

APPENDIX H

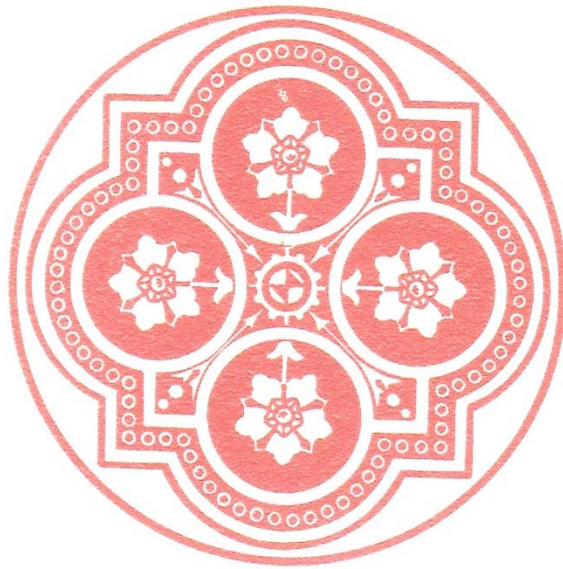
Phase IA Cultural Resource Report



# Buena Vista Avenue Redevelopment

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## Phase 1A Literature Review & Sensitivity Analysis



Block 511 & Block 512  
City of Yonkers, Westchester County New York

**Prepared for:**

**Metro Partners**  
92 Main Street  
Yonkers New York 10701

By:

**CITY/SCAPE: Cultural Resource Consultants**  
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August 2009



# BUENA VISTA AVENUE REDEVELOPMENT

Block 511 & Block 512  
City of Yonkers, Westchester County, New York

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## Management Summary

SHPO Project Review Number (if available):

Involved State and Federal Agencies (DEC, CORPS, FHWA, etc):

Phase of Survey: **Phase 1A Literature Review & Sensitivity Analysis**

Location Information:

Location: **Block 511 & Block 512**

Minor Civil Division: **City of Yonkers**

County: **Westchester**

Survey Area (Metric & English)

Length:

Width:

Depth (when appropriate):

Number of Acres Surveyed:

Number of Square Meters & Feet Excavated (Phase II, Phase III only): **N/A**

Percentage of the Site Excavated (Phase II, Phase III only):

USGS 7.5 Minute Quadrangle Map: **Yonkers**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **0**

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 prehistoric sites identified: **0**

Number & name of historic sites identified: **0**

Number & name of sites recommended for Phase II/Avoidance: **N/A**

Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **0**

Number of buildings/structures/cemeteries adjacent to project area: **0**

Number of previously determined NR listed or eligible buildings/structures/cemeteries/districts: **N/A**

Number of identified eligible buildings/structures/cemeteries/districts: **N/A**

Report Author (s): **Stephanie Roberg-Lopez M.A., R.P.A. Gail T. Guillet and Beth Selig**

Date of Report: **August 2009**





# **Phase 1A Literature Review and Sensitivity Analysis**

## **Buena Vista Avenue Redevelopment**

**City of Yonkers, Westchester County, New York**

### **Introduction**

In the months of July and August 2009, CITY/SCAPE: Cultural Resource Consultants completed an assessment of the archaeological potential and National Register eligibility of two blocks located on the east and west side of Buena Vista Avenue, in the City of Yonkers, Westchester County, New York. (Map 1 & Fig. 1) The location of the proposed action, based on the information provided by the project sponsor, MetroPartners, is Block 511 (includes lots: 22, 24, 25, 27, 28, 30, 31, 33, 36, 37, 38) and Block 512 (includes lots: 1, 11, 13, 15, 17, 21, 23, 25).

All work on the Buena Vista Redevelopment project area was performed in accordance with the guidelines established by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the *Standards for Cultural Resource Investigations and the Curation of Archeological Collections* published by the New York Archeological Council (2005 & 1994). The report meet the specifications of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (*Federal Register* 48:190:44716-44742) (United States Department of the Interior 1983). All work performed meets the requirements of the relevant federal standards (36 CFR 61) and of the State Environmental Quality Review Act (SEQRA) 6NYCRR, part 617 of the New York State Environmental Conservation Law. In addition, the qualifications of the Principal Investigator, who supervised the project and reviewed all of the documents submitted with this report, meets or exceeds the qualifications described in the Secretary of the Interior's Professional Qualifications Standards (*Federal Register* 48:190:44738-44739) (United States Department of the Interior 1983).

The report includes the following:

- information on known National and State Register and eligible historic sites in the area, including the Yonkers Trolley Barn;
- research that included file searches and the review of relevant historic maps;
- identification of known historic and prehistoric sites located within or in the vicinity of the proposed Redevelopment project area;
- and, limited field analysis.

The purpose of the analysis was to address the sensitivity for the discovery of cultural resources and to discuss existing resources, including the Yonkers Trolley Barn and Teutonia Hall, and to establish a context of the built environment in the City of Yonkers prior to the demolition or renovation of numerous buildings along Buena Vista Avenue.

### Project Area Description

The proposed project involves the redevelopment of two city blocks located on the western boundary of the City of Yonkers. These blocks are located on the eastern bank of the Hudson River, south of the confluence of the Saw Mill River (Nepperhan). In the late 1920's, the river was enclosed in a flume; currently the Wheeler Block and Larkin Plaza cover the river. The current conditions of the Buena Vista Avenue Redevelopment blocks are a mix of residential, commercial and vacant lands. The table below indicates the corresponding lot numbers and street addresses for Block 512 and Block 511.

<b>Table 1</b>		
<b>Block 512 (West side of Buena Vista Avenue)</b>		
<b>Lot No.</b>	<b>Address</b>	<b>Current Use</b>
<b>Lot 1</b>	92 Main Street	Mixed use, live work and retail
<b>Lot 11</b>	41 Buena Vista Ave.	Vacant
<b>Lot 13</b>	43-47 Buena Vista Ave	Abandoned Commercial
<b>Lot 15</b>	49-51 Buena Vista Ave	Abandoned Teutonia Hall
<b>Lot 17</b>	53-55 Buena Vista Ave	Abandoned Auto Repair garage
<b>Lot 21</b>	61 Buena Vista Ave	Multi Family Residential
<b>Lot 23</b>	65 Buena Vista Ave	Multi Family Residential
<b>Lot 25</b>	71 Buena Vista Ave	Day Care Center
<b>Block 511 (East side of Buena Vista Avenue)</b>		
<b>Lot No.</b>	<b>Address</b>	<b>Current Use</b>
<b>Lot 22</b>	74 Buena Vista Ave	Multi Family Residential
<b>Lot 24</b>	72 Buena Vista Ave.	Multi Family Residential
<b>Lot 25</b>	68 Buena Vista Ave	Multi Family Residential
<b>Lot 27</b>	66 Buena Vista Ave	Multi Family Residential
<b>Lot 28</b>	64 Buena Vista Ave	Multi Family Residential
<b>Lot 30</b>	60 Buena Vista Ave	Vacant
<b>Lot 31</b>	56 Buena Vista Ave	Vacant
<b>Lot 33</b>	50 Buena Vista Ave	Vacant
<b>Lot 36</b>	48 Buena Vista Ave	Vacant
<b>Lot 37</b>	46 Buena Vista Ave	Residential

Lot No.	Address	Current Use
Lot 38	42 Buena Vista Ave	Commercial with parking lot

## Methodology

Based on the requirements applicable for cultural resource investigations (NYSAC 1994), CITY/SCAPE: Cultural Resource Consultants completed a number of tasks, the purpose of which was to 1) gather the information necessary to make an assessment of the likelihood that cultural resources might be present on the parcels included in the Buena Vista Avenue Redevelopment project area, and 2) to determine whether any of the buildings within the Redevelopment project area met the criteria for listing on the National Register of Historic Places.

CITY/SCAPE: Cultural Resource Consultants began by making a site visit, during which each of the lots within the Buena Vista Avenue Redevelopment project area were identified, current conditions on each lot noted, and photographs of each lot taken for inclusion in the final report. The second task was to complete research that would provide information concerning prior conditions on each of the lots within the Redevelopment project area. To facilitate our assessment of past conditions, i.e., the date at which each of the lots had first been occupied by buildings and the construction history of each of the lots, CITY/SCAPE: Cultural Resource Consultants examined a series of Sanborn Fire Insurance maps dating from the early 1880's through 2004. The Sanborn maps provided information concerning the original configuration of the lots within each of the two blocks in the project area, changes in block numbers and street addresses, as well as changes in the buildings located on each of the lots within the Redevelopment project area. Maps of the City of Yonkers dating from 1850 through the early 20<sup>th</sup> century were also examined; these maps, which are housed at the Westchester County Archives, provided additional information concerning structures, the names of businesses and the names of residential property owners located on Buena Vista Avenue. (Appendix A)

CITY/SCAPE: Cultural Resource Consultants also consulted materials housed at the Westchester County Archives and the Yonkers Public Library, including newspaper reports on Teutonia Hall, which is located at 49-51 Buena Vista Avenue (Block 512/Lot 15). The New York State Office of Parks, Recreation and Historic Preservation website was consulted to determine if any properties within or adjacent to the project area were listed on the National Register of Historic Places. The Yonkers Trolley Barn, located at 92 Main Street, at the intersection with Buena Vista Avenue, was listed on the National Register of Historic Places in 2002.

## **Prehistoric Potential of Buena Vista Avenue Redevelopment project area**

While this report focuses primarily on the potential for historic cultural resources to be located within the Buena Vista Redevelopment project area, to meet OPRHP and NYSAA standards it is necessary to consider the potential for the Buena Vista Redevelopment project area to also contain prehistoric cultural resources. An examination of the relevant archaeological site maps indicates that no prehistoric sites have been identified in or immediately adjacent to the project area. Anecdotal reports indicate that there was at least one Native American village site located on the banks of the Saw Mill River (Nepperhan) near the point where it entered the Hudson River, but the area in which the village would have been located has experienced numerous episodes of disturbance on over the last 300 years, and it would not be expected that any evidence of prehistoric sites along the former river's edge would be intact.

Examining the environmental model used to assess the potential of an area to contain prehistoric sites, the Buena Vista Avenue Redevelopment project area would, if undisturbed, be considered to have a high potential to contain prehistoric sites. The reasons for this are that Native American peoples would have been drawn to the abundant resources of the Hudson River, which included not only fish, but the abundant shellfish. Professional archaeological surveys have shown that the shores of the Hudson River, especially at the confluence of the river with a major tributary, such as the Saw Mill River, are often the location of prehistoric sites. Upland areas overlooking the Saw Mill River and its confluence with the Hudson River would also be considered to have the potential to contain prehistoric sites. Based on these criteria, the Buena Vista Redevelopment project area would appear an ideal location for prehistoric resources. The potential for such resources to be present is, however, significantly reduced by the fact that the entire area is located in a part of the city that has been heavily developed for the last 150 years. The construction of the various buildings, most of which include basements, as well as the subsequent demolition of several of them, will have had a profound impact on the potential for the area to contain intact prehistoric sites of any kind, and it is the conclusion of CITY/SCAPE: Cultural Resource Consultants that the Buena Vista Redevelopment project area lacks the potential to contain prehistoric sites of any kind within its borders.

### **Historic Potential of Buena Vista Avenue Redevelopment project area**

With respect to historic potential for the Buena Vista Avenue Redevelopment project area to contain historic cultural resources, including evidence of residential occupation, such as shaft features (i.e. privies, wells and cisterns), dump sites and sheet middens, or evidence of commercial and industrial activity, the assessment of the potential throughout the Redevelopment project area is considered to be moderate, due to the demolition and construction on a number of properties, and the fact that several of the buildings, many of which have basements, cover the entire lot. The historic potential is summarized in tables, figures, maps and the accompanying text. However, before undertaking the analysis of the individual lots within Block 511 and 512, a discussion of the blocks within the Buena Vista Avenue Redevelopment project area is included in order to clarify changes that have taken place in the block numbers and street addresses over the years. Unlike New York City, where the street numbers changed frequently, the street numbers on Buena Vista Avenue have not changed over the past two centuries. Street addresses have changed only when lots were combined or, less frequently, divided. For the purposes of this report, the tables and the discussion will use the current street addresses. The earlier block and street addresses can be seen on the historic maps and Sanborn Fire Insurance Maps. (Appendix A)

### **Block 512 (Formerly Block 98)**

Block 512 is located on the west side of Buena Vista Avenue. The Buena Vista Redevelopment project area includes the following street addresses: 91 Main Street and 41-55, 61, 65, & 71 Buena Vista Avenue. These addresses correspond to Lot 1, Lot 11, Lot 13, Lot 15, Lot 17, Lot 21, Lot 23 and Lot 25. Block 512 is bounded to the north by Main Street and terminates on the south at the intersection of Buena Vista Ave and Prospect Street. Prospect Street runs west to intersect with Buena Vista Avenue, but does not extend west of Buena Vista Avenue, except as a paper street. The western boundary of Block 512 is a retaining wall and the tracks of the Metro North Railroad. The table below (Table 2) lists the current conditions, as well as the former use of each of the eight lots in Block 512. Where possible, the former owners of each lot have been identified. The information provided in Table 2 is based on cartographic research of the covers the area of Block 512. The maps are identified by the year surveyed. (Appendix A: Map 3-15). Of special interest is Lot 15, the location of Teutonia Hall, which is identified

on later maps as Prospect House. The building, which was converted to commercial purposes, has been abandoned for a many years. Teutonia Hall will be discussed in more detail below.

