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LANDMARKS PRESERVATION
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ARCHAEOLOGICAL/HISTORICAL SENSITIVITY EVALUATION
PROPOSED CITY ISLAND WATER MAINS
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INTRODUCTION

The purpose of this archaeological and historical sensitivity evaluation is to document the potential prehistoric and historic sensitivity of the proposed new City Island Water Main in Pelham Bay Park, Borough of the Bronx through field inspection and the review of existing archival, cartographic, and published references. Recommendations regarding further documentation or archaeological testing are also noted. In order to provide a context for evaluating any identified resources within the parcel itself, this survey includes a synthesis of published and unpublished documentation of prehistoric and historic resources within and around the project area.

This sensitivity evaluation is organized in the following manner: first, an overview of the geography and physical setting of the project area; second, a review of prehistoric findings in the vicinity of the City Island project area; third, a discussion of the historic sensitivity of the area; and finally, conclusions and recommendations.

The project area is located within Pelham Bay Park in the northeastern part of the Bronx. The project area begins along Bruckner Boulevard southwest of Pelham Bay Bridge. It follows the road to the bridge, but does not include Pelham Bridge. It begins again to the northeast of the bridge, following Pelham Bridge Road to its intersection with City Island Road. It then turns to the east, following City Island Road to City Island Bridge. See Figure 1 for the location of the project area.

The nearest New York City landmark to the project area is the Bartow-Pell Mansion. It lies within Pelham Bay Park approximately 0.6 miles north of the project area. This Federal period mansion was built for Herman Leroy, and sold to Robert Bartow during 1836. It is also on the National Register of Historic Places (New York City Landmarks Preservation Commission 1979:52).



GEOGRAPHY AND PHYSICAL SETTING

The general region including the project area lies in the New England Upland Physiographic Province, which has three subdivisions. The project area is within the Manhattan Hills Subdivision (Cressey 1977:28). The Taconic Mountains lie to the east and the Hudson Hills Subdivision to the north. The New England Upland Physiographic Province is bordered to the north by the Hudson Mohawk Lowlands Province. The climate is characterized by mild, wet winters and warm, humid summers (Carter 1977:77).

No soil survey was ever undertaken for Bronx County, nor is one planned (Soil Conservation Service 1990). The Subsurface Exploration Section of the New York City Department of Design and Construction was contacted regarding soil borings in this area. No borings have ever been completed within or adjacent to the project area. Future borings are planned for this project, but they have not been completed.

The Rock Line map maintained by the Subsurface Exploration Section shows the original high and low water lines, as well as the mid-twentieth century streets and shoreline. This map shows that virtually the entire project area was above high water as of November 1938. The only exception was a small portion of Turtle Cove where the road passes over the water on a small bridge or causeway (Subsurface Exploration Section 1938: Bronx Sheets 64A, 64B and 64D).

The project area was inspected by the Principal Investigator during October 2001. The proposed water lines run under the existing pavement of Pelham Bridge Road, to the southwest of the bridge. The new lines begin again northeast of the bridge, near the intersection of Pelham Bridge Road and City Island Road. They run from connections off Pelham Bridge Road, through the intersection, and under City Island Road. The lines stay under the pavement of City Island Road until they reach the approach to City Island Bridge. The roads are all paved with asphalt or concrete. Most of the edges of the roads are grass lawns or have trees.



PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished references in the files of the New York State Museum Division of Historical and Anthropological Services, the Research Branch of the New York Public Library, the library of the New York City Landmarks Preservation Commission, and material on file at Greenhouse Consultants.

A total of 27 prehistoric sites or site complexes were found within two miles of the project area. These sites are listed in Table 1 and presented on Figure 2. Since numerous sites were found, and several were close together, these were combined as site complexes. Much of this research was originally conducted during the late nineteenth and early twentieth centuries, so date ranges and descriptions of the sites may be lacking in the files.

The nearest site to the project area is a site complex known as *Pelham Bridge* and *Pelham Boulder*. See **A** in Table 1 and Figure 2. This location includes New York State Museum sites 712 and 725, which were reported by Harrington and Caesar, and sites 100 and 101 from the New York City Landmarks Preservation Commission survey of prehistoric sites in the Bronx (Boesch 1996). The site descriptions refer to camps and shell middens along the shore. Site Complex **A** includes the intersection of Pelham Bridge Road and City Island Road, and therefore overlaps the project area.

B in Table 1 and Figure 2 refers to New York State Museum Site 2828. This site was reported by former New York State Archaeologist Arthur C. Parker who numbered it ACP BRNX-6. Parker describes it as a burial site and shell midden, but does provide an estimate of date range. Boesch includes it in his survey as Site 93. Site **B** is located along City Island Road slightly to the southeast of Site **A**. This location includes part of the project area.

C in Table 1 and Figure 2 refers to a site complex known as *Rodman's Neck 1 and 2*. These are Boesch's Sites 103 and 104, which lie in the same general location as New York State Museum Site 2828. All evidently refer to Parker's 1922 site ACP-BRNX-13, which he describes as shell middens. This location includes Turtle Cove. The City Island Road portion of the project area passes over this mostly filled inlet.

The next site found is *Rodmans Neck 3*, which is designated **D** in Table 1 and Figure 2. This is Boesch's Site 105, which he references to Parker 1922. However, Parker's text and the New York State Museum files do not include a site here. Boesch may be referring to unpublished notes or maps by Parker. This site is located just south of the City Island Bridge on the eastern shore of Rodman's Neck. This location is just south of the project area.

New York State Museum 2830 is designated **E** in Table 1 and Figure 2. This is Parker's site ACP-BRNX-8 which he describes only as shell middens. This site is located along the intersection of Pelham Parkway and Bruckner Boulevard, just to the southwest of the project area.



The *Rose Island* site, numbered 59 by Boesch, is the next site found. See F in Table 1 and Figure 2. This site was originally reported by McNamara, but no description or estimate of date range is included. The Rose Island site lies approximately 0.3 miles west of the project area, slightly north of Pelham Bridge.

G in Table 1 and Figure 2 refers to the *Pelham Bay* site, numbered 57 by Boesch. It is described as camps and shell middens. Site G is located approximately 0.3 miles north of the City Island Road portion of the project area.

New York State Museum Site 2836 is designated H in Table 1 and Figure 2. This is Parker's site ACP-BRNX-14, which he describes as a village with burials and a shell midden. Parker's description of this site as a village may imply a date range including the Woodland period, due to the rarity of this site type during the preceding periods. Site H is located approximately 0.3 miles to the northwest of the west end of the City Island Road project area.

I in Table 1 and Figure 2 refers to the *Siwanoy* site, numbered 5476 by the New York State Museum. This site is a Woodland period village found during the 1979 improvements to the Northeast Corridor rail line. It lies approximately 0.4 miles north of the project area.

The *City Island 3* site is designated J in Table 1 and Figure 2. This is Parker's site ACP-BRNX-12, also numbered 116 by Boesch. It is described only as shell middens. Site J lies approximately 0.4 miles east of the project area along the eastern shore of City Island.

K in Table 1 and Figure 2 refers to the *Hutchinson River Parkway* site, numbered 58 by Boesch. This site is a camp reported by McNamara during 1984. No information or date range is supplied. It is located approximately 0.5 miles northwest of the project area.

The *Bartow Creek* site is designated L in Table 1 and Figure 2. This site was reported by McNamara during 1984. Boesch numbers this site 102. No information on site type or date range is supplied. The Bartow Creek site lies approximately 0.5 miles north of the project area.

