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TECHNICAL APPENDICES
BOUND UNDER SEPARATE COVER

APPENDIX J
PHASE IA AND IB CULTURAL RESOURCE SURVEY

PORT OF ROCHESTER HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT CODE NO. 99021
PINS 4752.60 AND 4752.62

PREPARED FOR:

MONROE COUNTY

CITY OF ROCHESTER, NEW YORK
DEPARTMENT OF ENVIRONMENTAL SERVICES
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GEORGE H. STAM, P.E., CITY ENGINEER

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DECEMBER 2000

(2)

Phase IA and IB Cultural Resource Survey for the Port of Rochester Harbor Improvement and Ferry Terminal Project City of Rochester, Monroe County, New York City of Rochester Project No. 99021 NYSDOT PINS 4752.60 and 4752.62

(NYSOPRHP Project No. 00PR0502)

RMSC/RHPP PIN 2000.22

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December 2000

Project Sponsors

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Management Summary

Phase I Cultural Resource Investigations for the Proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project were conducted by the Regional Heritage Preservation Program (RHPP) of the Rochester Museum & Science Center's (RMSC) Department of Collections and Research for LaBella Associates, P.C., Rochester, New York. These investigations were initially limited to Phase IA cultural resource investigations comprised of an examination of the environmental, archaeological, and historical literature relevant to the project area that has been prepared in the 15 years since the Cultural Resources Inventory for the City of Rochester Local Waterfront Revitalization Program (LWRP) was completed by the RMSC in 1986 and an on-site inspection of the project area. The primary goal of these investigations is to update the inventory of known and potential historical and/or archaeological resources within the project area and to revise the evaluation of its archaeological and historical sensitivity based on information gathered since 1985.

Following a request from LaBella Associates, P.C., these investigations as originally proposed, were modified to include Phase IB field investigations comprised of the completion of an architectural survey within the project area for any buildings/structures not previously inventoried and subsurface shovel testing in those sections of the project area that appeared suitable for subsurface testing.

Project Location

The project area is located in the northernmost section of the City of Rochester, near the mouth of the Genesee River and south of Lake Ontario, in an area commonly known as Charlotte. The proposed improvements are generally located in an area bounded by Lake Avenue on the west, Ontario Beach Park on the north, the Genesee River on the east, and Stutson Street on the south. The project area also includes a narrow strip of City land extending southerly along the west bank of the Genesee River to Petten Street. The project area can be found on the USGS 7.5' Rochester East, N.Y. Quadrangle.

Project Description

The proposed project includes both new construction and rehabilitation of roadways, buildings, parking lots, and marine features. It is a City of Rochester and Monroe County Capital Improvement Project with Federal and State aid.

Environmental Setting

The proposed project area is situated in the north-central section of Monroe County, on the west side of the Genesee River near its confluence with Lake Ontario. The northern part of the county lies within a nearly level to gently sloping lake plain which is predominantly the lakebed of glacial Lake Iroquois. The terrain on the west side of the river within this lake plain has a gradual slope towards Lake Ontario and contains numerous low ridges and small, circular/elliptical hills which rise from 5 to 50 ft (1.5 to 15 m) above the lake plain. The eastern edge of the project area is comprised of the steeply sloping west bank of the Genesee River while the remainder of the project area gradually increases in elevation to the west.

Elevations within the project area range from about 252 ft (77 m) AMSL at Ontario Beach to about 283 ft (86 m) AMSL at the Genesee Lighthouse Property. However, most of this section of the City of Rochester was historically lower in elevation and was occupied by extensive marshes at the time of early settlement. It has subsequently been elevated to its current topography through repeated filling episodes. The three soil types noted on the soil survey map represented within the project area reflect both the natural and man-made development of the present topography.

Work Completed

These investigations included a revised archaeological site file search including the files of the New York State Museum (NYSM) and New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), a review of historic maps and atlases not included in the 1986 report prepared for the LWRP, a review of all available documents concerning previous disturbance within the project area (including recent soil testing/boring information), a review of all cultural resource investigation reports for projects undertaken in the past 15 years that were available to the RMSC/RHPP at the time of these investigations, a review of planning documents prepared for the area during the past 15 years that were available to the RMSC/RHPP at the time of these investigations, an examination of the files of the Landmark Society of Western New York (LSWNY) to incorporate any additions to their inventory of buildings/structures within the project area during the past 15 years, consultation with NYSOPRHP to determine the status of State and National Register eligibility determinations for all previously inventoried properties, an on-site field inspection of the project area, an architectural survey of those buildings/structures within the project area not included in any previous studies or not evaluated by the NYS SHPO, and finally, the preparation of a report summarizing the results of the investigations.

Results of Investigations

The results of the Phase IA investigations documented the presence of 21 known (recorded) archaeological sites within a two-mile radius of the project area identified as the Proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area. Historic maps and atlases document the locations of as many as 113 buildings within the project area through time. There are 68 buildings identified within the project area today (not including associated garages, barns or other outbuildings), 55 of which appear to be more than 50 years old.

Based on the extent of previous disturbance documented through geological and geotechnical investigations for the proposed project (especially that portion of the project area located north of the CXT tracks and east of Lake Avenue), historic map evidence and the on-site inspection, the project area was assigned an overall sensitivity estimate of low with regard to historic and prehistoric archaeological resources. However, in areas exhibiting less disturbance (the Genesee Lighthouse Site), this sensitivity estimate was modified to high for historic and prehistoric archaeological sites. Additional filling/dumping also appears to have occurred along the western bank of the Genesee River east of River Street.

Despite the number of prehistoric and historic archaeological sites documented within and surrounding the project area, substantial previous disturbance associated with filling throughout much of the project area as well as building demolition and road construction, has left little of the project area suitable for subsurface testing..

One historic property located within the cultural resource study area established for the proposed project has previously been listed on the SRHP/NRHP. The Genesee (Charlotte) Lighthouse and Keeper's House (90NR1478)(Figure 22b, Structure 31), were listed on the NRHP on 13 August 1974 and the SRHP on 23 June 1980. The Genesee Lighthouse was designated a Rochester City Landmark in 1974.

Twenty-six of the remaining 67 buildings within the project area were either previously evaluated by the New York State Historic Preservation Office (NY SHPO) or inventoried during previous cultural resource surveys that included all or part of the current project area. All 68 buildings located within or immediately adjacent to the project area are summarized in Table 4 of this report. Thirteen buildings within the project area have not been previously inventoried because they have not yet reached the 50 year threshold for consideration by the SHPO.