<b>Table 2</b>		
<b>Block 512 (West side of Buena Vista Ave)</b>		
<b>Lot No/Address &amp; Current Use</b>	<b>Year</b>	<b>Former Use</b>
Lot 1/92 Main St Mixed use/ Live Work & Retail	1851: Yonkers Railroad 1889: Yonkers R.R. Co. 1893: Yonkers R.R. Co. 1896: Acker Edgar & Co. 1898: Yonkers R. R. Co. 1907: Union Railway Co. 1911: Union Railway Co. 1914: Union Railway Co. 1929-31: Yonkers R.R. 1942: Yonkers R.R. 1957: City of Yonkers 1973: City of Yonkers 2004: City of Yonkers	Railroad Station Horse Car Depot Horse Car Depot Shirt Factory Power House Electric Sub Station  Car Barn Car Barn Light equipment storage Light equipment storage Light equipment storage
Lot 11/41 Buena Vista Avenue Vacant	1876: Josiah Rich 1889: The Mutual Life Insurance Co. 1893: Vacant 1896: E. Wagenstein 1907: M.Deer 1911: M. Dee 1914: M.Deer Co. 1929: National Sugar Refining Co. 1942: National Sugar Refining Co. 1957: Jewelry Manufacture 1973: Storage 2004: Storage	Residential (No Structures) No Structures  No Structures Residential (house & barn) Residential (Dwelling & Barn) Furniture/Upholstery/Carpet Cleaning 2 outbuildings 3 sty structure 3 outbuildings 3 sty structure 4 car garage 3 sty structure 4 car garage
Lot 13/43-47 Buena Vista Ave Abandoned Commercial	1876: Josiah Rich 1889: The Mutual Life Insurance Co. 1893: Vacant 1896: E. Wagonstein 1907: Robert Armstrong 1911: 1914:. 1929: National Sugar Refining Co 1942: National Sugar Refining Co 1957: 1973: 2004:	Residential (No Structures) No Structures  No Structures Stable Stable3  Structure Structure Offices / Loft Offices/ Loft Offices/ Loft

<b>Block 512 (West side of Buena Vista Ave)</b>		
<b>Lot No/Address &amp; Current Use</b>	<b>Year</b>	<b>Former Use</b>
Lot 15/49-51 Buena Vista Ave Teutonia Hall (Abandoned)	1876: Josiah Rich 1889: The Mutual Life Insurance Co. 1893: Vacant 1896: Yonkers Teutonia 1907: Yonkers Teutonia 1911: 1914: Prospect House 1929: Prospect House 1942: Prospect House 1957: Knitting Mill 1973: 2004:	No Structures No Structures  Hall Hall Hall Apartments 3 sty structure 3 sty structure 3 sty structure Loft Loft
Lot 17/53-55 Buena Vista Ave Auto Repair Garage	1851: Josiah Rich 1876: Josiah Rich 1889: The Mutual Life Insurance Co. 1893: 1896: Thomas Morris 1907: Thomas Morris 1911: 1914: 1929: Buena Vista Garage 1942: Buena Vista Garage 1957: Garage 1973: Garage 2004: Auto Repair	Dwelling Dwelling & Outbuilding Dwelling & Stable Dwelling & Stable Dwelling & Stable Dwelling & Stable Dwelling & Stable Dwelling & Stable Vacant Structure Structure Structure Structure
Lot 21/61 Buena Vista Avenue Multifamily Residential	1876: E. L. Burnham 1889: E.L. Burnham 1893: E. L. Burnham 1896: E.L. Burnham Est. 1907: E.L. Burnham 1911: 1914: 1929: E. L. Burnham 1942: 1957: 1973: 2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling
Lot 23/65 Buena Vista Avenue Multifamily Residential	1851: 1876: J.F. Clapp 1889: J.F. Clapp Est. 1893: J. E. Clapp Est. 1896: J. F. Clapp Est. 1907: J. F. Clapp Est. 1911: 1914: 1929: E. L. Burnham 1942: 1957: 1973: 2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling & Stable Dwelling Dwelling Dwelling Rooming house

<b>Block 512 (West side of Buena Vista Ave)</b>		
<b>Lot No/Address &amp; Current Use</b>	<b>Year</b>	<b>Former Use</b>
Lot 25/71 Buena Vista Avenue	1851: 1876: S.F. Quick 1889: C. H. Goeing 1893: C. H. Goeing . 1896: Mary E. Dee 1907: Jos. McLaughlin 1911: 1914: 1929: E. L. Burnham	Dwelling Vacant Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling

**Block 511 (Formerly Block 99)**

Block 511 is located on the east side of Buena Vista Avenue. Block 511 contains eleven lots, as follows: Lot 22, Lot 24, Lot 25, Lot 27, Lot 28, Lot 30, Lot 31, Lot 33, Lot 36, Lot 37, and Lot 38. Block 511 is bounded to the west by Buena Vista Avenue and to the east by lots fronting on Hawthorne Avenue. To the north, Block 511 is bounded by Hudson Street and to the south by Prospect Street. Block 511 consists of 40 through 74 Buena Vista Avenue. Table 3, below, lists the current conditions, as well as the former use of each of the eleven lots.

<b>Table 3</b>		
<b>Block 511 (East side of Buena Vista Ave)</b>		
<b>Lot No/ Address.</b>	<b>Year</b>	<b>Use</b>
Lot 22/ 74 Buena Vista Avenue Multifamily Residential	1876: Adeline Underhill 1889: L.A. Otis 1893: L.A. Otis 1896: L. A. Otis 1907: L.A. Otis 1911: 1914:. 1929-31:	Vacant Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling
Lot 24/ 72 Buena Vista Avenue Multifamily Residential	1876: Adeline Underhill 1889: L.A. Otis 1893: L.A. Otis 1896: L. A. Otis 1907: L.A. Otis 1911: 1914:. 1929-31:	Vacant Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling & Stable
Lot 25/68 Buena Vista Avenue Multifamily Residential	1851: 1876: Adeline Underhill 1889: J. M. Alvord 1893: J. M. Alvord 1896: L.A. Otis 1907: L.A. Otis 1911-1914: 1929-31:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling

<b>Block 511 (East side of Buena Vista Ave)</b>		
<b>Lot No/ Address.</b>	<b>Year</b>	<b>Use</b>
Lot 27 /66 Buena Vista Avenue Multifamily Residential	1876: Adeline Underhill 1889: E.L. Burnham 1893: E.L. Burnham 1896: B.F. Burnham 1907: Dr. Cooper & Wife 1911: 1914:. 1929-31: 1942: 1957: 1973: 2004:	Vacant Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Rooming House (3 storey)
Lot 28/ 64 Buena Vista Ave Multifamily Residential	1876: J.E. Boyd 1889: E.L. Burnham 1893: E.L. Burnham 1896: B.F. Burnham 1907: George Van Vleet 1911: 1914:. 1929-31: 1942: 1957: 1973: 2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling & Stable Dwelling Dwelling (3 sty) Rooming house (2 sty) Rooming House (2 sty)
Lot 30/60 Buena Vista Avenue Vacant	1876: P. De 1889: E.R. McLaury 1893: E.R. McLaury 1896: E.R. McLaury 1907: E.R. McLaury 1911: 1914:. 1929-31: 1942: 1957: 1973: 2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling & Stable Dwelling & Outbuilding Dwelling & Outbuilding Dwelling & Outbuilding Vacant
Lot 31/56 Buena Vista Avenue Vacant	1876: Peter Hallenback 1889: C.A. Peake 1893: C.A. Peake 1896: Dr. J.D. Warner. 1907: O. S. Clason 1911: 1914: 1929: 1942: 1957: 1973: 2004:	Vacant Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Apartments (3 sty) Apartments (3 Sty) Vacant/Parking



<b>Block 511 (East side of Buena Vista Ave)</b>		
<b>Lot No/ Address.</b>	<b>Year</b>	<b>Use</b>
Lot 33/50 Buena Vista Avenue Vacant	1876: Peter Hallenback 1889: Mrs. Peter Hallenback 1893: Mrs. Peter Hallenback 1896: Mrs. Peter Hallenback 1907: E.F. Morrissey 1911: 1914: 1929: 1942: 1957:  1973:  2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling & Outbuilding Dwelling & Outbuilding Dwelling & Outbuilding Vacant Office (1 Sty) & Sheet metal shed  Office (1 Sty) & Sheet metal shed  Vacant
Lot 36/48 Buena Vista Avenue Vacant	1876: J. Masten 1889: 1893: 1896: Central M.E.Ch. 1907: Exempt. 48 Fireman's Assn 1911: 1914: 1929: Exempt. Firemen Ben. Assn. 1942: Exempt. Firemen Ben. Assn 1957: Exempt Fireman Hall 1973: Exempt Fireman Hall 2004: Vacant	Vacant Outbuilding Outbuilding Vacant Structure Structure Structure Structure Structure Structure 2 stry. structure 2 stry structure Vacant
Lot 37/46 Buena Vista Avenue Residential	1876: 1889: 1893: 1896: 1907: M. Guyss 1911: 1914: 1929: 1942: 1957: 1973: 2004:	Dwelling Vacant Vacant Vacant Dwelling Structure Structure Vacant Vacant Bottling/Boarding (illegible) Storage/ Dwelling Storage/ Dwelling
Lot 38/42 Buena Vista Avenue Commercial w/ parking lot	1876: J. Masten 1889: 1893: 1896: Central M. E. Ch. Parsonage 1907: Robert Armstrong 1911: 1914: 1929: 1942: 1957: 1973: 2004:	Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Dwelling Vacant Vacant Vacant/Parking Lot

## Other Map Documentation of Buena Vista Avenue Redevelopment Project Area

In addition to the Sanborn Fire Insurance maps were used in preparing a preliminary analysis of the conditions on each of the blocks through the present day, a series of historic maps and atlases of the City of Yonkers were also examined. These maps, which are housed at the Westchester County Archives, will provide the basis for the development of the context for the Buena Vista Redevelopment project area.

The earliest map examined was F.C. Merry *Atlas of Westchester County*, dated 1851. (Map 3) This map is the earliest map that clearly shows the boundaries of blocks and the lot divisions. This map indicates that Hudson Street crosses Buena Vista Avenue and Block 512 to intersect with the railroad tracks. The portion of Buena Vista Avenue north of Hudson is identified on this map as Depot Street. On the west side of the railroad, the shoreline is shown as straight and narrow, quite unlike its present configuration, which shows structures built on man-made land. (See Map 1) The Neppherhan River, as it was then called, is north of the Buena Vista Avenue Redevelopment project area. The map indicates a large mill pond and several mills located on its northern and southern shore; this was the location of the Philipse Mills in Yonkers. The National Register noted that Motts Mill was located along the northern edge of this mill pond. The river passes underneath a railroad drawbridge (Kings Bridge) before entering the Hudson River. Later maps indicate that Block 511 and 512 were both supplied with water and gas, but in 1851 there is no indication that a municipal water supply was available to the individual residences. In the 1850's it would, therefore, have been necessary for the owners of the various buildings on Buena Vista Avenue to have provided water for drinking, bathing, washing, cooking and other household chores. Water for drinking had to be pure, and it may that it was obtained from a centralized pump in the neighborhoods, but the water used for other domestic activities could have been supplied by rain water collected in cisterns located behind each of the buildings.

By 1876, the *Property Atlas of the City of Yonkers*, published by E. B. Hyde, indicates that there was both water and gas lines in Buena Vista Avenue, and, while it is possible that the water was available to individual buildings, it may be that some households had installed water, but that others had not. (Map 4) There is no indication, however, that sewer lines had been installed, and it seems probable that sanitary sewers were not installed before the end of the 19<sup>th</sup> or even as late as the beginning of the 20<sup>th</sup> century. Given that sewer was not available, each household or commercial structure would have had to make some type of provision for the disposal of nightsoil (human waste). The 1876 map, then, provides information concerning the lots that were developed, and a snapshot of those that would have potential to contain shaft features in the form of cisterns and/or privies. The Hyde atlas indicates that Hudson Street no longer extended west of Buena Vista Avenue through Block 512. The shoreline along the river was then owned by Josiah Rich, who owned a large portion of Block 512. This map indicates that the alteration to the Hudson River shoreline, with the extension of the shoreline westward, had begun. The man-made land is shown under the ownership of J. Read, who operated a sugar house there. The northern portion of the man-made land was owned by W. Radford, whose occupation is not indicated.

By 1889, when E. Robinson published the *Atlas of the City of Yonkers*, the trolley line had been established along Buena Vista Avenue. (Map 5) As will be discussed later, the trolley played a significant part in the development and settlement of the City of Yonkers. The 1889 map indicates that a public dock had been constructed along the Hudson River shoreline at the foot of Main Street. The western portion of Block 511 was now completely residential. Although this map shows the water mains, which had been installed in Buena Vista Avenue by 1876, there is no indication that a sanitary sewer line had been constructed.

In 1893, J. Bien's *Atlas of Westchester County* indicates that this part of the City of Yonkers was beginning to change. (Map 6) The construction of Teutonia Hall in 1891 is an indication, perhaps, that the area was being occupied by Germans, who at the end of the 19<sup>th</sup> century were moving to Yonkers from New York City to avoid the high cost of housing. The 1893 map indicates that the majority of the southern part of Block 511 was occupied by the Otis family. E. G. Otis, whose factory was located at the corner of Wells Avenue and Atherton Street, patented the first elevator. After his death in 1860, the family incorporated the business, which became known as the Otis Elevator Company. By 1907, the Otis Elevator Company occupied the entire block between Wells and Riverdale Avenues where it stands to this day. The Otis Elevator company, which was acquired by United Technologies in 1976, left Yonkers in 1983 (Yonkers Historical Society 2002: 19). N. R. Otis, whose residence was located at the corner of Prospect and Buena Vista Avenues, was a member of the Otis Elevator Company, but also served as the Mayor of Yonkers from 1880 to 1882, and as State Assemblyman in 1884. In 1893, the houses located at 74 and 72 Buena Vista Avenue were owned by L. A. Otis, who may have been Norton Otis' wife, Lizzie A. (Fahs) Otis; on later maps the land on the southeastern portion of the block were owned by Mrs. L. A. Otis. The New York Times reports that in 1905 it was believed that N. P. Otis' estate was worth 1 million dollars (NYT May 15, 1907).

There is little difference between the 1893 map and the 1896 *Atlas of Westchester County*. (Map 7) The exception is that the residence on the southeast corner of Block 512 (71 Buena Vista Ave) was now owned by Mary Dee, and the structure located at the northwest corner of Block 511 (40 Buena Vista Ave) was owned by the Methodist Episcopal Church, which used it as its parsonage.

By 1907, when A. H. Mueller published the *Atlas of the City of Yonkers*, the Yonkers Railroad Company property at 92 Main Street, which occupied the northern portion of Block 512, was now owned by the Union Railway Company. (Map 8) In 1899, the Union Railway won the right of way of approximately 20 miles of Yonkers City Streets for trolley use. The National Register file for the Yonkers Trolley Barn, which is located on the northern portion of Block 512, indicates that the trolley system in the City of Yonkers was built by the Yonkers Railroad Company. The Yonkers Trolley barn, built in 1903, will be discussed in more detail below. The trolley signified the move of Yonkers into the industrial age. The inception of the trolley system permitted the easier transport of both passengers and manufactured goods to the railroad and river from the interior portions of the city.

The later maps (1911-1929-31) contribute little in the way of detail on the specific lots, but contribute more to a view of the surroundings of the Buena Vista Avenue Redevelopment project area. (Map 9-11b) The 1914 Bromley *Atlas of Westchester* indicates that the Nerpperhan River was still accessible, but that by 1929 (Map 11a-11b) it had been channelized and encased in a flume, and that Larkin Plaza has been constructed on top of the former river's course. The maps do indicate that the overall population of the city had increased and that the shoreline of the Hudson River was slowly being extended with man-made land. Although the trolley system was still operational until the 1950's, by 1911 it no longer ran along Buena Vista Avenue. (Map 9) It can be assumed, despite the lack of evidence on these historic maps, that by the 1930's the residences and business along Buena Vista Avenue had been connected to the City of Yonkers sewer system. The Sanborn maps for this time period indicate that the National Sugar Refining Company, formerly owned by J. Read (See Map 4), owned the majority of the bulkhead along the Hudson River shoreline south of the City of Yonkers dock. The Sugar Refining Co. also owned lots on the west side of Block 512 (Lot 11) within the Buena Vista Redevelopment project area.

