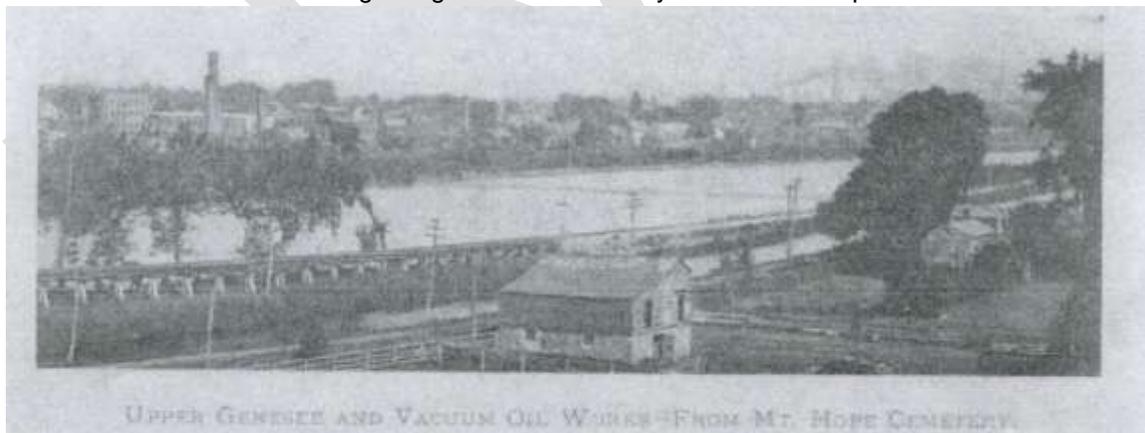


Phase I Archaeological Sensitivity Assessment and Survey of the Vacuum Oil
BOA within the City of Rochester in Monroe County, New York



1840 Engraving of Genesee Valley from Mount Hope.



UPPER GENESSEE AND VACUUM OIL WORKS FROM MT. HOPE CEMETERY.

1880 Photo courtesy of the Rochester Historical Society

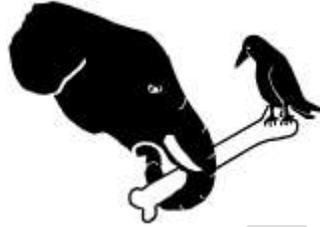
H.A.Z.Ex. Report

June 2017

Phase I Archaeological Sensitivity Assessment and Survey of the Vacuum Oil BOA
within the City of Rochester in Monroe County, New York

– prepared by –

H. A. Z. Ex.



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June 2017

MANAGEMENT SUMMARY

SHPO Project Review Number:

Involved State and Federal Agencies: NYS Department of Environmental Conservation

Phase of Survey: IA assessment and IB survey

Location: 15 Flint Street Rochester, New York

Minor Civil Division: City of Rochester

County: Monroe

USGS 7.5 Minute Quadrangle Map: West Rochester, New York

Project Area (Metric & English): 12 hectares / 30 acres

Length: 1,027 meters & 3,370 feet (NS)

Width: 233 meters & 765 feet (EW)

Number of Acres Surveyed: 4

Number of Square Meters & Feet Excavated: 11.7 meters square & 126 feet square.

Number & Interval of Shovel Tests: 40 at 7.5-meter intervals and overlying 33 metal find spots.

Number & name of prehistoric sites identified: 0

Number & name of historic sites identified: Vacuum Oil Company Tank and Barrel Facilities.

Number & name of sites recommended for Phase II/Avoidance: 0

Number of buildings/structures/cemeteries within project area: 1 security office (NRE), 2 garages (post-1960), 1 warehouse (NRE), 1 railroad bridge (NRE), 1 pair of bridge piers (NRE) - Structures 1-6.

Number of buildings/structures/cemeteries adjacent to project area: Several commercial structures, NYS Barge Canal.

Number of previously determined NR listed or eligible buildings within project area: Several commercial structures, NYS Barge Canal.

Number of identified eligible buildings/structures/cemeteries/districts within the APE: 4 (see above)

Report Authors: Christopher M. Hazel RPA

Date of Report: June 17th, 2017

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DRAFT

INTRODUCTION

This report details the results of a Phase I Archaeological Sensitivity Assessment and Survey an irregular shaped tract of land in the City of Rochester, Monroe County, New York, conducted by HAZEx, of Ithaca, New York for Bergmann Associates of Rochester, New York, in May, 2016, in anticipation of the construction of a housing and office development within a Brownfield Opportunity Area (BOA). The purpose of the survey was to determine the Area of Potential Effect's (APE) sensitivity to contain cultural resources and to identify National Register properties that might be affected by the construction. Since the construction will be permitted through the State of New York Department of Education, the survey was conducted in compliance with New York State (NYS) Section 14.09. The Stage IA background investigations were undertaken by Jon Gunderlach and Chris Hazel, qualified consulting historians and archaeologists under National Parks Service and NYS Office of Parks, Recreation, and Historic Preservation guidelines, as required for compliance surveys under 33 CFR 61 and Section 14.09 of the NYS Parks Law. Murat O'hara conducted the remote sensing survey of the APE. Sarah Stokes, Jon Gunderlach, Murat O'Hara and Chris Hazel conducted the Phase IB field investigations, artifact analysis, and prepared this report in accordance with New York State Historic Preservation Office (SHPO) guidelines and the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State* (NYAC 1994).

The APE is located on a tract of land in central Monroe County, within the southern portion of the City of Rochester on the former Vacuum Oil factory facilities. The APE is easily accessible from the east end of Flint Street. The northern corner of the APE is located at the junction of Exchange and Violetta Streets. The APE is composed of a crescent-shaped tract covering approximately 30 acres (12 hectare). The APE measures 918 meters (3,000 feet) along the northeast-southwest long axis and 227 meters (750 feet) at its widest along the short axis. The APE is within level and steep urban lands along the valley floor and wall of the Genesee River. The APE borders the river and the backyards of houses on Exchange and Cottage Streets and Riverview Place. Factories are located within and surrounding the northern end of the APE (Structures 1-3). Factory structures, railroads, canals and pavement and and steep slope (>20 degrees) cover the entire APE with the possible exception of the southeastern portion. This level undeveloped area covers a 2.8 acre (1.1 hectare) area and consists of grass-covered park crossed by a paved bikeway. The proposed development includes the renovation of an existing factory into offices and the construction of new housing, roadways, walkways, utilities and water management facilities. These features will necessitate renovation to existing factory foundations and transportation features and disturbance across the APE.

BACKGROUND RESEARCH ENVIRONMENTAL SETTING

Topography

The APE is situated on a possible Holocene oxbow of the Genesee River within the Erie-Ontario Lake Plain south of Lake Ontario, whose topographies are typical of former lakebed soils (USDA 1973, NRCS 2016). The APE is located across steep and level ground within a former factory campus. According to USGS topographic maps, the APE is basically level with an elevation of approximately 530-560 feet above mean sea level and was within the 1866 factory campus and former civil war campground.

Drainage

The entire APE is dry 20th Century urban land and former factory campus and pre-1860 campground located on an oxbow of the Genesee River. The west bank is the eastern boundary of the APE. Prehistorically, the APE was underneath the Laurentide Ice-sheet followed by Lake Iroquois up to 11,500 years before 1950 (BP) (Mason 2002; Isachsen et al. 2000). Geologically minor fluctuations in the level of the lake would have probably covered the low-lying floodplain and terraces underneath the current elevation of the APE prehistorically up to through the early 19th century after which the riverbank was altered and stabilized to its current location for the construction of the Genesee Valley Canal and Erie Lackawanna Railroad.

Soils

The USDA Monroe County, New York soil survey (NRCS 2017) indicates that the only soil type over this confined area was Urban Lands (Urb). These were probably built up over former Arkport-Dunkirk very fine

sandy loams with 12-15 degrees of slope found in similar topographies along the river (USDA 1910). These soils are characterized as a mixture of impervious soils consisting of concrete, asphalt, and buildings within urban settings. The analysis of historic maps and aerial photographs has documented 1866 disturbance across the APE for the construction of transportation and industrial structures. A recent geotechnical report indicates no Horizon A or B soils are present within the the APE suggesting below the urdothents (Appendix D: Excerpts from geotechnical report).

Climate

Monroe County has five months of growing season with moderately warm summers and cold winters. Average temperatures vary from 69 degrees Fahrenheit to 26 degrees F between the seasons. Precipitation is evenly distributed throughout the year with an annual rainfall of 34.5 inches (87 cm) and an annual average of 88.4 inches (224 cm) of snow (USDA 1973 & 1910). These conditions and the soil quality would have permitted the pre-industrial cultivation of several varieties of crops within the drier terraces within the APE.

Flora and Fauna

The APE is within the Canadian-Carolinian Biotic Province and consists of a mixed coniferous deciduous forest community (Cleland 1966). The most recent maple-oak-hickory deciduous forest mixed with pine and cedar developed with the increased precipitation following a hypsithermal (Isachsen et al. 2000). Economically useful woody plant species identified within the vicinity of the tract include hickory, maple, willow, oak, and apple trees and various berry bearing brambles (Martin et al. 1951). The marshy areas and lakeshore across Monroe County favor a number of weedy, herbaceous species such as skunk cabbage, bulrush, wild millet, arrowhead, wild celery and wild rice important in prehistoric economies (Martin et al. 1951). However, the only vegetation within the APE are scattered brush-species (willow) and stands of immature cottonwood across these urban development within the APE. Mason (2002) notes at least 373 indigenous plants collected proto-historically for consumption and other uses within the forests, wetlands and grasslands within the Canadian-Carolinian Province. The faunal resources of the study area would have been both varied and plentiful during the prehistoric and historic periods. Mammalian fauna common to the tract historically, and probably prehistorically, include the white-tailed deer, gray fox, bobcat, weasel species, groundhog, muskrat, raccoon, beaver, cottontail rabbit, opossum and squirrels (Olsen 1964; Martin et al. 1951). Several species of migratory birds such as the Canadian and snow geese, and a wide variety of ducks may have exploited water sources within the APE (Martin et al. 1951).

SITE FILE SEARCH AND NON-BIBLIOGRAPHICAL SOURCES OF INFORMATION

Research for this survey was conducted at numerous facilities including the Offices of Monroe County, the Monroe County Library History Division, the Democrat and Chronicle newspaper archives, SHPO, NYSM and RMSC. Only ten (10) professional archaeological investigations listed below have been conducted within a mile of the City of Rochester (Table 1). These consist of surveys and were completed in anticipation of housing, road, and utility projects for DEC, FHWA, and local governments and schools. The closest to the APE was the 2016 survey for the University of Rochester located east of the APE (HAZEx 2016). This survey and preceding professional (NYSM, RSMC) and avocational (NYSAA) archaeological investigations within the town have resulted in the recording of a total of 5 prehistoric sites from Woodland Periods and the historic industrial site of the Barge Canal (Table 2).

