

**PHASE 1A LITERATURE SEARCH AND SENSITIVITY ASSESSMENT**

**PALISADES FUEL  
2056-2060 E. MAIN STREET**

**CORTLANDT, WESTCHESTER COUNTY, NEW YORK**

**PREPARED FOR:**

**PALISADES FUELS .  
68 S HIGHLAND AVENUE  
OSSINING, NY, 10562**



**HUDSON VALLEY  
CULTURAL RESOURCE CONSULTANTS, LTD.  
PO BOX 264, SALT POINT, NY 12578**

**JULY 2021**

## MANAGEMENT SUMMARY

SHPO Project Review Number (if available):

Involved State and Federal Agencies:

Phase of Survey: **Phase 1A Literature Search & Sensitivity Assessment**

Location Information:

Location: **2056-2060 East Main Street**

Minor Civil Division: **Town of Cortlandt**

County: **Westchester County**

Survey Area (English & Metric)

Length: **355'/108.2 m**

Width: **155'/47.2 m**

Depth (when appropriate):

Number of Acres Surveyed: **±1.69 acres (.68h)**

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

Percentage of the Site Excavated **Mohegan Lake, NY Quadrangle**

Results of Architectural Survey

Number of buildings/structures/cemeteries within Project Area: **3 structures, Brick School House, Sinclair Fuel, 2060 E. Main Street.**

Number of buildings/structures/cemeteries adjacent to Project Area:

Number of previously determined NR listed or eligible buildings/structures/cemeteries/districts: **0**

Number of identified eligible buildings/structures/cemeteries/districts: **0**

Report Author (s): **Beth Selig, MA, RPA**

Date of Report: **July 30 , 2021.**

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## J. PHASE 1A LITERATURE SEARCH AND SENSITIVITY ASSESSMENT

### A. PALISADES FUEL CONVENIENCE STORE PROJECT DESCRIPTION

In July 2021, Hudson Valley Cultural Resource Consultants (HVCRC) was retained by Palisades Enterprises LLC to complete a Phase 1A Literature Search and Sensitivity Assessment for the proposed Palisades Fuel Convenience Store Project in the Town of Cortlandt Westchester County, New York.

The purpose of the Phase 1 Cultural Resources Survey is to determine whether previously identified cultural resources (historic and archeological sites) are located within the boundaries of the proposed project, and to evaluate the potential for previously unidentified cultural resources to be located within the boundaries of the Project Area of Potential Effect (APE). All work was completed in accordance with the *Standards for Cultural Resource Investigations and the Curation of Archeological Collections published by the New York Archeological Council (NYAC)* and recommended for use by New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The report has been prepared according to New York State OPRHP's *Phase 1 Archeological Report Format Requirements*, established in 2005.

The background research as well as the cultural and environmental overviews were completed by Beth Selig, MA, RPA, President and Principal Investigator with HVCRC. A project site visit was conducted on July 21, 2021 to observe and photograph existing conditions within the Project Parcel. The information gathered during the walkover reconnaissance is included in the relevant sections of the report.

The proposed Palisades Fuel Convenience Store Project is located on the northern side of East Main Street (NYS Route 6), and east of the Bear Mountain Parkway. The Project APE includes the former Brick School House, which most recently served as Pop-Eyes bar, a filling station and repair shop and a wood frame residential structure. The Proposed APE includes removing the existing buildings to construct a new filling station and convenience store. The Brick School House was built in the nineteenth century, and local lore states it was built by Henry Ward Beecher for his children.

The proposed undertaking consists of removing the three existing buildings, and constructing a convenience store and filling station in the southern portion of the parcel, with access points along East Main Street. The new building will face northeast, with the rear aligned with the Bear Mountain Parkway. The northwestern portion of the parcel will remain wooded.

The landscape surrounding the school is densely overgrown with weeds and brambles covering the rear of the lot. The southern portion of the lot adjacent to East Main Street is covered with asphalt and gravel. The filling station and mechanic shop are bordered by asphalt and concrete to the south, and the wood frame building is surrounded by lawn. The northern portion of the property is lightly wooded with slopes rising to the north. The western boundary of the Project Parcel is a steep road berm, built up for the bridge abutment for the Bear Mountain Parkway over East Main Street. Russ Rodriguez of Palisades Fuel shared that there has been speculation that there is a cemetery on the property, this fact, and the history of the Brick School house were researched, and are discussed in this report.

