

**VII. APPENDICES**

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**I. Cultural Resources Report**

**HISTORICAL**  
**PERSPECTIVES INC.**



**Phase IA Archaeological and Historic Resources Assessment**  
**Costco Wholesale**  
**U.S. Route 202/N.Y. Route 35, Yorktown**  
**Westchester County, New York**

**Phase IA Archaeological and Historic Resources Assessment  
Costco Wholesale  
U.S. Route 202/N.Y. Route 35, Yorktown  
Westchester County, New York**

Prepared For:

Retail Stores Construction Company, Inc.  
C/o Breslin Realty Development Corp.  
500 Old Country Road  
Garden City, NY 11530

Prepared By:

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February 2012

## MANAGEMENT SUMMARY

SHPO Project Review Number (if available): *N/A*

Involved State and Federal Agencies: **NYS DOT, NYSDEC**

Phase of Survey: **Phase IA Archaeological and Historic Resources Assessment**

### Location Information

Location: **U.S. Route 202/N.Y. Route 35**  
Minor Civil Division: **11918, Yorktown**  
County: **Westchester**

### Survey Area

Length: **varies, irregularly shaped parcel**  
Width: **varies, irregularly shaped parcel**  
Number of Acres Surveyed: **18.75**

USGS 7.5 Minute Quadrangle Map: **Mohegan Lake**

### Archaeological Survey Overview

Number & Interval of Shovel Tests: *N/A*  
Number & Size of Units: *N/A*  
Width of Plowed Strips: *N/A*  
Surface Survey Transect Interval: *N/A*

### Results of Archaeological Survey

Number & name of precontact sites identified: **None**  
Number & name of historic sites identified: **None**  
Number & name of sites recommended for Phase II/Avoidance: **None**

### Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **10**  
Number of buildings/structures/cemeteries adjacent to project area: **numerous; residential area**  
Number of previously determined NRHP listed or eligible buildings/structures/cemeteries/districts: **One, Taconic State Parkway immediately to east of project site**  
Number of identified eligible buildings/structures/cemeteries/districts: **none**

Report Authors(s): **Julie Abell Horn, M.A. R.P.A., Historical Perspectives, Inc.**

Date of Report: **February 2012**



## EXECUTIVE SUMMARY

Retail Store Construction Company (RSCC) proposes to develop 18.75 acres of land located in the Town of Yorktown, Westchester County, New York. The site is bounded by Route 35/202 to the south, Old Crompond Road to the west, vacant lands of the State of New York to the north and the Taconic State Parkway (TSP) to the east (Figures 1 and 2). The property is comprised of four tax parcels, identified by Section-Block-Lots: 26.18-1-17, 26.18-1-18, 26.18-1-19 and 26.19-1-1. Currently parcel 26.18-1-17, at the southwest side of the overall property fronting Old Crompond Road, is a multi-family residential lot with two dwellings. Parcel 26.18-1-18, fronting Route 35/202, contains Zino's Nursery and Landscaping and Anthony's Power Equipment and includes three buildings, a former dwelling, a former workshop now used as an office, and a large barn. Parcel 26.18-1-19, within the central and northern portion of the property, contains a vacant motel complex with two former motel buildings and two sheds. Parcel 26.19-1-1, at the southeastern side of the property fronting Route 35/202, was a former gas station which is now used as a gate and fence supplier. Two wetlands have been identified within the project site, one on the west side of the property and the other at the northeast corner of the property. The proposed development will include the construction of a 151,092 square feet (sf) Costco Wholesale warehouse and a Costco members only fuel facility with three (3) pump islands (Figure 3). As presently proposed, the building will be approximately 37 to 61 feet from the TSP right-of-way and approximately 135 to 160 feet west of the southbound ramp. The elevation of the proposed building will remain approximately 5 to 15 feet below the elevation of the ramp and will be approximately 10 feet lower in height than the existing motel.

The proposed action requires specific environmental permits and/or review from the New York State Department of Environmental Conservation (DEC), the New York City Department of Environmental Protection (DEP), and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The project also is seeking permits and approval from the Town of Yorktown.

At the request of RSCC, Historical Perspectives, Inc. (HPI) has undertaken a Phase IA Archaeological and Historic Resources Assessment of the project site in order to: 1) identify any potential archaeological resources that might have been present on the site, 2) examine the construction history of the study site in order to estimate the probability that any such potential resources might have survived and remain on the site undisturbed, and 3) identify potentially significant architectural resources on the project site that could be eligible for the State and National Registers of Historic Places (S/NRHP). For the purpose of this report the entire ca.18.75-acre project site is considered the Area of Potential Effect (APE).

Based upon the Phase IA study research, HPI has determined that the project site is not sensitive for either precontact or historic period archaeological resources. No further archaeological investigations are recommended.

The structures on the project site range in age from the early-mid nineteenth century through the 1960s. None of the structures appear to be eligible for the S/NRHP. Although some of these structures have been documented to varying degrees in earlier cultural resources reports, none of the structures has been assigned a USN number by the OPRHP, and it is assumed that the building inventory forms completed in 1984 for the two structures on Parcel 26.18-1-17 were never placed on file with the National Register and Survey Unit of the OPRHP. The three structures on Parcel 26.18-1-18 have never had building inventory forms completed, although they were addressed in the text of the 1984 and 1995 cultural resources reports. None of the structures was included in the Town of Yorktown Historic Resources Survey. HPI recommends that prior to demolition of the structures on Parcels 26.18-1-17 and 26.18-1-18, building inventory forms be completed and/or updated and submitted to the OPRHP for their files. In keeping with the goal to record every building in Yorktown constructed before 1900, the structures on Parcel 26.18-1-18 also should be added to the Town of Yorktown Historic Resources Survey.

The placement of the proposed project in relation to the S/NRHP listed TSP will require mitigation measures. Due to the need to avoid two wetlands on the west and northeast sides of the property, the proposed warehouse building is slated to be constructed on the eastern border of the project site. The proposed building will be situated adjacent and generally parallel to the Taconic right-of-way. The building will be approximately 37 to 61 feet from the right-of-way and approximately 135 to 160 feet west of the southbound ramp. The elevation of the proposed building will remain approximately 5 to 15 feet below the elevation of the ramp and will be approximately 10 feet lower in height than the existing motel. It is assumed that there could be mechanical equipment on the roof of the building which will be higher than the roof itself.

Based on these conditions, HPI offers the following recommendations to help mitigate the visual impact of the proposed project on the TSP.

- Appropriate landscaping should be introduced on the east side of the project site at the rear of the warehouse building abutting the parkway to shield the viewshed of the parkway traveler as much as possible. The conceptual landscaping plan for the project proposes an extensive planting zone within the TSP right-of-way immediately east of the project site boundaries, in coordination with the DOT, which is intended to screen the development from the roadway.
- Any mechanical equipment on the roof of the structure should be screened so that it is not visible to parkway traffic.
- The proposed warehouse building and screening materials should be a color and texture that will blend in with the natural surroundings and will help mitigate the effect of the mass of the new building. The architectural plan notes that the building will have earth toned colors (primarily tan, gray, and white with a red horizontal accent stripe) and will be sided with a combination of metal and concrete.

Franklin D. Roosevelt (FDR) State Park is located at the southeast intersection of the TSP and Route 35/202; its northwest boundary is located approximately 700 feet to the southeast of the project site. However, due to the height of the TSP, the project site is not visible from the FDR Park. Since the proposed building is lower in elevation than the existing motel building, the proposed Costco building will not be visible from the FDR Park and no mitigation measures are necessary.