National Register Eligible (NRE)and Listed (NRL) Properties and Historic Districts within, adjacent (200 meters) or within view shed of APE (Table 3):

NRL:5540.009233 Mt. HOPE – HIGHLAND HISTORIC DISTRICT
5540.000105-112 – 200-266 JOSEPH C WILSON BLVD
5540.007562 FAUVER STADIUM - JOSEPH C WILSON BLVD

Historic maps and Photos used in preparing this report:

See Figures 5-13 and Photos 1-7

Table 1: Previous Cultural Resource Surveys.

Number	Name
00SR5066	PHASE I CULTURAL RESOURCES INVESTIGATION FOR THE PROPOSED WEST SQUARE MANOR DEVELOPMENT ALONG PROSPECT STREET, ROCHESTER, MONROE COUNTY, NEW YORK
00SR5084	PHASE 1 CULTURAL RESOURCES SURVEY OF THE PROPOSED WILLIAM COMMUNICATIONS, INC., ROCHESTER METROBUILD, MONROE COUNTY, NEW YORK
03SR5317	Phase IA Cultural Resource Survey for the Proposed Corn Hill Landing, City of Rochester, Monroe County, New York
05SR6129	Phase IA Cultural Resource Investigations for the Proposed City of Rochester Bureau of Water and Lighting Water Supply Conduit Planning Studyâ€”Conduits 1, 2, 3; Rush Reservoir to Highland/Cobbs Hill Reservoir, Henrietta, Brighton, and Rochester, Monroe Co.
11SR6068	Cultural Resource Management Report: Phase I Cultural Resource Reconnaissance Survey for the Proposed University of Rochester Warner Graduate School of Education Project, City of Rochester, Monroe County, New York
11SR6085	Phase I Cultural Resources Investigation Report for PIN 4754.08 Highland Park/Canalway Trail, City of Rochester and Town of Brighton, Monroe County, New York
11SR6087	Cultural Resource Management Report: Phase I Cultural Resource Reconnaissance Survey for the Proposed University of Rochester New Residence Hall, City of Rochester, Monroe County, New York
13SR6240	Inner Loop East Reconstruction Project Cultural Resource Study, City of Rochester, Monroe County, New York
14SR6272	Phase IA Cultural Resource Investigations for the Proposed Mount Hope Station Transit Center Project, City of Rochester, Monroe County, New York
16SR0037	Phase I Archaeological Sensitivity Assessment & Survey for the Proposed Fauver Residence Hall and Team Locker Room Facility at the University of Rochester in Monroe County, New York.

Table 2: Archaeological Site Table.

USN	Name	Status
5540.000091	JOHNSON & SEYMOUR RACEWAY	Eligible
5540.001548	MT. HOPE SITE (FOLLETT F238)	Undetermined
5540.00155	KIMBALL SITE (FOLLETT F301)	Undetermined
5540.001554	GENESEE VALLEY PARK #2 (FOLLETT F348B)	Undetermined
5540.00156	COTTAGE STREET SITE (FOLLETT F445)	Undetermined

Table 3: Previously Identified NRL Properties & Historic Districts within 1 Mile of the APE.

Number	Name	Municipality
90NR01476	Times Square Building	Rochester
90NR01477	Ely, Hervey, House	Rochester
90NR01479	Reynolds Street, House at 235-237	Rochester
90NR01475	Third Ward Historic District	Rochester
90NR01519	Old Stone Warehouse	Rochester
90NR01495	Lehigh Valley Railroad Station	Rochester
90NR01492	Gannett Building	Rochester
92NR00345	Immaculate Conception Roman Catholic Church Complex	Rochester
90NR01522	First Presbyterian Church	Rochester
90NR01521	Bevier Memorial Building	Rochester
90NR01523	Madison Square--West Main Street Historic District	Rochester
90NR01483	City Hall Historic District	Rochester
90NR01482	Rochester City School #24	Rochester
90NR01480	O'Kane Market and O'Kane Building	Rochester
90NR01488	Court Exchange Building--National Casket Company	Rochester
00NR01715	Emmanuel Presbyterian Church (Trinity Emmanuel Presbyterian Church)	Rochester
96NR01027	Watts, Ebenezer, House	Rochester
90NR01466	Nazareth House	Rochester
90NR01460	Mt. Hope-Highland Historic District	Rochester
90NR01461	Campbell-Whittlesey House	Rochester
89NR00002	Child, Jonathan, House & Brewster-Burke House Historic District	Rochester
90NR01507	Bridge Square Historic District	Rochester
90NR01508	Court Street Bridge	Rochester
05NR05537	St. Andrew's Episcopal Church [Calvary-St. Andrew's Presbyterian Parish]	Rochester
08NR05838	Linden-South Historic District	Rochester
12NR06418	SOUTH WEDGE HISTORIC DISTRICT	ROCHESTER
14NR06559	New York State Barge Canal Historic District	Waterford to Tonawanda
15NR00005	Arvine Heights Historic District	Rochester
15NR00036	Sibley-Elmdorf Historic District	Rochester
15NR00138	Terminal Building	Rochester
Number	Name of District	
93SD00138	THIRD WARD HISTORIC DISTRICT EXTENSION	Rochester
93SD00104	BELLEVUE DRIVE HISTORIC DISTRICT	Rochester
15SR00210	Cultural Resource Survey of Recent Past Buildings and Designed Landscapes within the Inner Loop Area of Rochester 1940-1975	Rochester
15SR00340	Third Ward HD Update	Rochester
16SR00361	South Wedge Historic Resources Survey (2012; Bero Architecture)	Rochester

CULTURAL BACKGROUND

The APE is situated in an area that was once full of evidence of prehistoric and historic Native American (HNA) occupations. The proximity of the Genesee River and its tributaries would have made the area highly attractive for hunting, fishing and agriculture. A few prehistoric and HNA sites are documented within a 1 mile (1.6 km) radius of the APE (Table 2). Many of the New York State Museum sites listed in Table 1 are large general areas, documented by Follett (1922), within which traces of prehistoric occupation have been found.

The Ontario Lake Plain region has been occupied by prehistoric peoples since about 11,000 years before present. Pre-contact sites representing all periods of occupation have been documented along the Genesee River in Monroe County. The high level uplands above the river have been considered as likely locations for pre-contact occupation sites based on investigations by Parker and Follett (1922) and several New York State Archaeological Association studies. No specific pre-contact sites have been documented within the APE. However, a Late Woodland Village site (Follett 238) has been documented within the University of Rochester River Campus. An unspecific prehistoric site has been documented by Follett on the uplands above the western APE at the Cottage Street Site (Site F445). Other Woodland Period sites have been recorded within the immediate vicinity (<1 mile) of the APE. The former site is noted briefly in manuscripts on file at the Rochester Museum and Science Center (Follett 1956) and contained burials and both HNA and Euro-American artifacts (bullets). The three latter sites are described as camps or workshops. The pre-contact and early historic use of the vicinity of the APE certainly could have included agriculture and occupation due to the well-drained sandy soils and the short distance to a permanent water source permitting long-term habitation across this high topography, including the APE. This is supported by the results of the 2009 survey north of the APE that found no such HNA or prehistoric sites.

Prior to the American Revolution, the APE fell within a large territory of western New York that was occupied by the Native American peoples known as the Iroquois, Haudenosaunee, or Six Nations of the Iroquois. According to Morgan (1962), the vicinity of Rochester lay in the western portion of the Seneca Nation, though neither he nor Parker recorded any specific villages in the immediate area. Follett has documented a HNA occupation site noted above (Follett 238) that would have been concurrent with the Seneca Nation possession of the lands along the Genesee Rivers.

The campaign into "Iroquoia" during the American Revolution under Generals Sullivan and Clinton in 1779 led directly to Euro-American settlement of western New York and the region of Genesee County (encompassing modern Monroe County). Immediately after the Sullivan Campaign, the refugee Senecas settled into their existing villages west of the Genesee River, including Tonawanda and Chenussio (Turner 1976). After the Revolutionary War, a series of treaties resulted in the settling of the land claims of Massachusetts and the 1788 purchase by Oliver Phelps and Nathaniel Gorham of land formerly controlled by the Senecas (Turner 1976). This Genesee Tract consisted of 2.6 million acres, of which the westernmost 1.2 million acres was purchased by a series of investors. One of the last of these was Colonel Nathaniel Rochester, the namesake for the city. The APE is located within his original tract.

Monroe County was formed in 1821 during the division of Ontario and Genesee Counties. Previous to Euro-American settlement in the vicinity of the APE was along the banks of the Genesee River. After the Erie Canal opened in 1823, cities along its corridor such as Rochester blossomed. The Erie Canal linked the city and its surrounding farms to both the Midwest and the Northeast traders and tourists. At that time agriculture along the lake plain and grist mills along the creeks and rivers was the basis of the area's economy. But after the arrival of the canal, new commercial ventures developed around Rochester. The Genesee Valley Canal connecting to the Erie ran parallel to the river. This canal and a lock fed by the Genesee River are present within the APE on maps from 1822 through 1861. But it had been built over by the railroad by the 1870s when the canal was officially closed in 1877. The canal appears to have been built over by the Erie-Lackawanna Railroad and numerous sidings, spurs and associated ditches and loading piers.

As homes businesses and factories sprang up across the county and the city, especially along the canals, it became essential to create neighborhoods around Rochester and to connect industries and producers

with the markets to the east and west. To this purpose Sophia (Plymouth) Street was built parallel to the river along with a grid of smaller streets including Flint, Magnolia and Mansion (Exchange) Streets leading down to the river and along the bluff over the floodplain (Cornell 1849). The grid was completed by the 1861 Cornell map. This included Cottage Street along the western boundary of the APE. The paths of these roads and many of the former farmsteads, now house lots, along it have changed little since. The original lots have been split into small half acre house lots by the end of the century and the larger farm lots had been combined into the Vacuum Oil Company tract.

The land surround the APE was within cultivated farmland with wooded fence lines and patches of hardwoods through the 19th century as depicted on the 1820s sketch (Photo 1). This pastoral setting continued through the mid-century. The land associated to 3 Cottage Street at the junction with Magnolia Street is described as a very large farm containing a variety of livestock (Levy & Tynan 2004). This changed in the APE in 1862 when the land at the junction of Magnolia and Cottage Streets became the Civil War Fitz-John Porter Campground. This was a training and embarkation point for Union soldiers for the 13th New York Infantry 5th Army Corps. Additional regiments using the campground included the 108th and 140th New York Infantries and Mack's 18th Independent "Black Horse" Artillery Battery. Soldiers trained at the camp eventually fought at such battle sites as "the Sunken Road" at Antietam and at the Battle of Fredericksburg and Wilderness (Phisterer 1912). The 108th Infantry fought at Little Round Top during the third and final day of the Battle of Gettysburg.

This camp comprised at least the southern half of the APE. The was entered via two sloping pathways down from the junction of Magnolia and Cottage Streets to the northwest and the junction of Utica and Cottage Streets to the southwest. Crowds of nearly a thousand were able to watch parade training within the campground. The camp was also reportedly visible from the 17 Madison Street home of Susan B. Anthony located a half mile north of the APE (Crooks 2001). This suggests that at least the parade ground was located across the level ground within the southern APE and the spectators would have been perched along the "bluffs" on Cottage Street. (United States War Department 1899). Near the end of its use the camp contained enough barrack to house 700 soldiers (Levy & Tynan 2004). The portion of the APE likely to contain intact remnants of the park lies between the River and the Railroad. Much of the camp has also been built over by the numerous small early 19th century houses along Cottage Street. The army broke camp in mid August of 1862.