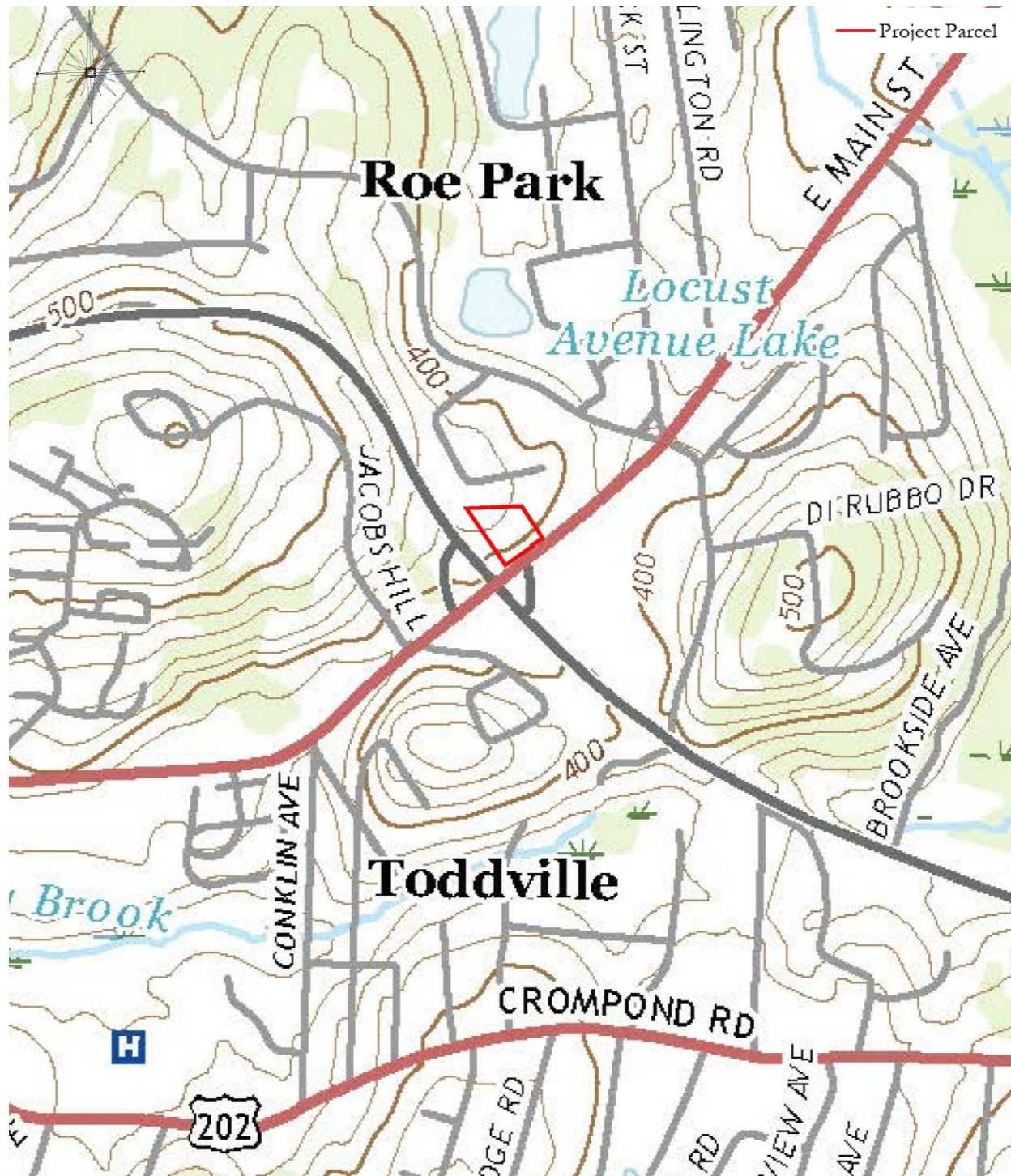


Figure 1: 2019 Peach Lake NY. USGS Topographic Quadrangle (Source: USGS.gov). Scale: 1" = 515'.

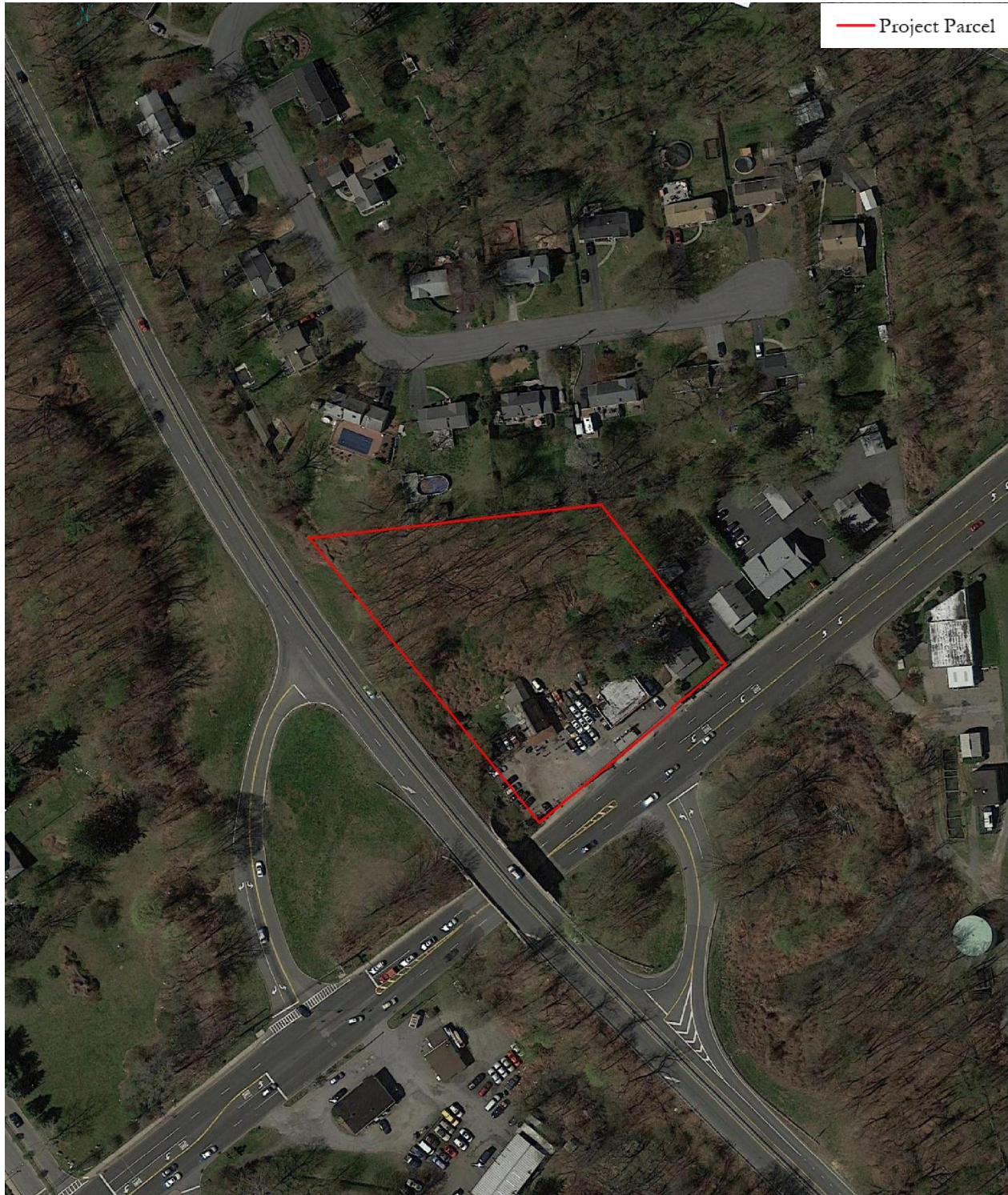


Figure 2: Aerial image showing the Project Parcel. (Source: Google Earth) Scale: 1" = 95'



## B. ENVIRONMENTAL CONDITIONS

The Project Parcel is a mix of wooded and asphalt covered areas that surround the former tavern, and the existing auto repair shop and residence. The northwestern portion of the Project Parcel is overgrown with dense weeds, brush and small trees. The northeastern corner to the north of the buildings is lightly wooded, with the southern portion covered with asphalt, concrete and gravel. The elevations within the eastern portion of the APE are generally level at 389' (118.5 m) Above Mean Sea Level (AMSL). In the northern portion of the APE, the elevations rise to 426' (129.8m) along the northern boundary.