New York State Museum site 7767 refers to a site included by Parker on his maps but not described in his text. See M in Table 1 and Figure 2. It is described only as shell middens. Site 7767 is located approximately 0.6 miles west of the southwestern portion of the project area.

The *Archery Range* site is designated N in Table 1 and Figure 2. This site, numbered 720 by the New York State Museum, is in the same location as Boesch's Sites 51 through 55. The descriptions include camps, burials and shell middens, but no estimate of date range is given. Site complex N is located approximately 0.6 miles north of the project area, and includes the historic Bartow-Pell Mansion.

O in Table 1 and Figure 2 refers to the *Leroy Point* site, numbered 83 by Boesch. Bolton reported burials and shell middens. The site may date to the Woodland and Contact



periods. The Leroy Point site is located approximately 0.5 miles north of the project area.

The *City Island 1* site is designated **P** in Table 1 and Figure 2. This is Parker's site ACP BRNX-4, also numbered 114 by Boesch. Parker describes this site as shell middens. The City Island 1 site is located approximately 0.6 miles southeast of the eastern end of the project area.

Q in Table 1 and Figure 2 refers to the *City Island 2* site. This is a site included by Parker on his maps but not described in his text. He marks it with the symbol for traces of occupation. Boesch numbers City Island 2 as Site 115. The City Island 2 site is located approximately 0.8 miles southeast of the eastern end of the project area.

Boesch's Site 117 is designated **R** in Table 1 and Figure 2. This is the *High Island* site located approximately 0.6 miles east of the eastern end of the project area. Boesch states that this site was reported by Parker. It is not in Parker's text, so this must be another unnumbered site marked on his maps.

S in Table 1 and Figure 2 refers to New York State Museum site 5324. This is another site included by Parker on his maps but not described in his text. He marks it with the symbol for shell middens. Site 5324 is located approximately 0.9 miles south of the project area along the western shore of Eastchester Bay.

The Pelham Bay Park site is designated **T** in Table 1 and Figure 2. This is New York State Museum site 5477. It was reported during 1979 improvements to the Northeast Corridor railroad. No description of the site or estimate of date range was included. The Pelham Bay Park site is located approximately 1.1 miles north of the project area.

U in Table 1 and Figure 2 refers to Boesch's Sites 91 and 92. Site **U** is located approximately 1.1 miles northeast of the project area on Twin Island. A camp and shell midden was reported.

Boesch's sites 85 through 90 are located approximately 1.2 miles northeast of the project area on Hunter Island. See **V** in Table 1 and Figure 2. This site complex includes the locations of Bolton's Site 25 and Parker's site ACP BRNX-5. Bolton called the site *Mishow* and referred to work there by Morgan H. Secor and M.R. Harrington. The site included shell middens (Bolton 1975:84). Parker refers only to shell heaps (Parker 1922:490), so he may be referring to the same site.

W in Table 1 and Figure 2 refers to Boesch's site 94. This site is a camp located approximately 1.4 miles north of the project area along the Hutchinson River Parkway.

The *Roosevelt Brook* site is designated **X** in Table 1 and Figure 2. This is Bolton's Site 24, also numbered 84 by Boesch. Bolton notes only that it was explored by M.H. Secor who found many objects. The Roosevelt Brook Site is located approximately 1.4 miles north of the project area.

Y in Table 1 and Figure 2 refers to New York State Museum site 5325. This is another site included by Parker on his maps but not described in his text. It is marked with the



symbol for traces of occupation. Site 5325 lies approximately 1.6 miles south of the southwestern end of the project area.

The *Split Rock* site is designated **Z** in Table 1 and Figure 2. This is New York State Museum site 5219 and Boesch site 82. It was included by Parker in his map of Westchester County but not described in his text. It appears as the symbol for a camp. The Split Rock site lies approximately 1.8 miles north of the project area just north of the New York City line.

The final site found during this search is New York State Museum site 5218. This is yet another site included by Parker on his maps but not described in his text. Parker marks the site as traces of occupation. It lies approximately 1.8 miles north of the project area, partly within Pelham Manor. See **AA** in Table 1 and Figure 2.

In terms of potential prehistoric sensitivity, the project impact area was evaluated from two points of view:

1. the proximity of known prehistoric sites in or near the project area; and
2. the presence of fresh water drainage courses in general, and particularly the identification of river or stream confluence situations, where two or more drainages come together, providing access to both the water and food supplies of both systems.

This survey has documented the recorded or published location of at least 27 prehistoric archaeological sites or site complexes within two miles of the proposed City Island Water Main project area. At least four of these sites overlap with the project area. The majority of the sites are located within Pelham Bay Park. Many of the sites include shell middens. Burials are also included. Most of the project area is close to Eastchester Bay, providing easy access to shellfish and fish. The historic maps do not show any obvious sources of fresh water but it was probably available from small streams. The project area crosses Turtle Cove, now mostly filled, but formerly a salt marsh that would have attracted game. This makes the project area the possible location of shell middens, and fishing or hunting camps.

Table 1
Prehistoric Sites within 2 Miles of City Island Project Area

Site Name	Registration #	Reference	Period(s)	Description
A. Pelham Boulder/ Pelham Bridge	NYSM725/712 Boesch 100/101	Boesch 1996 Parker 1922:490	?	Shell middens along shore
B.	NYSM 2828 Boesch 93 ACP-BRNX-6	Boesch 1996 Parker 1922:490	?	Burials Shell midden
C. Rodman's Neck 1 & 2	NYSM2835 Boesch 103/104 ACP-BRNX-13	Boesch 1996	?	Shell middens



Site Name	Registration #	Reference	Period(s)	Description
D. Rodmans Neck 3	Boesch 105	Boesch 1996	?	?
E.	NYSM 2830 ACP-BRNX-8	Parker 1922:490	?	Shell middens
F. Rose Island	Boesch 59	Boesch 1996 McNamara 1984	?	?
G. Pelham Bay	Boesch 57	Boesch 1996	?	Camps & shell middens
H.	NYSM 2836 ACP-BRNX-14	Parker 1922:490	Woodland (?)	Village, burial, shells
I. Siwanoy	NYSM 5476	N.E. Corridor Improvement 1979	Woodland (?)	Village
J. City Island 3	Boesch 116 ACP-BRNX-12	Boesch 1996 Parker 1922:490	?	Shell middens
K. Hutchinson River Parkway Bridge	Boesch 58	Boesch 1996 McNamara 1984	?	Camp
L. Bartow Creek	Boesch 102	Boesch 1996 McNamara 1984	?	?
M.	NYSM 7767 ACP-BRNX	Parker 1922	?	Shell middens
N. Archery Range	NYSM 720 Boesch 51-55 HAR 12-4	Boesch 1996	?	Burial, camps, shell middens
O. Leroy Point	Boesch 83	Boesch 1996 Bolton 1922	Woodland ? Contact ?	Burials, shell middens
P. City Island I	Boesch 114 ACP-BRNX-4	Boesch 1996 Parker 1922:488	?	Shell middens
Q. City Island 2	Boesch 115 ACP-BRNX	Boesch 1996 Parker 1922	?	Traces of occupation
R. High Island	Boesch 117	Boesch 1996	?	
S.	NYSM 5324 ACP-BRNX	Parker 1922	?	Shell middens
T. Pelham Bay Park	NYSM 5477	N.E. Corridor Improvement 1979	?	
U.	Boesch 91-92	Boesch 1996	?	Camp, shell middens
V.	Boesch 85-90 ACP-BRNX-5	Boesch 1996 Parker 1922:490 Bolton 1975:84	?	Camps, shell middens
W.	Boesch 94	Boesch 1996	?	Camp
X. Roosevelt Brook	Boesch 84	Boesch 1996 Bolton 1975:84	?	
Y.	NYSM5325 ACP-BRNX	Parker 1922	?	Traces of occupation
Z. Split Rock	NYSM 5219	Boesch 82 ACP-WEST	?	Camp
AA.	NYSM 5218 ACP-WEST	Parker 1922	?	Traces of occupation



HISTORIC SENSITIVITY

The project area is part of a large tract of land originally purchased from the Siwanoy by Thomas Pell during 1654 (Barr 1946:13; Bolton 1848 I:374-75). The purchase occurred during the period of Dutch rule. Figure 3 illustrates the project area and vicinity at the end of the Dutch period. The project area is shown as part of Pell's purchase. No structures are shown within or near the project area. The closest structure shown is the house of Anne Hutchinson, located to the northwest on the Hutchinson River. The British took over governmental control during 1664.