The 1850s arrival of the Genesee Valley Railroad quickly made rail the primary means of transportation that significantly shaped the development of the vicinity of the APE (Figure 1849, 1861). The maps and photos from late 19th century onward show numerous sidings and spurs spread across the entire APE. This includes a spur that curves west over the mainline directly into a fireproof warehouse (see below). Both piers for this railroad spur bridge are still present within the northern APE (Structure 5)(Photos 15 and 16). The New York Pennsylvania Railroad, later called the New York Lake Erie and Western Railroad Erie Railway and the Lehigh Valley Railway and associated rail yard, was built in the 1870s across the southern western portion of the APE. This railroad completely replaced the Genesee Valley Canal. The ditches along the existing built up railroads were added later for water management purposes. The railroads ran parallel to the Genesee Canal and crossing the Genesee River in the southeastern corner of the APE across the NRE steel bridge (Structure 6)(Photo 9). This railroad travel permitted easier access to many important 19th century developments including the oil industry.

VOC manufactured lubricating oil for harnesses and leather and for machinery from the processing of kerosene from crude oil pumped from the first wells from Wyoming County. This process was invented by Matthew Ewing involving distillation in a vacuum (Photos 1-8). The invention was acquired by Hiram Everest in 1866 who named the useful byproduct: Vacuum Oil Company (VOC). This local industrialist had opened some of the first oil wells in Wyoming County. As a former campground and farm field had crossed by numerous railroads, the APE was chosen as an ideal location for his facilities. It was also positioned between the oil fields up the Genesee Valley and the Erie Canal and into Lake Ontario. The success of this process and the utility of the factories lead to its purchase by John D. Rockefeller's Standard Oil Company in 1878 for \$200,000 (Tarbell 1905). This merger was ended after the passing of the 1911 Sherman Anti-trust Act. The company merged with Socony Oil and Arabian oil companies in

1939 and once again with Standard Oil in the late 1940s. This final merger was later renamed Mobilgas aka. Mobil.

The production at VOC for Standard Oil required the construction of a series of several shops, warehouses, offices, storage and loading pads and tanks interconnected by rail, above and below ground pipelines, and pavement (1900 Engraving). The detailed landownership maps of Rochester (Figures 5-13) clearly show the expansion across the APE. At its apex the facility had 24 brick warehouses, offices and shops, 12 cast iron storage houses and sheds, 9 fire-proof shops, and 43 sheet metal cylinder tanks and numerous rows of stacks of barrels as depicted in Photo 8.

Notably, buildings are depicted at the location of Structure 1 on maps starting from the late 19th century (Robinson 1888)(Photos 10 & 11). It consists of a rambling frame and brick construction through 1910. The 1918 map shows a concrete and steel structure. The 1926 map shows this building has been expanded into the current brick faced concrete structure that is still standing. cursory examination of features (styles, materials, fixtures) of this building support a date of construction in the 1910s. This building is described as a warehouse and barrels making shop. It is currently unused except for an unofficial "artist squat".

The other three structures within the APE are two recent buildings: cement block flat roofed (Structure 2)(Photo 12), a sheet metal single gable metal roofed car garages (Structure 3)(Photo 13). There is also a brick flat roofed two room building dating from 1926 (Structure 4)(Photo 14). Structure 4 is associated to a high metal gate suggesting that it was a security office.

Documents from the Rochester Historical Society and Monroe County Library provide additional information on the VOC. A north oblique view (Photo 1) of the four-story initial factory taken in the 1874 from the roof of an adjacent structure to the north shows eastern extensions to the imposing brick warehouse under construction, a metal storage tank to the east south of Flint Street, the vertical black walls of the Flint Street sloping down to the Genesee Valley Railroad and River in the background (Wouters & Mollaert 2001). A grassy field is shown south of Flint Street with a series of fenced in farmyards associated to the houses on Cottage Street (Photo 17). An undated but probable late 19th century advertisement for VOC has a five-story tower (supposedly at the APE) loading of barrels directly from the flying gantry onto a train on the Erie Lackawanna and a steamship on the Genesee River.

Advertising for VOC from the late 19th century focuses on the harness oil. But the company also advertised for a variety of other petroleum products including kerosene, paraffin, engine oil, ether and other petroleum based products. These promotional materials also depict parts of the facilities for production, packaging, storage and distribution.

The factory distributed its numerous products using multiple modes of transportation to world-wide markets. Problems with the distribution of the latter in 1887 included one of the most infamous events involving VOC. VOC had sent thousands of gallons of naphtha, petroleum ether, through their underground pipeline from the factory through the city to a dock further down the Genesee River. The ether never arrived at its destination. It had leaked out into the city sewer system under the Mill Street business district where it ignited and created at least three explosions causing all three flour mills and several other buildings to catch fire and sending building debris flying. This resulted in the injury of twenty and death of three people (Barnes 1981).

Continued industrial development across the US following the end of World War I spread south from Rochester and meant a greater need for shipping in the vicinity of the APE. This resulted in the canalization of the Genesee River in the 1920s. This extensive engineering project included impact to the eastern and southern APE creating the Genesee Arm of the Erie Canal portion of the New York State Barge Canal. The concrete walls and iron bollards for barges loading from the VOC are still present within the City of Rochester's Genesee Valley Park. Examination of the 1875 map and multiple early 1900 engravings of the Vacuum Oil Company facility shows a rough slope down to the river from the Erie-Lackawanna Railroad. This shows that the canalization and associated bank stabilization of the Genesee River probably created built-up ground across what is now grass-covered parkland.

PREHISTORIC AND HISTORIC SITE SENSITIVITY ASSESSMENT

Prehistoric and HNA site sensitivity within the APE could be considered high within the vicinity of the APE due to the proximity to the river and the previously identified Follett Site 445 prehistoric artifact scatter and other sites within a mile of the APE. However the prehistoric and HNA sensitivity is low along the APE due to the extensive 20th century industrial, transportation and utility development and associated mechanical disturbance from mid-20th Century development of the New York State Barge Canal within the eastern APE. The vicinity of the APE was host to agriculture, recreation, military training and occupation and finally the extensive Vacuum Oil Company (VOC) facility. Dozens of pre-1950 MDS are documented within the APE west of the Erie-Lackawanna Railroad roadbed noted in the series of maps dating from 1861-present. There are six standing structures in the APE consisting of the VOC warehouse (Structure 1) in the east-central APE and three other VOC associated smaller structures (shop – Structure 2, garage – Structure 3, and security office – Structure 4) in the west central APE, the multi-span, plate girder deck bridge with one of its piers in the southeast corner of the APE (Structure 5), and the two rough stone block bridge piers associated to a VOC spur line off of the ELRR (Structure 6). There are also as many as 94 other Map Documented Structures within the APE associated to the factory. The descriptions of the Civil War Era Campground Fitz-John Porter mention several barracks. Traces of these buildings along with remains of other previously undocumented historic resources may be present within undisturbed pockets within the southern and eastern APE. These are the areas where neither the Vacuum Oil Company buildings and demolished remnants (rubble, pavement) nor the NYS Barge Canal river bank stabilization are present. Historic site sensitivity within the greater part of the APE is considered low due to the extensive mid-20th century mechanical disturbance from the post- 1950 demolition of the APE. However, the potential for pre-1866 historic sites not depicted on historic maps could be considered HIGH within portions of the grass-covered eastern APE and the wooded southern APE. These areas should be examined further.

ARCHAEOLOGICAL SURVEY METHODOLOGY

Project Walkover

A walkover was conducted over 100% of the project area, concurrent with the shovel testing. Current environmental conditions, vegetation, evidence of disturbance or significant landscaping alterations, and recent utility features were noted. Photographs were taken and sketch maps were made of features and landforms thought significant.

Testing Procedures

Subsurface testing (ST) was conducted within areas with unpaved level soils. This included the Genesee Valley Park and the wooded southern portion of the APE. ST were spaced no further apart than 7.5 meters (25 feet). A considerable effort was made at each ST location to excavate in the best possible spot within the APE to avoid areas that had industrial features (rubble piles, pavement, buildings, foundations), recreation (paved walkways and gardens) and utilities (buried and marked sewer and gas pipelines). These ST were numbered sequentially across the testable areas from south to north.

The grass covered parkland was considered an area of high historic site sensitivity associated to Camp Fitz-John Porter. A 100 % metal detector survey was conducted across the entire portion. A Minleab CTX 3030 metal detector set to “All Metals” was swept across the open ground on areas of slope less than 20 degrees. All possible “hits” were flagged and georeferenced. A ST was excavated at each if these locations and in the same manner as the previous ST survey. Disturbance prohibitive for metal detector survey was observed through ST and visual inspection at the surface across the APE west of the Genesee Valley Park. Evidenced for this variety of disturbance included metal slag, miscellaneous iron fragments, push-piles of building materials, existing concrete pavement and structures.

The size of all ST was 40x40 centimeters and went 20 centimeters below ground surface into subsoil. The location of all ST could be completely excavated down to at least 50 centimeters below the ground

surface, or 10 centimeters into a culturally sterile soil horizon, or refusal due to rock, cement or other significant obstructions.

ARCHAEOLOGICAL SURVEY RESULTS

Survey Conditions

Vegetation within the APE consisted of mature cottonwood, willow and other weedy soft-wood trees and wetland type understory brushy species (red dogwood, honeysuckle, and, willow) within the currently unpaved portions of the APE is east of the Genesee Valley Railroad bikeway. The park within this Genesee Valley Park is a mixture of grass-covered lawn with scattered mature willow along paved bikeways and ornamental gardens covering the total of 2.4 acres in area. The factory yard is covered in sumac and willow with scattered large cottonwoods growing through the cracked pavement.

Structures covered the majority (16 acres) of the APE. These are primarily within the Vacuum Oil Company yard. Factory features includes four factory related buildings (Structures 1-4), and a pair of rough-cut stone railroad piers (Structure 6). Partially demolished structural remains in the factory include large areas of broken cement, asphalt and brick pavement leading off to the south from Flint Street, three semi-circular cement tank foundations, several rows of cement footers for the all metal barrel shop, cement railroad loading platforms with metal pipe fencing, railroad beds (missing rails and partially flooded) forming a rail yard, and cement sewer pipes with manholes. Structural remains associated to transportation include a recent paved bike ramp and stairway leading from Flint Street up to the recently paved Genesee Valley Park bikeway, an iron girder railroad bridge on rough cut stone piers over the Genesee River (Structure 5) and the cement walls of the New York State Barge Canal with iron bollards. All of these structures and structural features except the bikeway predate the 1933 closing of the Vacuum Oil Company factory.

