

***STAGE 1A LITERATURE REVIEW
AND SENSITIVITY ANALYSIS***

**LIGHTHOUSE LANDING AT
SLEEPY HOLLOW**

**Beekman Avenue & River Street
Village of Sleepy Hollow.
Westchester County, New York**

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Village of Sleepy Hollow. Westchester County, New York

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LIGHTHOUSE LANDING AT SLEEPY HOLLOW

Beekman Avenue & River Street
Village of Sleepy Hollow, Westchester County, New York

PART 1A: LITERATURE REVIEW

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A. PROJECT INFORMATION

Permit Application: Not applicable

Permit Number: Not applicable

Permit Type: Not applicable

Location of Proposed Action:

The site of the proposed project, identified as *Lighthouse Landing at Sleepy Hollow*, is a 94.5-acre property composed of three separate parcels, the West Parcel containing 64.5± acres, the East Parcel containing 28.3± acres, and the South Parcel containing 1.7± acres. (Map 1 & 2 & Fig. 1) The East and West Parcels are separated by the MetroNorth Railroad tracks, while the South Parcel, containing a parking lot, is separated from the other two by Beekman Avenue. The property is bounded on the north by Devries Park, on the east by Philipsburg Manor and residential development, on the south by residential and commercial development, and on the west by Kingsland Point Park and the Hudson River. (See Fig. 2 & Photo 9 & 17) On the western edge of the West Parcel is the Tarrytown Lighthouse, a landmark listed on the Westchester Inventory of Historic

Places, as well as the State and National Registers of Historic Places. Access to the lighthouse is by way of a bridge. (Photo 8) The lighthouse, built in 1882-1883, formerly served as an aid to navigation and to guard river traffic from dangerous shoals on the river's east shore. The lighthouse was decommissioned in 1965, and acquired by Westchester County in 1974. It is shown on the site map to be the property of the United States government.

The project area is for all intents and purposes vacant, but it formerly was the site of the General Motors Assembly plant. (See Map 1 & Fig. 2) The site contains the remains of several large buildings identified on the base maps as the Body Assembly Plant and the Chassis Assembly Plant. (Photo 2-6, 11 & 13) During the walkover of the property, crawl spaces were observed beneath portions of the former buildings. (See Photo 2) Surrounding the sites of the former buildings are broad expanses of asphalt paving, that served as parking lots or drives providing access to the property. (Photo 7 & 10)

With the exception of the South Parcel, now used as a parking lot, and a small area in the extreme southeastern part of the West Parcel (site of 19th century Chas. Smith Brickyards), the project area is entirely man-made land created by filling a portion of the Hudson River identified on 18th century maps as "Die Slaeperingh Haven". (See Map 3 & 4) The filling, which has been extensive, took place from the 1840s, at the time that the Hudson River Railroad was built, to the second half of the 20th century.

The neighborhood in which the project area is situated is characterized by a retail and commercial district that serves the local population, a number of residential areas, including low-density single and multifamily housing, and a few mid-rise residential buildings. Parks and open space are also present,, specifically Kingsland Point Park (an 18-acre County owned and Village managed park that includes woodland, riverfront, playing fields, picnic areas, a former boathouse, and a former beach with a small boat launch area), Devries Park (an 18-acre village park that is an active recreation area with baseball fields and a playground) and Horan's Landing (a 1-acre village park that has an open lawn with picnic tables and a boat launch). In addition, there are historic structures adjacent to the project area, including Philipsburg Manor Restoration and the Old Dutch Church and Burying Ground.

Description of Conditions within the Project Area

As noted above, the West Parcel is the former site of the General Motors assembly plant. The plant has been demolished, leaving the ground floors of the buildings, beneath which there are crawl spaces. (Photo 2-6) The pattern of columns that supported the roofs of the former structures is clearly seen on the aerial photograph of the property. (See Fig. 2) At the time that the buildings were demolished, the West Parcel was almost completely covered by the various

buildings associated with the General Motors facility. The balance of the West Parcel is asphalt drives that provides access to the various parts of the site. (Photo 7 & 10) The East Parcel, which is separated from the West Parcel by the MetroNorth tracks, is an asphalt expanse that was used as a parking area for the plant. (Photo 18) A pedestrian bridge over the railroad provided access between the East and West Parcels. (Photo 14) The South Parcel, separated from the West and East Parcels by Beekman Avenue, is also a parking lot. (Photo 19)

On the aerial photograph (Fig. 2) several areas around the project area are identified, including Kingsland Point Park, Devries Park, and Philipsburg Manor Restoration. The millpond and dam at the Philipsburg Manor are visible, as is the Pocantico River. The location of the Pocantico River is of particular importance to an understanding of the current conditions within the project area, since, until the construction of the railroad in the early 19th century, the Hudson River shoreline extended east of the present MetroNorth Railroad tracks almost to the foot of the dam at the Philipsburg Manor mill. At that time the Pocantico River flowed over the dam at the Philipsburg Manor mill directly into the Hudson River. (See Map 3 & 4) The construction of the railroad in the 19th century (prior to 1848) cut the East Parcel off from the river, and the area gradually filled, becoming over time marshland. The Pocantico River was channelized and diverted under the railroad embankment, so that it no longer entered the Hudson River from the west, but from the north. (See Map 5 & 8) This condition continued until between 1924 and 1931, when the expansion of the General Motors plant again cut off the river channel. Map 17 in this report shows dotted lines to indicate the location of the former channel of the Pocantico River. (See Map 17) At that time the Pocantico River was again relocated, so that it now flows into the Hudson north of Devries Park. (See Map 2)

Description of Undertaking:

The proposed action involves the redevelopment of the 94.5-acre former General Motors automotive assembly plant site location in the southwestern corner of the Village. The proposed development is a mixed-use waterfront project. The FEIS Alternative Plan consists of approximately 1,250 residential units, 114,000 SF of retail space, an 18,000 SF cinema, 35,000 SF of office space, a 140-room hotel, a proposed train station, and associated parking, with areas of publicly accessible open space.

Estimated Size of Impact Area:

For the purposes of the Stage 1A report it is assumed that the entire property will be impacted by the proposed project.

Description of Impact:

Again, it is assumed that the entire property will be impacted by the proposed redevelopment of the project area. Portions of the structures currently located on the site will be removed, along with asphalt paving on the West Parcel, and the asphalt parking areas in the East and South Parcels.

B. ENVIRONMENTAL INFORMATION**Topography:**

With the exception of the South Parcel, the topography of the property is level, with the elevation along the waterfront being approximately 5 feet above mean sea level (AMSL). Map research indicates that, with the exception of the South Parcel and the extreme southeastern portion of the West Parcel (location of 19th century brickyard), the entire project area is man-made land dating from the 1840s through the second half of the 20th century. To the east of the MetroNorth Railroad tracks the land identified as the East Parcel is essentially flat; however, immediately to the east the land rises sharply to the level of Barnhart Avenue. The change in elevation generally corresponds with the former shoreline. At the north end of the East Parcel there is an area that dips slightly. It appears that this area is associated with the relocation of the Pocantico River.

Geology:

Research indicates that, with the exception of the South Parcel and the extreme southeast portion of the West Parcel, the entire project area is man-made land. However, looking at the broader picture, the site is geologically part of the Hudson Highlands (Manhattan formation). The land to the east is associated with the Taconic Orogeny, in which material from the east was thrust up over the local bedrock. Originally the mountains created during the Taconic Orogeny are believed to have been taller than the Alps, but weathering, erosion and the action of glaciers has reduced them to their present state. The basic rock groups found in the area are granite and schist. The steeper portions of the Village of Sleepy Hollow have substantial bedrock outcrops of granite, schist and gneiss typical of the formations seen along the ridge immediately east of the project area.

Soils:

Soils on the property are identified as Urban land (Uf). As reported in the *Soil Survey of Putnam and Westchester Counties, New York*, the unit is identified as being 60% covered by buildings or other structures. The areas described as Urban land (Uf) include parking lots, shopping centers, industrial parks, and institutional sites. Slopes range from 0 to 8%. Portions of the land that are not covered by

buildings may be unaltered, and contain soils such as Riverhead, Chatfield, Sutton and Unadilla. Disturbed areas consist of Udorthents. In this particular case, an examination of the project area, supported by the historic maps, indicates that, with the exception of the South Parcel and a small area in the southeastern part of the West Parcel, the land on which the project area is located is entirely man-made land.

Drainage:

Drainage from the site is into the Hudson River. Formerly, those portions of the site that were fast land (i.e., part of the prehistoric land form and not man-made) would have drained into either the Pocantico River or “Die Slaeperingh Haven”, which was an embayment that opened into the Hudson River, but the relocation of the Pocantico River and the filling of “Die Slaeperingh Haven” has altered this relationship. Details of the relocation will be discussed below. The *Soil Survey of Putnam and Westchester Counties, New York* indicates the present location of the Pocantico River. The former location of the river can be seen on several of the historic maps included in this report. (See Map 17)

Vegetation:

With the exception of the vegetation located at the boundaries of the site along Kingsland Point Park and the eastern and northeastern portions of the project area, no significant vegetation is located on the site. Deciduous trees grow along the western border of the site adjacent to the Kingsland Point Park roadway. In general, the vegetation that would be expected in this area is associated with the Upland Deciduous Forest, including Sugar maple, Black and Red oak, White ash, American beech, Black walnut, and hemlock.

Forest Zone:

The project area lies within the Northern Hardwood Forest zone. Sugar maple, birch, beech and hemlock are the predominant trees in this type of forest.

Man-made Features and Alterations:

Maps dating to the early and late 18th century indicate that, with the exception of the South Parcel and a small area in the southeastern corner of the West Parcel, the entire area on which the General Motors site is located was part of an embayment east of Kingsland Point. (See Map 3 & 4) This part of the river was identified on the 18th century maps as “Die Slaeperingh Haven” or alternatively as “Die Slapering Haven”. In the 18th century the Pocantico River flowed directly from the Philipsburg Manor millpond into “Die Slaeperingh Haven”, and the Continental Road, which ran from the Albany Post Road to the waterfront, provided access to Martling’s or Van Vorts Dock. The dock extended into open

water, but access to it would have been from land that is now part of the West Parcel.

The construction of the railroad in the 1840s was the first significant episode of filling to affect the General Motors site. (See Map 5) The embankment on which the roadbed of the Hudson River Railroad (now MetroNorth) was laid cut off the mouth of the Pocantico River and divided the bay into which it flowed. As early as 1848 the area east of the railroad was gradually filling with sediment, becoming marshland. (See Map 5) The encroachment of the marshland can be seen in a painting of Philipsburg Manor, Upper Mills that dates to c.1850. (See Fig. 10). Map research indicates that in the 19th century, with the exception of a ditch dug to drain the southern part of the marsh, no man-made structures were located on the East Parcel. (See Map 8) The filling of the East Parcel to create land for use for proposed athletic fields and parking areas was contemplated, according to the Westchester County Parks Commission Reports, as early as 1927 (Westchester Parks Commission Report 1928: 21 hereafter referred to as WCPC Report). The pedestrian bridge that crosses the railroad between Devries Park and Kingsland Point Park was built to provide access between the facilities planned for the East Parcel and Kingsland Point Park itself. The extreme southeast part of the West Parcel was at that time the site of the Charles (Chas.) Smith Brick Yards. (See Map 7-9) As part of the brickmaking operation, the clay bank along the river's edge was mined. Historic maps indicate that it was during this time period that the filling of the river in this area began. In the 19th century the South Parcel was the site of a dwelling and stable. (See Map 10) In the 20th century the South Parcel was regraded to create the parking lot.

In the late 19th and early 20th century the filling of the land adjacent to the brickyard continued. Rand Drill Company, which purchased the site in 1885, expanded the land it occupied to the north and west, as did the Maxwell Briscoe Company Automobile Works. (See Map 11-12 & 15) The original General Motors plant occupied the same location as the Maxwell Briscoe Company Automobile Works, but over time the shoreline was filled to increase the amount of land available for the plant; however, it was not until the mid-1960's that the current configuration was achieved. An aerial photograph from 1957 indicates the extent of the filling operation that had taken place. (Fig. 7) At the time, the shoreline was essentially a straight line along the West Parcel south of Kingsland Point Park with the Tarrytown Lighthouse still some distance off-shore. (See Fig. 7) In 1957, the East Parcel, which, by this time, appears to have been finally filled and graded, but was not yet covered with asphalt, was the location of a baseball diamond and, perhaps, other athletic facilities. No buildings were associated with these facilities.

The aerial photograph taken in 1963 shows the extent of the filling that had taken place to create land for the expanded plant. (See Fig. 8) According to material published by the General Motors Corporation, between 1957 and the completion

of the project (c. 1963), 26 acres of marshland east of the railroad and 16 acres of the river itself were filled with sand that was pumped from the river's bottom to create space for the expansion of the plant (GMC 1996:69). The 1963 aerial photograph shows the land east of the railroad was now being used as a parking lot and that the pedestrian bridge that connected the East Parcel with the main plant had been constructed.

The examination of the historic maps and more recent aerial photographs show that the shoreline of the Hudson River has been radically altered during the last 200 years. (See maps defining historic shoreline in FEIS Section II.E) Various episodes of filling, beginning in the mid-19th century (c. 1840), extended the land hundreds of feet north and westward into "Die Slaeperingh Haven" and the Hudson River. With the exception of a small portion of the southeastern portion of the West Parcel, formerly the location of the Martling's or Van Vorts Dock and later the Chas. Smith Brick Yard (See Map 4, 7, 9-10), all of the land west of the railroad is man-made land. The small portion of land that was not man-made would, however, have been impacted by the brickyard activities, which included the intensive mining of the clay bank. This would have destroyed its potential to contain either prehistoric or 18th or early 19th century historic resources (i.e., evidence of Martling's or Van Vorts Docks or the dwelling house associated with the brickyard). (See Map 3-4 & 7)

With respect to the South Parcel, grading to create the present parking lot would have impacted any resources that might have been present. In the 19th century, the South Parcel contained a dwelling and outbuildings (See Map 7, 9-12), but, according to the map research, by 1911 these had been removed. (See Map 15)

The East Parcel was formerly part of the embayment identified on the 1725 and 1780 map as "Die Slaeperingh Haven" (alternatively "Die Slapering Haven") that was east of Kingsland Point into which the Pocantico River flowed. "Die Slaeperingh Haven" extended eastward as far as the foot of the Philipsburg Manor mill dam. (See Map 3 & 4 & FEIS Section II.E) In the late 17th and 18th centuries it was possible for a sloop to sail directly up to the dock at the rear of the mill building, but, based on the painting of Philipsburg Manor, Upper Mills c. 1850 (See Fig. 10), the silting in of the embayment east of the railroad (built in the 1840s) was already taking place. The construction of the railroad had cut off the east end of the bay from the river, preventing it from being scoured by the tides. (See Map 5) It also caused the relocation of the channel of the Pocantico River, first to the north side of Kingsland Point Park, and later to an area north of Devries Park. (See Map 9 & 2) Along its eastern boundary, the East Parcel conforms to the base of the alluvial bench on which the Village of Sleepy Hollow is located. Until the construction of the railroad, the river extended to the foot of the bluff. In the 19th and early 20th century there were several dwellings and outbuildings located at the top of the embankment, but there is no evidence of any

historic structures from any time period at the foot of the bluff, which is now identified as the East Parcel.

The filling of the land on which the General Motors plant and parking fields was located took place over approximately 130 years. The changes to the shoreline are illustrated in the FEIS, Section II.E. The descriptions and dates of the filling episodes have been outlined above and are discussed in more detail below, but the stages of the filling are reported here:

18th Century Conditions

Prehistorically Kingsland Point Park protected an embayment of the Hudson River that is identified on 18th century maps as “Die Slaeperingh Haven” (1725) or, alternatively, as “Die Slapering Haven” (1780). Based on these two maps, the Pocantico River flowed into the Philipsburg Manor millpond, over the dam and, for all intents and purposes, directly into “Die Slaeperingh Haven.” The placement of the dam was determined, in large part, by the “. . . natural topography near the mouth of the Pocantico [which] featured a rock shelf that could serve as the location for such a dam, behind which the waters of the Pocantico could be stored in a pond created where a meadow had been (Vetare 2004:21). According to Vetare, the river bed below the dam was dug out or deepened to allow ships to berth at the 40-foot long wharf below the mill (Vetare 2004:21 & 33). The fact that ships were able to sail directly up to the dock, where the flour from the Philipsburg Manor mill would have been loaded on ships for transport to New York City or overseas, is a strong indicator that no docks associated with the Upper Mills were located at the mouth of the Pocantico or at any other location along the “Die Slaeperingh Haven” shoreline.

The 18th century maps show the location of Martling’s or Van Vort’s Dock at the foot of the Continental Road, which generally corresponds with Beekman Avenue, so named after 1847 when Cornelia Van Cortlandt Beekman subdivided part of the Upper Mill property. Portions of the subdivided lands are included in the hamlet known as Beekmantown (See Map 18), now called Sleepy Hollow. The 1780 map indicates that the approach to Martling’s or Van Vort’s Dock was across a marshy area at the foot of a steep embankment that would later become the location of the Smith brickyards (on the southeastern corner of the West Parcel).

The situation in the 18th century was that the South Parcel and the southeastern corner of the West Parcel were fast land, being the historic land surface, rather than man-made or filled land. The balance of the General Motors site, including the entire East Parcel, was then open water.

19th Century Conditions

Until the construction of the Hudson River Railroad in the second quarter of the 19th century, the conditions were the same as they had been in the 17th and 18th century. However, with the construction of the railroad the eastern side of “Die Slaeperingh Haven,” which was cut off from the river and its scouring tides, quickly began to fill with silt from the Pocantico River. By 1848 the area on the east side of the railroad was identified as “Marsh.” (See Map 5) The marshy condition of the area is confirmed by the c. 1850 painting of *Philipsburg Manor, Upper Mills*. (See Fig. 10) The Pocantico River, which appears to have been channelized, flowed through the marsh and beneath the railroad into the western part of “Die Slaeperingh Haven.” The West Parcel was then entirely open water, except for, as noted above, the extreme southeastern corner. The South Parcel, where a house and outbuilding was located, was much as it is today, a high bluff overlooking the river.

By the second half of the 19th century filling to create a larger area for industrial development had begun on the West Parcel. Charles Smith, whose house was located on the north side of Beekman Street (now Beekman Avenue), established a brickyard by 1862, and perhaps earlier. (See Map 7) The brickyard probably mined clay from the steep embankment seen on the 1780 map to make brick that may have been used locally or was shipped, as flour and provisions had been earlier, to New York City. Brickmaking, some of which was done on a small scale, was an important industry in the Hudson Valley from the mid-19th century until the last brickyards closed in the 1980s (Hutton 2003). Maps indicate that as the brickyard expanded, the land occupied by the brickyard also expanded, as the shoreline was extended to the north and west into the river to create more area for the brick machines and kiln sheds. (See Map 10) Later expansion continued under the ownership of the Rand Drill Company. (See Map 7 & 9-11) However, despite these incursions, the majority of the West Parcel remained open water throughout the 19th century.

During this same period, a narrow strip of land on the west side of the railroad was filled to provide access to the south side of the Pocantico River’s mouth and the southeast edge of Kingsland Point Park, then a private estate owned by James Brown, who in 1856 had sold it to A. C. Kingsland. One of the historic maps indicates that the Pocantico River was crossed at this point by a bridge. (See Map 8) The South Parcel was occupied by a dwelling and outbuildings owned by S. Emberson. The East Parcel remained marshland.

20th Century Conditions

The first quarter of the 20th century saw additional filling by The Mobile Company of American, an early automobile manufacturer, and the

Maxwell Briscoe Company, which manufactured the Maxwell automobile. Despite the expansion of the land on which the manufacturing plant was located, much of the area occupied by the General Motors plant was still open water. An examination of the 1902 and 1908 maps of the area shows the distance of the Tarrytown lighthouse from the shore; the lighthouse is connected to the General Motors site by a short bridge. (See Map 13 & 14)

In 1924, when the Chevrolet Motor Company built Plant No. 1 on the east side of Kingsland Point, water on the east side of the point was filled to provide the foundation for the building, but open water remained between it and the buildings identified as Plant No. 2. (See Fig. 5) In 1931, when the plant was reconfigured, as frequently happens with automobile manufacturing facilities, the open water between Plant No. 1 and Plant No. 2 was filled. (See Map 17 & Fig. 6) Further expansion would take place, as the land was filled westward, until the edge of the General Motors site almost touched the Tarrytown Lighthouse. (See Fig. 7 & 8)

Early in the 20th century, the Emberson house and outbuildings were removed from the South Parcel, and the area was graded to be, as it is now, a parking lot. (See Map 15)

The East Parcel, based on the map research and aerial photographs, appears to have remained marsh until the 1950s. However, information provided in the DEIS (Section III.B) indicates that the land on both sides of the railroad was created in a series of at least 12 discrete filling events, beginning in the 1920s, that transformed portions of the Hudson River and Pocantico River into upland. The Westchester County Parks Commission Report of 1928 mentions that "The reclamation of the large marshy area of Kingsland Point Park east of the New York Central Railroad and the development of a lake, athletic field and parking space are in progress " (WCPC Report 1928:21). The contract for that work had been let in 1927 (WCPC Report 1928:64). The following year a contract was awarded to construct a pedestrian bridge over the railroad tracks that would provide access between the parking area and Kingsland Point Park itself (WCPC Report 1928:64). The fill is reported to have consisted largely of coal cinders, various soil and aggregate mixtures, dredge spoils and, as was often the case, construction demolition debris, ash and furnace slag. The East Parcel portion was subsequently graded and used as playing fields and, perhaps, parking, though a comparison of the aerial photographs from 1925 and 1933 do not indicate that parking areas had actually been built on the East Parcel. It is possible that the stock market crash of 1929 prevented the plans for the East Parcel from being fully implemented.

In the early 1960s General Motors purchased the site of the playing fields, paved the area, and used it to park and transfer cars. At the present time the southern portion of the East Parcel is used by the Village of Sleepy

Hollow Department of Public Works for vehicle storage and maintenance. (See Fig. 7 & 8)

With respect to the Pocantico River, its course had been altered in the 19th century, when it was redirected to enter the Hudson River from the north, rather than from the east. In the 20th century, the mouth of the river and the embayment east of the railroad, which had filled with silt after the construction of the railroad, was, as the result of the further development of the General Motors complex, realigned to enter the Hudson River north of Devries Park.

C. DOCUMENTARY RESEARCH

1. Site Files

a. New York State Office of Parks, Recreation and Historic Preservation (OPRHP)

Research undertaken at the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) indicate that the Tarrytown Lighthouse, a landmark that is listed on the State and National Registers, is adjacent to the project area, being connected to it by a bridge. (See Photo 8) The Tarrytown Lighthouse is also listed on the Westchester Inventory of Historic Places.

State and National Registers of Historic Places

A number of National Register (NR) sites exist within a mile of the proposed project area. The information presented below includes material from the Village of Sleepy Hollow Local Waterfront Revitalization Program 1997. The sites include:

TABLE 1	
Historic Resources on the State and National Registers of Historic Places	
Dutch Reform Church of Sleepy Hollow Route 9, north of Pocantico River	Built in the 1680's by Frederick Philipse, wealthy Dutch settler with extensive landholdings along Hudson River, including Philipsburg Manor. Congregation organized in 1697, when services were conducted in Dutch. Steeple bell that hangs in belfry was cast in Amsterdam in 1685. The Dutch Reform Church of Sleepy Hollow is one of the oldest churches in continuous use in the United States. According to Shaver, the Dutch Reform Church of Sleepy Hollow was listed on the National Register in 1961 (Shaver 1993:179). The church is described as a 1-story stone church with gambrel roof and

	<p>octagonal belfry, built c. 1697 for proprietors and tenants of Philipsburg Manor. It achieved fame as Sleepy Hollow Church in Washington Irving's <i>Legend of Sleepy Hollow</i>. The building is also included on State Register and the Westchester Inventory of Historic Places.</p>
<p>Old Dutch Burying Ground Cemetery adjacent to Dutch Reform Church</p>	<p>Cemetery associated with Dutch Reform Church, one of America's oldest cemeteries. Adjacent to Dutch Reform Church, the gravestones are some of earliest and most enduring examples of American folk art. Burials may be as early as 1645 or as late as 1700. Early markers disappeared, having been made of materials such as wood that rapidly decayed. Cemetery also contains neoclassical monuments and mausoleums, as well as sandstone markers from Colonial period. The burying ground is a reflection of the history of the Village of Sleepy Hollow and the changing aesthetic and religious values of the nation as a whole. The Old Dutch Burying Ground was listed on the State and National Registers of Historic Places in 1961 (Shaver 1993:176) and on the Westchester Inventory of Historic Places in 1988.</p>
<p>Philipsburg Manor and Upper Mills Route 9, south of Pocantico River</p>	<p>Located on U.S. Route 9 (North Broadway) in the Village of Sleepy Hollow, the facility is an 18th century trading center of the Philipse family, with Dutch style manor house, restored gristmill and Dutch-style barn. The original owner was Frederick Philipse, who came to American from Holland in 1653 as a carpenter, and became one of the wealthiest men in the new colony. Stone manor house has rich collection of New York and European decorative arts. The property is open for tours and demonstrations as a living museum, being visited by approximately 40,000 to 50,000 people a year. It is owned and operated by Historic Hudson Valley, which also owns Sunnyside, Washington Irving's home, and Kykuit, home of the Rockefeller family. The property was listed on the State and National Registers in 1961, and on the Westchester Inventory of Historic Places in 1988.</p>
<p>Tarrytown Lighthouse Kingsland Point</p>	<p>Tarrytown Lighthouse is located in the Hudson River, 100 feet west of the General Motors Assembly Plant site. The lighthouse was built in 1882-83 to provide navigational aid to shipping on Hudson River and to guard river traffic from dangerous shoal water on river's eastern shore. It is a conical steel structure, part of a thematic group listed on the State and National Registers in 1979 (Shaver 1993:179). It is the only family station in the lower Hudson and the only lighthouse in Westchester County. At the time it was built, river traffic was at its peak, and the shoals off</p>

	<p>Tarrytown represented a significant hazard. The Tarrytown Lighthouse was unaltered, except for repairs and updating, for over 100 years. The beacon was automated in 1957 after the construction of the Tappan Zee Bridge made the lighthouse keeper unnecessary. In 1959 the federal government declared all but 100 feet around the lighthouse surplus land, which was sold to General Motors to facilitate the expansion of the General Motors Assembly Plant. The light was deactivated in 1961 and the house decommissioned 1965. In the early 1970's, an easement from General Motors allowed Westchester County to build a walkway to the Lighthouse from Kingsland Point Park. In 1974 Westchester County acquired the Tarrytown Lighthouse. The Tarrytown Lighthouse is listed on the State and National Registers, as well as on the Westchester Inventory of Historic Places (1988).</p>
<p>Philipse Manor Railroad Station (Hudson Valley Writer's Center) Riverside Drive</p>	<p>Located on Riverside Drive, the Philipse Manor Railroad Station was built in 1919. The station contains one of the cast iron eagles that once adorned the original Grand Central Station in New York City. Originally the building was quite artistic, with a majestic fireplace, dark paneling and oriental rugs. Initially, 25 passenger trains a day stopped at the station. In the 1970's AMTRAK stopped using the smaller stations on the Hudson River line. Left empty, vandals attacked the building, and in 1977 a reclamation effort was undertaken. Currently owned by Metro North Commuter Railroad, the building is leased to the Hudson River Valley Writer's Center. Recently, the station was renovated for passive cultural types of use, using an Inter-modal Surface Transportation Efficiency Act (ISTEA) Enhancement Grant from the NYS Department of Transportation. The property is listed on the State and National Registers of Historic Places (1991) and on the Westchester Inventory of Historic Places (1991).</p>
<p>Old Croton Aqueduct (Old Croton Trailway State Park)</p>	<p>The Old Croton Aqueduct runs north-south through the Village of Sleepy Hollow. The Croton Aqueduct was first successful public water supply for New York. Construction began on the enclosed aqueduct in 1837, with the first water flowing into the system in 1842; construction was completed in 1848. The Croton water system, including the Croton Reservoir and Aqueduct, was one of the most notable public works projects of the 19th century. Although the Aqueduct soon became inadequate to handle New York City's growing need for water, it continued in use until 1955. All of the above ground facilities, including the masonry conduit, ventilation shafts, gatehouses, viaducts, culverts and maintenance buildings, were listed on the State and National Registers of Historic Places in 1974 as a National Historic</p>

	Landmark based on their historic, technological, and architectural features (Shaver 1993:184). The land above the Old Croton Aqueduct is owned by New York State and is managed by the Office of Parks, Recreation and Historic Preservation (OPRHP) as a historic trailway for public use.
James House (James Phelps Memorial Hospital Center) Route 9 northwest corner of Village	Located on grounds of the James Phelps Memorial Hospital Center. Built in 1850 in an Italianate style, the house is now used for hospital related fundraising events and other activities. The designated historic site includes historic stone walls, specimen trees, and an unobstructed view of the Hudson River and the Palisades. The house and its setting are listed on State and National Registers and on the Westchester County Inventory of Historic Places (1988).
Pokahoe (Fremont House) 7 Pokahoe Drive	Built in 1850 for James Watson Webb, diplomat and journalist, the house, in the Gothic Revival Style, was built from site-quarried granite. The property includes a section of the old New York Central Railroad line. Webb, owner of the New York <i>Morning Courier and Inquirer</i> , was also Ambassador to Brazil, negotiating the withdrawal of the French from Mexico in 1867. Ambrose C. Kingsland, a mayor of New York City, and owner of the land now included in Kingsland Point Park, once owned the property. The principal historic significance is the association with General John Charles Fremont, “The Pathfinder”, who, with his wife, Jessie Benton Fremont, owned Pokahoe from 1865 to 1872. Fremont, with Kit Carson as his guide, led pioneers west along a route that became known as the Santa Fe Trail. He later served as Governor of California and the first (unsuccessful) Republican candidate for President of the United States. The property is listed on State and National Registers and on the Westchester Inventory of Historic Places (1989).
Patriots Park Broadway (Route 9)	The park, designated as an arboretum for native and estate ornamental trees of the Hudson River Valley, is within the Villages of Sleepy Hollow and Tarrytown, the boundary being Andres Brook. It is the location of a monument to the men who captured Major John Andre, a British spy. Andre was carrying information from Major General Benedict Arnold betraying the American Revolutionary cause to the British. The park is listed on State and National Registers of Historic Places. It was listed on the Westchester County Inventory of Historic Places in 1988.
Kykuit (John D. Rockefeller Estate) Pocantico Hills section of	The name Kykuit comes from the Dutch word for “Lookout.” The house, built by John D. Rockefeller, was the principal residence of John D. and Nelson Rockefeller from 1913 to 1979. The house, in a massive Georgian Revival style, was designed by

Sleepy Hollow off Bedford Road	Delano & Aldrich (1907-08) and was enlarged in 1911-13. The formal and informal gardens on the 250-acre estates were designed by William Welles Bosworth; the Japanese garden by Uyesa & Takahashi (1908-09). Bosworth also designed the Orangerie (1907), carriage house, and stables, which were enlarged as a garage in 1915. Kykuit is managed by Historic Hudson Valley and is open to the public. The property includes sculptures collected by Nelson Rockefeller and an extensive art collection. The property was listed on the State and National Registers of Historic Places in 1976 (Shaver 1993:178)
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In addition to the properties included on the State and National Register of Historic Places, there are several properties that are of local importance, both to the Village of Sleepy Hollow and the region. Among these are:

- **Kingsland Point Park**, named for Ambrose C. Kingsland, shipping magnate and mayor of New York City (1851-53), is adjacent to the General Motors property. In 19th century, it was the location of the home of James Brown, who sold it in 1856 to A. C. Kingsland, whose family donated the property to Village of Tarrytown in 1898. (See Map 8) In 1871, the property had a main house, reached by a circuitous carriage drive, a garden, a beach house, on the south side of the point, a bridge from the north side of the point across the mouth of the Pocantico River, and a series of buildings that cannot be identified from the map. The entire property appears to have been protected from the tides in the river by a wall. A bath house, built in 1926, is located in Kingsland Point Park. The bath house is built on two levels, with a tunnel under the park drive providing access to a beach on the Hudson River. Neither the park nor the bath house is listed on the National or State Registers of Historic Places, nor on the Westchester County Inventory of Historic Places. (Photo 23-30)
- **Kingsland Point Park Pedestrian Bridge**, built in 1928-29, to provide access from the east side of the New York Central Railroad tracks to Kingsland Point Park and the newly constructed bath house (completed in 1927) and beach (completed in 1928). The Annual Reports of the Westchester County Park Commission indicate that the Pedestrian Bridge, a steel truss bridge, was specifically built to provide a "more convenient approach" from the proposed parking area east of the railroad. The 1928 report concluded that the parking area and pedestrian bridge would make the ". . . entire Kingsland Point Park area available for picnic and shore promenade purposes free from the intrusion of motor traffic (WCPC Report 1928:21). The Kingsland Point Park Pedestrian Bridge was closed by the county in 1986. Materials provided to the consultant suggest that the bridge may have been included in a Historic

Bridge Inventory (Mead & Hunt for NYS DOT, January 2002), but it is unclear that a determination concerning National Register eligibility was made. The New York State Department of Transportation inspected the bridge on April 13, 2000. Based on the Bridge Inspection Report, it was found to be in reasonably good condition, but it was concluded that its "historic significance is not determinable at this time" (Personal communication, Ellen Zinni, 9-29-05).