## Relationship of Redevelopment Area to National Register Listed Sites

A review of the materials housed at NYS OPRHP indicates that the Yonkers Trolley Barn (01NR01765) is located in the northern portion of Block 512 within the Buena Vista Redevelopment project area. In addition there are seven National Register sites within a ½ mile of the Buena Vista Avenue Redevelopment project area. The National Register sites and buildings in the vicinity of the Buena Vista Avenue Redevelopment project area are as follows:

<b>Site Name</b>	<b>NR Number</b>
Yonkers Post Office	90NR02477
St. John's Protestant Episcopal Church	90NR02467
John Copcutt Mansion	90NR02473
Public Bath House # 3	90NR02475
Bell Place-Locust Hill Avenue Historic District	90NR02472
Yonkers Trolley Barn	01NR01765
Philipsburg Building	02NR01911
Mott Mill	03NR05152

### Historic Background of Yonkers

The history presented here is taken from the various historic district and structure reports, and local histories of Westchester County and the City of Yonkers. The material is not intended to an exhaustive examination of the history of the City of Yonkers, nor is it intended to present original research. It is, however, intended to provide a context for the area, which, by extension, can be applied to the buildings formerly located within the Buena Vista Redevelopment project area.

*Yonkers was founded in 1646 by Adrian Van Der Donk, a gentleman farmer or Jonkheer (Dutch for Young Gentleman). Incorporated as a village in 1855 and a city in 1872, Yonkers was a leading industrial place along the Hudson River. Yonkers gave rise to such inventions as the safety elevator, manufactured by Elisha Graves Otis, and sons, it is where Edwin Armstrong demonstrated FM radio transmission, where Leo Beakeland invented Bakelite, and where Charles Harvey engineered the first elevated train (Yonkers Historical Society 2008:9).*

*Until the mid nineteenth century Yonkers was primarily an agricultural community. One of the aspects of the development of Yonkers was the city's location. Its proximity to the Hudson and Nepperhan (Saw Mill) Rivers was crucial to the industrial development of the area. For many years the Hudson River was the predominant means of travel and trade and the Yonkers waterfront developed into a bustling transportation hub. [With] the arrival of the Hudson River Railroad, in the 1840's linking Yonkers to New York City and Albany, Yonkers experiences an industrial boom in the*

*second half of the nineteenth century. It was during this time that Yonkers was incorporated as a city and adopted a trolley system that was operational until the mid twentieth Century (NRF 2001:8).*

*By 1813, the Nepperhan River was dammed in several locations to provide water power and the dams were consecutively numbered. The mill pond of the Nepperhan, that later served Mott's Mill (03NR05152) was dam five, and thus known as the fifth water power (NRF 2003:8). By the 1890's the mill pond was filled, and the containment of the Nepperhan River was underway. With these developments the real estate values in the area soared and commercial buildings replaced more modest structures. This development accentuated the expansion of Yonkers factories which resulted in an increase in the local population., and the growth of suburban communities in Yonkers, such as Ludlow Park and Park Hill (NRF 2002: 8-9).*

*Yonkers became incorporated as a city in 1872. The city's first street railway opened 14 years later. The trolley mechanism in Yonkers was developed by Rudolph Eickemeyer, a well known local inventor. The system was run by the Yonkers Railroad Company, as subsidiary of the Third Avenue Railway System that ran cars in Manhattan, Bronx, Yonkers, Mt. Vernon and Pelham. The early trolley system ran along Main street, in downtown Yonkers, and eventually expanded to include lines throughout the city, by the time it was electrified in 1890s (NRF 2002:8).*

*The railroad stimulated a substantial growth in both population and industry. In 1855 Yonkers had a population of approximately 5000. Several important industries sprang up in Yonkers during the second half of the nineteenth century. The Otis Elevator Company (1855), the Wring Hat Company, (1849), the Alexander Smith Carpet Company (1865), and the Yonkers Gas Light Company (1854) were a few of the many businesses that flourished in Yonkers during this time. By 1900 the population of Yonkers had reached 47,931 (NRF 2001:8). By the early 20<sup>th</sup> Century Yonkers was a major industrial powerhouse, with nearly 14,000 persons employed in its industries (NRF 2002:8-9).*

*The expansion of the rail service between New York City, and Yonkers also resulted in the development of significant estates, many on bluffs overlooking the Hudson River, as early as the mid-19<sup>th</sup> century. This includes such houses as "Glenview", the John B. Trevor House (now Yonkers Museum), the Ethan Flagg House and the John Copcutt Mansion, all of which are listed on the National Register (NRF 2002:8).*

The Yonkers Trolley Barn (01NR01765), listed on the National Register in 2002, is located at the corner of Main Street and Buena Vista Avenue. The listing includes not only the trolley barn, but the attached substation to the south of it. Both structures are located on Block 512. The information on the Yonkers Trolley Barn is taken from the National Register Nomination Form.

#### The Yonkers Trolley Barn (01NR01765)

*The Yonkers Trolley Barn is a massive Renaissance Revival building constructed in 1903 . Directly to the west of the building is the elevated bed of the Metro North Railroad and Amtrak lines. Adjacent to the south and across Buena Vista Avenue to the east are commercial properties. Across Main Street to the north is the Yonkers Railroad Station (considered National Register Eligible). The Yonkers Trolley Barn is comprised of a three story car barn and attached two story power supply substation.*

*The Yonkers Trolley barn is historically significant in the area of architecture as an imposing and unusual example of turn-of-the-century industrial architecture in Westchester County, and in the area of transportation as the most important and sole remaining building from the Yonkers Trolley system. Designed by A.V Porter and built in 1903 for the Yonkers Railroad Company it is the last remaining trolley car barn in Westchester County and is representative of an important period in the transportation history of most major cities in the United States. The Hudson River, the trolley and the Train all contributed to the development of Yonkers (NRF 2001:8).*

### The Yonkers Teutonia & Teutonia Hall

The Yonkers German singing and literary society, dates from 1856, when it had eleven members and was known as “Yonkers Liederkrantz”. By 1903, the society had 200 members enrolled, including woman. In 1891, the first year that “German Day” was celebrated in the United States (NYT 10-5-1891), a new building, designed by the local architectural firm of George Rayner & Sons, was erected by the organization at a cost of \$32, 000.00. It was designed with a large assembly hall on the second floor with a stage, balcony and a vaulted wooded ceiling, dining room, bowling alley, committee rooms and a pool room. Vocal and instrumental concerts were given weekly throughout the winter months (NY Board of Trade 1903:35). The hall was also rented out for various events, including a bicycle academy.

Historic records indicate that Teutonia Hall was built in 1891, but the earliest Sanborn maps for the area do not show the building. (Sanborn 1898) The Sanborn maps reviewed for the project indicate that in 1898 Teutonia Hall was a 2-storey structure with a basement. When it was built, the structure was set back from the street with an open yard area on the south side of the building. The building was of yellow brick with a shingle roof and terra cotta decoration on the façade. The 1898 Sanborn Fire insurance Map indicates that 3-story porch on 14’ posts was constructed on the rear of the building. The map, although not entirely legible, indicates that the interior was frame partitioned.

By 1911, the Yonkers Teutonia had moved to smaller quarters, and Teutonia Hall, now called Prospect House, was owned by Prospect Settlement House Association. The 1917 Sanborn map indicates that Prospect House had bowling alleys in the basement and playrooms and offices on the 1<sup>st</sup> floor. The second floor was an open hall, where, we know from newspaper clippings, a variety of activities took place. The map indicates that the building had steam heat, electric lights and chemical fire extinguishers. Prospect House was a location for an after-school program emphasizing the arts for children of working parents. This program was started by Celine Baekeland, wife of Dr. Hendrik Lee Baekeland, founder of Bakelite plastics. Prior to its location at Teutonia Hall, Prospect House was located at 11 Jefferson Street, and operated at 53 Buena Vista Avenue until the 1930’s (Yonkershistory.org)

By 1951, Prospect House has been converted to a knitting mill. At some point, prior to 1951, the rear porch had been removed. The building remained otherwise unchanged, with 2-stories on the street façade, and 3-stories at the rear. An elevator was located in the northeastern portion of the building within a brick shaft with a wired glass door. The stairwell was located in the front center of the building. Automatic sprinklers have been added to limited portions of the structure. The 1951 map indicates that the building had been connected to the city sewer system. The 1973 Sanborn indicates that the building was no longer used as a mill, but had been converted to apartments. No indications that the building had been divided into apartments was observed during our preliminary inspection of the building in June 2009. The building is currently vacant and in a deteriorated condition.

The changes in the use of Teutonia Hall and the Buena Vista Redevelopment project area represent a shift in the cultural dynamic of this neighborhood. In the mid-19<sup>th</sup> century, and probably earlier, it was an area with a few large houses that overlooked the Hudson River, and as late as the end of the 19<sup>th</sup> century it was a reasonably prosperous part of Yonkers, with a mix of residential and commercial activity. Over time commercial activity increased, older buildings were demolished and replaced by new structures, such as the garage south of Teutonia Hall, large residential buildings were divided into apartments and became rental units, rather than owner occupied buildings, and buildings burned or were demolished and not replaced with new construction.

#### The Josiah Rich Estate

In 1876 and for at least a quarter of a century earlier, Josiah Rich had owned a significant part of the land in Block 512. Rich and other landowners in the area, in agreement made with the New York Central and Hudson River Central Railroad, were responsible for the filling and the sale of lands to the north for the construction of the railroad depot. (See Map 5) This agreement was made in 1850, but was not fully enacted until many years later. In 1878, the *New York Times* published a report that Mr. Josiah Rich, who was then 70 years of age, had filed a suit for damages against the New York Central Railroad and Hudson Central Railroad in the amount \$15,000.00. Mr. Rich's claim, according to the article, was that the railroad companies had failed to comply with their side of the agreement concerning the location of the depot. The article further reports that the depot, in addition to receiving passengers, was to have been used as a wood and water station, but that the railroad had failed to use it as such. In addition, the law suit filed with the Supreme Court of the State of New York alleged that the railroad companies created schemes to remove the navigable right of the Nepperhan or Saw Mill river from the rightful landowner by closing of the drawbridge over the river. This limited the access of the lumber company located along the river, which was one of Rich's tenants. As a result of the suit, the railroad company moved the station to the north, which caused a significant depreciation in the values of Rich's properties. Although the railroad agreed to return the station to its old location, they delayed for an extended period of time (NYT 9-19 1884). The law suit also contended that due to the enormous delays brought about by the rail company, the large estate owned by Rich depreciated in value, and Rich was obliged to mortgage his property. His property was eventually seized by the Mutual Life Insurance Company, which held a mortgage for \$35, 000.00. The newspaper article reported that Rich's property had previously been valued at \$105,000.00. Immediately after the foreclosure of Rich's estate, the City Council closed the west end of Main Street (NYT 12-24-1878).

#### The Exempt Fireman's Benevolent Association

Water for fire purposes was introduced into the city in 1874. Previously water to fight fires was drawn from public cisterns and the Hudson and Nepperhan Rivers.

The Fireman's Benevolent Association building, located at 48 Buena Vista Avenue, was constructed by the Fireman's Benevolent Association in the early years of the 20<sup>th</sup> century. (Photo 20) In 1903, the building was valued at \$6000.00. The association had over 200 members, all of whom had been honorably discharged from the Volunteer Fire Department after five years service. The Fireman Benevolent Association building was later converted to apartments and eventually demolished.

## **Buena Vista Avenue Redevelopment in Context**

The material presented above provides a picture of Yonkers from the mid 19<sup>th</sup> and early 20<sup>th</sup> centuries. Examining the information and the images permits us to envision the appearance of the Redevelopment project area prior to a more modern era.

Having performed the various tasks outlined above, and having provided an outline of the history of the city, with descriptions of its appearance at various periods of time, it is possible to outline the following characteristics of the redevelopment area:

- The project area consisted of commercial and residential buildings;
- Buildings in the project area were 2, 2½, 3, 3½ and 4 stories tall;
- Buildings in the project area were built in a variety of architectural styles that reflected the date of construction and the tastes of the owners;
- Buildings in the project area were generally wood frame or brick, though it may be that in an earlier period brownstone, masonry and cast iron facades were also present;
- Buildings in the project area generally had flat roofs, though gable roofs are observed, particularly on older residential buildings dating to the mid-19<sup>th</sup> century;
- Buildings in the project area often had open rear yards;
- Buildings often had outbuildings in the rear yard areas;
- The project area contained buildings designed for a variety of purposes, including cultural and recreational purposes;
- Commercial business in the project area was largely limited to the Yonkers Railroad Company and the National Sugar Refining Company until the late 20<sup>th</sup> century, when other types of commercial activity was introduced;
- The project area, particularly Block 511, was principally residential, but even within this residential areas some commercial activity took place.
- Cultural institutions, such as Teutonia Hall, later Prospect House, within the project area were later replaced with commercial activity
- Dwellings in the neighborhood changed from single-family owner occupied to rental units as the dynamic of the neighborhood shifted;
- Although the area changed from residential to commercial use, there was little industrial activity within the project area; only the northern portion of Block 512 can be considered such. This means that there is a coherence to the streetscape that would not have been possible if large scale industrial buildings had been built;
- In the residential lots on Block 512 and Block 511, the structures are centrally located on the lot, allowing yard space both on the street side and in the rear of the lot.
- The lots within the project area were combined over time, to make larger tracts of land;



- Cartographic research conducted indicates that the structures located on the southern portions of the project area date to the mid 19<sup>th</sup> century.

## Conclusions and Recommendations

The research undertaken for the project includes the following:

- **Information on National and State Register sites and eligible historic sites in the area**

Research indicates that Yonkers has several historic districts and historic structures, including the Yonkers Trolley Barn, located on the northern portion of Block 512. This building, designed by A.V. Porter dates to 1903. Other National Register listed sites are located in the general vicinity of the Buena Vista Redevelopment project area, including the Yonkers Post Office, Philipsburg Manor Hall, Mott Mill site, St. John's Protestant Episcopal Church, the John Copcutt Mansion, Public Bath House 3, and the Bell Place-Locust Hill Avenue Historic District.

In addition to the identified National Register structures, the former Teutonia Hall is located in the center of Block 512. This structure was built by one of the many German organizations operating in Yonkers at the end of the 19<sup>th</sup> century. Based on the fact that it was built by a prominent Yonkers cultural organization, which operated in Yonkers between 1856 and at least until 1911, was designed by George Rayner & Sons, a well-known Yonkers architectural firm, and continued in use as an important social institution after 1911, when it was known as Prospect House, Teutonia Hall, it is considered likely, despite the fact that it is in a deteriorated condition, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) would consider that Teutonia Hall was eligible for listing on the National Register of Historic Places.