### ECOLOGY

The Project Parcel lies within the Eastern Broadleaf Forest. This province is dominated by broadleaf deciduous trees featuring the drought-resistant oak-hickory varieties. The Northern reaches of the oak-hickory forest contain increasing numbers of maple, beech, and basswood (Bailey 1995).

### GEOLOGY

The Project Parcel is situated within the Manhattan Prong physiographic province, which includes a portion of Staten Island, all of Manhattan Island, a small portion of western Long Island and most of Westchester County. The ridges and valleys trend north-northeast and south-southwest, giving the entire area a gently fluted surface of moderate relief. The topography is predominantly controlled by the bedrock, with superimposed glacial deposits, alluvial deposits and swamps being minor features. Glacial till, which is mostly sandy, lies over a highly irregular bedrock surface. Some kames occur in northern Westchester County, while outwash terraces are found along the Hudson River. Many swamps occur either in the poorly drained water-laid deposits or in pockets in the bedrock surface (Fisher et al 1970).

The surficial deposits overlying the bedrock of the Manhattan Prong consist of the following: till, till moraine, outwash sand and gravel, lacustrine sand, swamp, Barrier Island, ice contact deposits, fluvial sand and gravel, lacustrine delta, and artificial fill. These deposits are primarily glacial in origin, with the exception of the swamp, Barrier Island and artificial fill deposits. Glacial till is the most prevalent surficial deposit overlying the bedrock of the Manhattan Prong. Artificial fill is mostly of unknown and variable composition. Fill is usually added to extend land surface into a body of water or to fill in swampy areas to provide fixed land for building (Bryce et al 2010).

### DRAINAGE

Drainage on the property has been modified through the construction of the nearby Bear Mountain Parkway to the west, and the Catskill Aqueduct to the east. No water sources were identified within or adjacent to the Project Parcel.

### SOILS

Soil surveys provide a general characterization of the types and depths of soils that are found in an area. The characteristics of the soils within the Project Parcel have an important impact on the potential for the presence of cultural material, since the types of soils present affect the ability of an area to support human populations. The Soil Survey's mapped boundaries are considered approximate, as they generally correspond poorly to the actual boundaries of landforms and soils types within an area. The Natural Resources Conservation Service indicates that the soils within the Project Parcel are sandy loams on steep slopes, and Urban land (Table 1).



Figure 3: Aerial Image showing soil units within the Project Parcel. (Source: Natural Resources Conservation Service.) Scale: 1"=95'.

**Table 1: Soil Unit Descriptions** (Natural Resources Conservation Service)

Map Unit Symbol	Map Unit Name	Soil Horizons & Texture	Slope	Drainage	Landform
PnB	Paxton fine sandy loam	Ap - 0 to 8 inches: fine sandy loam Bw1 - 8 to 15 inches: fine sandy loam Bw2 - 15 to 26 inches: fine sandy loam Cd - 26 to 65 inches: gravelly fine sandy loam	3 to 8%	Well drained	Drumlins, ground moraines, hills
PnC	Paxton fine sandy loam	Ap - 0 to 8 inches: fine sandy loam Bw1 - 8 to 15 inches: fine sandy loam Bw2 - 15 to 26 inches: fine sandy loam Cd - 26 to 65 inches: gravelly fine sandy loam	8 to 15%	Well drained	Drumlins, ground moraines, hills
Ub	Udorthents, smoothed	H1 - 0 to 4 inches: gravelly loam H2 - 4 to 70 inches: very gravelly loam	0 to 8%	Moderately well drained	Made Land
Uc	Udorthents, wet substratum	H1 - 0 to 4 inches: gravelly loam H2 - 4 to 72 inches: very gravelly loam	0 to 5%	Somewhat Poorly drained	Made Lands



Photo 1: The Project Parcel is located on the northern side of East Main Street, and includes the former Pop-Eyes Pub. View to the northwest.



Photo 2: The central portion of the APE is occupied by a filling station and mechanic's garage. View to the north.



Photo 3: A wood frame residential structure is located in the northern corner of the Project Parcel. View to the northwest.



Photo 4: The landscape in the southern portion of the APE is covered with a mix of compacted gravel and asphalt. View to the northeast.



Photo 5: The landscape to the north of the house has been graded and leveled into terraces. View to the north.



Photo 6: The northern portion of the parcel is wooded. View to the northwest.

C. RECORDED ARCHAEOLOGICAL SITES AND SURVEYS

To gather information on the history of the Project Parcel and the surrounding region HVCRC reviewed the combined site files of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York State Museum (NYSM) for information regarding previously recorded archeological sites within one mile (1.6 km) of the Project Parcel. HVCRC also consulted regional Native American sources (e.g. Beauchamp 1900; Parker 1920; Ritchie 1980; Ritchie and Funk 1973) for descriptions of regional archeological sites.

PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

Six previously identified archaeological site have been identified within a one mile radius of the Project Parcel.