Finally, the properties to the west of the project site, including the area along Old Crompond Road, will need to be screened from the proposed development. The conceptual landscaping plan addresses both the east and west sides of the development. It proposes a planting zone on the east side of the wetlands and the retention of the existing woods on the west side of the wetlands, so as to minimize the visual impact of the project on the residential properties along both sides of Old Crompond Road.

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## **I. INTRODUCTION**

Retail Store Construction Company (RSCC) proposes to develop 18.75 acres of land located in the Town of Yorktown, Westchester County, New York. The site is bounded by Route 35/202 to the south, Old Crompond Road to the west, vacant lands of the State of New York to the north and the Taconic State Parkway (TSP) to the east (Figures 1 and 2). The property is comprised of four tax parcels, identified by Section-Block-Lots: 26.18-1-17, 26.18-1-18, 26.18-1-19 and 26.19-1-1. Currently parcel 26.18-1-17, at the southwest side of the overall property fronting Old Crompond Road, is a multi-family residential lot with two dwellings. Parcel 26.18-1-18, fronting Route 35/202, contains Zino's Nursery and Landscaping and Anthony's Power Equipment and includes three buildings, a former dwelling, a former workshop now used as an office, and a large barn. Parcel 26.18-1-19, within the central and northern portion of the property, contains a vacant motel complex with two former motel buildings and two sheds. Parcel 26.19-1-1, at the southeastern side of the property fronting Route 35/202, was a former gas station which is now used as a gate and fence supplier. Two wetlands have been identified within the project site, one on the west side of the property and the other at the northeast corner of the property. The proposed development will include the construction of a 151,092 square feet (sf) Costco Wholesale warehouse and a Costco members only fuel facility with three (3) pump islands (Figure 3). As presently proposed, the building will be approximately 37 to 61 feet from the TSP right-of-way and approximately 135 to 160 feet west of the southbound ramp. The elevation of the proposed building will remain approximately 5 to 15 feet below the elevation of the ramp and will be approximately 10 feet lower in height than the existing motel.

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This Phase IA Archaeological and Historic Resources Assessment was prepared to satisfy the requirements of New York State's environmental review process, and complies with the standards of the OPRHP (New York Archaeological Council 1994; NYSOPRHP 2002, 2005). The HPI project team consisted of Julie Abell Horn, M.A., R.P.A., who conducted research, the site walkover, and wrote the report; Tod Bryant, M.A., H.P., who assisted with the historic structures evaluation, and Cece Saunders, M.A., R.P.A. who managed the project and provided editorial and interpretive assistance.

## **II. METHODOLOGY**

The present study entailed review of various resources.

- Historic maps were reviewed at the Town of Yorktown Museum, the Tarrytown Historical Society and using various online websites. These maps provided an overview of the topography and a chronology of land usage for the study site.
- Primary and secondary sources relating to the project site and its vicinity were reviewed at the Town of Yorktown Museum and using various online resources.
- Several nineteenth-century deeds were reviewed from the Westchester County Clerk's office.
- A descendant of the former owner of the property, Diane Weyant Smith, was interviewed (Smith 2011). Mrs. Smith lived on the project site from the early 1930s through the early 1950s.
- Property information, including a Phase I Environmental Site Assessment (EcolSciences 2008) and a Phase II Environmental Site Assessment with soil borings (EcolSciences 2010), was provided by the project applicant.

- All data pertaining to the project site available at the Town of Yorktown Department of Buildings were reviewed.
- A site file search was conducted at the OPRHP. As will be described in detail below, although no archaeological or historic sites have been recorded within the project site, two cultural resources investigations, in 1984 and 1995, have included portions of the project site.
- The Town of Yorktown Planning Department provided a town-wide historic resources survey (Larson Fisher Associates 2006) that included properties in proximity to the project site.
- Last, site visits were conducted on April 7, 2011 and January 31, 2012, to assess any obvious or unrecorded subsurface disturbance and to document historic resources on and adjacent to the property (Photographs 1-42).

### **III. BACKGROUND RESEARCH**

#### **A. CURRENT CONDITIONS**

##### **Project site**

As noted in the introduction, the project site includes four tax parcels. The conditions on each parcel are described below.

##### 26.18-1-17

Parcel 26.18-1-17 is located at the southwest side of the overall property, fronting Old Crompond Road. This parcel contains two residences, each accessed by a common driveway, and both sharing the address of 3220 Old Crompond Road (Photograph 1).

The residence directly fronting Old Crompond Road is a two story masonry building, currently covered with yellow stucco. In areas where the stucco has deteriorated, the original stone walls are visible underneath (Photograph 2). The building has a stone foundation of rough laid fieldstones, and the building is set into the hillside. There are two additions to the original building, a one-story extension off the rear, with a shed roof, and a basement level extension on the northwest side that may never have been completed, as there is a concrete block foundation, but no superstructure (Photograph 3). A fuel tank is visible along the northwest side of the structure, within the basement extension. This residence also has a subgrade well with a red pump at the southern corner, and a septic tank in the yard area just northwest of the basement extension (Photograph 4). There is a wooden privacy fence along the street front and the northwest side of the parcel, along with a dilapidated wooden shed. Town of Yorktown Department of Building records note that this house pre-dates 1932. It was expanded from its original size in 1986 and the front porch was rebuilt in 2009.

The residence further upslope from Old Crompond Road is a two story with basement frame dwelling that has been significantly modified from its original form (Photograph 1 and 5). The foundation is concrete. Town of Yorktown Department of Building records note that this house pre-dates 1932. It was expanded in 1978 and 1986.

##### 26.18-1-18

Parcel 26.18-1-18, fronting Route 35/202, contains two businesses, Zino's Nursery and Landscaping and Anthony's Power Equipment. There are three buildings on this parcel. The first and oldest building is a former dwelling, now significantly retrofitted and used to repair lawn mowers on the first floor. The building is a two story with basement frame building with a rough stone foundation that has been repaired in places using cinder blocks and bricks, and a center chimney with a massive stone stack in the basement. The front elevation, facing Crompond Road, has a full-width covered porch (Photographs 6 and 7). The rear elevation has been modified to become the main entrance to the building, with a wide double door leading to the present repair shop work area in the former living and dining room of the house, and a one-story extension off the northeast rear façade now contains the office for the business (Photographs 8, 9, and 10). The basement level also contains a wide double door on the western side (Photographs 11 and 12). Town of Yorktown Department of Buildings records indicate that this structure pre-dates 1932. As will be described further, below, this building may be the original early-mid nineteenth century dwelling constructed on the property and shown on historic maps. The former house contains wide floorboards on the first and second

stories, which although re-attached in places with twentieth century fasteners, otherwise exhibit typical characteristics of early nineteenth-century construction.

To the north of the former dwelling is a small, one story frame building used as an office for Zino's Nursery, but which appears to have been converted from a workshop. The building has a main section and two extensions (Photograph 13). Town of Yorktown Department of Buildings records indicate that this structure pre-dates 1932, but because this was an ancillary building, it does not appear on nineteenth-century maps. The building has been so thoroughly altered with twentieth-century materials (i.e., drywall, vinyl exterior siding) that it is not possible to more tightly date the structure based on visual observation.

