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Bergoffen

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Kingsbridge

230th Street and Broadway

Block 3266, Lot 13

Borough of The Bronx, New York

Phase IA Archaeological Assessment Report



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I. DESCRIPTION OF THE PROJECT SITE AND PLANNED DEVELOPMENT

The project site assessed in this report is located at the southern edge of the Kingsbridge section of the Bronx on block 3266, lot 13 (Cover, Figs. 1-3). About a third of a mile south of the project site, the northeast bend of the Harlem River curves around Manhattan Island. Between the river and the project site is the Marble Hill section of the Bronx. To the east, also about a third of a mile from the project site is the southern end of the Jerome Park Reservoir.

Block 3266 is bounded on the west by Broadway; on the south, by West 230th Street (Fig. 8); on the east, by the abandoned Putnam Railroad and the Major Deegen Expressway (Fig. 9), and on the north, by Verveelen Place. Lot 13 measures 136.05 feet on the north, 440.06 feet on the east and west, and 204.65 feet on the south. It is owned by the New York City Department of Transportation and is being used as a parking lot (Figs. 4-8). The lot has been vacant since at least 1950. The project site also includes the continuation of Kimberly Place east of Broadway, which provides access to the parking lot. This street measures 100 feet long by 50.06 feet in width. There are rows of street lamps in the parking lot and a rectangular attendant's booth that extends from the foot of Kimberly Place into the parking area. The northern half of the site is fairly level, but the ground slopes up quite steeply towards 230th Street and also at the south end of the site, where the ground slopes up from west to east. The highest point on the project site is in the southeast corner.

Immediately adjacent to the project site, the southwest corner of block 3266 is occupied by a Getty Gasoline service station, and next to it, bordering Kimberly Place, is a vacant contractor's storage yard. A row of shops stand on the north side of Kimberly Place, from south to north: Radio Shack, Fye Music Movies, Sofa Plus Furniture (the shop is now closed and the premises for rent), Petland Discount and Korublan Supply Co. The IRT subway line runs on an elevated track on Broadway by the project site. West of the project site, the ground rises steeply to Goodwin Terrace, cresting on Kingsbridge Avenue (formerly Church Street), two blocks west of Broadway (Figs. 10 and 11). The imposing stone towers of the Church of the Mediator, Episcopal, built in 1905, rise near the foot of one of the hill's former summits, between 231st and 233rd Streets. The rocky outcropping was as high as the elevated train station on Broadway that the street now passes under (Tieck 1968, 106). In the

block north of 231st Street, Godwin Terrace turns into a steep staircase that continues to climb the hill. The east side of the project site is the high, almost vertical embankment of the former railroad tracks. This gulley, sandwiched between the project site and an exit ramp of the Major Deegan Expressway, is densely overgrown and the tracks, if still present, are not visible from the street. East of the expressway, the land rises again to the Riverdale Ridge.

Potential archaeological resources may have been disturbed or destroyed by the excavation of the four storm drains with slotted openings mapped by Soil Mechanics (2006, 15 and Fig. 12). Two storm drains were located in the course of our site visit, one on the west side of the lot near the attendant's booth, the other in the middle of Kimberly Place. A small rectangular metal plate is located in the street near the intersection of Kimberly Place and Broadway. Soil Mechanics noted a total of three "solid covered subsurface structures" of unknown purpose. On the day of our site visit, the parking lot was covered with ice and snow and it was not possible to verify either the location of the other two solid plates, or the three other slotted storm drains depicted on Soil Mechanics' plan (Fig. 12). Additionally, soil Mechanics recorded a manhole cover for a groundwater monitoring well in the sidewalk on the north side of West 230th Street, bordering the project site on the south. Subsurface structures connected with this well may also have negatively impacted potential archaeological remains within the project site area. The substructures for drainage would be relatively deep, reaching the water table below the deep layer of fill that blankets the site (see section IIA and B, below). The trenches for the electrical cables however, must have been excavated in the fill and would therefore not have negatively impacted potential archaeological remains.

II. ENVIRONMENTAL SETTING AND PREHISTORIC POTENTIAL

A. Topography

The earliest detailed topographic map including the project site is probably the British Headquarters map of 1783 (Fig. 13). Kingsbridge lay in the valley between the Riverdale Ridge to the west and the steeper scarp of Fordham Heights to the east. The western scarp, called "Heights of Spikendevil" on the 1783 map, ends in the Spuyten Duyvil neck. Known to the Indians as Nipnichsen after the fort they built there, the Europeans called it Tippet's Hill or Tippet's Neck, after George Tibbett, the fourth owner of the point (Fig. 20). It was later known as Berrien's neck, after being acquired by the Berrien family (Jenkins 1912, 21).

Lent's Island once rose from the sand bar near the northeastern bend of the Creek (Figs. 14 and 18). The curving outline of the Creek is reflected in the modern street plan. The western part of Spuyten Duyvil Creek, up to the Kings Bridge was filled in 1894-1895 (McNamara 1984, 31; New York Topographical Bureau 1895). "Kingsbridge Creek" was filled in 1916-1917 (McNamara 1968, 248). Immediately west of the project site, the 1783 map shows that the valley was divided by a hill crowned by three knolls to the north, with a smaller conical hill facing it, on the south side of the looping Spuyten Duyvil Creek (Fig. 13). Both the northern and southern hills were surrounded by marshes. The southern hill, now in the Marble Hill section, was originally part of Manhattan Island. But the Harlem Ship Canal, opened in 1895, separated the hill from Manhattan (New York Times 1895; Fluhr 1960, 6; Figs. 15 and 16). Then, with the approximately contemporary filling in of the Spuyten Duyvil Creek, Marble Hill was joined permanently to the Bronx (Fluhr 1960, pl. 1).

As for the northern hill, depending on the season or the water levels, it was sometimes an island. The 1874 Viele map shows it as a single, steep-sided hill (Fig. 15). It was approximately 40 feet in elevation (Fig. 16). This high spot in the marsh was called Papparinemini or Papperinemo by the Weckquasgeek Indians, and later known, by the Europeans, as Kingsbridge Island (Tieck 1948, 331, n. 33). Papparinemini has been translated both as "place of false starts" – interpreted as referring to the double tidal currents in this area – and as "a place parceled out", or "to divide, to divert" or "the place where the stream is shut" (Tieck 1948, 331, n. 33; McNamara 1984, 463, cited in Boesch 1996, site 67;

Historical Perspectives 1987, 10). Tibet's (or Tibetts) Brook, now known by its Native American name as the Mosholu River, once meandered from Van Cortland Lake in Van Cortland Park down the western side of the valley, past Paparinemin and into the Spuyten Duyvil Creek (Beers 1868).

The 1873 Edsall map and 1874 Viele maps both depict a smaller stream branching off Tibetts Brook and running down the east side of the valley and Paparinemin (Figs. 15 and 20). The brook drained into the western of the two inlets of the Spuyten Duyvil Creek, formerly located on the project site, east of Paparinemin. The creek that formed the eastern boundary of the island was sometimes dried out in mid-summer (Fluhr 1960, 6). The marshy valley could be traversed via an "ancient causeway" on the line of later 231st Street (Macomb Street), or via later 230th Street (Jenkins 1912, 336).

Judging by the 1873 Edsall and 1879 Bromley maps, the inlets were filled in the 1870s and the project site then emerged from the swamp (Figs. 20 and 22). But in the later 19th century, the cellars of the police department's premises, which bordered on Station Street and Broadway, flooded with up to three feet of water whenever there were storms or high tides (Tieck 1968, 89). The detailed 1874 Viele map records that about half the project site was either under water or covered by swamp and the other maps that show the inlets indicate more or less the same situation (Figs. 14, 15, 18 and 20). According to the 1868 and 1877 Beers maps, these inlets did not extend over the project site area (Figs. 19 and 21). But the first labels the project site "salt meadow", which indicates that it was flooded at high tide, and the second shows that the site was mostly marsh. As noted, the double tidal currents of the Hudson River and Spuyten Duyvil Creek affected Paparinemin and the project site area (McNamara 1984, 463, cited in Boesch 1996, site 67). Only a narrow strip on the east side of the project site is shown as dry land on the 1877 Beers map (Fig. 21).

The New York topographical bureau's map records the project site's elevation as 10 feet above msl. According to Tieck (1948, 30), the original ground surface of Broadway and the land east of it is reflected in the level of the railroad tracks bordering the project site on the east which, as noted, is far below that of the project site's parking lot.

B. Soil Borings and Testing of Soils from Storm Drains (Fig. 12)

J. C. Broderick & Associates, Inc. performed environmental sampling on sludge from the four storm drains located on the project site; on groundwater samples, and on soils from the eighteen borings that it excavated on the project site. Broderick's report noted that groundwater was encountered at approximately eleven and a half feet below grade at the northern end of the project site and fifteen feet below grade at its southern end. (Broderick 2006B, 2). This reflects the depth of the fill over what was originally a low lying salt meadow or flood plain with additional feet of fill probably resulting from the construction of 230th Street and the resurfacings of the lot. The soils from the storm drains, "did reveal elevated concentrations of VOC's and SVOC's and/or Metals parameters exceeding the NYSDEC guidance values" and Broderick therefore recommended that these installations "should be scheduled for remediation and the waste generated should be disposed of off-site in accordance with all applicable local, state and federal regulations." (Gabriel 2006).