- **Research that included file searches and the review of relevant maps**

Research identified maps that showed Yonkers in the period between 1851 (Merry's *Map of Westchester County*), 1876 (Hyde's *Property Atlas of the City of Yonkers*), 1889 (Robinson's), 1893 & 1896 (Bien) *Atlas of Westchester County*, 1907 (A.H. Mueller) *Atlas of the City of Yonkers* 1911 & 1914 (Bromley) *Map of Westchester* and between 1891 and 2004 (Sanborn Fire Insurance Maps). Historic lithographs and photographs were gathered that provided a clear picture of the appearance of the area. Histories of the city were consulted, including Rutenber & Clark, John J. Nutt, and the internet. This information was then used to create the context for the Redevelopment project area.

- **Identification of known historic and prehistoric sites located on the proposed redevelopment area or in its vicinity**

Archaeological site maps located at OPRHP were consulted to determine whether prehistoric archaeological sites were located within the redevelopment area. Site map research indicated that no prehistoric sites have been identified within the Buena Vista Redevelopment project area. The examination of the environmental factors that might have made the area attractive for Native American peoples, including the relationship of the area to the Hudson and Saw Mill Rivers,

indicates that the potential for prehistoric sites to located within the Redevelopment project area has been effectively eliminated by the development of the area over the last 200 years. It is the opinion of CITY/SCAPE: Cultural Resource Consultants that the Buena Vista Redevelopment project area has a vanishingly small potential to contain intact prehistoric archaeological sites.

In conjunction with the information gathered from the historic sources, the Sanborn maps provided that basis for an archaeological assessment of each of the lots on each of the blocks within the Redevelopment project area. The approach taken was to identify each of the lots within the blocks. Based on the historic research and this assessment, a determination was made concerning the potential of any lot to contain intact historic archaeological resources. This information is presented in the report in tabular form. The report's findings indicate that the historic archaeological potential of the majority of the parcels within the Redevelopment project area is moderate on those lots that have rear yard areas.

- **Limited field analysis**

Field analysis was limited to a visual inspection of each of the blocks, so that they could be described in the body of the report. In addition to the walkover of the blocks, photographs of current conditions on each lot were taken, and these photos are included in Appendix A. The field analysis showed that the blocks were a mix of vacant lots, parking areas, abandoned buildings, commercial business and residential structures.

- **Impact of the Proposed Redevelopment Plan on Historic Cultural Resources**

The potential impacts are of two types, physical and visual. With respect to the physical impacts, unless new construction has impacted rear yard areas, they exist almost anywhere in the Redevelopment project area where cisterns or privies may have been located. The potential for intact cultural resources may be higher on the residential lots, but could also exists on some of the commercial and vacant lots. The types of resources that might be expected would be privies and cisterns associated with residential lots, or school sinks – a form of communal privy – that might be associated with the commercial buildings that also had a residential use. There could also be dump sites and sheet middens buried beneath the fill used to level and grade the residential lots after the demolition of the buildings. In summary, the analysis of the individual lots within the Redevelopment project area indicates that the many of them have some potential to contain intact historic cultural resources. (See Table 3 & Table 4)

Architectural design of new structures for the proposed redevelopment should reflect period elements of existing structures in order to mitigate any adverse visual impact on National Registered sites located in the vicinity.

Based on the material presented above, it is the recommendation that a Phase 1B survey plan be developed that will specifically identify the areas requiring archaeological investigation. These would be the rear yards of lots that have been undisturbed, and have the potential to contain a privy or cistern feature.

It is also recommended that CITY/SCAPE: Cultural Resource Consultants initiate consultation with the appropriate department at OPRHP to determine whether Teutonia Hall is considered National Register eligible.

Assuming that OPRHP concurs with our findings that Teutonia Hall is National Register eligible, it is recommended that a mitigation plan be developed that would document Teutonia Hall prior to its potential demolition.

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[yonkershistory.org](http://yonkershistory.org)



# **APPENDICES**





## **LIST OF APPENDICES**

Appendix A: Maps & Figures

Appendix B: Photographs .



**APPENDIX A**

**MAPS & FIGURES**



## MAP LIST

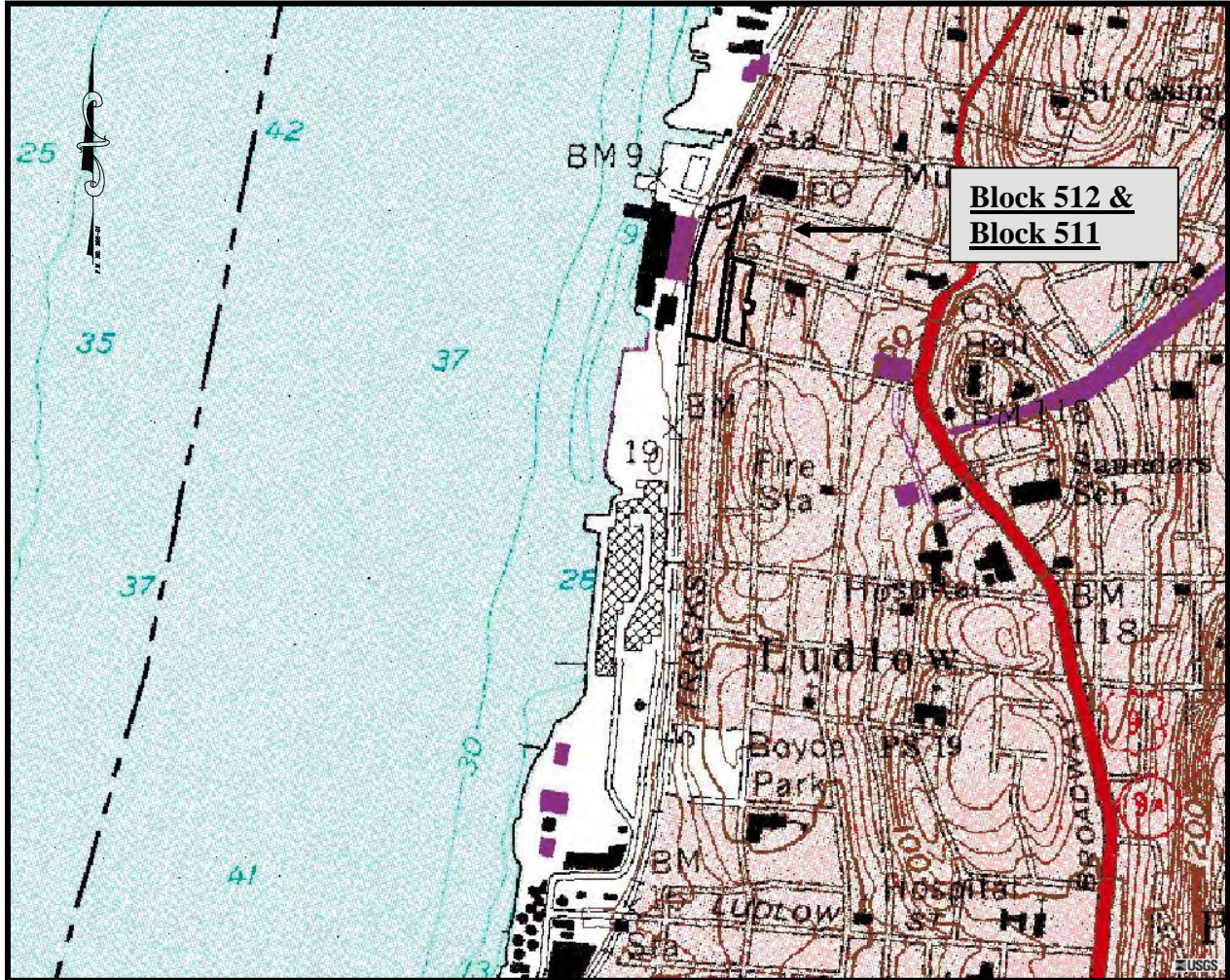
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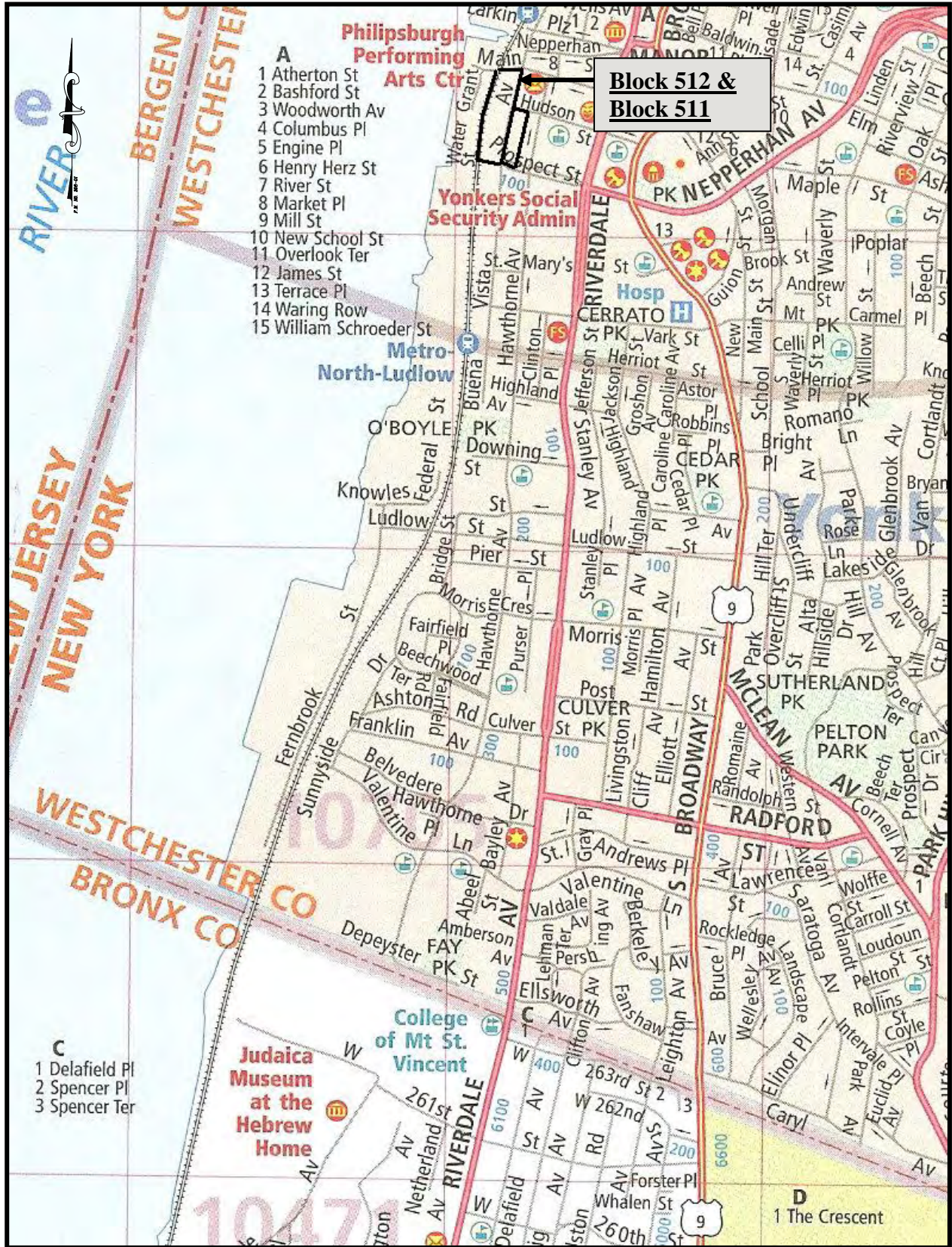
- Map 1: Location Map including Project Area. 1992 USGS Topo. 7.5 Minute Series. Yonkers Quadrangle. Scale:  $\frac{3}{4}$ "=815'
- Map 2: Locator Map of the project area. (Source: *Rand McNally Westchester and Putnam Counties Street Atlas 2006*).  $\frac{3}{4}$ "=815'
- Map 3: 1851 F.C. Merry. *Map of Westchester County, New York*. Scale : 1"= 370'
- Map 4: 1876 E.B. Hyde. *Property Atlas of the City of Yonkers*. Scale : 1"= 180'
- Map 5: 1889 Roger Pidgeon. *Atlas of the City of Yonkers*. Published by E. Robinson. Scale : 1"= 190'
- Map 6: 1893 J. Bien & Co.. *Atlas of Westchester County* Scale : 1"= 155'
- Map 7: 1896 R. Bien. *Atlas of Westchester County* Scale : 1"= 100'
- Map 8: 1907 A.H. Mueller.. *Atlas of the City of Yonkers, Westchester County* Scale: 1"= 100'
- Map 9: 1911 G.H. Bromley. *Map of Westchester County* Scale : 1"= 240'
- Map 10: 1914 W.S. Bromley.. *Atlas of Westchester County* Scale : 1"= 145'
- Map 11: 1929-31 G.M. Hopkins. *Westchester County Atlas* Scale : 1"= 115'
- Map 12: 1942 Sanborn Fire Insurance Map. City of Yonkers. Volume 1 Sheet 1 & 3. Scale: on map.
- Map 13: 1953 Sanborn Fire Insurance Map. City of Yonkers. Volume 1 Sheet 16,17,27,41, & 42. Scale: on map.
- Map 14: 1976 Sanborn Fire Insurance Map. City of Yonkers. Volume 1 Sheet 16,17,27,41, & 42. Scale: on map.
- Map 15: 2004 Sanborn Fire Insurance Map. City of Yonkers. Volume 1 Sheet 16,17,27,41, & 42. Scale: on map.