<b>Table 2: Previously Recorded Archaeological Sites within one mile radius.</b>				
<b>Site Number</b>	<b>Site Name</b>	<b>Distance from Project Parcel</b>	<b>Time Period</b>	<b>Site Type/ Materials Recovered</b>
11902.000073 (NYSM 11710)	Ferguson-Williams Historic Site	2640' / 0.8 k	Historic	Historic materials redeposited through surface erosion. Mid-19 <sup>th</sup> century.
11902.000074 (NYSM 11711)	Paul J. Higgins Historic and Precontact Site	1320' / 0.4 k	Precontact & Historic	Historic materials and debitage redeposited through surface erosion. Mid-19 <sup>th</sup> century
11902.000075 (NYSM 11712)	Ryan Thomas Precontact Site	1320' / 0.4 k	Precontact	Projectile point, Poplar Island, Isolated find.
11902.000076 9NYSM 11713)	Cote Precontact Site	1320' / 0.4 k	Precontact	Debitage and glass bead
11902.000023	Crompond Historic Archeological Site	3960' / 1.2 k	Historic	Late eighteenth century – nineteenth century deposit
NYSM 5140	A.C. Parker, Westchester #4	5280' / 1.6 k	Precontact	Burial Site, Van Cortlandt Cemetery

PREVIOUSLY COMPLETED ARCHAEOLOGICAL SURVEYS

As part of the research for this report, surveys completed for projects in the general area were consulted. More than five surveys have been completed within a one mile radius of the Project Parcel. These surveys were completed for both municipal undertakings as well as residential developments. These surveys have identified historic sites within the general vicinity of the Project Parcel.

D. NATIVE AMERICAN CONTEXT

During the Paleoindian period, mobile bands of hunter-gatherers occupied what is now New York State. These bands exploited the resources of the landscape by hunting game and gathering plants. Paleoindian sites have been identified in the upland regions a short distance from the Hudson River. Subsistence patterns in this period revolved primarily around hunting. The early inhabitants of the area moved seasonally along major river valleys, keeping to the elevated terraces. In the lower Hudson Valley area, information on Paleoindian sites is limited. The Piping Rock site in the Village of Ossining, a Clovis Point recovered from the Purdy House in White Plains and a fluted point recovered at Croton Point are among the few Paleoindian finds that have been reported in Westchester County (Ritchie 1973).

With the lowering of the water table during the Archaic period, subsistence methods and technologies changed in response to climatic warming. This was accompanied by an increase in vegetation density and diversity, changing faunal migrations and changes in sea level (Sirkin 1977). Throughout the Archaic and into the Early Woodland, people created large base camps in the major river valleys and lake basins. Sites associated with the Archaic period reflect a change in settlement and subsistence patterns which reflect an increased focus on coastal and riverine resources. Ground stone food processing tools are more common, reflecting an increase in processed plant resources in the diet (Sirkin 1977). Projectile points commonly found at Late Archaic sites include narrow stemmed, broad stemmed and side notched types (Snow 1980). The Laurentian Tradition of the Late Archaic is the most represented throughout New York State, and is subdivided into a series of phases: Vergennes, Vosburg, Sylvan Lake, River and Snook Kill. Ground stone tools appear, and steatite bowls are associated with the later part of this time period (Pretola and Freedman 2007).

The Woodland Period is defined by the widespread shift toward agriculture, along with the associated sedentism necessary for agricultural pursuits. With the increased sedentism, permanent villages were established along the major waterways (Funk 1976). Woodland period sites are heavily represented within central New York State. The soil and moisture requirements for the cultivation of maize, beans, and squash created a marked change in the pattern of land use and the selection of locations for villages (Hart and Brumbach 2005).

Indigenous people in the region were mainly Algonkian. During the first half of the seventeenth century, the Algonkian tribes sold approximately 25 tracts of land to the Dutch, including lands within Westchester County. These land transactions between the early colonists and the native populations were often ambiguous, causing disputes to arise. A peace treaty was established in 1645 to settle the land disputes (Cochran-Swanson and Green-Fuller 1982).

## E. HISTORIC CONTEXT

The following discussion of historic and cartographic research provides information concerning the likelihood of encountering Map Documented Structures (MDS) and other intact historic cultural resources within the boundaries of the Project Parcel, and is not intended to a full examination of the region's history. HVCRC consulted historical documents and maps available at the Library of Congress, David Rumsey Cartography Associates and the New York Public Library.

### HISTORIC BACKGROUND

At the time of its formation, Westchester County included nearly all of the southern part of New York that bordered the Hudson River. The land that now comprises Westchester County was first explored in 1524 by Verrazano and later by Henry Hudson. The Dutch first settled the region on behalf of the Dutch West India Company (Cochran-Swanson and Green-Fuller 1982). The first recorded settlers, William Truesdale and Samuel Tuttle, purchased land in what is now the town of Salem. During the late eighteenth century Lewisboro consisted of small farms, subdivided from lands belonging to Cortland Manor. This sizeable tract, encompassing a considerable portion of this part of the lower Hudson Valley, was granted to Stephanus Van Cortlandt prior to 1700 and was first populated by tenant farmers (Shonnard and Spooner 1900).

By the late eighteenth century many of the county's inhabitants had suffered the loss of personal property such as horses, livestock, and dwellings due to the effects of the Revolutionary War (Shonnard and Spooner 1900). Despite the hardships of the Revolutionary War, Westchester County had the largest population in all of New York during the late eighteenth century (Cochran-Swanson and Green-Fuller 1982).

By the early 1800s Westchester County roads had been improved in order to facilitate the shipping of agricultural goods throughout the county. The Westchester Turnpike was established between Pelham and New Rochelle. The establishment of brickyards, iron foundries, and shoemaking factories all added to the expansion of local industries during the early nineteenth century. According to the 1855 census, Westchester County had 27 blacksmith shops, 52 boot and shoe shops, 33 brick manufacturers, 29 grist mills, six bakeries, two breweries and seven marble factories (French 1860).

In the 1840s, railroads became established within the region. Employment opportunities made possible by construction of the railroads drew thousands of Italians, eastern Europeans and Irish laborers to the area. In 1860, Westchester County's population was 99,000, and continual growth eventually brought the population to 300,000 by 1920 (Cochran-Swanson and Green-Fuller 1982).

The Project Parcel is located in the Town of Cortlandt in the County of Westchester, New York. Dutch and English settlers flocked to the county beginning in 1639, drawn by the region's agricultural potential. During the Revolutionary War loyalties were split in the county, and numerous battles were fought throughout the region (Eisenstadt 2005). In May of 1781, a battle took place on the New Croton River where an American outpost was attacked by the British.