The most imposing of these is the three-story reinforced concrete structural tile-faced Structure 1. Research indicates that this was the warehouse portion of a long mixed material barrel / oil container manufacturing station for the factory. An aerial photo from 1930 show a curving above-ground "barrel run" leading from the northern oil filling area of the factory over top of Flint Street into the third-story southwestern corner of this building (Photo 7). This directly into the top level of the freight elevator. The high ceilings and reinforced concrete floors served as safe indoor storage before transport via truck, rail or barge. The loading platforms and remnants of metal awnings provide evidence for latter two methods.

This building was an improvement to early outdoor 20th century storage methods for barrels at the factory, depicted on maps and in photos. It represents the last and greatest era of productivity for Vacuum Oil in Rochester. It has been considered for reuse by the developer.

Other buildings and structures within the yard are also depicted on the 1930 photos and maps as well as current photos. They do not appear to have been significantly altered since the closing. As a result they show evidence for serious signs of structural decay. They are also from a conventional ubiquitous architectural style (metal garage, cinder block garage, and brick gatehouse) found elsewhere within the city. Current plans show that Structures 2-4 are to be demolished as part of the proposed development.

Geotechnical study of the APE has been conducted at least three times in the past decade to assess the potential for buried hazardous waste. These borings also demonstrate the depth of mechanical disturbance from industrial development across the APE. A sample of soil borings are presented on Figure 14. Soil borings east of the Genesee Valley Railroad were specifically examined as they are the only locations within the APE that are not within the area of map documented structures and had potential for intact soils dating to before 1866. Figure 14 shows three borings with deeply buried industrial materials and petroleum (SB170, Ovr 105, Ovr 110) in the parkland and two along Flint Street down at least 8 feet blow the ground surface (Zaso 2015). The remainder of borings within the parkland and in the southern APE showed no soil changes suggestive of buried soil horizons (Ovr115, Ovr116, Ovr121).

A total of 73 ST were excavated within all possibly undeveloped portions of the APE (Figure 4, Table 6). This included 40 ST spaced at close interval in the southern APE and eastern APE and 33 ST at loci positive for metals. Portions of the APE that were not tested included areas of slope exceeding 20

degrees, areas containing existing structures, pavement (asphalt, cinder, brick or cement) or crossed by extensive buried pipelines (steam, fire suppression, natural gas, sewer). The ST excavations within the APE conform to expectations from the analysis of the USDA Soil Survey and geotechnical ; urdothents or urban soils (NRCS 2017, Zaso 2015).

The portions of the wooded southern APE west of the Genesee Valley Railroad that could be examined through ST excavations (no existing disturbance) demonstrated relatively thin top soils (very dark brown sandy silty loams) overlying soils composed of compacted cinder, gravel, and recent burnt debris (plastic, corroded sheet metal, beer bottle glass, slag, fragmented structural ceramics and cement. All of these soils contained petroleum residues to the base of all of these ST 1-18). This conformed to expectations from the analysis of maps, aerials and geotechnical surveys which show extensive structural features from the Vacuum Oil Company facility and Erie-Lackawanna Railroad mainline and railyard features across the area.

The eastern border of the APE that is not within the footprint of the Vacuum Oil Company facility (ST19-40). Close interval ST showed sandy loamy soils topsoil within this area where relatively deep and NO ARTIFACTS. The 33 ST at metal find spots contained late 20th-century artifacts with the exception of a two pennys (1936 & 1938). The recent artifacts included 1968 and younger pennies, tin, iron and aluminum sheet metal, iron pipe, aluminum cans, modern .22 caliber rim-fire and 12 gauge shells, a recent sterling silver spoon, lead fishing sinker, and a water sprinkler. These artifacts support the hypothesis that this parkland dates to the 1920 bank stabilization and canalization of the Genesee River as part of the New York State Barge Canal. The current topography compared to earlier 20th century topographic maps and photographs shows that this portion of the APE is within built-up ground leveled off at the height of the Genesee Valley Railroad to permit loading on to barges and railcars (Photo 7). built out into the river. Neither buried nor aboveground cultural features associated to prehistoric HNA or early-mid 19th century historic MDS were discovered during the research or survey of the APE. This includes no artifacts associated to the Civil War Campground which would have been within the southern APE including the very narrow strip of land east of the Railroad.

The existing development (VOC Facility and Railroads) has adversely impacted the portions of the APE sensitive to prehistoric, HNA and historic pre-1866 European occupation sites. Only recent artifacts were identified during the survey date from the mid-20th century industrial development of the APE.

RECOMMENDATIONS

This report has detailed the results of a Phase IA and IB Archaeological Sensitivity Assessment and Survey of a tract of land in the City of Rochester in Monroe County, New York, for Bergmann Associates of Rochester, New York. The assessment and survey was conducted for a BOA & in anticipation of the future renovation of the potentially NRE Vacuum Oil warehouse (Structure 1) into an office and construction of housing facilities over the APO. Since this construction will be state-funded and permitted, an archaeological sensitivity assessment and survey was conducted in compliance with state implementation procedures. The survey identified extant post-1960 garages (Structures 2 & 3), and pre 1920 warehouse (Structure 1), security office (Structure 4) from the Vacuum Oil Company, piers from a railroad spur bridge over the former Erie-Lackawanna Railroad (Structure 6), and the iron girder bridge over the Genesee River (Structure 5). It also identified the partially demolished cement foundations of factories, storage sheds, oil tanks, railroad beds and platforms scattered across the central and northwestern APE (Figure 4). The survey within the southern and eastern portions of the APE resulted in negative findings with no NRE cultural resources identified within or immediately adjacent to the APE. The foundation remnants have little to no potential to contain additional information beyond the previous map and photo documentation and are therefore not NRE. No further work is recommended within these portions of the APE. Structures 1, 4-6 are buildings and bridges reflective of the late 19th and early 20th century industrial development of the Rochester waterfront. They are all in good repair with no significant recent alterations. They are potentially NRE and further investigations may be required prior to demolition.

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APPENDIX A: Tables 4: Shovel Test Inventory page 1 of 2.

ST	Horizon A depth (cmbs)	Horizon A soil/artifacts	Horizon B depth (cmbs)	Horizon B soil	
1	25	VDkBr SnLo cinder	35	Urdothents	Key: Br brown, Y yellow, SiLo silty loam, SnLo sandy loam, Grv gravel, W standing water, -false positive
2	40	VDkBr SnLo cinder	50	Urdothents	
3	26	VDkBr SnLo cinder	36	Urdothents	
4	18	VDkBr SnLo cinder	28	Urdothents	
5	18	VDkBr SnLo cinder	28	Urdothents	
6	19	VDkBr SnLo cinder	29	Urdothents	
7	13	VDkBr SnLo cinder	23	Urdothents	
8	16	VDkBr SnLo cinder	26	Urdothents	
9	9	VDkBr SnLo cinder	19	Urdothents	
10	8	VDkBr SnLo cinder	18	Urdothents	
11	16	VDkBr SnLo cinder	26	Urdothents	
12	26	VDkBr SnLo cinder	36	Urdothents	
13	17	VDkBr SnLo cinder	27	Urdothents	
14	9	VDkBr SnLo cinder	19	Urdothents	
15	10	VDkBr SnLo cinder	20	Urdothents	
16	9	VDkBr SnLo cinder	19	Urdothents	
17	16	VDkBr SnLo cinder	26	Urdothents	
18	12	VDkBr SnLo cinder	22	Urdothents	
19	21	VDkBr SnLo cinder	31	Urdothents	
20	28	VDkBr SnLo cinder	38	Urdothents	
21	22	VDkBr SnLo cinder	32	Urdothents	
22	20	VDkBr SnLo cinder	30	Urdothents	
23	27	VDkBr SnLo cinder	37	Urdothents	
24	25	VDkBr SnLo cinder	35	Urdothents	
25	17	VDkBr SnLo cinder	27	Urdothents	
26	18	VDkBr SnLo cinder	28	Urdothents	
27	19	VDkBr SnLo cinder	29	Urdothents	
28	10	VDkBr SnLo cinder	20	Urdothents	
29	29	VDkBr SnLo cinder	39	Urdothents	
30	6	VDkBr SnLo cinder	16	Urdothents	
31	9	VDkBr SnLo cinder	19	Urdothents	
32	8	VDkBr SnLo cinder	18	Urdothents	
33	10	VDkBr SnLo cinder	20	Urdothents	
34	12	VDkBr SnLo cinder	22	Urdothents	
35	28	VDkBr SnLo cinder	38	Urdothents	
36	27	VDkBr SnLo cinder	37	Urdothents	
37	29	VDkBr SnLo cinder	39	Urdothents	
38	23	VDkBr SnLo cinder	33	Urdothents	
39	30	VDkBr SnLo cinder	40	Urdothents	
40	31	VDkBr SnLo cinder	41	Urdothents	
41	23	Br SiLo aluminum	33	Urdothents	
42	25	Br SiLo -	35	YBr SiLo Grv	
43	24	Br SiLo 1938 penny	34	YBr SiLo Grv	
44	26	Br SiLo 12ga. Shell	36	YBr SiLo Grv	
45	23	Br SiLo -	33	YBr SiLo Grv	

Table 4: Shovel Test Inventory page 2 of 2.

ST	Horizon A depth (cmbs)	Horizon A soil/artifacts	Horizon B depth (cmbs)	Horizon B soil	
46	22	Br SiLo paper clip	32	YBr SiLo Grv	Key: Br brown, Y yellow, SiLo silty loam, SnLo sandy loam, Grv gravel, W standing water, -false positive
47	25	Br SiLo lead sinker	35	YBr SiLo Grv	
48	24	Br SiLo -	34	YBr SiLo Grv	
49	25	Br SiLo 1973 penny	35	YBr SiLo Grv	
50	26	Br SiLo aluminum	36	YBr SiLo Grv	
51	27	Br SnSiLo tin foil	37	YBr SiLo Grv	
52	21	Br SiLo .22 shell	31	YBr SiLo Grv	
53	22	Br SiLo 2001 penny	32	YBr SiLo Grv	
54	23	Br SiLo -	33	YBr SiLo Grv	
55	24	Br SiLo -	34	YBr SiLo Grv	
56	21	Br SiLo 1976 penny	31	YBr SiLo Grv	
57	21	Br SiLo zinc penny	31	YBr SiLo Grv	
58	25	Br SiLo 1968 penny	35	YBr SiLo Grv	
59	26	Br SiLo aluminum	36	YBr SiLo Grv	
60	23	Br SiLo iron pipe	33	YBr SiLo Grv	
61	24	Br SiLo 1975 penny	34	YBr SiLo Grv	
62	22	Br SiLo -	32	YBr SiLo Grv	
63	22	Br SiLo-	32	YBr SiLo Grv	
64	26	Br SiLo misc. iron	36	YBr SiLo Grv	
65	24	Br SiLo misc. iron	34	YBr SiLo Grv	
66	21	Br SiLo -	31	YBr SiLo Grv	
67	22	Br SiLo iron can	32	YBr SiLo Grv	
68	26	Br SnSiLo iron can	36	YBr SiLo Grv	
69	24	Br SiLo sprinkler	34	YBr SiLo Grv	
70	25	Br SiLo modern watc	35	YBr SiLo Grv	
71	26	Br SiLo iron bar	36	YBr SiLo Grv	
72	21	Br SiLo iron pipe	31	YBr SiLo Grv	
73	22	1936 penny	32	YBr SiLo Grv	

APPENDIX B: FIGURES 1-14

Figure 1 Political map showing the location of the APE.