### Figures

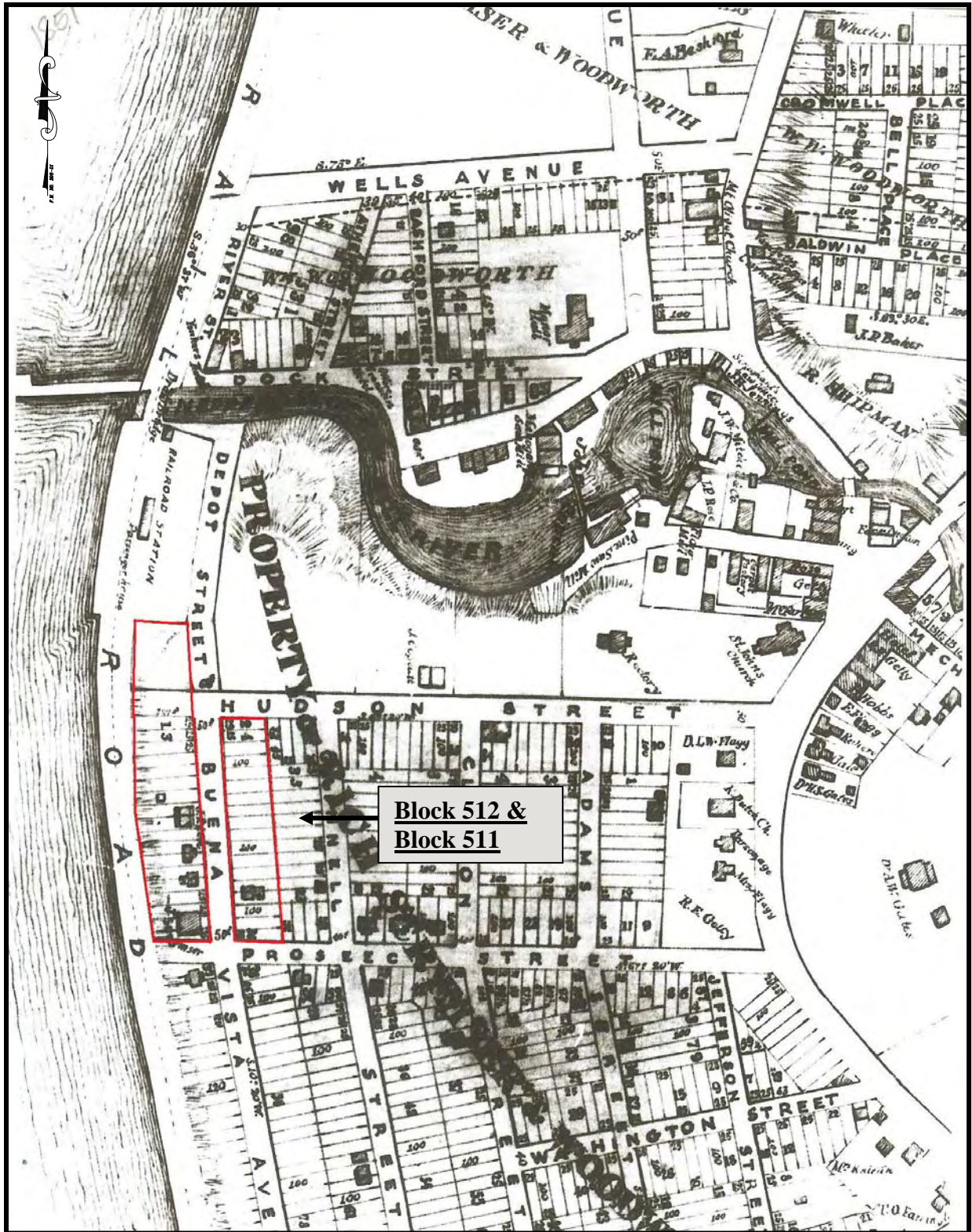
- Fig. 1: Aerial Photograph of the Project Area. (Source: *Terra Server USA*) Scale: on Map.
- Fig. 2: Location of National Register Sites in Vicinity of Buena Vista Avenue Redevelopment project area. Scale: on map.

