located in the vicinity of Block G (Map 5). The Saw Mill River flowed through the block and at some point between 1785 and 1813 a tailrace linking the two bends in the river was created within the southeastern portion of the block (Maps 4 and 5). By 1843, the road now known as New Main Street had been constructed and three unidentified structure were present along the east side of the road (Map 6). While no other structures are apparent on the earliest maps examined, it is likely that undocumented mill-related structures were present within this block during the late 18th and early 19th centuries.

By the mid 1860s, most of the lots fronting Mechanic Street were yet to be developed. R. P. Getty owned buildings at 11, 13, and 15 Mechanic Street that were likely rented by small business owners (Figure 10, Map 8). The 1868 Beers map indicates that a silk factory had been established by Ethan Flagg between

James Street and the Saw Mill River within the eastern portion of Block G. The river is depicted on the 1868 map as bordering the western edge of the silk factory and the eastern edge of Getty's buildings.

By the late 19th-century, the northern and western portions of Block G had been fully developed into a business district. Businesses along East Main Street in 1886 included a barber, a Chinese laundry, saloons, and G. Austin's livery (Map 9). Businesses along Palisades Avenue at this time included a jewelry and variety store, a tin shop, and a boot/shoe seller; by 1898 the St. James Hotel was present at 12 Palisades Avenue (Map 10). All of the small shops were associated with either rear or side yards and most had tenements located above the shops. The 1886 Beers map indicates that the factory on James Street had expanded and was occupied by both the William McFarlane Silk Thread Company and the Howard W. Flagg Hat Company. By the 1890s, the factory was occupied by the Eagle Hat Factory, a branch of the Waring Hat Manufacturing Company (Photo 25) (Block F). In 1895 the Yonkers Board of Health declared the dam opposite the factory a nuisance "because it retards filth that should be allowed to flow freely to the Hudson River," (New York Times 1895). The health officer recommended that the river be walled in and covered. The 1898 Sanborn map indicates that the river was significantly narrowed within block G, although still uncovered, and the tail race had been either covered over or removed (Map 10).

A fire damaged the hat factory in 1898 and by 1917 it had been demolished leaving the area fronting on James Street entirely vacant (New York Times 1898, Map 11). The 1917 Sanborn map indicates that the river within Block G had been covered with reinforced concrete at some point between 1898 and 1917. By the mid 20th-century, nearly all of the 19th-century structures that once housed small businesses and tenements had been replaced with 20th-century one-story structures (Map 12). The only 19th-century structure to remain was located at 12-14 Palisade Avenue; however, this building was razed and replaced during the 1960s or 70s.

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block G, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely likely that precontact deposits survived the historic and modern development that took place within this block. Therefore, the potential for locating precontact cultural deposits intact within Block G is low.

Archeological sensitivity for Block G is considered to be high for 18th century industrial deposits and 19th-century small business, residential, and industrial deposits based on the presence of map-documented structures within the project area. The narrowing and eventual covering of the Saw Mill River during the late 19th and early 20th centuries, the destruction and replacement of the small businesses fronting New Main Street and Palisades Avenue, along with the widening of Ann Street during the early 20th-century likely heavily disturbed any archeological deposits that may have been located within the majority of Block G, thereby rendering the potential for their recovery to be low. However, there are few known disturbances to the southeastern portion of the block, specifically in the location of where the Howard W. Flagg hat factory stood in 1886. The potential for recovering archeological deposits relating to this industrial complex is high within that portion of Block G.

BLOCK H: Ann, James, and Henry Herz Streets, the Saw Mill River, and the Chicken Island parking lot

Location, Description, and Size

Block H is contained within the center of the River Park Center project area, within the center of the Yonkers Waterfront Redevelopment project location. Block H is bounded on the north by the northern portion of the Chicken Island parking lot and by the southern end of the fire department headquarters at 5-7 New School Street, on the east by the Saw Mill River (covered within this portion) and the southern portion of the Chicken Island parking lot, and on the west by James and Henry Herz Streets and the Saw Mill River, which is covered within this portion (Photos 21, 25-26). Currently, the entire central portion of the block is part of the paved Chicken Island parking lot. The western edge of the block contains James and Henry Herz

Streets and their intersection with Ann Street. The eastern edge of the block contains the paved parking lot for the fire department headquarters. New School Street extends north/south through the eastern portion of the block. There are no structures within Block H.

Block H is not square as its boundaries outline the island that was created during the early 19th-century upon the construction of the tail race linking the two bends in the Saw Mill River. The block is roughly 525 feet (160 m) from east to west and 225 feet (68.5 m) from north to south, covering an area averaging about 2.7 acres (1 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The entire block can be characterized as open space (Photos 21 and 26). James and Henry Herz Streets extend through the western end of the block, while New School Street extends through the eastern end. The central portion of the block contains a large portion of the paved Chicken Island parking lot. The lower portion of the fire department headquarters parking lot occupies the eastern most end of the block. Light poles with underground wiring are present within the Chicken Island parking lot and along New School Street. Sewer grates and manhole covers are also present within the block. There are no structures within Block H.

Observed Previous Disturbance

Aside from the underground utilities, the only visible disturbance to Block H appears to be the presence of New School Street within the eastern end of the block. Constructed around 1917, New School Street gradually rises as it progresses from north to south and is significantly higher than the surface level of the rest of Block H (Photo 26). The remainder of Block H appears completely level and no crack or humps were visible within the paved parking areas.

Historical Overview and Map Review

Between 1785 and 1813 a tailrace linking two bends in the Saw Mill River was constructed, creating the island that make up Block H (Maps 4 and 5). Structures are not indicated within this block on any of the 18th and early 19th-century maps examined (Maps 4-6).

Edward Underhill, Sr. established a brewery on the island in 1857 (Allison 1984: 352). The 1868 Beers map indicates that the brewery contained three large factory buildings and two smaller outbuildings (Figure 11, Map 8). The brewery operated at this location until the 1930s (Maps 9-11).

By the late 19th-century, numerous other structures occupied the island, including various brewery related outbuildings, a drill/turn hall at 30 Ann Street, the Yonkers Storage Warehouse at 11-17 Ann Street, the Waring Leather Works, and Connell's Livery and Undertaking (Maps 9 and 10, Photo 25). The 1886 and 1898 Sanborn maps also indicate that several structures had residences within their upper stories. By 1898, the tail race, which had created "Chicken Island," had been covered.

With the exception of a truck sales and service building within the center of the block, all of the buildings within Block H had been razed and the entire block had been paved over to form the parking lot present today (Map 12).

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block H, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely that precontact deposits survived the historic development that took place within this block, specifically the creation and destruction

of the tailrace and the large brewery complex. Therefore, the potential for locating precontact cultural deposits intact within Block H is low.

Archeological sensitivity for Block H is considered to be high for mid 19th-century industrial deposits based on the presence of map-documented structures within the project area. The majority of the brewery complex, associated structures, and other 19th-century structures survived past the 1910s. The potential for locating 19th-century archeological deposits associated with these structures is high since the only known modern disturbance to the block is its paving over by 1957.

BLOCK I: Chicken Island parking lot, Ann Street, Nepperhan Avenue, and New Main Street (Mechanic/East Main)

Location, Description, and Size

Block I is contained within the southern portion of the River Park Center project area; within the center of the Yonkers Waterfront Redevelopment project location. The northern boundary follows the historic path of the Saw Mill River; therefore, the block is not square. It is bounded on the north by the southern portion of the Chicken Island parking lot and Ann Street, on the south by Nepperhan Avenue, and on the west by New Main Street (Photos 26-32). Nineteenth-century maps depict the southern boundary of the block extending through the lots located north of Nepperhan Avenue. Nepperhan Avenue was widened during the 1980s, extending the northern portion of the road into the lots. Currently, the western portion of the block, between New Main Street and Henry Herz Street, is occupied by late 19th and early 20th-century structures containing small businesses fronting on New Main Street. These structures all have rear yard areas. The central portion of the block is occupied by the southern end of the paved Chicken Island parking lot, while the portion of the block east of New School Street is currently vacant. There are currently no structures within the central and eastern portions of Block I.