Peekskill was an important center of trade as early as the late seventeenth century, when Jan Peek started a trading post and Crompond Road served as an overland route between interior Westchester and the Hudson River landing in Peekskill (Shonnard and Spooner 1900). Crompond Road takes its name from the nearby settlement at Crompond (Dutch for "crooked pond") (Bolton 1881). Agriculture was the main economic pursuit in the county in the first half of the nineteenth century, and industry in the second (Eisenstadt 2005).

Large population increases fueled increases in urbanization, infrastructure, and ethnic diversity. A wide variety of crops were grown in the large fertile valleys of the northern half of the county, with numerous mills, brickyards, and stone quarries providing the raw material for massive building projects. Transportation networks on land, water, and rail connected the county with New York City, Boston, Albany, and Danbury. The Hudson River offered easy transport between New York City and Albany, with numerous ports in Westchester County. By the 1850's post roads and turnpikes gave way to extensive rail transport. Easy access to large markets enabled farming and manufacturing booms in the region.

By 1837, New York City's demand for water necessitated the building of the Croton Dam, the first large masonry dam in the United States. By 1892, New York City's demand for water outstripped the capacity of Croton Lake and construction began on a new dam. The New Croton Dam was completed by 1905, enlarging the reservoir to its present size. While this and other reservoirs provided water to a rapidly growing New York City, it deprived Westchester County of much of the county's best farmland and displaced thousands of residents along with entire villages.

The Brick School House dates to the mid-nineteenth century. The anecdotal history of this building states that it was built by renowned preacher and abolitionist Henry Ward Beecher, for his children. A deed dated April 10, 1860 indicates that this parcel was transferred to the Cortlandt School District #18 from the Aaron Jacobs Estate with George Dayton serving as trustee. Due to the illegibility of the handwritten deeds of the mid-nineteenth century, the tracking of the property from 1860 forward could not be completed.

Shortly thereafter April of 1860 the deeds indicate the H. W. Beecher purchased two properties from George Dayton. These deeds are hand written, and hard to read, but it appears that the small parcel containing the school building was sold to Beecher in 1861. The parcel may have been transferred from the Beecher Estate in



1889 to Adelaide Butler, however, given the nature of the handwriting the description of the property being transferred is illegible.

The review of the deeds completed was able to trace ownership from the present day to the 1930s, when the school house parcel was purchased by Catherine McCabe at public auction, which was held in the City of White Plains.

Rachel Stock at the Peekskill Field Museum completed a review of the records housed in their local history files. She was unable to identify any records pertaining to the Brick School House. She contacted Frank Godderre of the Peekskill Museum, who could only share the anecdotal history that building had been used by the Beecher family children.

Published histories of Westchester County, as well as various digital archives, including the New York State Archives and Library, and the Library of Congress were search for information pertaining to this building, but no further information could be gathered.



Figure 4: Undated photograph of the Brick School House. The style of clothing suggests that this photo was taken in the late nineteenth century. (Source: <https://www.facebook.com/AbandonedPeekskill/photos>)

#### CARTOGRAPHIC RESEARCH

HVCRC examined historical maps of Westchester County to identify possible structures, previous road alignments and other landscape features or alterations that could affect the likelihood that archeological and/or historic resources could be located within the Project Parcel. These maps are included in this report, with the boundaries of the Project Parcel superimposed. Nineteenth century maps frequently lack the accuracy of location and scale present in modern surveys. As a result of this common level of inaccuracy on the historic maps, the location of the Project Parcel is drafted relative to the roads, structures, and other features as they are drawn, and should be regarded as approximate. The historic maps included in this report depict the sequence of road construction and settlement/development in the vicinity of the Project Parcel.