- **Sleepy Hollow**, used as backdrop to Washington Irving's famous story of the "Headless Horseman." Name derived from Dutch "Slaeperingh Haven" which appears on a 1725 map of area. (See Map 3)
- **Sleepy Hollow Bridge**, carrying Route 9 across Pocantico River at Philipsburg Manor, is bridge across which the Headless Horseman rode.
- **Fremont Fountain** is a natural spring adjacent to the Sleepy Hollow Cemetery that is dedicated to the memory of J. C. "The Pathfinder" Fremont by William Rockefeller.
- **Kidds Rock**, which, according to legend, was where Frederick Philipse met and bargained with Captain Kidd, who sailed Hudson in pursuit of "hon money."

None of the sites mentioned above will be impacted by the proposed project.

National Register eligible listing

No structures identified as National Register eligible, but not yet included in the National Register of Historic Places, were identified on or immediately adjacent to the project area. A question has been raised concerning the eligibility of the Kingsland Point Park Pedestrian Bridge for listing on the National Register of Historic Places. Based on information provided by the New York State Department of Transportation, it appears that an inspection of the bridge was made on April 13, 2000, but it was the conclusion of the Department of Transportation that the "historic significance [of the Kingsland Point Park Pedestrian Bridge] is not determinable at this time" (Personal communication, Ellen Zinni, 9-29-05). The New York State Historic Preservation Office (SHPO) website (www.nysparks.state.ny.us/shpo) was accessed in an effort to determine whether the pedestrian bridge had been listed on the National Register of Historic Places. It appears that it has not been so designated. Based on the criteria outlined in the 1999 Contextual Study of New York State's Pre-1961 Bridges (Prepared for the New York State Department of Transportation) it does not

appear that the Kingsland Point Park Pedestrian Bridge meets the criteria for such listing (Mead & Hunt 1999:2-3). We are informed that the New York State Thruway Authority has requested the State Historic Preservation Officer (SHPO) to determine the Tappan Zee Bridge eligible for listing on the National Register of Historic Places, but the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), acting on behalf of the SHPO, has not yet taken action on this request.

State/National Register proposed

With the exception of the Tappan Zee Bridge, as noted above, no structures currently under consideration for the State and National Registers are known to be located adjacent to the project area.

Relationship of the Project Area to the Tappan Zee East Scenic District and the Hudson River Valley National Heritage Area

Tappan Zee East Scenic District

In 1992, an application for the Tappan Zee East Scenic District was made to the New York State Department of Environmental Conservation (DEC) by the Village of Sleepy Hollow and a number of surrounding communities under the provisions and authority of Article 49 of the NYS Environmental Conservation Law, which authorizes the DEC to designate scenic areas in the State. The legislation states that areas so designated must contain positive aesthetic elements of regional, statewide, or national significance, and must have aesthetically recognizable boundaries. The Tappan Zee East Scenic District was designated by the Commissioner of DEC in the Fall of 1994. The District includes the Villages of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, and Hasting-on-Hudson; and the Towns of Mount Pleasant and Greenburgh. (See Fig. 3 & Photo 11)

Hudson River Valley National Heritage Area

In 1996, the Congress established the Hudson River Valley National Heritage Area to “recognize, preserve, protect and interpret the nationally significant history and resources of the valley” (www.hudsonvalleyheritagearea.com/about2.php). The valley and its communities are further described as having “played an important role in the military history of the American Revolution; witnessed the development of iron, textile, rope and wire industries in the 19th century; gave birth to important movements in American art and architecture; and were home to some of America’s most prominent individuals and families” The project area is, by virtue of its location, within the Hudson River Valley National Heritage Area. The redevelopment of the project area as a mixed use development with publicly accessible open space will improve the integration of the former General Motors plant site and the Tarrytown Lighthouse, which is adjacent to it, into the larger community.

b. OPRHP and New York State Museum Archaeological Sites

As part of the investigation, information concerning known archaeological sites in the vicinity of the project area was obtained from OPRHP. Information was also obtained from the Prehistoric Site Files of the New York State Museum (NYSM), which are now housed at OPRHP. No sites were reported within the boundaries of the project area, but several sites are reported within the boundaries of the Village of Sleepy Hollow and its environs, including a village site, camp sites, fortifications and “traces of occupation” (Parker 1922). The location of the Village of Alipconck is noted in the archaeological literature, but its precise location, despite the OPRHP description below, remains a matter of debate. However, the fact that the majority of the land within the project area is man-made land eliminates all but the extreme southern portion of the General Motors property as the potential site of the village. If, by some chance, the village had been located on the southeastern and southern portion of the property, it would have been destroyed, either by the activities associated with the brickyard in the 19th century, which extensively mined the clay bank, or by the episodes of disturbance that impacted the South Parcel (i.e., construction of house and outbuildings and their demolition, and the grading required to create the parking lot). Given that this is the case, none of the reported sites will be impacted by the proposed project.

The OPRHP sites are listed below.

OPRHP Sites in Vicinity of Project Area	
OPRHP Site	Site Name (if any) & Discussion
A119-50-0050	Village of Alipconck (various spellings) at mouth of Pocantico River in Village of Tarrytown. Note: Although description might place village within boundaries of the project area, the actual site of the village is a matter of dispute. Some sources report it was at mouth of Pocantico River, while others claim that it was on the Marymount campus or east of the Irving Boat Club on the Hudson River. Assuming for the moment that village site was within project area, it would have been destroyed by activities associated with 19 th century brickyard, which mined clay on the site with no regard for prehistoric resources, or by episodes of disturbance reported for the South Parcel, which included construction of house and outbuildings, their demolition, and grading required to create the parking lot.
A119-60-0014	Prehistoric site on east side of Gory Brook approximately 1 mile northeast of project area.

OPRHP Site	Site Name (if any) & Discussion
A119-60-0015	Prehistoric site on east side of Gory Brook approximately 1 mile northeast of project area.
A119-60-0018	Prehistoric site on east side of Gory Brook approximately 1½ miles northeast of project area.

The New York State Museum sites, which overlap to some degree with the OPRHP list, are as follows:

TABLE 3		
New York State Museum Site in Vicinity of Project Area		
NYSM Site Number	Site Name (if any), Site Type & Cultural Affiliation & Potential Impact	Reporter
NYSM 5185	Described as mounds or fortification. Location: NW of Dutch Church. Reported by Beauchamp. Revolutionary War fortifications reported for area (Sara Mascia, Personal communication, September 2004)	Beauchamp, 1900
NYSM 5234	Described as "Traces of occupation." Location: southwest of Upper Tarrytown Reservoir on Marymount School campus.	Parker, 1922
NYSM 5236	"Traces of occupation." Location: along Cedar Hill northwest to Rockefeller Brook.	Parker, no date
NYSM 6870	Village of Alipkonk. Historic period. Location: east of Irving Boat Club on Hudson River. Location is matter of dispute (See OPRHP A119-50-0050)	
NYSM 7828	Village of Alipkonk. Historic period. Location: center of Tarrytown including Mary Mount College campus. Location is matter of dispute (See OPRHP A119-50-0050)	W. A. Ritchie "Old site file, 1938"

In addition to the known sites located in the immediate vicinity of the project area, the criteria developed by the New York State Museum clearly indicates that those portions of the project area that were "fast" land (i.e., land that was available for use in prehistoric times) or had not been disturbed would be considered to have a

high potential to contain prehistoric cultural material. There are only two areas within the project area where prehistoric potential could have existed: 1) the South Parcel and 2) the extreme southeastern portion of the West Parcel (site of the 19th century brickyard). In the case of the southeastern portion of the West Parcel, the potential was destroyed by the activities associated with the 19th century brickyard, which would have mined the clay on the site without regard for prehistoric cultural material. In the 19th century, the South Parcel contained a house and outbuildings. This area could have maintained a degree of integrity with respect to prehistoric cultural resources, but the demolition of the structures on the South Parcel in the early 20th century, and the grading necessary to create the parking lot that now occupies that area, represents an impact that would eliminate the potential for intact prehistoric resources.

However, if any potential existed, it would be based on the following criteria:

- the location of the portions of the project area that were “fast” land (land available to prehistoric peoples for use as habitation sites, special use camps, processing stations, shell heaps, etc.) on the banks of the Hudson River, a well known prehistoric resource;
- the location of those portions of the project area that were “fast” land at the confluence of the Pocantico River and the Hudson River; confluences have frequently been found to be the location of major sites, including villages;
- the reported location of the Village of Alipconck at mouth of the Pocantico River; although as can be seen from an examination of the various suggested locations for this village, the actual site of the village is a matter of dispute, and it is apparent that the report is anecdotal rather than based on any verifiable information;
- and, the presence of a number of prehistoric sites in the vicinity of the project area.

c. Effect of Project on Historic and Archaeological Resources

With respect to the effect of increased accessibility and visitation on historic and archaeological resources within the project area, there is none, since no historic or archaeological resources are presently located within its boundaries. Furthermore, although the Tarrytown Lighthouse and Philipsburg Manor are located either adjacent to the project area or in the vicinity of it, no historic or archaeological resources associated with either site will be impacted by the proposed project. Likewise, no historic or archaeological resources associated with Kingsland Point Park, including the Kingsland Point Park Pedestrian Bridge, will be impacted by the proposed project.

West Parcel: In the mid-19th century the southern part of the West Parcel was the location of a brickyard; the rest of the West Parcel was open water. All evidence of that 19th century industrial site and any prehistoric resources that it might have contained would have been completely destroyed by the subsequent construction of the General Motors plant. The construction of the railroad in the mid-19th century created an artificial embankment on which the tracks were laid, with a narrow strip of land on either side of the tracks. On the West Parcel (west of the tracks), there was a small wooden structure owned by Ambrose C. Kingsland situated at the edge of the embankment. By 1893 that structure was demolished and subsequent development of the West Parcel would have impacted any foundations associated with it. Prehistoric resources would not be expected within the West Parcel, which was either open water, or completely disturbed by the 19th century brickyard and 20th century automobile factory.

East Parcel: Historically, no buildings or structures of any type were located in the East Parcel and, since it was open water until the construction of the railroad turned it into marshland, no historic resources would be expected within it. There were, specifically, no docks or other water side activities associated with the Upper Mills located on the East Parcel. All of the structures associated with the Upper Mills, which included, besides the dam and mill building, a wharf, bakehouse, and other outbuildings, were located near the mill. (See Fig. 11) No prehistoric resources of any kind would be expected in the East Parcel, since, until the construction of the railroad, it was, like most of the West Parcel, open water. It may have been used for fishing or shellfishing, but no evidence of these activities would be observable prehistorically or presently.

South Parcel: In the second half of the 19th century, there was a house and outbuildings located on the South Parcel. These structures were removed when the Maxwell Briscoe Co. purchased the property. The grading required to create the parking lot that now occupies the South Parcel would have significantly impacted any historic or prehistoric resources that may have been located on the site.

One significant advantage to the redevelopment of the General Motors site will be that it will be easier to visit the 1883 Tarrytown Lighthouse and access Kingsland Point Park. Presumably, no impediment would be created to prevent people from walking into Kingsland Point Park or, perhaps, Devries Park. To increase public awareness of the historic land uses on the General Motors site, the installation of a series of interpretive signs could be of assistance, particularly if they were to clearly indicate, thorough maps and aerial photographs, as well as text, the extent to which the historic shoreline of the Hudson River has been altered by industrial development.

2. References

a. Texts

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b. Maps

(Maps included were examined; those marked are included in this report)

X Anonymou

1725 *Tarrytown, Map of Manor of Philipsburg*. Hand-drawn map. Scale: none shown. [Repository: Westchester County Archives, Elmsford, NY] (Map 3)

The map shows the shoreline in the area of the General Motors site before the construction of the railroad and any filling had taken place. The map indicates “Fylipsen Castle” (Philipsburg Manor), the mill, and the millpond, all of which still exist, though the mill has been reconstructed. Although there would have been supporting structures on the site, none of these are shown. Northeast of the Manor is the Dutch Reform Church and burying ground. North of the burial ground is a semi-circular structure that may be a Revolutionary War fortification or, possibly, the mounds noted by Beauchamp (See Table 3: NYSM 5185). Another similar structure was located on the southwest side of Prospect Hill. This is a fortification dating to the American Revolution. At the time, the Albany Post Road (King’s Highway) ran in front of the Dutch Reform Church, then turned to cross the Pocantico River east of the church. It then ran southeast to the intersection of the Bedford Road (site of the Gallows Tree), crossing Andres Brook. The Continental Road, which was later straightened and renamed Beekman Street, ran west from King’s Highway to Martling’s or VanVorts Dock (Sara Mascia, Personal communication, September 2004). There is a house on the south side of Continental Road just west of the “Lane” that was owned by Benjamin Vantassel [Van Tassel]. The Pocantico River, identified by name, flowed south into the Philipsburg Manor millpond, over the dam, then directly into a bay on the east side of Kingsland Point identified as “Die Slaeperingh Haven”. The construction of the railroad in the 1840s significantly altered the relationship of the Pocantico River to the Hudson (See Map 5). After the construction of the railroad, the Pocantico flowed under the railroad tracks to enter the Hudson from the north rather than from the east. Examining the 1725 map, it is clear that the majority of the property on which the General Motors plant was located, including the entire East Parcel, is filled or man-made land. The only part of the property that was not is the southeasternmost part of the West Parcel, where the Smith brickyard was located. (See FEIS Section II:E for maps illustrating the changes in the shoreline over time)

X George L. Wiley & Bro. C.E.

1880 *Tarwe-town in the Manor of Phillipsburgh, Westchester Co. N.Y. One Hundred Years Ago*. [Repository: The Historical Society, Inc. serving Sleepy Hollow and Tarrytown] Original scale: 600’ = 1” (Map 4)

This map was published in 1880, but purports to represent Tarwe-town (Tarrytown) in the year 1780. There are a number of features on the map that conform to those seen on the 1725 map described above (See Map 3). The Manor

House of Philipsburg is shown on the map, as is the old mill, the dam, the millpond and the Dutch Church. The map shows a “Military Redoubt” north of the church on elevated ground. It is likely that this is the semicircle seen on the 1725 map. In 1725 the Albany Post Road turned east just south of the church to cross the Pocantico River on a bridge that was identified as “Bridge where Icabod Crane had his encounter with the Headless Horseman.” In 1780 the Albany Post Road was realigned west of its original route; it is identified as “New Post Road now Broadway.” The Continental Road ran westward from the Albany Post Road to VanVort & Martling’s Docks, which extended a short distance into the Hudson River. The Continental Road descended the steep embankment overlooking the river, running across an area of marshy land to reach the dock. The house owned by Benjamin Van Tassel is shown on this map, as it is on the 1725 map. At the intersection of the Albany Post Road and Main Street in Tarrytown is the house owned by the Cowenhoven family, which in 1880 was owned by the Smith Estate. Kingsland Point extends south and west into the river, providing protection for the embayment identified on this map as “Die Slapering Haven, Whence the English Sleepy Hollow”. This map indicates that the Pocantico River flowed over the dam at Philipsburg Manor and directly into “Die Slaeperingh Haven”. The 1780 map confirms that throughout the 18th century the majority of the project area was open water, the exception being the southeastern corner of the West Parcel, portions of which were apparently marshy, and the entire South Parcel, which would have been located at the top of the steep embankment shown on the map.

At the time of the American Revolution, Jacques-Gerard Milbert drew a view of Tarrytown taken from a high hill overlooking “Die Slapering Haven.” (See Fig. 9) While it is probable that artistic license was taken, the picture allows us to envision the *Lighthouse Landing at Sleepy Hollow* site before the embayment was filled. The land in the middle ground is the foot of present-day Beekman Avenue. The building and the dock, at which at least one ship is moored, represent Martling’s and Van Vort’s dock. The picture makes it appear that there may have been a building, perhaps a warehouse, located on the dock, with two structures, both of which could be dwellings, located on the strand. The curved shoreline backed by the steep embankment to the south and east is shown; this is the only portion of the General Motors site that would have been solid ground. As noted above and discussed in more detail below, the area where the dock was located would have been impacted by the 19th century industrial use as a brickyard and the late 19th and 20th century development as an industrial site where automobiles were manufactured. The potential for any part of the 18th century dock or the buildings shown in the Milbert painting to exist on the southeastern portion of the site is, based on the use history in this part of the site, unlikely in the extreme. The reason for this is that mining a clay bank is an extremely invasive process, one that involves incrementally digging the sand and clay out of the bank and carting it away to the brick machines. In the process of excavating the clay bank, any evidence of historic structural foundations would have been removed.

Commissioners of Forfeitures

1785 *Map of the Upper Part of the Manor of Philipseburgh, showing the farm occupants in 1785 prior to sales by the Commissioners of Forfeitures and who became the purchasers of them . . .* (Compiled by M. K. Couzens from original survey by John Hills for Isaac Stoutenburgh and Philip Van Cortlandt in 1880). [Repository: Westchester County Archives, Elmsford, NY]

The land associated with the project area was, at the time of the American Revolution, owned by the Philipse family. The Upper Mills, located on the Pocantico River, which now flows into the Hudson north of Devries Park, was an important part of their holdings, for it was here that grain grown on the northern portions of the Manor was ground into flour before being shipped to New York City. In 1752-3, Frederick Philipse III, who did not wish to live at the Upper Mills, preferring his house in Yonkers, advertised the Upper Mills as being for lease or sale in the *New-York Weekly Post-Boy* (Vetare 2004:55). According to Vetare, in 1753 ". . . he succeeded in leasing the mill site to Josiah Martin (Vetare 2004:55). The lease specified that the miller, Caesar, who was described as "a Negro man who understands grinding . . ." was included in the lease (Vetare 2004:55). Caesar was one of five African-Americans serving Martin on the Upper Mills property. Eight years later, in 1761, William Pugsley obtained a long term lease (31 years) on the Upper Mills property. At the time the property, which included about 750 acres, was described as having the manor house, a "Negro house," a barn, as well as other edifices, one of which would have been the bakehouse. The bakehouse was located west of the mill. It was here that bread and hardtack were baked from the wheat ground at Upper Mills for shipment to New York and overseas.

Sometime after 1783 an unknown artist painted Philipse Manor Hall. The view was from the south looking north to the manor house and the mill. The dam and the millpond are seen, while between the manor house and the millpond is a building that may be a barn. The artist has shown three mill wheels, which, presumably, served the three millstones said to have been working at the Upper Mills. There is a building below the dam and mill that should be the bakehouse. This particular view does not include the wharf, but it would have been below the mill. There is a hand propelled vessel in the river and a second, apparently a sloop, moving from the Hudson to the wharf. Kingsland Point is not clearly depicted in this rendering, but the hills on the west side of the river are shown. What the painting makes clear is that in the late 18th century the Pocantico River flowed directly into the Hudson. Ships delivering goods to the Upper Mills, or taking goods away, sailed directly to the wharf, where they were loaded by the men and women working at the Upper Mills site. Given that there was direct access between the mill and the Hudson River, there was no need for facilities on the shoreline of the Hudson. Pugsley may have leased the Upper Mills, but he did not work it alone. The work force in Pugsley's time, as in the time of the Philipse family, was African American and slave.

In 1779 the Philipse family, Loyalists who had supported the King, were attainted of treason and their lands were confiscated. At the end of the American Revolution, their lands were sold by the Commissioners of Forfeiture, and their "empire" was, as reported by Margaret Vetare, effectively destroyed (Vetare 2004:57). Following the confiscation, Gerard G. Beekman, a son-in-law of Stephanus Van Cortlandt, purchased the lease in 1785. The Beekman's made changes at the Upper Mills, but the opening of the Erie Canal transferred the wheat production from the Hudson Valley to the western part of the state (Vetare 2004:57). In 1822, Gerard Beekman dies, leaving his estate to his wife, Cornelia Van Cortlandt Beekman. At the time of Beekman's death in 1822 the Upper Mills was described as having "... a fine granite quarry, an inexhaustible water supply, with a good Flour mill and Sawmill in operation, and an excellent wharf" (Hutchinson 1974:58).

Prior to her death in 1847, Cornelia Van Cortlandt Beekman had made the decision to sell off a portion of the Upper Mills, creating a subdivision known as Beekmantown, which is present-day Sleepy Hollow. In the years after her death, streets were laid out and lots were platted and sold. In the end, the Upper Mills ceased to be a commercial center, becoming instead a country retreat.

X Delineator unknown

1848 *Map of the Beekman Farm situated in the Town of Mount Pleasant in the County of Westchester, State of New York.* Map redrawn in 1881. Scale: none shown. [Repository: The Historical Society, Inc. serving Sleepy Hollow and Tarrytown] (Map 5)

In 1847, when Cornelia Van Cortlandt Beekman, widow of Gerard Beekman, was selling off property, a map of the Beekman Farm was drawn and deposited in the Westchester County Clerk's Office (Field Map 456). By 1848 the railroad had been constructed, cutting off the eastern portion of "Die Slapering Haven" ("Die Slaeperingh Haven" on the 1725 map) off from the Hudson River. By 1848, with the exception of the stream bed of the "Pocantico or Mill Race", the entire area now occupied by the East Parcel was identified as "Marsh". There was an "Old Cartway" that crossed the marsh. North of the marshland the line of the "Upland" is indicated; this represented a topographical change in level that is also be seen on later maps. (See Map 8) The top of the bluff was lightly covered with woodland. South of the marshland and west of Beekman Street, on top of the bluff, was the land of Dr. Stephen D. Beekman. In 1848 the property had a dwelling, barns and an unidentified building that may have been a carriage house. There was a lane that led from Beekman Street into the property. On the north side of Beekman Street (now Beekman Avenue), which had by this time been straightened, a number of house lots had been laid out, but with the exception of the Irving Institute, which had already been built, no buildings had been constructed. There were houses on the south side of Beekman Street. The route

of the Croton Aqueduct is included on this map, along with the location of one of the ventilators.

The Beekman Farm itself, which encompassed the property now occupied by Philipsburg Manor, shows the pond, the dam and the mill. On the south side of the dam, in the general location of the present Visitor's Center, was a sawmill. The main house and a number of barns and sheds are also shown, along with a road situated on the north side of the pond that led from the Albany Post Road to the mill. Just to the north of one of the barns was a "Cider Mill." At the intersection of Beekman Street, the northern extension of which was called the "Road to White Plains", and the Albany Post Road was William See's store, several shops and a number of residences.

The Pocantico River, now confined to a wide ditch (referred to as the mill race) crossed the marshland, flowed under the railroad embankment, made a narrow S-turn and entered "Die Slaeperingh Haven" from the north (as opposed to the 18th century, when it entered the Hudson River from the east). (See Map 3 & 4). From this map it appears that some filling had already taken place on the west side of the railroad embankment, where a portion of the area was also identified as "Marsh." A small stream flowed from the north and east, while another flowed from the north, to join the channelized river just west of the railroad. The Kingsland Point Park peninsula is not shown on this map, nor is the southeastern portion of the West Parcel or the South Parcel. The map does indicate, however, that there was open water a short distance west of the railroad embankment. Along the shoreline there are several "Rocks" that also appear on one of the later maps. (See Map 8)

X Sidney & Neff.

1851 *Map of Westchester County, New York*. Newell S. Brown: Philadelphia, PA. Scale: Enlargement, no scale shown on microfiche. [Repository: Westchester County Archives, Elmsford, NY] (Map 6)

The Sidney & Neff map indicates that the land associated with the project area was part of the hamlet of Beekmantown. Beekman Street (now Beekman Avenue), which had been straightened, ran down to the Upper Dock, which corresponds to Husted's Dock. By this date the Van Vort & Martling's Dock would have been removed, probably by the construction of the railroad (if not earlier). The map indicates that the railroad had been built, cutting off the Pocantico River and part of "Die Slaeperingh Haven" off from the Hudson River. The Pocantico River, now channelized, flowed under the railroad to enter the Hudson on the northeastern edge of Kingsland Point. Kingsland Point extended into the river, but the land on which the General Motors plant was constructed was part of an embayment south and east of Kingsland Point. On the hill above the river was the gristmill at Philipsburg Manor. The Dutch Reform Church is indicated, as is the Tarrytown Cemetery. The condition of the map makes it

difficult to read, but certain landmarks, such as Kingsland Point, are obvious, making it possible to locate the General Motors property with certainty.

X Clark & Wagner

1862 *Map of the Townships of Ossining and Mount Pleasant, N.Y.* Scale: 3" = 1 Mile. [Repository: Westchester County Archives, Elmsford, NY] (Map 7)

In 1862 the Village of Sleepy Hollow was still called, as it had been for several years, Beekmantown. Significant development was taking place; the number of streets had increased, the streets formed a grid pattern, and there were many more houses. Beekman Street extended west of the railroad tracks. A line drawn between Beekman Street and Andre Brook may indicate the proposed line of River Street, but it does not appear that it had yet been opened. Several houses were located on the hill on Hudson Street. On the north side of Beekman Avenue west of the railroad was a structure that may be the dwelling occupied by Charles Smith, owner of the brickyard that surrounded it. The line that runs along the northern portion of the Smith Brickyard indicates one of the alluvial benches overlooking the Hudson River. This bench would most probably have been a source of the clay for the brickyard, though once this source was exhausted it is possible that the brickyard was supplied with clay from areas like Haverstraw. The area to the north of this line would be the marshy area seen on the earlier maps. (See Map 5) East of the railroad, in the approximate location of Barnhart Avenue, which ran north, then west, to the railroad tracks, was another dwelling. This dwelling, which was located on top of the bluff, had formerly been the mansion of Dr. Stephen Beekman, but was now owned by Frederick Beekman. The entire area east of the railroad, including the East Parcel, is shown as solid ground, but earlier and later maps indicate that it was marshland.

— Frederick W. Beers

1867 *Plan of Beekmantown, Tarrytown and Irving, Westchester County, New York.* Detail from *Atlas of New York & Vicinity.* F. W. Beers, d. Ellis & C. G. Soule: New York, NY. Plate 10. Scale: 1²/₃" = 1 Mile. [Repository: Westchester County Archives, Elmsford, NY]

This map provides a clear picture of the land associated with the project area. Beekman Avenue ran slightly southwest, crossing the railroad tracks, and ending abruptly at the river's edge. North of Beekman Street (the General Motors site) was Charles (Chas.) Smith Brick Yards. South of Beekman Street was Husted's Wood and Coal Yard (site of the Upper Dock on Map 6). The steamboat dock seen south of Beekman Street on the 1862 map was now identified as part of the Husted's yard. The office and one other building were located adjacent to Husted's Dock. Looking at the Charles Smith Brick Yards site there is a structure located north of Beekman Avenue and west of the railroad tracks. It is probable that this is the dwelling of the Smith family, but no owner's name is shown, and it is possible that it was not occupied. By this date the configuration of the shoreline

north of Beekman Avenue was already being altered by industrial activity, with areas that had appeared as natural shoreline on the 1862 map becoming increasingly rectilinear, an indication that the land was being manipulated, in this case for industrial purposes. The Pocantico River entered the Hudson from the north, as it had since the construction of the railroad.

X Mark Carpenter & Sons, Surveyors

1871 *Map of Property Belonging to A. S. Kingsland situated near Tarrytown, New York compiled from various sources*. Original scale: 1" = 150'. Current scale on map. [Repository: Westchester County Archives, Elmsford, NY] (Map 8)

This map extends from north of Kingsland Point to the south side of Beekman Street. It is a detailed map showing the acquisitions of A. C. Kingsland over a number of years. The portion of the map that specifically related to the project area provides details of ownership and the dates when Kingsland acquired various parcels, the location of water patents, and details of topography, as well as the location of various structures in the vicinity of the project area. In 1871 the land that had been owned by Charles Smith was identified as the site of "Brick kilns," but the location of the kilns is not shown. We know from the 1881 map (See Map 10) that the kilns were located near the river's edge. To the northwest of the brickyard, on a separate parcel, was a small structure that we know from other maps was owned by A. C. Kingsland. The fact that the land dropped precipitously along the center of the property is shown by the lines indicating the alluvial bench, most probably the location of the clay bank. The narrow strip of land along the railroad embankment seen on earlier maps is shown on this map – it appears from the light dotted line along it that a lane or roadway ran west of the railroad.

The land immediately south of the mouth of the Pocantico River had belonged to two different owners: there was a small parcel owned by Werner that was acquired by Kingsland in 1850, and a larger parcel (contained 2 acres) that had been acquired from Mariah Bishop in 1865. The map shows a bridge that joined this 2-acre parcel to Kingsland Point, and the location of a mansion house, greenhouse, garden, bath house, and dock. The edge of Kingsland Point was supported by a wall that fronted the river. An elaborate carriage drive ran from the northern end of Kingsland Point Park, looping around the house and providing access to the grounds. This land had been owned by James Brown, who sold his riverfront estate to Kingsland in 1856. The purchase of the water patent was made in 1867. North of the Pocantico River on the west side of the railroad it was marshland, as well as on the east side of the tracks.

The portion of the marsh that was south of the channelized Pocantico River was owned by W. H. Aspinwell. A stream that originated on land owned by G. R. Beekman flowed west and north across the marsh to enter the Pocantico River.

The southern edge of the marsh was defined by a “Ditch”. The land to the south of the ditch was also marshland, owned variously by G. R. Beekman, George Andrews, and S. F. Beekman, who at some point sold his property to A. C. Kingsland. The property lines are marked on the map with the surveyors delineation. Just south of the property line, the land rose to the level of Beekman Street (now Beekman Avenue). The land closest to the railroad was owned by G. F. Beekman, that to the east to George Andrews; beyond that was a church and the military school. A portion of the “Old Continental Road” appears as a dotted line extending westward from Pocantico Street. (See Map 2) The land north of the “Old Continental Road,” including Philipsburg Manor, was owned by Jacob Storm, who sold his holdings to A. C. Kingsland in 1863. The property shows the millpond, dam, mill, the building that on earlier maps is identified as the sawmill, the main house, and a small outbuilding. The barns and other outbuildings seen on earlier maps are no longer shown.

North of the Pocantico River was marshland that extended to a low rise identified as “Line of Upland.” A small stream that originated from a spring on land that had been owned by Myers (acquired by Kingsland in 1857) flowed south into the Pocantico River. The marsh north of the Pocantico contained approximately 17 acres. The upland area, which contained ±59 acres, had a house, stable, elaborate carriage drive and extensive orchard that extended eastward to the Highland Turnpike (Albany Post Road).

In 1871 the East Parcel, then, was marsh that was crossed by the channelized Pocantico River, a ditch that appears to be in the same location as the “Old Continental Road” and two small streams. The portion of the South Parcel containing the buildings is not shown on this map, but we know that it contained a dwelling and probably a carriage house, as well as a loop carriage drive with a turnaround on the side of the building fronting Hudson Street. The southeastern corner of the West Parcel was the site of the brickyard and a small structure owned by A. C. Kingsland. There was a narrow strip of land along the western edge of the railroad and two parcels of land on the south side of the mouth of the Pocantico River. The balance of the West Parcel was, in 1871, open water.

X

J. B. Beers & Co.

1872 *Plan of North Tarrytown, Town of Mount Pleasant*. Detail from *County Atlas of Westchester, New York*. J. B. Beers & Co.: New York, NY. Plate 38. Original scale: 1” = 20 Rods. [Repository: Westchester County Archives, Elmsford, NY] (Map 9)

This detail of the Village of Sleepy Hollow, now named North Tarrytown rather than Beekmantown, includes the project area. Beekman Street and other important streets in the village are identified. The brickyards operated by Charles Smith are north of Beekman Avenue. The building lot lines on the 1862 map are indicated, but the structure (perhaps now unoccupied) seen on the earlier map is

no longer shown. It is likely that it was pulled down to permit mining of the clay bank. There is a small structure located at the northeastern edge of the brickyard next to the railroad that was owned by A. C. Kingsland, who by this date also owned the land on the east side of the railroad tracks. The dwelling located east of Barnhart Avenue, which extended north and then west to the railroad, was now owned by S. E. Beekman. This building, which had a carriage drive leading into it from Beekman Street and a carriage turnaround at the front of the house, was seen on the 1862 map. The tavern now located on the southeastern corner of Hudson Avenue (See Photo 20) was standing by this date, as were several other houses on that block. (See Photo 21) The land associated with the South Parcel was occupied by a dwelling owned by S. Emberson. The N. W. Husted Lumber, Wood and Coal Yard was south of Beekman Avenue. The Husted office and a large shed building are shown west of a new street, identified as Water Street. At the time Water Street (now River Street), not yet completely filled and opened, did not extend as far as Division Street and Wildey Street. The straight lines and extreme rectilinearity of the land at the foot of Beekman Street and along the river to the north and south indicates filled land, as opposed to natural shoreline.