Of the 26 buildings previously inventoried or evaluated, that are located within or immediately adjacent to the project area, 2 have been determined to be NR-eligible as individual properties, 11 have been determined to be NR-eligible as a group (as part of Ontario Beach Park), and 13 have been determined not to be eligible for listing on either the State or National Register of Historic Places (SRHP/NRHP) by the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) Office of Project Review.

The two buildings previously inventoried that have been determined to be individually eligible for inclusion on the SRHP/NRHP by the NYSOPRHP Office of Project Review are the NYC Railroad Station (USN 05540.006178)(Figure 22b, Structure 20) and the Hojack Swing Bridge (USN 05540.001471)(Figure 22b, Structure 55).

Eleven of buildings in Ontario Beach Park(Figure 22c, Structures 58-68), including the Ontario Beach Park Carousel (Figure 22c, Structure 58), located within or adjacent to the proposed project area (there are more buildings within the park but they are not within or immediately adjacent to the project area), have been determined to be NR-eligible as a group by the NYSOPRHP Office of Project review as part of Ontario Beach Park (USN 05540.007538). The Ontario Beach Carousel was designated a Rochester City Landmark in 1980.

The RMSC/RHPP and Dr. James Darlington, Architectural Historian, identified 29 buildings which are more than 50 years old and have not been inventoried or previously evaluated by NY SHPO. Based on the results of the architectural survey, two properties evaluated for this report appear to be potentially eligible for inclusion on the National Register of Historic Places. The remaining properties more than 50 years old generally have a low degree of historic or architectural integrity and are not recommended NR-eligible.

The two structures that do not appear to have been evaluated by the NYSOPRHP are identified as Structure 23 and Structure 57 in this report. Structure 23 (10 Latta Road), the Tapecon Inc. Office/1902 U.S. Customs Office, was first identified in the Historic Resources

Survey of the City of Rochester New York completed by Mack Consulting. This early twentieth-century structure once served as the U.S. Customs Office for the Port of Rochester. Based upon an evaluation of this structure by Dr. James Darlington, Architectural Historian, for the RMSC/RHPP, this structure appears to be potentially NR-eligible. Structure 57 (North Warehouse/Former City of Rochester Department of Commerce Municipal Dock Terminal Building) does not appear to have been previously inventoried.

Conclusions and Recommendations

Based on the extent of previous disturbance documented through geological and geotechnical investigations for the proposed project, historic map evidence and the on-site inspection, it does not appear that any intact or partially intact historic and prehistoric archaeological resources could have survived in areas documented as previously disturbed. Therefore, substantial previous disturbance associated with filling, building demolition, grading and construction throughout much of the project area, has left little of the project area suitable for subsurface testing.

The only area that would be suited for subsurface testing is the Genesee Lighthouse Site . However, since no site specific ground-disturbing activities are currently proposed for this area, no archaeological investigations have been recommended for the proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area. If any ground disturbing activities are proposed for the Genesee Lighthouse Site area, the RMSC/RHPP recommends consultation with the NY SHPO and a qualified archaeologist to develop an appropriate scope of work for conducing archaeological investigations prior to any construction/site preparation activities. Based on project plans, as currently proposed, the Charlotte Lighthouse, previously listed on the SRHP/NRHP, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project.

Two of the 26 buildings/properties previously inventoried have been determined to be individually eligible for inclusion on the SRHP/NRHP by the NYSOPRHP. Based on project plans, as currently proposed, the Hojack Swing Bridge (Structure 55), previously determined NR-Eligible, does not appear to be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Likewise, based on project plans, as currently proposed, the former NYC Railroad Station (414/420 River Street), previously determined NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. No plans are currently proposed to renovate or rehabilitate the NYC Railroad Station. However, it should be noted that it does not appear that the building is being maintained in good order and continues to deteriorate at an increasingly rapid rate. It is recommended that the condition of this structure be monitored on a regular basis and efforts are encouraged to find the means to stabilize and preserve this building.

Based on project plans, as currently proposed, Ontario Beach Park, including the carousel, previously determined NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. However, design plans are being considered for landscape plantings and some forms of structural detail to be placed at the southern entrance to Ontario Beach Park. The RMSC/RHPP recommends that the City of Rochester continue to consult with the NYSOPRHP during the design phase to determine the

most appropriate materials and design for any improvements planned within or along the park boundaries.

Based on project plans, as currently proposed, the Tapecon Office/1902 U.S. Customs House (10 Latta Road), potentially NR-Eligible, will not be adversely impacted by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Similarly, based on project plans, as currently proposed, the North Warehouse Former City of Rochester Department of Commerce Municipal Dock Terminal Building (Structure 57), potentially NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Design plans are underway for improvements to the environmental setting and character of both these buildings and their surroundings. The RMSC/RHPP recommends that the City of Rochester continue to consult with the NYSOPRHP during the design phase to determine the most appropriate materials and design for any improvements planned in the areas surrounding these two buildings and improvements to the North Warehouse.

Introduction

The Rochester Museum & Science Center's Regional Heritage Preservation Program (RMSC/RHPP) was contacted by Mr. Sergio Esteban, P.E., LaBella Associates, P.C., Rochester, New York, to provide a proposed Scope of Work and Budget Estimate for Phase IA Cultural Resource Investigations for the preliminary planning for the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project, located in the City of Rochester, Monroe County, New York (Figure 1). The City of Rochester is proceeding with the implementation of some of the projects outlined in the Local Waterfront Revitalization Plan (LWRP) for the Charlotte Harbor area. The Phase IA Cultural Resource Investigations were requested in compliance with existing state and federal regulations regarding the location, evaluation and preservation of cultural resources that may suffer adverse impacts from government assisted or permitted construction projects. The project area is located in the northernmost section of the City of Rochester, near the mouth of the Genesee River south of Lake Ontario, in an area commonly known as Charlotte, Monroe County, New York (Figure 2).

The proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project is consistent with local planning contained in the Local Waterfront Revitalization Plan (LWRP) and subsequent updates. The proposed project includes both new construction and rehabilitation of roadways, buildings, parking lots, and marine features. It is a City of Rochester and Monroe County Capital Improvement Project, funded in part with Federal and State aid.