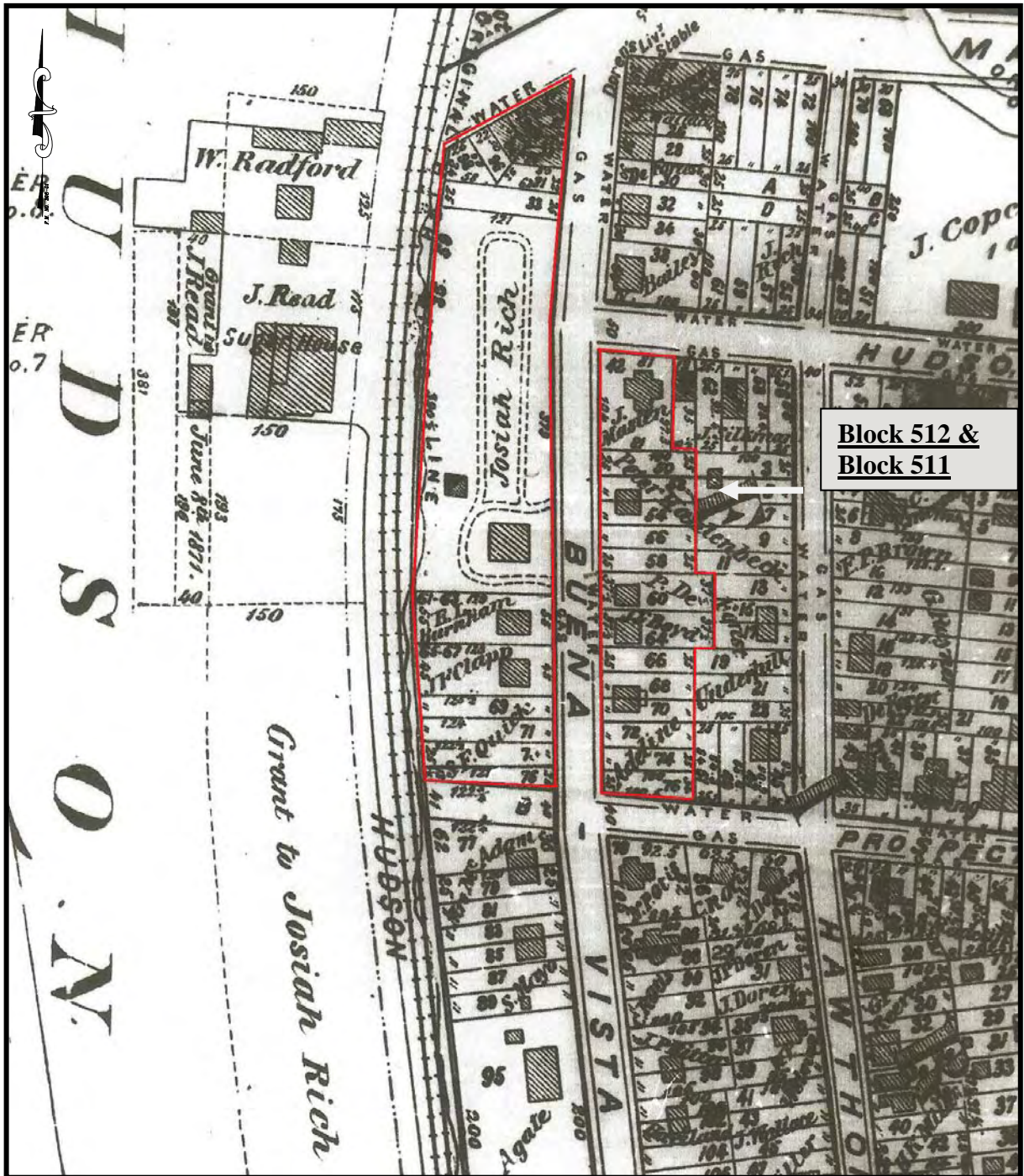


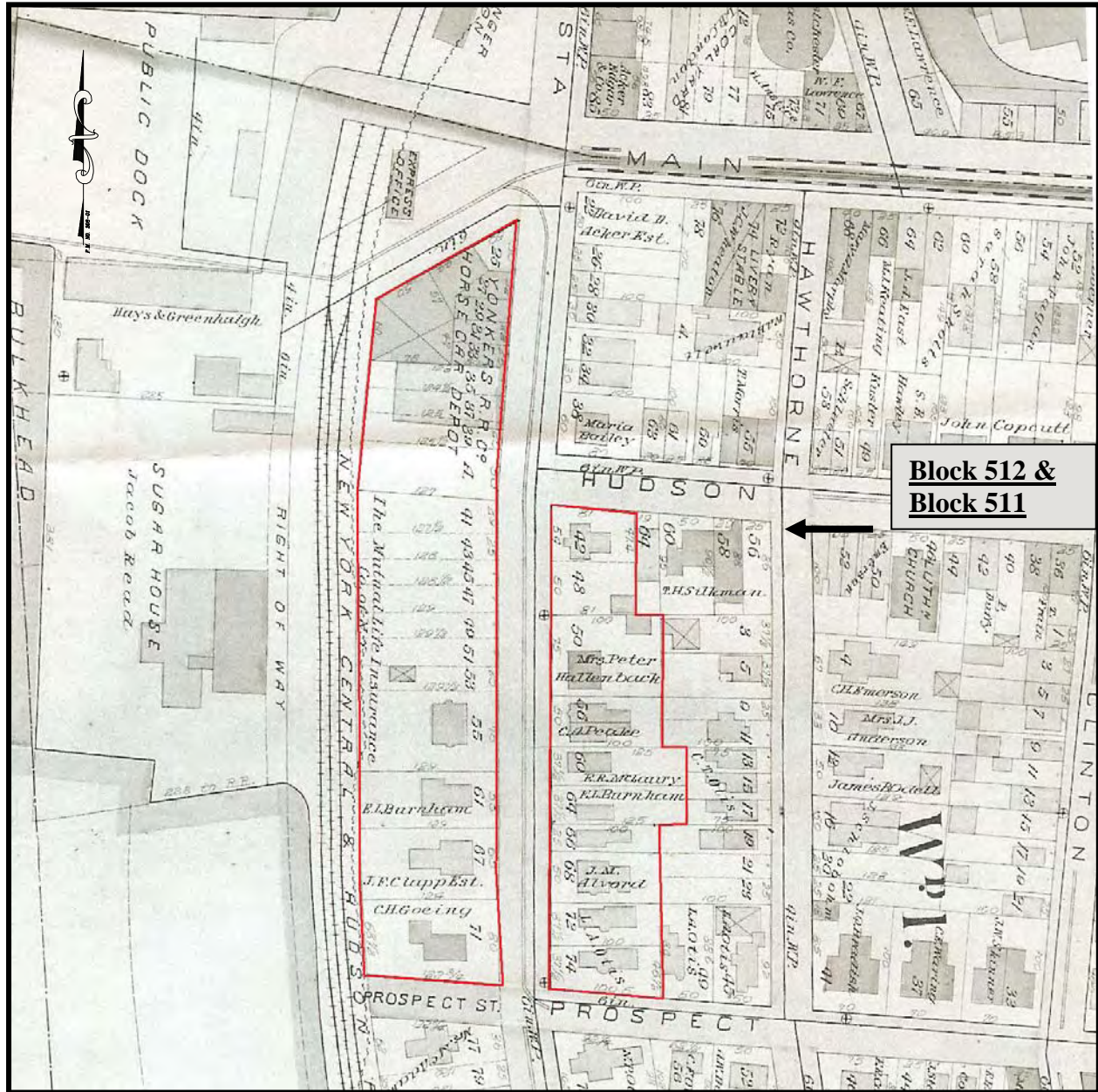


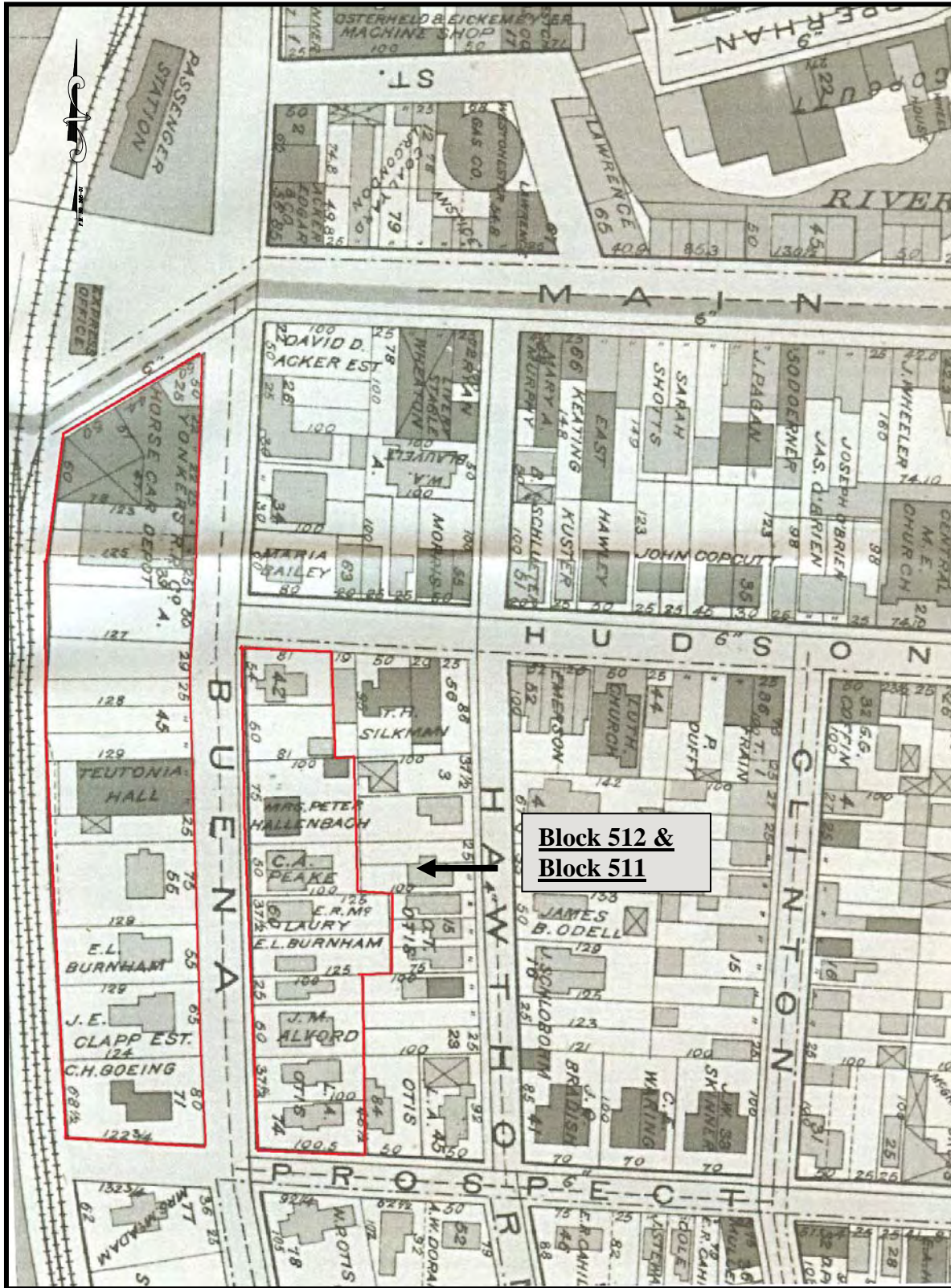


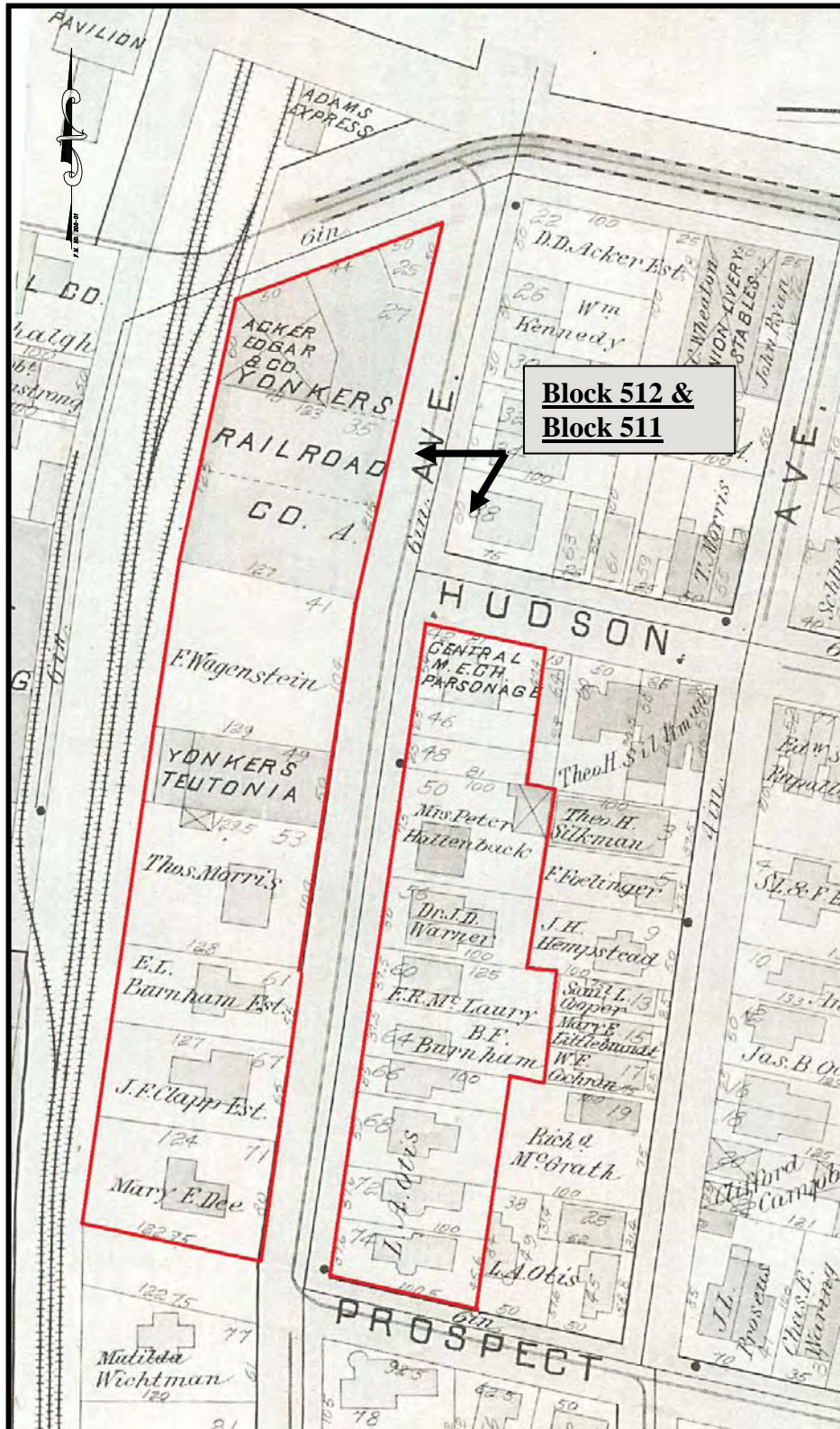


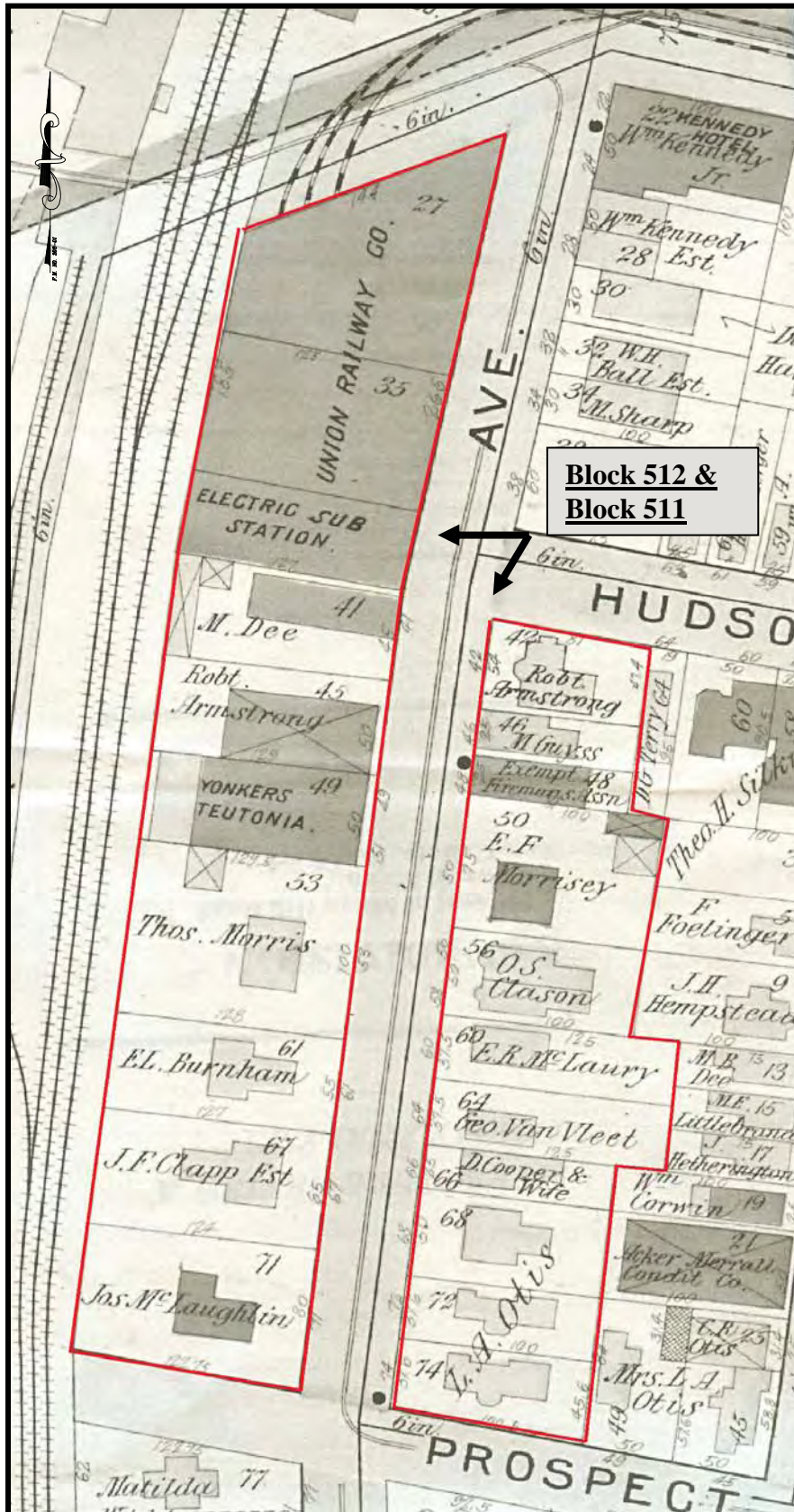


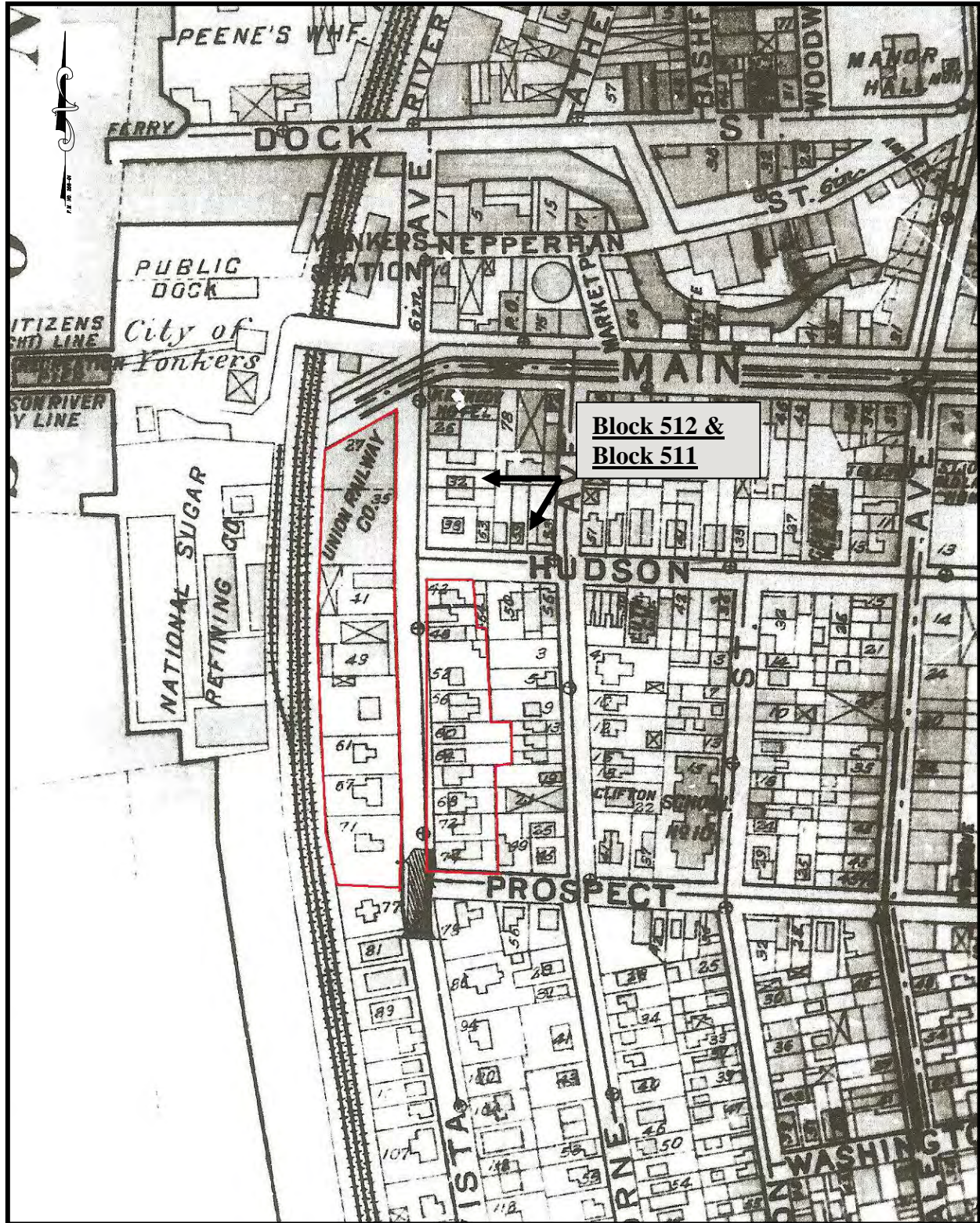


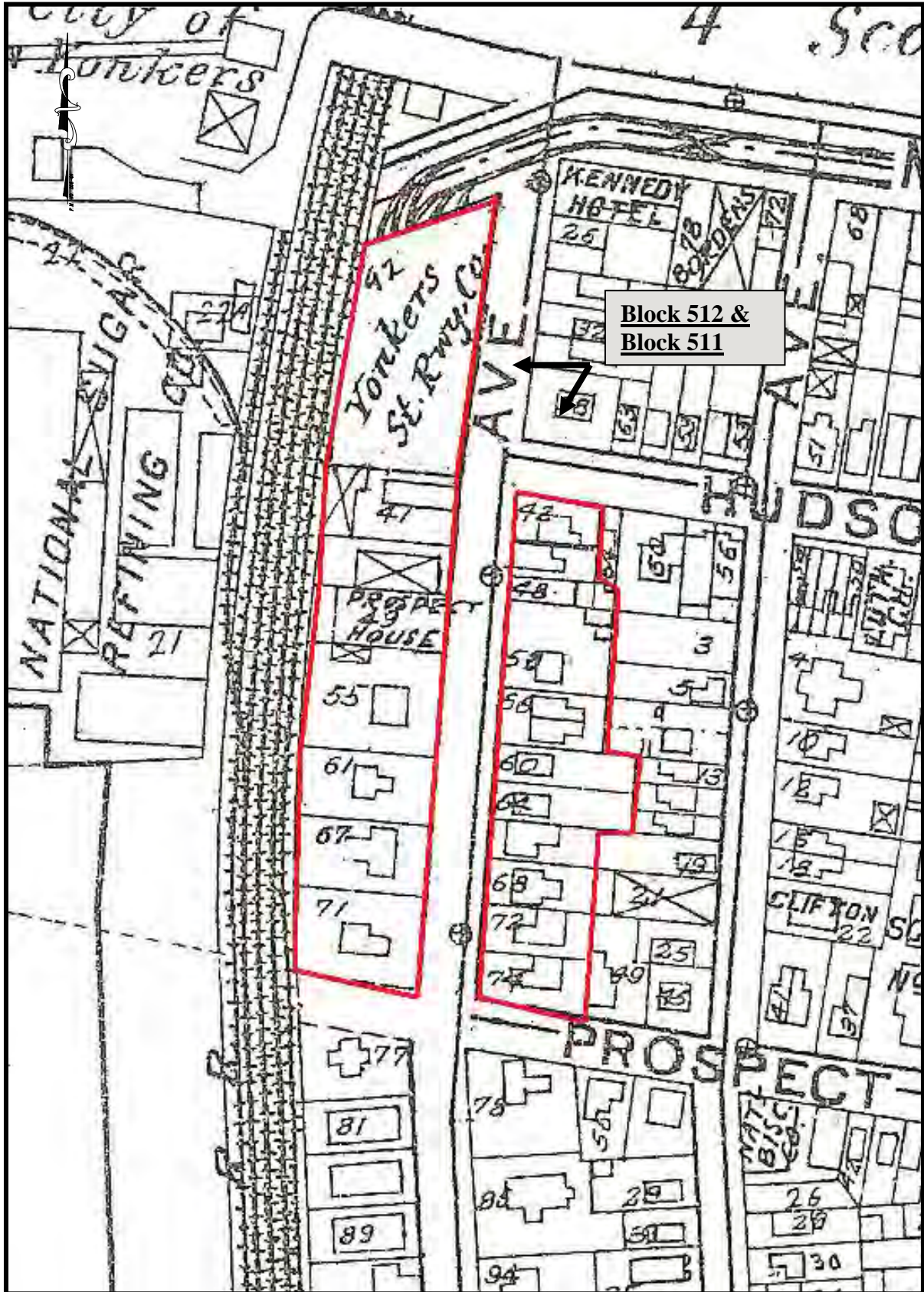




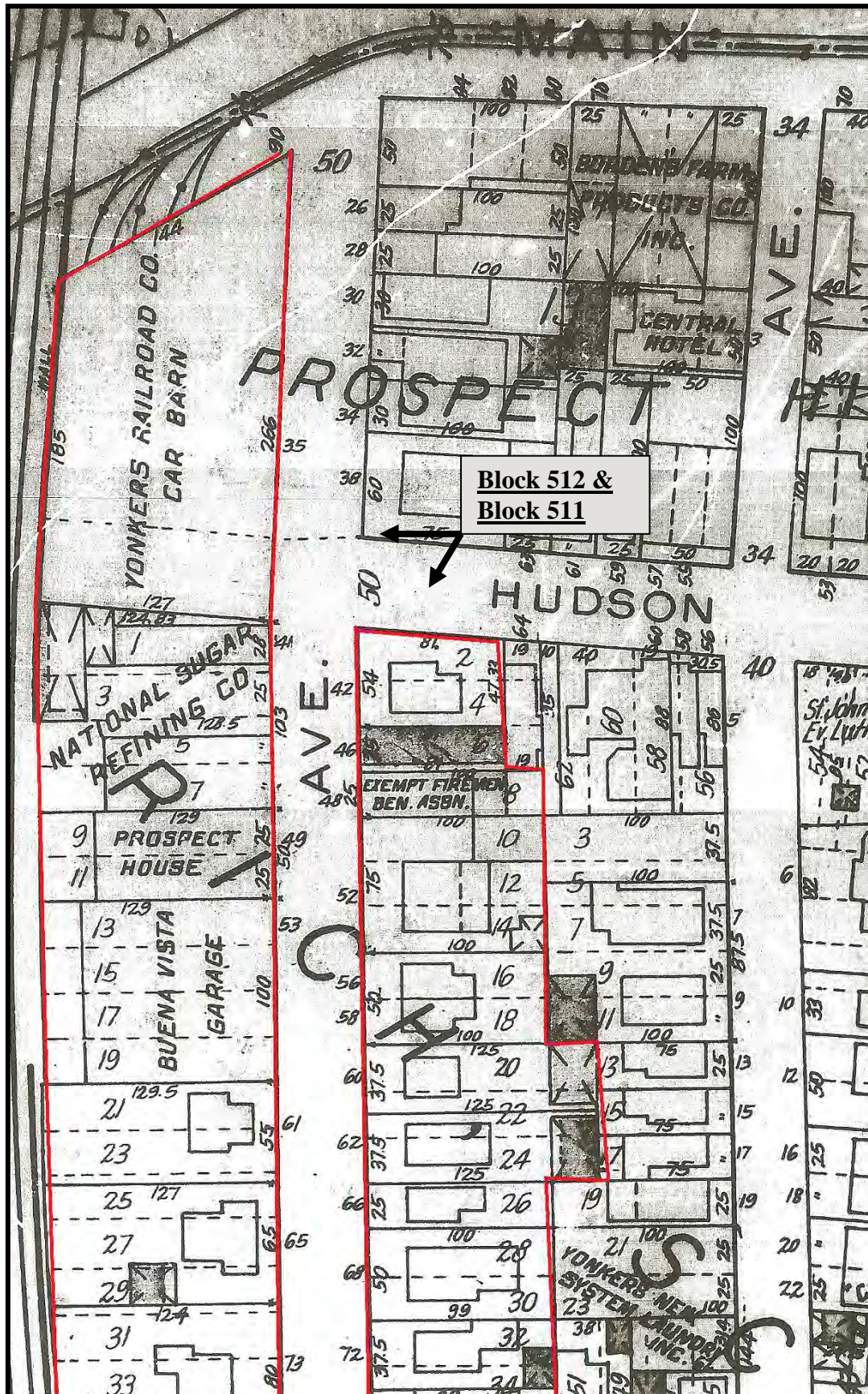


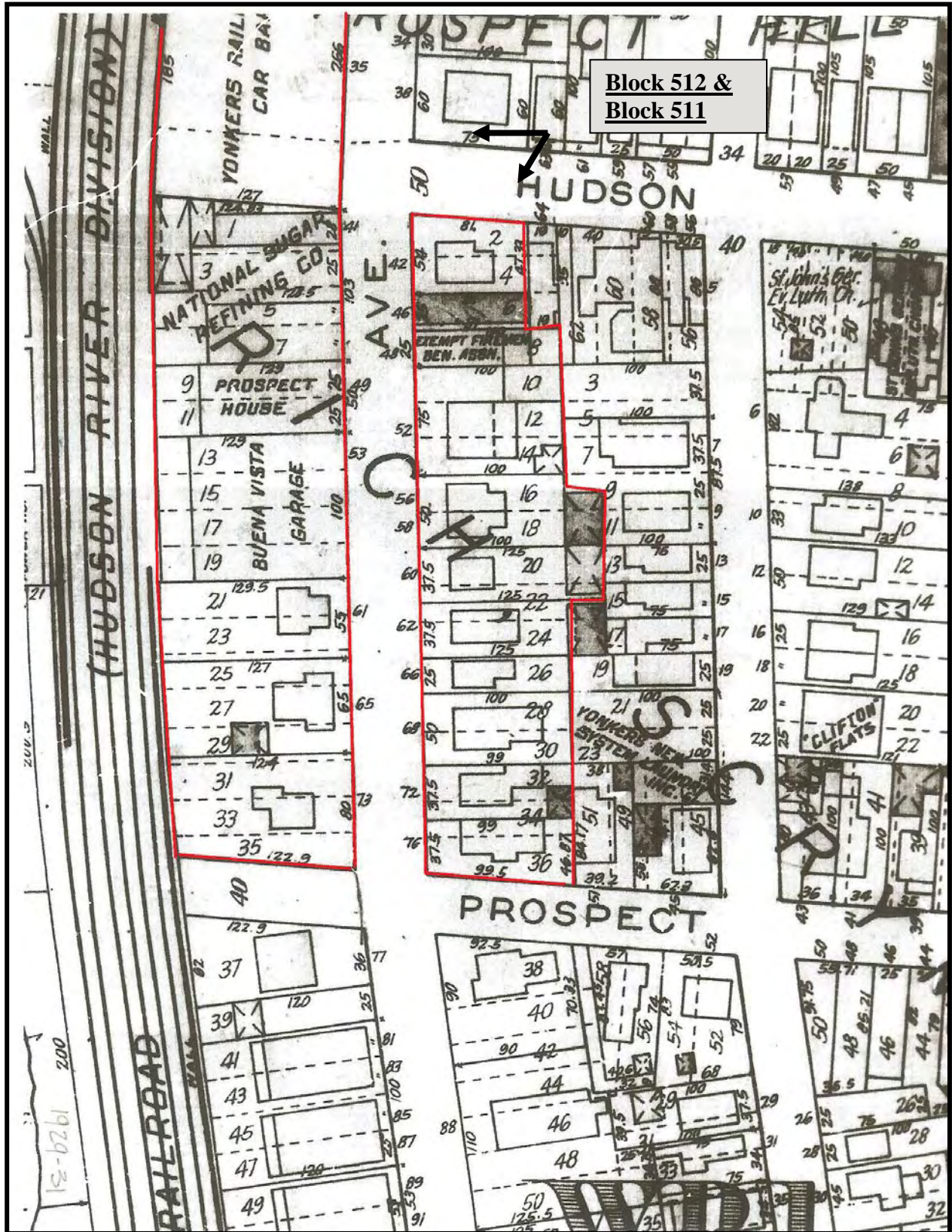