Pell's purchase was confirmed by the English Governor, Richard Nicolls on October 6, 1666. Three years later Thomas Pell conveyed this land to his nephew, John Pell. It included the entire purchase excepting a tract in Eastchester which had been sold to a group of ten families. This purchase was confirmed by Governor Dongan, and on October 20, 1687 the tract became the Lordship and Manor of Pelham. The manor included approximately 9,160 acres at this time (Barr 1946:13, 63; Bolton 1848 I:374-75).

French Huguenots fleeing persecution in their own country sought out a refuge in the New World. Jacob Leisler of New York City, acting as their agent, obtained 6000 acres of Pelham Manor from John Pell on September 20, 1689 (Bolton 1848 I:375). This property became New Rochelle. The remaining 3100 acres continued as Pelham Manor, under the Pell family ownership. They finally sold the land during 1749, and by 1761 it had been purchased by Benjamin Palmer (Barr 1946:13). During March 1788 Westchester County was subdivided into seven towns. One of these was the Town of Pelham. It had the same boundaries as the Manor of Pelham (ibid.:62). To the northeast was the Town of New Rochelle, to the west was the Hutchinson River, and to the south was Long Island Sound. Pelham included the Sound islands (Hunter, Twin, High, City, etc.) (Jenkins 1912:5).

During the Revolutionary War, one action took place within the present Pelham Bay Park. This is the Battle of Glover's Rock, also known as the Battle of Pell's Point, which occurred on October 18, 1776. On that day, the British General Howe landed along the east shore of Eastchester Bay with a force of British and Hessians. General Washington was trying to escape from Manhattan with his army. He assigned Colonels Glover, Shepard, Read and Baldwin to delay the British so they did not cut off Washington's retreat. With only a few men, Glover and the others managed to delay 4000 British and Hessian troops as well as seven artillery pieces. The Americans under Glover lay in ambush along the road until the British were 30 yards away and then opened fire. The British retreated and waited two hours. Glover retreated to behind the next American line to await the British advance, and the plan was repeated. The Americans finally retreated to across the Hutchinson River, but the British advance had been stalled by a full day (Bronx Historical Society 1960:4-6).

Figure 4 shows the region during the Revolutionary War. Howe's landing near the present Pelham Bridge is shown. This map places the skirmishes of October 18, 1776 to the north of the project area.



The project area and remaining lands of Pelham Manor were sold to Robert Bartow during 1836. He was a descendant of the Pell family. He had the present Bartow-Pell Mansion built during the next few years. The original Pell house had been destroyed during the Revolutionary War (New York City Landmarks Preservation Commission 1979:52; New York City Parks and Recreation Department 1997). The Bartow-Pell Mansion still stands approximately 0.5 miles north of the project area.

Two maps were found depicting the project area during the 1850s. The earlier one is the 1851 Sidney and Neff map. See Figure 5. The Bartow-Pell Mansion is shown to the north of the project area labeled *R. Bartow*. To the north of the eastern end of the project area is an *Indian Bl. Ground*. There are now structures on Rodman's Neck, labeled *Pelham Neck*. Only one lies within or adjacent to the project area. This is *J.G. Fowler's Hotel* located along the southwestern portion of the project area near Pelham Bridge.

The 1858 Merry map shows a similar situation. The Bartow-Pell Mansion remains, labeled *Robt. Bartow*. The hotel remains, but the owner is not labeled. There is now a structure shown to the northwest of the Pelham Bridge Road at the present intersection with City Island Road. It is not labeled. A structure is also shown along the north side of present City Island Road to the east of Turtle Cove. The label may read *E.A. LeDoy* but this is uncertain. See Figure 6.

The next map found is taken from the 1867 Beers Atlas. See Figure 7. The Bartow-Pell Mansion remains to the north, labeled *R. Bartow*. The hotel next to the southwestern end of the project area is now labeled *J. Davis Hotel*. The structure just north of Pelham Bridge is labeled *Mrs. Geo. Ogden*. There are two groups of structures along the project area between Turtle Cove and the City Island Bridge. One is labeled *A.N. Morris* and the other *L.R. Marshall HAWKSWOOD*. A ferry exists leading to City Island, but a proposed bridge is also shown. A shed exists next to the ferry landing.

Figure 8 is taken from the 1872 Beers Atlas. Only minor changes are shown since 1867. The Bartow-Pell Mansion is now labeled *Mrs. R. Bartow*. The hotel near the southwestern end of the project area is now labeled *Freeman Hotel*. The *Mrs. G. Ogden* house remains on the opposite side of Pelham Bridge. Another structure labeled *Borrell* has been added to the northeast. The *A.N. Morris* property remains, now also labeled *Woodlands*. The *L.R. Marshall* property also remains, now labeled *Hawksworth*. The City Island Bridge has been built. The adjacent shed remains.

Figure 9 provides a detailed view of the southwestern landing at Pelham Bridge, showing the group of structures associated with the hotel during January 1872. Five structures are shown within or adjacent to the project area.

During December 1888, New York City purchased much of the remaining manor including the project area. The purchase included 1728 acres, of which 1481 acres were in the Town of Pelham, Westchester County. Pelham remained responsible for roads, bridges and other services, but received no taxes from New York City. They objected, and during June 1896 the line of Westchester County was changed. Pelham Bay park was annexed to New York County (Barr 1946:63-64). After the purchase by New York City, the land was set aside for use as a park. Any standing structures were razed after



the purchase. Since the purchase the city has utilized portions of the land for a number of purposes, including bomb disposal, a Police Department Firing range and areas for landfill (Pons 1986).

Figure 10, taken from the 1886 Robinson atlas shows the project area already labeled *Pelham Bay Park* although the purchase must still have been in process.

The 1906 Bronx Topographical Atlas is the source of Figure 11. The hotel and other structures near the southwestern end of the project area are now gone. Pelham Bridge is in the process of being replaced. City Island Road does not exist. The section between Pelham Bridge Road crosses a forest and two farm fields. The land between Turtle Cove and City Island Bridge is open with scattered trees and farm fields. Just to the southeast of the traffic circle a house is shown.

The most recent map collected during this research is from the 1913 Bromley atlas. See Figure 12. This map shows no structures near the project area.

During 1909 work began on a monorail between Bartow Station and City Island Bridge, the path of a horse car line started in 1887. This path would have followed the older City Island Road to the north of the project area. The monorail was built by August P. Belmont, financier of the IRT subway. The monorail operated only from July 1910 through March 1914. It was replaced by 2 rail track with battery operated cars, which ran until 1919. Buses then replaced the streetcars (Arcara 1967:24-31).