Figure 2 Map of Monroe County showing APE.

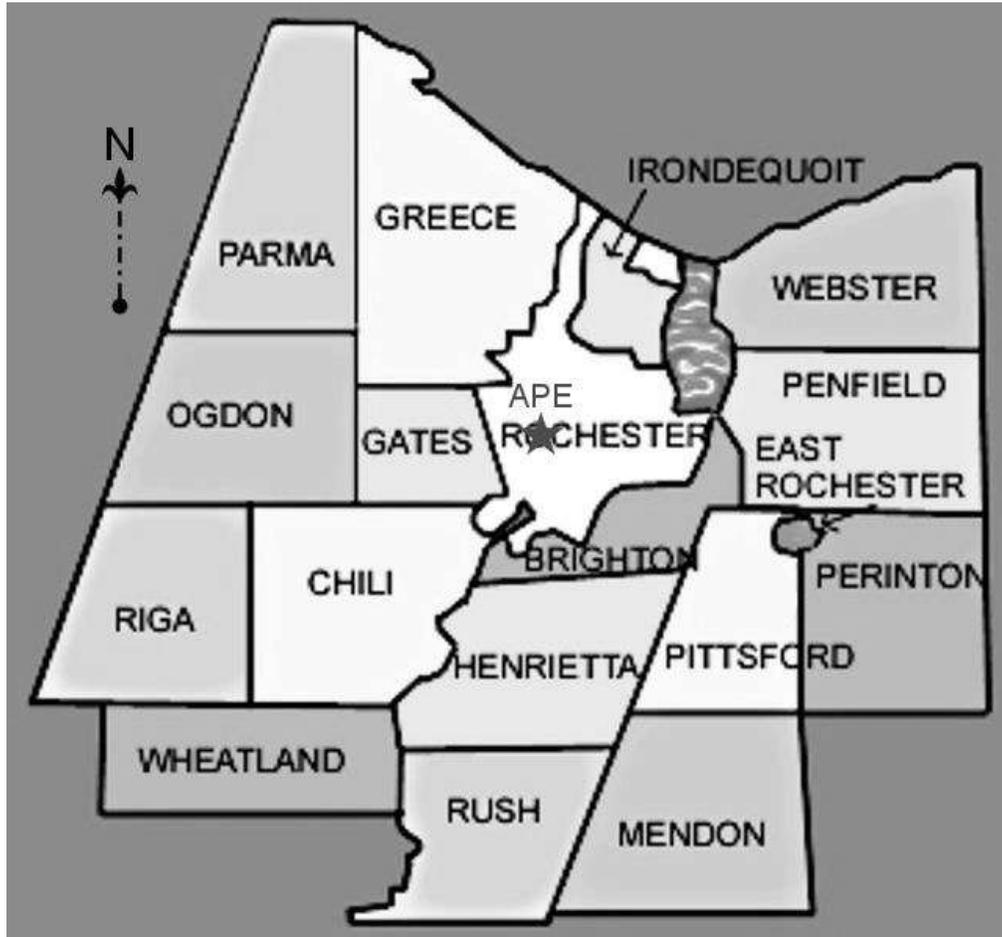


Figure 3 1978 West Rochester (West Henrietta), New York USGS Topographic Map showing the APE.

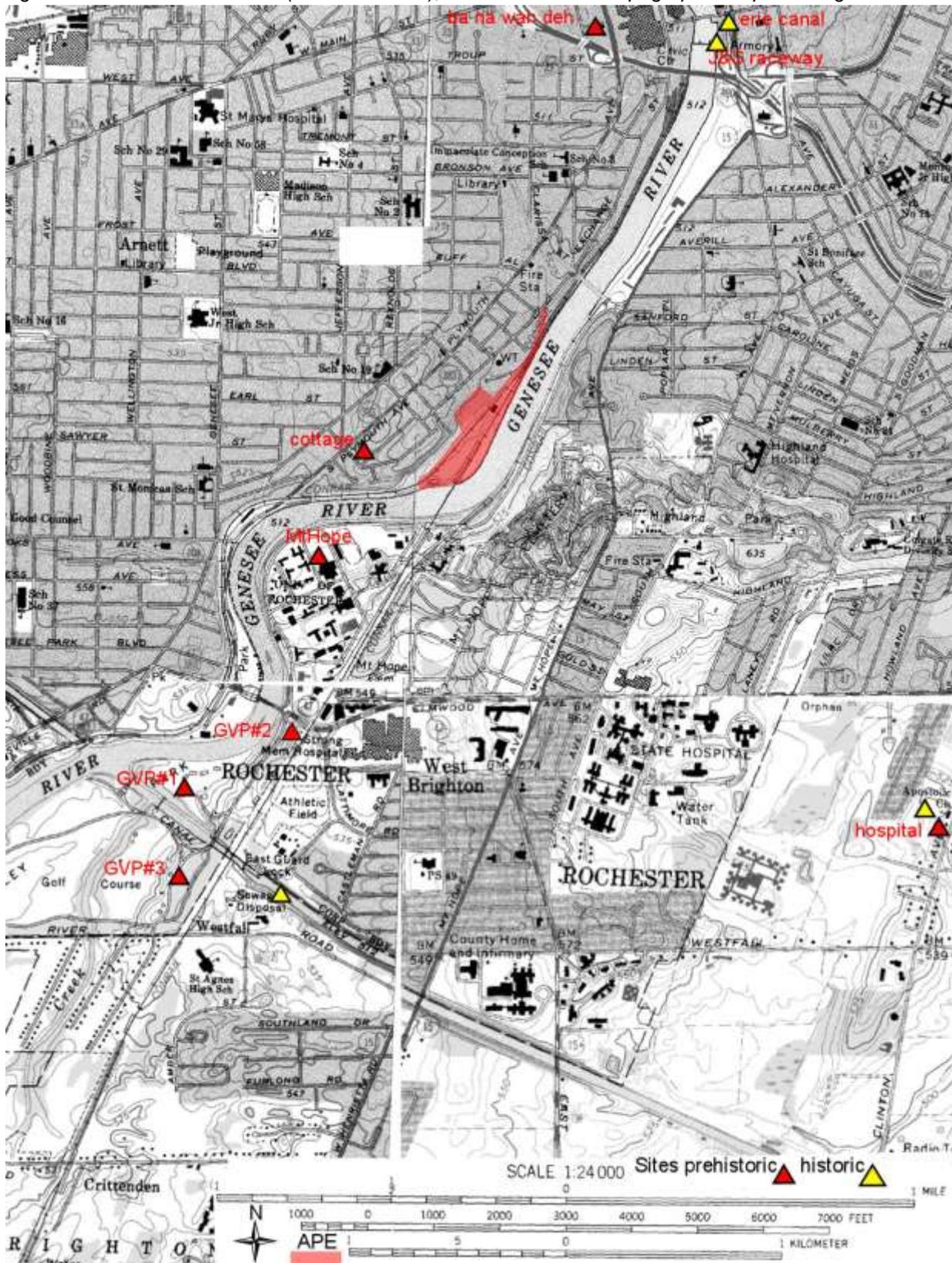


Figure 4 Plan of Area of Potential Effect.

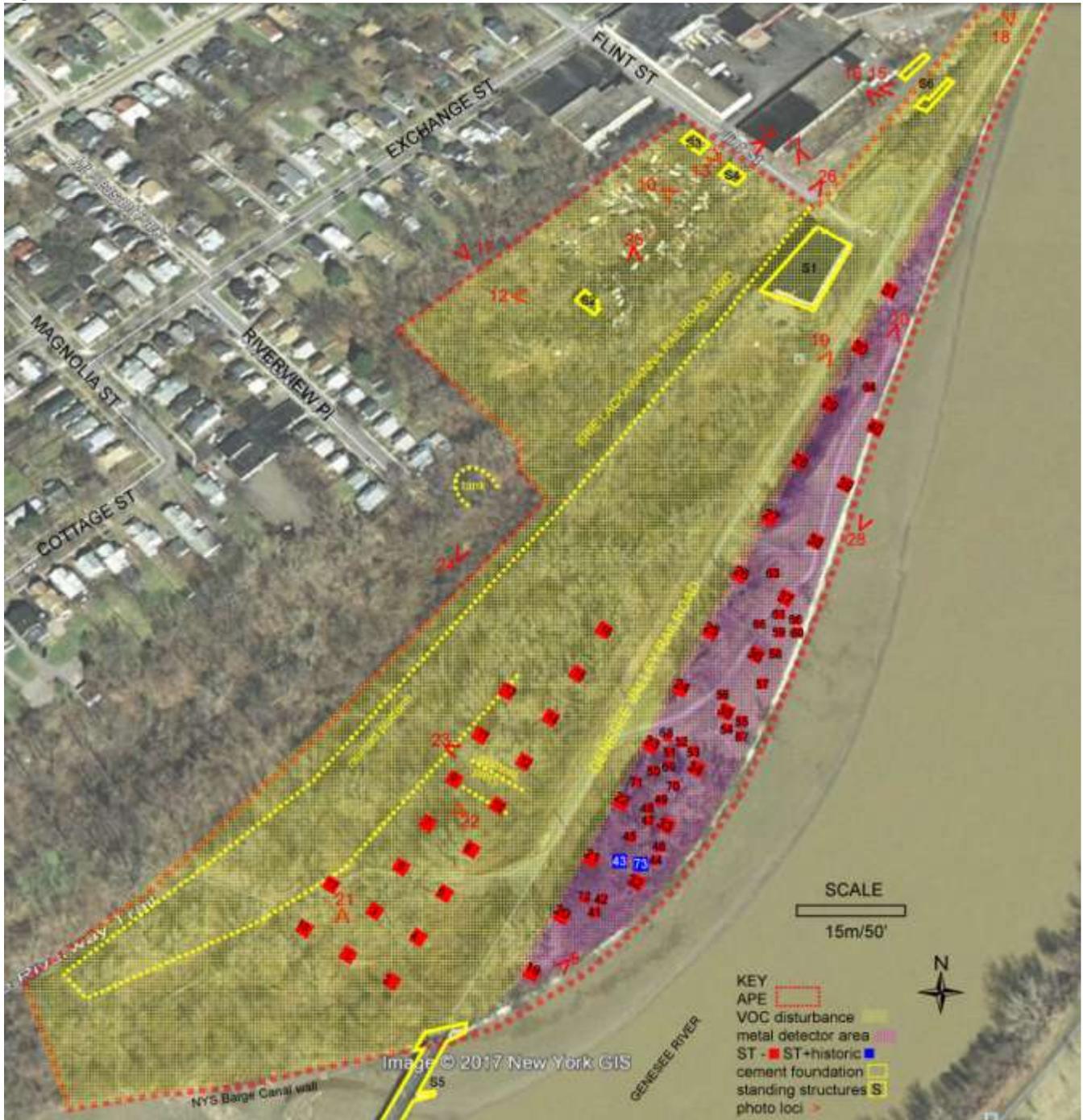


Figure 5 1849 Cornell Map of Rochester, New York.