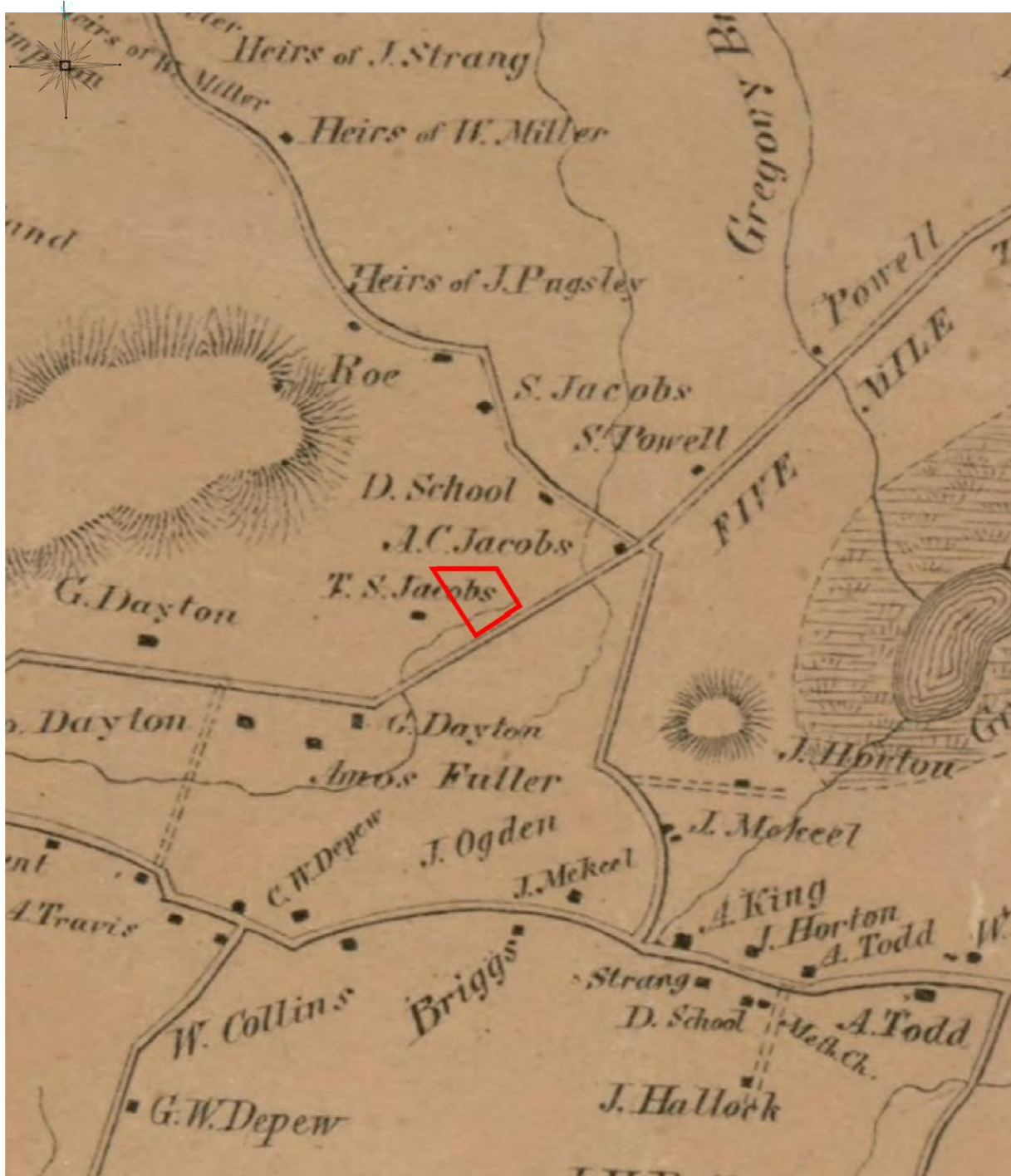


Figure 5: 1858 F.C. Merry *Atlas of Westchester County*. (Source: Library of Congress) Scale: 1"=445'.

The earliest map examined for this report is the 1858 Merry *Atlas of Westchester County, New York*. This map shows the Project Parcel on the northern side of the Five Mile Turnpike. This map shows that the land is owned by the Jacobs family. Aaron Jacobs began buying land in Cortlandt in 1827. The School House has not been constructed. The school house that currently stands in the southwestern corner of the Project Parcel was reportedly built by H. W. Beecher, who purchased the property around 1862. The lot that would become the school was deeded to the Cortlandt School District 18 in 1860.



Figure 6: 1867 F.W. Beers' *Atlas of Westchester County, Town of Yorktown*. (Source: David Rumsey Cartography Associates) Scale: 1"=390'.

The 1867 Beers' *Atlas of Westchester County, New York* shows that the school house has been built within the boundaries of the Project Parcel. To the northwest is the Henry Ward Beecher estate, shown on this map as Chestnut Hill. Mrs. H. Jacobs owns a building to the northeast, and E. Powell to the southwest. This school was locally known as the Brick School House.



Figure 7: 1908 Hyde E. Belcher *Atlas of Westchester County*. (Source: David Rumsey Cartography Associates) Scale: 1"=515'.

The 1908 Belcher *Atlas of Westchester County, New York* indicates that the Project Parcel is located on its own parcel, and ownership is not identified. Jacob Hill owns a large lot to the north, and S. Pugsley, eight acres to the northeast. To the south, on the southern side of the Five Mile Turnpike, is the Mohegans Granite Co.