The largest structure on the parcel is a very long two story frame barn, comprised of three distinct sections (Photographs 14 and 15). The central section, which is the tallest, is the oldest part, and has a slate roof. The other two sections are slightly lower in height and have asphalt covered roofs. According to Town of Yorktown Department of Buildings records, the northern section was built in 1988, and at the same time the other two sections were reconstructed.

The grounds surrounding these buildings are in use as a nursery and it is clear that there has been significant earthmoving on the property to create the terraced and mulched levels of the nursery and the access roads to the buildings (Photographs 16 and 17). At the time of the site visit the ground was wet from a recent rainstorm and there was very thick mud with no vegetation on much of the parcel. The grounds contain a sewage disposal area to the west of the buildings, potable and non-potable wells, and a subgrade sprinkler system.

#### 26.18-1-19

Parcel 26.18-1-19, within the central and northern portion of the property, contains a vacant motel complex with two former motel buildings and two sheds. The motel buildings include a former two story office and restaurant building on the south, and the main portion of the motel, also two stories, where the rooms were located, immediately to the north (Photographs 18-21). There is an asphalt parking lot surrounding these two buildings, accessed by a looped entry driveway from Crompond Road (Photograph 22). Two one-story frame structures, noted in the environmental reports as "sheds," are located to the west and southwest of these buildings, just bordering the former parking lot. The southern of the two sheds is built on a concrete slab (Photograph 23). The northern of the two sheds has a basement that contains a generator for the motel (Photograph 24). There is a septic system for the motel to the northwest of the main building, and the landform in this area is unnaturally flat and devoid of heavy vegetation (Photograph 25). According to the Phase I and Phase II environmental reports (EcolSciences 2008 and 2010), the property surrounding the former motel has been affected by infilling of a former swimming pool and two ponds to the east of the motel buildings, in an area with topographic undulations between the motel and the TSP (Photographs 26 and 27). Additionally, there has been disturbance to the north and west sides of the parcel from dumping and likely earthmoving, as evidenced by the unnatural terrain, which is undulating to the north (Photograph 28) and both mounded and flattened or terraced to the west (Photographs 29 and 30). The Phase I environmental report notes that mounding to the west of the hotel was more severe in the 1960s, when aerial photographs show distinct disturbance here. As-built plans for the motel are on file at the Town of Yorktown Department of Buildings and show that the two-story motel was constructed in 1958, and altered in 1978 and 1989. The inground swimming pool and wading pool were demolished and backfilled in 1990.

There are stone walls surrounding the motel portion of the parcel on the north and west. The northern stone wall also marks the edge of the parcel, beyond which is woodlands belonging to New York State. A small wetland has been identified at the northeast corner of the site (Photograph 31). To the west of the stone wall on the west is a sloped area leading down to the larger of the two wetlands on the site (Photographs 32 and 33). This area is wooded, but also shows evidence of dumping. The wetland is part of a tributary to Hunters Brook.

#### 26.19-1-1

Parcel 26.19-1-1, at the southeastern side of the property fronting Route 35/202, was a former gas station which is now used as a gate and fence supplier. There is a single building remaining on the lot, the former gas station, and the remainder of the parcel is paved (Photographs 34 and 35). Town of Yorktown Department of Buildings records

show that the gas station was built in 1962, the fuel tanks were replaced in 1982, and were subsequently demolished in 1988.

### **Areas adjoining the project site**

#### Old Crompond Road and Crompond Road structures

There are several structures along Old Crompond Road that either adjoin or are within the viewshed of the project site. Abutting the project site on the west is a dwelling at 3258 Old Crompond Road that the Town of Yorktown historic resources survey dates to ca. 1850 (Photograph 36). There are two additional residences on the opposite side of Old Crompond Road that are within the viewshed. The dwelling at 3275 Old Crompond Road also has been dated by the Town of Yorktown historic resources survey to ca. 1850, but this may be an error since it does not appear on any nineteenth century historic maps (Photograph 37). The dwelling at 3261 Old Crompond Road is of obvious modern construction and as such was not included in the Town of Yorktown historic resources survey (Photograph 38). The only structure on Crompond Road (Route 202/35) within the viewshed is a modern Mobil gasoline station immediately across the street from the project site (Photograph 39).

#### Taconic State Parkway (TSP)

The project site is immediately adjacent to the TSP, which is listed on the NRHP. This section of the parkway originally was built as part of the Bronx River Parkway Extension, and was opened to traffic in 1931. The highway roadbed is situated approximately 35-40 feet above the eastern side of the project site, with a steep, fenced embankment separating the highway from the project site (Photographs 40 and 41). This section of the original parkway, however, has been altered considerably. It was widened from four to six lanes beginning in 2003 and the interchange was reconfigured and the bridge carrying the TSP over Route 202/35 was replaced (Photograph 42).

## **B. TOPOGRAPHY AND HYDROLOGY**

Early maps of the vicinity of the study area record the topography and environment of the area at the beginning of historic development. Topographical maps made in the late nineteenth century show that in its natural condition the project site ranged in elevation from 520 feet above sea level along its eastern side to about 360 feet above sea level on its western boundary, with the overall site depicted as situated on a continual slope (U.S.G.S. 1892; see Figure 9). More detailed topographical maps from 1941 and 1956, albeit made after the TSP was built adjacent to the project site, indicate that the formerly depicted sloped terrain was broken up by areas of terraces, including a large, relatively level area through the center of the site where the existing buildings are located. These maps show that elevations ranged from about 490 feet above sea level on the east to about 400 feet above sea level on the west (U.S.G.S. 1941 [Figure 13], 1956 [Figure 14]). Obviously, much of the difference in elevations on the later maps represents more accurate depictions of grading and filling on the project site as a result of highway and building construction, although the imprecision of the earliest map also is a factor to be considered. The modern survey map prepared as part of this project (Figure 2) shows that currently the project site ranges in elevation from 480 feet above sea level at its highest point at the intersection of Route 202/35 and the exit ramp for the TSP, and 390 feet above sea level at the southwestern corner of the project site along Old Crompond Road.

The project site includes a small tributary of Hunter Brook, which flows north-south through the western side of the project site and exits under a culvert beneath Old Crompond Road. This drainage has been identified as Wetland A on the project survey (Figure 2). A second, smaller area of wet soil is located at the northeast corner of the project site and is identified as Wetland B.

## **C. SOILS**

Seven soil types are mapped for the project site. The former motel area of the property is mapped as Udorthents, smoothed and the remaining central and southern portion of the site is mapped as Charlton loam and Paxton fine sandy loam. The northeastern edge of the property bordering the TSP is mapped as Sutton loam. The area surrounding the drainage and wetlands on the western side of the property is mapped as Sun loam and Leicester loam, stony. Last, the western periphery is mapped Chatfield-Charlton complex, hilly, very stony (U.S.D.A. 2011). These soils are described in the table below. Figure 4 illustrates the soils mapped for the project site.