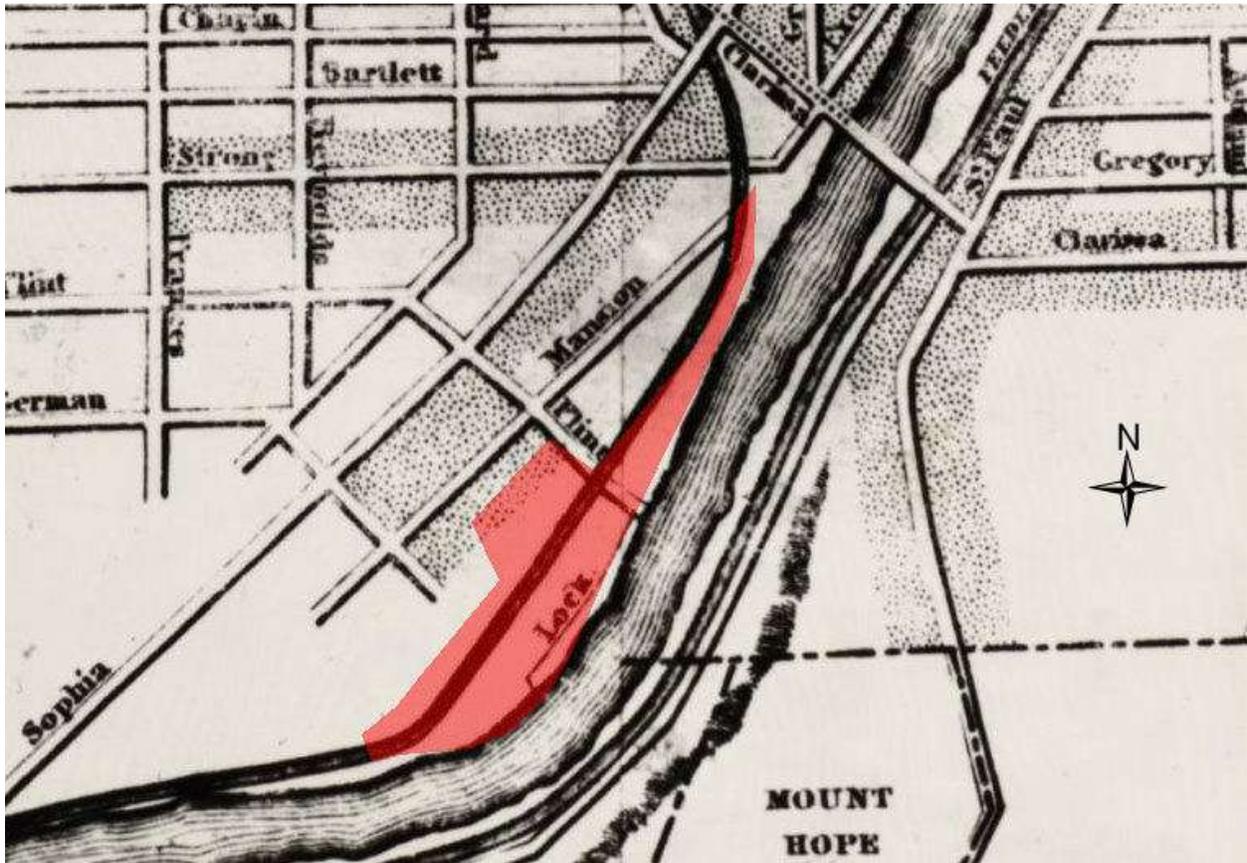


Figure 6 1861 Cornell Map of Rochester, New York.

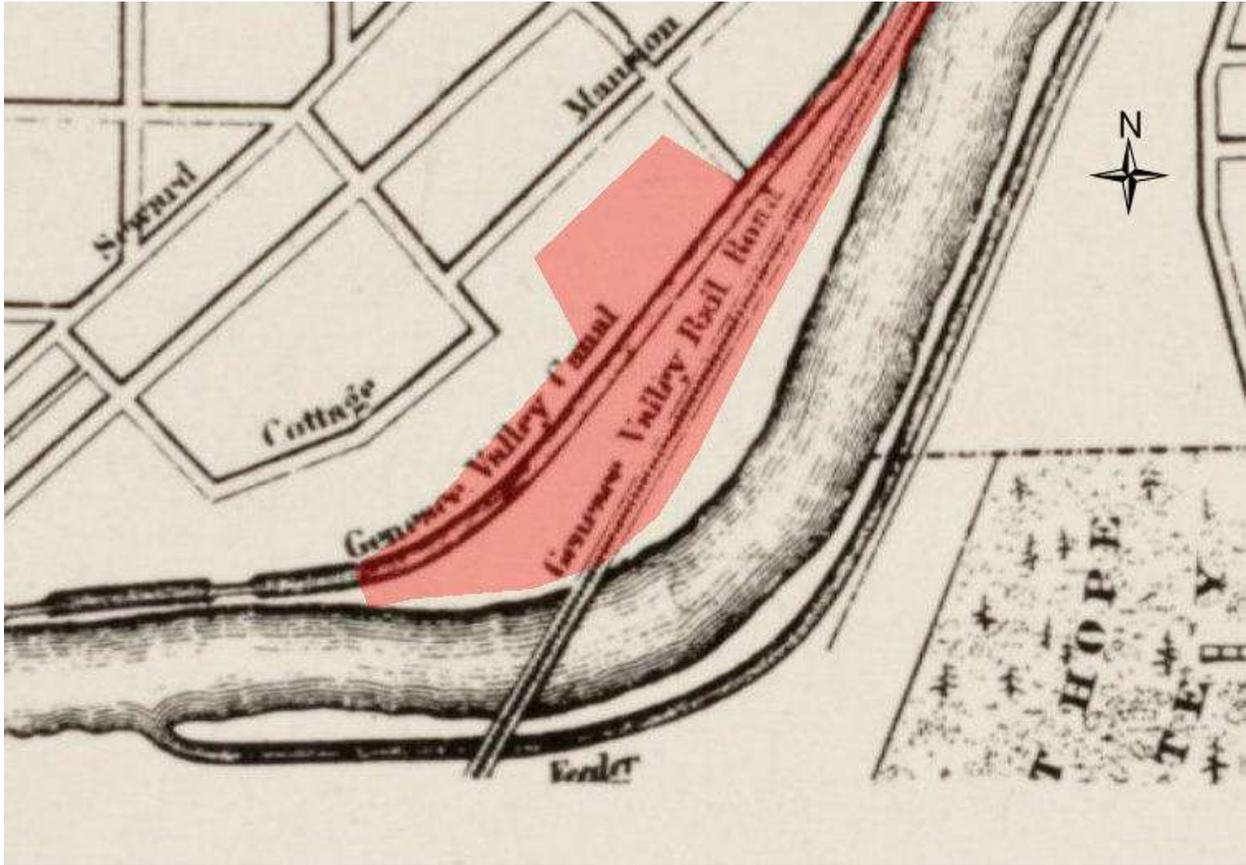


Figure 7 1874 Hopkins *Map of Rochester, New York.*



Figure 8 1888 Robinsons *Map of Rochester, New York*.

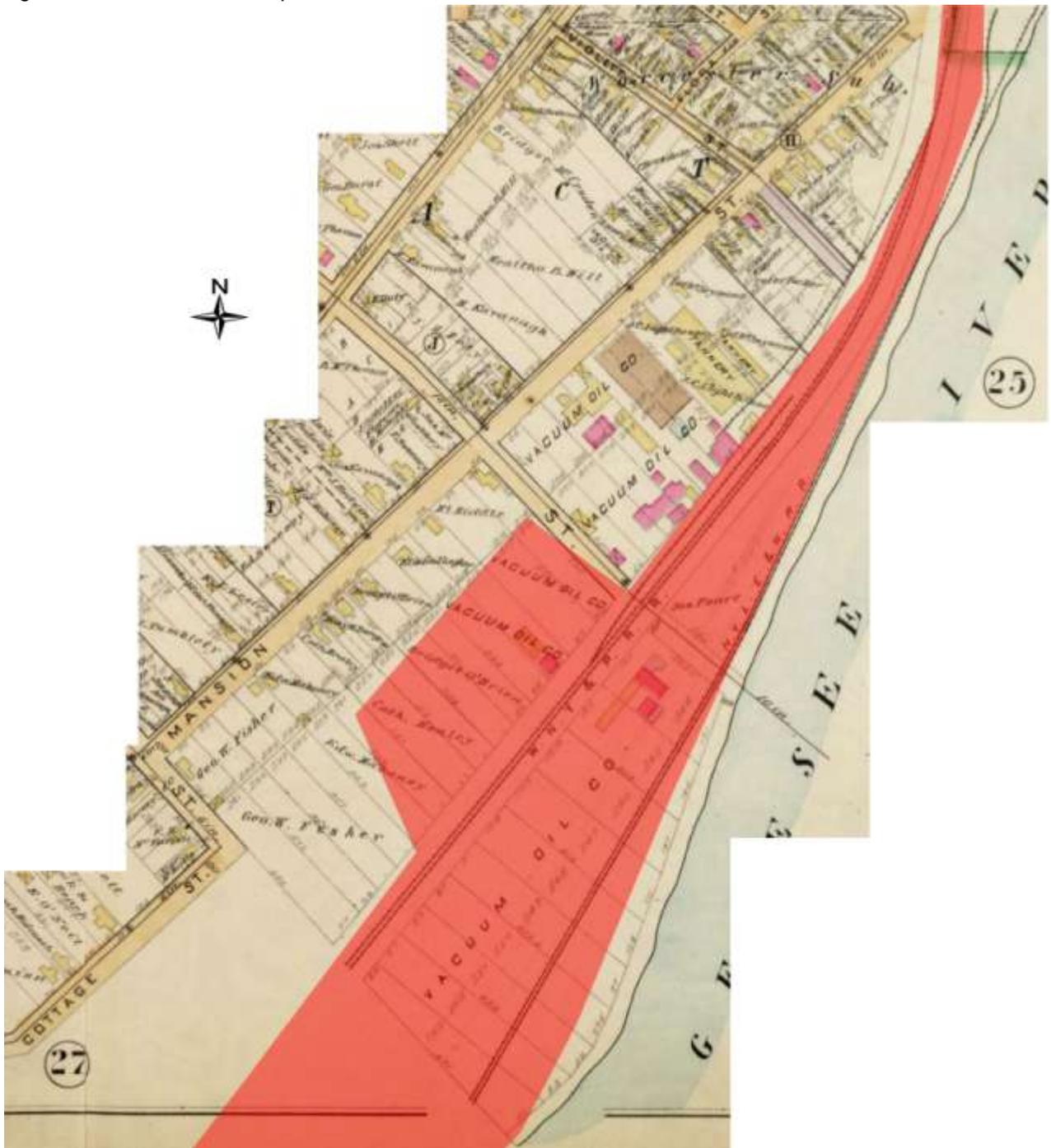


Figure 9 1900 Plat Book of the Environs of Rochester Monroe County, New York.