The project area is located in the northernmost section of the City of Rochester, near the mouth of the Genesee River and south of Lake Ontario, in an area commonly known as Charlotte (Figures 3). The project area can be found on the USGS 7.5' Rochester East, N.Y. Quadrangle (Figure 4). The proposed improvements are generally located in an area bounded by Lake Avenue on the west, Ontario Beach Park on the north, the Genesee River on the east, and Stutson Street on the south (Photographs 1-18). The project area also includes a narrow strip of City land extending southerly along the west bank of the Genesee River to Petten Street.

Phase IA investigations for the proposed project were to consist of an examination of the environmental, archaeological, and historical literature relevant to the project area that has been prepared in the 15 years since the Cultural Resources Inventory for the Rochester LWRP was completed by the RMSC in 1986. The primary goal of this documentary research is to update the inventory of known and potential historical and/or archaeological resources within the project area and to revise the evaluation of its archaeological sensitivity based on information gathered since 1985. These investigations included a revised archaeological site file search including the files of the New York State Museum (NYSM) and New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), a review of historic maps and atlases not included in the 1986 report prepared for the LWRP, a review of all available documents concerning previous disturbance within the project area (including recent soil testing/boring information), a review of all cultural resource investigation reports for projects undertaken in the past 15 years that were available to the RMSC/RHPP at the time of these investigations, a review of planning documents prepared for the area during the past 15 years that were available to the RMSC/RHPP at the time of these investigations, a review of information currently being collected by the City of Rochester Department of Planning to update the city-wide architectural survey (completed in 1986), interviews with persons with specific knowledge of the history and development of the project

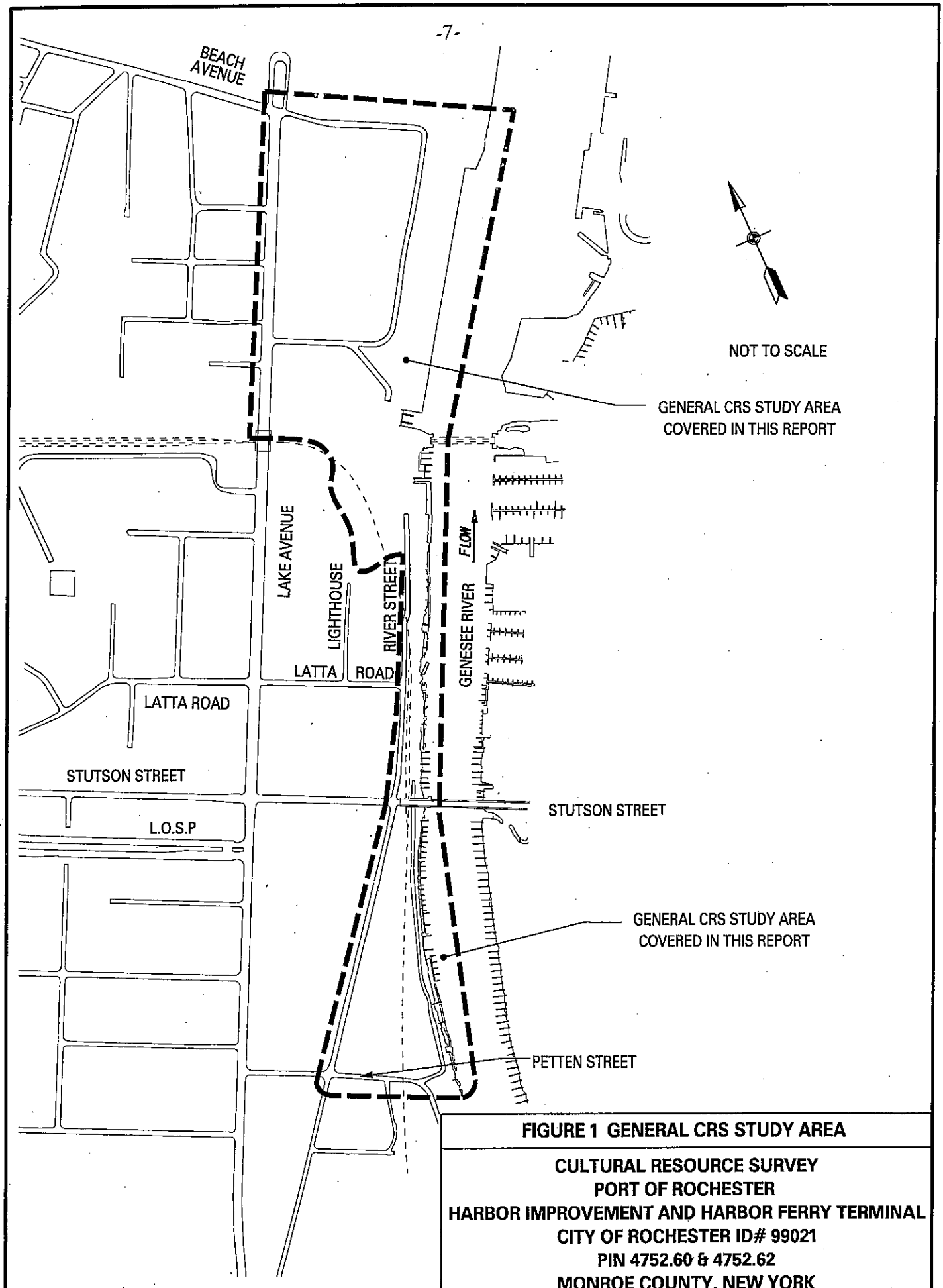

FIGURE 1 GENERAL CRS STUDY AREA

CULTURAL RESOURCE SURVEY
PORT OF ROCHESTER
HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL
CITY OF ROCHESTER ID# 99021
PIN 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