The soil borings ranged from two to fourteen feet in depth with the deepest probes (twelve and fourteen feet) all in the southern half of the project site. Samples were taken every four feet. Large cobbles were encountered throughout, up to fourteen feet in depth, generally embedded in brown clays and sands. Asphalt fill was encountered in SB-07 in the northern half of the site on its west side, at a depth of between two and four feet, and brick fills were noted on the southwest side of the site in SB-12, at a depth of between four and six feet, and in SB-13 and SB-14 at between two and four feet in depth. On the southeast side of the project site, brick fill was encountered in the first two feet below grade in SB-15; at two to four feet in depth in SB-16, SB-17 and SB-18, this last being near the center of the site, on its east side. Thus, with the exception of SB-07, all the brick fill was found in the borings located in the southern half of the site.

C. Prehistoric Potential

i. Prehistory of the Bronx and the Project Site area

There is no evidence of Paleo-Indian occupation in the Bronx (ca. 10,000-8,000 B.C.E), and for the Early and Middle Archaic periods (ca. 8,000-2,500 B.C.E.) the evidence is "scarce" although some remains may be identified in Riverdale Park (Boesch 1996, 12). Boesch (1996, 13) points out that the sea level was lower during Paleo-Indian and Early Archaic times and that sites of that date located along the East River and Long Island Sound shorelines would have been inundated when the water level rose.

A Native American presence in the Bronx is attested during Late Archaic times, ca. 2,500-1,000 B.C. It consists of temporary hunting camps, kill or butchering sites, and semi-permanent settlements found in Hunts Point, along the Bronx River estuary, and on Westchester Creek, and by finds of artifacts made in the New York Botanical Gardens along one of the peninsula's major inland streams (Ibid.) These last in particular, occurring in an area that has not been subjected to the intensive development of the rest of the Bronx, suggest that the density of occupation in The Bronx during Late Archaic times may have been greater than indicated by the surviving remains.

The Woodland period, beginning around 3,000 years ago, is the best represented era in the Bronx. The first 1,000 years of this era, the Early Woodland period, is characterized by the introduction of pottery and the disappearance of the carved steatite vessels used during the preceding Transitional era. The increase in shellfish collection during this period, thought to indicate growing sedenterization, is attested by the huge piles of discarded shells called middens found in the harvesting localities. Domestication of plants is thought to have following during the succeeding 1,000 years known as the Middle Woodland period. During the Late Woodland period, ca. 900 to 1,600 C.E., horticulture became the primary source of subsistence and permanent villages are attested. During this period, groups of Munsee-speaking Indians of the Algonquian culture migrated into the Bronx and Westchester County. The descendants of these people, the Wappinger, called the area *Laaphawachking* meaning "place of stringing", a reference to the wampum manufacturing that took place here (Boesch 1996, 14).

During the Contact Period, ca. 1600-1750 C.E., the south Bronx, west of the Bronx River, was inhabited by the Reckgawawancs, a group "closely related to the Weckquaesgeek, the Wappinger group located to the north, and probably under their political control" (Boesch 1996, 16). The "Wikagyl" (Wiechquesgeek) Indians are noted on the 1616 Hendricks map occupying the area immediately north of "Manhattes" (Historical Perspectives 1998, 8; there are several variant spellings of this name). Most of the known sites in the area of the project site, when datable, belong to the Woodland and Contact periods. Perhaps the most important was the fort known as Nipnichsen, and its accompanying village located on the point. The name means a small pond or water place. According to Bolton (1848, 402), this "Mohegan" castle was surrounded by a stockade. In 1912, "very extensive shell mounds" representing a food-processing site, still existed "below the bluff" and the settlement (Jenkins 1912, 329).

The Creek and its inlets offered a rich fishing ground that the Native Americans exploited. In historic times, these waters were famous for the shad that ran March through May, depending on the tides (Bolton 1848, 402). Bolton (1848, 446) also comments on the plentiful striped bass in the Creek, for which the season was May to October, peaking in the fall. The best spot to fish was the New Bridge (Ibid.) On the fertile island of Paprinemin, the Indians grew corn and orchards existed here at least since the 18th century (Fluhr 1960, 5; Donaldson 1921, 65).

The way across the Creek to the island of Manna-hatta was just west of the project site at the "Wading Place" (Figs. 20 and 27). Fordham gets its name for the English designation of this crossing: "The Ford". It passed over a sandbar opposite the foot of present-day Godwin Terrace (McNamara 1984, 500). On the 1867 Finlay map, the sandbar is a prominent island, a stepping stone midway between the two shores (Fig. 14). According to McNamara, it became an island as a result of cultivation. Bolton, however, identified the Wading Place with a small spit of land on Manhattan just west of the island. The name "Shorakapock", translated as "sitting down Place" or "wet ground", perhaps reflected the experience of sitting and waiting to wade across the creek at low tide (McNamara 1984, 468). It is associated both with the Spuyten Duyvil point and adjoining marshes, as well as with the Creek west of the Wading Place (McNamara 1984, 390).

Having crossed over to the mainland, one could walk along either side of Paparinemin, the right-hand route running just west of the line of later Broadway. To the east

were the marshes, including the area of the project site. The marsh could be crossed near later 231st Street. Over the Jerome Park Reservoir the east-west route led to Norwood. The site of Cowangough, meaning "boundary" or (another) "Wading Place" was situated near the intersection of the Gun Hill Road and the Bronx River. (Historical Perspectives 1998, 7).

As water courses may move over the course of centuries and millennia, the location of the edge of the creek or its inlets in relation to the project site in the 18th and 19th centuries need not have been the same as in prehistoric times, and so the possibility can not be eliminated that remains of prehistoric presence could be found on the project site. But the focus of activity was surely the hill of Paprinemin just west of the project site, which offered dry land and good vantage points, as well as a place to cross to Manna-hatta.

ii. Previously identified Native American sites in the area of the project site (Fig. 17)

Boesch's compilation and map of previously identified sites in the Bronx, based on the site files of the New York State Museum and the New York State Office of Historic Preservation, indicates that there was a high concentration of Indian settlement and activity along the present and former courses of the Spuyten Duyvil Creek including in the immediate area of the project site.

1. The closest site to the project site is number 128, an isolated find of a projectile point and preform at West 230th Street and Broadway. It is unclear what the relationship of this site is to the one discovered during the construction of the Kingsbridge Post Office on the west side of Broadway near 230th Street. A native American burial, projectile points pottery and shell were discovered here (Tieck 1968, 56, Historical Perspectives 1998, 8). These remains may be associated with the village of Shorakapcock, according to Tieck but the name was associated with several localities.

2. Number 65 on Boesch's map, called Paparinemin or Paparinemo, was a Late Woodland to Contact period settlement, possibly also containing earlier remains, that may have been only seasonally occupied. The site was located approximately 200 feet west of Broadway near 231st Street on the hill north of the creek also described in section II: i above. Boesch (1996, site 65) listed the components recovered here: shell pits, lithics, and pottery, including one complete vessel decorated with an Iroquois pattern found in a hearth.

3. Tibbetts Brook II (number 67 on Boesch's map), was recorded as a habitation site at the former mouth of the filled in lower course and mouth of the brook. It was located approximately near the intersection of 230th Street and Johnson Ewen Irwin Avenue, west of the project site. It may also contain earlier remains.

4. There are no details about another nearby prehistoric site, number 66 on Boesch's map and designated "Tibbetts Brook I", (McNamara 1984, 268).

5. Shell and ash deposits resulting from prehistoric uses were discovered at Ewen Park, NYSM 4063, and number 63 on Boesch's map. This site was reportedly located near 231st Street.

6. Site 77 on Boesch's map was a prehistoric camp site, possibly dating to the Woodland period that consisted of pits filled with shells. These features were discovered approximately 200 feet west of Broadway on the north side of 230th Street (i.e. on Paparinemin Island).

According to Boesch's model, highly sensitive locations possess at least three of his list of criteria, including the presence of known sites or surface finds in the "immediate vicinity" of a project site; the existence of a nearby freshwater source, and high subsistence potential, as found for instance in a marsh. The project site meets these three criteria. It does not meet the criteria of being well drained or located on high ground (Boesch 1996, 22).

In spite of the number of recorded sites, the prehistory of the Bronx, according to Boesch, is not well understood (Boesch 1996, 85). Development has resulted in widespread destruction of prehistoric remains. In other sensitive areas located near water courses, like the project site, extensive filling has occurred. In these cases, traditional testing methods, i.e. shovel testing, may not be effective in establishing the presence or absence of prehistoric remains (Boesch 1996, 20). Boring information indicates the depth of the fill. Judging by the groundwater level, the original ground surface may be estimated to lie a minimum of approximately ten feet below grade. As noted, the project site was mostly tidal marsh, i.e. at sea level. Although the project site generally meets Boesch's criteria for prehistoric sensibility, the salt marsh almost completely covering it would not have made it an attractive locality for an encampment or food processing station. More reasonably, all such activities would have occurred on the dry verge of the Paparinemin Hill, on the west side of present-day Broadway. The distribution of the known prehistoric sites in the area supports this view.

III. HISTORIC PERIODS

The project site is near the old north border of West Farms. It was originally contained in the county of Westchester, formed in 1683, which included all the land that is now part of the borough of the Bronx. The county was divided up in 1788 by an act of the state legislature into twenty-one townships whose borders followed those of the original patents and manors. The area west of the Bronx River, including the township of Kingsbridge (and the project site), was transferred to New York City in 1874 and became part of the 24th ward (Gonzalez 2004, 17).

i. 17th and 18th Centuries

Jonas Bronck received a patent in 1641 and became the first European settler of the Bronx. He built a mill some three miles from the river named after him, the borough being later named after the river (Jenkins 1912, 22, 104). Bronck's farm extended as far as 148th Street (McNamara 1989, 11). Paparinemin and the project site were included in the patroonship of Adrian Van der Donck (1646), from whose name "Yonkers" is thought to derive. It is a corruption of his Dutch title "Djonk Heer" meaning "Young nobleman" (Yonkers Chamber of Commerce 2007). In the late 17th century, Van der Donck's land became part of the Philipsburgh manor.