Given its L-shaped appearance it is best to give the dimensions of Block I in two parts. The western portion of the block (west of Henry Herz Street) is roughly 280 feet (86 m) from east to west and approximately 169 feet (52 m) from north to south, covering an area of approximately 1 acre (0.4 ha). The eastern portion of the block (east of Henry Herz Street) is roughly 468 feet (142 m) from east to west and approximately 112 feet (34 m) from north to south, covering an area of approximately 1.2 acres (0.48 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The western portion of Block I is occupied almost entirely by late 19th and early 20th-century single-story structures, which front on New Main Street (Photo 27). Sidewalks, located along the front of the buildings, contain light poles powered with underground wiring, fire hydrants, and utility grate covers. The Saw Mill River flows, uncovered, directly behind these buildings. Nineteenth century walls, possibly the rear foundation walls of earlier structures or of retaining walls, are visible along the sides of the river within this portion of the block (Photos 28 and 29). Very little space is present between the rear of the standing structures and the western edge of the river within the western portion of the block; however, moderate sized yards are present south of the bend in the river behind the structure close to the corner of New Main Street and Nepperhan Avenue. The rear foundation walls of structures that once fronted on Nepperhan Avenue are also visible west of Henry Herz Street (Photo 30).

Henry Herz and New School Streets extend through the central portion of the block. These streets are located along the edges of the southern portion of the paved Chicken Island parking lot, located within Block I (Photo 31). There are no structures within this portion of the block. The Saw Mill River is covered over within this portion of Block I.

The eastern end of Block I, located east of New School Street consists of vacant land. This area is a wooded, steeply sloped hillside, which extends north to the uncovered Saw Mill River (Photo 32). This area was entirely fenced in and not accessible. The remains of foundations that had been built into the hillside

were visible from a vantage point on New School Street; however, photographs of these foundation remains did not come out clearly.

Observed Previous Disturbance

The standing structures obscure most of the surface of the western end of Block I; therefore, no evidence of disturbance other than the buildings themselves was observed within those portions of the block. As mentioned above, underground utilities are present within the sidewalk areas along New Main Street. The Saw Mill River runs directly behind most of the structures within this portion of the block, making it unlikely that underground utilities are present within this area. As with Block D, the widening of Nepperhan Avenue during the 1980s significantly impacted the southern end of Block I. Structures dating to the 19th and early 20th-centuries were razed for the road expansion; however, rear foundation walls remain within both the western and eastern ends of the block. The central portion of the block, within the Chicken Island parking lot, is at a much lower level than Nepperhan Avenue and New School Street. As discussed above, New School Street was constructed to gradually rise up to the level of Nepperhan Avenue. While the paved parking area within the central portion of the block is currently level with the area west of Henry Herz Street, it was not clear at the time of the site visit if the elevation and topography had been altered as a result of the construction of the parking lot or the widening of Nepperhan Avenue.

Historical Overview and Map Review

By 1843, the road now known as New Main Street had been constructed and two unidentified structures were present along the east side of the road (Map 6). While no other structures are apparent on the earliest maps examined (Maps 4-6), it is likely that undocumented mill or business-related structures were present within this area during the late 18th and early 19th-centuries since the Saw Mill River and the main road formed the boundaries of Block I.

Block I was fully developed by 1868 (Figure 12, Map 8). Unidentified structures, presumably small businesses, are shown fronting Mechanic Street on the Beers map. All of these structures are indicated as having rear yard areas backing up to the Saw Mill River. A factory owned by R. P. and S. F. Getty was located at 53 Mechanic Street; the northern side of the factory was located immediately adjacent to a bend in the river. The factory was originally constructed around 1850 by Robert Grant, who was in the business of pulling wool and of manufacturing morocco and sheep-skins from hides (Allison 1984: 346). The remaining portion of Block I was a residential neighborhood. Single-family homes located on large riverfront lots, owned by F. R. Downes, Ethan Flagg, J. Reed, E. B. Keeler, and J. Austin extended along Nepperhan Avenue. The 1870 Federal Census lists Jacob Reed, a sugar manufacturer whose real estate was worth \$50,000, as living with his wife and seven children (United States Census Bureau 1870). Ezra Keeler, a hatter, lived next door at 93 Nepperhan Avenue with his wife and son. The Keeler's home was valued at \$3,000 in 1870 (United States Census Bureau 1870). The census lists Jacob Austin, the owner of a livery stable whose home was estimated to be worth \$10,000 in 1870, as living with his wife, five children, and a boarder employed in the hat making industry (United States Census Bureau 1870).

James Kitteringham occupied the factory at 53 Mechanic Street and manufactured morocco leather there until the factory was bought by the firm of Rose, McAlpin and Company, also morocco leather manufacturers (Block N) (Allison 1984: 346). By 1886, the factory within Block I was no longer used for manufacturing. The 1886 Sanborn map indicates that the southern portion of the factory was no longer standing and that the remaining structure was being utilized by E. Connell's livery and undertaking business (Map 9). A mix of commercial and residential structures fronted East Main Street, north of the livery in 1886; these included a bakery and a jewelry store south of the post lane (now Ann Street). The ground floors of the structures south of the livery were occupied by small businesses including two saloons, a variety shop, a boot and shoe shop, a barber, a market, and a crockery shop. The 1898 Sanborn map indicates that tenements were located in the upper stories of these structures. Two 3-story commercial buildings at 161-165 and 167-171 Nepperhan Avenue had been constructed by 1886. Each building contained three stores at the ground level as well as apartments on the upper floors. The remaining portion of Block I fronting Nepperhan Avenue was still residential in 1886, with the exception of a grocery store at 193 Nepperhan Avenue. A large

outbuilding, identified as an icehouse was constructed by 1886 and remained until at least 1917 within what was formerly the Downes property, at 173 Nepperhan Avenue.

The Sanborn fire insurance maps from the late 19th and early 20th centuries give a clear view of the structural changes that took place within the business district located along New Main Street (Maps 10, 11, and 12). Between 1886 and 1898, a row of one-story structures and a four-story hotel building were constructed along New Main Street within the northern end of the block. With the exception of the two-story structure at the corner of Ann and New Main Streets, which still stands today, these structures replaced all of the earlier, 19th-century dwellings and shops that once occupied the area. All of the late 19th-century structures backed up to the river, leaving little room for rear yards. The 19th-century shops and tenements located at the southern end of New Main Street had all been replaced by 20th-century structures, most of which were one-story, by 1957. The replacement of the tenement buildings with one-story structures served to solidify this portion of the project area as strictly a business district by the mid 20th-century.

By 1917, rows of late 19th and early 20th-century commercial/tenement buildings had replaced all but one of the single-family dwellings that fronted Nepperhan Avenue during the mid 19th-century (Map 11). The house at 155 Nepperhan Avenue, which once belonged to the Jacob Austin family, was still standing in 1957 (Map 12). All of the structures along Nepperhan Avenue had significant rear yard areas, located between the buildings and the Saw Mill River. By 1957, Henry Herz Street and School Street had been constructed, both extending through the block to Nepperhan Avenue. The Saw Mill River behind the structures on New Main Street and within the Chicken Island parking lot was covered over at some point between 1957 and the present; however, it remains uncovered within the rest of the block. Finally, during the 1980s all of the structures east of Henry Herz Street were razed for the widening of Nepperhan Avenue.

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block I, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely likely that precontact deposits survived the historic and modern development that took place within this block. Therefore, the potential for locating precontact cultural deposits intact within Block I is low.

Archeological sensitivity for Block I is considered to be high for industrial, commercial, and residential deposits from the 19th–early 20th centuries based on the presence of map-documented structures within the project area. While the mid 19th-century structures that fronted on New Main Street, west of the river, had large rear yard areas, the construction of the present structures that extended from the street to the river likely impacted any archeological deposits located within this area. Therefore, the potential for locating historic archeological deposits within this particular area is low. There are few known disturbances to the area between Henry Herz Street and the rear of the structures currently fronting on lower New Main Street. Within this area the potential for locating archaeological materials relating to the mid 19th-century factory, and mid to late 19th-century small businesses and tenements remains high. While the footprints of most of the historic buildings that fronted Nepperhan Avenue were disturbed by the widening of Nepperhan Avenue during the 1980s, there are few known disturbances within the rear yard areas of these structures. Therefore, the potential for recovering archeological materials relating to the activities that once took place within the various residences and businesses, as well as the actual outbuildings associated with them, is high.

BLOCK J: Waring Row, Palisade Avenue, Elm Street, and the Saw Mill River

Location, Description, and Size

Block J is contained within the northernmost portion of the River Park Center project area, within the center of the Yonkers Waterfront Redevelopment project location. Block J is bounded by Waring Row on the north, on the east by the Saw Mill River, on the south by Elm Street, and on the west by Palisade Avenue. Two 20th-century structures, a large building containing shops and a car repair shop, are located within the western portion of the block (Photos 33-35). A paved parking lot occupies the remainder of Block J.

The block is approximately 195 feet (59 m) from east to west and approximately 232 feet (70 m) from north to south, covering an area of approximately 1 acre (0.4 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The western end of Block J is occupied entirely by two, two-story 20th-century structures, while the eastern end is occupied by a paved parking lot (Photos 33 and 35). The parking area was entirely fenced in and not accessible at the time of the site visit. Evidence of utilities was not visible within the parking lot and it is likely that the underground utilities that service the structures are confined to the western end of the block.