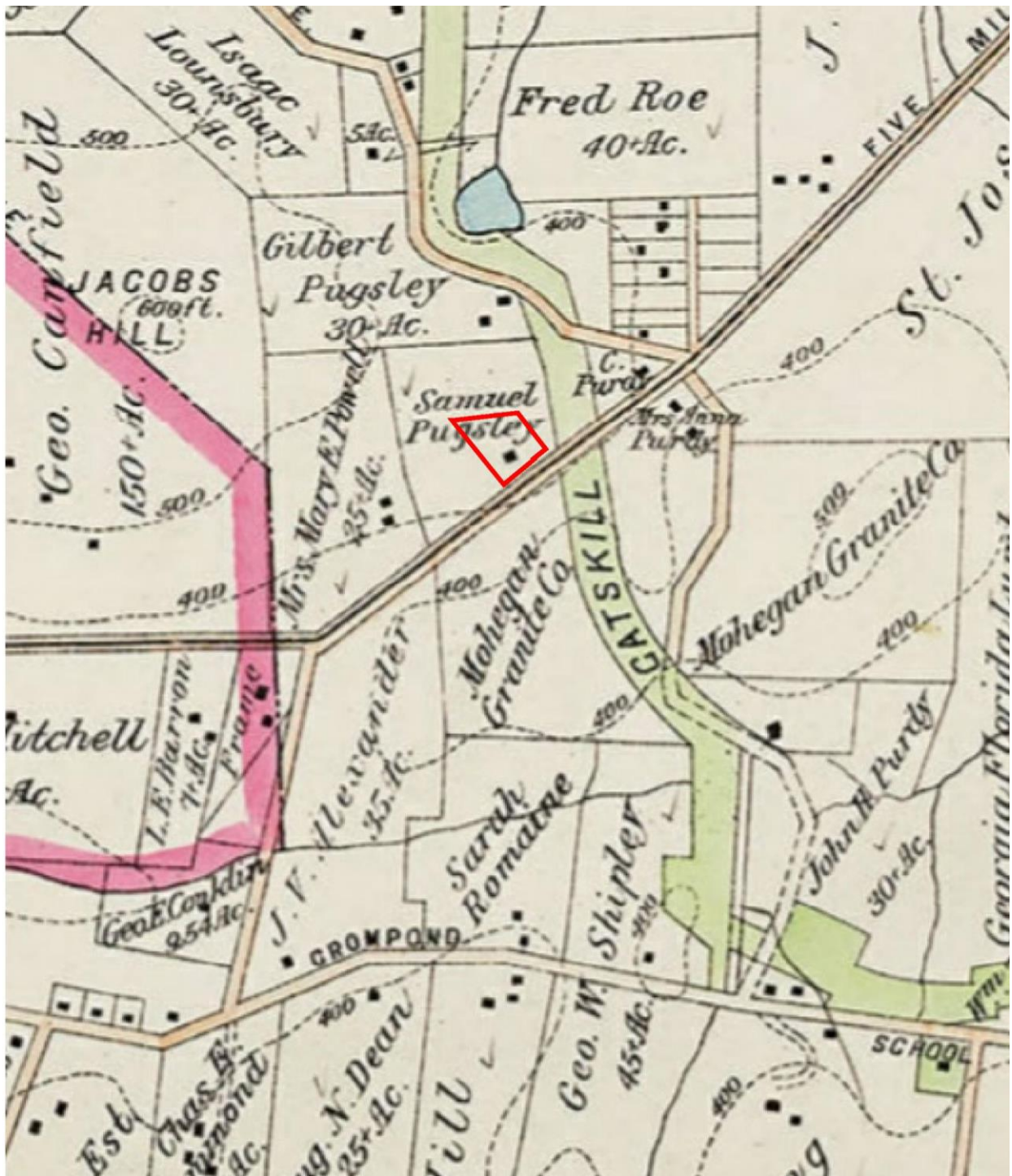


Figure 8: 1914 G. W. Bromley Map of Westchester County, New York. (Source: David Rumsey Cartography Associates) Scale: 1"=350'.

In contrast to the 1908 map, the 1914 shows that the school house is within the boundaries of the lands owned by Samuel Pugsley. The Catskill Aqueduct is shown to the east, crossing the turnpike. Gilbert Pugsley owns a large lot of land to the north, and Mrs. Mary E. Powell to the west.

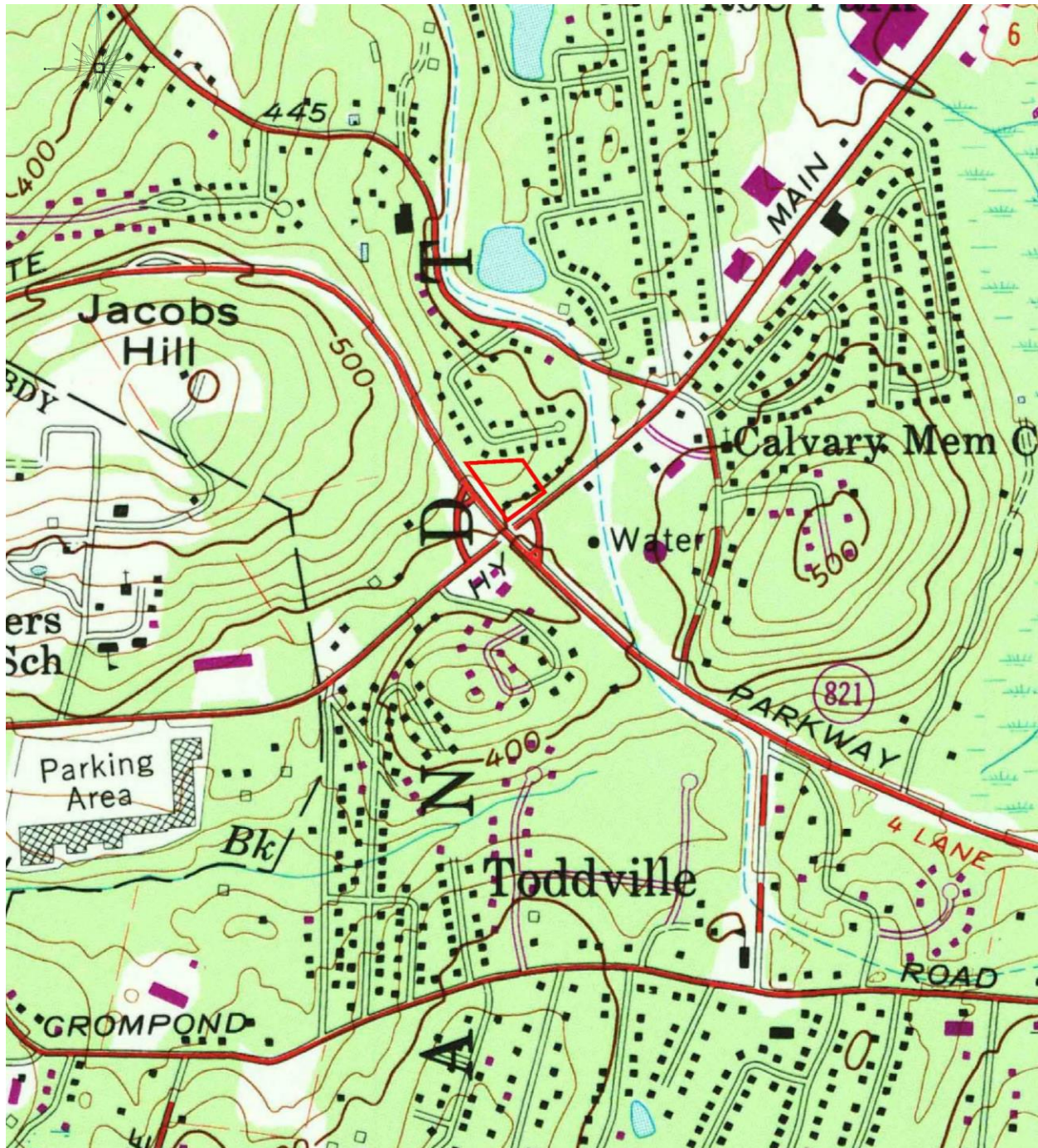


Figure 9: 1956 Mohegan Lake NY USGS Topographical Quadrangles. (Source: USGS.gov) Scale: 1"=515'.

The mid-twentieth century topographical map shows there have been numerous changes within the vicinity of the Project Parcel. The Bear Mountain Parkway has been constructed to the south and west of the Project Parcel. The Five Mile Turnpike has been expanded and is now East Main Street, NYS Route 6. The Aqueduct is still shown to further to the west of the APE. This map shows that the school, filling station and repair shop and residential structure are all located within the APE to the northwest of East Main Street.



Photo 7: The school house has been built on a level area cut into the surrounding slope. View to the southeast.



Photo 8: The Bear Mountain Parkway is located along the southwestern boundary. View to the southwest.



Photo 9: The landscape rises steeply from the previously cleared and leveled areas. View to the north.