Verveelen Place, bordering the project site on the north, was named for Johannes Verveelen and his son Daniel, who began operating a ferry over the Spuyten Duyvil Creek in 1669 and ran an inn near the foot of Godwin Terrace until 1693 (Fig. 27; Fluhr 1960, 6; McNamara 1984, 236). In that year, the first bridge connecting Paprinemin with Manhattan Island was built by Colonel Frederick Philipse. He held a Royal Patent, hence the name "King's Bridge". For decades farmers were forced to pay Philipse a toll for the use of his bridge until, in 1759, they banded together to erect, a little further to the southeast, the Farmer's Free Bridge (Bolton 1848, 443; Jenkins 1912, 191). Colonel Philipse lost his land after the Revolutionary War. In 1785 it was confiscated and sold to Captain John Warner of the Revolutionary army (Jenkins 1912, 325).

Philipse's bridge originally stood near Broadway south of 229th Street but was moved in 1713 further west, crossing the river from the foot of Marble Hill to Kingsbridge Avenue (Bolton 1906, 131; Jenkins 1912, 189; Fluhr 1960, 6). The depression in the modern roadway and the gradual rising of the land again immediately south 230th Street clearly preserve the imprint of the old roadways that were connected over the creek by the bridge (Fig. 11). As noted above, the Spuyten Duyvil Creek was filled up to this ancient bridge in the 1890s and in 1900, the creek was spanned by a new steel bridge erected further east, near the site of the original 1693 bridge. With the planned filling of the creek east of the old bridge, Jenkins feared that the historic structure would become derelict and eventually "disappear" (Jenkins 1912, 189).

Kingsbridge was on the earliest north-south highway, the Albany Post Road, which was laid out already by 1669 (Jenkins 1912, 212). It crossed the Kings Bridge; curved around Paparinemin, running approximately along the line of Broadway; traversed the marsh along 231st Street, then turned north running approximately along the line of Bailey Avenue (McNamara 1984, 270). This path was essentially the same as the one used in prehistoric times. The Albany Post road is depicted on the 1783 British Headquarters map (Fig. 13). The Boston Post Road followed the same route up to the intersection of 231st Street and the Albany Post Road, but then curved south around Albany Crescent and north along Boston Avenue (Edsall 1873; Tieck 1948 map; Tieck 1968, 47). The 1874 Viele map shows that the curve of Albany Crescent followed the contour of the western scarp of the Fordham Heights (Fig. 15).

Because Kingsbridge was at the vital crossroads between Manhattan and the Bronx, it played an important role during the Revolutionary War. The British and American forts, however, were built all around Kingsbridge on the eminences, not actually on Paparinemin or very near the project site. British Forts 1, 2 and 3 stood west of Tippetts Brook, on Tippetts Hill; British forts 4 and 5 were erected east of the project site, on top of the Fordham Ridge, and Fort Prince Charles overlooked the Kings Bridge from atop Marble Hill (Fluhr 1960, 3; McNamara 1984, 248; Historical Perspectives 1998, 11; British Headquarters map 1783; Edsall 1873). The American army made its headquarters in Kingsbridge after withdrawing from Manhattan Island but lost the bridge in a fierce battle with Knyphausen's Hessians (Bolton 1848, 444). Bolton (1848, 445) recorded that the remains of a fallen British officer,

in full uniform, had been recently uncovered near the foot of the bridge (Bolton 1848, 445). In the mid-19th century, "The vestiges of the military camp pits [could] still be traced on the hills around the bridge" (Ibid.) Verveelen's inn, taken over by pro-British John Cock at Philipse's behest (he was Philipse's gardener), became King's Bridge Tavern and a "rallying point for the [British] guard that protected the bridge" (Tieck 1968, 30, 34). Here in the inn, Cock hid the head of the lead statue of George III, knocked off the king's equestrian statue in Bowling Green by American patriots on July 9, 1776 (Ibid.). The head was rescued by British officer John Montresor and sent on to the Tavern, whence it was transported to London: "in order to convince them at home of the infamous disposition of the ungrateful people of this distressed country" (Journal of John Montresor, New York Times 1908).

In 1789, Alexander Macomb acquired the former inn with his purchase of "about one hundred acres", including Paprinemin, which he renamed "Island Farm" or "The Island" (Donaldson 1921, 65; or in 1801, according to McNamara 1984, 339; Paparinemin had formerly been known as Hummock Island and Phillipsborough, after Col. Frederick Philipse: Bolton 1848, 443; Fluhr 1960, 6; Tieck 1968, 34; McNamara 1968, 248).

Macomb's father emigrated from Ireland to Albany in 1742 while he was still a small child (Bolton 1848, 447). They first settled in Albany, later moving to New York. A brilliant entrepreneur, Alexander made his fortune in the fur trade and land speculation. His purchase of some four million acres in Lewis, Jefferson, Oswego, Herkimer, St. Lawrence and Franklin counties, New York, was the largest land transaction in the state's history (Donaldson 1921, 62).

Island farm was planted with a "great variety of fruit trees" and its "fertile soil made it one of the most valuable estates near the city" (Donaldson 1921, 65). Here, Macomb built his fifty-by-fifty-foot mansion and surrounded it with gardens filled with "shrubberies and walks" (Bolton 1848, 446). In 1800, he also erected a five-story grist mill. It stood west of the Kings Bridge until 1855, when it was destroyed in a storm (Ibid.) In 1830, the property was sold to Joseph H. Godwin and the house was then sometimes called the "Macomb-Godwin mansion" (Jenkins 1912, 329). The building is thought to have been erected over the Revolutionary War era tavern but it is not known whether anything of the older structure, such as its foundations, was preserved (Tieck 1948, 329; Tieck 1968, 34; McNamara 1984,

236). The site of the mansion was obliterated after the building was torn down ca. 1920 (Tieck 1968, 34; or possibly after 1921, Donaldson 1921, 65).

The small island in the Harlem River, called Lent's Island in 1785 and renamed Macomb's Island in 1789, was connected both to Manhattan and to The Bronx by a wooden bridge built by the Godwins (Figs. 18 and 27; McNamara 1984, 500). It became known as "Godwin's Island" from ca. 1848 (ibid.; Jenkins 1912, 329). When the Creek was filled, Godwin Island was buried and the land subsumed under the Marble Hill housing (McNamara 1984, 359).

ii. 19th and 20th Centuries and Historic Maps

The decades between 1860 and 1900 saw a dramatic growth in the population of the West Bronx. Tieck traces the beginning of Kingsbridge village's development to Mary C.P. Macomb's subdivision of her farm at Broadway in 1847 (Tieck 1968, 81; Jenkins 1912, 329). Kingsbridge then shortly became the "earliest commercial center in the Bronx" and 230th Street (Riverdale Avenue) was its hub (Tieck 1968, 105). An important benchmark in the industrialization of the area was Elias Johnson's establishment of a foundry on the Spuyten Duyvil peninsula in 1850 (Tieck 1968, 81).

The owner of the project site in these decades was Joseph H. Godwin (d. 1903), a Director of the Sixth Avenue and Ninth Avenue Elevated Railway Companies (New York Times 1903, 7). His name appears on the 1851 Sidney and Neff map, and the 1868 and 1877 Beers maps, but there are no buildings shown on the project site (Figs. 19 and 21). Those depicted were on later 231st Street (one) and Albany Crescent (two). The 1875 tax assessments record that Joseph H. Godwin by then owned ten acres of land with three one-and-half story houses on the Kingsbridge Road measuring 50 by 36 feet. The 1879 Bromley map is the first to show buildings on the project site block, although, judging by the position of the buildings on later, more detailed maps, none actually overlapped the project site (Fig. 22). These buildings are depicted on the 1882 Bromley map along with a fourth, frame building further south, on Broadway, also not on the project site (Fig. 23). The buildings immediately east of Broadway and the railway tracks are labeled "35 Precinct Police Sta.". The 1896 Sanborn map and a late 19th century photograph clarify the plan: there were two

pairs of duplexes and a fifth, semi-detached two-story building on the corner, on the south side of Station Street bordering the project site on the north (Figs. 26 and 30). Station Street was subsumed under the northern portion of block 3266, no doubt when Verveelen Place was laid, ca. 1922 (McNamara 1984, 205). The latter runs over the land formerly occupied by the police station buildings (Figs. 28 and 29).

By 1871 it was found necessary to establish a substation of the Yonkers police at Kingsbridge. After Kingsbridge was annexed to New York City, the police's "makeshift quarters" became the headquarters of the 35th precinct, the highest number in the system (Tieck 1968, 84). The 35th precinct became the 40th precinct just before it moved away from the project site; today it is the 50th precinct (Tieck 1968, 84). The police were initially quartered in a two story frame duplex dwelling located under present-day Verveelen Place. When that building eventually proved insufficient for the growing force's needs, the precinct took over, in 1886, a second, two story duplex adjoining the original premises to the east (Tieck 1968, 89). A photograph of the row of frame buildings taken in 1899 shows them facing Station Street (Fig. 30). Rather confusingly, Broadway was sometimes also called Kingsbridge Road, since it followed the line of the eponymous road on Manhattan (Figs. 14 and 24). Thus, the address of the police station was No. 6 Kingsbridge Road. According to Tieck, the buildings stood "forty to fifty feet east of Broadway on the south side of Station Street" (Ibid.). The jail, built "a few yards from Broadway" in 1874, was a three-story building measuring 13 by 32 feet. Because it was built over the soggy ground of the filled-in tidewater inlet, the building subsided into the mud at a noticeable tilt (Tieck 1968, 84).