During the latter part of World War I, the U.S. Navy established a training center on Rodman's Neck. It was located just south of the present traffic circle on City Island Road and faced Eastchester Bay. It included barracks and facilities for 5000 men. The center operated for two years beginning in 1917. At least 16,000 personnel were trained at the center (McNamara 1978:437).

An air photograph of the project area and surroundings was found in the files of the Subsurface Exploration Section of the New York City Department of Design and Construction. It was taken on July 1, 1924. There is no evidence of any structures remaining at the southwestern end of the project area. City Island Road has not been built; although there appears to be some filling along its course through Turtle Cove. The area between Pelham Bridge Road and Turtle Cove includes a large oval area with an outer roadway, divided into small blocks within the interior. This covers the farm fields seen in 1906. The remains of the Navy Training Camp can be seen to the southeast of Turtle Cove. The project area crosses a rectilinear pattern of streets and a large rectangular structure.

In summary there is evidence of a hotel near the southwestern end of the project area from 1851 or earlier until 1888. However, no evidence of this group of structures remains there today. Remains of the structures could be under the road, or may have been destroyed by landscaping along the road. There is also no evidence remaining today of the Ogden house at the intersection of Pelham Bridge Road and City Island Road. There is no evidence for historic development of the section between Pelham Bridge Road and Turtle Cove until the 1920s when the oval pattern of streets is shown. This may have been a campground. The section between Turtle Cove and City Island



Bridge is the location of the Morris and Marshall estates during 1867 through 1872 or later, and an earlier house in 1858. However, this is also the location of the traffic circle and the Navy Training Camp, which may have destroyed any earlier evidence.



CONCLUSIONS AND RECOMMENDATIONS

The project area is clearly sensitive to preserving evidence of its use during the prehistoric period. It lies within two miles of at least 27 prehistoric sites. The mapped locations of three of these sites overlap with the project area. The reported sites include burials, camps and shell middens. Fish and shellfish were readily available from the bays and Long Island Sound. Game would have been attracted to salt marshes. This makes the project area a possible location for fishing or hunting camps, and possibly burials. Any evidence of such use could have been destroyed by twentieth century development, but may survive beneath the present surface.

The project area was used primarily for agriculture from the seventeenth century until becoming a park during 1888. There are three locations where nineteenth century structures stood within or near the project area: the southwestern end of the project, the intersection of Pelham Bridge Road and City Island Road, and the section between Turtle Cove and City Island Bridge. However, there is no evidence remaining today of these structures. There is evidence of later development between Turtle Cove and City Island Bridge, as well as construction of the present roads, so these potential resources may have been destroyed. However, there are no nearby soil borings, and the test pits dug recently along the project area were done to locate utilities and provide no evidence for filling, so we cannot prove that the earlier resources were destroyed.

We recommend archaeological testing of the project area prior to any construction activities. Shovel tests every 50 feet along both sides of the existing roads would be an appropriate testing methodology.



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Subsurface Exploration Section

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United States Geological Survey

1966 *7.5 Minute Series Topographical Map, Flushing, New York Quadrangle.*
Photorevised 1979.



Plate 1 View of the southeastern end of the project area looking northwest
from the City Island Bridge approach.

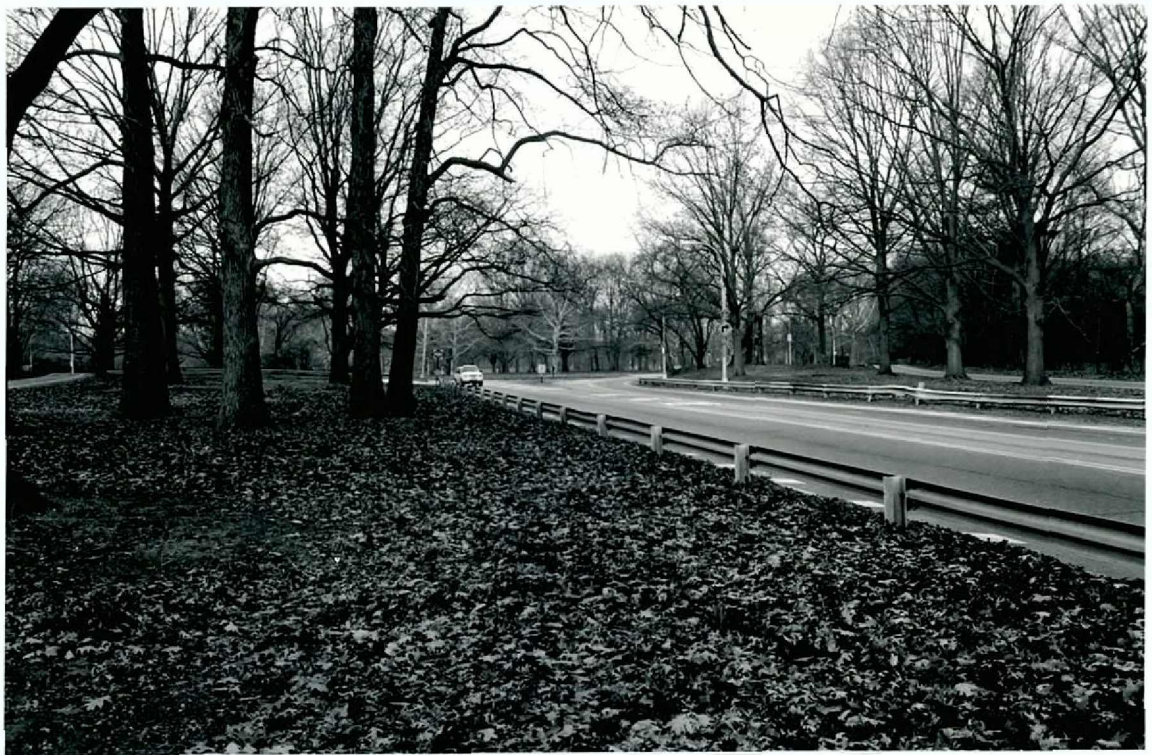


Plate 2 View of City Island Road Traffic Circle looking northwest.



Plate 3 View of the City Island Road Traffic Circle looking east.



Plate 4 View of the project area crossing of Turtle Cove looking northwest.