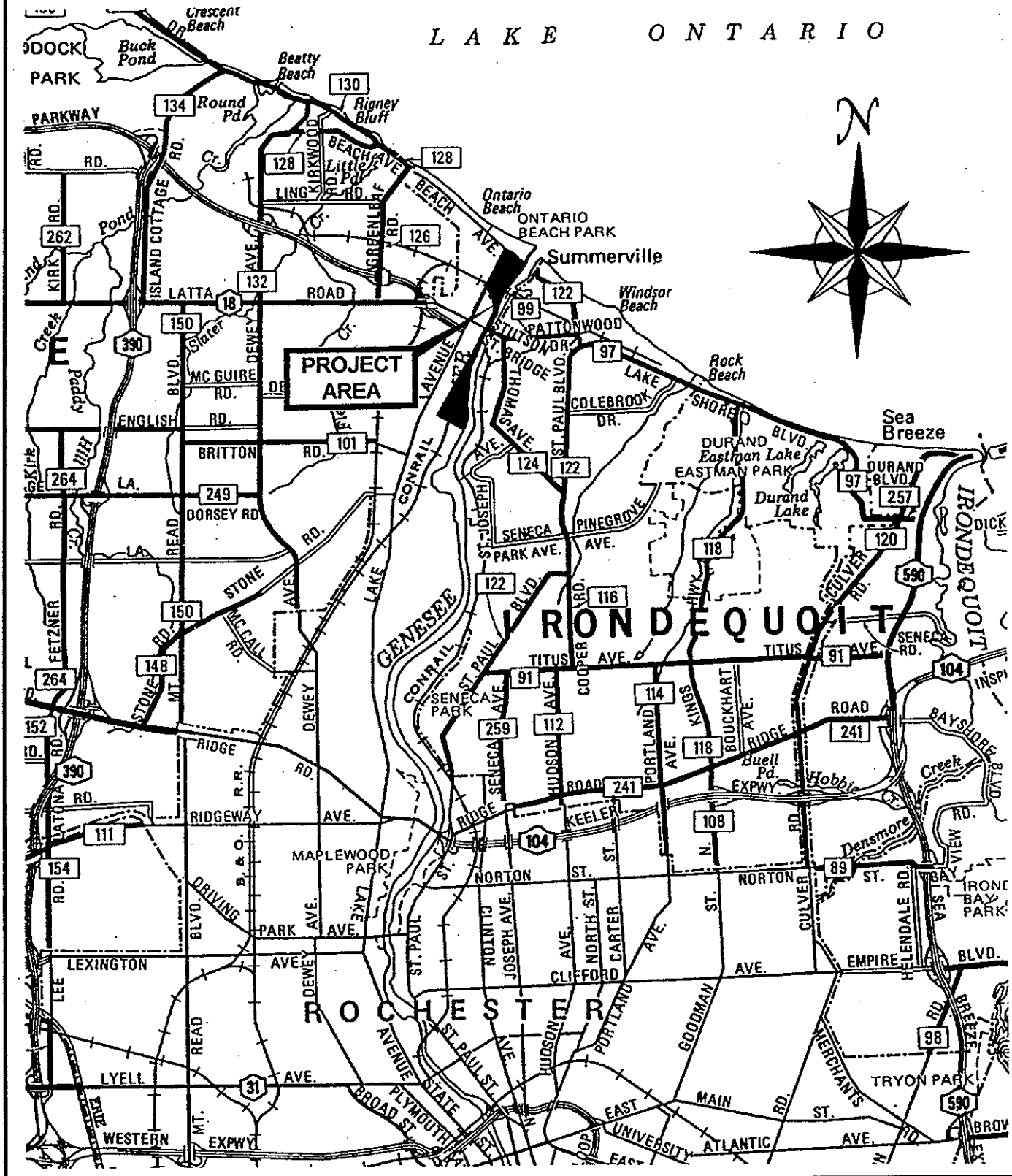

FIGURE 2
GENERAL LOCATION MAP

CULTURAL RESOURCE SURVEY
PORT OF ROCHESTER
HARBOR IMPROVEMENTS AND HARBOR FERRY TERMINAL
CITY OF ROCHESTER ID# 99021
PIN 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