Observed Previous Disturbance

The only previous disturbances observed are associated with the current standing structures within the western end of the block. The paving of the eastern end has caused little to no disturbance. Additionally, while the entire block is at a lower level than Elm Street, which borders the southern end of the block, historic photographs and images show that the current elevation of this area remains consistent with that of its historic elevation (Photo 34, Figure 14).

Historical Overview and Map Review

From the historic maps it appears that Block J, while located immediately south of a dam that had been constructed at the Saw Mill River by 1813, remained relatively undeveloped until the 19th-century (Maps 4-6). None of the earliest maps examined indicate structures within Block J. However, since it is located near the river and the dam, there is a high likelihood that there was undocumented development during the 18th and early 19th-centuries.

Between the mid 19th and mid 20th centuries, the Alexander Smith and Sons tapestry weaving mill occupied all of Block J. Alexander Smith established a carpet manufacturing business in West Farms, New York in 1845. After leaving West Farms in 1865 when his factory was destroyed by fire, Smith purchased a wooden factory building at the corner of Palisade Avenue and Elm Street and reestablished his business in Yonkers. The wooden structure, which was originally owned by the Waring hat factory, is depicted on the 1868 Beers map, as well as several other structures that Smith had built by then (Figure 13, Map 8). Through the 1860s additional buildings were constructed, including a five-story brick structure at the location of the original employee tenement buildings, which fronted on Palisade Avenue, and many existing buildings were enlarged (Figure 14, Allison 1984, Kennedy 1983). The Yonkers Board of Health forced the destruction of the dam in 1892 and the Saw Mill River is shown on the 1898 Sanborn map as significantly narrowed north of the block (Map 10, Allison 1984: 361).

By 1896 the company had expanded to include three separate mill complexes, known as the worsted spinning mill (located on Saw Mill River Road), the printing mill (Saw Mill River Road), and the tapestry till. In 1896 the tapestry mill, located within Block J, included the “old wooden” building, the main office and counting-room building, the five-story brick weaving mill, and the two-story brick machine shop (Photo 34, Allison 1984). By the end of the 19th-century, the tapestry mill was producing 156,000 lbs of carpet on a weekly basis, making it one of the largest producers of carpet in the world (Allison 1984).

The mill continued to flourish until the economic depression of the 1930s forced the company to close the tapestry mill and consolidate (Maps 11-12, Kennedy 1983). The main building, constructed in the 1860s, was demolished to remove the 590 looms, which were relocated to the print mill. By 1957, the entire factory had been razed and a bowling alley and gas station occupied the western portion of the block.

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block J, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely that precontact deposits survived the historic development of this block, specifically relating to the carpet mill complex. Therefore, the potential for locating precontact cultural deposits intact within Block J is low.

The archeological sensitivity of Block J is considered to be high based on the primary source documentation. There are no documented disturbances within the eastern portion of the block; therefore, the potential for locating 19th-century industrial deposits associated with the Alexander Smith and Sons tapestry weaving mill and the footprints of the structures themselves is high. The two 20th-century structures located within the western portion of the block likely disturbed any existing cultural deposits and footprints, making the recovery potential for intact deposits within this area low.

BLOCK K: Palisade Avenue, New School Street, the former location of Engine Street/Place, and James Street

Location, Description, and Size

Block K is contained within the northern section of the River Park Center project area; at the center of the Yonkers Waterfront Redevelopment project location. Block K is bounded by Palisade Avenue on the north, New School Street on the east, the former location of Engine Place on the south, and James Street on the west (Photos 23, 36-38). Currently, the entire block is vacant parkland. There are no structures in Block K.

The north side of Block K along Dock Street is approximately 525 feet (160 m) long, while the south side is approximately 468 feet (142 m) long. The east side along New School Street is approximately 93 feet (28 m) long, while the west side along James Street is 112 feet (34 m) long. Block K covers an approximate area of 1.16 acres (0.4 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

There are no existing structures within Block K and the entire block can be characterized as open parkland (Photo 36). The park is entirely grassed over and also has small trees and shrubs. Currently, a chain-link fence surrounds the entire block and the park is not accessible. Signs posted on the trees within the park state caution against rat bait, which may be why the park is fenced off. Utilities were not evident within this block at the time of the site visit.

Observed Previous Disturbance

Structures dating from the mid 19th through early 20th-centuries were razed at some point after 1957 within Block K. Foundation remains and cellar holes evident along the entire northern side of the block indicate that little to no modern disturbance has occurred within Block K.

Historical Overview and Map Review

From the historic maps it appears that Block K was undeveloped during the 18th and early 19th centuries. The 1785 Hills map indicates that this block was located within the 267-acre parcel of land north of the Saw Mill River that Cornelius P. Low purchased after the Revolutionary War (Map 4). Neither the 1813 map nor the 1843 map, which depict the Lemuel Wells property, indicates any structures within Block K (Maps 5 and 6).

Despite the relatively slow start when compared with other blocks within the River Park Center project area, Block K had been fully developed by 1868 (Figure 15, Map 8). The urban street grid and block system had been established in the area and Palisade Avenue, James Street, and Engine Street (later Engine Place) are indicated as bounding Block K. The eastern side of the block was bounded by the property of the Waring Manufacturing Company in 1868 (Block F). A row of structures fronted Palisade Avenue within the western side of the block. The 1868 Beers map indicates that additional structures were located in the rear yards of these structures. Structures are also indicated within the lots on the eastern side of the block fronting on both Palisade Avenue and Engine Street.

The first volunteer fire company in Yonkers organized in 1852 under the name “Protection Engine Company #1” and was located within Block K on Engine Street (Yonkers Fire Department). In 1853 the Hope Hook and Ladder Company #1 was established within the same building at 18 Palisade Avenue. The fire department is indicated on the 19th and 20th-century historic maps as one of the only buildings fronting on both Palisade Avenue and Engine Street (Maps 8-11, Photo 37). In 1896 the first paid firemen in Yonkers were appointed by the Fire Commissioners and assigned to the station at 18 Palisade Avenue. Prior to then, firefighting had been on a strictly voluntary basis. In 1896 it became the duty of the paid firemen on Palisade Avenue to maintain a perpetual watch for fires 24 hours a day and to keep the horses and equipment ready to go to a fire whenever an alarm was sounded (Yonkers Fire Department).

Between 1868 and 1886, the structural configuration of Block K had not changed; however, the 1886 Sanborn map shows for the first time that the structures on the block housed both residences and small businesses (Map 9). The businesses fronting along Palisades Avenue included saloons, butchers, tailors, barbers, and shops selling anything from furniture to tea. All of the businesses were located on the ground level of multi-level structures, which had apartments on the upper levels. Buildings fronting on Engine Place and along the eastern end of the block on Palisade Avenue were primarily residential. These structures included a mix of tenement buildings, single family homes, and a boarding house at 44 Palisade Avenue. It is likely that some homeowners ran businesses out of the homes as was the case with M. Friedman of 40 Palisade Avenue. Friedman established a cigar manufacturing business out of his home in 1886 and by 1896 he was employing nine men and five women (Allison 1984: 363).

Organized in 1880 as a free library for women, the Woman’s Institute of Yonkers originally occupied the house at 46 Palisade Avenue (Map 9) donated by Samuel Shethar (Block J). By 1893, the organization had outgrown the small building and \$40,000 was raised for the construction of a three-story building at 36-38 Palisade Avenue (New York Times 1893, Photo 38, Map 10). Upon its opening, the building contained two stores, a library and reading room, a social parlor, and an assembly hall. Classes in dressmaking, sewing, cooking, and laundry work were held at the institute for underprivileged women.

By 1898, structures housing small businesses and tenement had replaced the single family homes and boarding houses once located within the eastern end of Block K. However, aside from the construction of an additional residential/commercial building at the eastern end of the block in the early 20th-century, by the mid 20th-century the block remained just as it had during the 1890s (Maps 10-12).

Archeological Sensitivity and Potential

There are no documented precontact archeological sites in the vicinity of Block K and its location was not likely to have been utilized by precontact peoples when compared with other more ideal locations. Therefore, this block has a low sensitivity for precontact cultural deposits. If precontact deposits were once located within this block, it is unlikely likely that they would have survived the historic development of this block intact. The potential for locating intact precontact cultural deposits within Block K is low.