The 1872 map indicates that the South Parcel was owned by [S.] Emberson. It had a house that was located in the center of the property, sited to take advantage of the views of the Hudson River and the sunsets behind the hills on the west side of the river. The East Parcel appears as solid ground, but was still marshland. The southeastern portion of the West Parcel was the location of the Charles Smith Brickyards. There was a narrow strip of land along the western edge of the railroad embankment and on the south side of the Pocantico River. Although some filling had taken place by 1872, most of the land associated with the West Parcel was open water.

X G. W. Bromley

1881 *Village of North Tarrytown* (from *Atlas of Westchester County, New York*). Geo. W. & Walter S. Bromley: New York, NY. Original scale: 1" = 250'. Plate 124. [Repository: Westchester County Archives, Elmsford, NY] (Map 10)

In 1881, Beekman Street appears to end at the Hudson River, with present-day River Street (then called Division Street) making a dog-leg and running along the shoreline. The brickyards north of Beekman Avenue were now part of the Charles Smith Estate. The manufacturing area and kiln sheds, built since 1872, were located along the shore on filled land. The location of the kiln shed next to the river allowed the brick to be easily moved from the kilns onto barges that carried the brick to New York City or construction sites in other areas. The small building located west of the railroad tracks in the northern part of the property that was owned by Kingsland in 1872 was still standing, but no owner is identified. It is standing, however, on a separate parcel from that occupied by the brickyard, suggesting different ownership than the brickyard. The owner of this land is, no doubt, A. C. Kingsland, who was acquiring property along the river. The house

on the hill that had been owned by the Beekman family in 1872 was now owned by the Titler Estate. It appears that a change had been made in the carriage drive leading into the house. North and east of the Titler property was land owned by George Andrews. There was a long, straight lane leading into the house. To the east were three small outbuildings. East of the Andrews property was "Beekman Grove," which was owned by Gertrude Beekman. South of Beekman Avenue is the Husted lumber and coal yard, but the name of the owner is not included on this particular map. As on the 1872 map, the rectilinearity indicates man-made land rather than natural shoreline. The Pocantico River is well defined on this map, along with the two small streams to the north and south. The course of the river corresponds to that seen on the Beekman Farm map of 1848. (See Map 5)

The East Parcel was then marshland; the southeastern corner of the West Parcel was the Charles Smith Brickyard, a narrow strip of land along the west side of the railroad and land on the south side of the channelized Pocantico River; and the South Parcel contained a house overlooking the river with a carriage drive that entered the property at the corner of Beekman Street and Hudson Street and existed near the southern boundary of the site on Hudson Street. The house, which was square, was, we know from other sources, oriented to the river with a gallery porch supported by four columns. In 1881 the property was owned by George Emerson [sic]. There are other maps that indicate that the owner of the property was named Emberson. (See Map 9, 11 & 12)

X Joseph R. Bien

1893 *Atlas of Westchester County, New York*. Julius Bien & Company: New York, NY. Plate 22. Original scale: 1" = 300'. [Repository: Westchester County Archives, Elmsford, NY] (Map 11)

In 1893 the kiln sheds of the Charles Smith Brickyards had been demolished and replaced by the brick buildings of the Rand Drill Company, which had purchased the property in 1885. The Rand Drill Company manufactured a rock drill powered by either steam or compressed air that was used for blasting (GMC 1996:8). The Rand Drill Company was a major contributor to the industry in the area, quarrying local stone and preparing sites for major projects (GMC 1996:8). The new building was located east of the site of the brickyard kiln sheds and was oriented toward Beekman Avenue rather than the river. Behind the brick building was a small wooden structure oriented southeast-northwest. Two other buildings, one wooden and the other brick, had been built at the northeastern corner of the property. The land owned by the Rand Drill Company, which is reported to have included 225 acres along the Hudson River, appears to have been extended further into the river than it had been when the brickyard was in operation. As has been noted previously, the rectilinearity of the shoreline indicates filled land as opposed to natural shoreline. The northeastern boundary of the Rand Drill Company property indicates that the A. C. Kingsland Estate owned a portion of the land immediately west of the railroad. A small wooden structure, seen on the 1871 and

1872 maps, was still standing. (See Map 8 & 9) One of the dwellings owned by the A. C. Kingsland Estate was east of the railroad at the top of the hill overlooking the project area. In 1872, S. E. Beekman had owned this house. The location of the building owned by Kingsland that was west of the railroad, when compared with its location on the 1872 map, gives an indication of the extent of the filling that was taking place on the land later owned by General Motors. The Emberson house was still located on what is now referred to as the South Parcel, along with two small structures identified as stables, one adjacent to Hudson Street and the other adjacent to River Street (then part of Division Street). The Husted Bros. operated the lumber and coal yard on the river.

In 1889 the Rand Drill Company, which had purchased the Smith brickyards in 1885, relocated its plant to Painted Post, west of Binghamton, New York. (GMC 1996:8). The following year, the 225 acre parcel, which must have included water lots as well as dry land, and an additional 41 acre parcel were sold to John Brisben Walker and Amiz L. Barber, who incorporated as the New Automobile Company of America (almost immediately changed to Locomobile Company of America) to manufacture steam driven automobiles at the North Tarrytown site. Within a short time Walker and Barber had gone their separate ways, and Walker, who retained the North Tarrytown site, established a new entity called the Mobile Company of America.

In 1899, Walker began building a new factory to the design of Sanford White, a member of the firm of McKim, Mead and White. (See Fig. 4) The plant produced its first steam car in March 1900. The factory was 300 feet long, 50 feet wide, 3 stories high, with 700 windows, and was surmounted by a large clock tower with its clock facing the town (GMC 1996:10). The choice to build a steam car ultimately led to the demise of the Walker enterprise, which was sold in 1903 to Jonathan D. Maxwell and Benjamin Briscoe.

Thus, in 1893, the East Parcel was marsh owned by A. C. Kingsland, the South Parcel, containing a house, was owned by S. Emberson, and those portions of the West Parcel that were dry land were owned by the Rand Drill Company and A. C. Kingsland. The Rand Drill Company had, it appears, extended the filling operation, creating a stepped-back bulkhead along the west side of the property. The land to the north, along the railroad, and on the south side of the mouth of the Pocantico River appears relatively unchanged, with the bulk of the West Parcel still open water.

- X G. W. Bromley
1901 *Atlas of Westchester County, New York*. G. W. & W. S. Bromley:
Philadelphia, PA. Plate 43. Scale: 1" = 250'. [Repository: Westchester County
Archives, Elmsford, NY] (Map 12)

By 1901, the land north of Beekman Avenue was being further developed and extended. The Stanford White factory (See Fig. 4), built for Maxwell's Mobile Company of America, had been enlarged and a number of other buildings built. One of these was perpendicular to the river's edge. Other buildings, apparently made of wood, had been built north of the brick buildings. A spur of the railroad ran into the plant site. Comparing this map with the 1893 map indicates that the edge of the river, no longer exhibiting the stepped-back look, was being filled to create additional space. (See Map 11) The northern boundary line of the property is shown. It appears much as it did in the late 19th century. The land to the north that had belonged to the Kingsland Estate was now owned by The Mobile Co. of America, the entity established by John Brisben Walker in 1898. The Mobile Company of America, which owned, it is reported, over 225 acres along the river, also owned land on the north side of the Pocantico River. The Pocantico River still flowed under the railroad, entering the Hudson on the south side of Kingsland Point. The small tributary running north into the Pocantico is shown on this map, but the stream to the south is not. On the hill to the south overlooking the project area was the house that had been owned by A. C. Kingsland in 1893; no owner is shown on the 1901 map. The map indicates that the house had either been divided or that a new structure had been built. There was a small building north of the house, and an L-shaped stable on the eastern property line. South of Beekman Avenue the land identified as the South Parcel was still owned by S. Emberson. Southwest of the Emberson property the line of Beekman Avenue was Division Street. Today the portion of the street that runs along the river is known as River Street. On the west side of the intersection of Beekman Avenue and River Street, the River View Hotel had been built. The A. P. Husted Lumber and Coal Yard is shown.

Information obtained from the General Motors Corporation publication *Tarrytown, An Autobiography 1915-1996*, indicates that Walker's steam automobile plant entered bankruptcy in 1903 and that the land and the buildings on it were purchased in the same year by Jonathan D. Maxwell and Benjamin Briscoe (GMC 1996:10). The first Maxwell was produced at the North Tarrytown plant in September 1904.

In 1901, the East Parcel was still marsh, as was at least a portion of the land south of the mouth of the Pocantico River (part of the West Parcel). The remainder of the West Parcel was land owned either by the Rand Drill Company or The Mobile Company of America or was open water. The shoreline along the western edge of the Rand Drill Company facility had been extended further, smoothing out the jagged line seen on the 1893 map. (See Map 11) The land on the west side of the railroad appears to have been extended some distance into the Hudson River, but that to the north does not appear to have undergone much change. The South Parcel was still owned by the Emberson family. The house and carriage drive are shown on the map, but the outbuildings are not included.

X United States Geological Service (USGS)

1902 USGS Topo. 15 Minute Series. Tarrytown Quad. Current scale: 1" = 1 Mile. [Repository: Westchester County Archives, Elmsford, NY] (Map 13)

The USGS Tarrytown Quad was surveyed in 1902 and reprinted in 1934, but the conditions seen on this particular USGS map correspond to those of the earlier time. The location of the lighthouse in 1902 was almost ¼ mile west of the New York Central and Hudson River Railroad tracks and ⅛ mile southwest of Kingsland Point. Today the lighthouse is located directly off the shoreline, connected to the General Motors site by a bridge, a clear indication of the extent of filling that has taken place. (See Photo 8 & Fig. 7) Although we know from other maps that between 1899 and 1901 the Mobile Company of America had built a number of structures on the south part of the West Parcel, none are shown on the 1902 USGS topographical map.

X E. Belcher Hyde

1908 *Atlas of Westchester County, New York*. GE. Belcher Hyde: Philadelphia, PA. Plate 9. Current scale: 1" = 2000'. [Repository: Westchester County Archives, Elmsford, NY] (Map 14)

The Hyde map also shows the Tarrytown Lighthouse standing in open water approximately 2000 feet west of the New York Central and Hudson River Railroad. This map indicates that a building owned by the Maxwell Briscoe Company had been built on the southeastern part of Kingsland Point. The Maxwell Briscoe Company was the owner of Kingsland Point at the time. No structures are shown in the area that had been occupied by the Rand Drill Company, but later maps indicate that they were still standing. The land owned by the Mobile Company of America in 1901 was now identified as the Maxwell Briscoe Company and the Philipse Manor Land Co. As noted above, the rectilinearly of the shoreline is an indication that filling was taking place.

This map, while relatively modern in date, does not provide a clear indication of the conditions on the General Motors site. For example, as noted, the buildings on the southern part of the West Parcel are not shown, though we know from other sources that they were standing. Conditions on the South Parcel are also obscured. In 1901, the Emberson house was still standing (See Map 12), but in 1911, the South Parcel was owned by the Maxwell Briscoe Company and it appears that the house had been removed. (See Map 15) Conditions on the East Parcel cannot be determined, but there is no reason to think that they had changed significantly from earlier dates.

X G. W. Bromley

1911 *Part of the Village of North Tarrytown* (from *Atlas of Westchester County, New York*) G. W. & W. S. Bromley: Philadelphia, PA. Plate 21. Original scale: 1" = 250'. [Repository: Westchester County Archives, Elmsford, NY] (Map 15)

The 1911 map of the Village of North Tarrytown indicates that the land formerly occupied by the Rand Drill Company was now the Maxwell Briscoe Company Automobile Works. According to the General Motors history of the Tarrytown plant, by 1910 there were 2,000 persons employed at the plant. Some of the buildings on the site had in some cases been enlarged, some had been demolished, and some new buildings had been built. The main building was the same, but the building directly north of it had been extended north and east. These two structures are identified as the Parts & Repair Department. To accommodate the building to the north a small wooden structure had been demolished. North of these two buildings a narrow wooden building had been built. Along the riverfront the land had been extended, creating room for the expansion of the building that had been located west of the main building. A smaller building had been built north of it. The numerous small wooden buildings seen on the 1901 map had been removed from the site.

Immediately west of the New York Central and Hudson River Railroad tracks was an unpaved lane that gave access to the east side of the Pocantico River, where a wooden building had been built. Just before the Pocantico the lane divided, crossing the river on two bridges. A railroad spur had been built to the east side of the Pocantico south of the bridges. South of the railroad spur, at the water's edge, was a small square structure of wood. At the entrance to the lane, adjacent to Beekman Avenue, was another small wooden building. This building was located on land that had been owned by the Philipse Manor Company, but was now owned by the Maxwell Briscoe Company. Continental Road, which was not shown on late 19th or earlier 20th century maps, ran from Pocantico Street to the east side of the railroad tracks. North of Continental Road the Village of Tarrytown owned the land. The balance of the land east of the Village of Tarrytown property was owned by the Philipse Manor Co. The Philipse Manor Co. also owned the house at the top of the bluff overlooking the project area that in 1893 had been owned by the A. C. Kingsland Estate. The former Emberson land (the South Parcel) was owned by Maxwell Briscoe Company. The house and stable had been removed.

In 1911, the Maxwell-Briscoe Motor Company was doing well, but this changed in 1913 when it joined with the United States Motor Company, which promptly went bankrupt (GMC 1996:11). The works were taken over for a year by A. R. Gormully and B. J. Knerr, who built small, motor-driven, delivery carts, but by 1915 they too were in receivership. This pattern of success, followed by collapse, was typical of the early years of the automotive industry.

The property was then purchased for \$267,000.00 by William C. Durant, who with Chevrolet first established the Chevrolet Motor Company. Early in 1916 fire destroyed the motor test shed, necessitating new construction on the site. In 1919, another emergency, a fire and explosion in the electric enameling area, led to the construction of another new building to house the new ovens. While new

buildings were constructed, others were being dismantled: in 1919 it is reported that the Tarrytown machine shop was dismantled and transferred to Flint, Michigan (GMC 1996:18). Throughout its history the General Motors site has been rebuilt and reorganized to facilitate the production of automobiles. That production continued from 1915, when the first Chevrolet came off the line, until 1996 when the plant was finally closed.

In 1911, the South Parcel was vacant land that may well have been used as it is today, as a parking lot. The East Parcel appears to be solid ground, but it is possible that it was still a marsh. A lane, called Continental Road, ran west from Pocantico Street across the East Parcel to the railroad embankment. There has been some confusion concerning the history of Continental Road: the map research suggests that should correspond with the early 18th century Continental Road, but recently this suggestion has been called into question, when a local informant told us that the old Continental Road corresponds with Beekman Avenue, which was straightened in the early 19th century (Sara Mascia, Personal communication, September 2004). Whatever the case, the current Continental Street does correspond with the “Continental Road” shown on the 1911 map. The West Parcel continued to expand westward and northward into the river, but a significant part of the project area was open water in 1911.

X Sanborn Map Company

1924 *Sanborn Insurance Maps of the Town of Greenburgh, New York.*

Sanborn Map Company, New York, NY. Vol. 2. Plate 201. Original scale: 100' = 1". [Repository: Westchester County Archives, Elmsford, NY] (Map 16A & B)

By 1920 the auto industry had become the largest industry in America (GMC 1996:20) and the expansion and elaboration of the General Motors plant at Tarrytown reflects this fact. The Sanborn Insurance Map provides detailed information concerning the arrangement of the buildings on the former General Motors site. On the north side of Beekman Avenue was the Chevrolet Motor Co. Plant No. 2. There were a number of buildings located on this part of the site, including:

- Assembling area, Varnish Room, and Stock Room – this part of Plant No. 2, which was a 1-story structure, corresponds to the main building of the Rand Drill Company and Maxwell Briscoe Automobile Company.
- Export and Packing, Stock Room, Battery Charging and Delivery Building – corresponds with the brick and wooden structure seen on the 1911 map (See Map 12). This building, which was connected to the main building, was also a 1-story structure.
- Storage Building – this building corresponds to the long, narrow wooden structure seen to the east of the main building on the 1911 map. It is also a 1-story building.

- Office, Boiler Room and Parts Department – the two buildings seen to the west of the main building on the 1911 map have been joined to create a long, narrow structure. The office, located on the south end of the building, was a 2-story structure, the rest of the building was 1-story.
- Delivery Shed – west of the Office was a building that had been built after 1911. It was 1- story in height.
- Railroad spur to Plant No. 2 – the railroad spur appears on the 1911 map, but it now terminates at the north end of the Parts Department, rather than the north end of the main building. The two tracks were separated by a wooden loading platform.
- Carpenter Shop – a new wooden building located north of the railroad spur. It was a 1-story structure.
- Power House – a concrete building built between 1911 and 1924.

Importantly, north of the Carpenter Shop was open water; this area would later be filled. (See Fig. 5) A double tracked railroad spur extended north, connecting the southern and northern parts of the site. For most of its length it was divided by a wooden loading platform.

The northern part of the General Motors site was the location of the Chevrolet Motor Company Plant No. 1. None of the buildings on the site in 1924 had been built in 1911, and those that had been built had been demolished. The buildings located on the north part of the site were:

- Power House – this building was located between the mouth of the Pocantico River and the railroad tracks. It was brick with concrete floor and roof. There was an exterior brick chimney for the power house.
- Railroad spurs – two railroad spurs ran to this building, one to the southeast that served the Unloading Shed and one to the north that connected with the Assembling area. The railroad spurs crossed the Pocantico River on wooden bridges.
- Plant No. 1 – in contrast with Plant No. 2, most of Plant No. 1 was a 3-story structure. The only activity identified on the map is Printing, which was located on the 3rd floor. One portion of the building, located to the north, was a 1-story structure.
- Unloading Shed - southeast of Plant No. 1 this was a 1-story building served by one of the railroad spurs.
- Tin Shop – the tin shop was a 1-story building located east of the Unloading Shed.

Although it is not reflected on this particular map, which dates to the previous year, the Fisher Body manufacturing facility was opened at Tarrytown in June 1925. At the outset, it was able to produce 60 bodies a day (GMC 1996:20). The

following year, the Fisher Body Company became part of General Motors (GMC 1996:21).

The 1924 Sanborn map provides clear evidence that the open water between the south part of the site and the north had not yet been completely filled. The Pocantico River still entered the Hudson on the south side of Kingsland Point, now identified as a park. However, and importantly, no part of the land associated with Plant No. 2 was located on a natural land surface, and all of the land would have been completely disturbed by the construction of Plant No. 1 and its ancillary buildings.

X G. W. Bromley

1931 *Atlas of Westchester County, New York*. G. W. Bromley: Philadelphia, PA. Vol. 3. Plate 35. Original scale: 1" = 200'. [Repository: Westchester County Archives, Elmsford, NY] (Map 17)

In the years between 1924 and 1931 enormous changes took place on the General Motors site, including the construction of a new assembly plant to produce Chevrolet automobiles (Chevrolet Motor Co. Plant No. 2) (GMC 1996:21). Changes were rapid, as is evidenced by comparing an aerial photograph from 1925 with the 1931 Sanborn map. (See Fig. 5, Map 13A-B & Map 14). The 1925 aerial photo shows Assembly Plant No. 1 on the southeastern edge of Kingsland Point. The Pocantico River is seen as a light colored ribbon flowing under the railroad tracks, but precisely where it entered the Hudson River is no longer clear. Later it would be relocated to enter the Hudson River north of Devries Park. (See Fig. 2) In 1925 the land between Assembly Plant No. 1 and the location of Plant No 2, north of Beekman Avenue, was open water. The southern part of the property was almost completely covered by buildings, with the water tower standing high above all the other structures. Comparing the aerial photo with Map 13B, it is possible to identify the Delivery Shed (closest to the water) and the building housing the Office, Boiler House, and Parts Department (immediately to the east of the Delivery Shed). The next building housed the Varnishing Room, Stock Room, and a large area where some type of assembly took place. Behind that building (to the north) was the Chevrolet Motor Co. Plant No. 2. A building identified as "Storage" was the easternmost building. The plant was served by a railroad spur that separated Plant No. 2 from the Carpenter Shop, the northernmost building on the property. In the aerial photo, it appears that a covered wooden platform stood immediately west of the railroad tracks north of the Storage building.

The 1931 Sanborn map indicates that additional areas between the northern and southern portions of the property that had been open water in 1924 had been filled, the old buildings on the southern part of the site demolished, and a new building constructed that covered most of the available land (GMC 1996:26). The extent of the fill is shown by the dotted line that marks the former shoreline and

the location of the Pocantico River ("Old River"). The earlier land owners names, including Beekman and Kingsland, are included on this map. The southern portion of the site was originally part of the Beekman Farm; this would be part of the prehistoric landscape, but, as we know from earlier maps, by the mid-19th century this land was a brickyard and later an intensely developed industrial site, both of which would have resulted in a profoundly disturbed landscape. The 1931 map indicates that west of the new plant was a test track (GMC 1996:26). There is an aerial photograph of the Tarrytown plant in 1933 that shows the Fisher Body building, Assembly Plant No. 1, the Power House and smokestack, the test track, and, east of the railroad tracks, the land now identified as the East Parcel.

The northern portion of the site contained Assembly Plant No 1 and the Power House, as well as the Unloading Shed and Tin Shop. The former bed of the Pocantico River had been filled, as had the open water south of it. The part of the General Motors site east of the railroad (now referred to as the East Parcel) was divided by Continental Street; north of Continental Street the land had been owned by the Beekman family, that to the south by A. C. Kingsland. The land south of Beekman Avenue (now referred to as the South Parcel), containing 1.5 acres, appears to have been vacant. It was probably then, as it is now, a parking area. The area formerly occupied by the Chevrolet Motor Co. Plant No. 2, now demolished, was occupied by an enormous single story building (Chevrolet building) designed for the efficient production of automobiles. The office was located on the south side of the building, with the water tower at its western end. As has been emphasized above, the entire surface on which the General Motors plants was located was either profoundly disturbed or man-made land. The land to the east, which was not yet being used for parking, had in the 18th century been open water, but had by this time become marshland. This area would later be filled with sand from the river to create the parking area referred to as the East Parcel.

In 1931, the East Parcel was identified as part of Kingsland Point Park. This is corroborated by the Westchester County Park Commission Reports for 1928, which indicates that the land now identified as the East Parcel, but then part of Kingsland Point Park, was in the process of reclamation for an athletic field and parking area (WCPC Report 1928:21). The contract to fill the "swamp" east of the railroad was let on August 29, 1927. The contract went to the Metropolitan Contracting Corp. of New York City. The amount of the bid was \$52,602.50. Although the aerial photographs of the site in 1925 and 1933 suggest that the East Parcel remained marshland, information contained in the Commission's reports indicates that by 1927 the East Parcel was being used for the disposal of ash and solid waste (See DEIS, Section III.B). The South Parcel was vacant land that would, most probably, have been used as a parking lot, as it is today. On the West Parcel, the most important change was that the open water that had previously existed had been filled and buildings built on it. The former shoreline can be seen as a light dotted line.

X Hagstrom Map Company.
1992 *Westchester County Atlas*. Map 5. Hagstrom Map Company, Inc.:
Maspeth, NY. Scale: 3" = 1 Mile. (Map 2)

X United States Geological Survey Maps
1960 *USGS Topographical Map*. 7.5 Minute Series. White Plains Quadrangle.
1:24,000. (Map 1)

c. Aerial Surveys

X **Recent Aerial Photograph (See Fig. 2)**

The aerial photograph of the General Motors site indicates that, with the exception of the southeastern corner of the West Parcel, the entire land surface west of the railroad was man-made land. The East Parcel is parking, as is the South Parcel. The Philipsburg Manor property is indicated on the aerial photo. The Pocantico River, which flows out of the Philipsburg Manor millpond, has been diverted northward to enter the Hudson River north of Devries Park. This is a radical change from the earlier location of the mouth of the Pocantico River, when it flowed in to "Die Slaeperingh Haven" from the base of the Philipsburg Manor mill dam. The reason for the diversion can be seen in the artificial platform that has been created for the General Motor's site. The buildings on the site have been demolished, but the footprint of these structures is clearly visible in the aerial photograph. The aerial photograph indicates the extent to which the entire land surface has been impacted by the development of the General Motors site.

X **1925 Aerial Photograph (See Fig. 4) (Source: GMC, *Tarrytown, An Autobiography 1915-1996*, 1996)**

The 1925 aerial photograph shows Assembly Plant No. 1 on the southeastern edge of Kingsland Point. The Pocantico River is seen as a light colored ribbon flowing under the railroad tracks, but precisely where it entered the Hudson River is no longer clear. Later it would be channelized and relocated to enter the Hudson River north of Devries Park. (See Fig. 2) In 1925, the land between Assembly Plant No. 1 and the location of Plant No 2, north of Beekman Avenue, was open water. The southern part of the property was almost completely covered by buildings, with the water tower standing high above all the other structures. Comparing the aerial photo with Map 13B, it is possible to identify the Delivery Shed (closest to the water) and the building housing the Office, Boiler House, and Parts Department (immediately to the east of the Delivery Shed). The next building housed the Varnishing Room, Stock Room, and a large area where some type of assembly took place. Behind that building (to the north) was the Chevrolet Motor Co. Plant No. 2. A building identified as "Storage" was the easternmost building. The plant was served by a railroad spur that separated Plant No. 2 from the Carpenter Shop, the northernmost building on the property. In the

aerial photograph, it appears that a covered wooden platform stood immediately west of the railroad tracks north of the Storage building.

X **1933 and 1939 Aerial Photographs (See Fig. 6) (Source: GMC, *Tarrytown, An Autobiography 1915-1996, 1996*)**

The 1933 aerial photograph has a distortion that makes it appear that the Chevrolet building was curved, but the fact that the railroad track traces the same pattern is a clear indication that this was an optical illusion. Plant No. 1 is at the lower left of the photograph, with the power plant and smokestack west of it. The recently constructed Chevrolet plant, which covered almost all of the available ground, was south of the power plant. The structure at the south end of the plant was the Administration Building. Beekman Avenue is at the upper right. The test track, which ran in a loop from the Chevrolet building, is evidence in this photograph and that from 1939. (See below) It is not clear from the aerial photograph what conditions were on the East Parcel, but we know from other sources that by the late 1920s the filling of the marshland had begun.

The 1939 aerial photograph focuses on the southern end of the Chevrolet building, showing the test track and parking areas for completed cars. Both photographs give an indication of the extent of the filling that had taken place since the 1925 aerial photograph had been taken.

X **1957 Aerial Photograph (See Fig. 7) (Source: GMC, *Tarrytown, An Autobiography 1915-1996, 1996*)**

The aerial photograph taken on October 10, 1957 indicates the extent of the land-fill as of that date. Although it appears from this aerial photograph that the East Parcel has been filled and was being used for athletic facilities, including a baseball diamond, the dotted lines indicate the areas that are to be filled with sand from the river's bottom. The General Motors' 1996 *Tarrytown, An Autobiography 1915-1996* states:

During the late 1950's GM Tarrytown acquired 29.5 acres of Kingsland Point Park for conversion from marshland to a parking area. The Army Corps of Engineers started work in 1960 by dredging the river and creating a new stretch of land a half mile long along the waterfront, adding 15.7 acres. The land now reaches almost to the lighthouse which at one time was 280 yards off shore (GMC 1966:56).

The caption on the aerial photograph provides the information that 26 acres of marshland (East Parcel) and 16 acres of river were to be filled with 1 million cubic yards of sand to provide space for plant expansion. The aerial photograph shows Assembly Plant No. 1 and the Chevrolet building, as well as the power plant, and a part of the test track. The Tarrytown Lighthouse stands in open water; today it is joined to the General Motors site by a bridge. (See Photo 8)

X **1963 Aerial Photograph (See Fig. 8) Source: GMC, *Tarrytown, An Autobiography 1915-1996, 1996***

In 1962 there began another round of modernization and expansion, adding over a 1 million square feet to the Tarrytown facility (GMC 1996:68). In 1963 a new administration building (41,748 square feet) was added to the Beekman Avenue side of the Chevrolet plant. The 1963 aerial photograph shows the General Motors plant at Tarrytown a year before the construction of the administration building. With the exception of the construction of a waterwaste facility that was built in 1971, this was the last expansion to take place at the Tarrytown plant. From the 1960's through the 1990's, the story at the Tarrytown plant was one of contraction, reflecting declining sales. The Tarrytown General Motors site regrouped and revamped to remain competitive, opening a new modular paint shop in 1988, and retooling to build the APV minivan, but in 1991, General Motors sales dropped precipitously and plant closings in the United States and Canada were announced. In 1996, the year that the world celebrated the 100th anniversary of the automobile, the Tarrytown plant, which had produced GM cars and trucks since 1915, closed (GMC 1996:99).

In the 1963 aerial photograph Plant No. 1 is at the southeastern side of Kingsland Point Park, with Plant No. 2 covering almost all of the available land to the south and west. On the southwestern portion of the site was a series of drives and areas of parking; virtually the entire surface was either buildings or impervious asphalt, all of which were located on man-made land. East of the railroad, the East Parcel was now a parking lot. The pedestrian bridge had been built to join the East Parcel and West Parcels. The South Parcel was being used as a parking area, probably to store newly manufactured automobiles before they were picked up for delivery to a dealer.

Between 1996 and 1999, the General Motors plant was demolished and removed from the site. The concrete slabs and vestiges of the columns that supported the roofs remain (See Photo 2-4, 6, 10, 12-13), as do the asphalt parking areas (See Photo 7, 14, 16, & 18), pedestrian overpass connecting the East Parcel to the West Parcel (See Photo 14), the railroad sidings (from which finished vehicles were loaded for shipment by rail), and the elevated viaduct connecting Beekman Avenue to the East Parcel parking lot.

3. Previous Surveys

OPRHP Files: None.

Surveys completed in the general area:

- *Stage 1A Literature Review and Cultural Resource Report for Ichabod's Landing.* Village of Sleepy Hollow. Westchester County, NY. CITY/SCAPE: Cultural Resource Consultants. 2001.

- *Stage 1A Literature Review and Cultural Resource Report for County House Road LLC Subdivision.* Village of Sleepy Hollow. Westchester County, NY. CITY/SCAPE: Cultural Resource Consultants. 1999.
- *Stage 1A Literature Review and Stage 1B Archaeological Field Survey for County House Road LLC Subdivision.* Village of Tarrytown. Westchester County, NY. CITY/SCAPE: Cultural Resource Consultants. 1999 & 2000.
- *Stage 1A Literature Review and Stage 1B Archaeological Field Survey for Kendal-on-Hudson.* Village of Sleepy Hollow. Westchester County, NY. CITY/SCAPE: Cultural Resource Consultants. 1998.

4. Sensitivity Assessment/Site Prediction

Prehistoric Sensitivity

Histories of Westchester County indicate the presence of many prehistoric sites in the general vicinity of the proposed project. Two sites, both in all likelihood anecdotal, are identified north and south of the project area (NYSM 5236 & 5234). In addition, environmental conditions, including most specifically the Hudson River and its associated tributaries, including the Pocantico River, indicate that the portions of the project area that were not underwater in prehistoric times, would, if undisturbed, be considered to have a high potential to yield prehistoric cultural resources. The fact that, except for the extreme southeastern corner of the West Parcel and the South Parcel, both of which are profoundly disturbed, the entire site is man-made land, which was created during various filling episodes between the mid-19th century and the mid-1960's, eliminates the potential for the General Motors site to contain prehistoric resources. The lack of any potential for prehistoric resources within the project area means that the increased accessibility and visitation to the property will have no impact on prehistoric cultural resources.