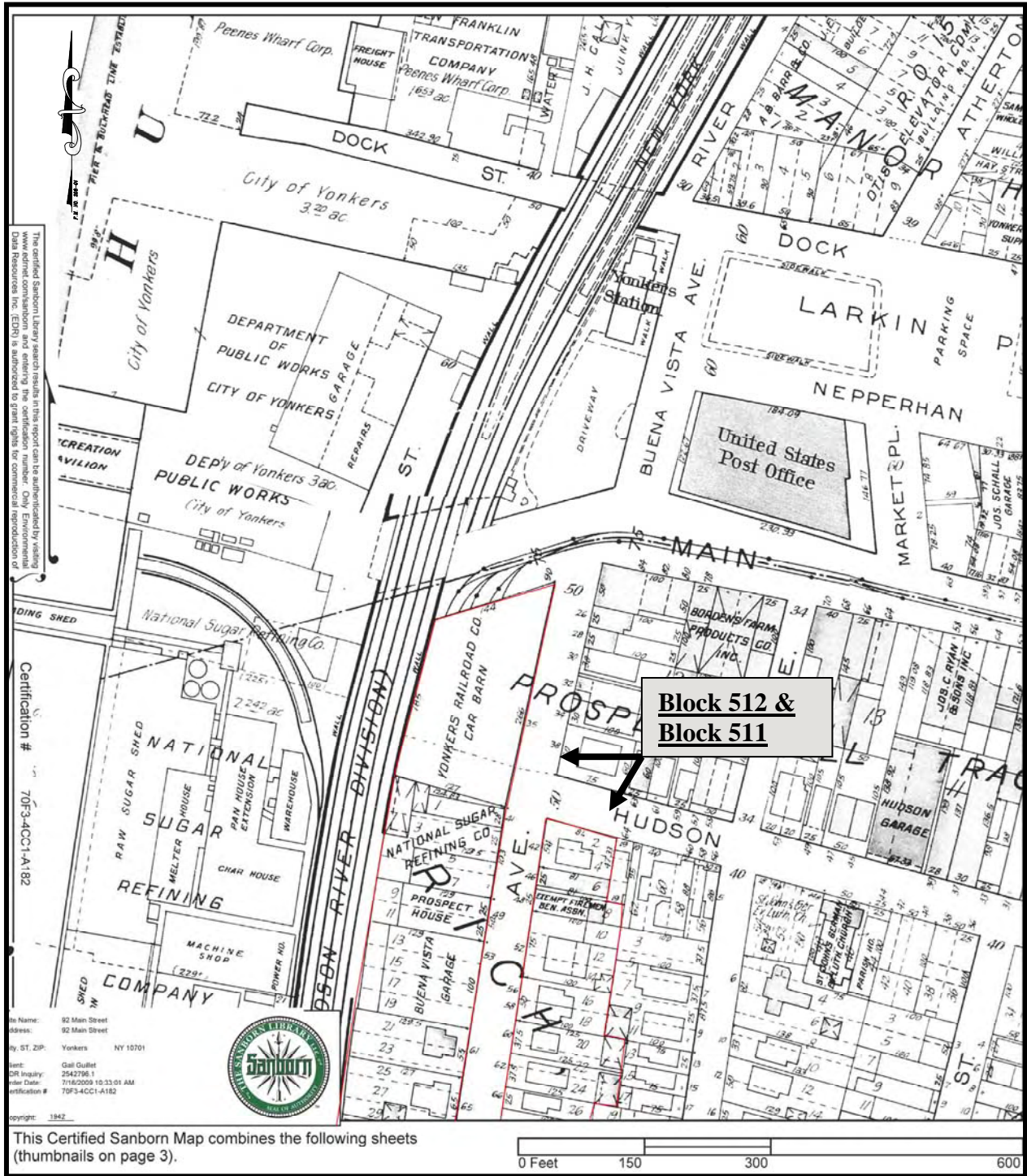




Appendix A: Maps and Figures

Buena Vista Avenue Redevelopment City of Yonkers Westchester County New York

Map 12: 1942 Sandborn Fire Insurance Map, City of Yonkers Volume 3 Sheet 1. Scale : on Map

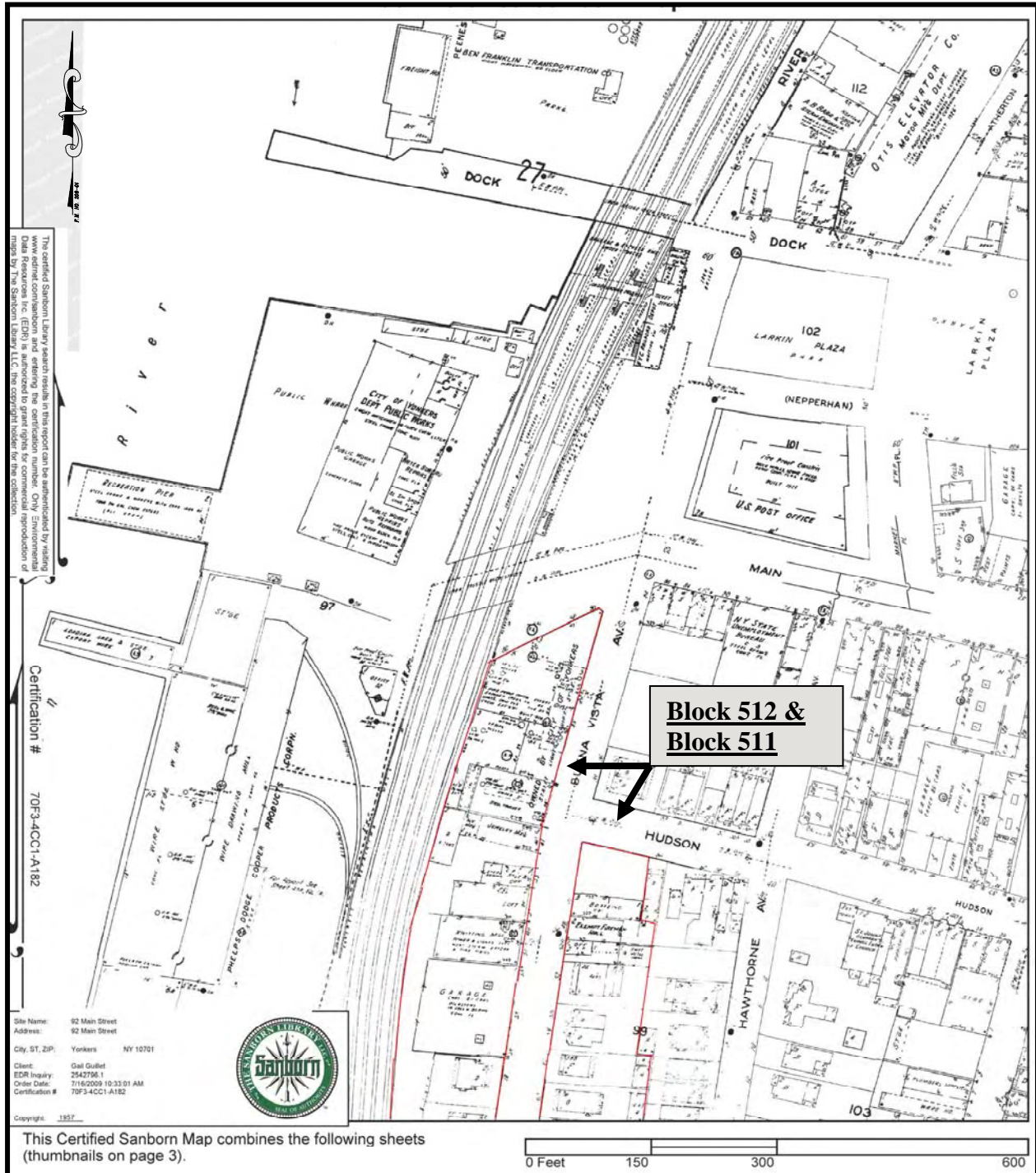


This Certified Sanborn Map combines the following sheets (thumbnails on page 3).