Block K has a high sensitivity for 19th-century cultural deposits relating to the various residences and businesses that were once located within the block, as well as deposits associated with organizations such as the fire company and the Women’s Institute. While the entire block was razed after 1957, no other known modern disturbances have taken place within Block K. The potential for locating the building footprints of the mid 19th-century structures located within the western half of the block is high. Mid 19th-century deposits relating to the structures once located within the eastern half of the block were likely impacted by the

construction of late 19th and early 20th-century structures. However, the potential for locating the building footprints of these later buildings remains high. The majority of the structures, both from the mid and late 19th-century had rear yard areas. There have been no documented disturbances to these yard areas and the potential for recovering cultural deposits for all phases of historic occupation within these areas remains high.

BLOCK L: Former location of Engine Street/Place and New School, John, and James Streets

Location, Description, and Size

Block L is contained within the northern section of the River Park Center project area; at the center of the Yonkers Waterfront Redevelopment project location. Block L is bounded by the former location of Engine Place (formerly Engine Street) on the north, New School Street on the east, John Street on the south, and James Street on the west (Photo 23). The majority of the block has been paved over and is being utilized as a parking lot. The eastern end is vacant parkland. Currently, there are no structures within Block L.

The north side of Block L along the former location of Engine Place is approximately 468 feet (142 m) long, while the south side is approximately 412 feet (125 m) long. Both the east side along New School Street and the west side along James Street are approximately 112 feet (34 m) long. Block L covers an approximate area of 1.13 acres (0.4 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

There are no existing structures within Block L. The western and central portions of the block are occupied by a paved, level parking lot, which was full of cars at the time of the site visit, limiting visibility (Photo 23). Light poles with underground wiring are located along the perimeter of the parking area. The eastern end of the block is occupied by the southeastern corner of the same park area described in the discussion of Block K.

Observed Previous Disturbance

Besides the underground utilities located along the perimeter of the parking area, there were no indications of disturbance within Block L.

Historical Overview and Map Review

From the historic maps it appears that Block L was undeveloped through the 18th and mid 19th centuries. The 1785 Hills map indicates that this block was located within the 267-acre parcel of land north of the Saw Mill River that Cornelius P. Low purchased after the Revolutionary War (Map 4). Neither the 1813 map or the 1843 map, which depict the Lemuel Wells property, indicates any structures within Block L (Maps 5 and 6). By 1868, the block had been divided into fifteen lots; however, only the lot at 22 Engine Street is indicated as having a structure (Figure 16, Map 8).

Between 1868 and 1886, Block L was fully developed with industrial structures and tenement homes (Map 9). David H. Smith's bottling factory was located at the western end of the block from at least 1886 until the early 20th-century (Maps 9-11). Smith began his businesses in 1866 at the corner of Main Street and Warburton Avenue (Allison 1984: 363). By 1896, the factory at Engine Place was filling approximately 1,000 bottles a day with soda water, beer, and other liquids. Two and three-story tenement buildings with rear yards fronted Engine Place and John Street within the central portion of the block and storage buildings for the Yonkers Hat Manufacturing Company (Block M) were located within the eastern end of the block in 1886.

The 1898 Sanborn map indicates that the storage buildings previously owned by the Yonkers Hat Manufacturing Company were no longer present, leaving the entire eastern end of the block vacant (Map 10). A fire caused by a gasoline explosion in 1897 claimed the tenements at 8 and 9 John Street; however, the

1898 map shows that they had been rebuilt within a year (New York Times 1897b). According to the 1900 and 1910 Federal Censuses, the tenements located within Block L were occupied entirely by working class African-American families (United States Census Bureau 1900 and 1910).

By 1917, many of the tenement buildings that once fronted Engine Place within the central portion of the block had been removed (Map 11). The map indicates the presence of two new buildings where the hat manufacturing storage structures once stood. The early 19th-century structures housed an ice cream factory and the Terrace City Laundry, which was located adjacent to the newly proposed School Street.

At some point between 1917 and 1957 every building within Block L, with the exception of the early 20th-century ice cream factory, had been demolished and the entire area paved over and utilized as a parking lot (Map 12). The 1957 Sanborn map indicates that a row of single-story stores had been constructed upon the footprint of the Terrace City Laundry building adjacent to School Street.

Archeological Sensitivity and Potential

There are no documented precontact archeological sites in the vicinity of Block L and its location was not likely to have been utilized when compared with other more ideal locations. Therefore, this block has a low sensitivity for precontact cultural deposits. If precontact deposits were once located within this block, it is unlikely likely that they would have survived the historic development of this block intact. The potential for locating intact precontact cultural deposits within Block L is low.

Block L has a high sensitivity for late 19th-century cultural deposits associated with the bottling factory and the tenements once located within the block. While all of the 19th-century structures were razed by 1957, no other known modern disturbances have taken place within the block. The potential for locating the building footprints and artifact deposits relating to David Smith's bottling plant and the African American families living in the tenements that once fronted Engine Place and John Street within the central and eastern portions of the block is high. The construction of New School Street as well as the early and mid 20th-century structures that were built upon the footprints of the 19th-century structures within the eastern end of the block likely impacted deposits relating to the earlier structures; therefore, the potential for locating intact 19th-century deposits within the eastern portion of the block is low.

BLOCK M: John and New School Streets, the northwest corner of the Chicken Island parking lot, and the former location of the Saw Mill River tailrace

Location, Description, and Size

Block M is contained within the center of the River Park Center project area, at the center of the Yonkers Waterfront Redevelopment project location. Block M is bounded by John Street on the north, New School Street on the east, the former location of the tailrace linking two bends of the Saw Mill River on the south, and the northwest corner of the Chicken Island parking lot on the west (Photos 21 and 23). Currently, the block contains the northern portion of the paved Chicken Island parking lot. There are no structures in Block M.

The north side of Block M along John Street is approximately 393 feet (119 m) long, while the south side is approximately 318 feet (96 m) long. Both the east side along New School Street and the west side are approximately 93 feet (28 m) long. Block M covers an approximate area of 0.7 acres (0.3 m).

Site Visit and Existing Conditions

Existing Structures and Open Lots

There are no existing structures within Block M and the entire block can be characterized as open space. The northern portion of the paved Chicken Island parking lot occupies the entire block (Photo 23). Sewer grates, manhole covers, and light poles with underground wiring are located within the parking area.

Both John Street, at its eastern end, and New Main Street are elevated slightly above the eastern portion of Block M.

Observed Previous Disturbance

Aside from the underground utilities, the only visible disturbance to Block M appears to be the presence of New School Street within the eastern end of the block. Constructed around 1917, New School Street gradually rises as it progresses from north to south and is slightly taller than the surface level of the rest of Block M. John Street, which was present as early as 1868 (Map 8), also appears slightly elevated; however, this is likely not a modern disturbance. The remainder of Block M appears completely level and no crack or humps were visible within the paved parking areas.

Historical Overview and Map Review

From the historic maps it appears that Block M was undeveloped during the 18th and early 19th centuries. The 1785 Hills map indicates that this block was located within the 267 acre parcel of land north of the Saw Mill River that Cornelius P. Low purchased after the Revolutionary War (Map 4). Neither the 1813 map or the 1843 map, which depict the Lemuel Wells property, indicate any structures within Block L (Maps 5 and 6). However, at some point between 1785 and 1813, a tailrace linking the two bends in the Saw Mill River was constructed along the southern border of Block M. So, while structures are not indicated on the earliest historic maps, undocumented structures associated with milling activities may have been present within this block.

The 1868 Beers map also shows Block M as being fairly undeveloped by the mid 19th-century (Figure 17, Map 8). The block had been divided into twelve lots; however, only the lots at 22 and 24 John Street, at the eastern end of the block, are indicated as having structures.

By the 1880s, the western half of Block M was dominated by storage sheds, while the Yonkers Hat Manufacturing Company factory occupied the eastern half (Map 9). The Yonkers Hat Manufacturing Company was incorporated in 1883 when it began leasing three buildings on John Street from Samuel Shethar (Block F) (Allison 1984: 344). By the early 1890s, the hat factory was operating 24 hours a day, employing 400 people, and producing over 400 hats on a daily basis. However, the company vacated John Street in 1893 after a fire destroyed the factory. The 1898 Sanborn map indicates that the factory site was still vacant five years after the fire (Map 10).

By the late 19th and early 20th-centuries the tailrace that had linked the bends of the Saw Mill River was filled in and School Street had been constructed along the eastern end of Block M. A contractor's yard occupied the former hat factory site in 1917; however, the rest of the block was either occupied by storage buildings or left vacant (Map 11). By 1957 all of the buildings had been razed and the parking lot present today had been created (Map 12).

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block M, its location near the bends of the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely that precontact deposits survived the historic development that took place within this block, specifically the creation and destruction of the tailrace and the hat-manufacturing complex. Therefore, the potential for locating precontact cultural deposits intact within Block M is low.