**Project Site Soils**

Name	Soil Horizon Depth cm(in)	Texture, Inclusions	Slope %	Drainage	Landform
Charlton loam (ChC)	0-8 in 8-24 in 24-60 in	Lo SaLo SaLo	8-15	Well	Hills, ridges and till plains
Chatfield-Charlton complex, hilly, very rocky (CsD)	0-7 in 7-24 in 24-28 in	Lo FlaSiLo Bedrock	15-35	Well	Hills and ridges
Leicester loam, stony (LcB)	0-8 in 8-26 in 26-60 in	Lo SaLo SaLo	3-8	Somewhat poorly	Hills, ridges, and till plains
Paxton fine sandy loam (PnB)	0-10 in 10-20 in 20-60 in	FiSaLo Lo GrLSaLo	2-8	Well	Drumlinoid ridges, hills, till plains
Sun loam (Sh)	0-9 in 9-27 in 27-60 in	Lo Lo GrLSaLo	0-3	Very poorly	Depressions
Sutton loam (SuB)	0-9 in 9-27 in 27-60 in	Lo GrLSaLo GrLSaLo	3-8	Moderately well	Hills, ridges, till plains
Udorthents, smoothed (Ub)	0-4 in 4-70 in	GrLLo VGrLLo	0-8	Moderately well	N/A

Key: Soils: Lo-Loam, Sa-Sand, Si-Silt  
Other: Fi-Fine, GrL-Gravelly, V-Very, Fla-Flaggy

There have been two types of previous soil investigations on the project site. As will be described in more detail below, in 1984 the portion of the project site on either side of the wetlands on the western side of the project site was subjected to Phase IB archaeological testing by the NYSM in 1984. The results of the shovel testing program, which were located at 100-foot intervals along two transects west of the stone wall that traverses much of the central section of the project site, are presented in Appendix A. Although soils were found to be undisturbed, no archaeological resources were encountered.

In 2009, as part of a Phase II Environmental Site Assessment, a number of soil borings and pits were excavated within the project site with the intent of determining the extent of any hazardous materials in the soils and ground water on the property. Soil boring logs were generated for many of these tests, and are included as Appendix B. The following is a summary, excerpted directly from the Phase II report, of the locations where soils were investigated. The majority of these tests are from areas known to be disturbed from previous development, and so are of little utility for this analysis.

**Lot 19**

- Three soil samples (PLT-2 through PLT-4) were collected from the partially crushed underground storage tank identified adjacent to the pool area (Pool Tank) on the motel property;
- One soil sample (MBT-1) was collected from beneath a stained area of concrete floor in the basement of the motel building;
- Four soil samples (TP-1 through TP-4) were collected from the fill material used to backfill the motel pool and kiddie pool;
- One soil sample (TP-5) was collected from the area of the reported pond at the northern end of the lawn located in front of the motel;

- Seven soil samples (TP-6 through TP-12) were collected from the area of dumping located west of the motel buildings and parking areas;
- One soil sample (TP-13) was collected from beneath debris dumped within the wooded area west of the motel buildings;
- One soil sample (TP-14) was collected from beneath debris dumped off the north end of the motel building, adjacent to the fenced in air conditioning unit;
- Four soil samples (MT-1 through MT-4) were collected adjacent to the 5,000-gallon UST located off the northwestern corner of the northern motel building.

**Lot 1**

- One soil sample (TA-1) was collected from the area of underground gasoline storage tanks associated with the former service station;
- Seven soil samples (PI-1, PI-2, PI-4 through PI-7 and PI-9) were collected from the area of pump islands associated with the former service station;
- Four soil samples (SS-1 SS-4) were collected from the area of the existing septic system associated with the former service station;
- Three soil samples (GWO-1 through GWO-3) were collected from the area of the waste oil tank located on the former service station;
- Four soil samples (GHO-1 through GHO-4) were collected from area of the heating oil tank of the former service station property;
- Three soil samples (HL-1 through HL-3) were collected from the area of the hydraulic lifts located within the former service station building;
- Two soil samples (PA-1 through PA-2) were collected from the paint area associated with the fencing contractor located at the former service station.

**Lot 18**

- Five soil samples (LM-1 through LW-4 and LM-6) were collected from the lawn mower repair building located on the nursery portion of the property;
- One soil sample (Barn -1) was collected from inside the barn structure located in the nursery portion of the property.

**Lot 17**

- One soil sample (OCR-1) was collected adjacent to the heating oil tank located at the residential property.

**Lots 1, 18 & 19**

- Ten soil samples (Pest-1 thru Pest 10) were collected across the entire site to determine if historic farming or nursery operations have impacted the site due to pesticide residues.

**D. ARCHAEOLOGICAL AND HISTORIC SITES AND SURVEYS WITHIN A ONE MILE RADIUS**

A site file search conducted at the OPRHP indicated that there are no precontact or historic period archaeological sites within one mile of the project site.

There are, however, several historic resources abutting the property. Most notably, the TSP borders the project site on the east and includes the Bear Mountain State Parkway extension to Crompond Road to the north and west of the project site. It is listed on the S/NRHP. A well house associated with a former parkway picnic area is located north of the project site, nearer to the Parkway. The well house has been inventoried by the OPRHP but not formally evaluated for NRHP eligibility.

In addition, there have been two prior cultural resources investigations that have overlapped the project site, and two prior cultural resources investigations of a parcel on the north side of Old Crompond Road to the west of the project site. They are summarized below.

Route 202 at the TSP (NYSM 1984)

In 1984, the NYSM undertook a cultural resources investigation of a proposed reconstruction of the TSP interchange at Route 202. The study included four alternatives, ranging from the construction of a new southbound ramp to a complete interchange reconstruction with a new southbound alignment. The latter alternative included a swath of land that ran from the existing TSP to the north of the Costco project site, through the western side of the Costco project site in proximity to Hunters Brook, to connect with Route 202. As part of this 1984 study, Phase IB shovel testing was conducted along two parallel transects on terraces above Hunters Brook within the Costco property spaced 100 feet apart, with tests completed at 100-foot intervals along the two transects. The tests were confined to the area west of the stone wall that separates the motel portion of the parcel from the undeveloped woodland. The soil encountered in these shovel tests consisted of undisturbed topsoil over subsoil, but yielded no archaeological materials. The portion of the project site immediately to the west of the existing TSP, also partially overlapping the Costco property, was not subjected to shovel testing due to an assumption of disturbance from earlier highway construction.

The 1984 study also included evaluation of structures in and adjacent to the Parkway project site, which also overlapped the Costco project site. There were a number of structures recorded on both sides of Old Crompond Road, several of which fall within or adjacent to the Costco site. Appendix A contains the survey information for these structures.

The study identified Structure C, which corresponds to the former dwelling now used by Anthony's Power Equipment, and its associated workshop/nursery office as a farm complex dating to ca. 1820. Because the buildings were out of the 1984 APE, the property was not systematically surveyed. The study concluded that the buildings were not architecturally significant but that the property could have historical archaeological potential as an early nineteenth century farm/domestic site.

The study also identified Structures A and B, which correspond to the two dwellings within the present project site on Old Crompond Road, as dating to ca. 1920 but having no cultural significance. The 1984 report's Structure D corresponds to the dwelling at 3271 Old Crompond Road directly across the street from the project site, which was recorded as also dating to ca. 1920 and having no cultural significance. Structure F (see Photograph 32), which corresponds to the dwelling at 3258 Old Crompond Road immediately west of the project site but outside of the 1984 APE, was thought to date to the late eighteenth century, although the study concluded it did not possess "architectural significance."