Appendix A: Maps and Figures

Buena Vista Avenue Redevelopment City of Yonkers Westchester County New York

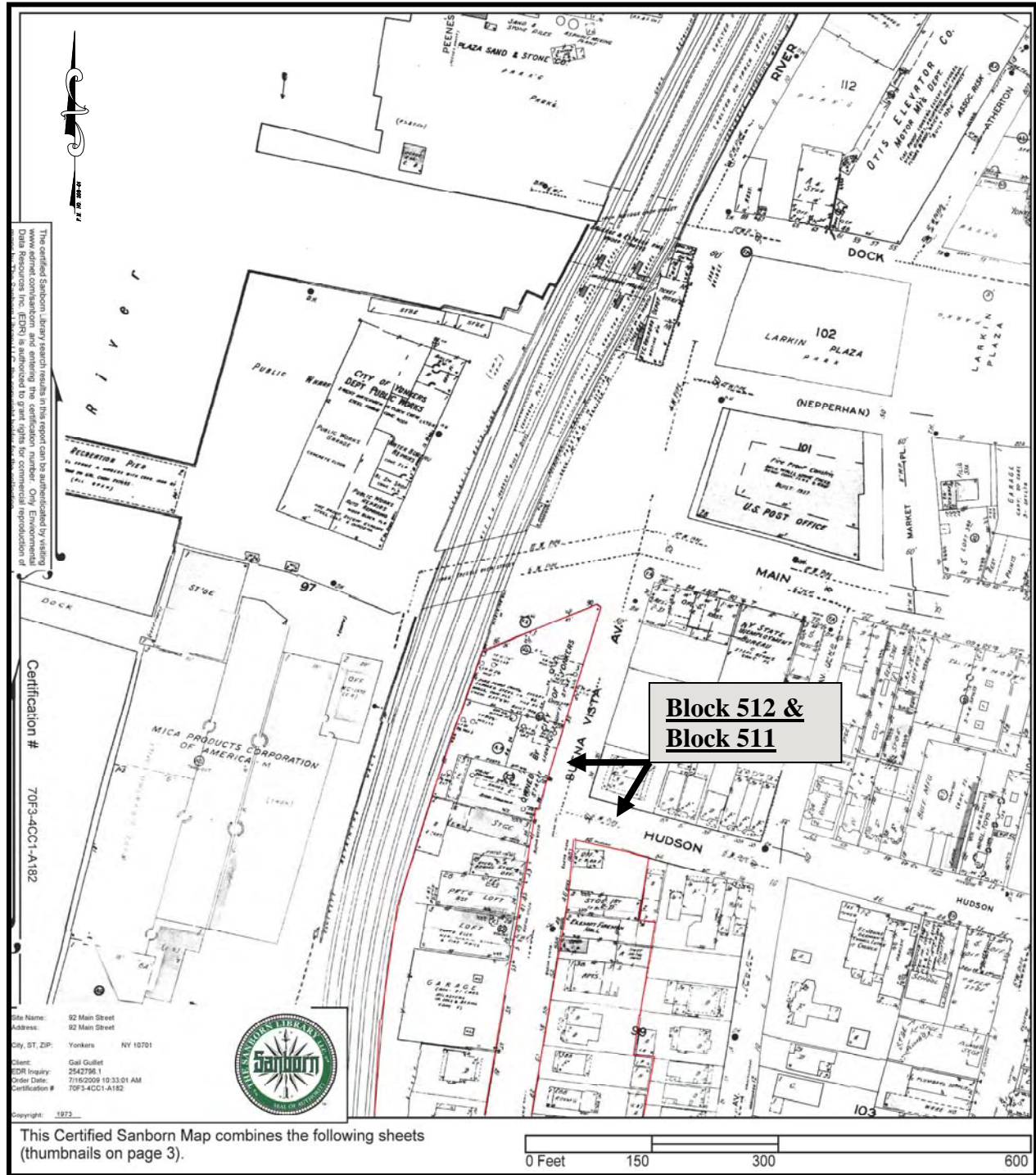
Map 13: 1957 Sanborn Fire Insurance Map. City of Yonkers Volume 1 Sheet 15,16,27,41 & 42 Scale : on Map



Appendix A: Maps and Figures

Buena Vista Avenue Redevelopment City of Yonkers Westchester County New York

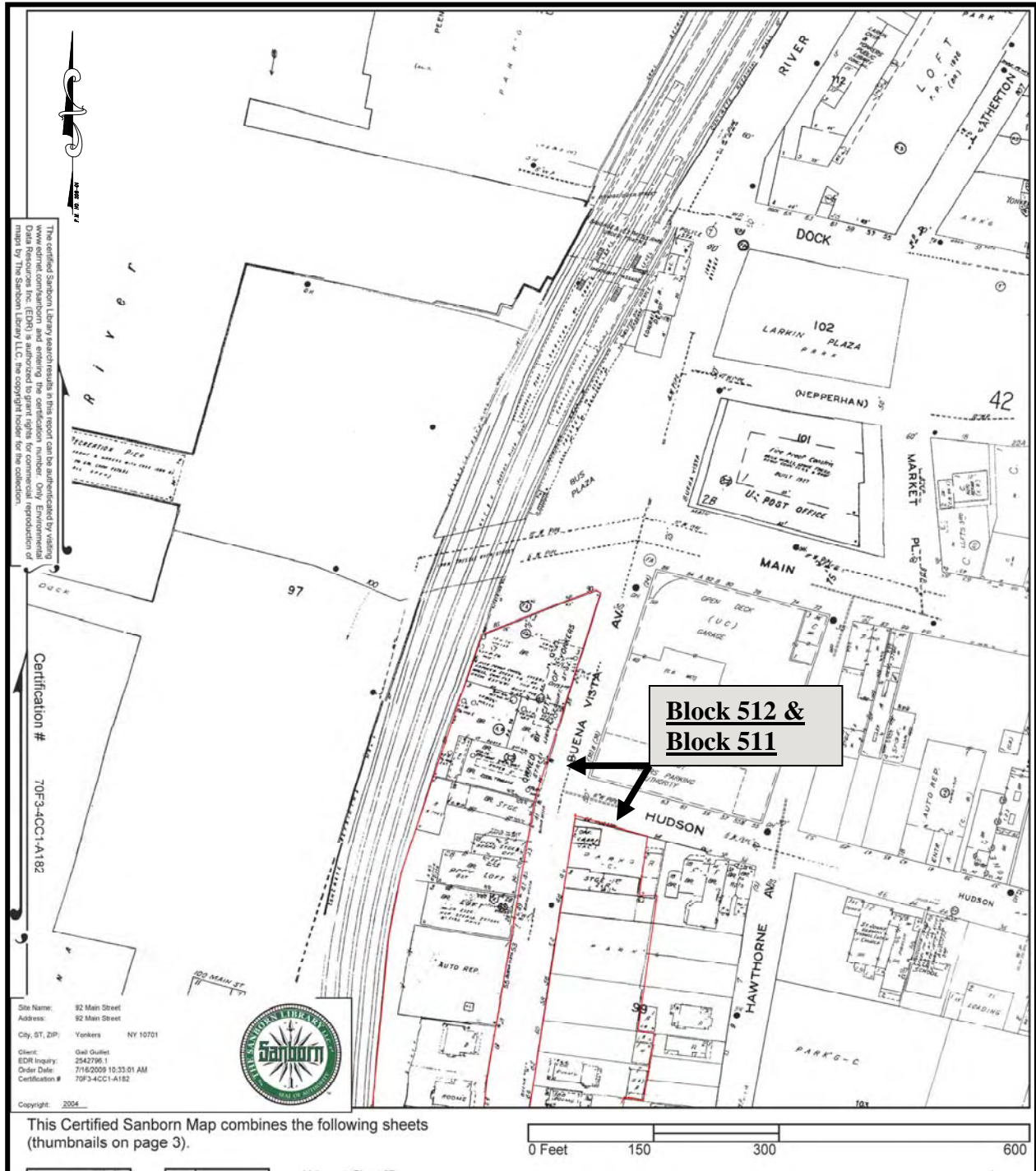
Map 14: 1973 Sanborn Fire Insurance Map. City of Yonkers Volume 1 Sheet 15,16,27,41 & 42 Scale : on Map



Appendix A: Maps and Figures

Buena Vista Avenue Redevelopment City of Yonkers Westchester County New York

Map 15: 2004 Sanborn Fire Insurance Map, City of Yonkers Volume 1 Sheet 15,16,27,41 & 42 Scale : on Map



**APPENDIX B**

**PHOTOGRAPHS**







**Photo 1:** 41 Buena Vista Avenue. View to west.



**Photo 2:** 43-45 Buena Vista Avenue. One-storey brick commercial building with alleyway to north. View to west.



**Photo 3:** 47 Buena Vista Avenue. Two storey brick building with wrought iron detail at roof line. View west.



Photo 4: 49-51 Buena Vista Avenue (Teutonia Hall). View to northwest.



Photo 5: 53 Buena Vista Avenue. View to west.



**Photo 6:** 61 Buena Vista Avenue. View to west.



**Photo 7:** 61 Buena Vista Avenue. View to northwest.



**Photo 8:** 65 Buena Vista Avenue. View west..



**Photo 9:** 65 Buena Vista Avenue. View to southwest.



**Photo 10:** 76 Buena Vista Avenue. View to east.



**Photo 11:** 72 Buena Vista Avenue. View to southeast



**Photo 12:** 68 Buena Vista Avenue. View east.



**Photo 13:** 66 Buena Vista Avenue. View to east

buonavista



**Photo 14:** 62 Buena Vista Avenue. View to east.

CITY/SCAPE: Cultural Resource Consultants





**Photo 15:60** Buena Vista Avenue. View to east.



**Photo 16:** Granite step indicates location of house formerly located at 58-60 Buena Vista Avenue. View to east.



**Photo 17:** Wrought iron gate and break in cinder block wall indicates entrance to house formerly located at 56 Buena Vista Avenue. View to northeast.

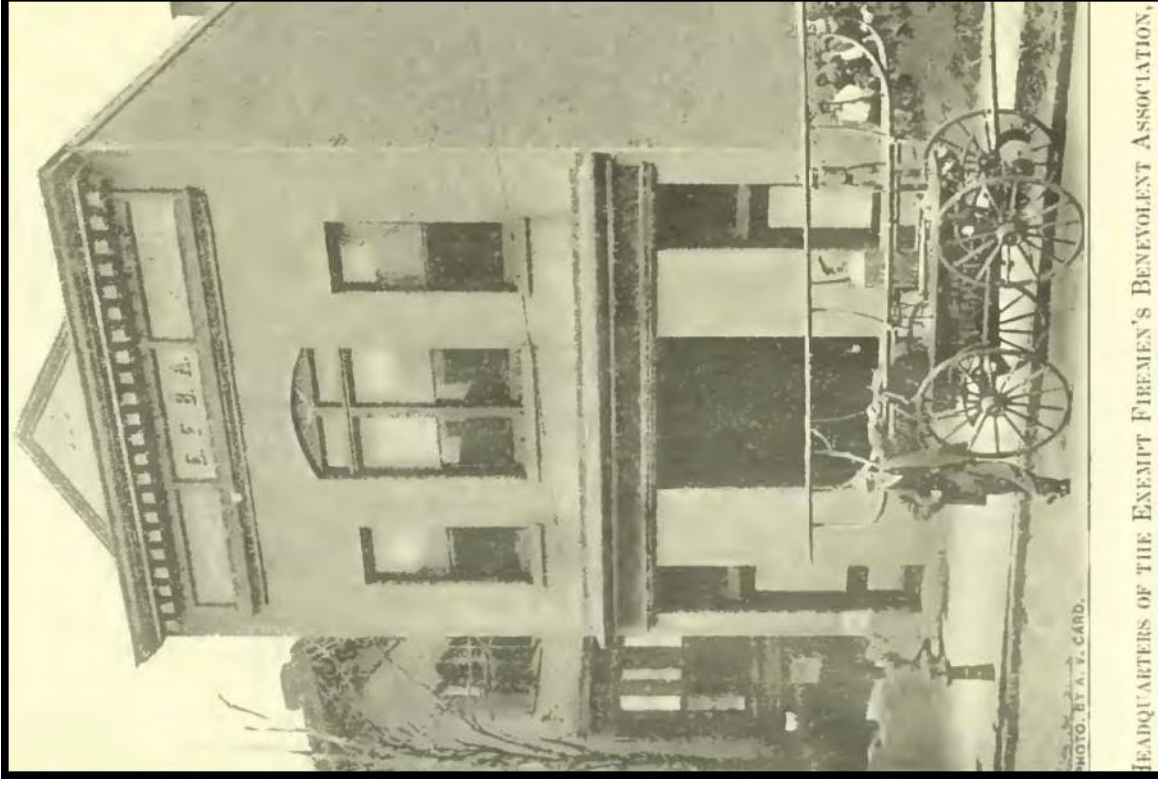


**Photo 18:** Empty lot at 50-52 Buena Vista Avenue immediately south of 46 Buena Vista Avenue. View to east.



**Photo 19:** 46 Buena Vista Avenue. Building. View to east.

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**Photo 20:** 1903 Image of the Benevolent Association Building on Lot 36 which has been demolished.

CITY/SCAPE: Cultural Resource Consultants



**Photo 21:** 45 Buena Vista Avenue. View to northeast.



**Photo 22:** Looking northwest down Buena Vista Avenue from corner of Hudson Street.



**Photo 23:** Teutonia Hall on west side of Buena Vista Avenue. View to northwest.



**Photo 24:** Historic photograph of Teutonia Hall, dated 1904. Building was constructed in 1891. View northwest.



**Photo 25:** Entrance to Teutonia Hall. View to west.



**Photo 26:** Detail of lyre over front entrance to Teutonia Hall. View to west.



**Photo 27:** Upper story and pediment of Teutonia Hall. View to west.



**Photo 28:** Pediment crowns central bay of Teutonia Hall. The words “Teutonia Hall” that formerly occupied the pediment have been obliterated. View to west.



**Photo 29:** Date in upper center window of Teutonia Hall. View to west.



**Photo 30:** Roofline on southern part of Teutonia Hall included ball finial and sunburst. View to southwest.





**Photo 31:** Detail of pediment and corner detail on façade roofline of Teutonia Hall. View to east.



**Photo 32:** Detail of entrance to Teutonia Hall. View to west.



**Photo 33:** Detail arches over windows on second story of Teutonia Hall. View to east.



**Photo 34:** Terracotta tiles embossed with rosettes decorate façade of Teutonia Hall. View to east.



**Photo 35:** Detail of capital on façade of Teutonia Hall. View to east.



**Photo 36:** Terracotta panel decorated façade of Teutonia Hall. View to east.



**Photo 37:** View of Teutonia Hall from southeast



**Photo 38:** View looking southwest up Buena Vista Avenue from Main Street. Teutonia Hall is at crest of hill.