The 1893 Bromley map shows essentially the same configuration of the precinct's buildings as the earlier map, with the addition of a large stable further east, facing Station Street (Fig. 25). This map is also the earliest to depict frame buildings on 230th Street then called Riverdale Avenue. These were on the project site. The larger structure between the two train tracks was a "Livery Stable". On the west side of the tracks, also facing Riverdale Avenue was a two story frame building.

Although the police buildings were condemned by the Board of Health, they were not closed until the late 1880s. The precinct headquarters moved to a brick building on the south corner of Boston Avenue in 1901 (Tieck 1968, 90). The western of the two duplexes and the building on the corner were torn down between 1896 and 1914 (Fig. 28; Belcher Hyde 1901).

The 1914 Sanborn map still depicts the eastern pair of duplexes and what is probably the old stable building further east, now marked "Roofer", with two new small, one-story additions on its east side (Figs. 25 and 26). On the 1924 Bromley map and all later maps, the project site is vacant.

Like the police buildings on the opposite side of Verveelen Place, St. Stephen Church's basement was also subject to flooding. Godwin owned this property, and the Kingsbridge Post Office that replaced the church. These buildings were on the north side of Station Street (Tieck 1948, 30). Established in 1876, the congregation was housed in the Broadway church until 1898, when it moved to Marble Hill (Ibid.) On the 1882 Bromley map, the building is labeled "St. Stephens M.E. Ch. (Methodist Episcopal Church, Fig. 23). In his history of St. Stephen's Congregation, Tieck (1948) did not mention a cemetery connected with the church. A cemetery had been established, however, as early as the 1820s, near the intersection of Bailey Avenue and Albany Crescent (Tieck 1968, 39). That property belonged to James Cole, who was one of the trustees of the Methodist Church, the earliest church in this part of the Bronx (Ibid.) In 1845, Cole sold twenty-two acres to Charles Darke, whose name appears on the 1853 Dripps map as the owner of a property east of Albany Crescent (Fig. 18; Tieck 1968, 39). Darke was the first butcher in Kingsbridge (Ibid.). His shop on Broadway, north of 231st Street, was raised on stilts "because practically everything to the east of Broadway was low-lying swamp" (Tieck 1968, 106).

Two railroad tracks crossed the project site during the period from ca. 1871 until 1906. The western track was the Spuyten Duyvel and Port Morris Line, more commonly known as the Hudson Line (Figs. 24 and 31). Chartered in 1867 and paid for by Commodore Vanderbilt, it was leased to the New York Central Railroad in 1871 (Jenkins 1912, 233-234; New York Times 1870). Vanderbilt finally sold the line to the Central in 1909. The curving route of this line in Kingsbridge, which ran at grade, made street crossings in Kingsbridge dangerous. In 1906, the route was changed to follow the Harlem River Ship Canal (Ibid.). The station was located on the south side of Depot Street, also known as Riverdale Avenue and finally, 230th Street (Ibid.). The line crossed Broadway in front of the police buildings. The eastern track, which is the eastern boundary of the project site, was the New York, Westchester and Putnam Railroad, formed in 1877, which took over part of the line of the New York, Boston, and Montreal Railway of 1871 (Jenkins 1912, 237). The line underwent

several reorganizations and name changes until it was purchased by J. Pierpont Morgan, J. Hood Wright and Charles H. Coster in 1894 and became the New York and Putnam Railroad. It too was leased by the New York Central and Hudson River Railroad and then became known as the Putnam branch or division. Passenger service was suspended in 1958.

The modern period of development in The Bronx was launched following the construction of the subway, which becomes an elevated line north of the Broadway Bridge crossing. An earlier line of 1906 turned east on 230th street, passing over the railway lines, to terminate at the New York Central's Putnam Division station on Bailey Avenue. This line was superseded by the Broadway line that included the construction of the 231st Street Station in 1907 (Pirmann 2007).

IV. CONCLUSIONS AND RECOMMENDATION

Because of its original geographical position, the project site area was a hub of activity both in prehistoric and historic times.

Indian sites have been identified on the summit and at the foot of adjacent Paparinemin, and at the mouth of Tibbet's Brook. The way over the Creek to Manna-hatta was from the foot of Paparinemin. Here also the Indians collected shellfish. The specific area of the project site, east of Paparinemin was, however, unsuitable for either settlement or encampments since the waters of the creek collected in inlets in this flat, low-lying area, and it flooded seasonally and at high tides.

No doubt many Revolutionary War soldiers walked by the project site, coming from the Albany Road to the Kingsbridge Tavern and the Kings Bridge. Like the Indians before them, some may have ventured into the salt meadows to hunt, but there is no record of any fort or encampment on or next to the project site.

Although the project site block was filled in the later 19th century, few buildings were erected on it prior to the second half of the 20th century, (Bromley 1938, Sanborn 1950; Sanborn 1978). There were only two buildings on the project site, fronting on 230th Street: a stable and a frame dwelling erected ca. 1890. Between 1914 and 1924, all of the buildings on the project site were demolished, and it has remained vacant to the present day, except for the parking lot attendant's both (Figs. 28 and 29).

The depth of the fill over the project site is estimated to be between ten and fourteen feet, mostly or wholly overlying a marsh. Given this topography and the presence of both prehistoric and historic sites on the attractive adjacent site of Paparinemin, the probability of finding significant prehistoric or historic remains on the project site is low. It is therefore concluded that there are no further archaeological concerns for the project site and archaeological testing is not recommended.

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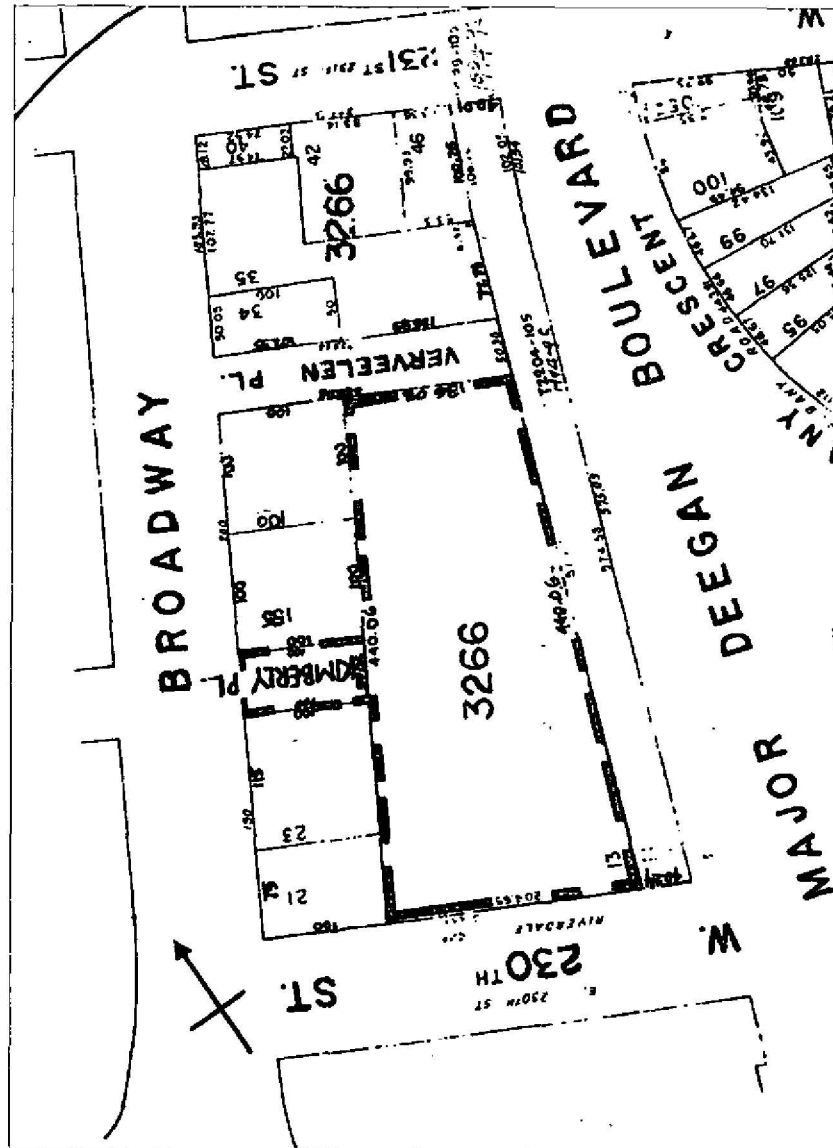