Historic Sensitivity

The literature review and map investigation indicates that, with the possible exception of a small area in the southeastern corner of the West Parcel near the entrance to the site (location of the Charles Smith Brickyards), and the South Parcel (location of the Emberson dwelling and outbuilding), all of the land associated with the project area, including the East Parcel, was man-made land created through the deposition of fill material, some of which was pumped from the river's bottom. An examination of 18th century maps indicates that the embayment east of Kingsland Point originally extended across the entire East Parcel, and that the Pocantico River flowed over the Philipsburg Manor mill dam into the embayment called on 18th century maps "Die Slaeperingh Haven". (See Map 3 & 4) At that time, it was possible for a ship to sail directly up the wharf that had been built below the Philipsburg Manor mill. Archaeological

investigation indicates that the area of the wharf had been made deeper to permit larger ships to berth. The presence of a deep water anchorage at the mill would have made it unnecessary for the Upper Mills to have docking facilities elsewhere. There is a drawing by an unknown artist of the Upper Mills sometime after 1783 that shows the manor house, dam, and mill, as well as a number of other buildings close to the mill. One of these would be the bakehouse, where flour ground at the mill was converted into bread and hardtack that was shipped to New York and overseas. (See Fig. 11) There are a number of other buildings shown in the drawing, including what appears to be a hayrick and an animal shed. There is also a barn-like structure to the northwest of the manor house. The area around the manor house appears to be open land, probably used as pasture or cropland. All of the buildings seen in this c. 1783 drawing would be east and northeast of the General Motors site, which was at that time, with the exception of the extreme southeastern corner of the West Parcel and the South Parcel, open water. The construction of the railroad in the 1840s cut the East Parcel off from the Hudson River. (See Map 5 & 9)

Over the years the East Parcel became marshland that was, in the 1920s and 1930s, used by the Village of Sleepy Hollow as a dumping ground. According to information provided in the DEIS (Section III.B), land on both sides of the railroad was created in a series of at least 12 discrete filling events, beginning in the 1920s, that transformed portions of the Hudson River and Pocantico River into upland. The fill consisted largely of coal cinders, various soil and aggregate mixtures, dredge spoils and, as was often the case, construction demolition debris, ash and furnace slag. The East Parcel portion was subsequently graded and used as playing fields. In the 1950s further filling took place, when sand was pumped from the river bottom to create a parking area for the General Motors plant (See Fig. 7 & 8) At the present time the southern portion of the East Parcel is used by the Village of Sleepy Hollow Department of Public Works for vehicle storage and maintenance.

Map research, supported by historic records, indicates that until recently the East Parcel was entirely open water. No historic structures of any kind would have been located on the East Parcel, and there is no reason to believe that the East Parcel has any historical archaeological potential of any kind.

On the West Parcel there were structures, including the Smith dwelling and, at a later date, kiln sheds, associated with the Charles Smith Brick Yard, but evidence of these structures would have been completely destroyed by the various episodes of construction and demolition to create the various buildings on the General Motors site. The construction of the General Motors facilities would also have completely destroyed evidence of the small structure on the west side of the railroad owned by A. C. Kingsland. The filling episodes and the construction and demolition of buildings has eliminated any potential for historic resources within the West Parcel. The lack of any potential for historic resources within both the

East and West Parcel means that the increased accessibility and visitation to the property will have no impact on historic cultural resources.

The South Parcel was the site of a 19th century house, owned by the Emberson family, and outbuildings. These buildings stood until sometime early in the 20th century, when they were demolished. The South Parcel is at present a parking lot, and it appears that it was used for similar purposes from early in the 20th century. The demolition of the buildings and the subsequent grading to create a level surface on which to build the parking lot has destroyed or the significantly decreased the potential of the South Parcel to contain intact subsurface historic resources.

D. RECOMMENDATIONS

Prehistoric Sensitivity

Based on research performed at OPRHP, the model used by the New York State Museum, and the reported resources in the immediate area, it is clear that, if undisturbed, the extreme southeastern portion of the West Parcel and the entire South Parcel would have had a high potential to yield prehistoric cultural resources. The relationship of the site to the Hudson River and its associated tributaries would support such a conclusion, as would the presence of reported sites in similar environmental conditions. However, the extreme southeastern part of the West Parcel was the location of the Charles Smith Brick Yard, which would have mined the entire clay bank, removing any archaeological evidence that might have been present. In addition, the construction in the late 19th and 20th century of various industrial buildings and, over the years, their demolition and reconstruction would have further compromised any prehistoric resources that might potentially have been present on the southeastern corner of the site. On the South Parcel, the various episodes of construction, demolition, and grading has removed the potential for that area to contain intact prehistoric resources.

Based on these findings, it is, therefore, our recommendation that no further investigation of the prehistoric archaeological potential of the General Motors site be undertaken.

Historic Sensitivity

Examination of historic maps and research indicates that in the mid-19th century the land north of Beekman Avenue, referred to as the West Parcel, was the site of the Charles Smith Brick Yards. (See Map 7) There was a house on the site, but it was removed in the 19th century, probably to allow mining of the clay bank. (See Map 9) Evidence of this building and the historic industrial operation would have been destroyed by subsequent development on the southern portion of the site.

In the 19th century, the land south of Beekman Avenue, referred to as the South Parcel, was the location of a dwelling and two stables; evidence of these structures would have been destroyed by the grading operation that created the current parking lot. (See Map 7, 9-12 & 15)

The land east of the MetroNorth Railroad, referred to as the East Parcel, contained no structures, other than a baseball diamond and, perhaps, a running track (See Fig. 7), and was, until the construction of the railroad in the mid-19th century, open water. (See Map 3 & 4) When it was cut off from the Hudson River by the construction of the railroad, this area gradually filled, becoming marshland. (See Map 5) It remained marshland until the first half of the 20th century, when it was gradually filled. First used as an athletic field, it later became a General Motors parking lot. (See Fig. 7 & 8)

Historic research indicates that there was a 40 foot wharf at the foot of the Philipsburg Manor mill that provided anchorage for the Philipse family ships. The presence of the wharf and the deep water anchorage, which is confirmed by archaeological evidence, indicates that it was unnecessary for flour and other products produced at the Upper Mills to be transported to another dock for shipment to New York and overseas. This reduced the potential for the former shoreline within the East Parcel to contain a dock or other shipping facilities. Given these facts, the East Parcel lacks any potential to contain historic resources associated with the Philipsburg Manor Upper Mills.

In summary, in its current condition, the *Lighthouse Landing at Sleepy Hollow* project area lacks the potential to yield historic subsurface resources, and no further investigation of its historic potential is recommended.

E. ATTACHMENTS

- X Topographic map (Appendix A: Map 1)
- X Location map (Appendix A: Map 2)
- X Historic Maps & Figures (Appendix A: Map 3-17 and Fig. 1, 3-4 & 9-11)
- X Aerial Photographs (See Fig. 2 & 5-8)
- X Photographs (Appendix B)

End of Part 1A

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- 1998 *Stage 1A Literature Review and Stage 1B Archaeological Field Survey for Kendal-on-Hudson. Village of Sleepy Hollow. Westchester County, New York.*
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APPENDICES

LIST OF APPENDICES

Appendix A: Maps, Figures and Aerial Photograph

Appendix B: Photographs

APPENDIX A

**MAPS, FIGURES &
AERIAL PHOTOGRAPH**

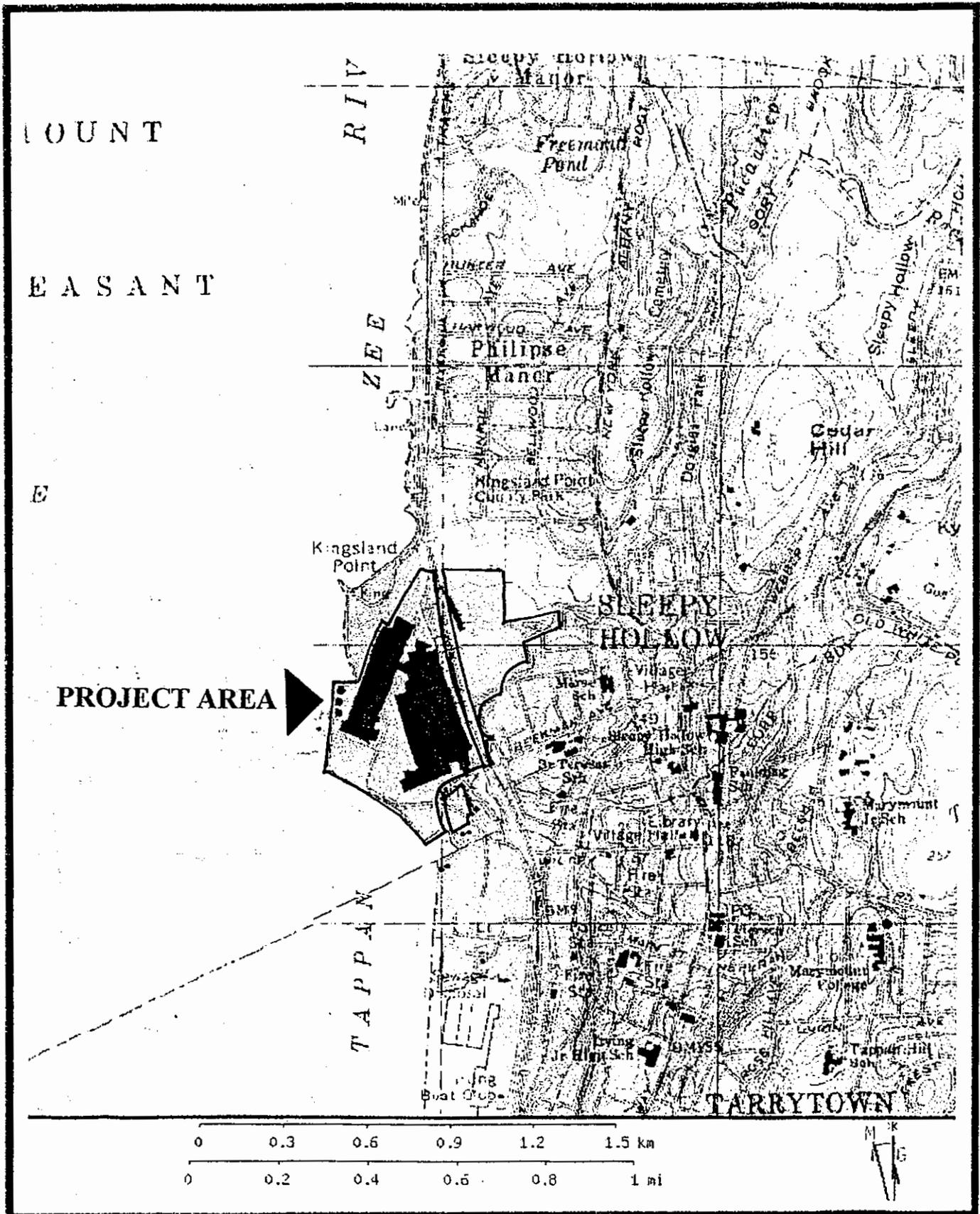
MAP & FIGURE LIST

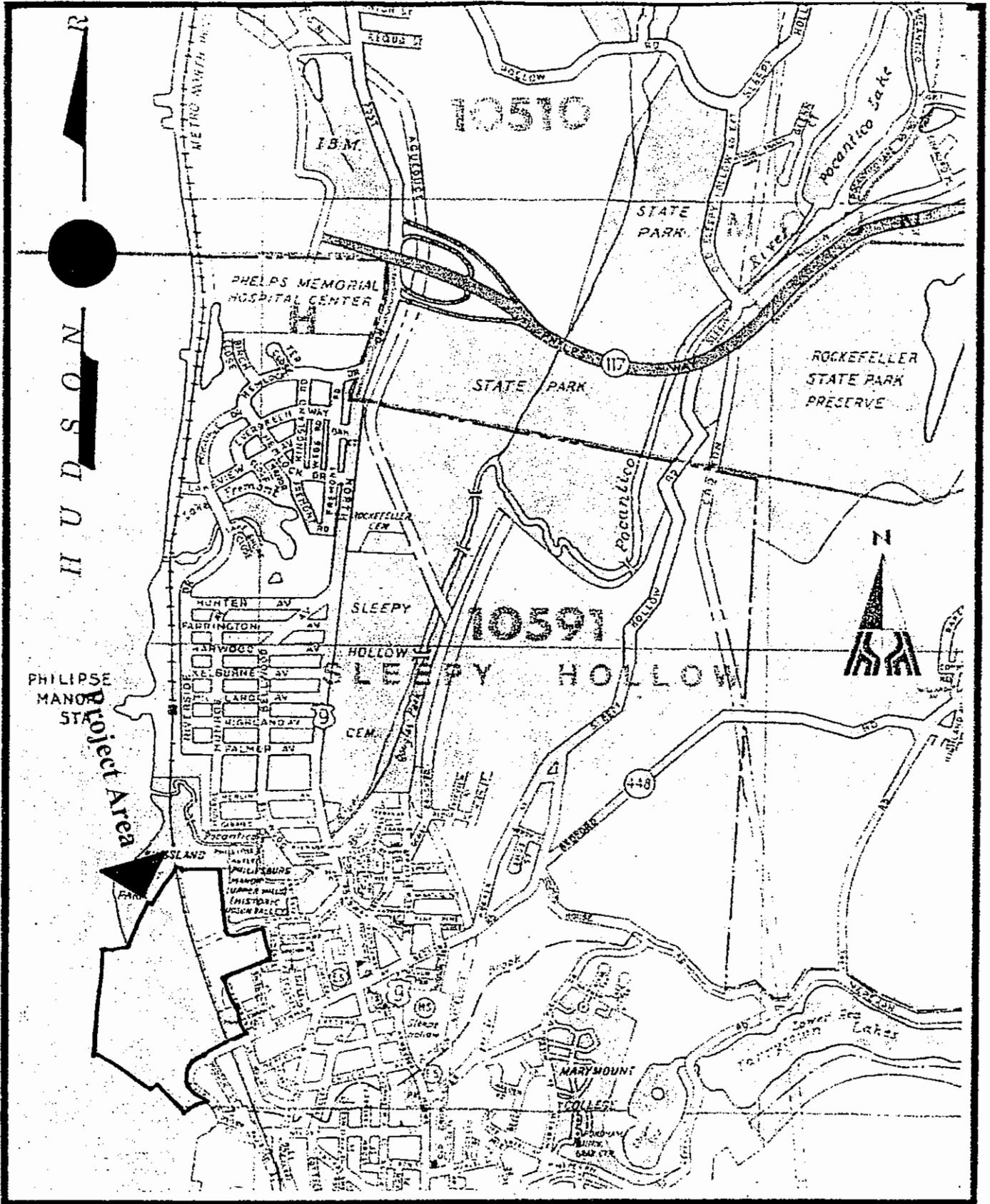
Maps

- Map 1: Location Map including Project Area. USGS Topo. 7.5 Minute Series. White Plains Quad. Scale: 1:50,000 (also included on map).
- Map 2: Location Map including Project Area. (taken from Hagstrom's *Westchester County Street Atlas*) Plate 6. Scale: 3" = 1 Mile or 1" = 1750'.
- Map 3: 1725 *Tarrytown, Map of Manor of Philipsburgh*. Hand-drawn map or area around Tarrytown, including Dutch Reform Church, Philipsburg Manor House, millpond, mill dam and historic Pocantico River. No scale shown on map.
- Map 4: 1780 *Tarwe-town in the Manor of Phillipsburgh, Westchester Co., N.Y.* (drawn by George L. Wiley, C.E. on September 23, 1880). Original scale: 600' = 1".
- Map 5: 1848 *Beekman Farm Map situated in the Town of Mount Pleasant*. (redrawn in 1881). Original scale: unknown.
- Map 6: Sidney & Neff's 1851 *Map of Westchester County, New York*. Scale: Enlargement, no scale shown on microfiche.
- Map 7: Clark & Wagner's 1862 *Map of the Townships of Ossining and Mount Pleasant, N.Y.* Scale: 3" = 1 Mile.
- Map 8: 1871 *Map of Property Belonging to A. C. Kingsland situated near Tarrytown, N. Y.* Original scale: 150' per Inch.
- Map 9: J. B. Beers' 1872 *Plan of North Tarrytown, Town of Mount Pleasant*. Detail from *County Atlas of Westchester, New York*. Original scale: 1" = 20 Rods.
- Map 10: G. W. Bromley's 1881 *Village of North Tarrytown* (from *Atlas of Westchester County, New York*). Plate 124. Original scale: 1" = 250'.
- Map 11: Joseph R. Bien's 1893 *Atlas of Westchester County, New York*. Plate 22. Original scale: 1" = 300'.
- Map 12: G. W. Bromley's 1901 *Atlas of Westchester County, New York*. Plate 43. Scale: 1" = 250'.
- Map 13: 1902 USGS Topo. 15 Minute Series. Tarrytown Quad. Current scale: 1" = 1 Mile.
- Map 14: E. Belcher Hyde's 1908 *Atlas of Westchester County, New York*. Plate 9. Current scale: 1" = 2000'.
- Map 15: G. W. Bromley's 1911 *Part of the Village of North Tarrytown in the Atlas of Westchester County, New York*. Plate 21. Original scale: 1" = 250'.
- Map 16A & B 1924 Sanborn *Insurance Map of the Town of Greenburgh, New York*. Detail of the Project Area. Vol. 2. Plate 201. Original scale: 1" = 100'.
- Map 17: Hopkins' 1931 *Atlas of Westchester County, New York*. G. M. Hopkins: Philadelphia, PA. Vol. 3. Plate 35. Original scale" 1" = 200'.

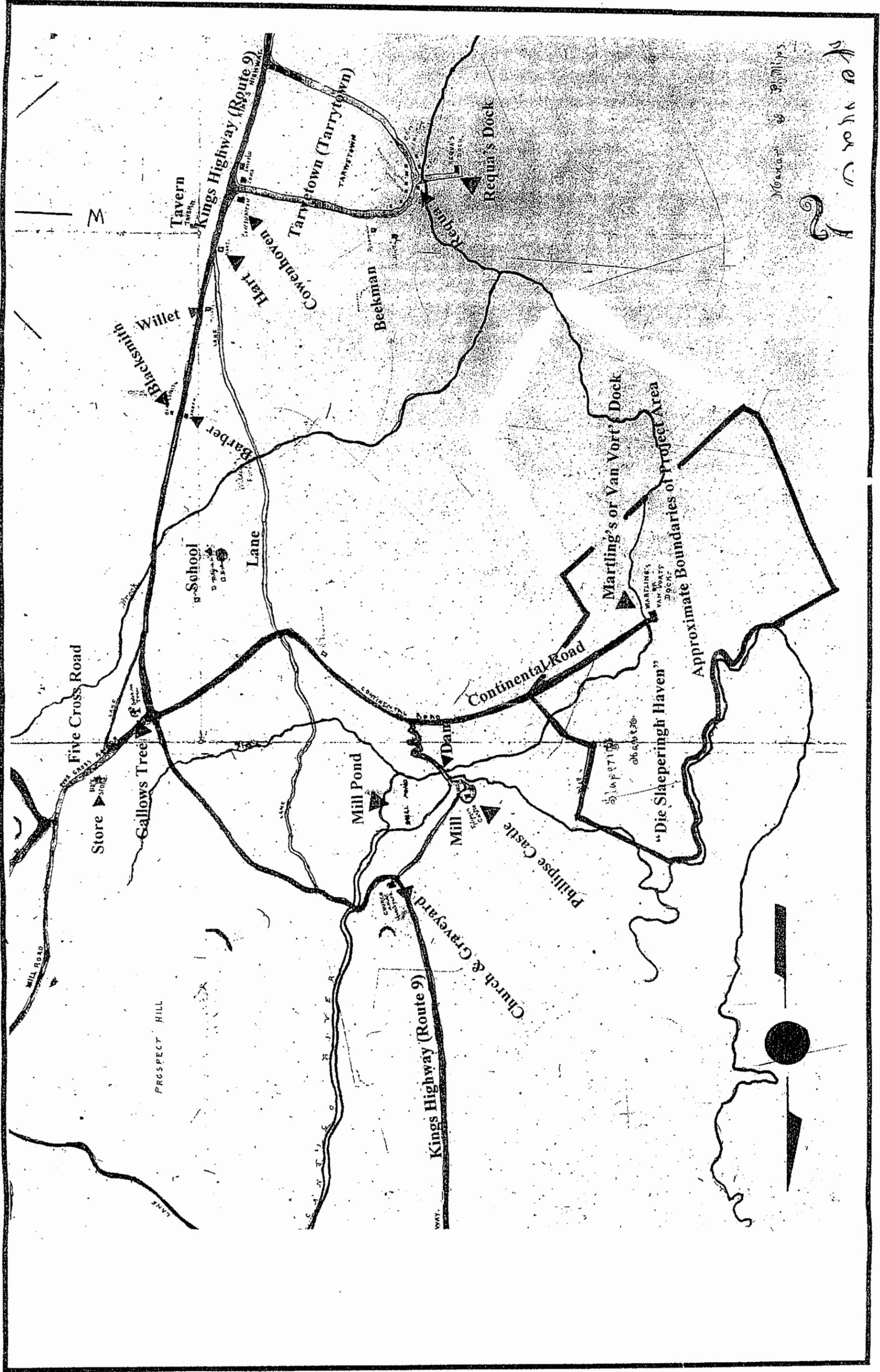
Figures

- Fig. 1 Sketch of Lighthouse Landing at Sleepy Hollow Site. (Fig. 11: Existing Sanitary Sewer) (Source: Divney ♦ Tung ♦ Schwalbe, LLP) Scale on map
- Fig. 2 Aerial Photo of General Motors Development Site and Surroundings. (Source: Divney ♦ Tung ♦ Schwalbe, LLP)
- Fig. 3: Location and Boundaries for the Tappan Zee East Scenic District (Source: Divney ♦ Tung ♦ Schwalbe, LLP)
- Fig. 4: Artist's rendering of Maxwell-Briscoe Motor Company plant, designed by Stanford White, c. 1902. (Source: GMC, *Tarrytown, An Autobiography*, 1996)
- Fig. 5: 1925 Aerial photo of Tarrytown plant. (Source: GMC, *Tarrytown, An Autobiography*, 1996)
- Fig. 6: 1933 and 1939 Aerial photos of Tarrytown plant. (Source: GMC, *Tarrytown, An Autobiography*, 1996)
- Fig. 7: 1957 Aerial photo of Tarrytown plant. (Source: GMC, *Tarrytown, An Autobiography*, 1996)
- Fig. 8: 1963 Aerial photo of Tarrytown plant. (Source: GMC, *Tarrytown, An Autobiography*, 1996)
- Fig. 9: Jacques-Gerard Milbert's c. 1776-1779 *View of Tarrytown*. View from the north looking to Martling's and Van Vort's Dock on "Die Slaeperingh Haven". (Source: The Historical Society, Inc. serving Tarrytown and Sleepy Hollow)
- Fig. 10: Illustration of changed in shoreline on General Motors site during 18th, 19th and 20th centuries.





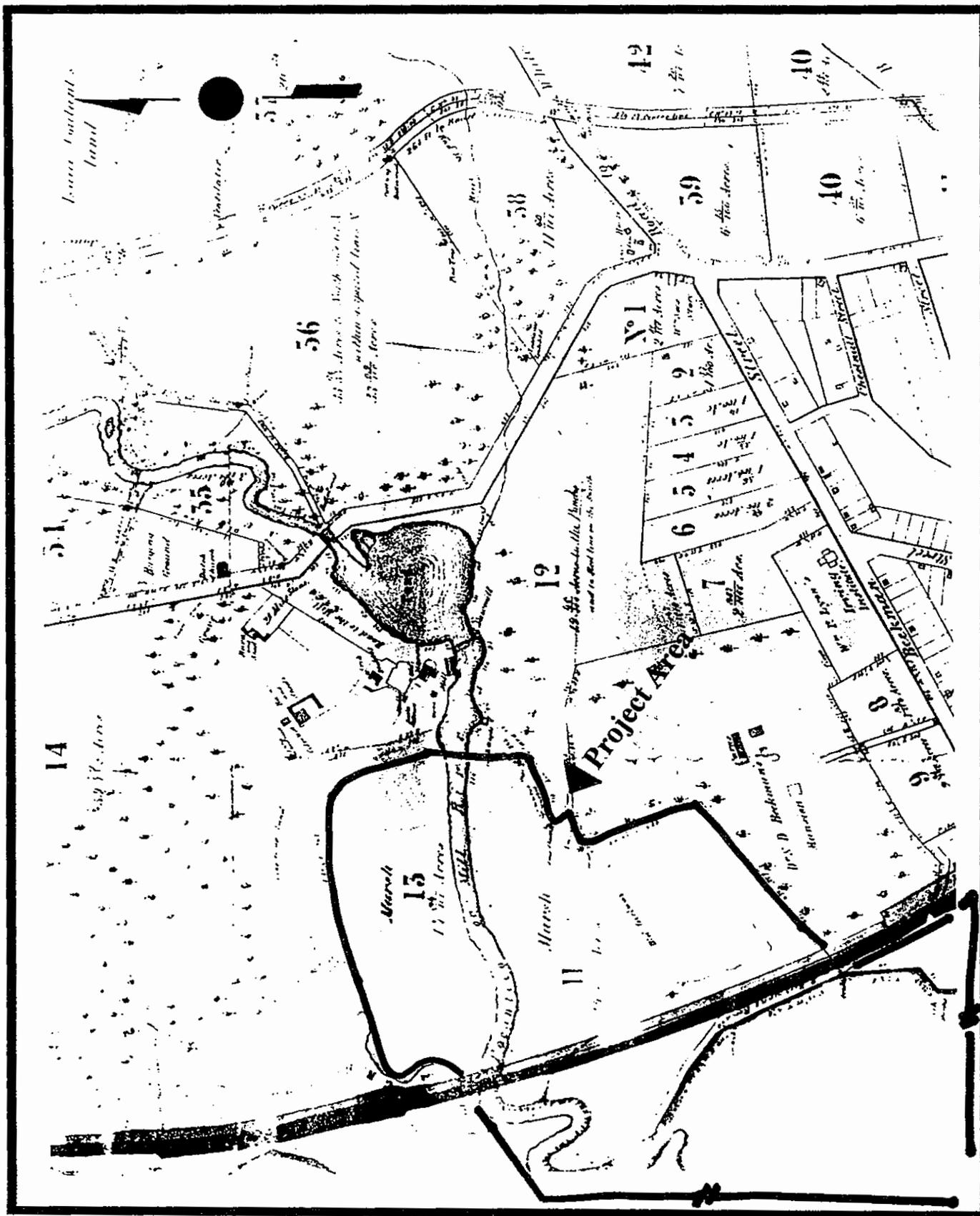
Appendix A: Maps & Figures
 Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Village of Sleepy Hollow, Westchester County, New York
 Map 3: 1725 Map of Philipseburgh (enhanced for clarity) Scale: None shown