Archeological sensitivity for Block M is considered to be high for late 19th-century industrial deposits relating to the hat making industry based on the presence of the map-documented Yonkers Hat Manufacturing Company complex within eastern end of the block. While the company was located on John Street for only ten years, historic disturbances to the site were minimal and the only known modern disturbance to the block is its paving over by 1957. The potential for recovering historic archeological

deposits associated with the factory and with the 19th-century storage facilities located within Block M is considered to be high.

BLOCK N: Elm Street, Nepperhan Avenue, Mount Carmel Baptist Church property, and the Saw Mill River

Location, Description, and Size

Block N is contained within the northeastern portion of River Park Center project area, within the eastern portion of the Yonkers Waterfront Redevelopment project location. The block is not square since the project plans avoid the Mount Carmel Baptist Church at 175 Nepperhan Avenue, its parking lot, and property located along Nepperhan Avenue. Block N is bounded on the north by Elm Street, on the east by Nepperhan Avenue and the Baptist Church property, on the south by vacant land, and on the west by the Saw Mill River (Photos 39-41). Currently, a large portion of Block N directly east of the river remains vacant. A commercial structure, possibly dating to the mid 19th-century, is located at the corner of Elm Street and Nepperhan Avenue. Two early 20th-century tenement buildings front Nepperhan Avenue. A small parking area is located to the rear of the historic structures.

The northern boundary of Block N along Elm Street is approximately 450 feet (137 m) long. The east side extends south from the corner of Elm Street and Nepperhan Avenue for approximately 131 feet (40 m); it then extends northwest along the north side of the Mount Carmel Baptist Church parking lot for 112 feet (34 m) and then south along the western edge of the parking lot for approximately 94 feet (27). The eastern boundary of Block N then extends northwest along the northern side of the church for approximately 37 feet (11 m), and from there it extends another 300 feet (91 m) southwest along the rear of the church property. The southern boundary extends for approximately 94 feet (27 m) along vacant land. Finally, the western boundary extends along the Saw Mill River for approximately 394 feet (120 m). Block N covers an area of approximately 2.4 acres (0.9 ha).

Site Visit and Existing Conditions

Existing Structures and Open Lots

The majority of Block N consists of a vacant, gravel area currently utilized as a vehicle storage area (Photo 39). This vacant area is accessible only by the extension of John Street, which extends through Block F. A roofless building, which is not depicted on any of the historic maps, is located at the southern end of the block at its juncture with Block I. The remains of a 19th-century stone retaining wall extend along the eastern edge of the vacant storage area. The remains of a large, arched vault are visible within this retaining wall (Photo 40). The vacant area is at a significantly lower elevation than the portions of the block located to the east of the stone retaining wall.

A commercial structure, located on the footprint of a mid 19th-century structure and possibly the same structure, is present at the corner of Elm Street and Nepperhan Avenue (Photo 41). Two early 20th-century tenement buildings front Nepperhan Avenue, south of the commercial structure. A wide sidewalk, containing utility poles, is located between the structures and Nepperhan Avenue. The only utilities visible within the entire block at the time of the site visit were located along this sidewalk. A gravel parking/yard area is present behind both the commercial building and the tenements, just east of the stone retaining wall.

Observed Previous Disturbance

There were no obvious signs of previous disturbance within Block N aside from the historic structures located within the northeastern corner of the block and their associated utilities. The vacant area within Block N, like Block J, is at a lower elevation than Elm Street, which extends along its northern boundary. However, historic images and maps indicate that this portion of the block has been at its current elevation since at least the 19th-century (Figure 19, Maps 8-12).

Historical Overview and Map Review

Located along the Saw Mill River, Block N was bordered on the east by the “Lane Leading to Guion’s Mills” as early as 1813 (Map 5). This lane follows the path of present-day Nepperhan Avenue. According to the map, Guion’s mills were located north of the River Park project area. The earliest historic maps do not indicate the presence of structures within this block until the mid 19th-century; however, it is possible that undocumented 18th and early 19th-century structures were located along either the river or the road.

The 1868 Beers map indicates that the majority of the block was contained within vacant portions of the Edward Underhill and Hibbard estates (Figure 18, Map 8). The estate homes were located along Nepperhan Avenue and not within the project area. According to the 1870 Federal Census, Edward Underhill Jr. was living at the home with his brother, Henry, his business partner William Jackson, and Jackson’s family (United States Census Bureau 1870). The 1870 census also indicates that Jane A. Hibbard was living next door with property valued at \$30,000. The only structures indicated within Block N in 1868 are two buildings located on a small stream and fronting Elm Street in the northeast corner of the block. These structures are identified on the 1868 Beers map as being associated with John Copcutt, the mahogany mill owner (Block C).

By 1886, the Rose, McAlpin and Company leather factory dominated the block (Figure 19, Map 9). The factory, which fronted on Elm Street, was built in 1882 on the former Hibbard estate and remained a dominant fixture until at least 1957 (Allison 1984: 346, Map 10-12). Rose, McAlpin and Company imported and manufactured “salted skins, chamois skins, goat skins, sheep skins, calf skins, black and colored morocco, bark, alum and sumac leather and kid, buck and fancy leathers of every description” and employed 200 people (Edwards 1884: 390). By 1917, the factory had changed hands and was owned by the Waring Hat Company and used as a fur cutting plant (Map 11). The 1957 Sanborn map show that by the mid 20th-century, the factory had been greatly reduced in size; however, one of the original buildings was still being utilized to manufacture curtains.

Residential and commercial structures are indicated as being present within the northeastern portion of Block N from the mid 19th-century through the mid 20th-century (Maps 8-12). Small businesses fronting Elm Street and Nepperhan Avenue included two cobblers, a grocer, and a butcher in 1886 and a saloon, tailor, drug store, and barbershop in 1898. The single-family homes and small businesses, with apartments on the upper floors, are indicated on the historic maps as having rear yard areas. Between 1898 and 1917, a row of four-story tenement buildings was constructed south of the small business buildings along Nepperhan Avenue. Two of these tenement buildings, as well as a possible 19th-century commercial building at the corner of Elm Street and Nepperhan Avenue, stand today.

Interestingly, the 1886 Sanborn map indicates that a brick lined underground vault had been constructed behind the single-family home at 223 Nepperhan Avenue (Map 9, Figure 18). This vault extended from the home into the property of the Rose, McAlpin and Company factory. While the vault is not indicated on the 1898 or 1957 Sanborn maps, it does appear on the 1917 Sanborn map and its remains are visible today (Maps 10-12, Photo 40). Why this vault was constructed and what it was used for is currently unknown.

Archeological Sensitivity and Potential

While there are no documented precontact archeological sites in the vicinity of Block N, its location along the Saw Mill River would have provided an ideal resource procurement site. Therefore, this block has a moderate sensitivity for precontact cultural deposits. However, it is unlikely likely that precontact deposits survived the historic development that took place within this block, specifically the large-scale industrial complex once located there. Therefore, the potential for locating precontact cultural deposits intact within Block N is low.

Archeological sensitivity for Block N is considered to be high for mid 19th-century through early 20th-century residential and commercial deposits within the northeast portion of the block. It is also

considered to be highly sensitive for late 19th and early 20th-century industrial deposits based on the presence of the large leather processing/fur cutting complex within the northwestern portion of the block. The last remaining portion of the factory was demolished after 1957; however, there are no other known modern disturbances to the block. The potential for locating the footprints of the late 19th-century factory and mid 19th to early 20th-century residences and small businesses that once fronted Elm Street, as well as artifact deposits associated with them is considered to be high.

BLOCK ASSESSMENT AND POTENTIAL FOR ARCHEOLOGICAL RESEARCH

In summary, each block is presented with a general assessment of sensitivity and potential, as well as historic characteristics unique to that block.

Block A: Palisades Point project area. Block A was located within the Hudson River until filling episodes began between 1898 and 1917 and were concluded at some point after the mid 20th-century. This block is the only one that was never developed.

Current Conditions: Open parking lot within the northeastern portion, sculpture garden with walking trails to the west of the parking lot, vacant land with large mounds of debris in the southern half.

Precontact: Sensitivity-Low; Potential-Low.

17th-18th Centuries: Sensitivity-Low to Moderate; Potential- Low to Moderate.

Early to Mid 19th-century: Sensitivity- Low to Moderate; Potential- Low to Moderate.

Mid to Late 19th-century: Sensitivity- Low to Moderate; Potential- Low to Moderate.

Key Features: Undocumented wooden bulkheads, piers or sunken vessels might have been located here. Close proximity to large sugar-refining complexes.