PIN 8561.16.101, Route 35/202, Peekskill City Line to TSP (NYSM 1995)

In 1995, the NYSM completed a cultural resources investigation for a proposed road widening of Route 35/202, which included the portion of the road on the southern side of the Costco project site. Two structures, noted in this report as DC and DD, were described. Structure DC corresponds to the former gas station building and Structure DD corresponds to the former dwelling now used by Anthony's Power Equipment, and its associated workshop/nursery office. The survey indicated that the DD dwelling is a pre-1851 farmhouse. Structure DB corresponds to the vacant motel. Appendix A contains the survey information for the former dwelling and workshop. No archaeological testing was completed in the Costco project site due to assumptions of disturbance along the existing Route 35/202 corridor.

State Land Corporation Property/Pulte Homes Site (Sheffield Archaeological Consultants 1990; CITY/SCAPE 2003)

A parcel consisting of ca. 100 acres on the north side of Crompond Road just west of its intersection with Old Crompond Road was subjected to cultural resources investigations in 1990 and 2003. In 1990, field testing identified several features associated with an early twentieth century farm complex, including a former farmstead building, dam and pond, root cellar, an unidentified structure, a survey monument, cabin ruins, a cistern or well, and a possible precontact site consisting of one quartz biface and two chert flakes. None of these resources were considered archaeologically significant and no archaeological site forms were filed with the OPRHP.

The same parcel was again subjected to an archaeological investigation in 2003, this time for a different proposed development. Curiously, few of the resources noted in the 1990 study were re-identified in the 2003 study. Shovel testing on the property in 2003 found no archaeological resources and no further work was recommended.

Town-wide Historic Resources Survey

In 2006, Larson Fisher Associates completed a town-wide historic resources survey (Larson Fisher Associates 2006). Their goal was to record every building constructed before 1900, and to record those buildings constructed after 1900 if they possessed a high level of architectural distinction and physical integrity. Several of the buildings along Old Crompond Road in proximity to the project site were included in this survey, but none of the buildings on the project site itself were included. An entry for a building at 3220 Old Crompond Road was determined to be mislabeled and is located at the intersection of Old Crompond Road and Stoney Street, approximately 1500 feet west of the project site (Larson 2011).

**E. HISTORY OF THE PROJECT SITE**

The project site falls within the large area originally known as the Manor of Cortlandt, purchased by Stephanus Van Cortlandt from local Native Americans and confirmed in 1697. Crompond Road (now Old Crompond Road) was one of the earliest roads in what was later designated as Yorktown, which was officially formed after the Revolutionary War. There is no indication that the project site was used for anything other than farmland or woodland during the seventeenth and eighteenth centuries.

The earliest known owner of the project site was David Pullen, whose will, filed in 1822, notes he owned 62 acres on the north side of Crompond Road. It is unclear whether he was living on this land or simply farming it, as deeds from 1833 and 1844 do not mention any structures on the property (Liber 49, 1833:463, 465; Liber 107, 1844:56). After his death the land passed to his widow, Sarah, and ultimately his son, Stephen, a farmer. The first historical map that shows a structure on the project site is from 1851, when the property is attributed to Stephen Pullen. The structure appears to correspond to the location of the present two-story former residence now used for equipment repair on the project site. As noted in the Current Conditions section, it is possible that this building, albeit significantly altered now, is the building shown on this and later historical maps.

The former Pullen residence, along with associated outbuildings that often were not shown on nineteenth-century maps, has been depicted on all subsequent maps and photographs including the project site. Ownership and/or occupancy of the dwelling is attributed to a number of individuals over time. The house at the front of the lot at 3220 Old Crompond Road first appeared on a 1908 map, along with a third structure on the eastern side of the project site that may represent the large barn now used by the nursery. The house at the rear of the lot at 3220 Old Crompond Road first appeared on a 1930 map. The motel on the eastern side of the property was built in 1958 and the former gas station in 1962. As noted above, the TSP, adjacent to the project site on the east, originally was built as part of the Bronx River Parkway Extension, and opened in 1931. In 2003-2007 this section of the parkway, now part of the TSP, was widened from four lanes to six lanes adjacent to the project site, and the bridge carrying the parkway over Route 202/35 was replaced.

The following table summarizes the history of the project site based on review of selected deeds, maps, Department of Building records, and aerial photographs.

Year/Source	Description
1833, 1844 deeds	David Pullen owned 62 acres on north side of Crompond Street according to his will from 1822. Land passed to his widow Sarah and son Stephen, a farmer.
1851 Sidney map	One structure attributed to Stephen Pullen shown on project site (Figure 5).
1862 Clark and Wagner map	One structure attributed to E. Strang shown on project site (Figure 6).
1868 Beers map	One structure possibly attributed to W. Tompkins and DePew (Figure 7).
1872 Beers map	One structure possibly attributed to W. Tompkins and DePew.
1881 Bromley map	One structure possibly attributed to W. Tompkins and DePew (Figure 8).
1892 U.S.G.S. map	No structures shown on project site, possibly an error (Figure 9).

Year/Source	Description
1893 Bien map	No structures shown on project site, possibly an error.
1908 Hyde map	Project site attributed to B.D. Mallon et al., 60 acres. Three structures shown along Peekskill Yorktown Heights Road (Figure 10).
1911 Bromley map	Project site attributed to Mark Weyant, 75+ acres. Three structures shown along Old Crompond Road. (Figure 11)
1914 Bromley map	Same details as 1911 edition except now Estate of Mark Weyant.
1930 Hopkins map	Main section of project site attributed to Mark Wyant Estate, 75 acres. F. Bertucnelli has a small lot fronting Old Crompond Road with three structures on it. The one closest to road is stone. The one in rear is frame. There is a garage next to the stone house. The rest of the project site has a frame structure and three frame outbuildings behind it. The TSP lands are marked but the road is unbuilt. (Figure 12)
1941 U.S.G.S. map	Three structures are shown on the project site. The TSP has been built. (Figure 13)
1942 Hopkins map	No change to the project site from the 1930 map other than the TSP roadway is now shown.
1953 Hagstrom map	Project site attributed to Mark Weyant Estate, 19.8 acres. No structures shown on this map.
1956 U.S.G.S. map	Four structures and one outbuilding shown on the project site. (Figure 14)
1958 DOB records	Yorktown Country Inn constructed.
1962 aerial photograph	Additional structure shown north of existing gas station.
1962 DOB records	Gas station constructed
1969 aerial photograph	Structure on 1962 aerial had been demolished and gas station had been built.
1978 DOB records	Yorktown Motor Lodge alterations.
1978 DOB records	Addition built on house at rear of 3220 Old Crompond Road.
1987 DOB records	Additions built on both houses at 3220 Old Crompond Road.
1988 DOB records	Gas station tanks and pumps demolished.
1988 DOB records	Northern third of existing barn built, southern two thirds of barn reconstructed.
1989 DOB records	Yorktown Country Inn restaurant renovated.
1990 DOB records	Motel inground swimming pool and wading pool demolished and backfilled.
2003-2007	TSP widened from four to six lanes adjacent to project site and the bridge carrying the highway over Route 202/35 was replaced.
2009 DOB records	Front porch rebuilt on house at front of 3220 Old Crompond Road.

## F. ARCHITECTURAL RESOURCES

As described in the Current Conditions section, the project site is comprised of four tax parcels, each of which contains structures. The potential architectural significance of each of these structures is further outlined, below.