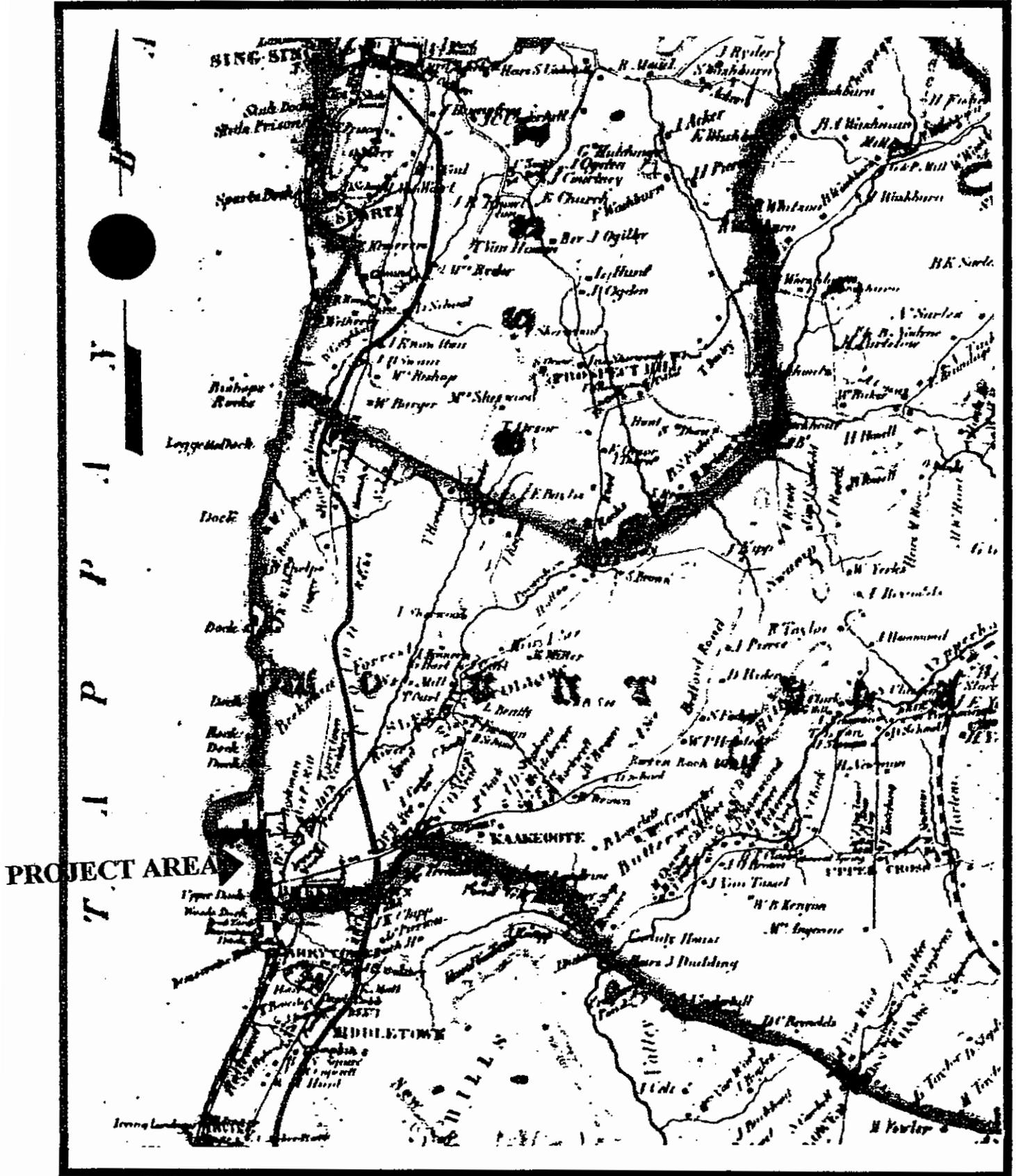


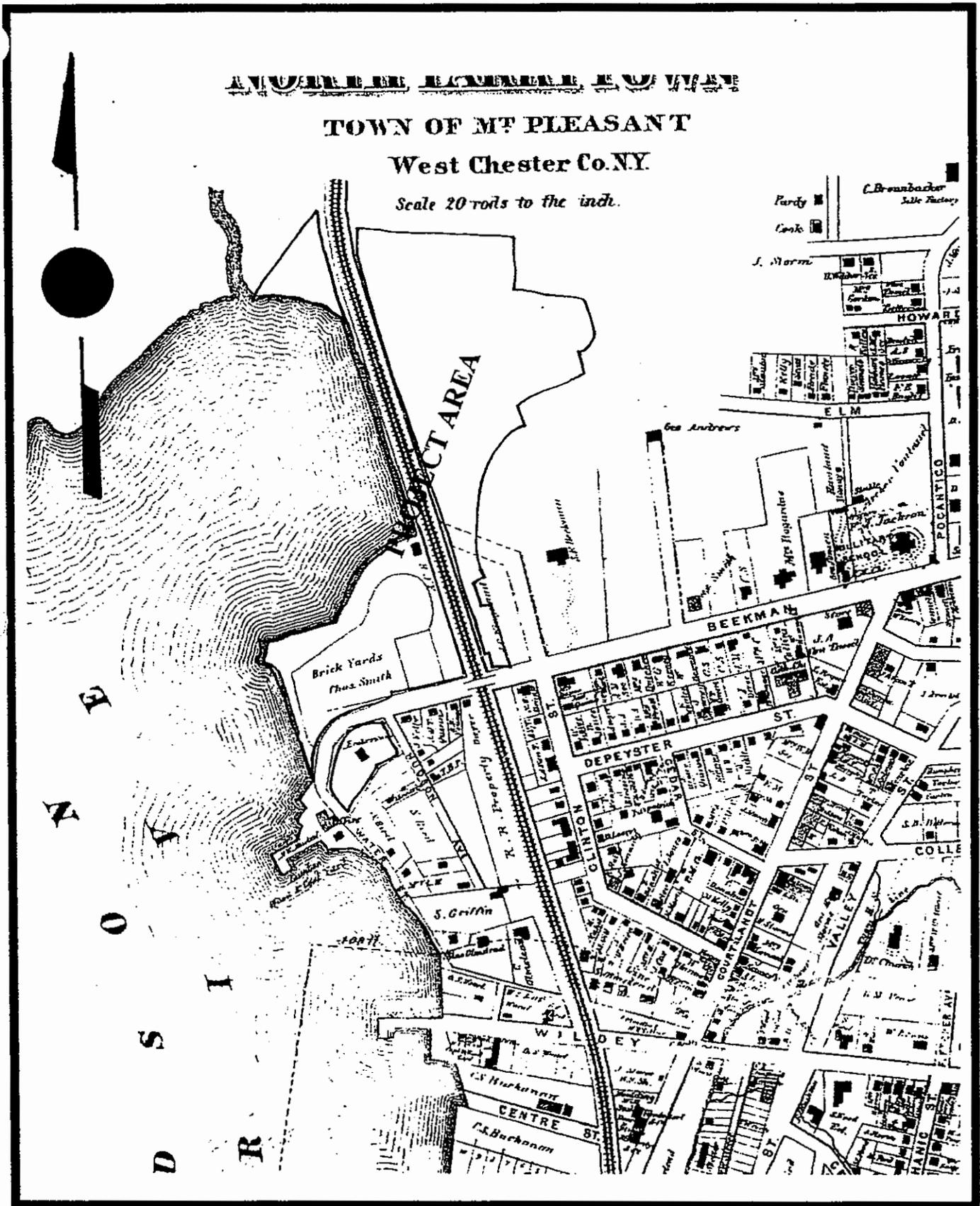
Map 3
 1725
 Philipseburgh

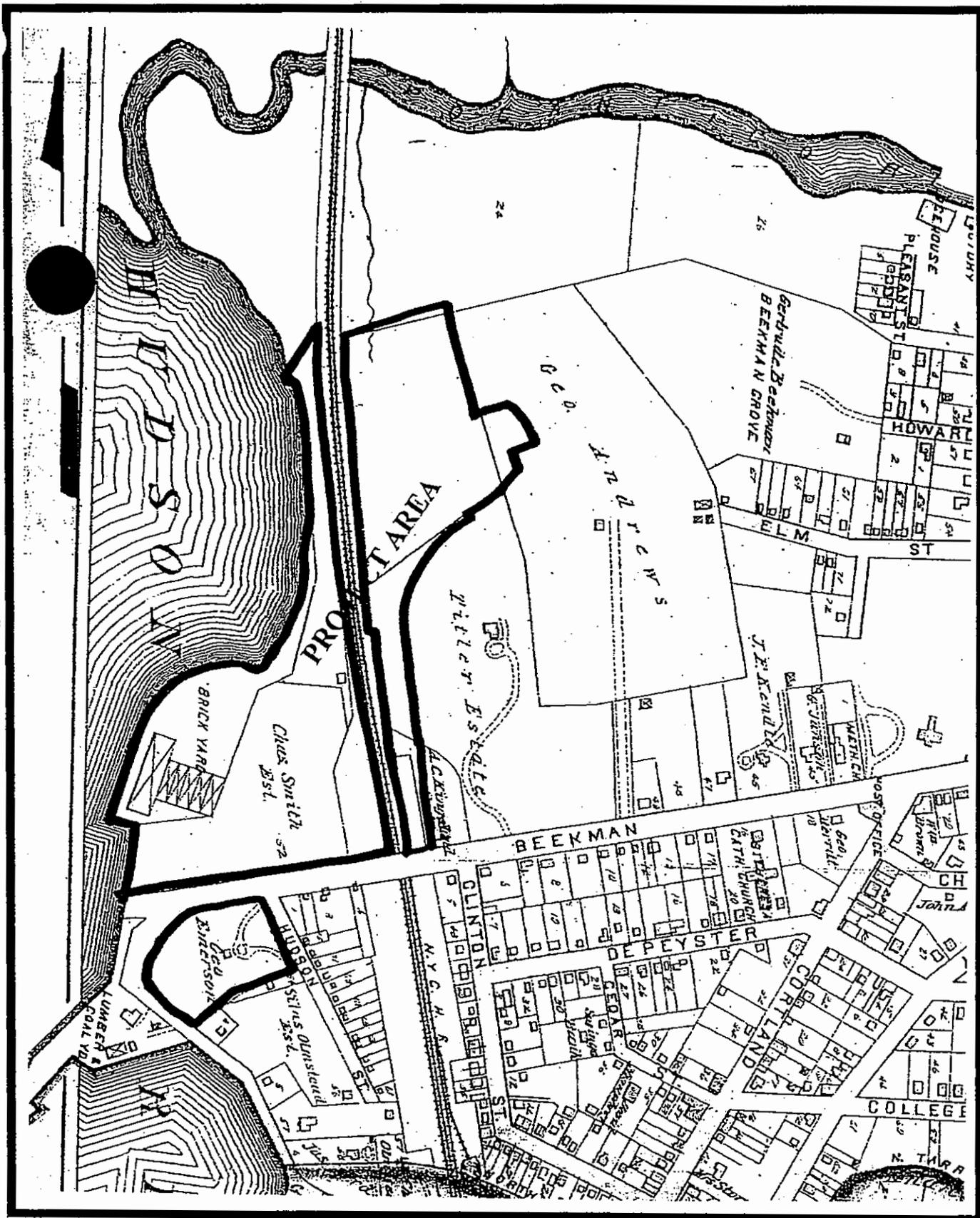
Appendix A: Maps & Figures

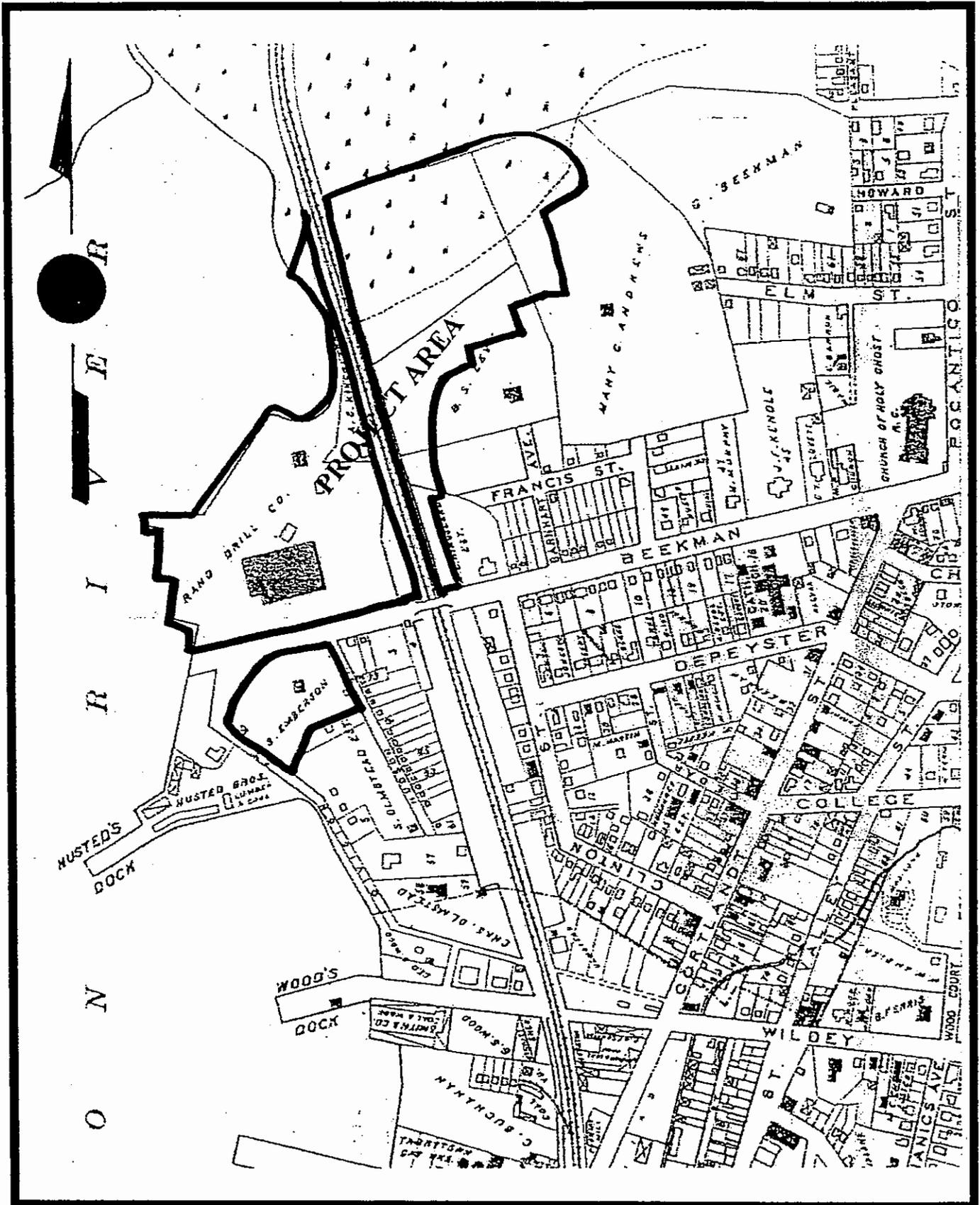
Lighthouse Landing at Sleepy Hollow. Beekman Avenue. Village of Sleepy Hollow. Westchester County, New York
Map 5: 1848 Beekman Farm Map situated in the Town of Mount Pleasant. (redrawn in 1881) Original scale unknown

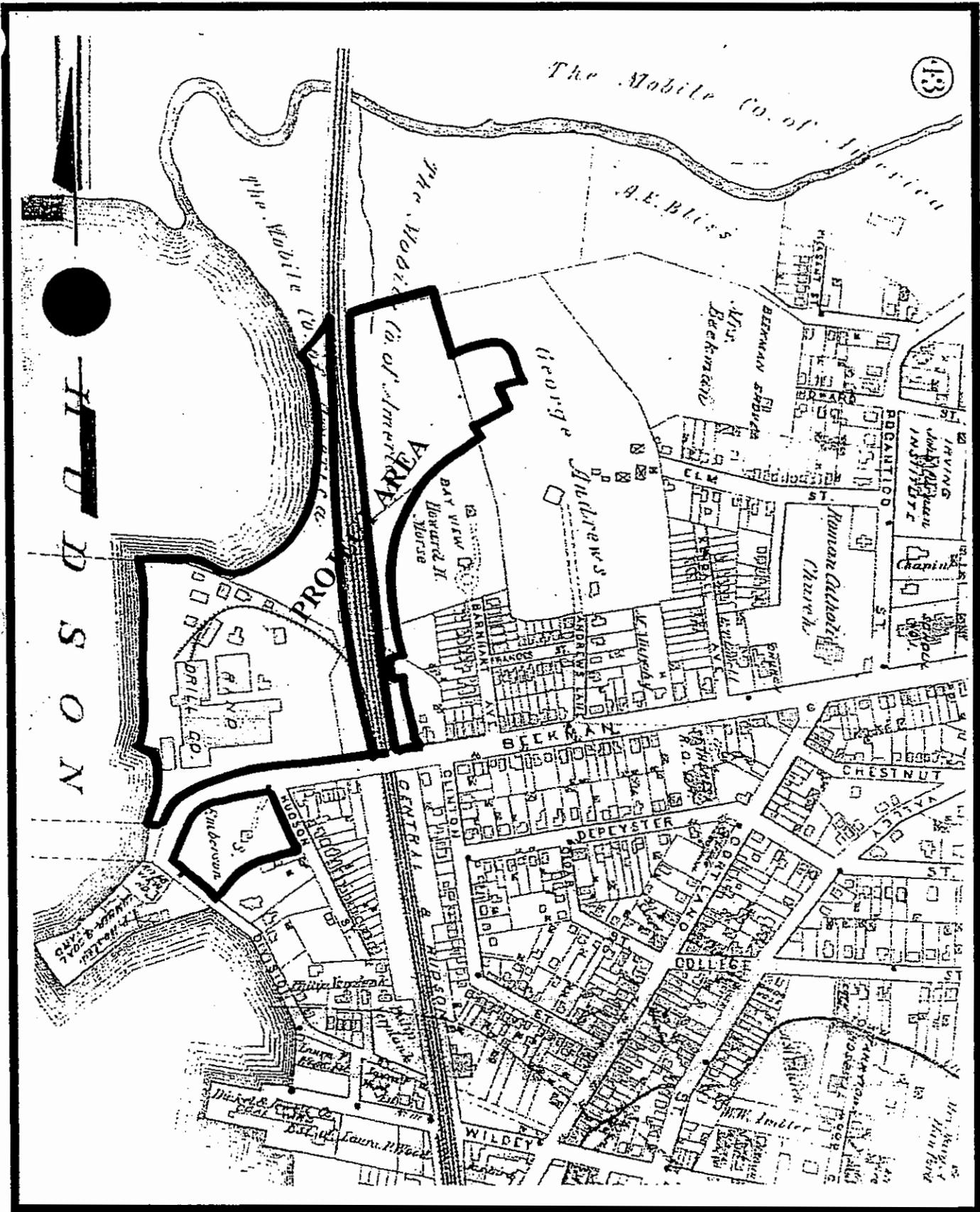


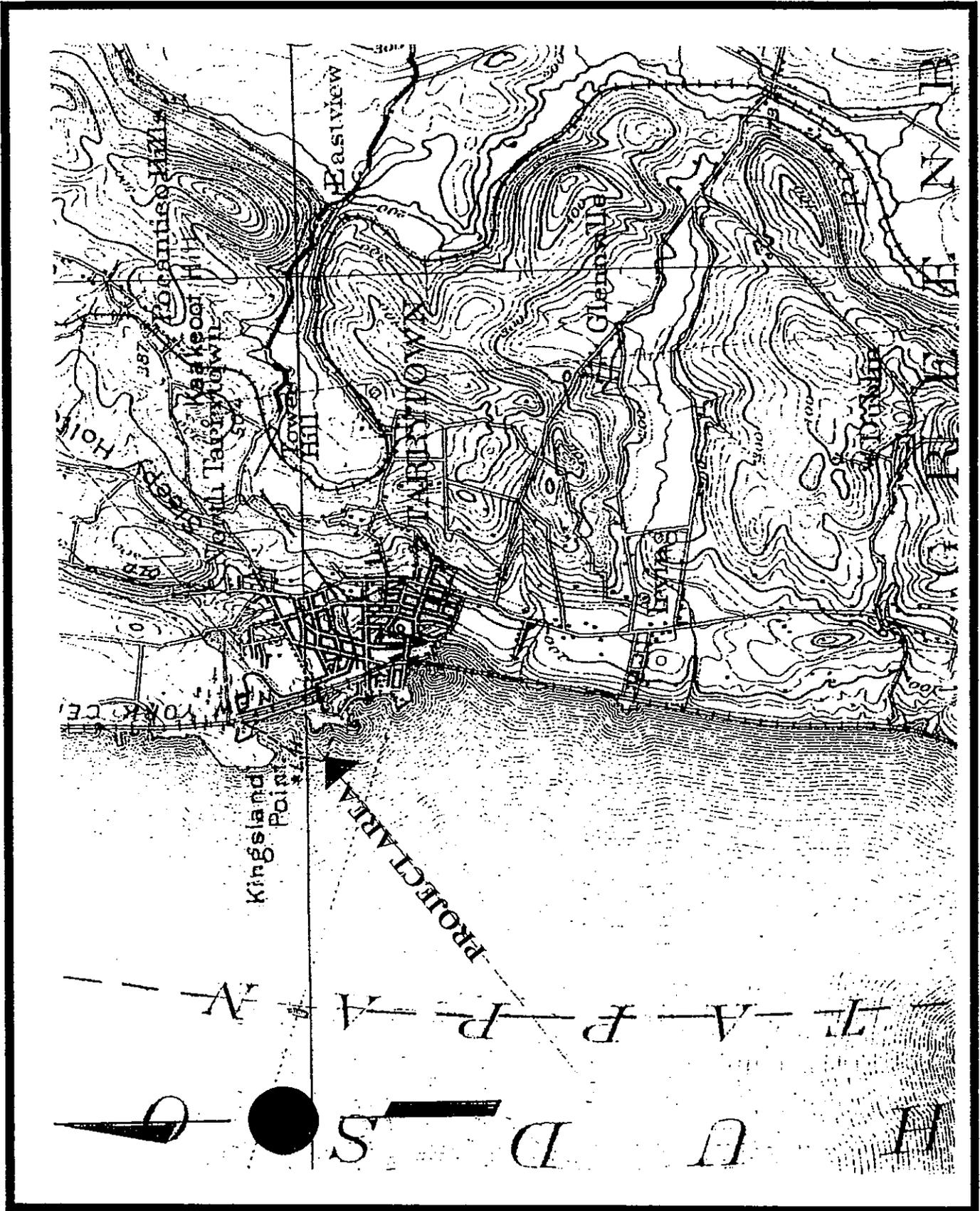


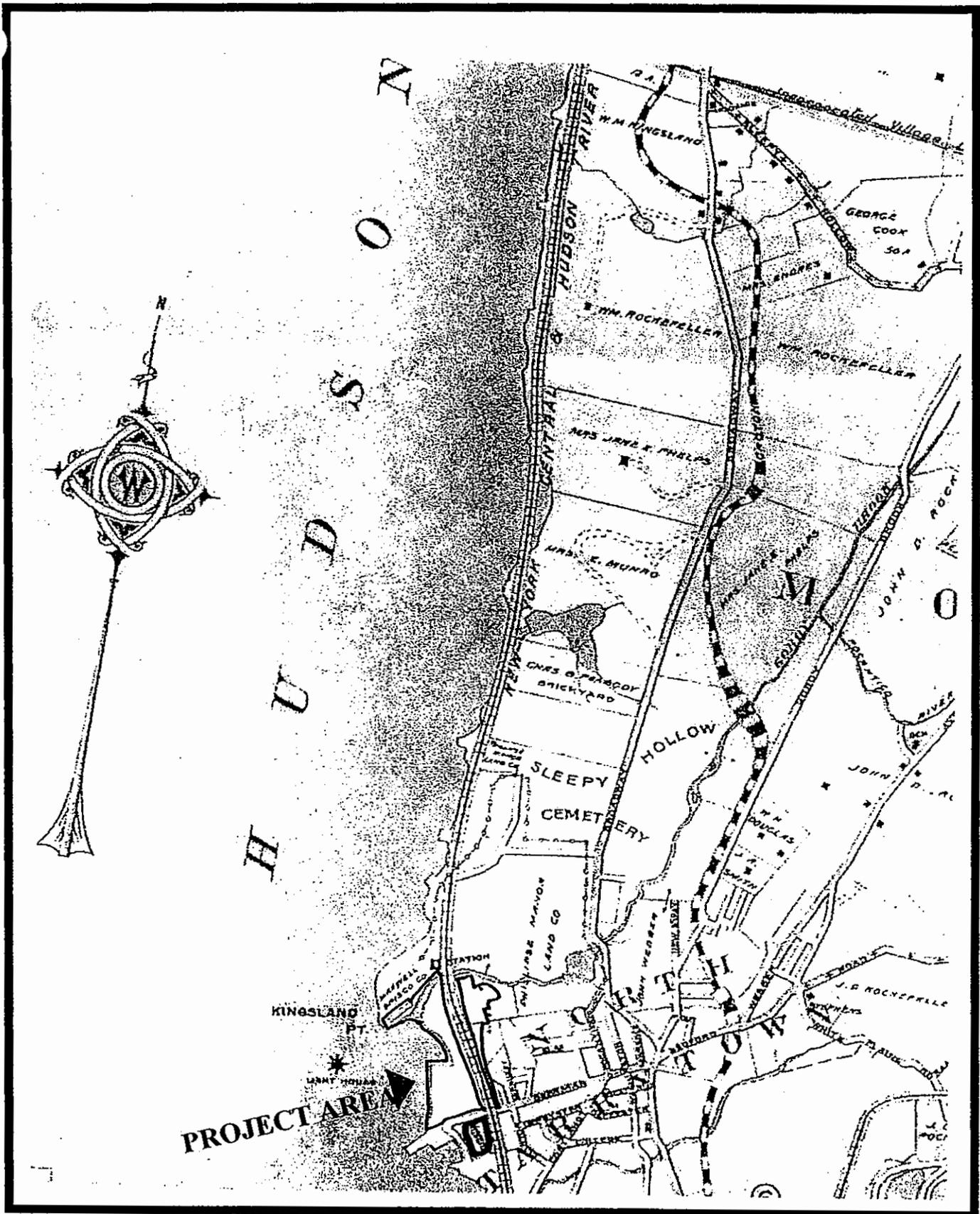


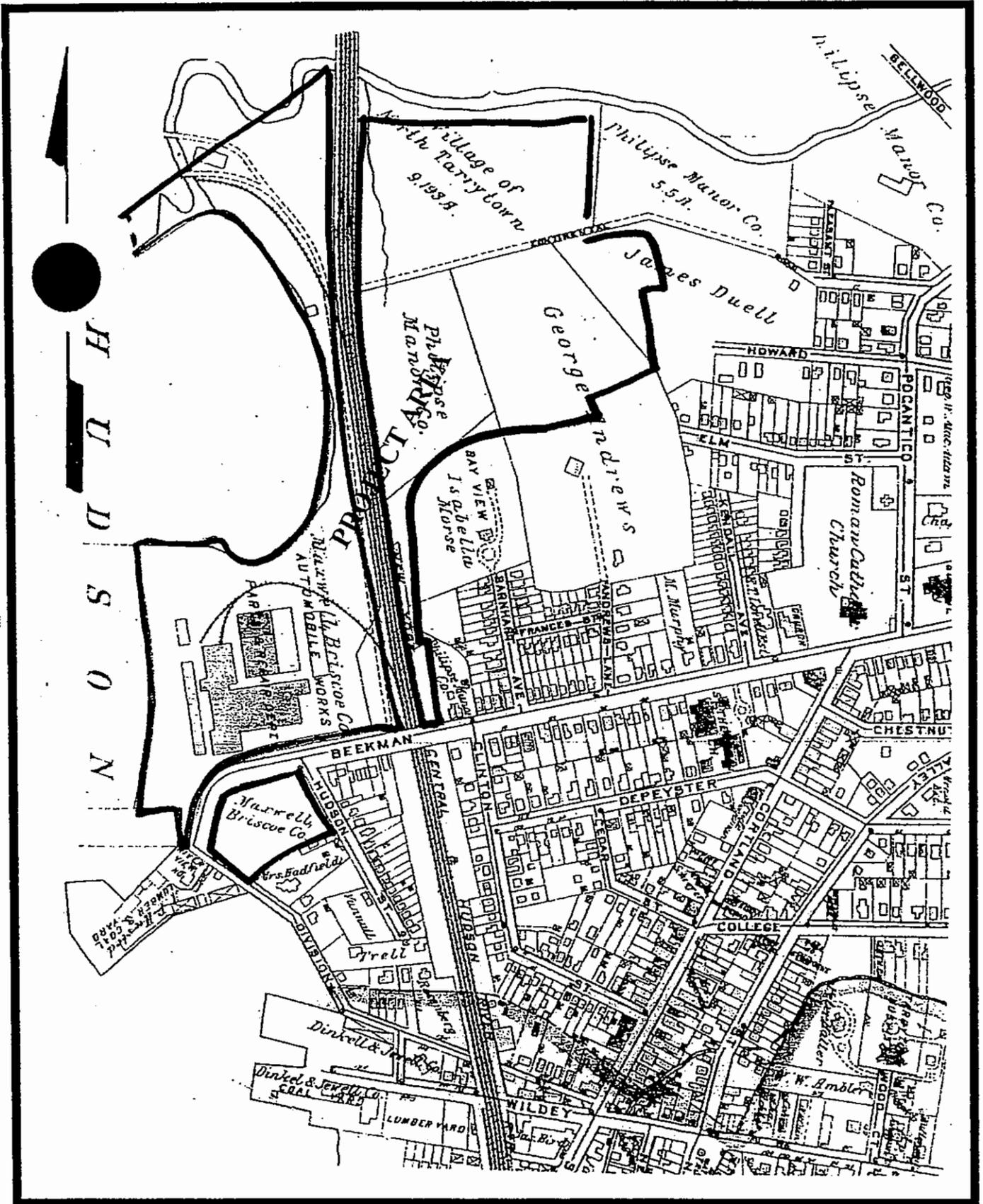


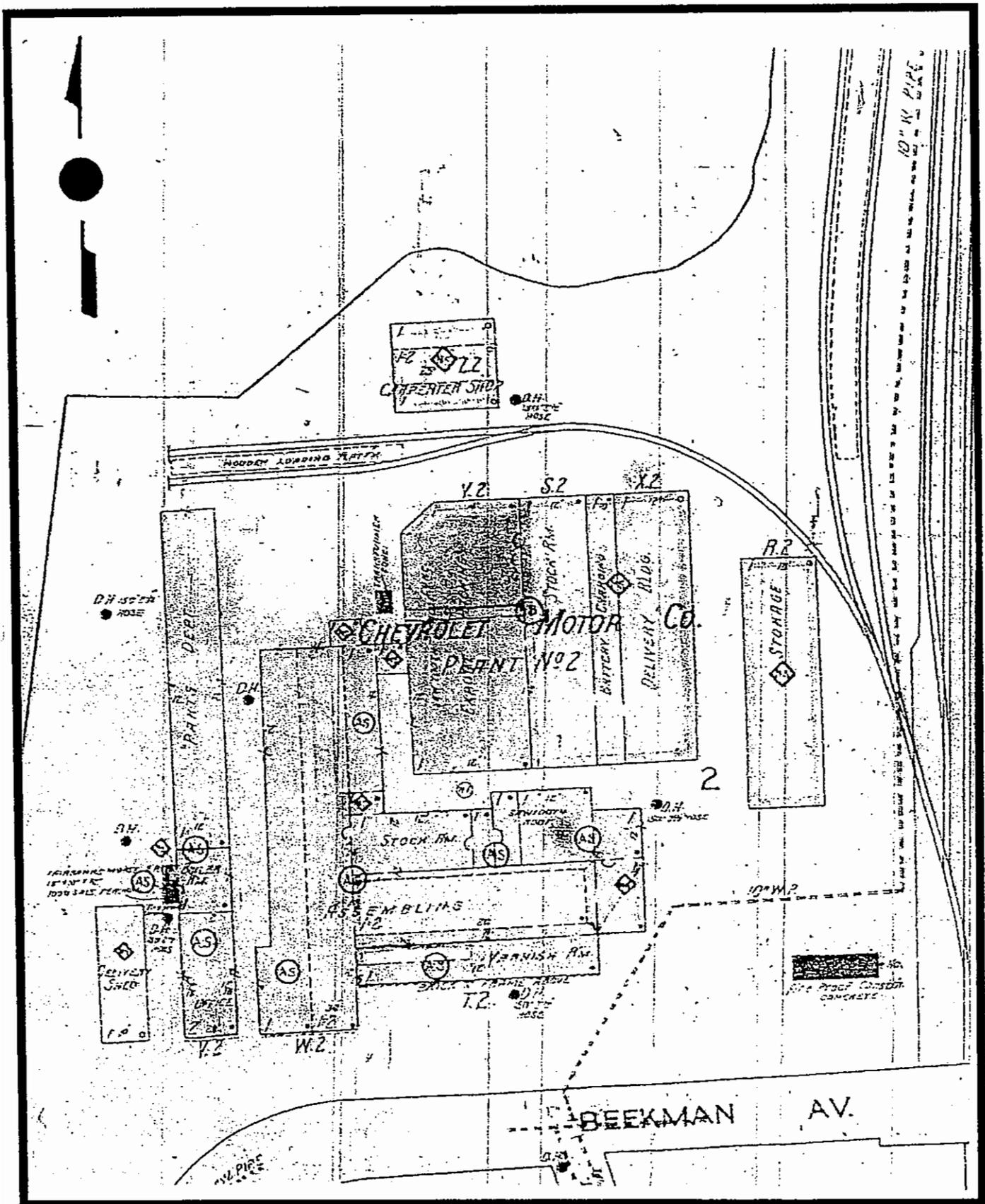


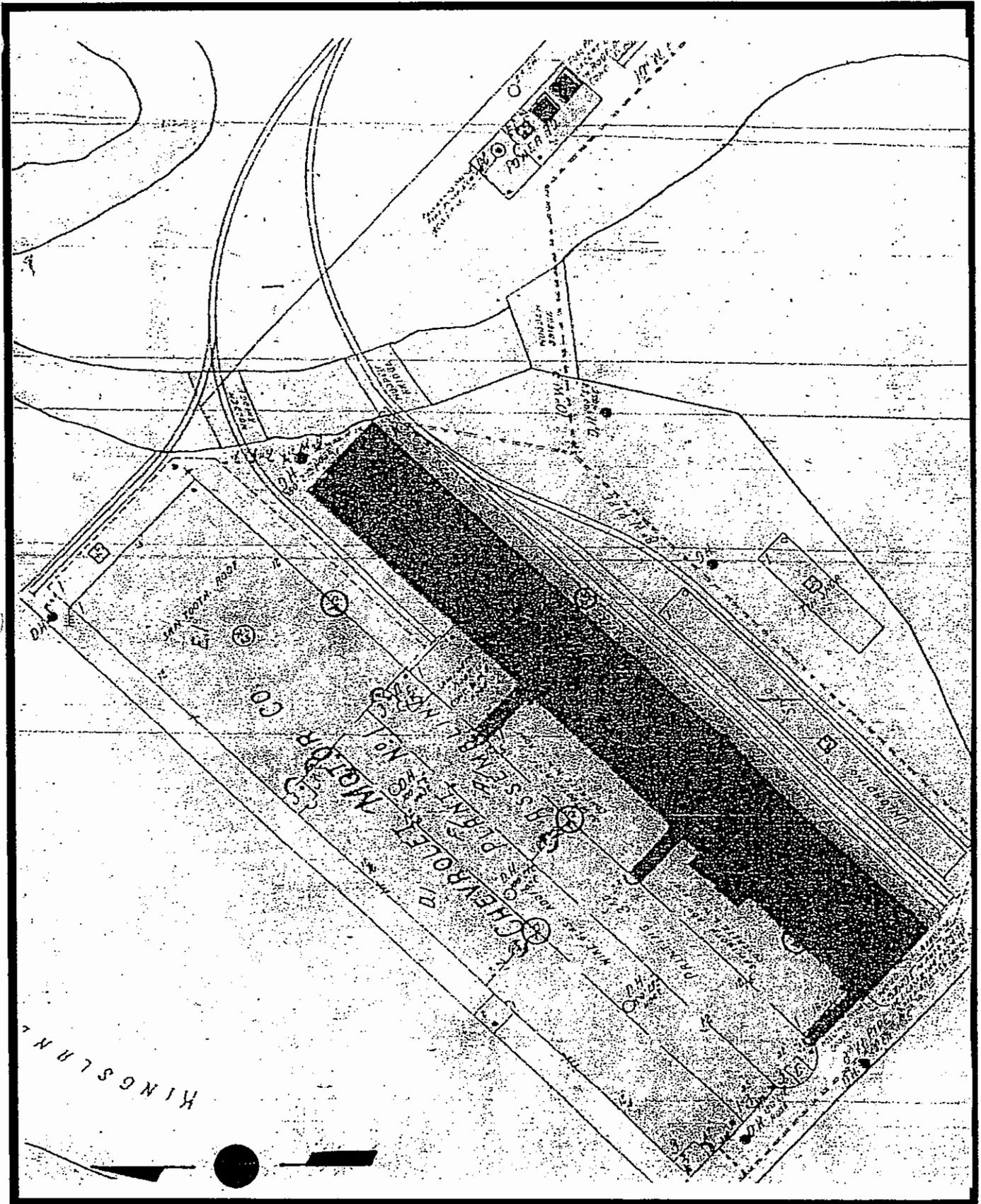


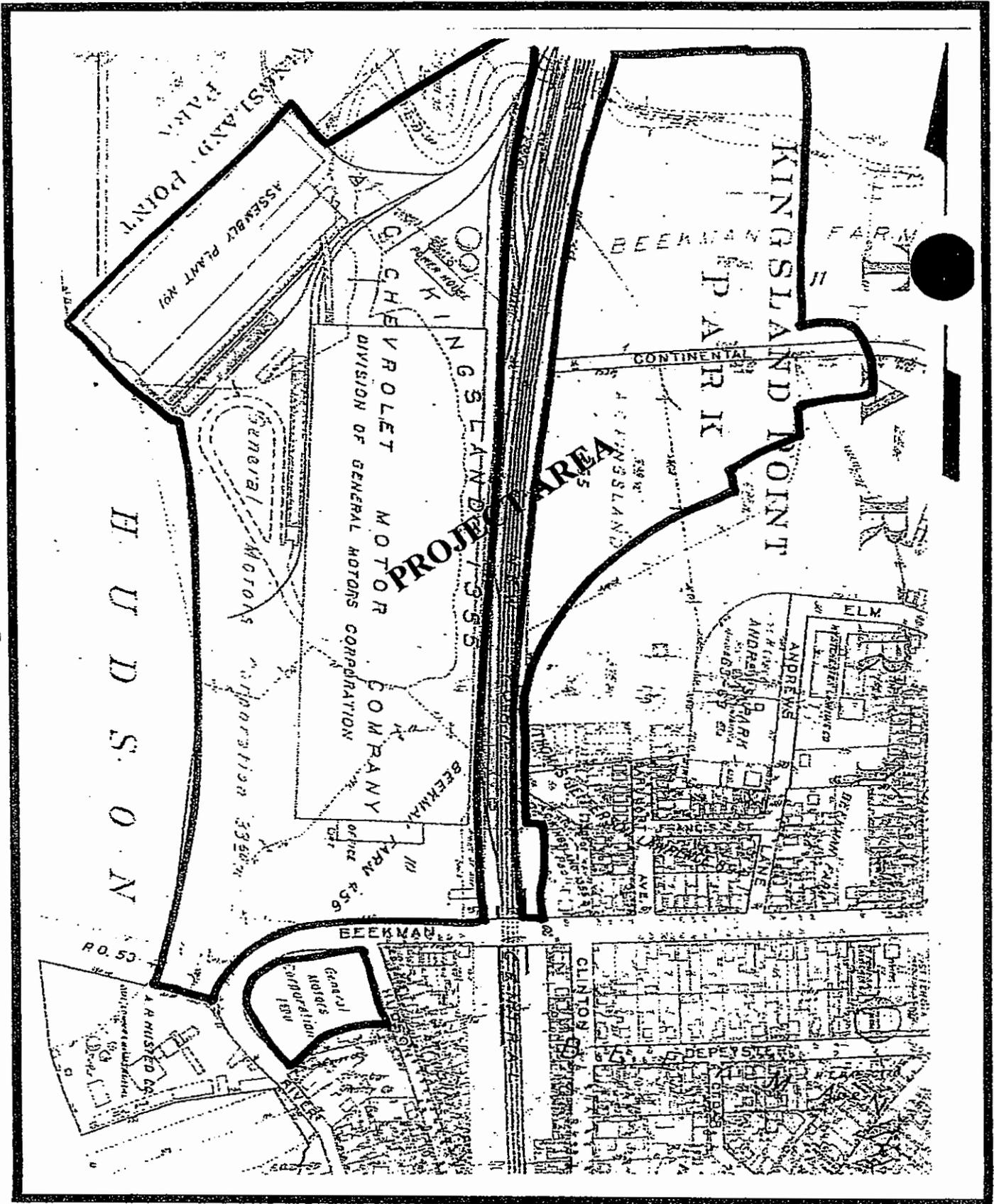












LIGHTHOUSE

HUDSON RIVER

KINGSLAND PARK

WEST PARCEL AREA
66.251 ACRES

EAST PARCEL AREA
28.289 ACRES

NORTH RIVER ROAD

BEEKMAN

SOUTH PARCEL AREA
18.79 ACRES

Westchester County
Tarrytown Pump Station
and Saw Mill Valley
Plant Sewer

POCANTICO RIVER

Westchester County
Saw Mill Valley Trunk Sewer
(TARRYTOWN SEWER)