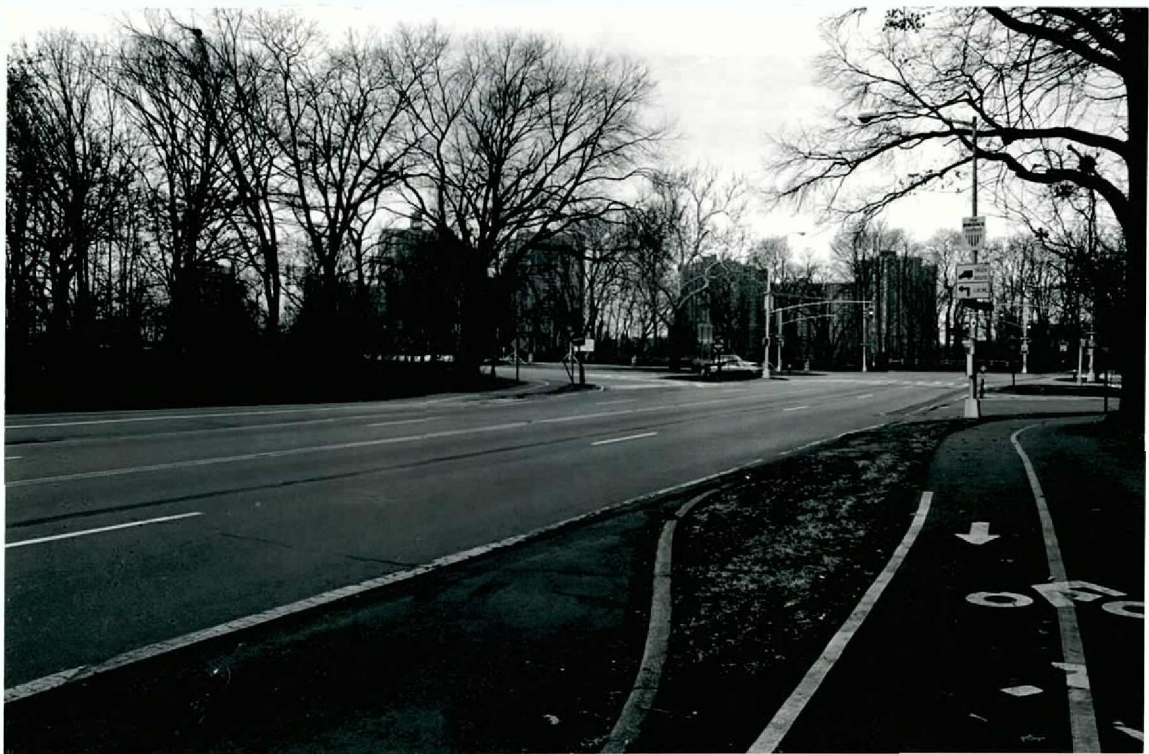


Plate 5 View of the intersection of Pelham Bridge Road and City Island Road
looking southwest.



Plate 6 View of the southwestern end of the project area looking northeast towards Pelham Bridge.

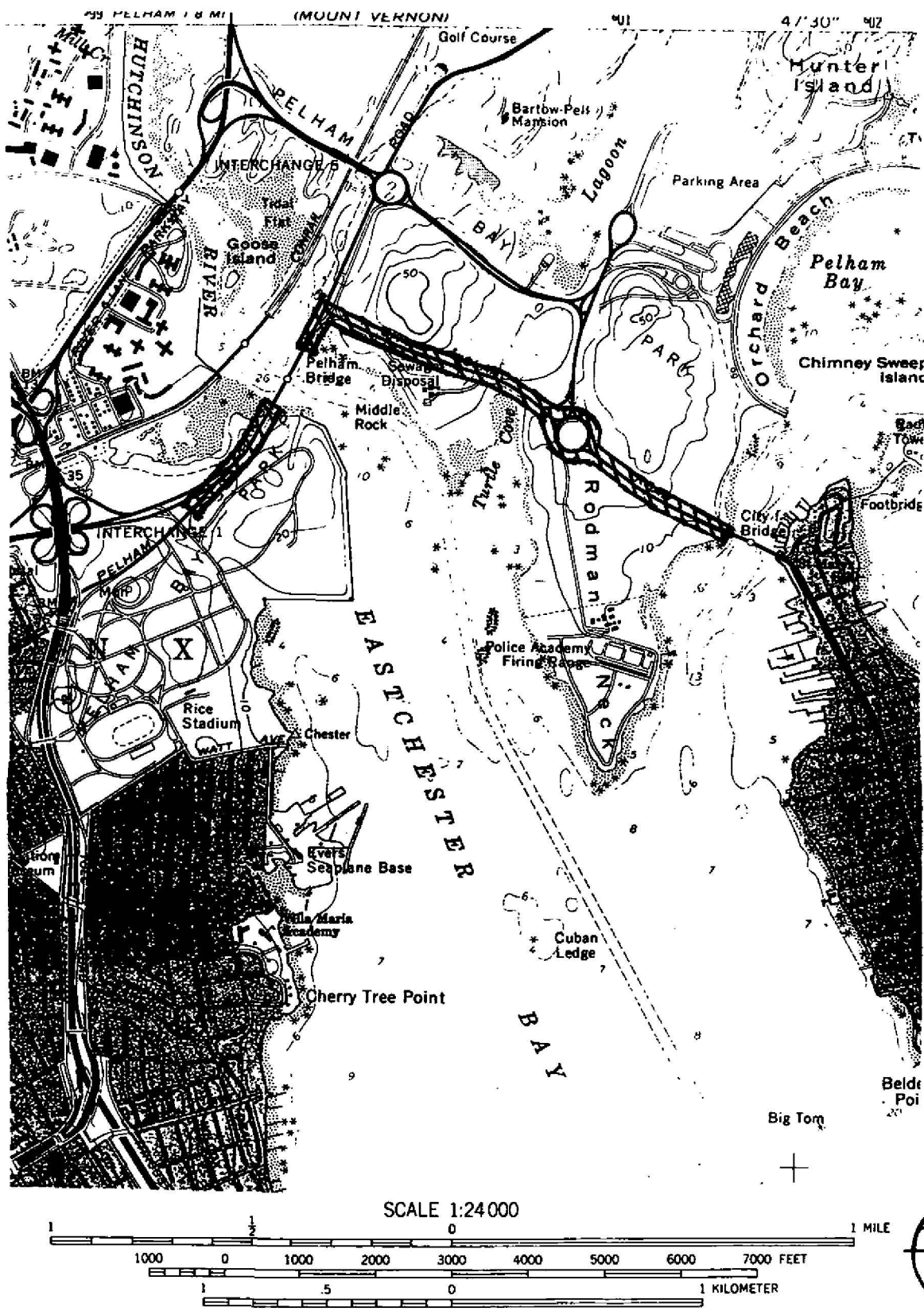


Figure 1 Location of project area shown on portion of U.S.G.S. 7.5 minute series, Flushing, New York quadrangle 1966, photorevised 1979.