Block B: Larkin Square project area. Block B is located within one of the earliest settled sections of the city, but unlike the adjoining Block C, it was not fully developed until the late 19th-century. Its character was overwhelmingly industrial from the mid 19th-century until the early part of the 20th-century; however, a few small businesses were also present during this time.

Current Conditions: Larkin Plaza Park and paved parking lot.

Precontact: Sensitivity-High; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-Low; Potential-Low

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Saw Mill River, the Osterheld and Eickemeyer hat machinery factory, the Skinner and Connolly machinery factory, and the Yonkers Fuel Gas Company.

Block C: Larkin Square project area. Block C is located within one of the earliest settled sections of the city near the first 17th century mills and Philipse Manor Hall. During the early 19th century, the block's character was largely residential and commercial. During the mid and late 19th century, the western end of the block was dominated by industrial pursuits, while the eastern end remained small business-focused.

Current Conditions: Manor House Park and paved parking lot.

Precontact: Sensitivity-High; Potential-Low.

17th-18th Centuries: Sensitivity-High; Potential-Low.

Early to Mid 19th-century: Sensitivity-High; Potential-Low

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Saw Mill River, bottling works, Reed and Carnrick chemical works, City Steam Laundry, and the City Hall Hotel

Block D: Cacace Center project area. Block D was contained within three separate estates by the mid 19th-century, but it remained undeveloped until the late 19th-century. By the late 19th and early 20th centuries, a large high school complex, tenement buildings, and small businesses occupied the central portion of the block.

Current Conditions: Waring Park and large, terraced parking lot.

Precontact: Sensitivity-Moderate; Potential-Low to Moderate.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-Low; Potential-Low

Mid to Late 19th-century: Sensitivity-High; Potential-Low to High.

Key Features: Steep bank along the eastern end of the block, the Baldwin/Waring Estate, Yonkers High School, Carnegie Library, tenement buildings and small businesses with rear yards. The large, undisturbed Baldwin Estate may have preserved ground surfaces creating the potential for the recovery of precontact deposits. Foundation wall remains of small businesses present within the northeastern corner of the block.

Block E: River Park Center project area. The eastern half of Block E developed as a business district by the mid 19th-century and the New York and Putnam Railroad bisected the block by 1898. This block was significantly impacted by the construction of the Yonkers Health Center, the parking garage, and the Salvation Army building and was likely disturbed during the construction and demolition of the railroad. Resources near the northwest corner of New Main Street and Nepperhan Avenue, associated with mid to late 19th-century businesses and residences, might not have been impacted.

Current Conditions: The Yonkers Health Center building, a large parking garage, and the Salvation Army building occupy almost the entire block. An area at the northwest corner of New Main Street and Nepperhan Avenue lies vacant and is possibly undisturbed.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-Low; Potential-Low

Mid to Late 19th-century: Sensitivity-High; Potential-Low to Moderate.

Key Features: Small mid 19th-century businesses along New Main Street with large rear yard areas, mid 19th-century Whipple and Burnett residences, railroad tracks.

Block F: River Park Center project area. Late 18th and early 19th-century developments adjacent to or within Block F include the construction of a tailrace linking the two bends of the Saw Mill River as well as the operation of a fulling mill along the banks of the river. During the mid and late 19th-century, the block was dominated by a large factory building, which was destroyed by fire in 1897. The construction of warehouses, the fire department headquarters, a gas station, and New School Street during the 20th-century likely significantly disturbed archeological resources within most of the block.

Current Conditions: Most of the block is occupied by the fire department headquarters building, a gas station, and early 20th-century warehouses, as well as their surrounding paved parking areas.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-High; Potential-Low.

Early to Mid 19th-century: Sensitivity-High; Potential-Low

Mid to Late 19th-century: Sensitivity-High; Potential-Low

Key Features: Saw Mill River and tailrace, the Waring/Shethar factory complex.

Block G: River Park Center project area. By the early 19th-century, a tailrace linking bends in the Saw Mill River had been constructed within Block G, making it an ideal location for early manufacturing. By the late 19th-century the block was fully developed as a residential, business, and industrial district and was occupied by small business/tenement buildings and a silk/hat factory. The Saw Mill River within this block had become a public health nuisance by the late 19th-century and was narrowed and eventually covered. By the 20th-century, the factory had been demolished and all of the original multi-story structures fronting on New Main Street and Palisade Avenue had been replaced with single-story structures, leaving Block G as a business district only.

Current Conditions: Twentieth century small businesses front New Main Street and Palisade Avenue, vacant areas include the rear yard/parking areas to some of the buildings and the northwestern corner of the Chicken Island parking lot.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-High; Potential-Low to High.

Early to Mid 19th-century: Sensitivity-High; Potential-Low to High.

Mid to Late 19th-century: Sensitivity-High; Potential-Low to High.

Key Features: Saw Mill River and tailrace, silk/hat manufacturing factory, mid 19th-century small businesses with upper-story tenements along New Main Street and Palisade Avenue.

Block H: River Park Center project area. The construction of the tailrace between 1785 and 1813 created the island within which Block H is located. During the 19th and early 20th centuries, a large brewery complex, established in 1857, dominated the block. Over the years a large storage warehouse, the Waring Leather Works, and a livery company were also established within the block. Apartments were located above some structures within this block during the late 19th-century. The industries within this block began to close during the 1930s and by 1957 Block H was paved over to form the Chicken Island parking lot. There are few known modern disturbances to this block; the paved parking area likely served to preserve building footprints and archeological deposits.

Current Conditions: Paved parking areas and streets.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-High; Potential-High.

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Saw Mill River and tailrace, brewery, Waring Leather Works, apartments above storage buildings.

Block I: River Park Center project area. Due to its close proximity to the Saw Mill River and the main road, Block I was likely occupied by mill and business related structures during the late 18th and early 19th centuries. By the mid 19th-century, a leather factory had been established along New Main Street, but the general characteristic of the block was commercial and residential. Multi-level structures contained shops as well as tenements and those fronting on Nepperhan Avenue also had large rear yard areas. Beginning in the late 19th-century, the multi-level structures along New Main Street were replaced with single-story shops; however, the buildings along Nepperhan Avenue continued to provide both residences and business opportunities well into the mid 20th-century.

Current Conditions: Late 19th and early 20th-century structures fronting New Main Street, paved parking areas, and vacant land along steep hillside east of New School Street.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-High; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-Low to High.

Key Features: The Saw Mill River, leather factory, mid 19th-century to early 20th-century single family and tenement homes with rear yards along Nepperhan Avenue, 19th-century small businesses along both New Main Street and Nepperhan Avenue.

Block J: River Park Center project area. The history of this block is dominated by the Alexander Smith and Sons tapestry-weaving mill, which was in operation between 1865 and the 1930s. The block's location, adjacent to the Saw Mill River and south of the dam, provided an ideal setting for industrial activities and prior to the occupation of the Smith carpet company a factory already occupied it. While the buildings on the western end of the block likely impacted any archeological deposits, the paved parking area within the eastern end has likely preserved the footprint of the industrial complex as well as any archeological deposits associated with it.

Current Conditions: Twentieth-century structure containing small shops and car repair station in western half, parking lot in eastern half.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Moderate; Potential-Low.

Early to Mid 19th-century: Sensitivity-Moderate; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-Low to High.

Key Features: The Saw Mill River, the Alexander Smith and Sons tapestry-weaving mill.

Block K: River Park Center project area. No development was noted within Block K until the mid 19th-century. By the mid 19th-century, this block had been fully developed and was occupied by the first volunteer fire company in Yonkers. There was a mix of residential and commercial structures during the mid 19th-century; however, by the early 20th-century all of the single-family homes had been replaced and the multi-level structures located within Block K contained businesses on the first floor and tenements on the upper floors. The Women's Institute was also present at two locations within Block K: 46 Palisade Avenue

(c. 1880-1893) and at 36-38 Palisade Avenue (1893-post 1957). Throughout its history of development, Block K retained a wide strip of yard area behind all of its structures.

Current Conditions: Vacant parkland, little to no disturbance.

Precontact: Sensitivity-Low; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-Low; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Fire station at 18 Palisade Avenue, Women's Institute, mid to late 19th-century, single-family homes, tenements, and small businesses, rear yard areas within entire block.

Block L: River Park Center project area. Block L was not fully developed until the late 19th-century, when the David H. Smith bottling works occupied it, as well as storage buildings associated with the Yonkers Hat Manufacturing complex (Block M), and tenements housing a large percentage of Yonkers' African American population. During the late 19th-century, the tenements located within the central portion of the block had large rear yard areas, which do not appear to have been disturbed. The paving of most of the block prior to 1957 may have served to preserve archeological deposits relating to the residential and industrial activities located within the central and western portions of Block L.