EXISTING SANITARY SEWER LIGHTHOUSE LANDING @ SLEEPY HOLLOW Village of Sleepy Hollow, New York

SCALE: 1" = 100'

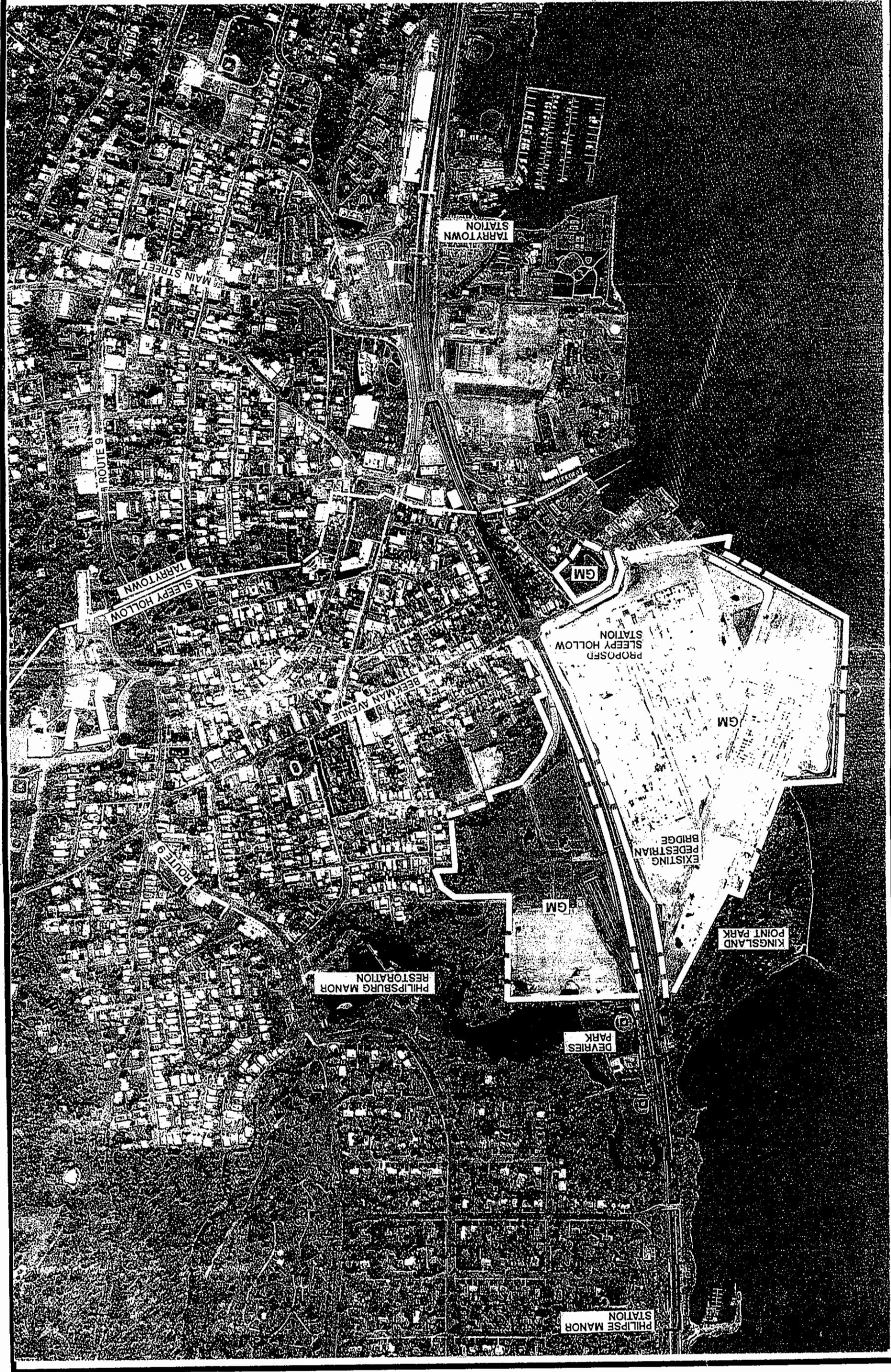
FIGURE NO. 11

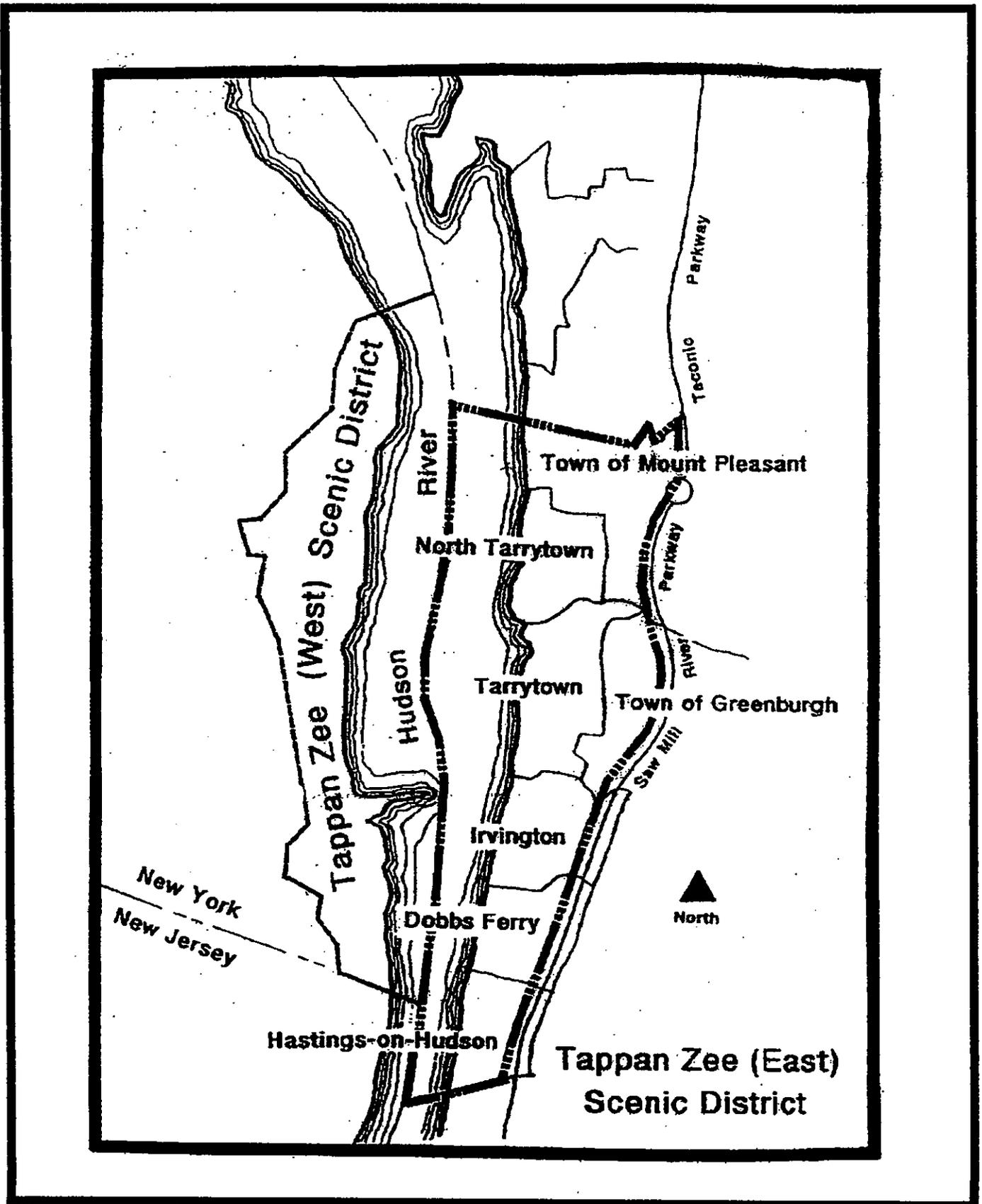
- 1. SANITARY SEWER
- 2. WATER MAIN
- 3. GAS MAIN
- 4. TELEPHONE
- 5. CATCH BASIN
- 6. SANITARY SEWER MANHOLE
- 7. WATER MAIN MANHOLE
- 8. GAS MAIN MANHOLE
- 9. TELEPHONE MANHOLE
- 10. AIRER MANHOLE
- 11. UNWATER MAIN MANHOLE
- 12. FEM MANHOLE
- 13. CATCH BASIN (RECTANGULAR)
- 14. CATCH BASIN (ROUND)
- 15. WATER VALVE
- 16. GAS VALVE
- 17. AIRER
- 18. SANITARY SEWER
- 19. AIRER
- 20. SPOT ELEVATION
- 21. ZONE
- 22. LIGHT POLE
- 23. POLE
- 24. UTILITY POLE
- 25. UTILITY POLE WITH LIGHT
- 26. TREE
- 27. BUSH
- 28. ADJACENT PROPERTY
- 29. MONITORING WELL
- 30. POST INDICATOR VALVE
- 31. VALVE NO. AND TYPE

- LEGEND**
- Westchester County
Department Of
Environmental Facilities
Manhole Identification
 - Sanitary Sewer Manhole
 - Sanitary Sewer Man

Appendix A: Maps & Figures
Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Village of Sleepy Hollow, Westchester County, New York
Fig. 1: Sketch of Lighthouse at Sleepy Hollow Site (Fig. 1: Existing Sanitary Sewer). Scale on map.

Appendix A: Maps & Figures
Lighthouse Landing at Sleepy Hollow. Beckman Avenue. Village of Sleepy Hollow. Westchester County, New York
Fig. 2: Aerial Survey of General Motors Development Site. (From Divney Tung Schwalbe, LLP)





Appendix A: Maps & Figures

Lighthouse Landing at Sleepy Hollow. Beekman Avenue. Village of Sleepy Hollow. Westchester County, New York
Fig 4: Artist's Rendering of Maxwell-Briscoe Motor Company Plant, designed by Stanford White, c. 1902. Lower right:
Rendering of Tarrytown Chevrolet Plant c. 1915. (Source: GMC, *Tarrytown, An Autobiography, 1915-1996*, 1996)



This is the earliest known rendering of the Maxwell-Briscoe Motor Company plant, designed by Stanford White, c.1902.

ALBANY BOSTON BROOKLYN NEWARK NEW YORK PHILADELPHIA

CHEVROLET MOTOR COMPANY

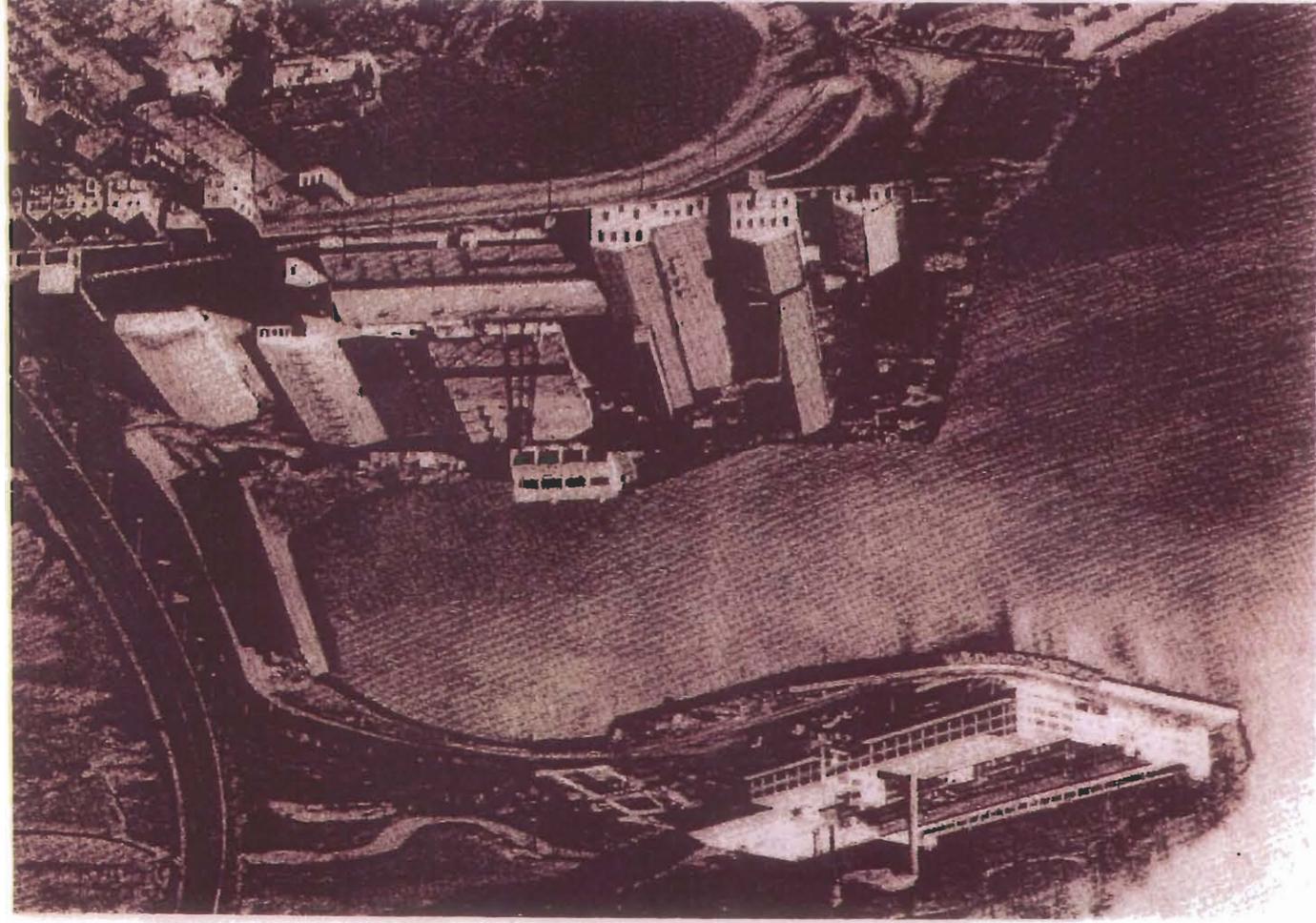
OF NEW YORK, INC.



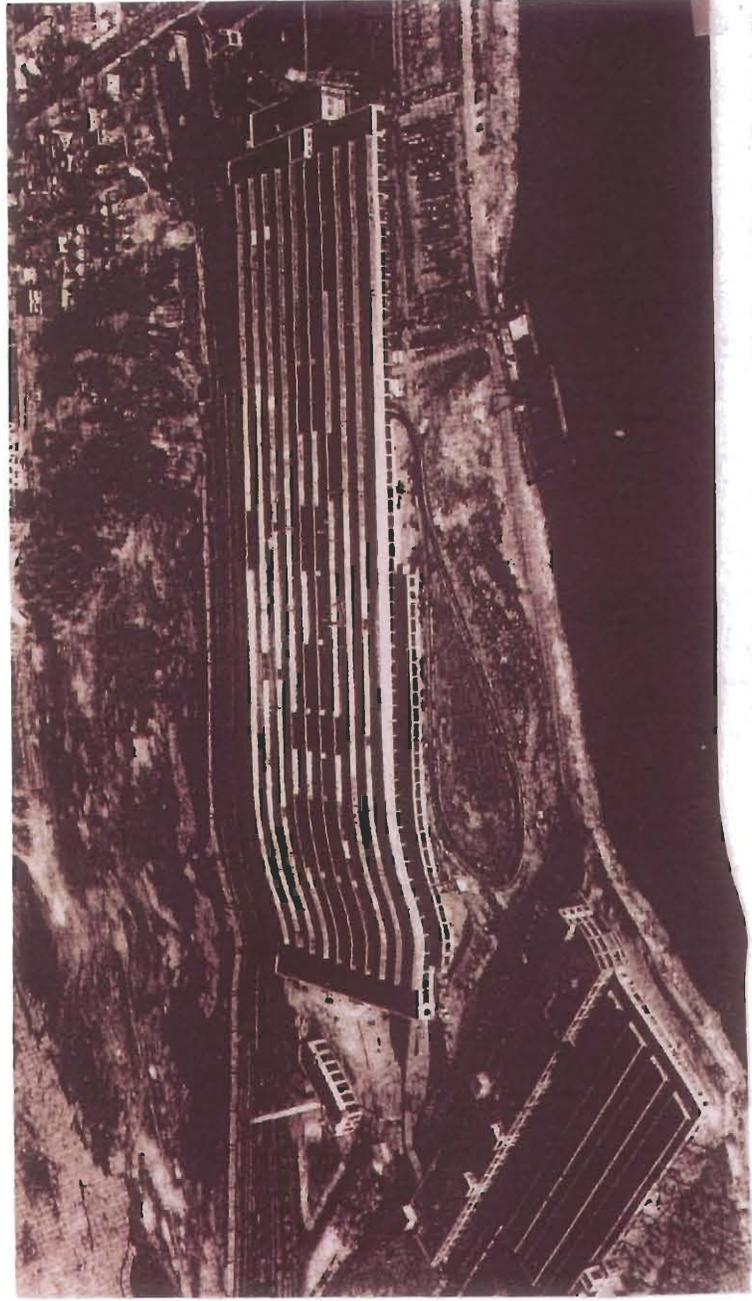
FIFTEEN SEVENTH STREET AND ELEVENTH AVENUE
NEW YORK FACTORY

Appendix A: Maps & Figures

Lighthouse Landing at Sleepy Hollow. Beekman Avenue. Westchester County, New York
Fig 5: 1925 Aerial Photo of Tarrytown Plant. (Source: GMC, *Tarrytown, An Autobiography, 1915-1996*, 1996) Photo
gives indication of extent of open water between Assembly Plant No. 1 (to north) and facilities in southern part of site

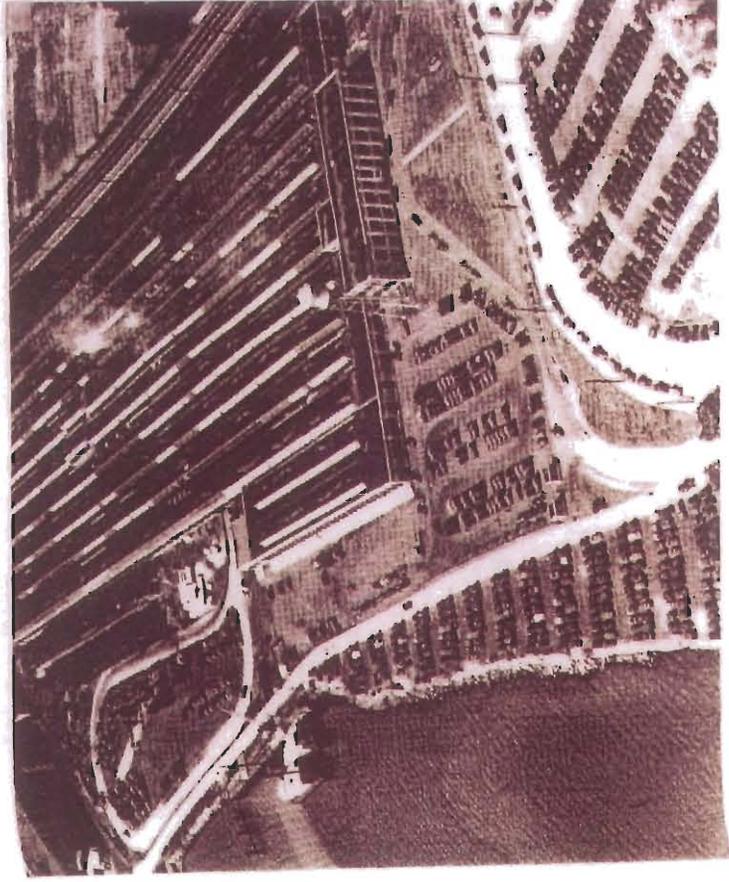


Appendix A: Maps & Figures
Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Village of Sleepy Hollow, Westchester County, New York
Fig 6: 1933 & 1939 Aerial Photo of Tarrytown Plant. (Source: GMC, *Tarrytown, An Autobiography, 1915-1996*, 1996)
New plant was built on man-made land in area that was open water in 1925.



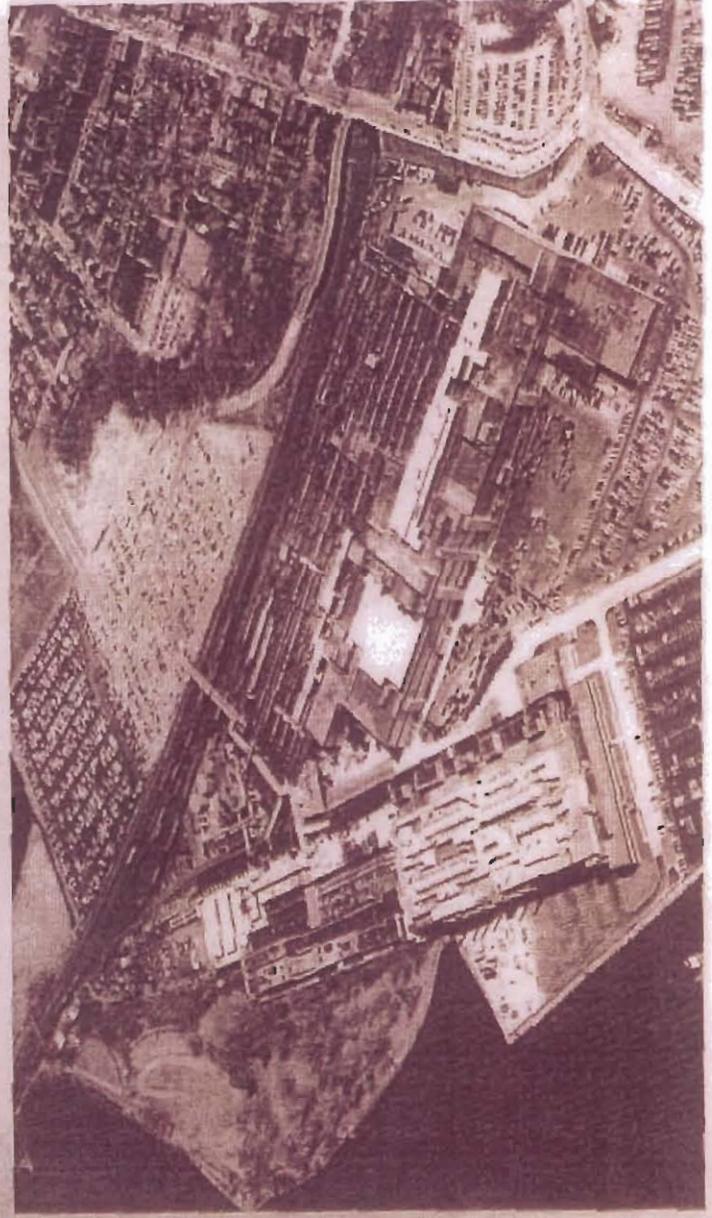
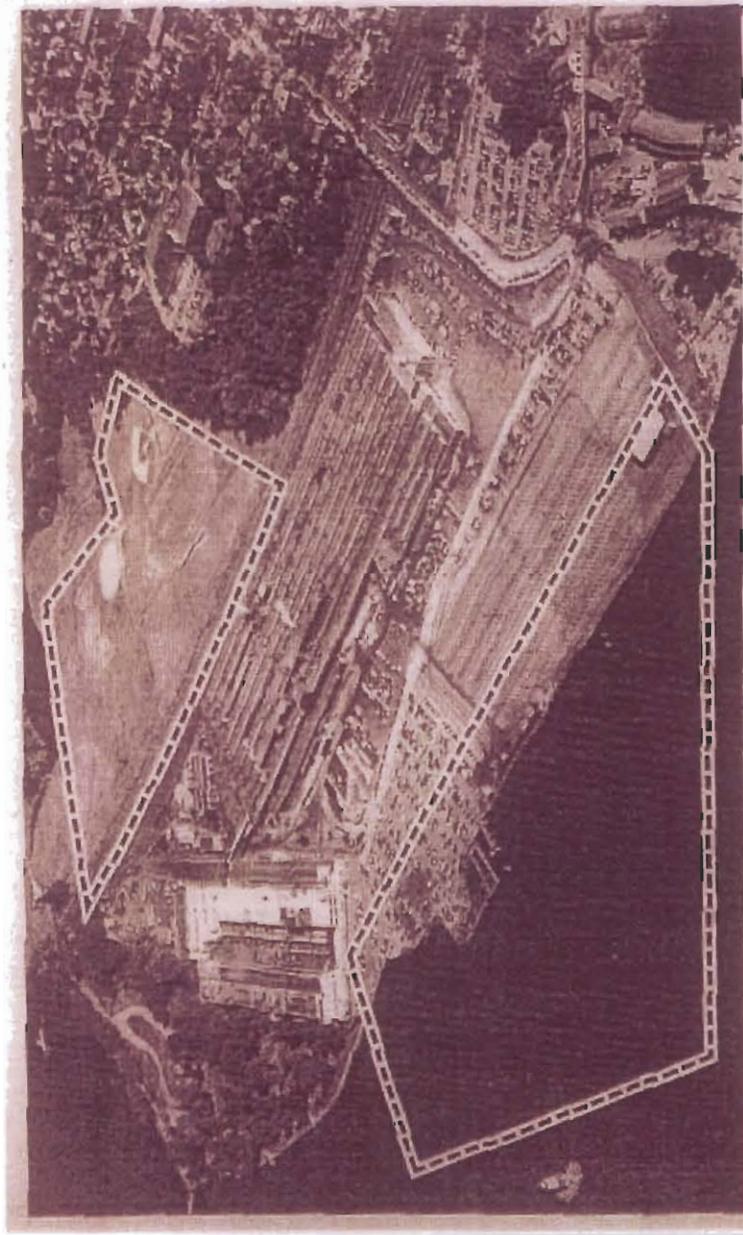
The above aerial photograph of the Tarrytown Plant was taken in 1933; Beekman Avenue is in the upper right-side of the photo.

The picture on the right was taken in 1939, showing the filling-in of the river in front of the Fisher Body building. Also the test track appears in both photographs.



26 • The 1930's

Appendix A: Maps & Figures
Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Westchester County, New York
Fig 7 & 8: 1957 Aerial Photo of Tarrytown Plant (Upper) & 1963 Aerial Photo (Lower). (Source: GMC, *Tarrytown, An Autobiography, 1915-1996*, 1996)



Appendix A: Maps & Figures

Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Westchester County, New York

Fig 9: Jacques-Gérard Milbert's c. 1776-79 *View of Tarrytown*. (Source: The Historical Society, Inc.)



APPENDIX B

PHOTOGRAPHS

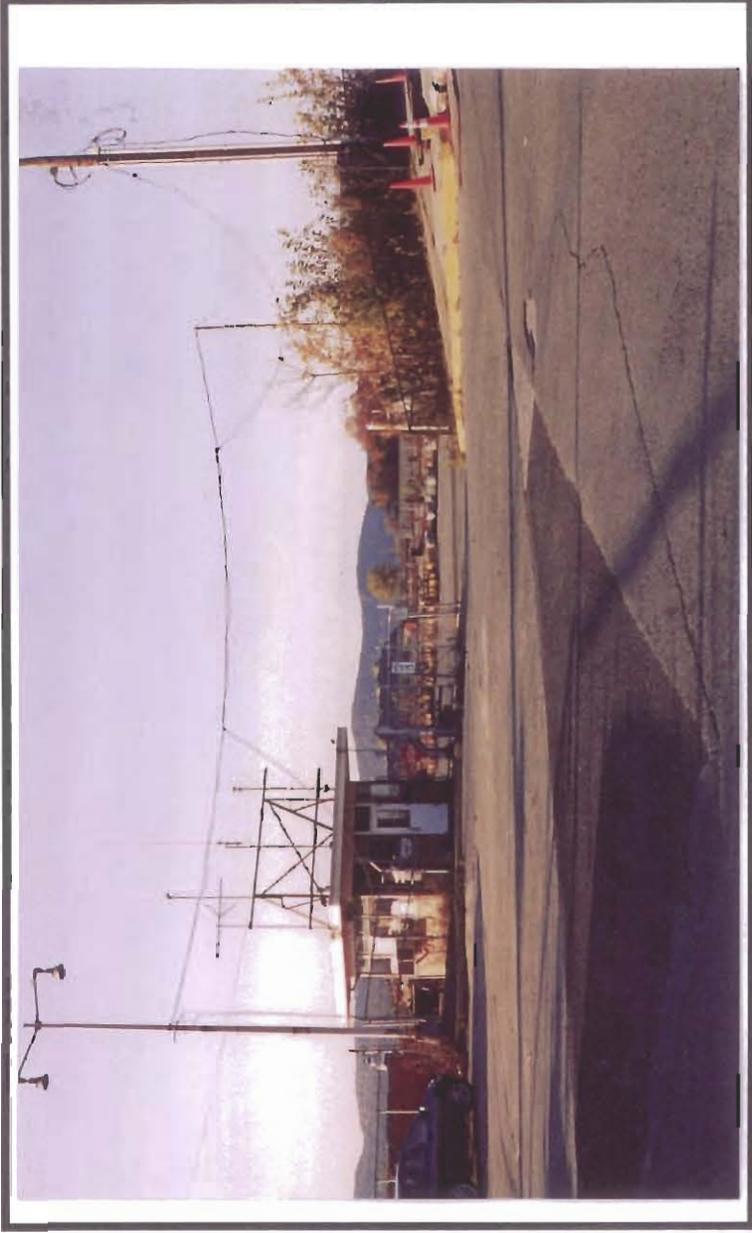


Photo 1: Entrance to the General Motor Plant site from Beekman Avenue. In 19th century this was location of Charles Smith Brickyards. View to northwest.