Figure 10 1910 Plat Book of the Environs of Rochester Monroe County, New York.

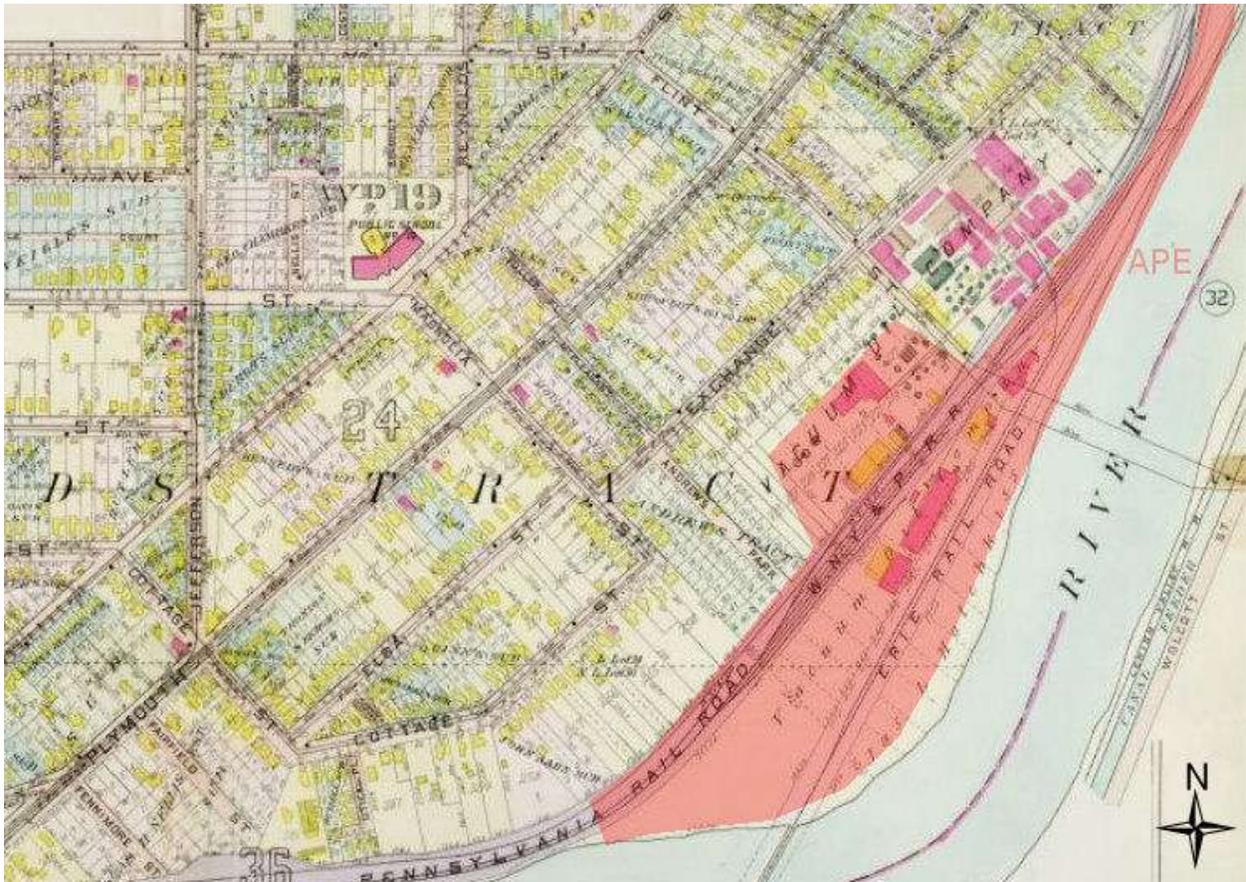


Figure 11: 1918 *Plat Book of the Environs of Rochester Monroe County, New York.*

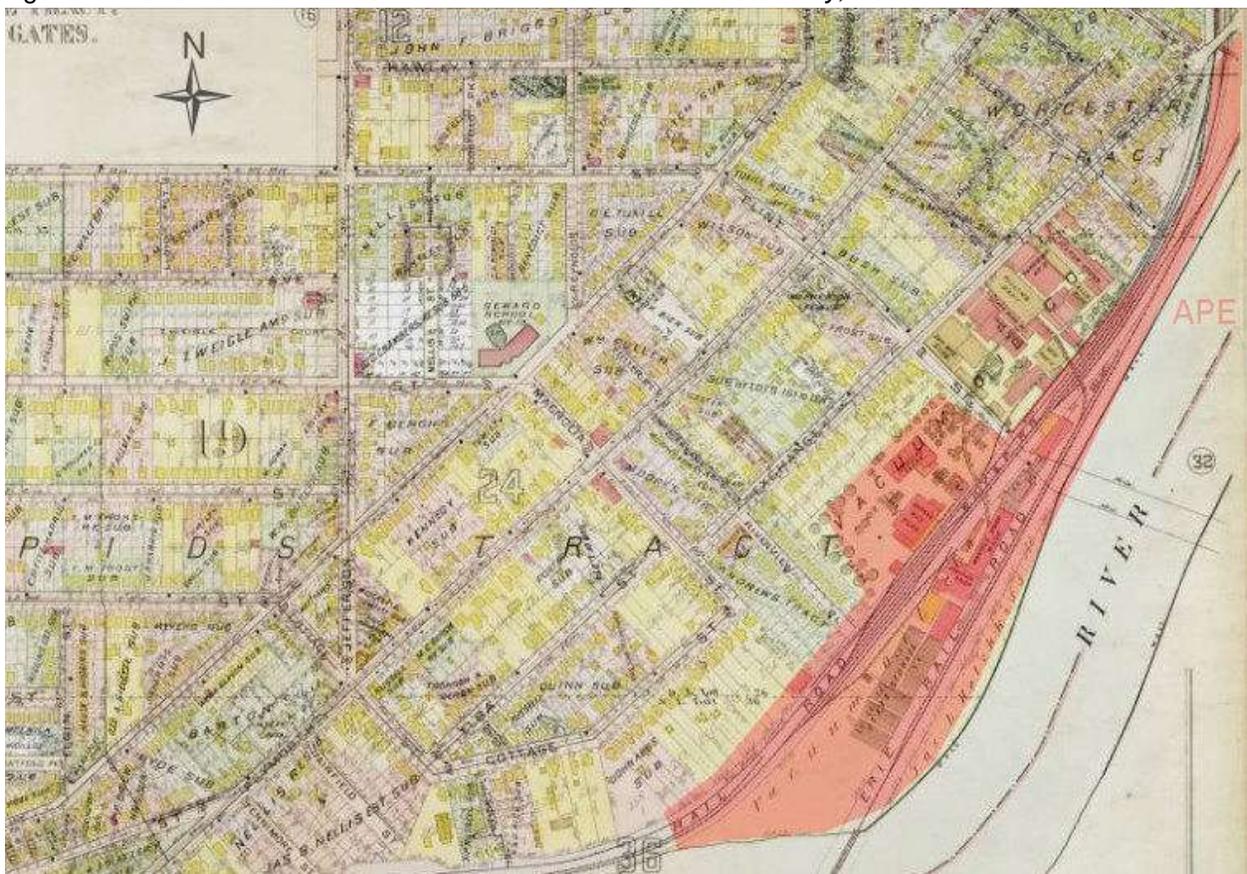


Figure 12 1926 Plat Book of the Environs of Rochester Monroe County, New York.



Figure 13 1935 Plat Book of the Environs of Rochester Monroe County, New York.

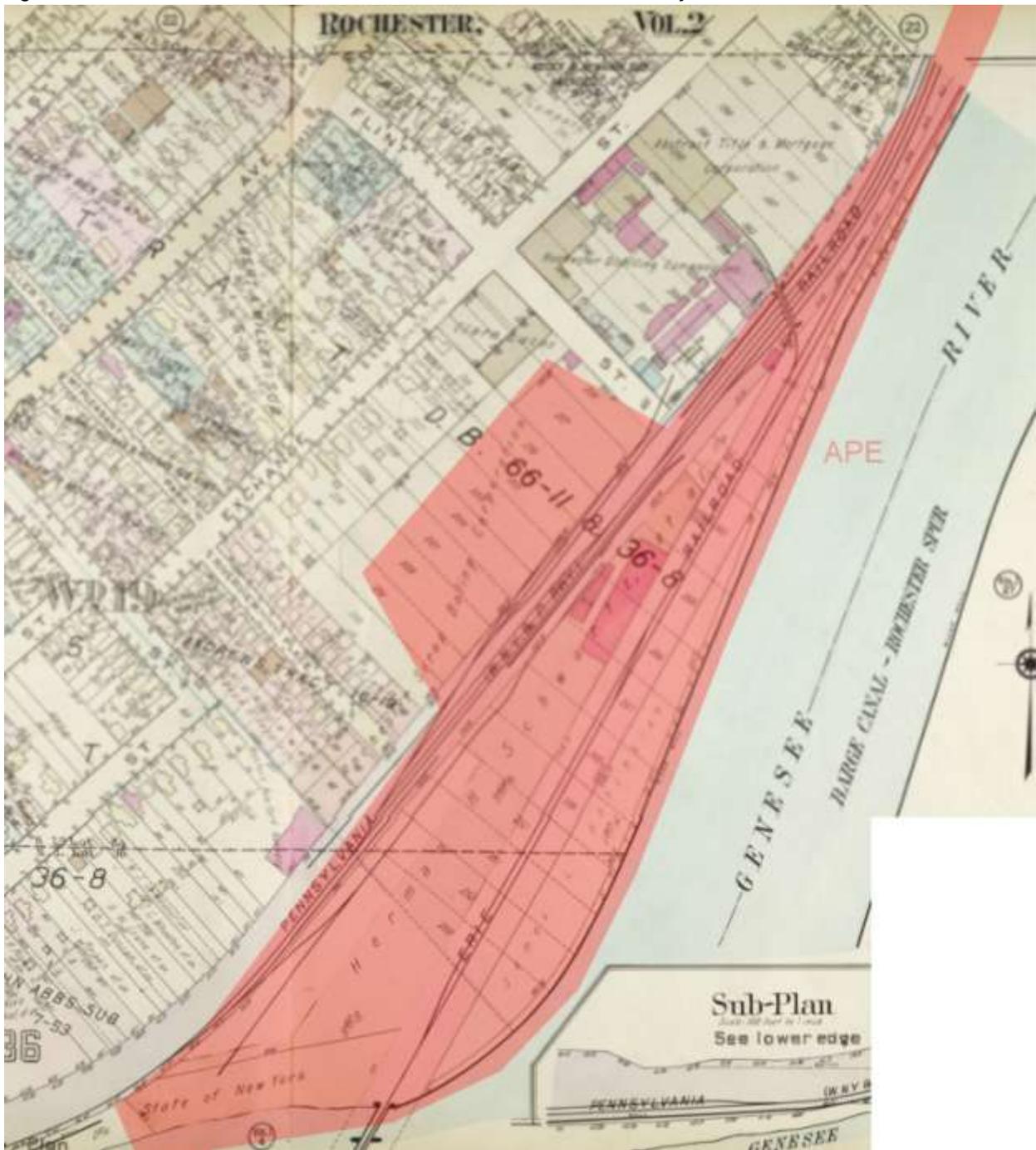


Figure 14: Plan of Geotechnical Boring locations



APPENDIX C: PHOTOS 1-28.