Photo 10: View to the southeast from the higher elevation northwest of the residential structure.



## E. NATIONAL REGISTER ELIGIBLE/LISTED SITES

The National Register Database and OPRHP files were reviewed to identify structures on or in the vicinity of the Project Parcel that have been listed on the National Register of Historic Places or identified as National Register Eligible. One historic property has been identified within a one half mile radius of the Project Parcel. The Y Beecher-McFadden Estate is located to the southwest of the Project Parcel. This property will not be impacted by the proposed undertaking.

## G. ASSESSMENT OF POTENTIAL CULTURAL RESOURCES

### PRECONTACT PERIOD SENSITIVITY

Precontact period archaeological sensitivity of an area is based primarily on proximity to previously documented Precontact archeological sites, known Precontact period resources, and physiographic characteristics, such as topography and proximity to freshwater. The project's location, a short distance from wetland and freshwater sources, makes this landscape moderately sensitive for precontact cultural resources. However, the property has experienced profound disturbance as result of the surrounding development including the construction of the Bear Mountain Parkway, and neighboring properties on Floral Road, in addition to the adjacent filling station, the precontact period potential is low to none.

### HISTORIC SENSITIVITY

Careful examination of the historic and topographical maps available indicates that most of the Project Parcel has been agricultural land for a significant portion of the nineteenth and twentieth centuries. The Brick School House was built in the mid-to late nineteenth century, and was occupied by both residential and commercial interests throughout the nineteenth and twentieth centuries. The interior of the building was gutted and renovated in the late twentieth century, when it became a restaurant. Russ Rodriguez of Palisades Fuel has stated that the interior has become so derelict in the recent years, that any attempts to rehabilitate the building would undoubtedly involve completely removing all the current interior elements.

Given the fact that nineteenth century structures are located within the current Project Parcel, the historic sensitivity is considered to be moderate to high. However, the landscape and building have been altered in the mid to late twentieth century. The school building is built into a hill that is moderately to steeply sloped, the eastern and western sides of the school building are covered with gravel and asphalt. The wood frame structure in the eastern portion of the parcel is surrounded by lawn, but as this structure was built in 1959, therefore no historic features would be expected around the house. The central portion of the lot contains the Sinclair filling station, which includes subsurface fuel tanks.

The landscape in the northern portion of the parcel is steeply sloped and covered with piles of boulders and rock. There have been suggestions that this property may have, at one time, been a cemetery. Due to the existing conditions of the property, this is highly unlikely. Furthermore, there is no historic evidence suggesting that this property was used as a burial ground.

## H. SUMMARY AND RECOMMENDATIONS

The environmental conditions present within the Palisades Fuel APE indicate that the parcel is not considered to be sensitive for precontact or historic cultural resources. Therefore, no further archaeological investigations are warranted.



Photo 11: East Main Street and the Bear Mountain Parkway border the Project Parcel to the south. View to the southwest.



Photo 12: View to the southwest along the southern boundary of the Project Parcel.

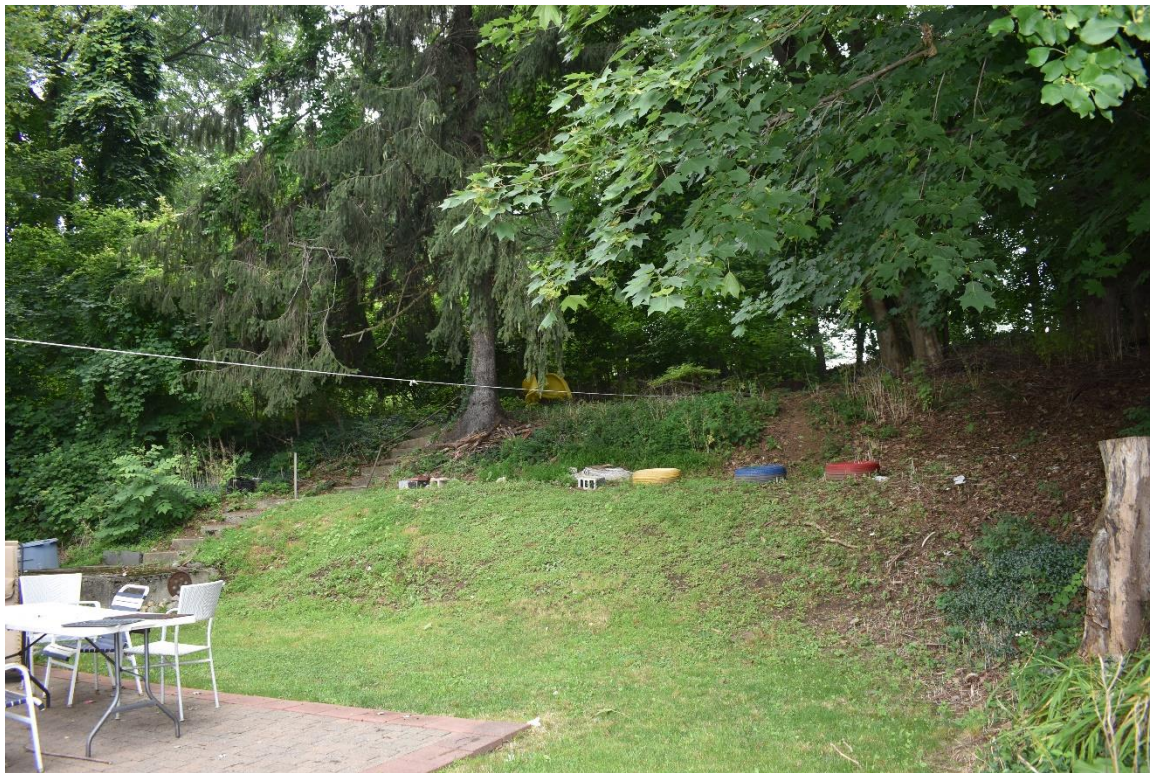


Photo 13: The landscape to the north of the residential structure has been artificially terraced to create a backyard space. View to the northwest.



Photo 14: Retaining walls border the lot to the north (behind) the auto repair shop. View to the west.

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