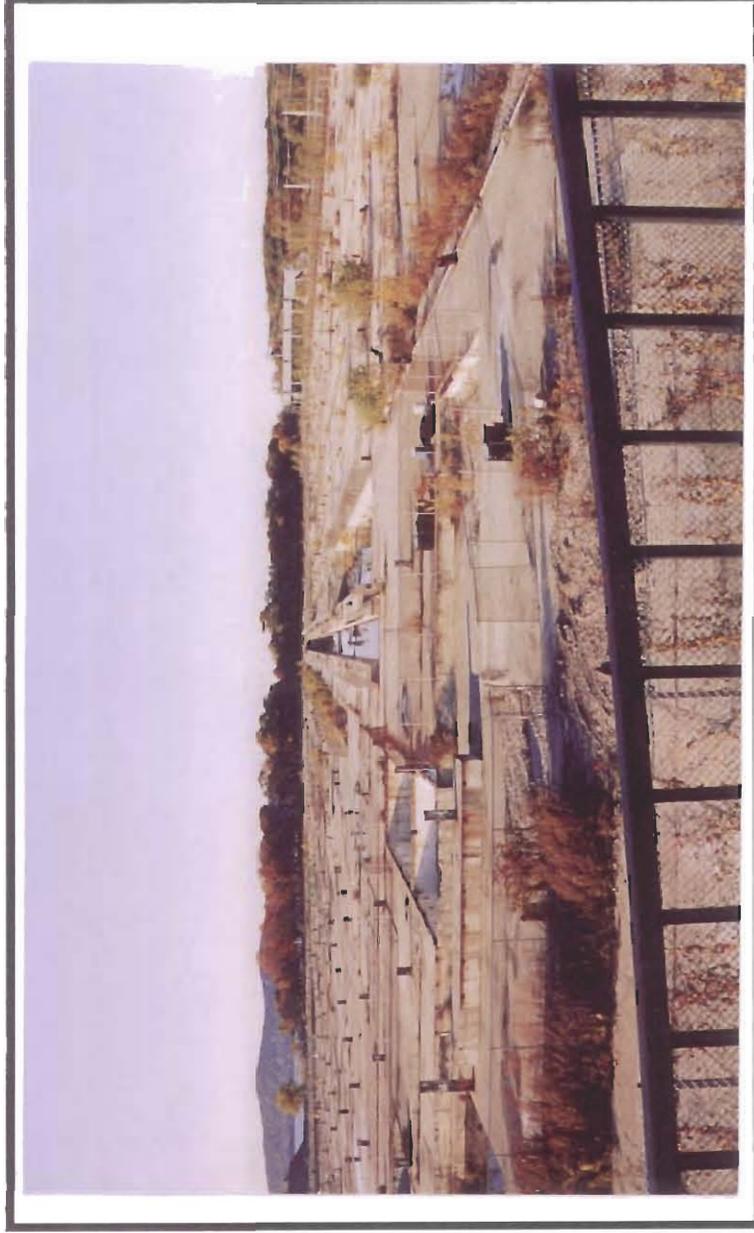


Photo 2: View north across site from Beekman Avenue. Large areas of the site were formerly occupied by Chevrolet Motors Company Plant No. 2. Building was 1-story. When plant was demolished, the beams supporting the roof were cut off, leaving ground floors and basements. Kingsland Point Park is in background.

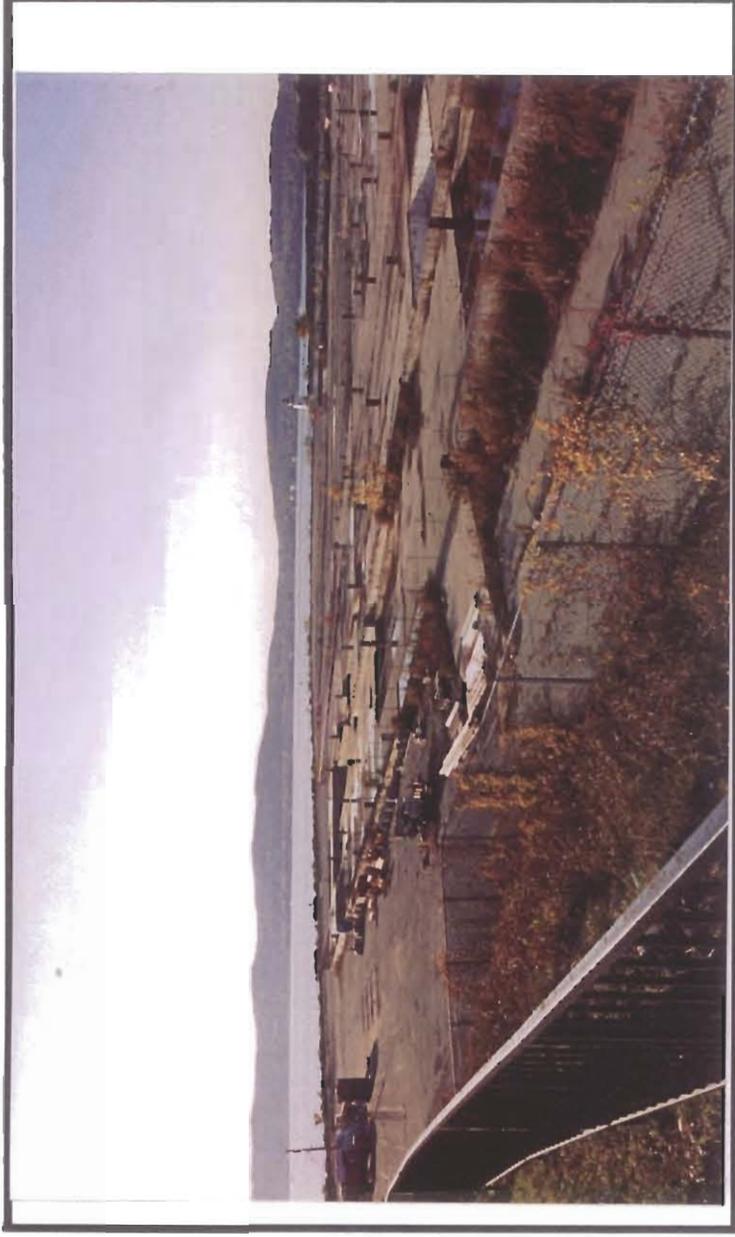


Photo 3: View to northwest from Beekman Avenue. Buildings and asphalt parking areas are located on man-made land. Historically the lighthouse, seen in distance, stood in open waters approximately ½ mile west of MetroNorth railroad.

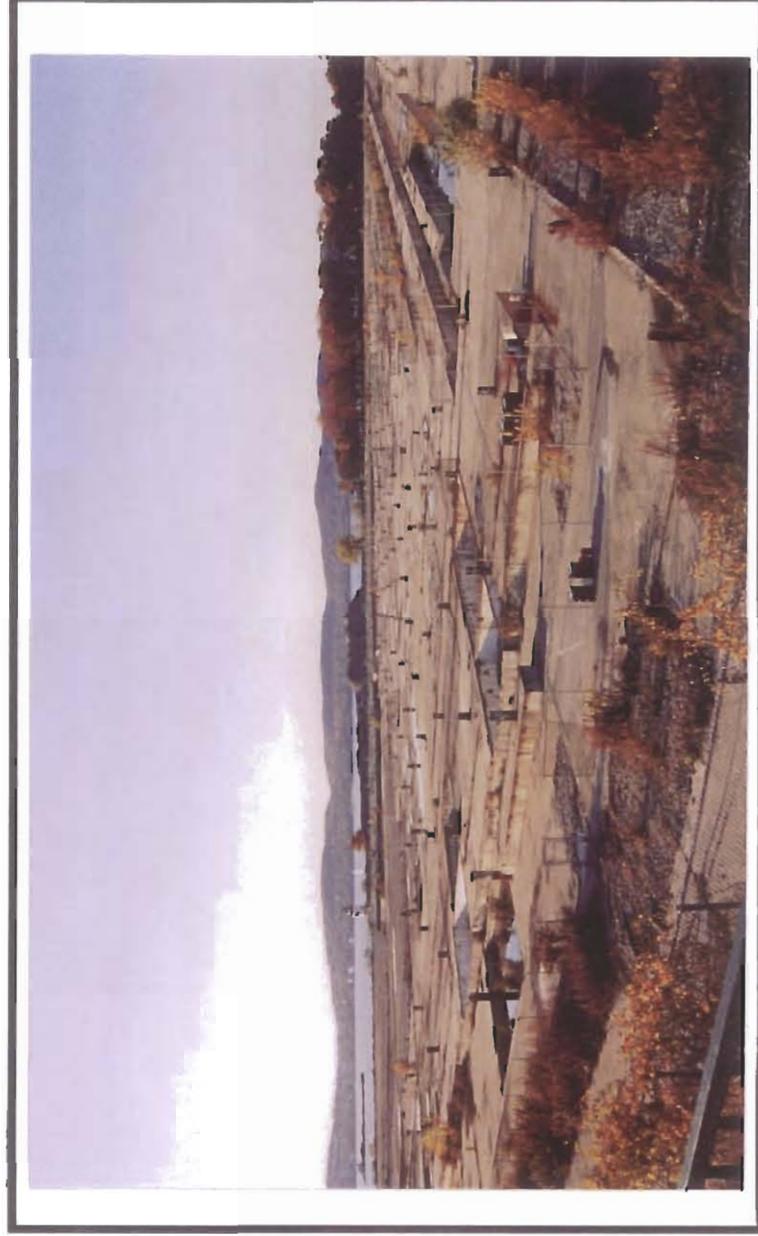


Photo 4: View to northwest from Beekman Avenue gives indication of the size of the buildings and the complexity of the floor and sub-floor. Entire area is man-made land; portions were filled in 19th century, but much of it was created shortly before 1931.

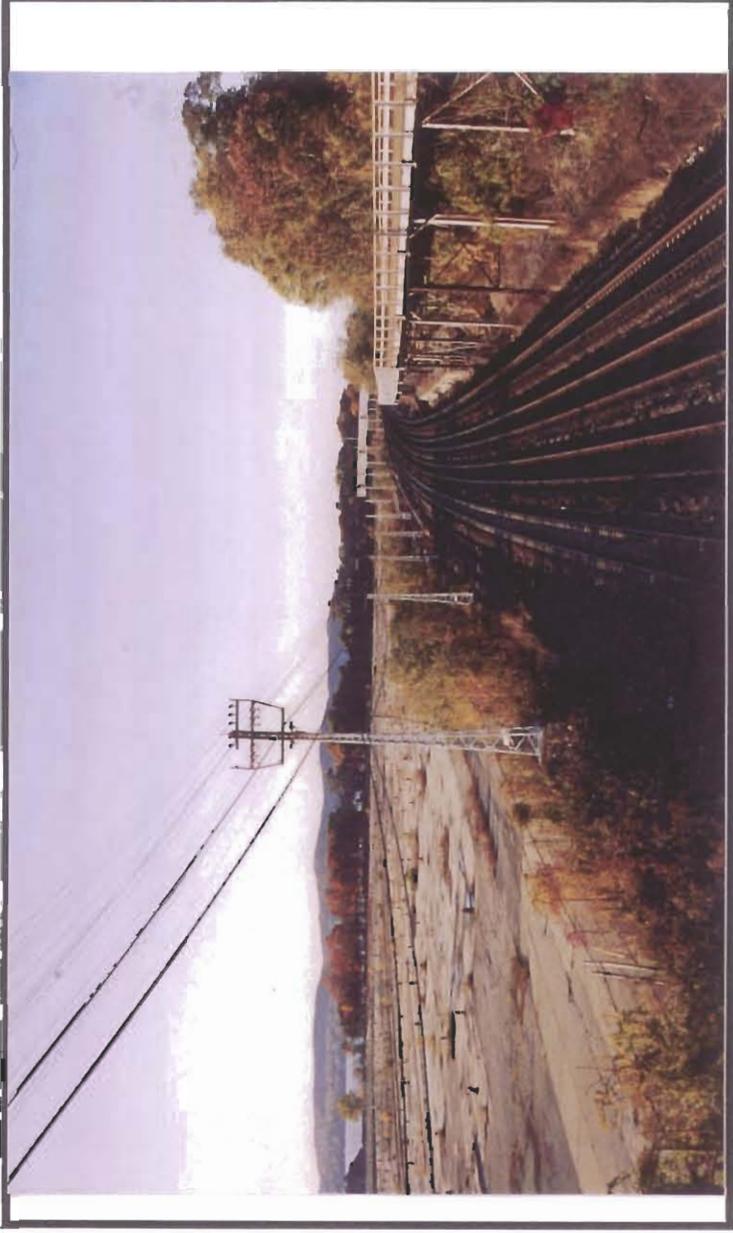


Photo 5: View of MetroNorth railroad tracks from Beekman Avenue. General Motor plant is located on area identified as the west parcel. Pedestrian bridge from east parcel parking lot is in background. Roadway to east parcel parking area is east of railroad tracks.

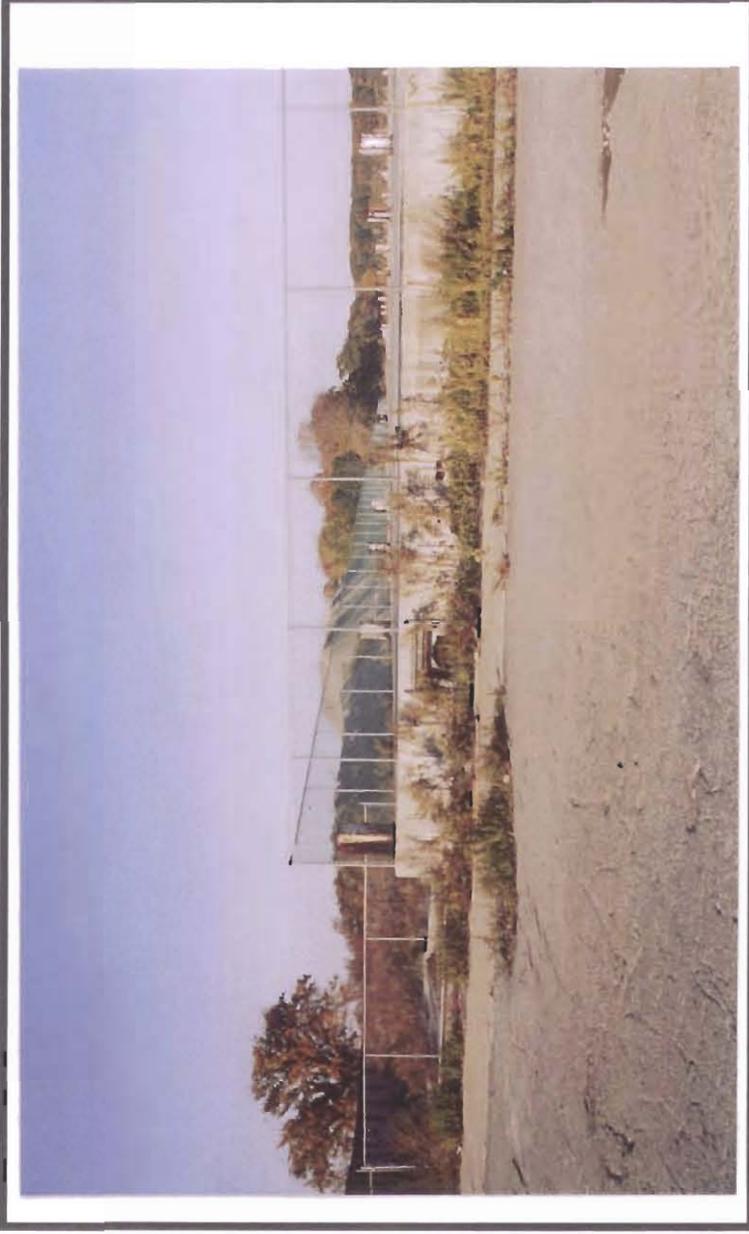


Photo 6: Chain link fencing surrounds portions of Chevrolet Motor Company Plant No. 2. With exception of office area, Plant No. 2 was a 1-story structure designed to facilitate manufacture of automobiles. On most of site the floors of the buildings are raised several feet above the ground level.

Appendix B: Photographs

Lighthouse Landing at Sleepy Hollow, Beekman Avenue, Village of Sleepy Hollow, Westchester County, New York.

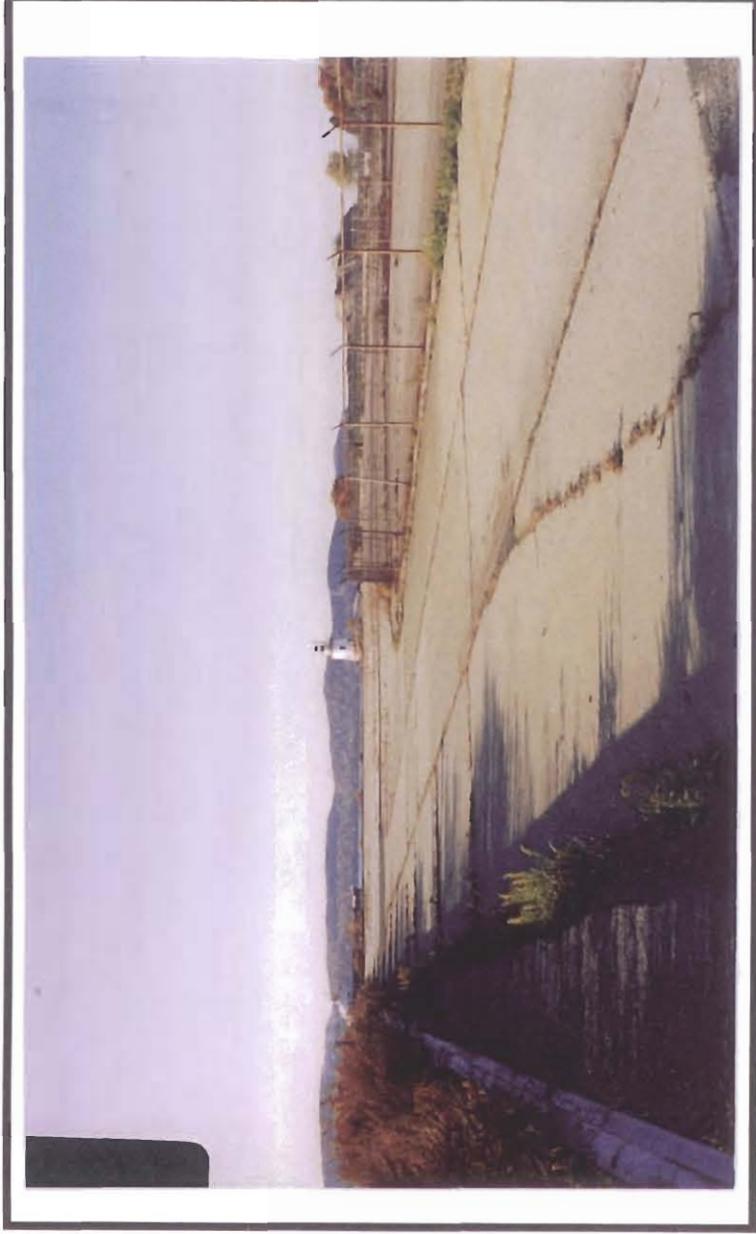


Photo 7: Asphalt paving provided access to various parts of the property. Area is entirely man-made land. View to west.

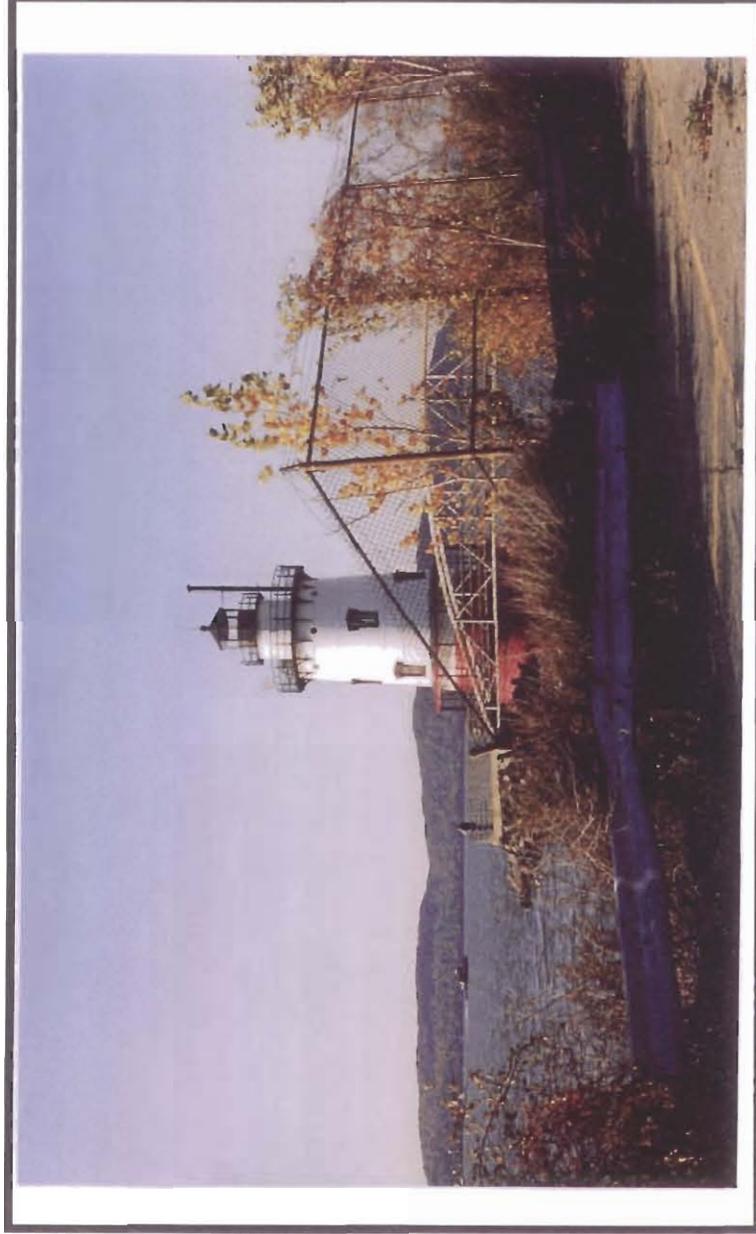


Photo 8: Lighthouse located on western edge of property. Historic USGS Topo maps indicate that in 1902 the lighthouse stood in open water approximately 1/2 mile west of the railroad tracks. By 1931 that area has been completely filled. View to northwest

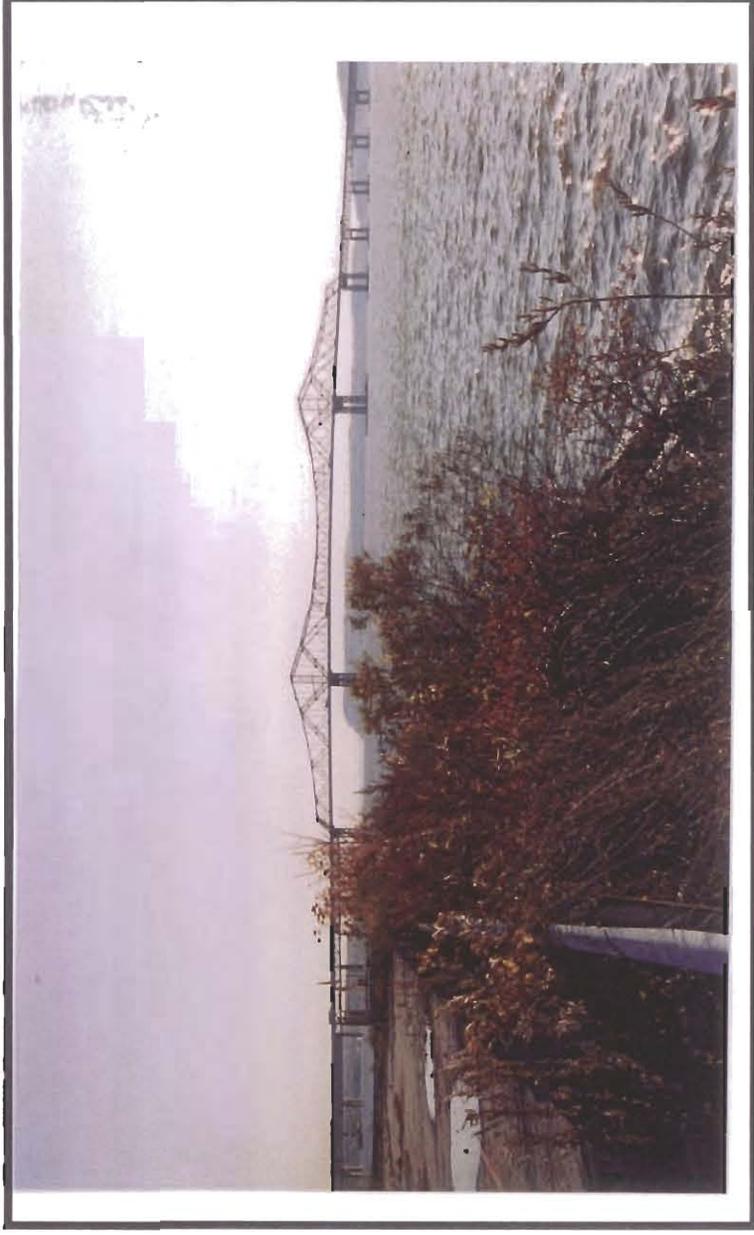


Photo 9: The Tappan Zee Bridge is located a short distance south of the property. View to southwest.

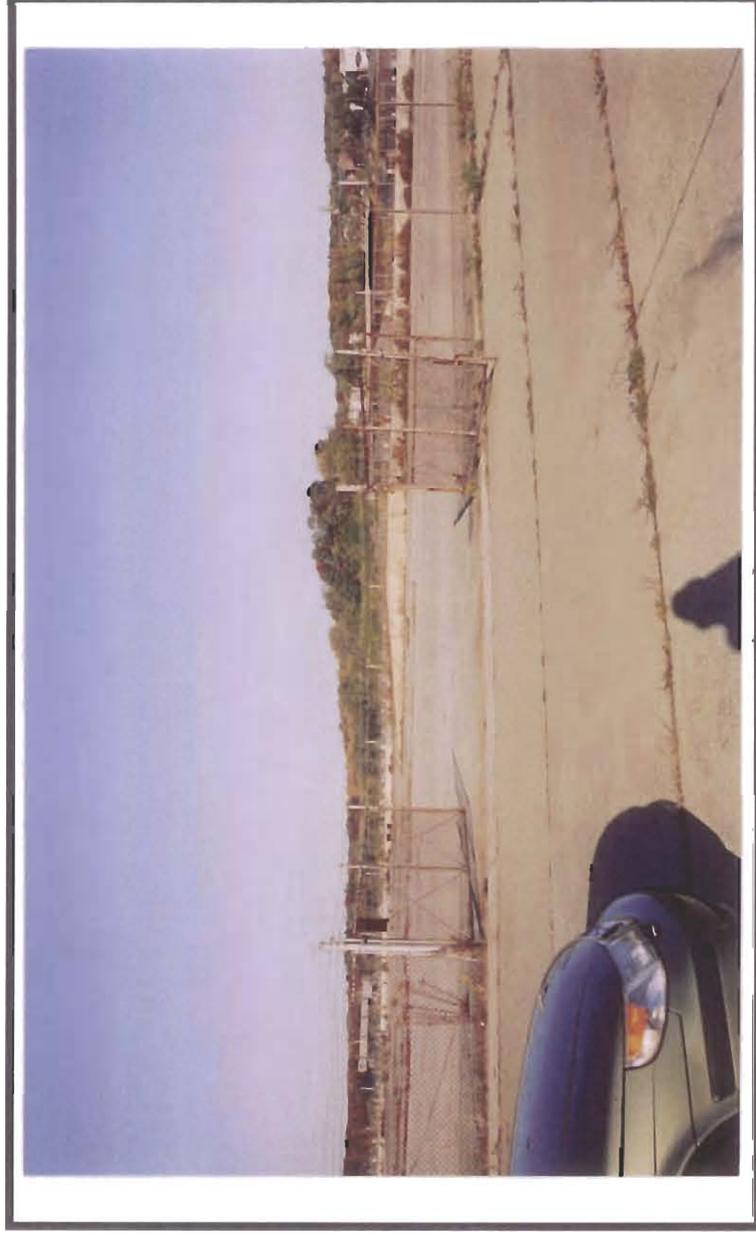


Photo 10: Looking northeast from edge of Hudson across asphalt area to Chevrolet Motors Company Plant No. 2. Portions of Plant No. 2 dated to the early 20th century, when it was first the Rand Drill Company and then the Maxwell Briscoe Automotive plant.

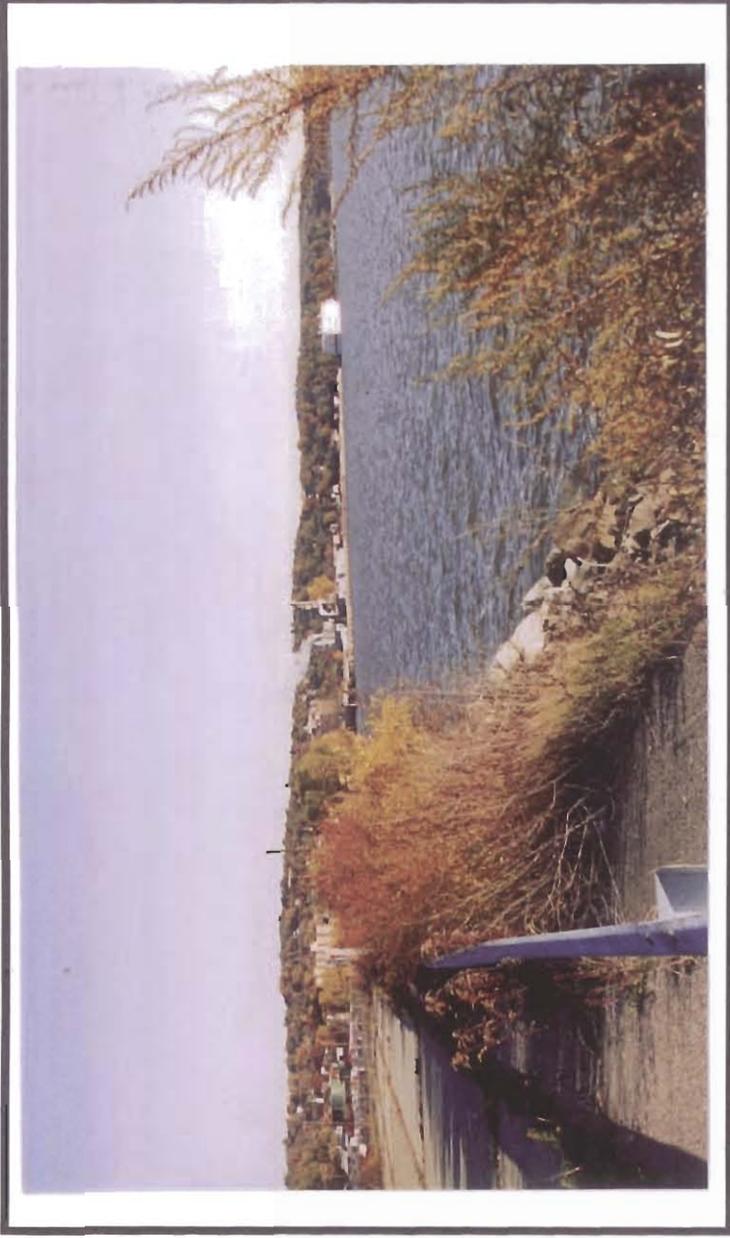


Photo 11: The project area falls within the Tappan Zee East Scenic District, which encompasses the Village of Sleepy Hollow and several communities along the river, as well as the Towns of Mount Pleasant and Greenburgh. View to southeast.

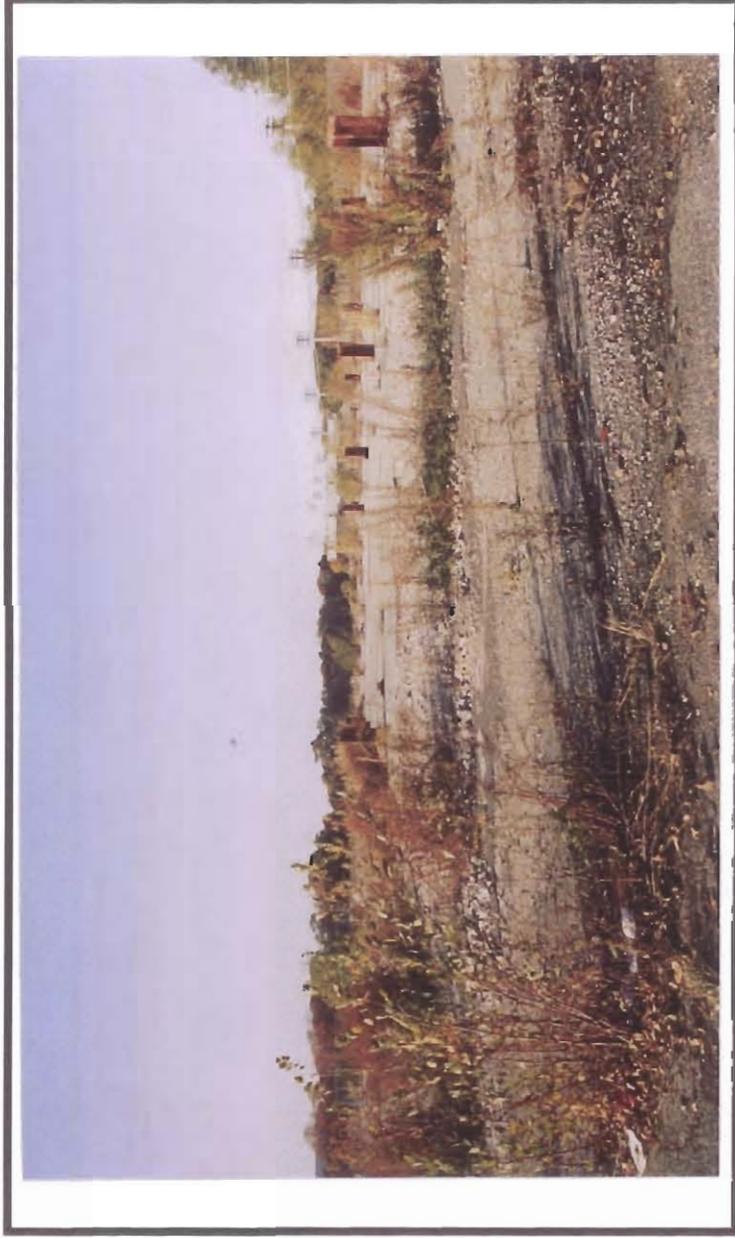


Photo 12: View to northeast from floor of Plant No. 2. Vegetation is beginning to invade floor of former building. By the early 20th century the design of automobile manufacturing plants had become standardize, with Ford providing the model. As indicated by the arrangement of the columns that supported the roof, the plant was designed on a grid pattern that could be replicated and expanded to meet future needs.