Fig. 1. Tax Map of the Project Site

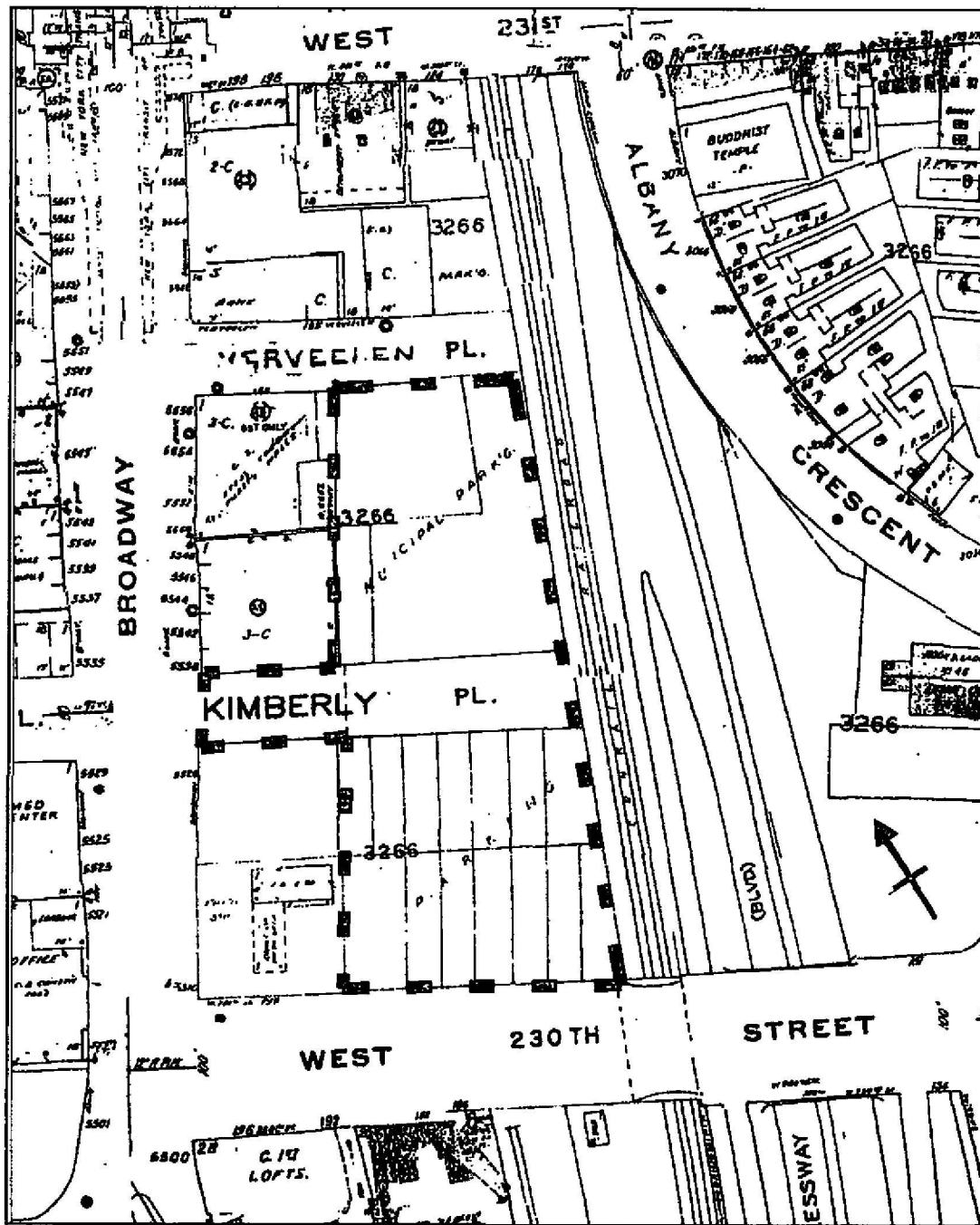


Fig. 2. 1995 Sanborn Map showing the location of the Project Site.

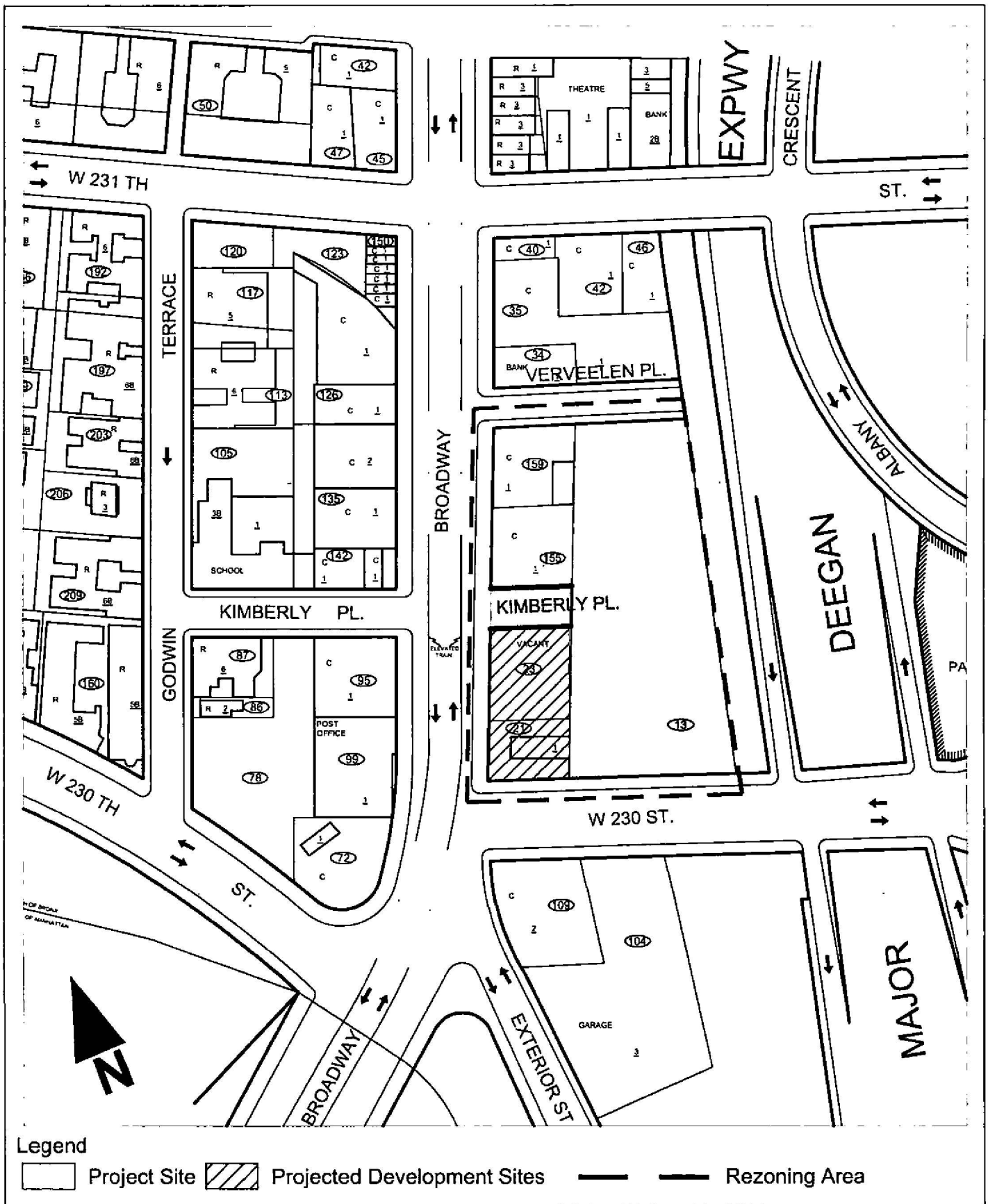


Fig. 3. Plan of the Project Site and Projected Development Sites
(Courtesy of Philip Habib and Associates)



Fig. 4. View of Kimberly Place from near the northeast corner of Broadway looking east.



Fig. 5. View of the northern end of the project site looking west.



Fig. 6. View of the eastern half of the project site from near the southeast corner looking north.



Fig. 7. View of the western side of the project site from near the center of the south looking south.



Fig. 8. View of 230th Street and the southern boundary of the project site from near the ramp to the Major Deegan Expressway looking west.



Fig. 9. View Putnam Railroad right-of-way; the Major Deegan Expressway ramp is on the right.



Fig. 10. View of Godwin Terrace from near 230th Street looking north.



Fig. 11. View of Kingsbridge Avenue from 231st Street looking south.