### 26.18-1-17

The two residences on this parcel, which share an address of 3220 Old Crompond Road, were surveyed in 1984, although the New York State building inventory forms appear never to have been entered into the OPRHP USN database. The 1984 survey indicated that both buildings dated to ca. 1920. Based on historical maps, it appears that the house closer to the road may date to just after the turn of the twentieth century, from its probable depiction on the 1908 Hyde map and subsequent twentieth century maps. The house at the rear of the lot first appears on the 1930 Hopkins map, suggesting that the ca. 1920 construction date for the rear structure is more accurate.

Both of these dwellings have been significantly altered, most recently in 1978, 1987, and 2009. Their undistinguished vernacular styles do not appear to have any particular architectural significance and neither appears to be eligible for the S/NRHP.



26.18-1-18

This lot contains a former dwelling, now significantly retrofitted as a power equipment repair facility, a former workshop now used as a nursery office, and a large barn. The former dwelling may represent the nineteenth-century farmhouse that is depicted on historic maps beginning in 1851, and which the 1995 study dates to ca. 1820. The wide floorboards throughout the structure, the massive irregular stone foundation, and the large stone chimney stack in the basement suggest an early to mid nineteenth-century construction date, although due to the very extensive alterations to the original structure and a lack of deeds or other records to confirm a construction date, it is difficult to say for certain if this is the original building. Diane Weyant Smith, the granddaughter of Mark Weyant who formerly owned the project site, indicates that her grandfather purchased the land around the turn of the twentieth century, and that the house was on the property at the time.

Likewise, the former workshop on the lot, now used as an office, has been very extensively modified from its original form. The foundation may be partly of stone, but is mostly obscured by vinyl siding and landscaping. A tour of the building's interior failed to illicit any additional architectural details that could help date the building, as all surfaces have been covered with drywall and other twentieth-century finishes. Mrs. Smith indicates that this building was once used by her family as an antiques shop, and had been on the property since her grandfather purchased the land.

The barn on the lot may be one of the structures first shown on the 1908 map, and is definitely depicted on the 1930 map. The center section clearly is the oldest part, and has a well maintained slate roof. Mrs. Smith indicates that this section was the hay barn and housed livestock, including cows and horses. The southern part probably dates to the early to mid-twentieth century. Mrs. Smith indicates that it was once used as a carriage house. Finally, as noted in Town of Yorktown Department of Building records, the northern portion of the structure dates to 1988. That year, the existing barn was reconstructed as well.

Despite the likely nineteenth-century construction dates of the former dwelling and the former workshop, the very extensive alterations to both buildings have severely compromised the integrity of their original forms. The barn, although well maintained, also has been altered and expanded. Based on these conditions, it appears that none of the buildings meets requirements for S/NRHP inclusion.

26.18-1-19

This lot contains a now vacant and dilapidated motel complex, known variously as the Yorktown Country Inn and the Yorktown Motor Lodge. The original buildings date to 1958. Although now more than 50 years old, the buildings have an undistinguished architectural design and are in extensive disrepair. The motel complex does not appear to be eligible for the S/NRHP.

26.19-1-1

This lot contains a former gas station building, now used by a gate and fence supplier. The building dates to 1962 and is of an undistinguished architectural style. It does not appear to meet criteria for inclusion in the S/NRHP.

**Areas adjoining the project site**

Old Crompond Road and Crompond Road structures

As noted in the Current Conditions section, there are several structures along Old Crompond Road that either adjoin or are within the viewshed of the project site. The ca. 1850 dwelling at 3258 Old Crompond Road (which has been documented in the Town of Yorktown historic resources survey although not evaluated for S/NRHP eligibility) abuts the project site, and depending on the final project plans may be within the viewshed of the proposed project.

Two additional residences on the opposite side of Old Crompond Road also are within the viewshed. The dwelling at 3275 Old Crompond Road appears to have been built in the early twentieth century (but has been dated by the Town of Yorktown historic resources survey to ca. 1850). The dwelling at 3261 Old Crompond Road is of obvious modern construction and as such was not included in the Town of Yorktown historic resources survey. Neither of

these structures appears to be eligible for the S/NRHP. A modern Mobil gasoline station is the only structure on Crompond Road (Route 202/35) within the viewshed.

#### TSP and FDR Park

The TSP abuts the project site to the east. As noted earlier, this section of the parkway originally was built as part of the Bronx River Parkway Extension and opened in 1931. Although the TSP is listed on the S/NRHP, the portion of the parkway adjacent to the project site is of modern construction, having been widened from four to six lanes in 2003-2007. Likewise, the stone bridge that carries the parkway over Route 202/35 was replaced during this time. However, the highway widening and bridge reconstruction were done so as to preserve the setting of the original resource. Thus, although the original fabric of both the highway and the bridge has been altered, the overall setting has not changed considerably. Franklin D. Roosevelt (FDR) State Park is located at the southeast intersection of the TSP and Route 35/202; its northwest boundary is located approximately 700 feet to the southeast of the project site. However, due to the height of the TSP, the project site is not visible from the FDR Park.

### **IV. CONCLUSIONS**

#### **A. PRECONTACT SENSITIVITY AND DISTURBANCE RECORD**

From what is known of precontact period settlement patterns in Westchester County, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. The project site contains a tributary to Hunter Creek, as well as areas of well drained soils. There are some portions of the property that have natural terrace landforms with slopes less than 12 percent, as shown on Figure 15. These factors signify potential precontact sensitivity. However, arguing against sensitivity are the facts that (1) no precontact sites have been recorded within a one-mile radius of the project site (the exception were a few precontact artifacts found on a nearby parcel that were not formally recorded as a site), and (2) archaeological testing within the western portion of the project site in 1984 (Figure 15, Appendix A) failed to document any precontact resources. Additionally, the majority of the project site is highly disturbed from previous building episodes, grading, filling, and earthmoving, as confirmed by the site walkover and the soil borings. Figure 15 illustrates the existing conditions on the project site and shows area of disturbance, slope and previous archaeological testing. Based on these factors, HPI concludes that the project site no longer possesses any precontact archaeological sensitivity.

#### **B. HISTORICAL PERIOD SENSITIVITY AND DISTURBANCE RECORD**

The project site has contained a farmhouse structure since at least 1851, and probably earlier. It is likely that the former dwelling, now used for power equipment repair on the project site, represents this original building. The former workshop, now used as an office, may also date to the nineteenth century, although the degree of alterations to the structure makes dating it problematic. Regardless, it appears that there was a nineteenth-century occupation on the project site associated with the former farmstead. If undisturbed, areas surrounding these former farm buildings would have a high historical period archaeological sensitivity. Mrs. Smith noted that the house relied on well water and a septic system, but did have indoor plumbing. She was not aware of any former privy locations on the property, but it should be assumed that such shaft features existed at one time.

The site walkover revealed that a portion of the project site containing the former farm buildings is very heavily disturbed from current use of the property as a landscaping business. The topography of this lot has been significantly altered to accommodate the present nursery and power equipment repair facilities, including driveways, subgrade sprinkler systems, the septic field, and tiered nursery beds. It appears unlikely that any potential archaeological resources associated with the former farmstead, such as sheet middens or privy shafts, have survived this extensive earthmoving. Because the property has relied on its potable and non potable wells for water through the twentieth century, it is less likely that they would contain archaeological deposits. The remainder of the project site was undeveloped until the mid-twentieth century. None of these twentieth-century buildings or developments should be associated with any significant archaeological resources. For these reasons, HPI concludes that the project site is not sensitive for historical period archaeological resources.