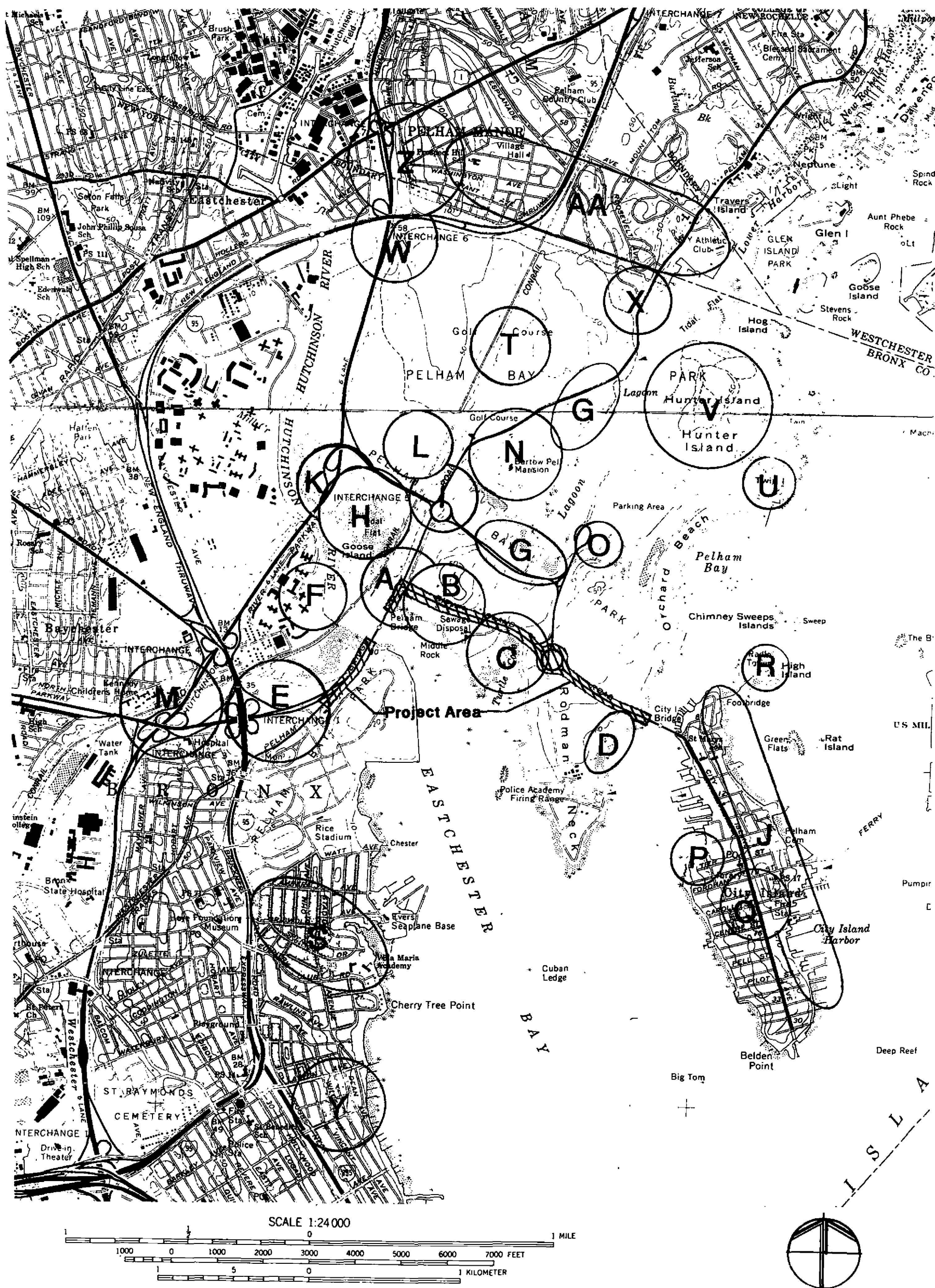


Figure 2 Known prehistoric sites within two miles of the project area.

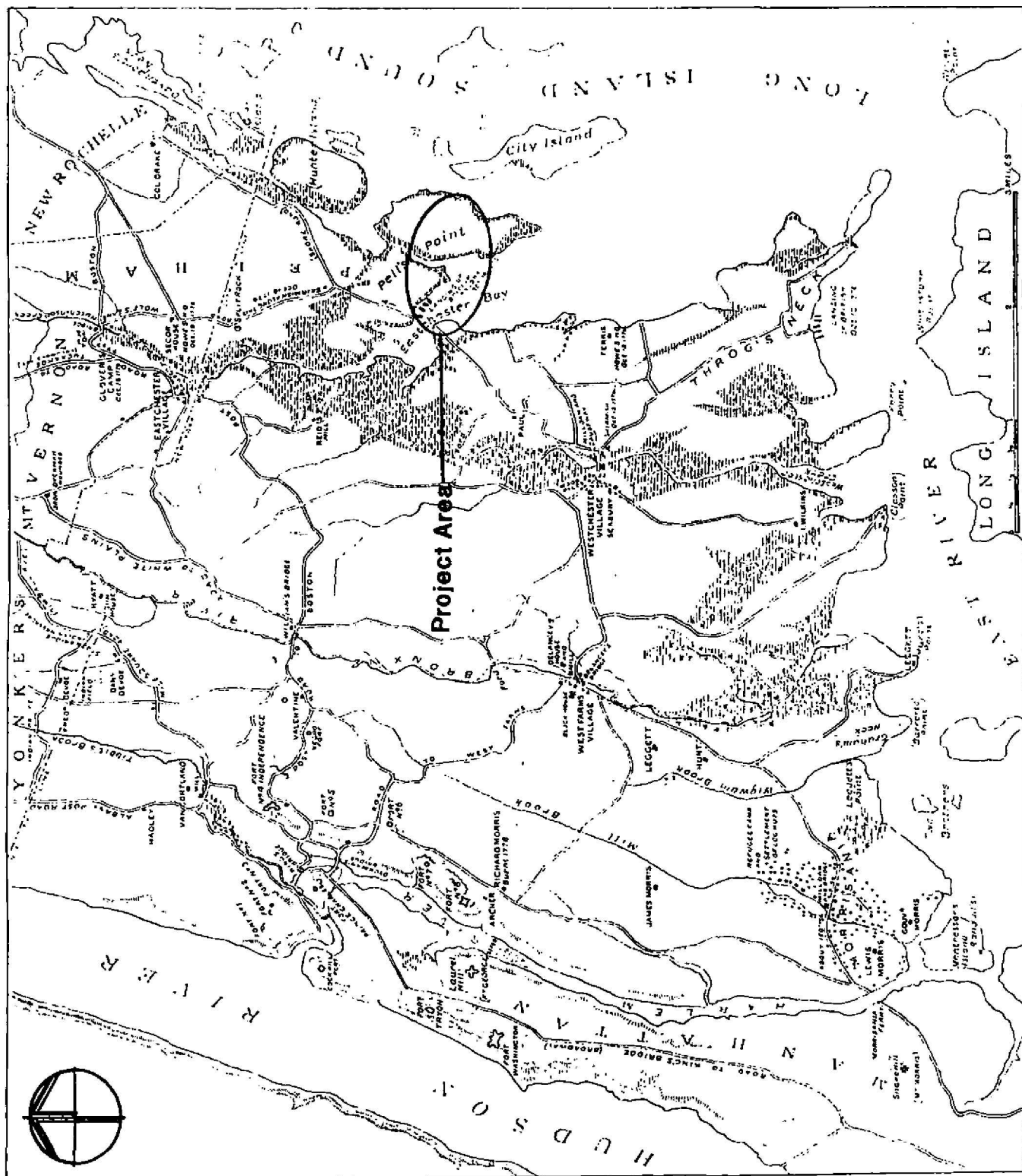


Figure 4 Lower Part of Westchester County, Now the Bronx Borough of New York City, During the Revolution. From Hufeland 1974 (1926), facing page 102.