Current Conditions: Paved parking lot and vacant parkland, little to no disturbance.

Precontact: Sensitivity-Low; Potential-Low.

17th-18th Centuries: Sensitivity-Low; Potential-Low.

Early to Mid 19th-century: Sensitivity-Low; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-Low to High.

Key Features: African-American tenement housing, D. H. Smith bottling factory.

Block M: River Park Center project area. Structural development was not noted within Block M until the mid 19th-century, despite the construction of the tailrace linking the bends of the Saw Mill River along its southern boundary by the early 19th-century. The block was not fully developed until the late 19th-century, when it was occupied by storage structures and the Yonkers Hat Manufacturing Company, which was only in operation within the block for ten years. By the late 19th-century, the factory and tailrace had been demolished. The block continued to decline until it was eventually paved over by the mid 20th-century.

Current Conditions: Paved parking lot.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Moderate; Potential-Low.

Early to Mid 19th-century: Sensitivity-Moderate; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Saw Mill River and tailrace, the Yonkers Hat Manufacturing Company.

Block N: River Park Center project area. While no structures were noted within Block N until the mid 19th-century, the precursor to Nepperhan Avenue was present as early as 1813. There may have been residential, business, or mill-related structures given the presence of the Saw Mill River along this route. The block, located within two estate properties, remained mainly vacant until the late 19th-century when the Rose, McAlpin and Company leather processing factory was constructed along the east side of the river. The factory dominated the block until after the mid 20th-century. Single-family residences and small businesses with upper-floor tenements and rear yard areas were located within the northeastern corner of the block by 1886. There is relatively little known modern disturbance to this block and vacant land or parking areas cover the locations of the factory building, mid and late 19th-century dwellings and shops, and rear yard areas.

Current Conditions: Vacant land within the western half, 19th and early 20th-century structures fronting Nepperhan Avenue with rear parking areas.

Precontact: Sensitivity-Moderate; Potential-Low.

17th-18th Centuries: Sensitivity-Moderate; Potential-Low.

Early to Mid 19th-century: Sensitivity-Moderate; Potential-Low.

Mid to Late 19th-century: Sensitivity-High; Potential-High.

Key Features: Saw Mill River, leather processing/fur cutting factory, possible mid 19th-century single-family dwellings and shops, late 19th-century single-family dwellings, tenements, and shops, 19th-century underground brick vault.

Table 6: Archeological Sensitivity and Potential According to Block

Block	Archeological Sensitivity				Archeological Potential			
	Precontact	1600-1799	1800-1850	1850-1899	Precontact	1600-1799	1800-1850	1850-1899
A	Low	Low-Mod	Low-Mod	Low-Mod	Low	Low-Mod	Low-Mod	Low-Mod
B	High	Low	Low	High	Low	Low	Low	High
C	High	High	High	High	Low	Low	Low	High
D	Moderate	Low	Low	High	Low-Mod	Low	Low	High
E	Moderate	Low	Low	High	Low	Low	Low	Low-Mod
F	Moderate	High	High	High	Low	Low	Low	Low
G	Moderate	High	High	High	Low	Low-High	Low-High	Low-High
H	Moderate	Low	High	High	Low	Low	High	High
I	Moderate	Low	High	High	Low	Low	Low	Low-High
J	Moderate	Moderate	Moderate	High	Low	Low	Low	High
K	Low	Low	Low	High	Low	Low	Low	High
L	Low	Low	Low	High	Low	Low	Low	Low-High
M	Moderate	Moderate	Moderate	High	Low	Low	Low	High
N	Moderate	Moderate	Moderate	High	Low	Low	Low	High

CONCLUSIONS AND RECOMMENDATIONS

Sections of the Yonkers Waterfront Redevelopment project location have a high sensitivity and potential for historic archeological remains. Sensitivity for 17th, 18th, and early 19th-century deposits depends on the proximity of any given block to the Saw Mill River and the roads that had been established by that time. Development in Yonkers started nearest the Larkin Plaza project area during the late 17th and 18th centuries, spread east to portions of the River Park Center project area by the early 19th-century, and eventually to the rest of the project location by the late 19th-century. The exception being the Palisades Point project area, Block A, which was never developed. During the mid 19th-century, the project areas nearest the Saw Mill River were largely dominated by industrial activities, while small commercial businesses, boarding houses, and single-family dwellings largely occupied those nearest the main streets. By the end of the 19th-century and the early decades of the 20th-century, areas nearest the river became increasingly industrial as the demand for mass-produced items rose. As the factory workers moved closer to their places of employment, causing a need for more tenement housing, the single-family homes and large estates disappeared. Fires during the late 19th-century and the economic depression of the 1930s claimed many of the industrial complexes located within the project location. The large industrial sites either became storage and warehouse facilities or sat vacant until the majority of them and the tenements were razed and paved by the mid 20th-century. With the exception of the business district along New Main Street, which has flourished since the mid 19th-century, the great majority of the Yonkers Waterfront Redevelopment project location is either vacant land or a paved parking lot.

As previously discussed, the Yonkers Waterfront Redevelopment project location is a historically rich area. Initially one of the earliest milling outposts outside of New York City, the project location had developed into a large industrial center by the mid 19th-century. This report has sought to summarize the history of this area, as captured in historical accounts, city records, and maps. The purpose is to identify areas of archeological potential and a framework for the Phase IB survey.

Phase IB Archeological Field Reconnaissance

The first basic goal of the Phase IB field reconnaissance is to determine the presence or absence of cultural resources by testing areas with the greatest archeological potential. As with most urban projects of this type, backhoe trenching is the most appropriate method. By excavating long linear trenches through areas of interest identified in the Phase IA (places such as rear lots for privies and middens, open areas for early deposits, etc.) the archeological effort can be maximized. The trenches can locate archeological features such as privies, cisterns, middens, and foundations. The Phase IB trenches should be excavated to sterile soil whenever possible, photographed and profiled.

Phase IB testing in the form of backhoe trenching, is recommended within all four of the project areas (Blocks A-N) to identify the locations of intact archeological deposits. While it is suspected that some areas have been impacted by modern development (Block F, and portions of Blocks A, E, G, and I) and that the potential for locating intact archeological deposits within these areas is low, backhoe trenching may still be required to document disturbance. A detailed Phase IB work scope will be presented as a separate document.

The Yonkers Waterfront Redevelopment project is located in an urban and formally industrialized area. The presence of hazardous materials deposited by the various factory complexes as well as modern utilities must be taken into account before any archeological fieldwork is conducted. To date, the only area to be subjected to hazardous materials testing is the River Park Center area. Large sections of this area contain compounds with concentrations above DEC commercial use criteria while others have no concentrations exceeding DEC commercial or unrestricted use criteria. The contamination levels for each section of the project area should be considered in preparing the Phase IB work scope and included in discussions with OPRHP. A site-specific health and safety plan should be prepared prior to conducting any Phase IB testing.

The Yonkers Waterfront Redevelopment project has the potential to supply important historical and archeological data that can inform us about the progression of the City of Yonkers from the precontact period, through Dutch settlement, and culminate with 19th-century development and 20th-century decline. The archeology can be an asset to the waterfront project and provide a unique sense of character along with a sense of place for residents, as well as guests. The archeological fieldwork should progress in such a way to preserve and protect as many of the resources as possible so they may be considered for incorporation within the larger redevelopment plan.

BIBLIOGRAPHY

Allison, Reverend Charles Elmer

- 1984 *The History of Yonkers*. Harbor Hill Books, Harrison, New York. Originally published in 1896.

Author Unknown

- 1813 Estate of Lemuel Wells, Purchased in 1813. In *History of Westchester County, New York*, Vol. 2, edited by Thomas J. Scharf, L. E. Preston and Company, Philadelphia, 1886.
- 1843 Estate of Lemuel Wells, Divided in 1843. In *History of Westchester County, New York*, Vol. 2, edited by Thomas J. Scharf, L. E. Preston and Company, Philadelphia, 1886.

Beers, F. W.

- 1868 *Atlas of New York and Vicinity*. F.W. Beers, A.D. Ellis, & C.G. Soule, New York.
- 1891 *Atlas of the Hudson River Valley From New York City to Troy, Including a Section of about 8 Miles in Width*. Watson & Co., New York.

Boesch, Eugene J., Ph.D.

- 1998a *Stage IA Archeological Investigation of the Downtown Redevelopment / Block 2002 Study Area, City of Yonkers, Westchester County, New York*. On file at OPRHP, Waterford, New York.
- 1998b *Stage IA Archeological Investigation of the City of Yonkers Waterfront Rezoning Study Area – Blocks 512 North, 513, 2008, 2600 North, and 2600 South, City of Yonkers, Westchester County, New York*. On file at OPRHP, Waterford, New York.