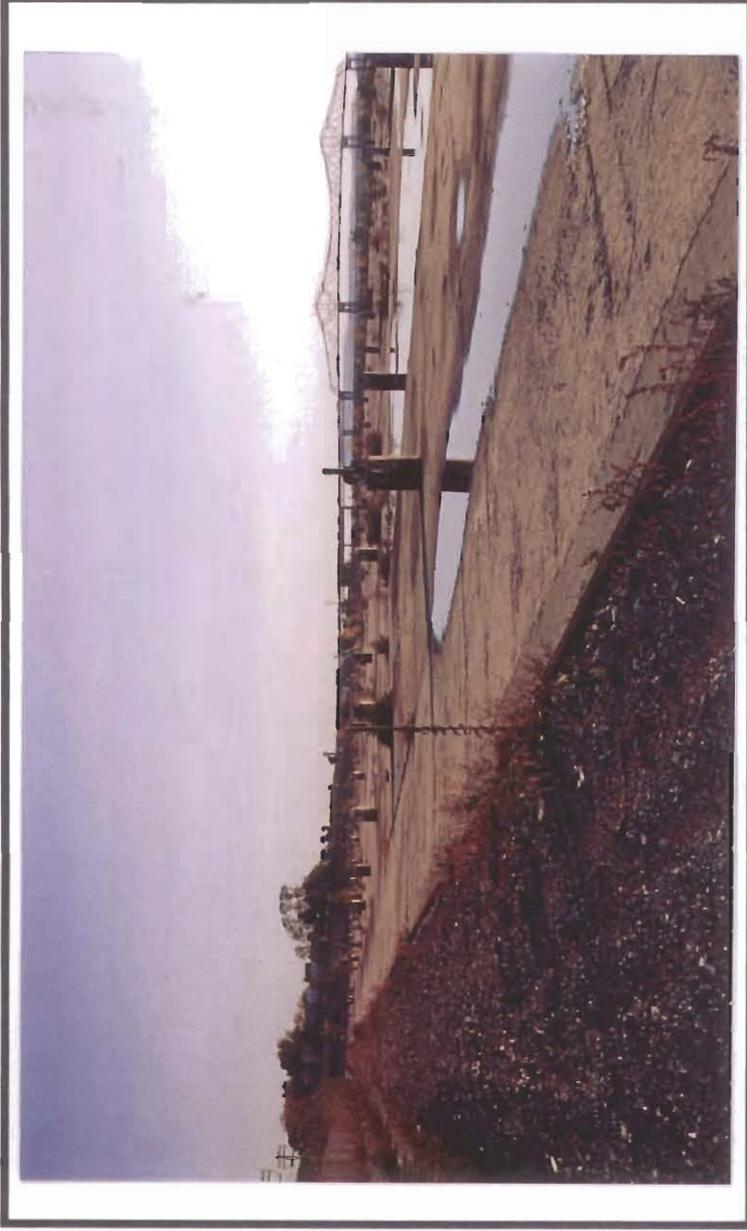


Photo 13: View to northwest across floor of Plant No. 2 toward Tappan Zee Bridge. In the north part of the plant the concrete based columns, different than the steel I-beam columns used in the south part of the plant, are evidence that the two parts of the plant were built at different times.



Photo 14: Looking southwest across floor of Plant No. 2 to pedestrian bridge that provided access from east parcel parking lot.

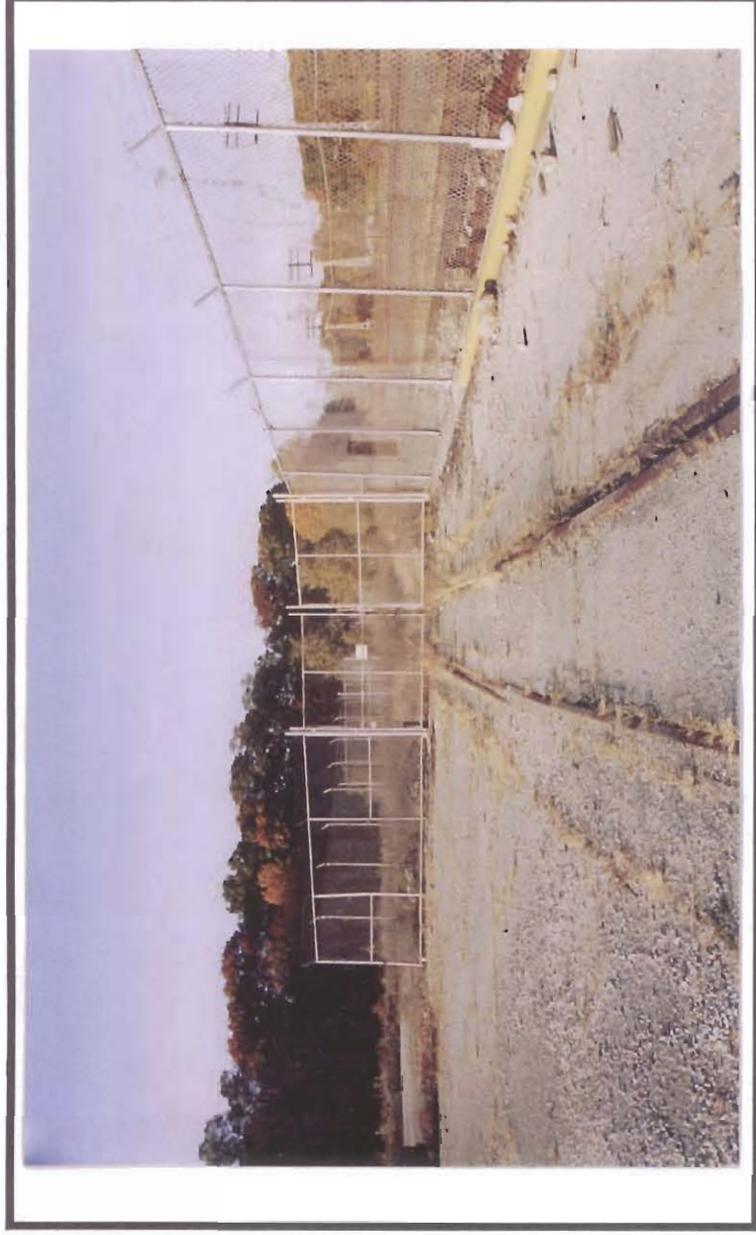


Photo 15: Rail spur into site. It was in this area that, after the construction of the railroad, the Pocantico River entered the Hudson. Construction of the Fisher Body Plant in the early 20th century caused the Pocantico River to be relocated to the north. View to north.

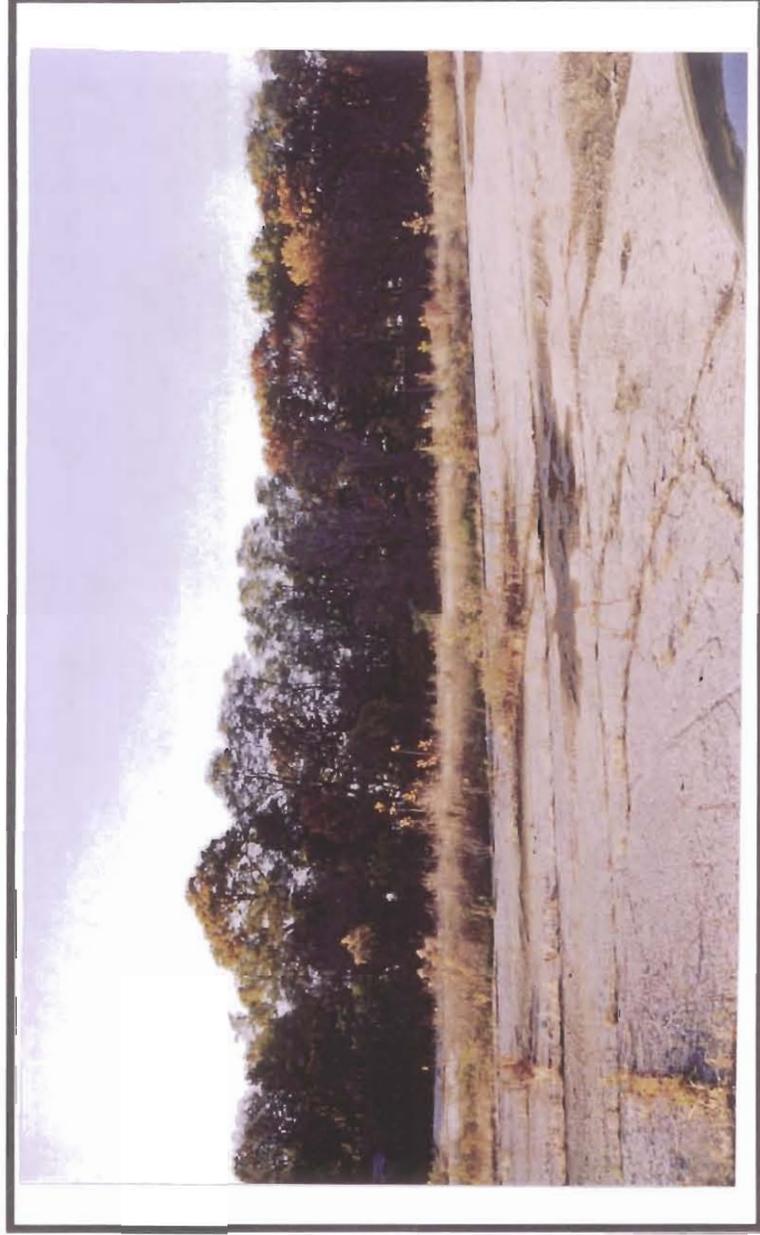


Photo 16: Looking westward to Kingsland Point Park, which is north and west of General Motors property. Trees line roadway in the park.

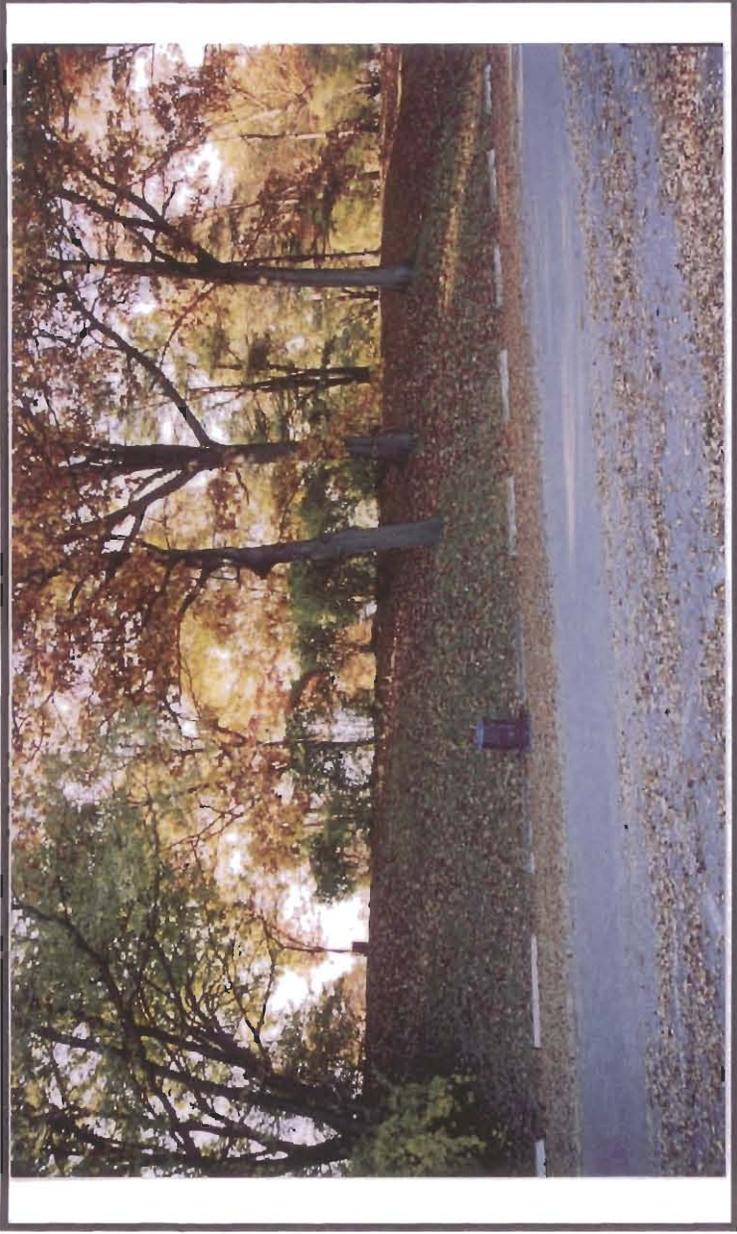


Photo 17: Looking from the northwest corner of the General Motors property into Kingsland Point Park. View to northwest.

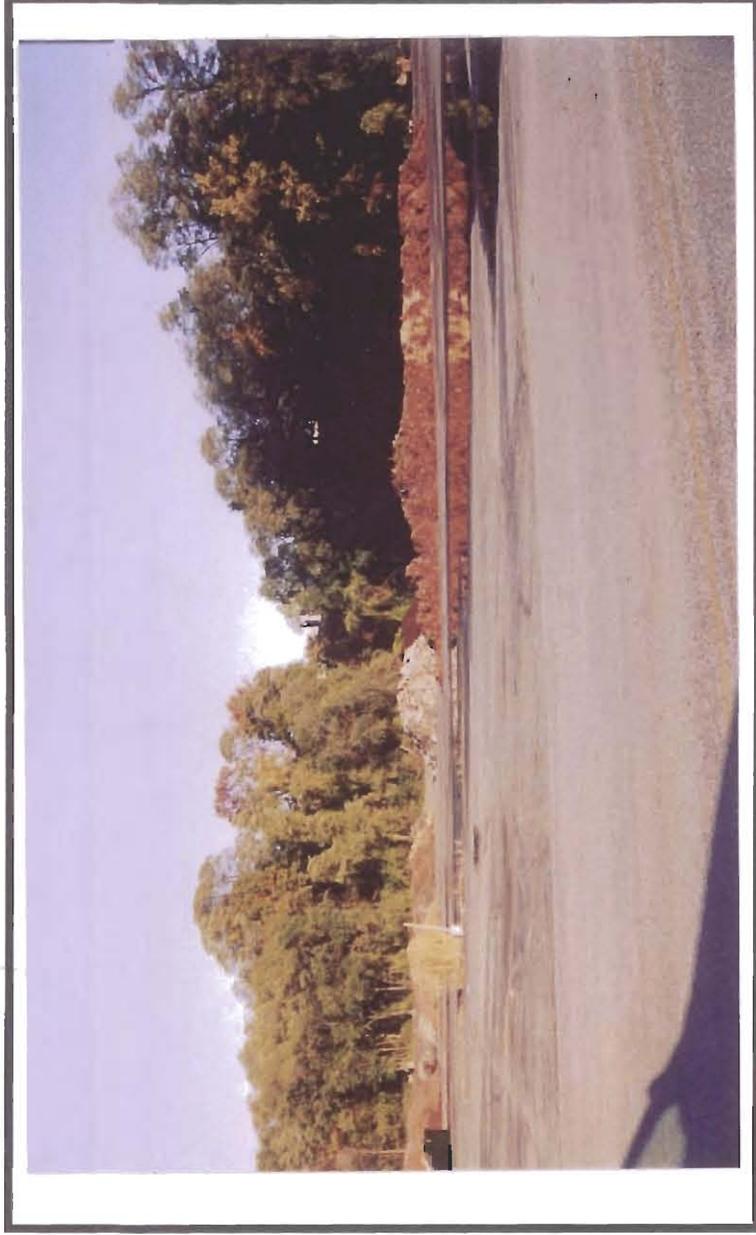


Photo 18: East parcel parking lot is currently being used as recycling area. Historically area was open water that silted in after it was cut off from the Hudson by the construction of the railroad. View to northwest.

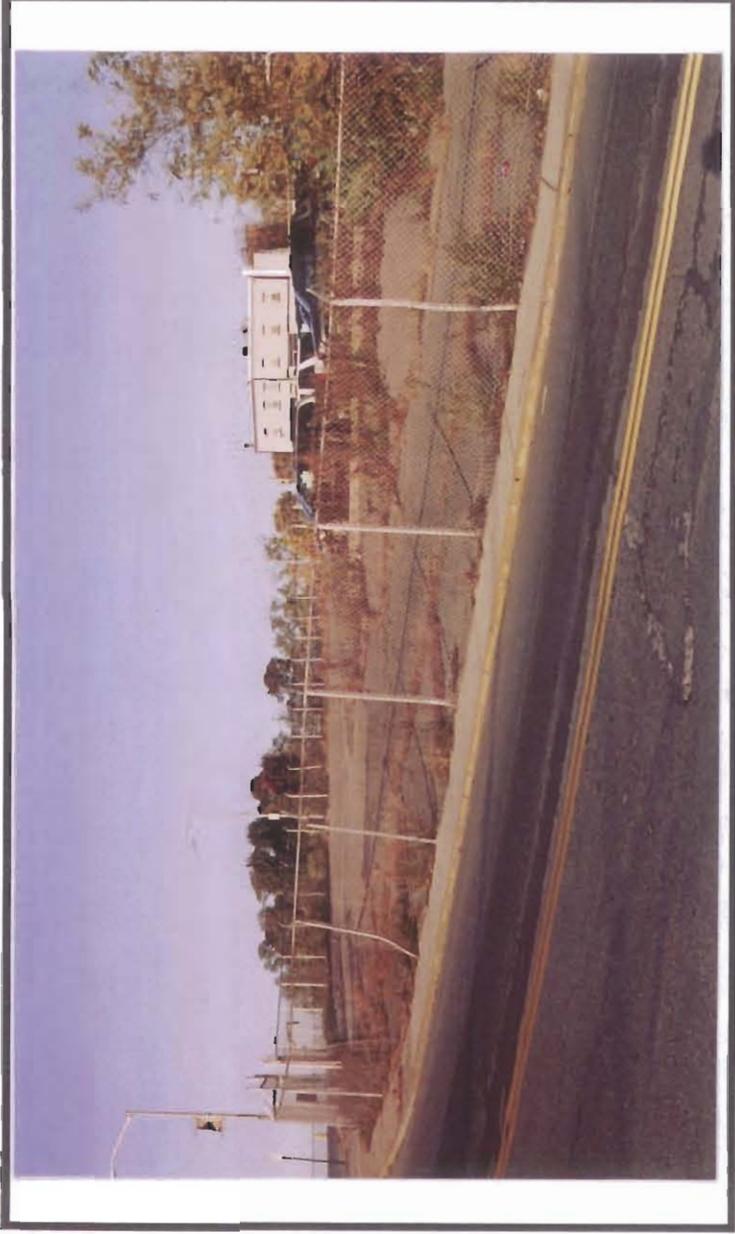


Photo 19: South parcel of the General Motors property is used as a parking lot. In 19th century it was location of dwelling and outbuildings owned by S. Emberson. View to east.



Photo 20: Building located at intersection of Beekman Avenue and Hudson Street. Now a tavern, the building appears on late 19th century maps. The building is not eligible for State or National Register listing. View to southeast.

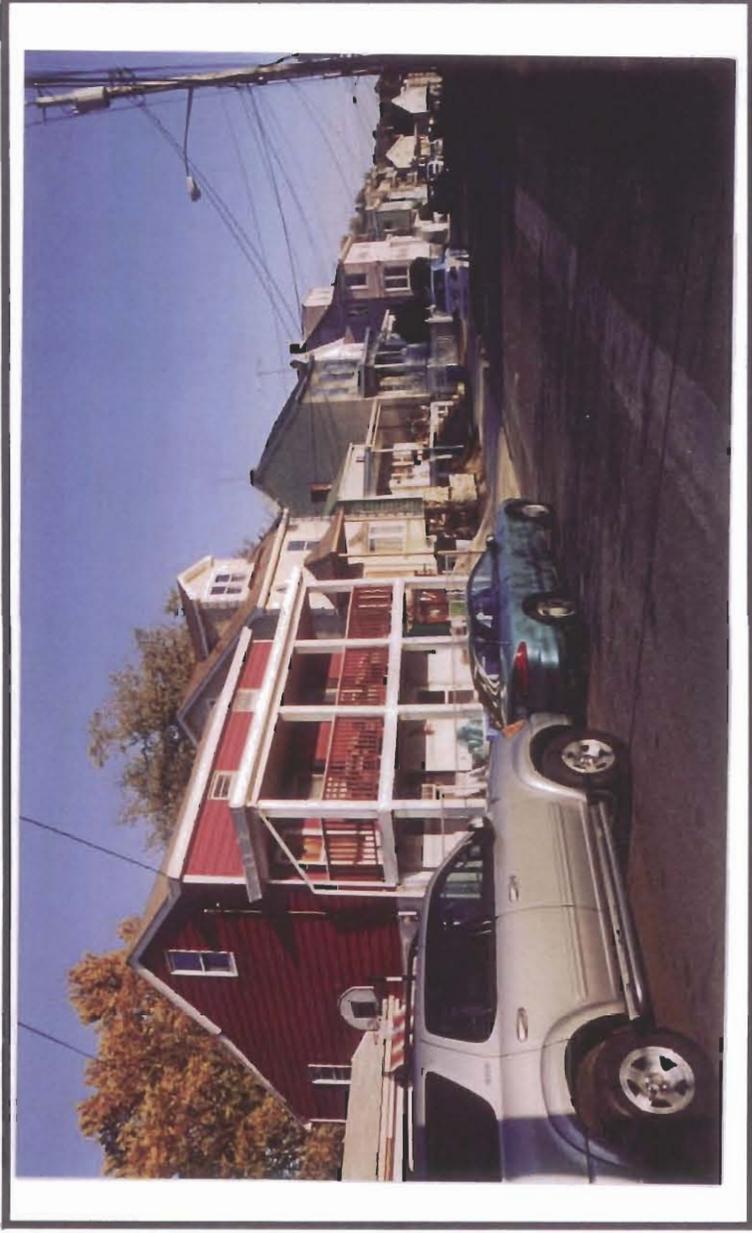


Photo 21: Houses on Hudson Street date to 19th century. None would be considered eligible nomination to either the State or National Register of Historic Places. View to southeast.

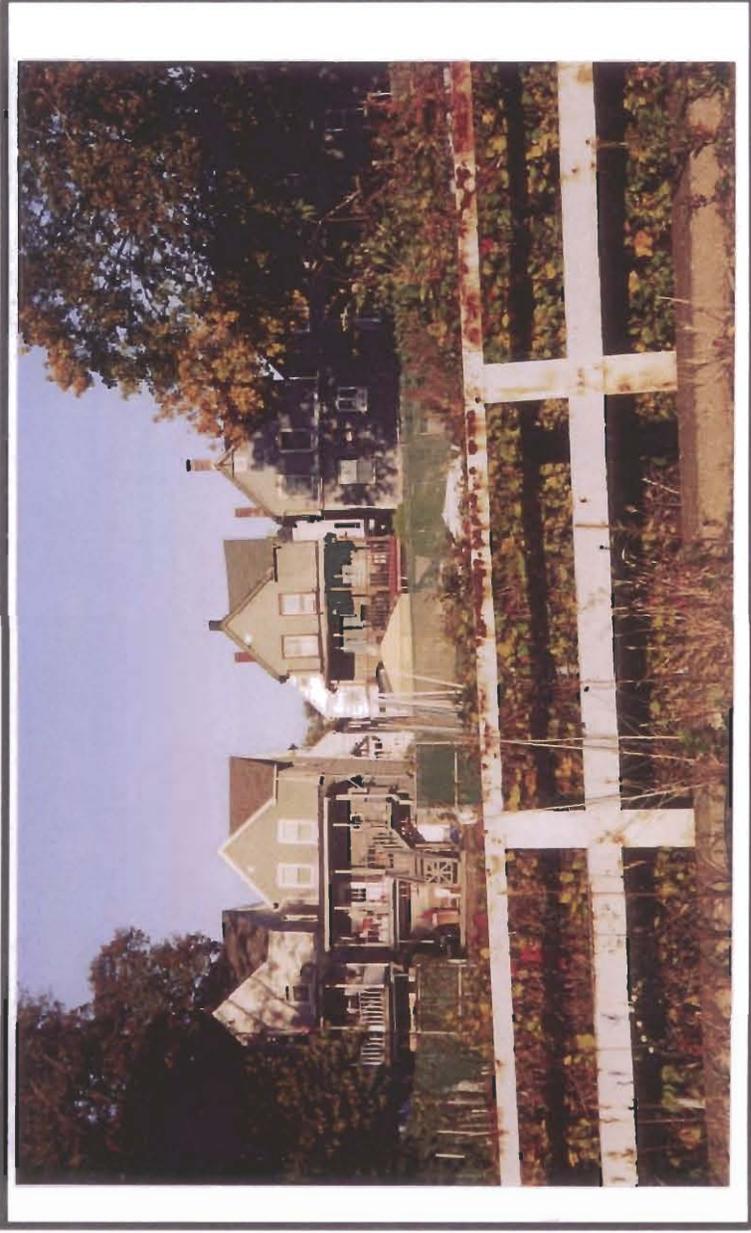


Photo 22: Houses located on west side of Barnhardt Avenue overlooking General Motors property. Although dating to 19th century, none of these structures would be considered National Register eligible. View to east.



Photo 23: Bath house located on eastern edge of Kingsland Point Park. View to southwest.

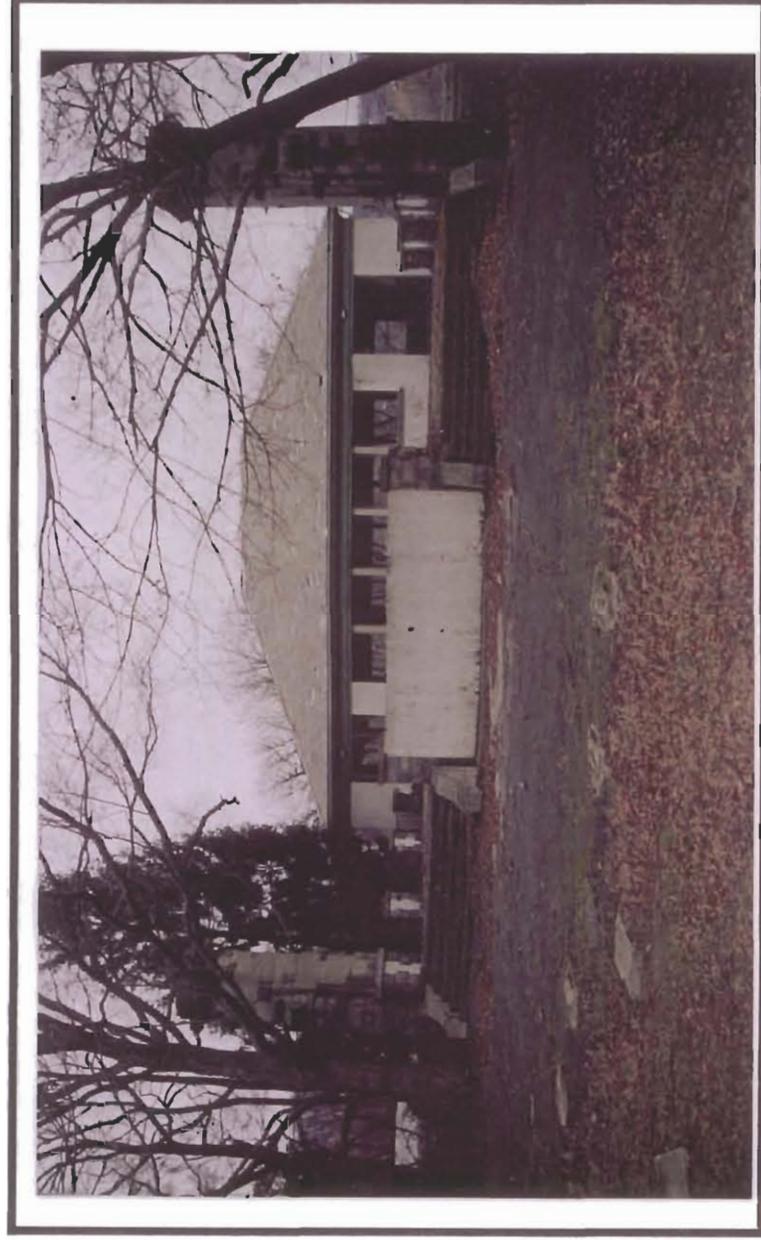


Photo 24: Entrance to bath house located in Kingsland Point Park. Building is in a deteriorated condition. It would not be considered eligible for State or National Register listing. View to east.



Photo 25: Rear of bath house in Kingsland Point Park. View to southwest.



Photo 26: Detail of keystone from rear of bath house located in Kingsland Point Park.



Photo 27: Detail of keystone at rear of bath house in Kingsland Point Park. View to southwest.



Photo 28: View at lower level of front of bath house located in Kingsland Point Park. Photo taken from bridge over path to beach on Hudson River. View to southeast.

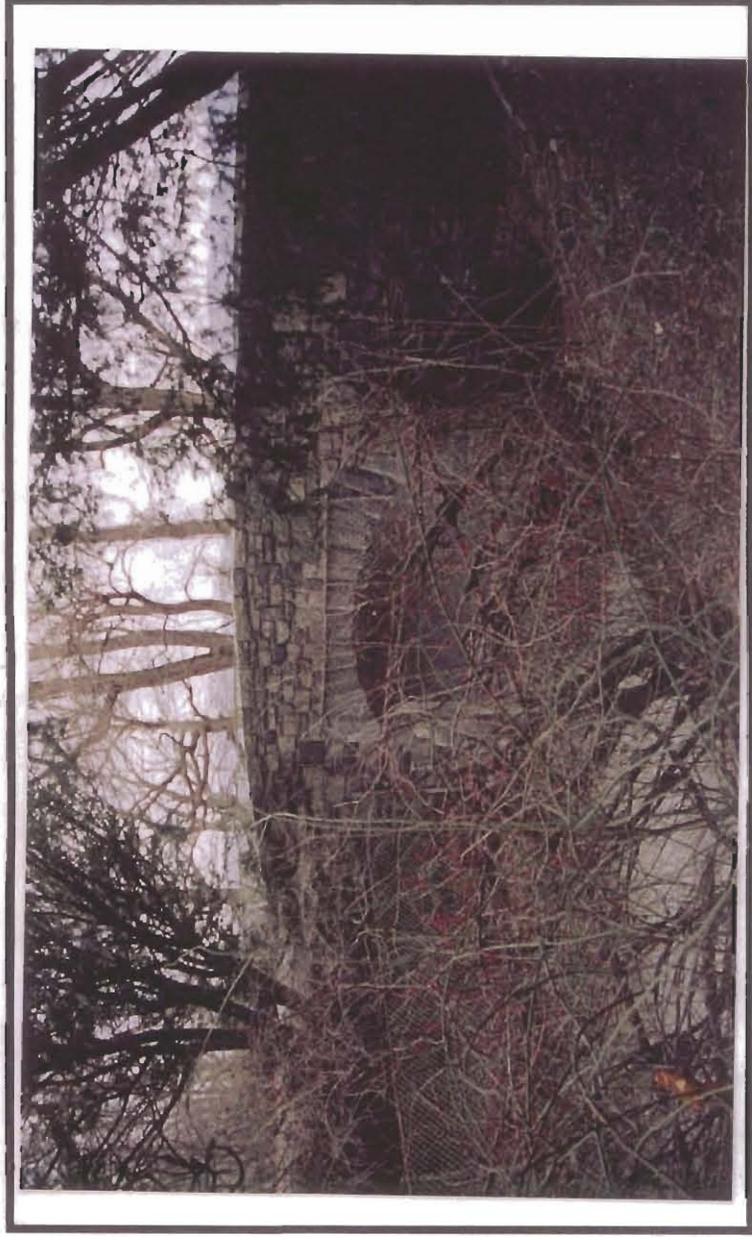


Photo 29: Underpass to beach at bath house in Kingsland Point Park. View to southwest.



Photo 30: View of apron leading to beach on Hudson River west of bath house in Kingsland Point Park. View to west.