DRAFT

Photo 1 View south across APE & 1874 Vacuum Oil Factory.

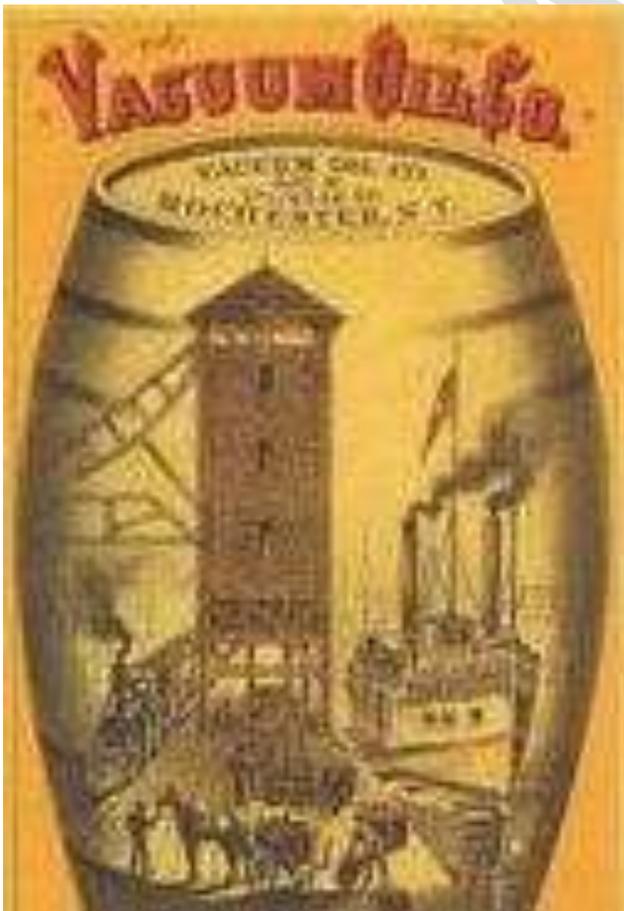


Photo 2 Detail from a circa 1900 Vacuum Oil Advertisement.

Photo 3 Sepia print circa 1910 of "Vacuum Oil" from Mount Hope.

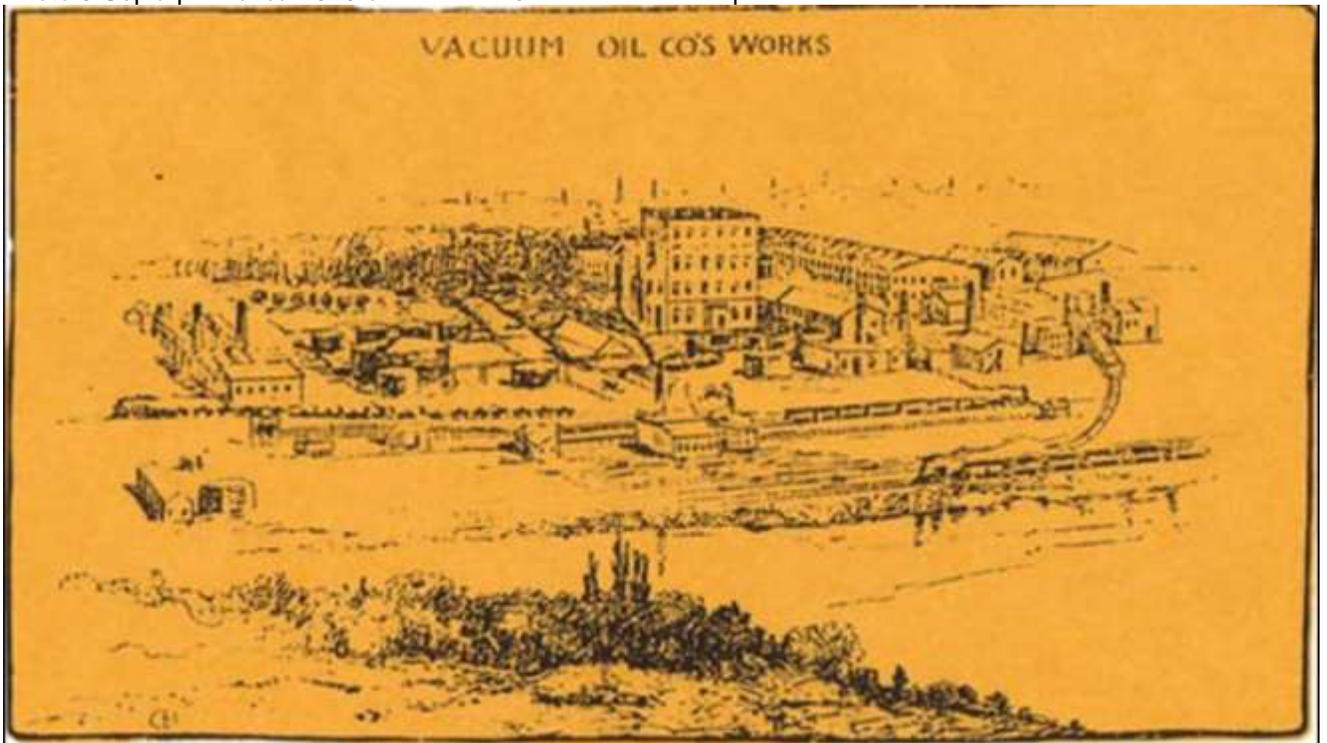


Photo 4 Sepia print circa 1910 of the "VACUUM PROCESS OF REFINING OILS".

Photo 5 1915 Engraving of "Vacuum Oil Company".

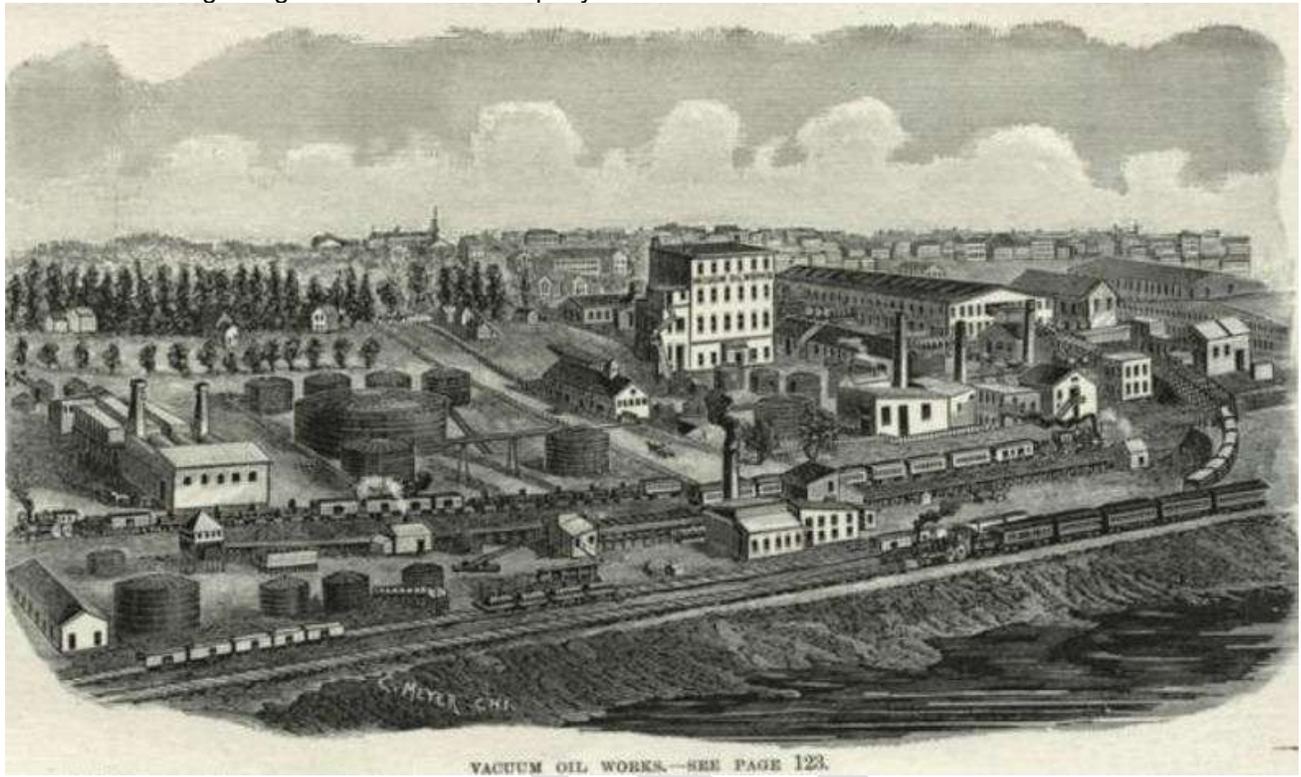


Photo 6 Circa. 1915 "Bleaching Tank" from Vacuum Oil Company.

Photo 7: 1930 Aerial View of the City of Rochester.



From the Albert R. Stone Negative Collection, Rochester Museum & Science Center, Rochester, N.Y.

Photo 8: Barrel Pyramid within the Rochester Vacuum Oil Facility.

Photo 9: View southeast of iron bollard and Structure 5 over the Genesee River.



Photo 10: View east of west face of Structure 1.

Photo 11: View southeast of Northwest Oblique of Structure 1 reinforced concrete tile faced warehouse.



Photo 12: View east of Structure 2 cement block garage.

Photo 13: View of west of east face of Structure 3 metal garage.



Photo 14: View of street view of Structure 3 metal garage and Structure 4 brick office.

Photo 15: View northeast of Structure 6 railroad spur bridge rough cut stone pier and control house.



Photo 16: View east of cement block control house in Structure 6.

Photo 17: View of west face of 218 Exchange Street house and debris-filled backyard west of APE.



Photo 18: View north of bikeway along Genesee Railroad in northern APE.

Photo 19: View south of bikeway along Genesee Railroad in central APE.



Photo 20: View south of grass-covered eastern APE.

Photo 21: View south of wooded southern APE with test well in right center.



Photo 22: View west of overgrown paved platform in front of flooded railroad bed.

Photo 23: View east of concrete piers from former metal stove shop.



Photo 24: View north of semi-circle cement foundation from former storage tank.

Photo 25: View south of brick pavement in western APE.



Photo 26: View south of decaying cement platform and flooded railroad bed west of Structure 1.

Photo 27: View north of New York State Barge Canal wall toward downtown Rochester.



Photo 28: View southwest of recent bike ramp to Flint Street from the Genesee Valley Park.