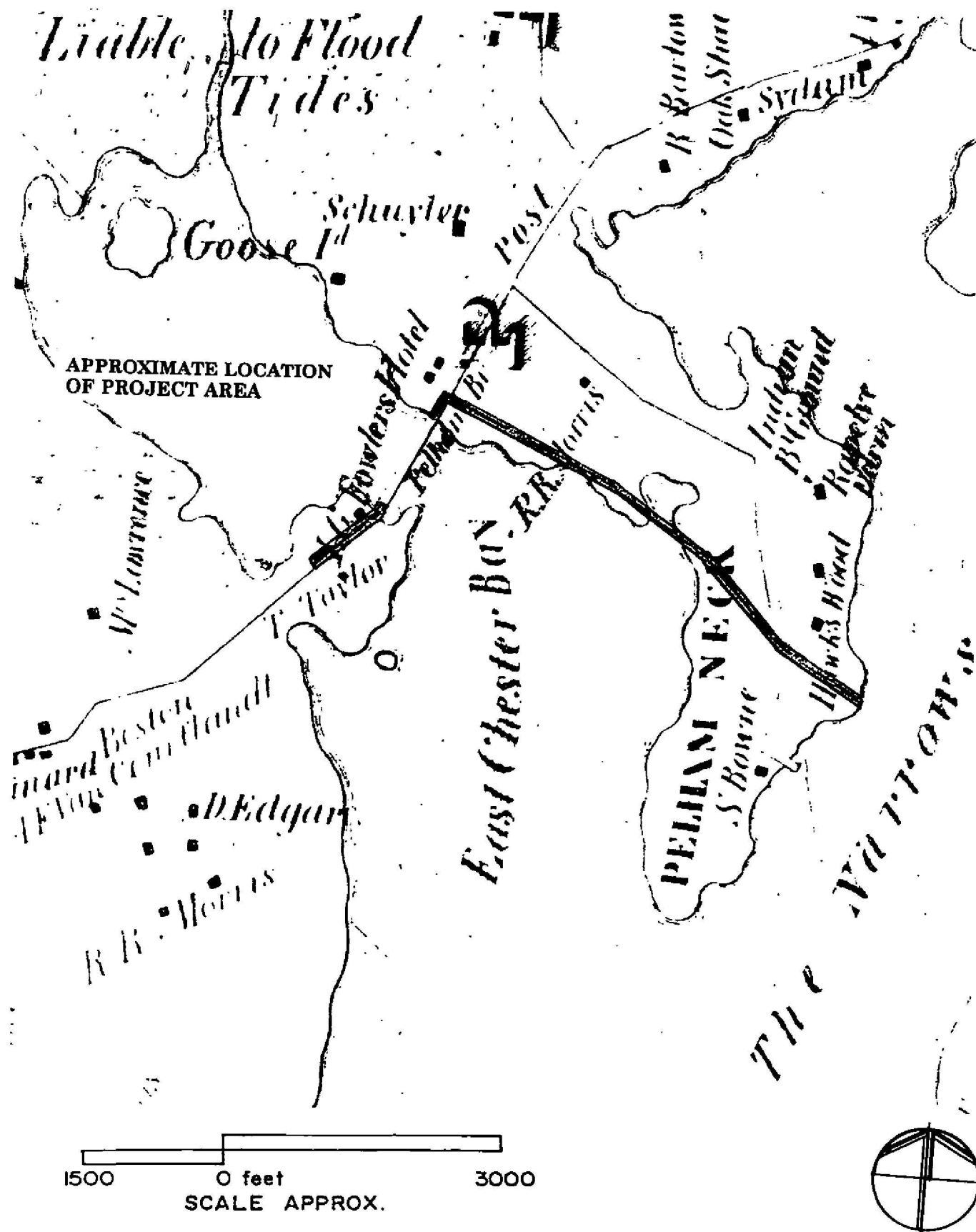


Figure 5 From the 1851 Sidney and Neff map of Westchester County, New York.



1500 0 feet 3000
SCALE APPROX.

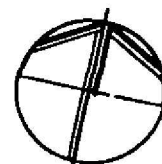


Figure 6 From the 1858 Merry Map of Westchester County, New York.

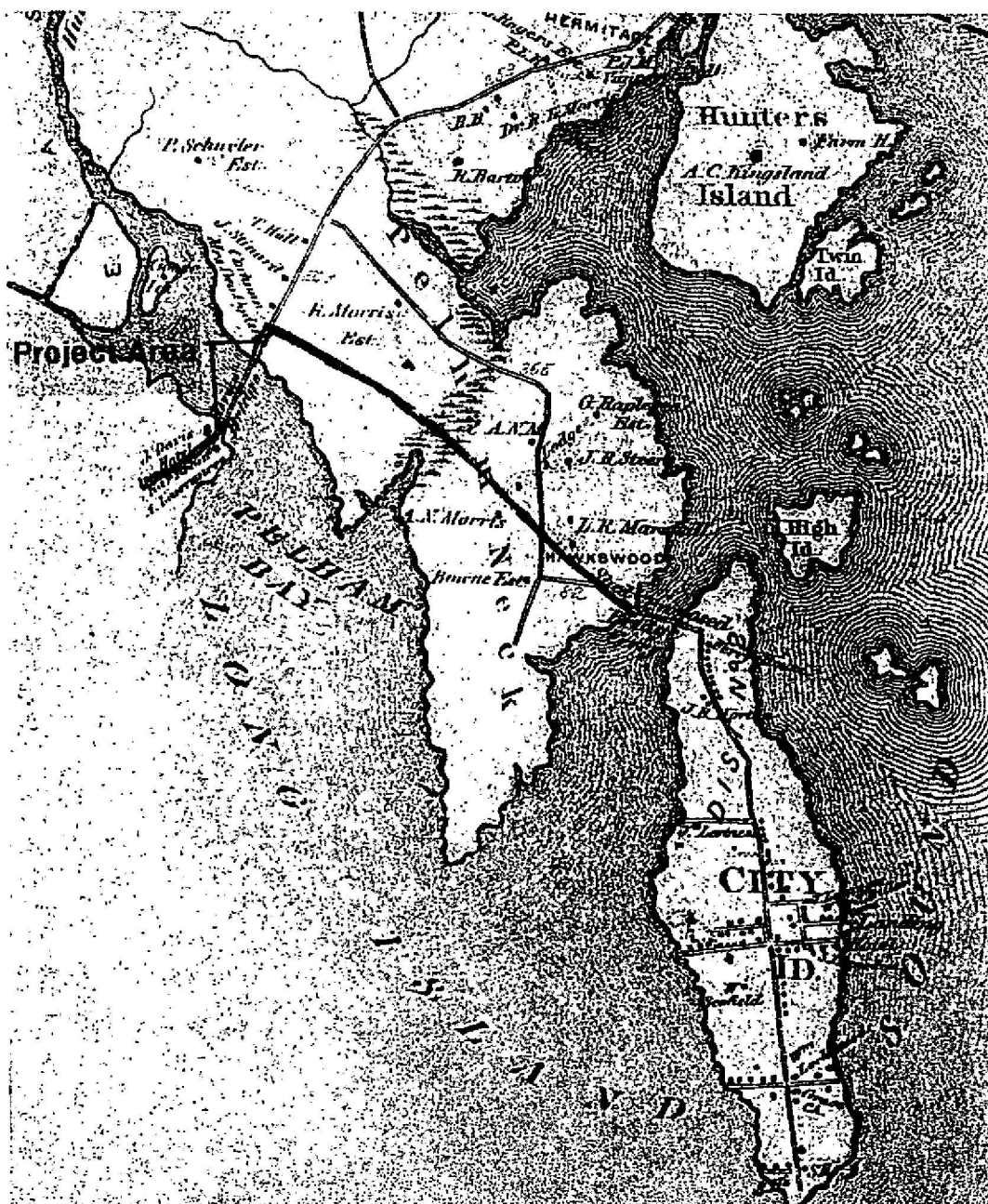
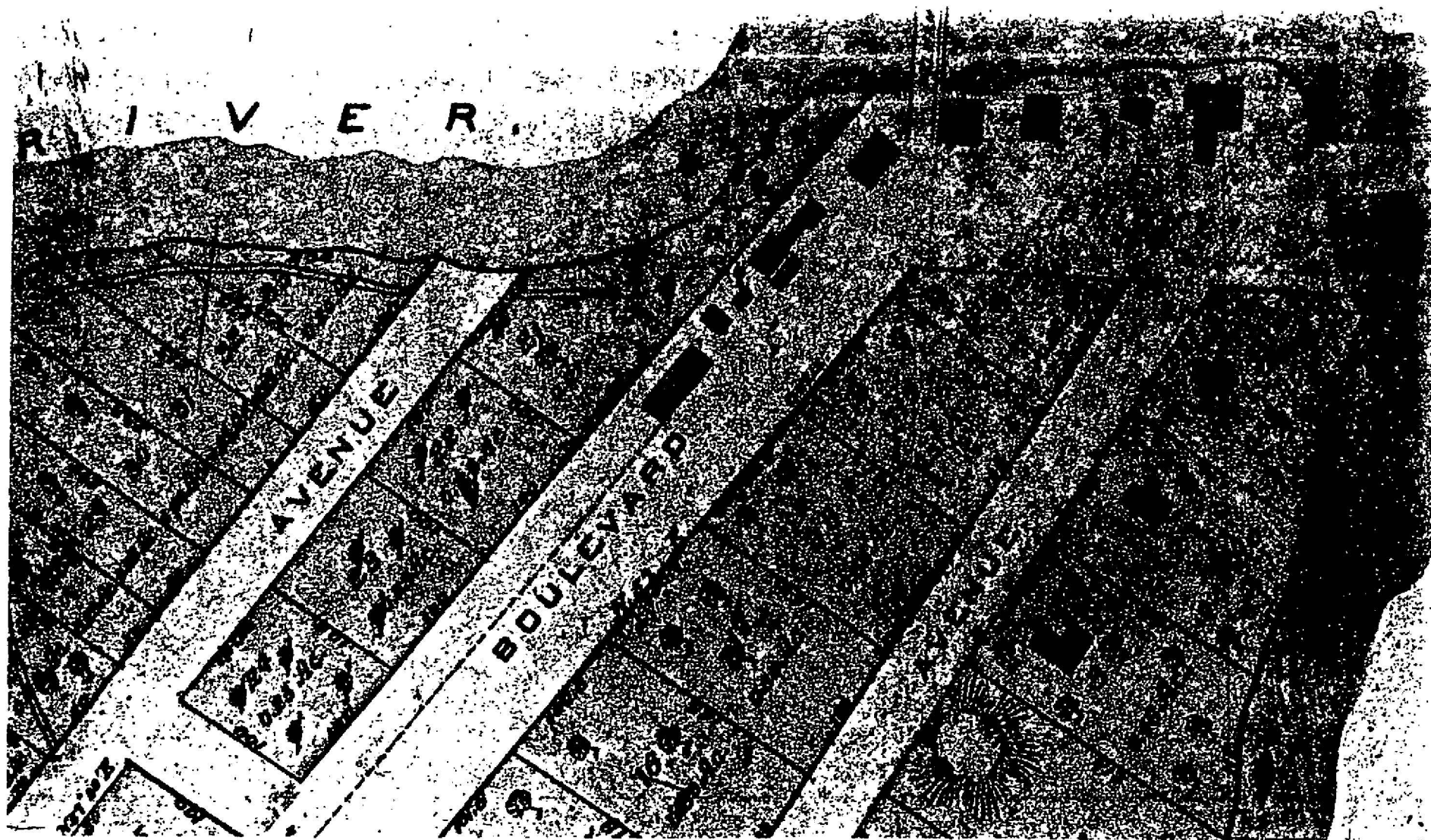