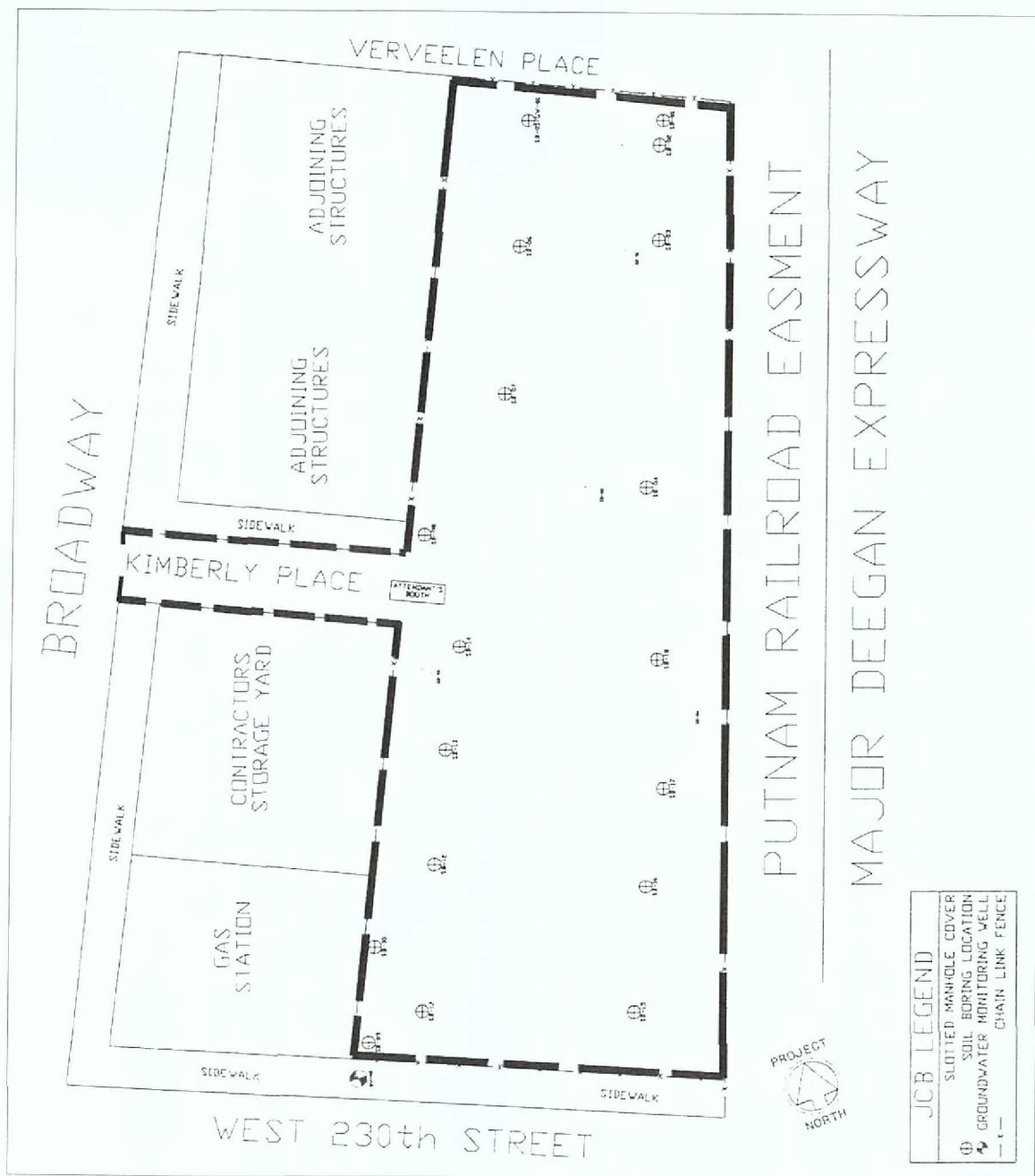


Fig. 12. Plan of the project site showing the locations of the soil borings, groundwater monitoring well and slotted manhole covers.
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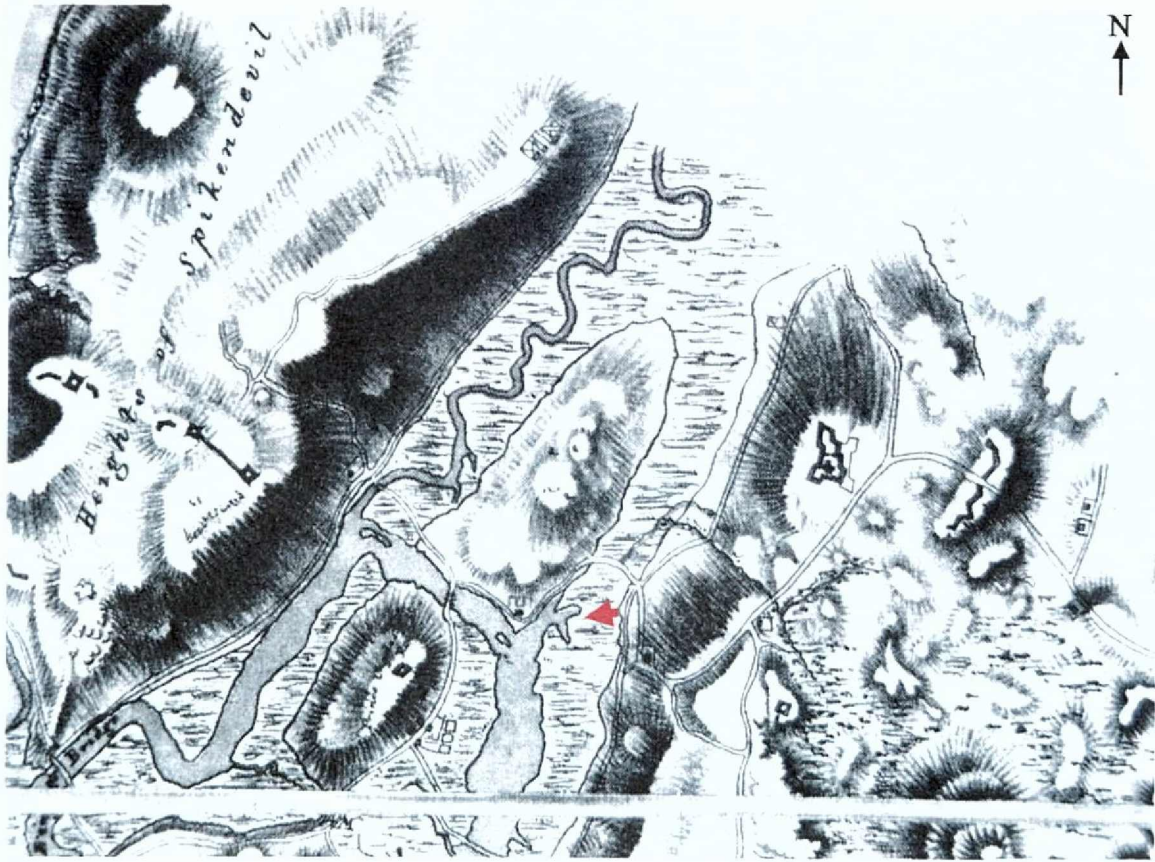


Fig. 13. 1783 British Headquarters Map showing the location of the project site.



Fig. 14. 1867 Finlay map showing the location of the project site.



Fig. 15. 1874 Viele water map showing the location of the project site.



Fig. 16 1891 Bien map showing the location of the project site.



Fig. 17. 1997 Boesch map showing the Locations of Prehistoric Sites in the Bronx

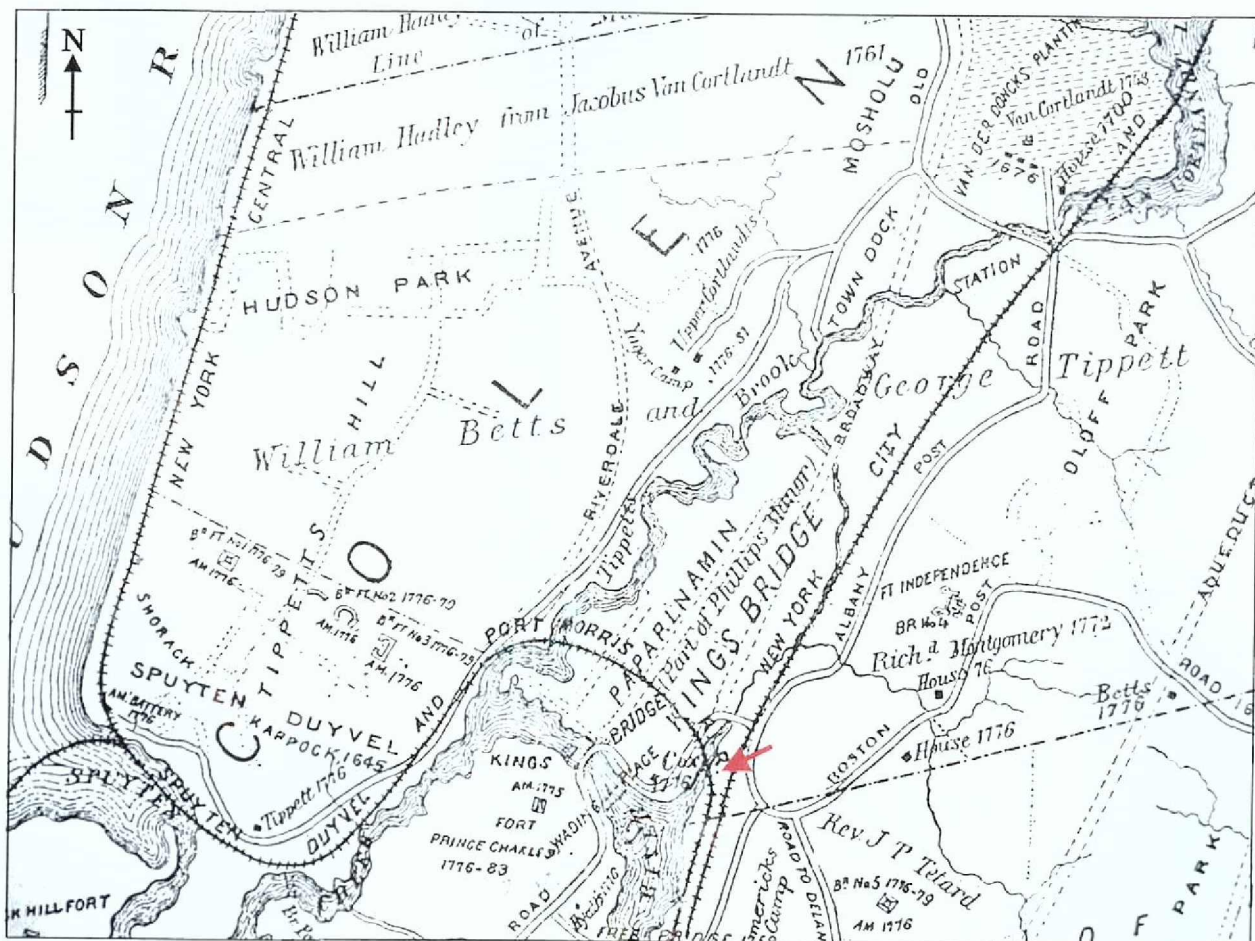


Fig. 20. 1873 Edsall map showing the location of the project site.