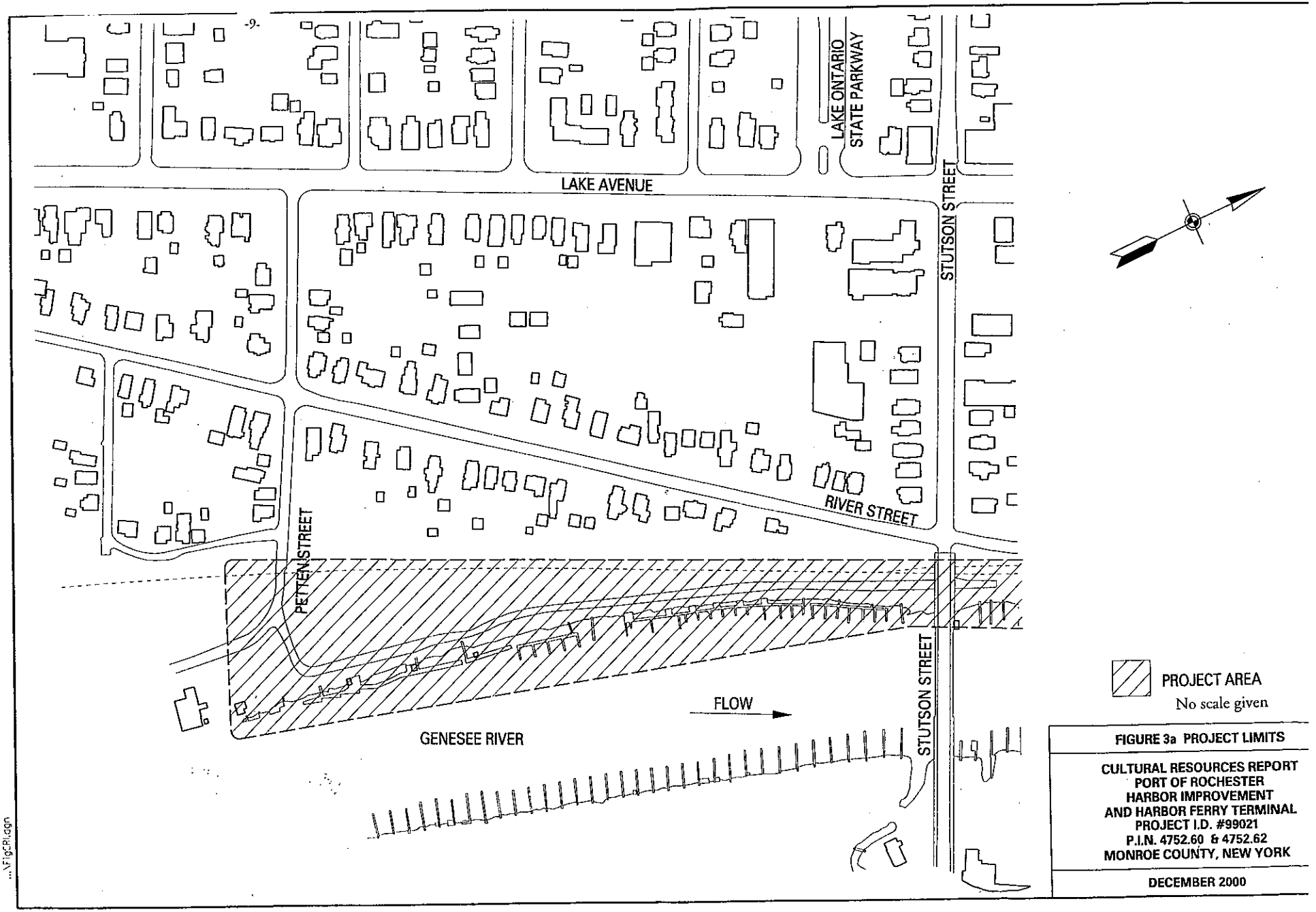

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FIGURE 3a PROJECT LIMITS

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

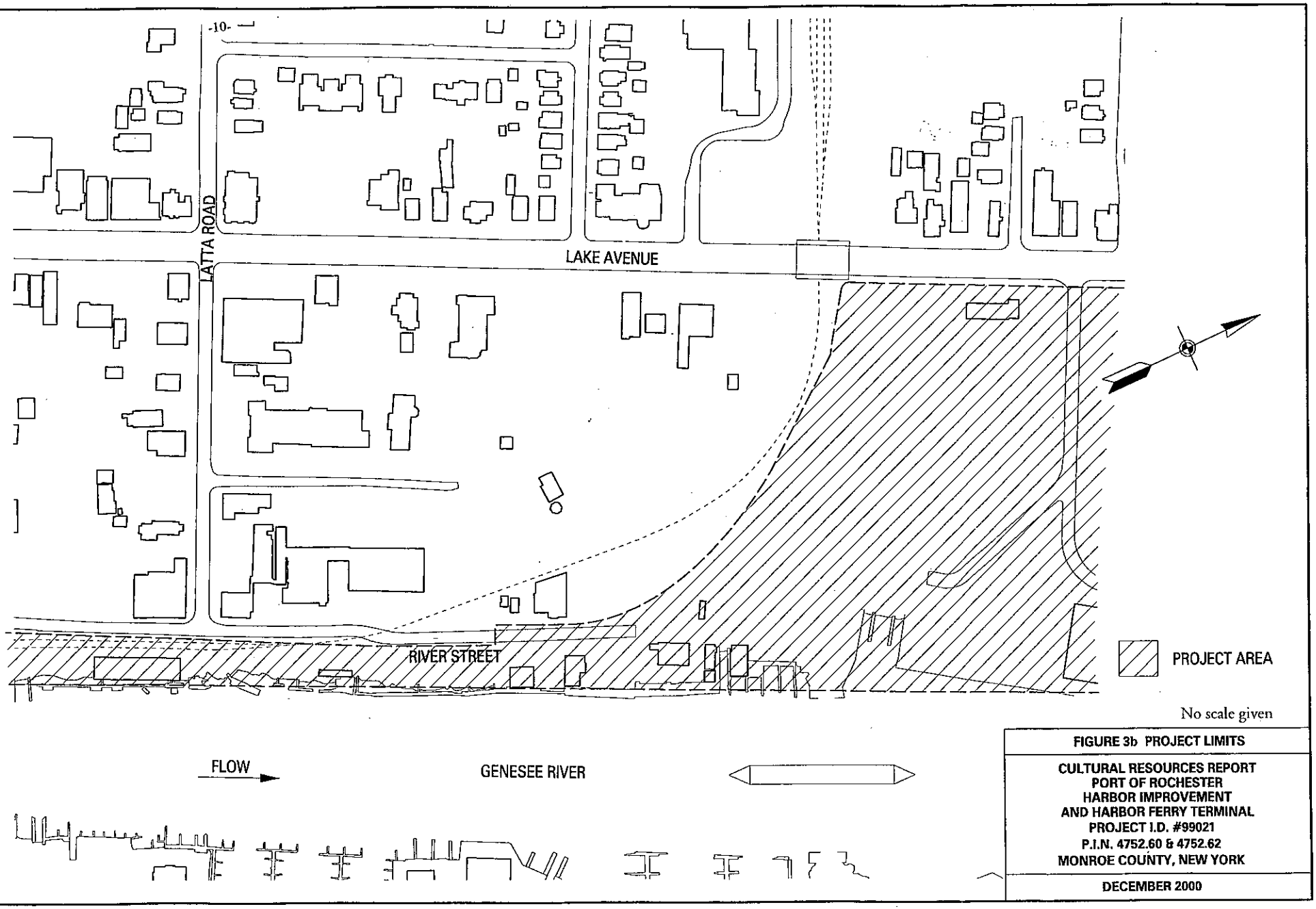

FIGURE 3b PROJECT LIMITS

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