Bolton, Reginald Pelham

- 1975 *New York City in Indian Possession*, Second Edition. Museum of the American Indian, Heye Foundations, New York, New York.

Bolton, Robert

- 1848 *History of the County of Westchester from its First Settlement to the Present Time*, Vol. 1 and 2. A Gould, New York.

Bromley, G.W. & Co.

- 1881 *Atlas of Westchester County, New York*. Geo. W. & Walter Bromley, New York, New York.

Central National Bank of Yonkers

- 1946 *Yonkers: Through Three Centuries*. Central National Bank of Yonkers, Yonkers, New York.

Cornell, Thomas C.

- 1847 Map of Central Part of Yonkers. In *History of Westchester County, New York*, Vol. 2, edited by Thomas J. Scharf, L. E. Preston and Company, Philadelphia, 1886.

Crandell, Richard F.

- 1954 *This is Westchester: A Study of Suburban Living*. Sterling Publishing Co., Inc., New York.

Crichton, Deborah and Karen Kennedy

- 1986 *Westchester County Archeology Resources Study, Westchester County Department of Planning, Division of Housing and Community Development*. On file at OPRHP, Waterford, New York.

Edwards, Richard

1884 *New York's Great Industries*. Historical Publishing Company, New York.

Fisher, Donald W., Yngvar W. Isachsen, and Lawrence V. Rickard

1970 *Geologic Map of New York, Lower Hudson Sheet*. New York Museum and Science Service Map and Chart Series No. 15. The University of the State of New York, State Education Department, Albany, New York.

Greenhouse Consultants Incorporated

2000 *Stage IB Archaeological Testing Report, 39 Main Street, Yonkers, Westchester County, New York*. On file at OPRHP, Waterford, New York.

Hall, Edward Hagaman

1925 *Philipse Manor Hall at Yonkers, N.Y.* The American Scenic and Historic Preservation Society, New York.

Hartgen Archeological Associates, Inc. (HAA, Inc.)

1994 *Report on Archeological Testing at St. John's Episcopal Church, City of Yonkers, Westchester County, New York*. On file at HAA, Inc., Rensselaer, New York.

Highway Salvage Archeology Program

1977 *PIN 8114.01.122m City of Yonkers, Westchester County*. On file at OPRHP, Waterford, New York.

Hills, John

1785 *A Plan of the Manor of Philipsburg in the County of Westchester in the State of New York*. In *History of Westchester County, New York*, Vol. 1, edited by Thomas J. Scharf, L. E. Preston and Company, Philadelphia, 1886.

Huey, Paul R.

1994 *Archaeological Testing at Philipse Manor Hall, Yonkers, New York, 1994*. On file at OPRHP, Waterford, New York.

Hunter Research

2004a *Yonkers Marina, Peene's Wharf – Phase IB Archaeological Investigation, City of Yonkers, Westchester County, New York*. On file at OPRHP, Waterford, New York.

2004b *A Phase I Archaeological Survey of Peene's Wharf, City of Yonkers, Westchester County, New York*. On file at OPRHP, Waterford, New York.

Kennedy, Karen Morey

1983 *Alexander Smith Carpet Mills Complex*. National Register of Historic Places Inventory – Nomination Form.

Kricher, John and Gordon Morrison

1998 *A Field Guide to Eastern Forests, North America*, revised edition. Originally published 1988. Houghton Mifflin Company, New York.

Küchler, August W.

1964 *Potential Natural Vegetation of the Conterminous United States*. American Geological Society, New York.

Landis and Hughes

1899 *Yonkers, NY, 1899*. Landis and Hughes, New York, NY.

Lant, J. H.

1864 *Westchester County Directory*. Weed, Parsons & Co., Albany, New York.

Lederer, Richard M.

1978 *The Place-Names of Westchester County, New York*. Harbor Hill Books, Harrison, New York.

Lenig, D.

1977 Of Dutchman, Beaver Hats, and Iroquois. In *Current Perspectives in Northeastern Archeology: Essays in Honor of W. A. Ritchie, R. E. Funk, and C. F. Hayes III*, editors pp. 71-84. Researches and Transactions of New York State Archaeological Association 17, No. 1, New York State Archaeological Association, Rochester, New York.

Mead, Peter B.

1860 *Horticulturalist and Journal of Rural Art and Rural Taste*, Volume 15. C. M. Saxton and Barker, New York.

Merry, F.C.

1858 *Map of Westchester County, New York*. M. Dripps, New York, New York.

New York Archaeological Council (NYAC)

1994 *Standards of Cultural Resources Investigations and the Curation of Archaeological Collections in New York State*. NYAC, n.p.

New York Gazette

1759 To be Let for a Term, and enter'd upon immediately. October 22, 1759.

New York Times

1885 A Fierce Fire in Yonkers. January 13, 1885.

1893 A Yonkers Charity. April 4, 1893.

1895 Health Precautions in Yonkers. October 3, 1895.

1897a Large Fire in Yonkers. July 28, 1897.

1897b Yonkers Tenement Burned. December 12, 1897.

1898 Fire in a Yonkers Hat Factory. September 1, 1898.

1911 Spreckles Assails the Sugar Trust. July 23, 1911.

Ritchie, William A.

1980 *The Archeology of New York State*, revised edition. Purple Mountain Press, Fleischmanns, New York.

1994 *The Archeology of New York State*, revised edition. Purple Mountain Press, Fleischmanns, New York.

Ritchie, William A. and Robert Funk

1973 *Aboriginal Settlement Patterns in the Northeast*. Memoir 20, the New York State Museum and Science Service. The University of the State of New York and the State Education Department, Albany, New York.

Sauthier, Claude Joseph

1779 *A Chorographical Map of the Province of New York in North America*. William Faden, London.

Sanborn Map and Publishing Company

1886 *Yonkers, New York*. Sanborn Map and Publishing Company, New York, NY.

Sanborn Map Company

1957 *Insurance Maps of Yonkers, New York*, Vol. 1. Sanborn Map Company, New York.

1917 *Insurance Maps of Yonkers, New York*. Sanborn Map Company, New York.

Sanborn-Perris Map Company

1898 *Insurance Maps of Yonkers, New York*. Sanborn-Perris Map Company, New York, NY.

Scharf, J. Thomas

1886 *History of Westchester County, New York*. L. E. Preston and Company, Philadelphia, Pennsylvania.

Shonnard, Frederic and W. W. Spooner

1900 *History of Westchester County*. New York History Company, New York, New York.

Sidney & Neff

1851 *Map of Westchester County, New York*. Newell S. Brown, Philadelphia, Pennsylvania.

Struever, Fidelco, Cappelli, LLC

2007 Draft Environmental Impact Statement for the River Park Center, Cacace Center, Larkin Plaza, and Palisades Point. Not published.

United States Census Bureau

1860 Population Schedule of the Eighth Census of the United States for the City of Yonkers, Westchester County, New York. <<http://www.ancestry.com>>

1870 Population Schedule of the Ninth Census of the United States for the City of Yonkers, Westchester County, New York. <<http://www.ancestry.com>>

1880 Population Schedule of the Tenth Census of the United States for the City of Yonkers, Westchester County, New York. <<http://www.ancestry.com>>

1900 Population Schedule of the Twelfth Census of the United States for the City of Yonkers, Westchester County, New York. <<http://www.ancestry.com>>

1910 Population Schedule of the Thirteenth Census of the United States for the City of Yonkers, Westchester County, New York. <<http://www.ancestry.com>>

United States Department of Agriculture, Soil Conservation Series

1994 *Soil Survey of Putnam and Westchester Counties, New York*. In cooperation with Cornell University Agricultural Experiment Station. USDA, Washington, D.C.

2004 *Soil Survey Geographic for Westchester County, New York*.

United States Geological Survey

1998 *Yonkers 7.5' Topographic Quadrangle, New York*. Reston, Virginia.

Wiegand, Ernest A. and Abraham, Judith F.

1995 *Stage I Archeological Survey, Clover Road Sewer Project, Town of Yorktown, New York*. On file at OPRHP, Waterford, New York.

Weigold, Marilyn E.

2005 "Yonkers." In *The Encyclopedia of New York State*, edited by Peter Eisenstadt et al., pp. 1740-1742. Syracuse University Press, Syracuse, New York.

Yonkers Board of Trade

c. 1902 *Yonkers Illustrated*. Yonkers Board of Trade, Yonkers, New York.

Yonkers Fire Department

n.p. Yonkers Fire Department: History. <<http://www.yfd.org/history1.htm>>

Yonkers Historical Society

n.p. History of Yonkers. <<http://www.yonkershistory.org/hiscode.html>>