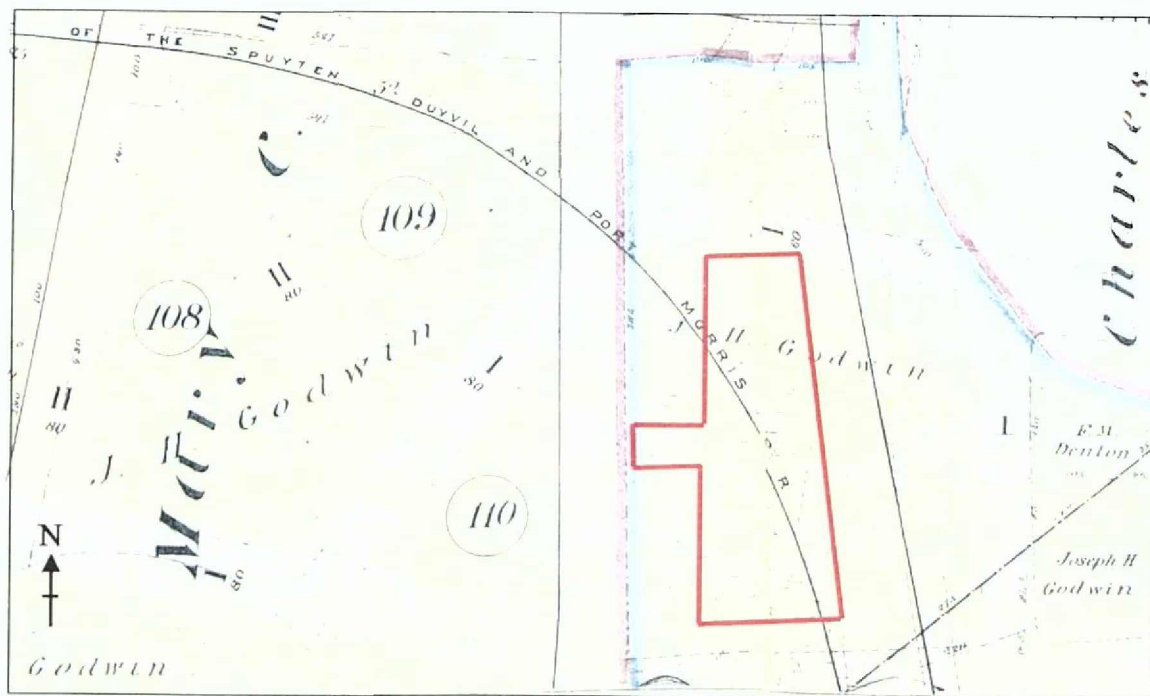


Fig. 21. 1877 Beers map showing the location of the project site.

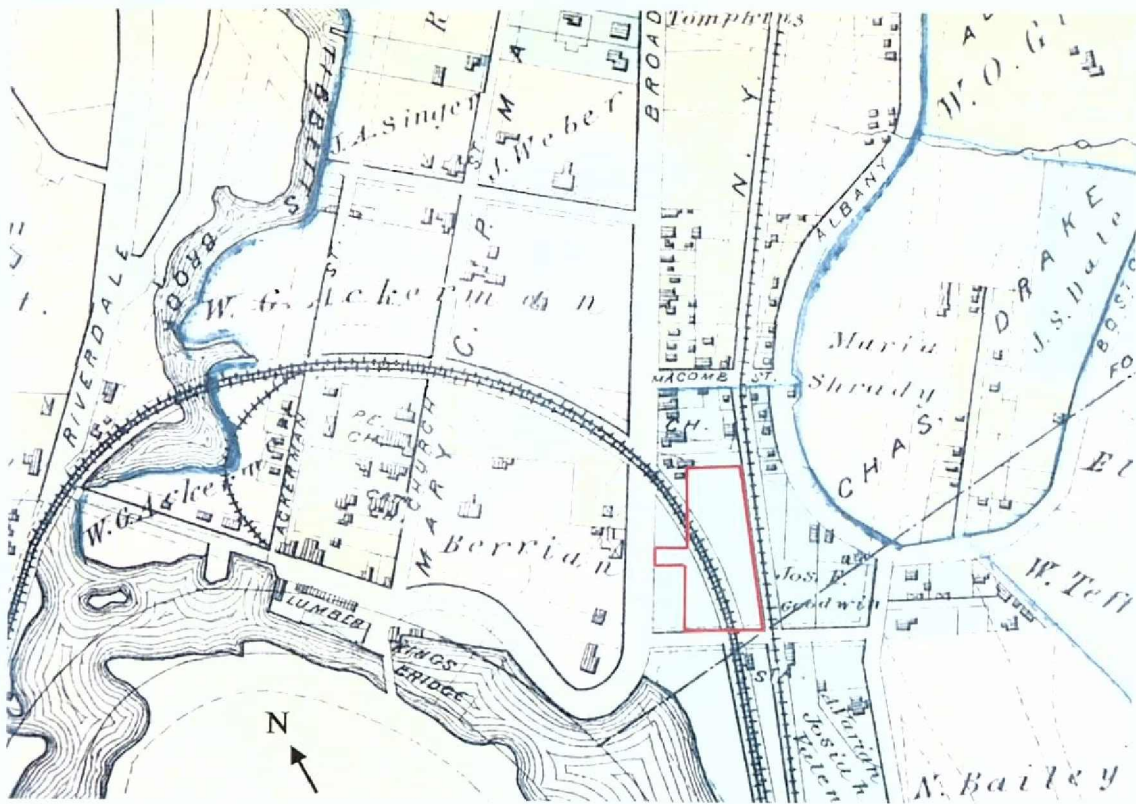


Fig. 22. 1879 Bromley map showing the location of the project site.

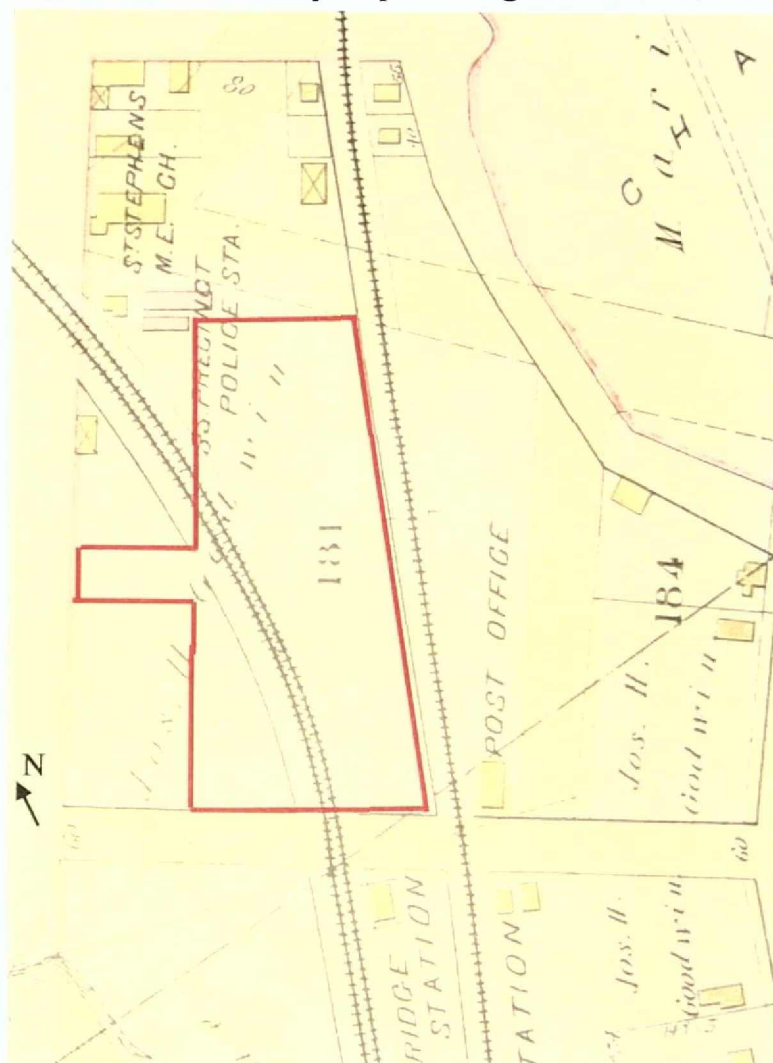


Fig. 23. 1882 Bromley map showing the location of the project site.