Figure 7 From the 1867 Beers atlas.



100 50 0 SCALE 100 feet

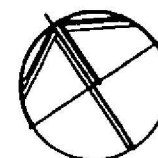


Figure 9 From the 1872 Map No. 636, published in the 1897 Robinson atlas.



Figure 11 From the 1906 Borough of the Bronx Topographic atlas.

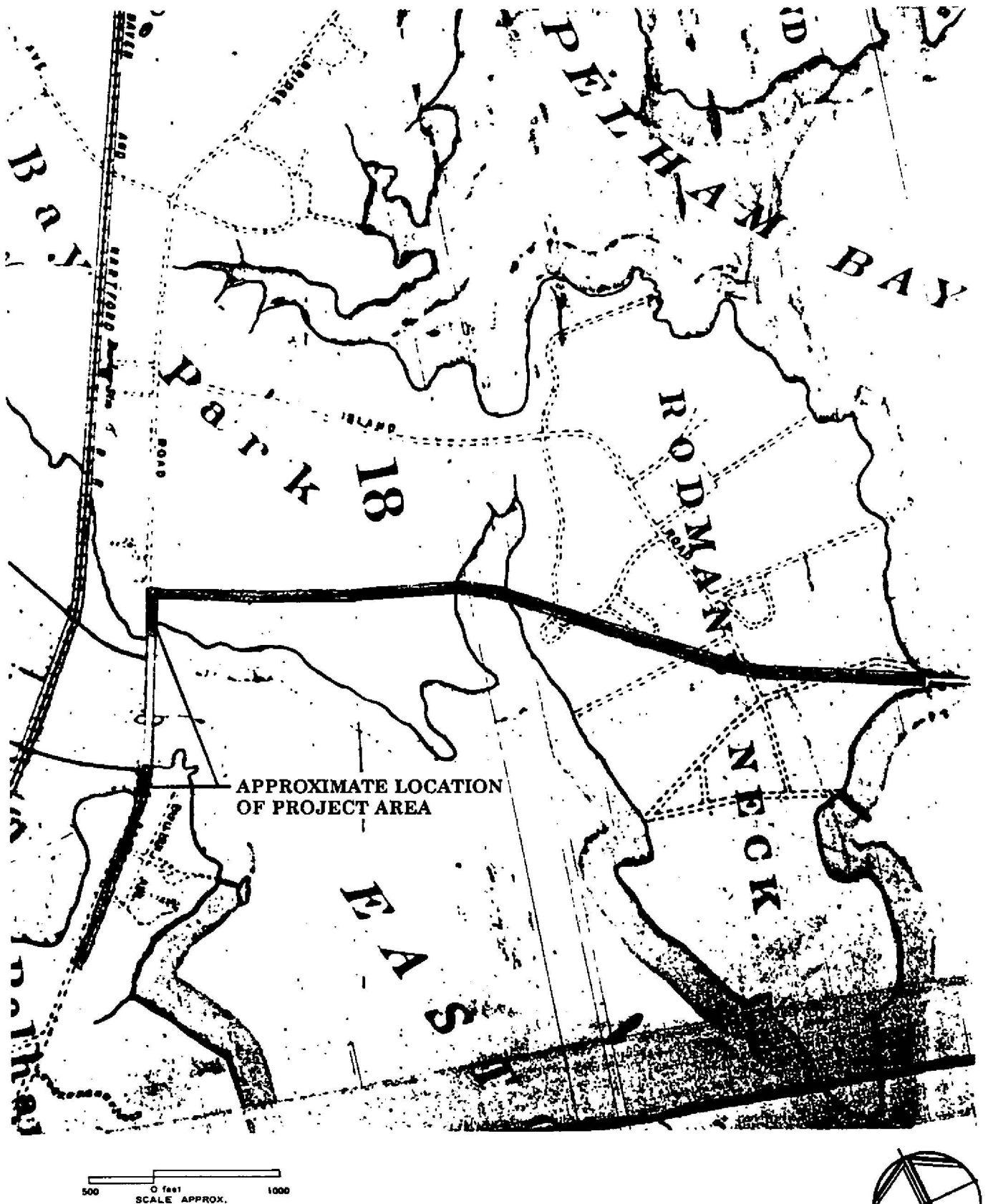


Figure 12 From the 1913 Bromley atlas.