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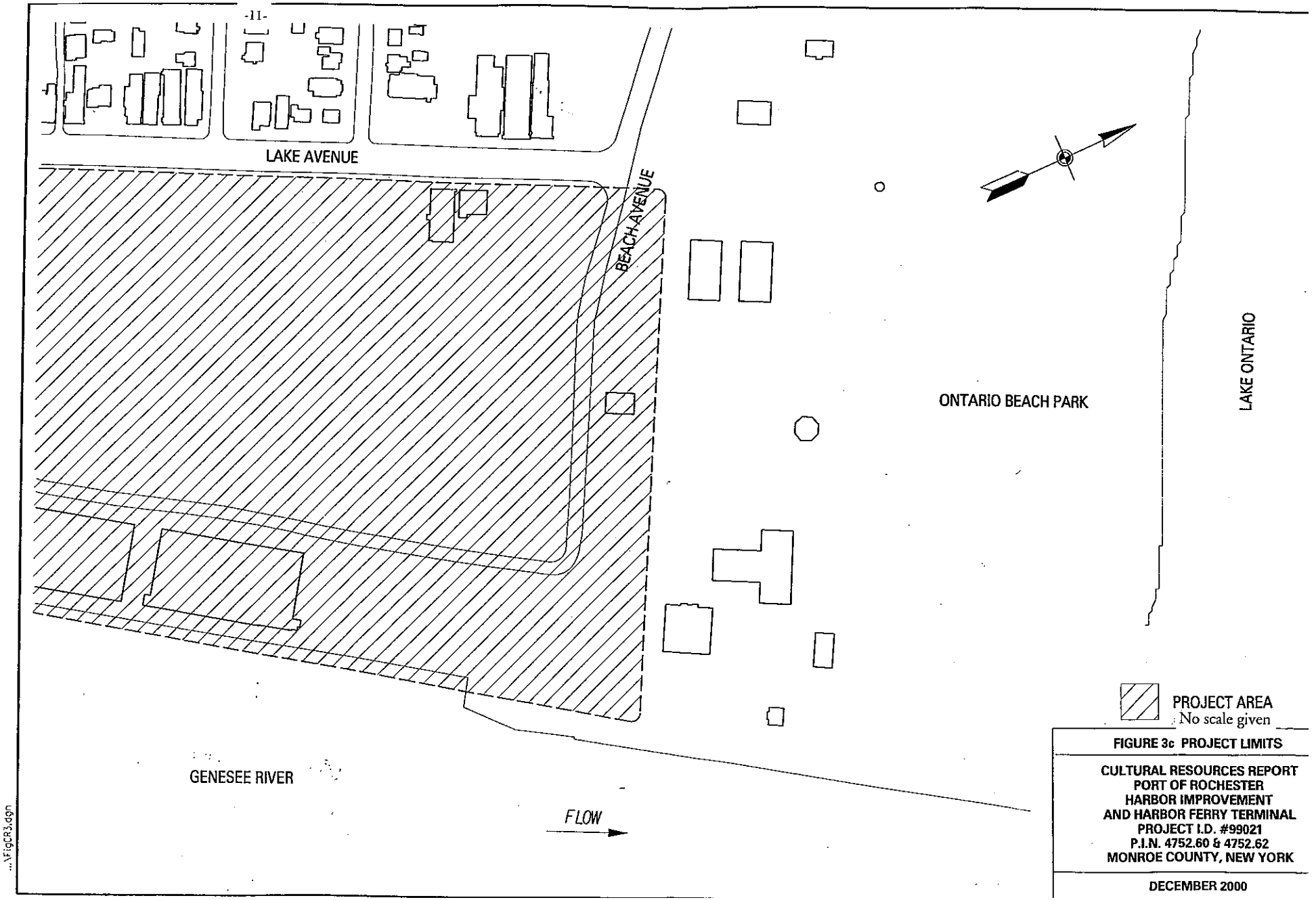

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FIGURE 3c PROJECT LIMITS

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
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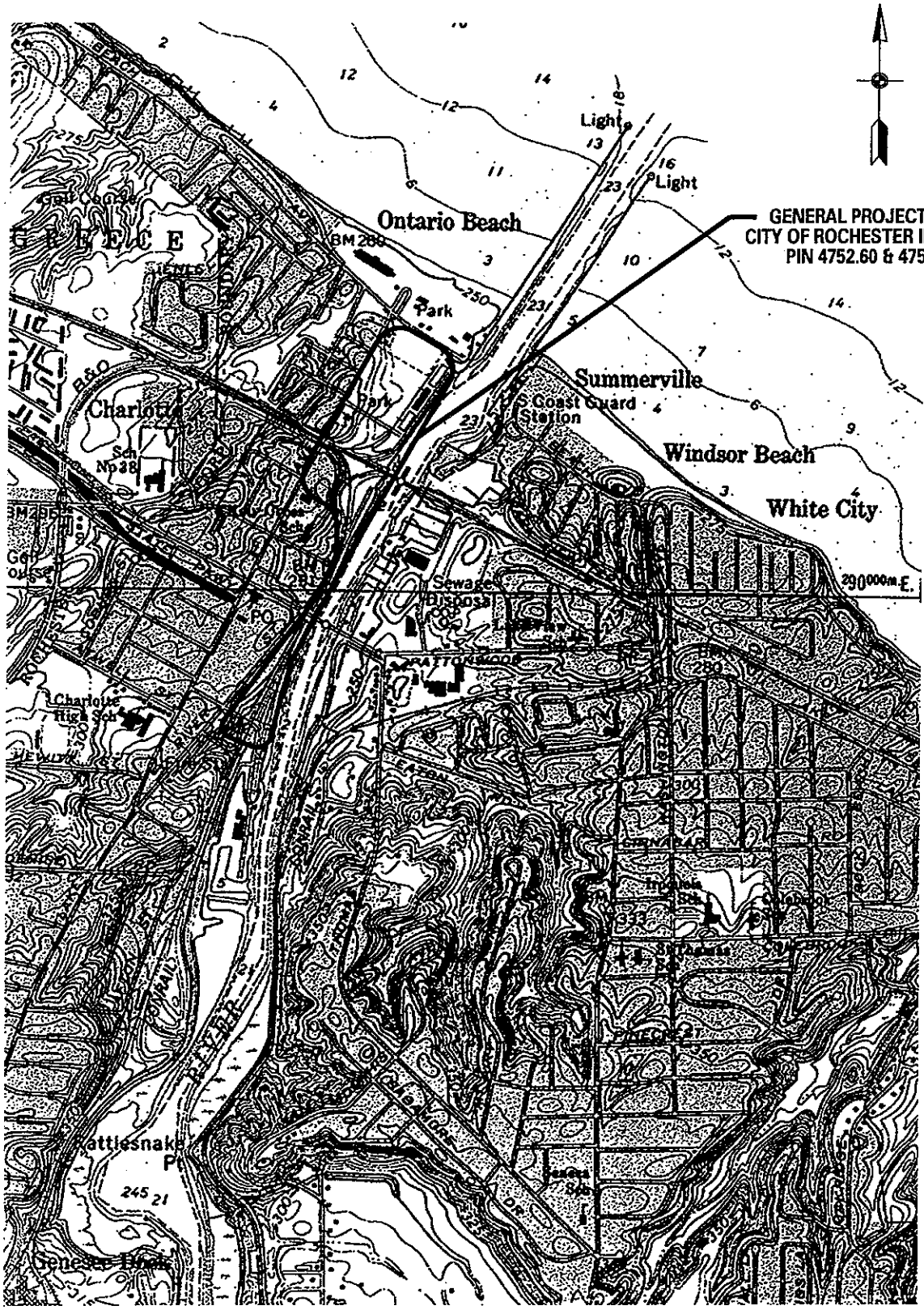
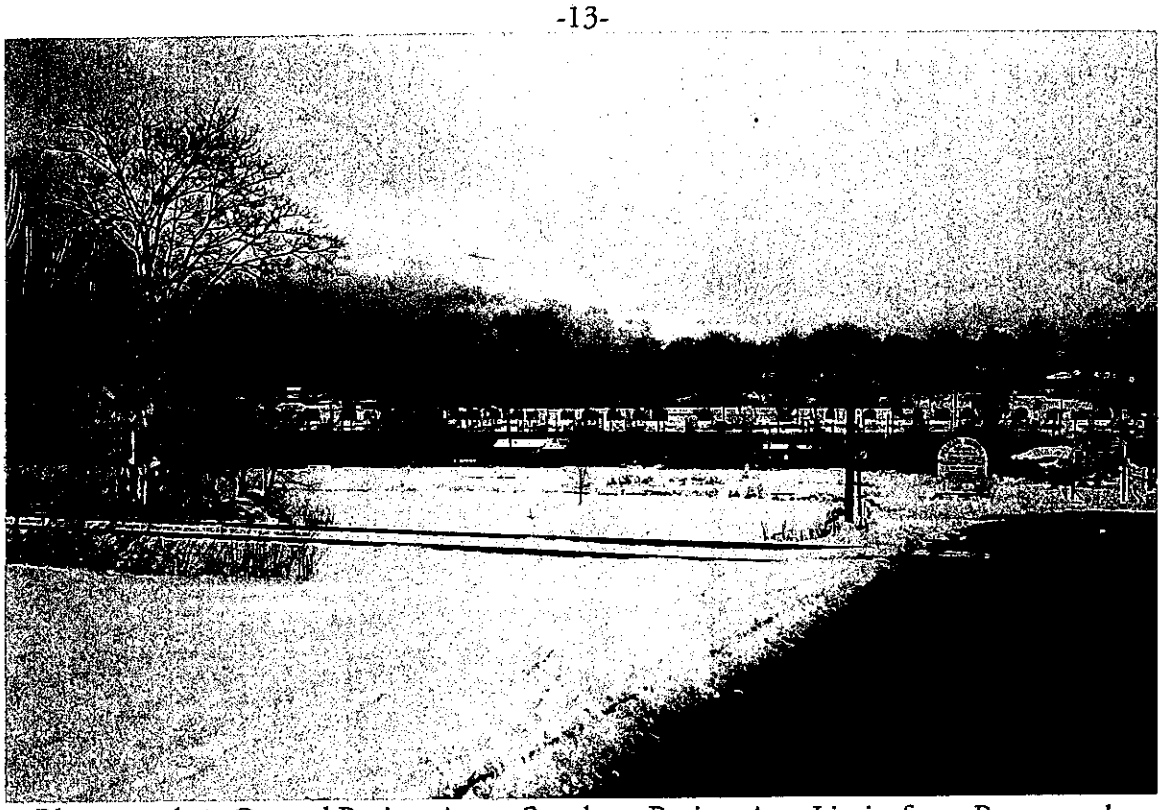