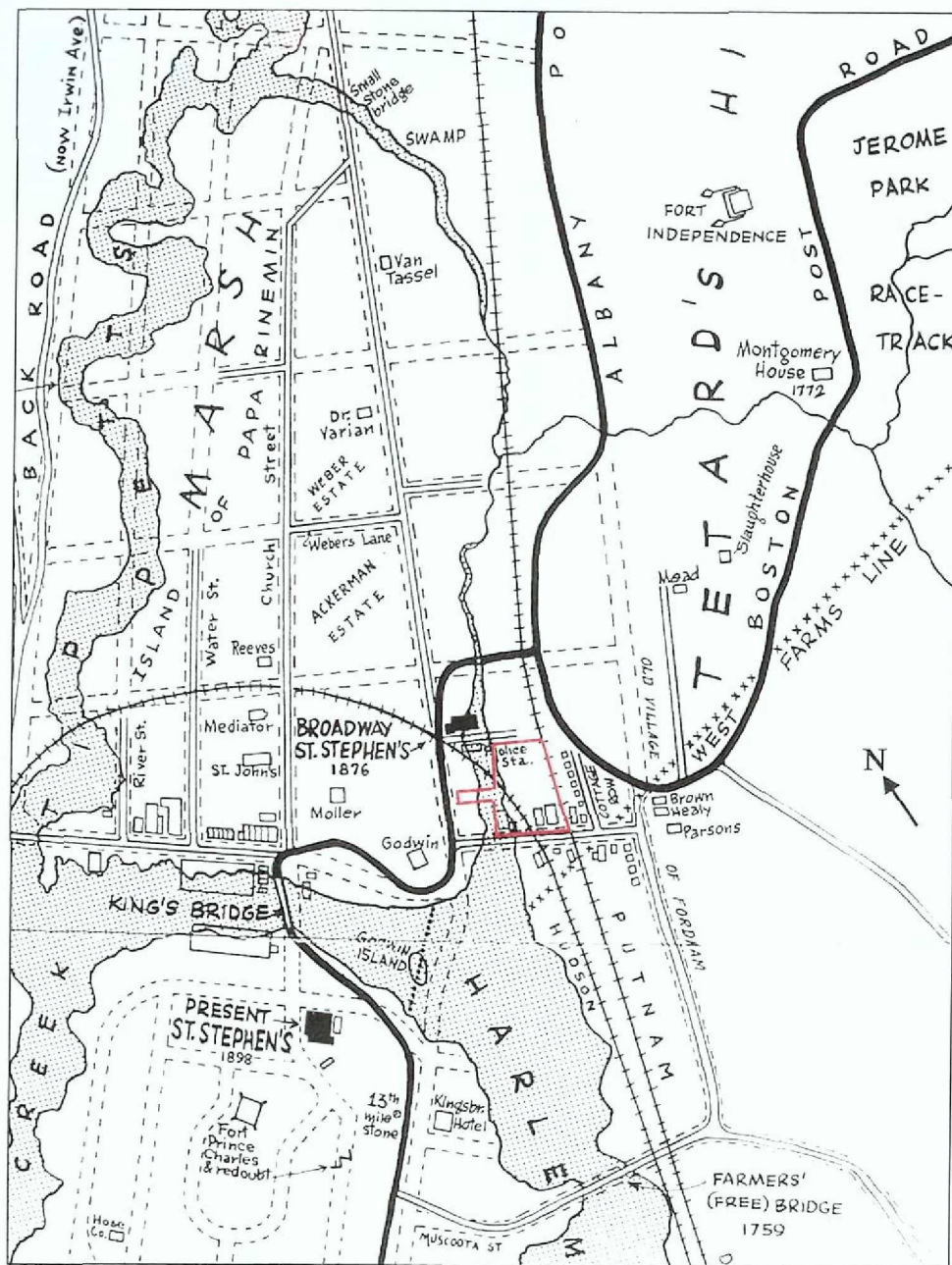


Fig. 24. Tieck's "Sketch map of the Kingsbridge Area" in 1890 showing the location of the project site.

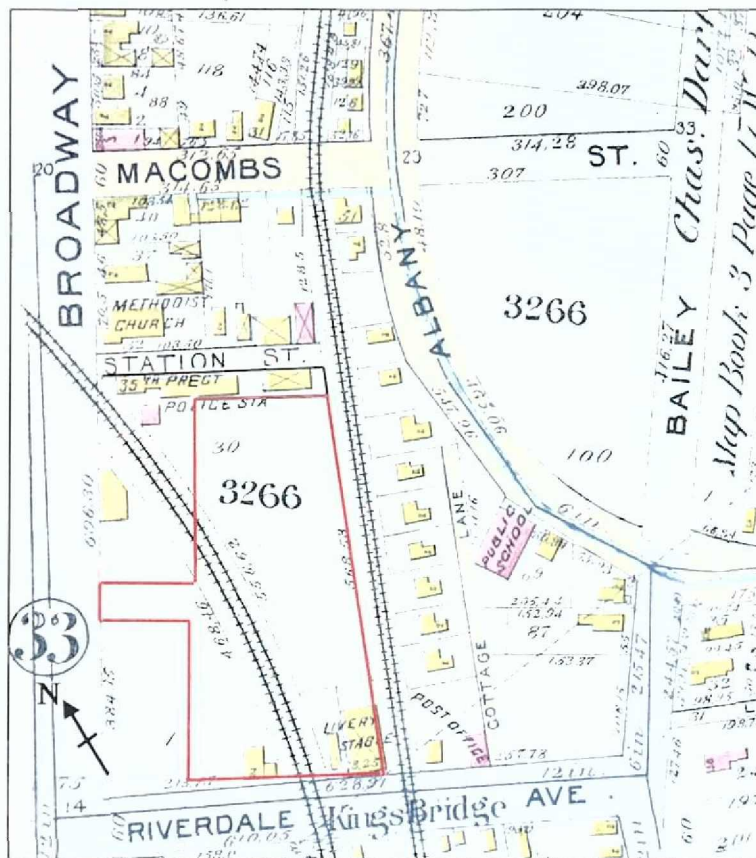


Fig. 25. 1893 Bromley map showing the location of the project site.

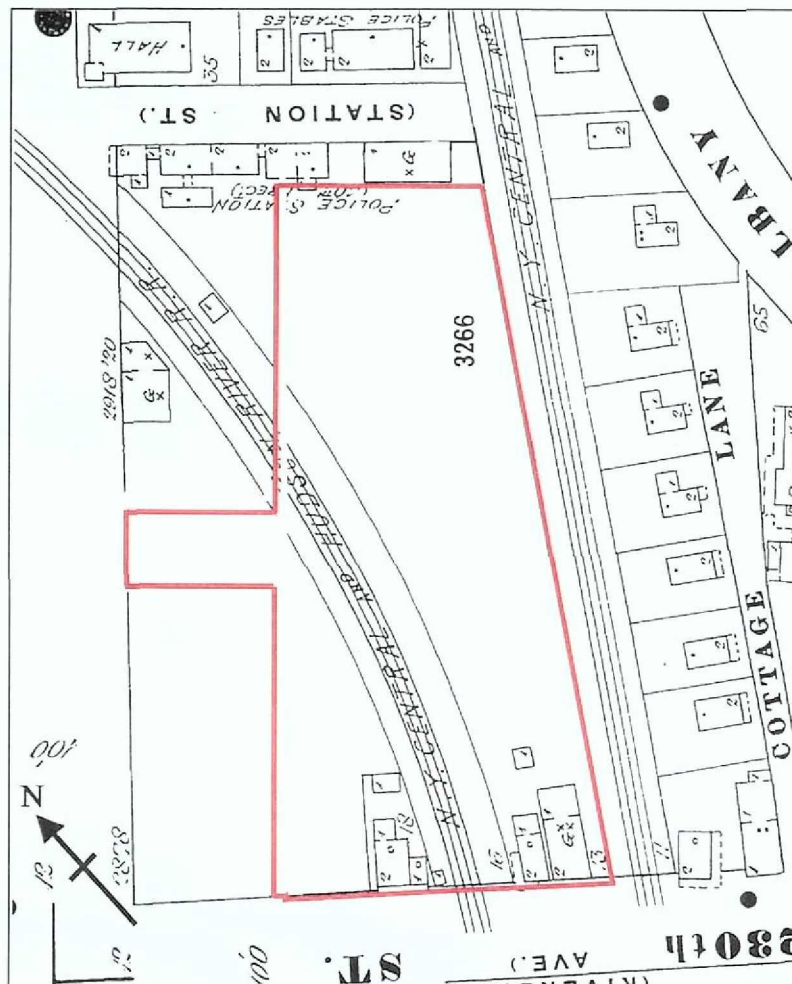
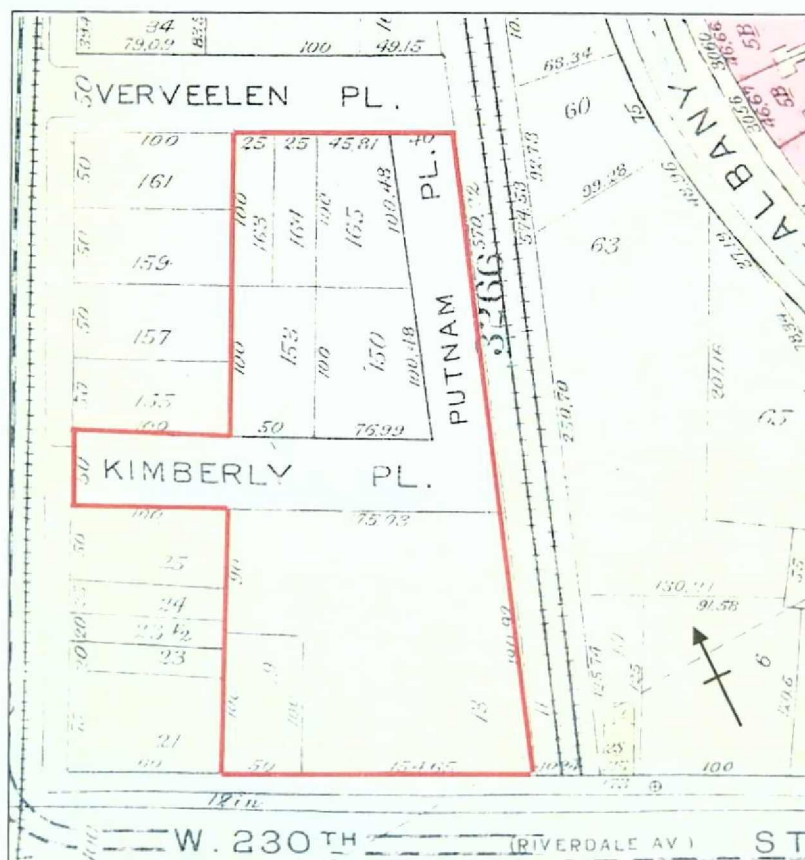


Fig. 26. 1896 Sanborn map showing the location of the project site.



Fig. 28. 1914 Sanborn map showing the location of the project site.



29. 1924 Bromley map showing the location of the project site.



Fig. 30. The Kingsbridge 40th Precinct Police Station February 1899, Tieck 1968, 89.



Fig. 31. "Tracks of the Central at Depot Street 1897, where the couple is crossing". The Police Station and St. Stephen's Methodist Church spire are on the upper right, Tieck 1968, 85.