### C. ARCHITECTURAL RESOURCES

Architectural resources to be considered for the present project include resources within the project site boundaries, as well as resources within the project site viewshed.

Within the project site, the oldest structure appears to be the former farmhouse, now used for power equipment repair, which may be the building represented on an 1851 historical map and depicted on all subsequent maps through the present time. An associated workshop, now used as an office, may also date to the nineteenth century. Portions of the massive barn on the property could date to the late nineteenth or early twentieth century, although the northern section was built in 1988 and the other sections were reconstructed at that time. The other two dwellings fronting Old Crompond Road date to the first decades of the twentieth century and the former motel and former gas station date to 1958 and 1962, respectively.

The very extensive degree of alterations to the former farmhouse and workshop has deprived these buildings of architectural integrity. In their current state, neither appears to meet criteria for inclusion in the S/NRHP. Likewise, the barn, portions of which are over 50 years old, was heavily reconstructed in 1988, again compromising its architectural integrity. It does not appear to merit inclusion in the S/NRHP. The remaining buildings on the project site are of undistinguished architectural design and do not appear to meet criteria for S/NRHP inclusion.

The viewshed of the proposed project includes several dwellings along Old Crompond Road, one of which, at 3258 Old Crompond Road immediately west of the project site, may date to ca. 1850. This house was included in the Town of Yorktown historic structures survey and a cultural resources survey from 1984, but has never been formally evaluated for S/NRHP eligibility. It is possible that the structure could be visually impacted by the proposed project. The remaining structures within the viewshed along Old Crompond Road are either undistinguished architecturally or of modern construction, and should not have any architectural concerns.

The remaining portions of the viewshed include vacant woodland to the north, presently undeveloped land to the south along Route 202/35 (the exception is a modern Mobil gasoline station), and the TSP to the east. The height of the parkway above the surrounding parcels should block visual impact of the present project to properties on the east side of the parkway and to FDR Park, as the height of the proposed Costco store will not be higher than the parkway roadbed. As noted above, the section of the parkway immediately abutting the project site was rebuilt in 2003-2007, as was the bridge carrying it over Route 202/35. Nonetheless, the proximity of the proposed warehouse building to the parkway, both in terms of its siting on the property 37-61 feet from the parkway easement, as well as the height of the proposed building which will be approximately 5-15 feet lower in elevation than the southbound parkway exit ramp roadbed, will pose some visual and contextual impact to this resource. Presently, there is little to no landscaping buffer separating the eastern boundary of the project site from the parkway.

### V. RECOMMENDATIONS

HPI has determined that the project site is not sensitive for either precontact or historic period archaeological resources. No further archaeological investigations are recommended.

The structures on the project site range in age from the early-mid nineteenth century through the 1960s. None of the structures appear to be eligible for the S/NRHP. Although some of these structures have been documented to varying degrees in earlier cultural resources reports, none of the structures has been assigned a USN number by the OPRHP, and it is assumed that the building inventory forms completed in 1984 for the two structures on Parcel 26.18-1-17 were never placed on file with the National Register and Survey Unit of the OPRHP. The three structures on Parcel 26.18-1-18 have never had building inventory forms completed, although they were addressed in the text of the 1984 and 1995 cultural resources reports. None of the structures was included in the Town of Yorktown Historic Resources Survey. HPI recommends that prior to demolition of the structures on Parcels 26.18-1-17 and 26.18-1-18, building inventory forms be completed and/or updated and submitted to the OPRHP for their files. In keeping with the goal to record every building in Yorktown constructed before 1900, the structures on Parcel 26.18-1-18 also should be added to the Town of Yorktown Historic Resources Survey.

The placement of the proposed project in relation to the S/NRHP listed TSP will require mitigation measures. Due to the need to avoid two wetlands on the west and northeast sides of the property, the proposed warehouse building

is slated to be constructed on the eastern border of the project site. The proposed building will be situated adjacent and generally parallel to the Taconic right-of-way. The building will be approximately 37 to 61 feet from the right-of-way and approximately 135 to 160 feet west of the southbound ramp. The elevation of the proposed building will remain approximately 5 to 15 feet below the elevation of the ramp and will be approximately 10 feet lower in height than the existing motel. It is assumed that there could be mechanical equipment on the roof of the building which will be higher than the roof itself.

Based on these conditions, HPI offers the following recommendations to help mitigate the visual impact of the proposed project on the TSP.

- Appropriate landscaping should be introduced on the east side of the project site at the rear of the warehouse building abutting the parkway to shield the viewshed of the parkway traveler as much as possible. The conceptual landscaping plan for the project proposes an extensive planting zone within the TSP right-of-way immediately east of the project site boundaries, in coordination with the DOT, which is intended to screen the development from the roadway.
- Any mechanical equipment on the roof of the structure should be screened so that it is not visible to parkway traffic.
- The proposed warehouse building and screening materials should be a color and texture that will blend in with the natural surroundings and will help mitigate the effect of the mass of the new building. The architectural plan notes that the building will have earth-toned colors (primarily tan, gray, and white with a red horizontal accent stripe) and will be sided with a combination of metal and concrete.

FDR State Park is located at the southeast intersection of the TSP and Route 35/202; its northwest boundary is located approximately 700 feet to the southeast of the project site. However, due to the height of the TSP, the project site is not visible from the FDR Park. Since the proposed building is lower in elevation than the existing motel building, the proposed Costco building will not be visible from the FDR Park and no mitigation measures are necessary.

Finally, the properties to the west side of the project site, including the area along Old Crompond Road, will need to be screened from the proposed development. The conceptual landscaping plan addresses both the east and west sides of the development. It proposes a planting zone on the east side of the wetlands and the retention of the existing woods on the west side of the wetlands, so as to minimize the visual impact of the project on the residential properties along both sides of Old Crompond Road.

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<p>SEE DRAWING 20-3 FOR NOTES          CONSTRUCTION AND UTILITY          PROVIDED BY A SEPARATE CONTRACTOR          DATE: FEBRUARY 11, 2010</p>	
<p>SCALE: 1" = 100'</p>	
<p>PROJECT: J. Henry Corporation, Inc.          200 West 10th Street          New York, NY 10011          Tel: (212) 633-2000</p>	
<p>CONTRACTOR: TRC Engineers, Inc.          200 West 10th Street          New York, NY 10011          Tel: (212) 633-2000</p>	
<p>ADDRESS: 100 West 10th Street          New York, NY 10011          Tel: (212) 633-2000</p>	
<p>PROJECT: U.S. Route 202 / N.Y. Route 35          Yonkton, New York</p>	
<p>TITLE: Existing Conditions Plan</p>	
DATE:	NOV 11 2009
DRAWN BY:	JL
CHECKED BY:	TRC
SCALE:	AS SHOWN
<p>SP-2</p>	