FIGURE 4 USGS LOCATION MAP

CULTURAL RESOURCE SURVEY
PORT OF ROCHESTER
HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL
CITY OF ROCHESTER ID# 99021
PIN 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

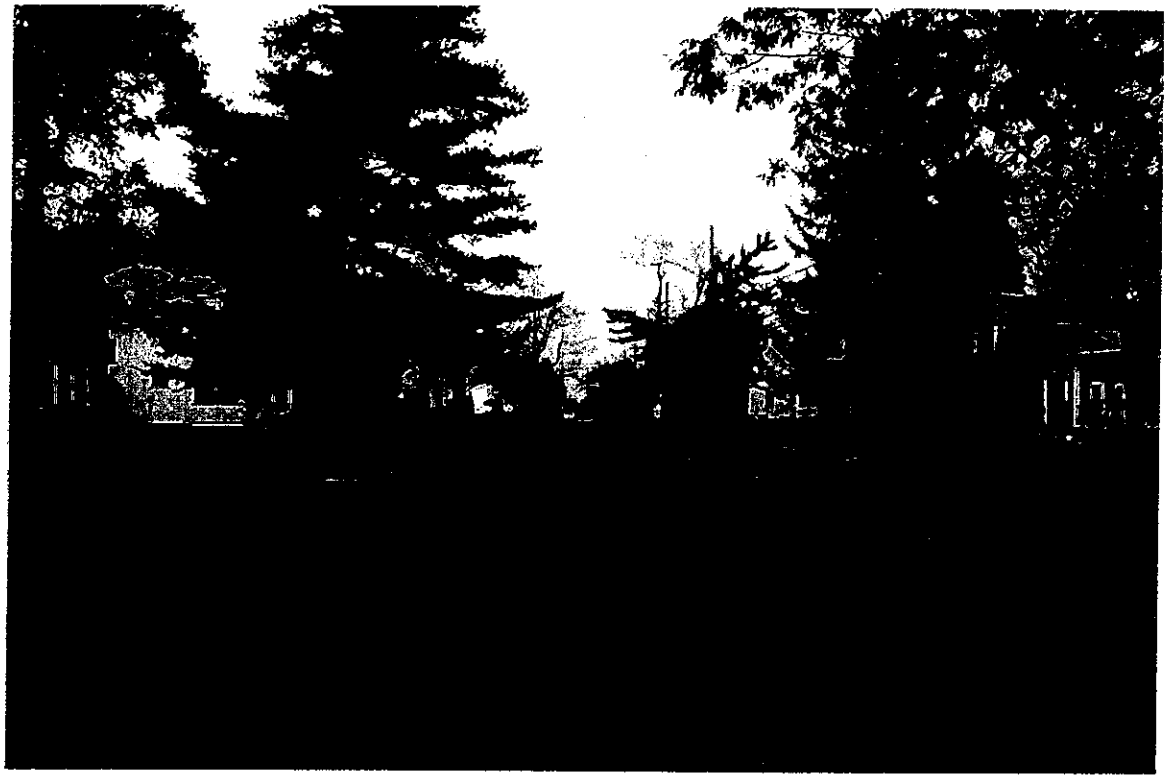


Photograph 1. General Project Area - Southern Project Area Limits from Petten and Lakeport Streets, looking east.

Photograph 2. General Project Area - Petten Street from Lakeport Street, looking west.

Photograph 3. General Project Area - River Street from Petten Street, looking north.