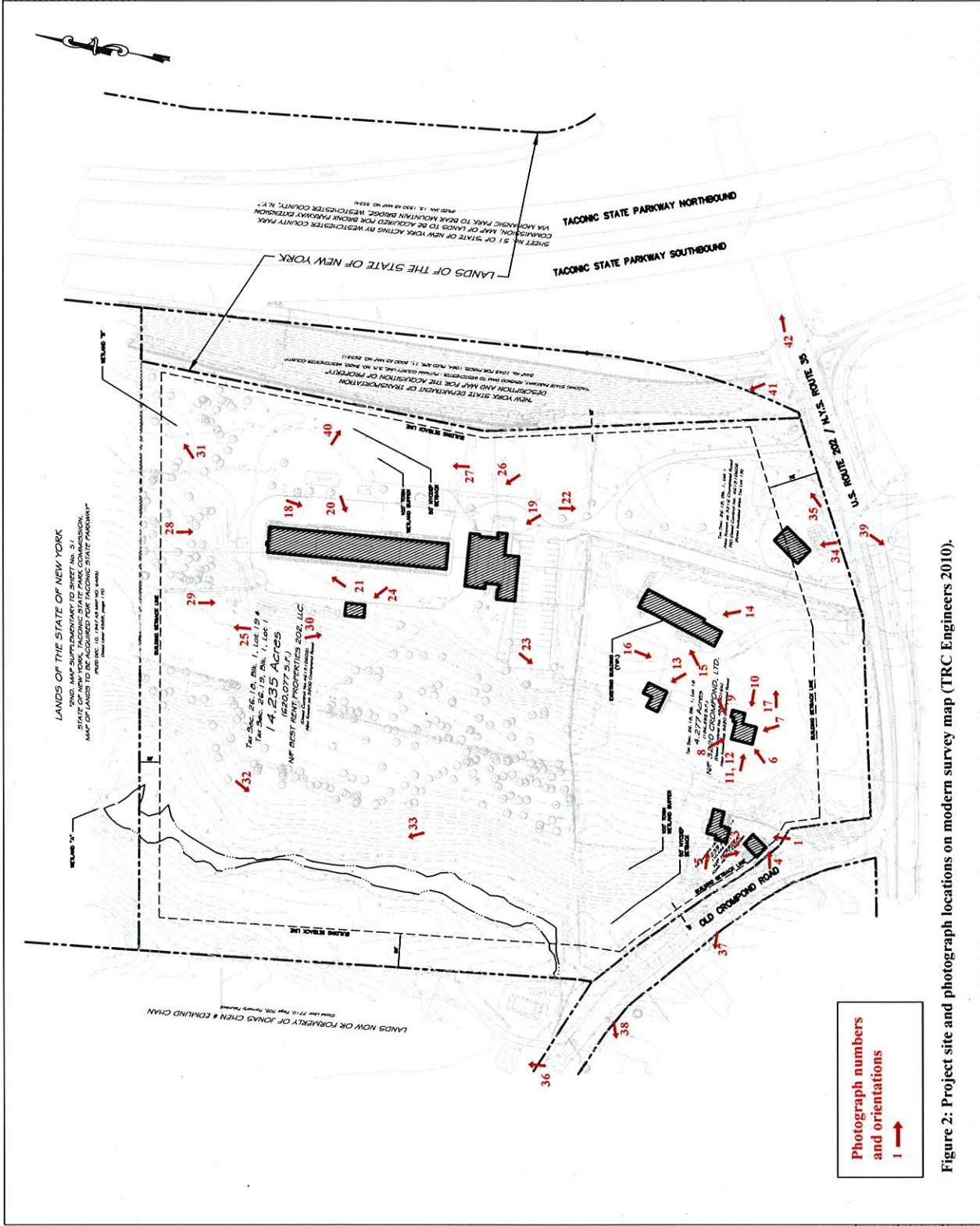


Figure 2: Project site and photograph locations on modern survey map (TRC Engineers 2010).





Photograph 1: Two residences, each accessed by a common driveway, and both sharing the address of 3220 Old Crompond Road. View looking north.



Photograph 2: Residence nearest Old Crompond Road showing exposed basement addition and stone walls under deteriorating stucco. View looking south.





Photograph 3: Residence nearest Old Crompond Road showing one story addition off rear. View looking south.



Photograph 4: Residence nearest Old Crompond Road showing location of subgrade well with a red pump.





Photograph 5: Detail of residence further upslope from Old Crompond Road. View looking east.



Photograph 6: Front (south) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers. View looking northeast.





Photograph 7: Front (south) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers. View looking northwest.



Photograph 8: Rear (north) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers, showing wide double doors leading to workshop level. View looking southeast.





Photograph 9: Rear (north) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers, showing office entrance on left. View looking southwest.



Photograph 10: Side (east) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers, showing addition on right. View looking west.





Photograph 11: Side (west) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers, showing modified basement level. View looking east.



Photograph 12: Detail of side (west) elevation of former dwelling on Zino's Nursery and Landscaping and Anthony's Power Equipment property, now retrofitted and used to repair lawn mowers, showing modified basement level. View looking east.





Photograph 13: Small, one story frame building used as an office for Zino's Nursery and Landscaping. View looking northwest.



Photograph 14: Southeastern elevation of two story frame barn, comprised of three distinct sections. View looking northwest.





Photograph 15: Northwestern elevation of two story frame barn, comprised of three distinct sections. View looking northeast.



Photograph 16: Example of grounds and roads within nursery property. View looking south.





Photograph 17: Example of terraced and mulched portion of the nursery. View looking east.



Photograph 18: Vacant motel complex showing eastern side of two former motel buildings. View looking southwest.





Photograph 19: Former two story office and restaurant building. View looking northwest.



Photograph 20: Vacant motel showing eastern side of former motel building, where the rooms were located. View looking southwest.





Photograph 21: Vacant motel showing western side of former motel building, where the rooms were located. View looking northeast.



Photograph 22: Looped access driveway leading to former motel complex from Crompond Road. View looking southeast.





Photograph 23: One-story frame structure located to the southwest of the former motel buildings. View looking southwest.



Photograph 24: One-story frame structure located to the west of the former motel complex, containing a basement with a generator for the motel. View looking northwest.





Photograph 25: Location of septic field for the former motel complex. View looking north.



Photograph 26: Location of former swimming pool and two ponds, which have been infilled. View looking northwest.





Photograph 27: Area east of former motel complex showing topographic undulations. View looking north.



Photograph 28: Area north of former motel complex showing disturbed landform. View looking south.





Photograph 29: Area west of former motel complex showing disturbed landform. View looking south.



Photograph 30: Area west of former motel complex showing disturbed landform. View looking southeast.





Photograph 31: Flagged wetland at northeast corner of project site. View looking northeast.



Photograph 32: Sloped area on western side of project site leading down to the larger of the two wetlands on the site. View looking south.





Photograph 33: Wetland on western side of project site. View looking northwest.



Photograph 34: Former gas station building fronting Crompond Road. View looking northwest.





Photograph 35: Paved parking area associated with former gas station. View looking northeast, with Taconic State Parkway in background.



Photograph 36: Residence at 3258 Old Crompond Road, abutting the project site on the west. View looking northeast.





Photograph 37: Residence at 3275 Old Crompond Road, across the street and within the viewshed of the project site. View looking southwest.



Photograph 38: Residence at 3261 Old Crompond Road, across the street and within the viewshed of the project site. View looking southwest.





Photograph 39: Mobil gas station across the street from the project site on Crompond Road. View looking southeast.



Photograph 40: Taconic State Parkway situated approximately 35-40 feet above the eastern side of the project site, with a steep, fenced embankment separating the highway from the project site. View looking southeast.





Photograph 41: Detail of embankment separating the Taconic State Parkway from the project site. View looking northwest.



Photograph 42: Bridge carrying the Taconic State Parkway over Route 202/35, which was replaced in 2003-2006.