Photograph 4. General Project Area - River Street from 218 River Street, looking north.

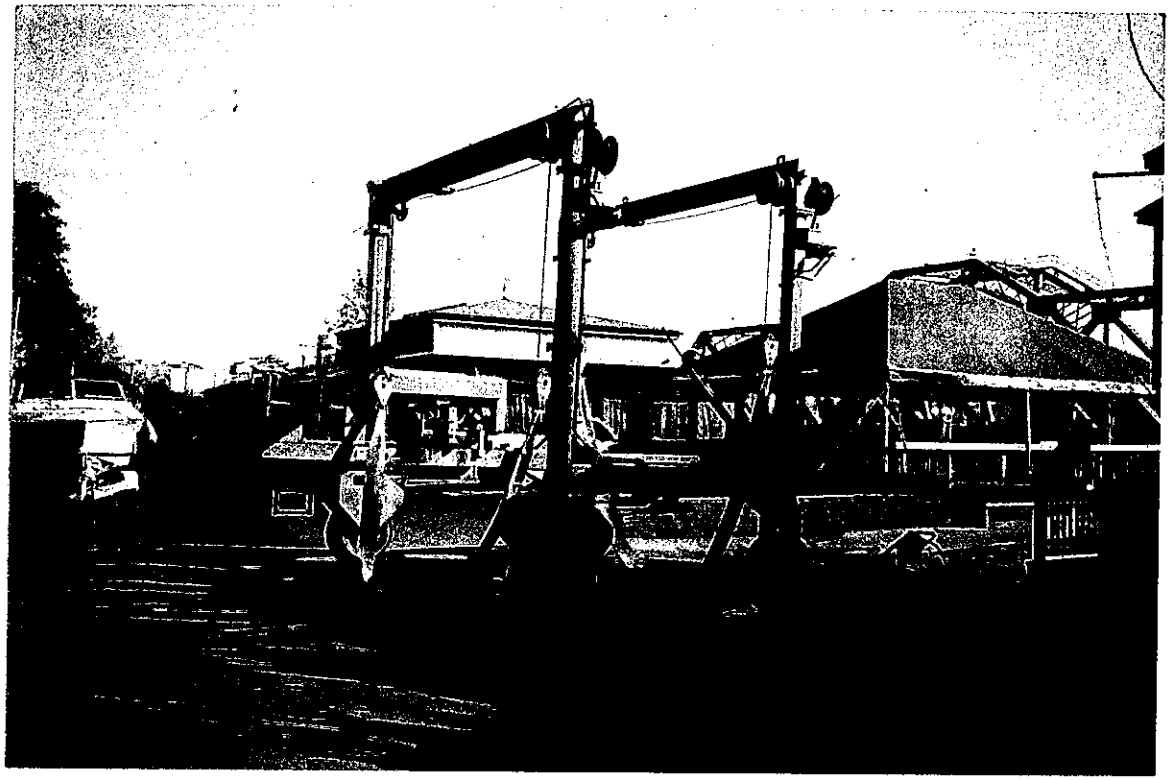


Photograph 5. General Project Area - River Street from 278 River Street, looking north.

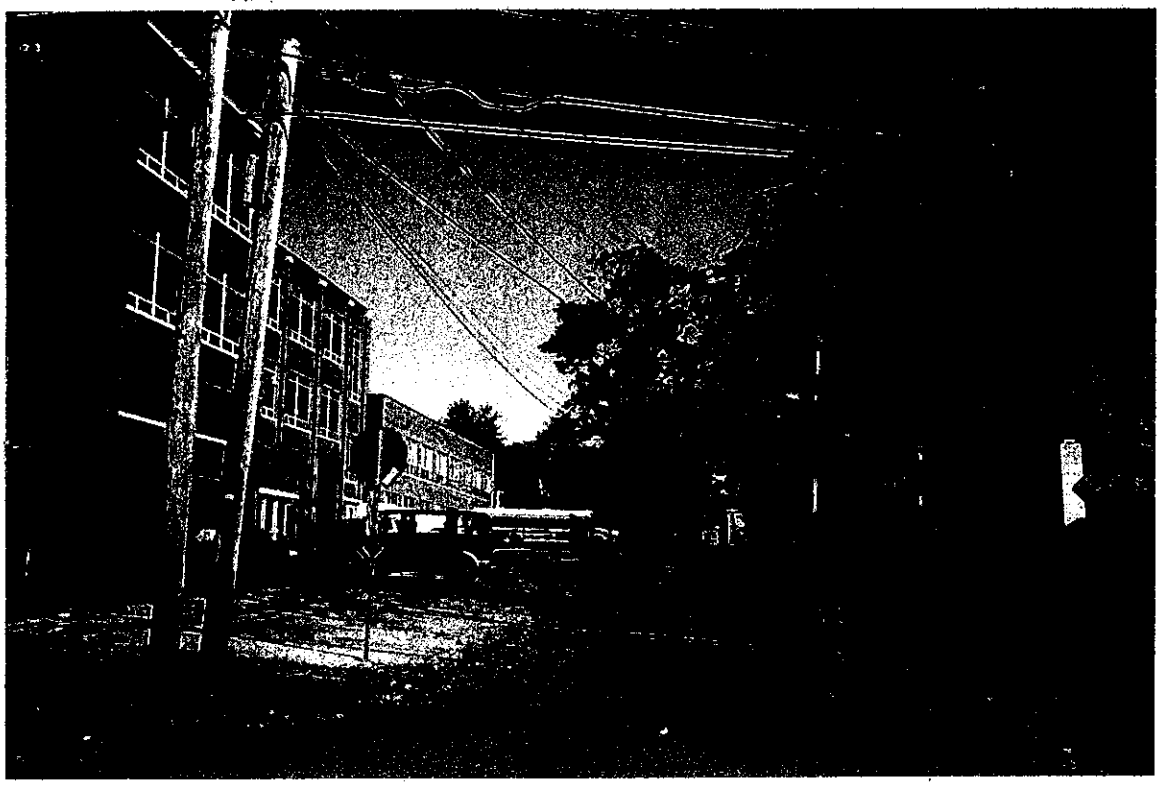
Photograph 6. General Project Area - River Street from Stutson Street, looking north.

Photograph 7. General Project Area - River Street at base of hill, looking north.

Photograph 8. General Project Area - River Street from Pelican Marina, looking south.



Photograph 9. General Project Area - River Street from Pelican Marina, looking north.

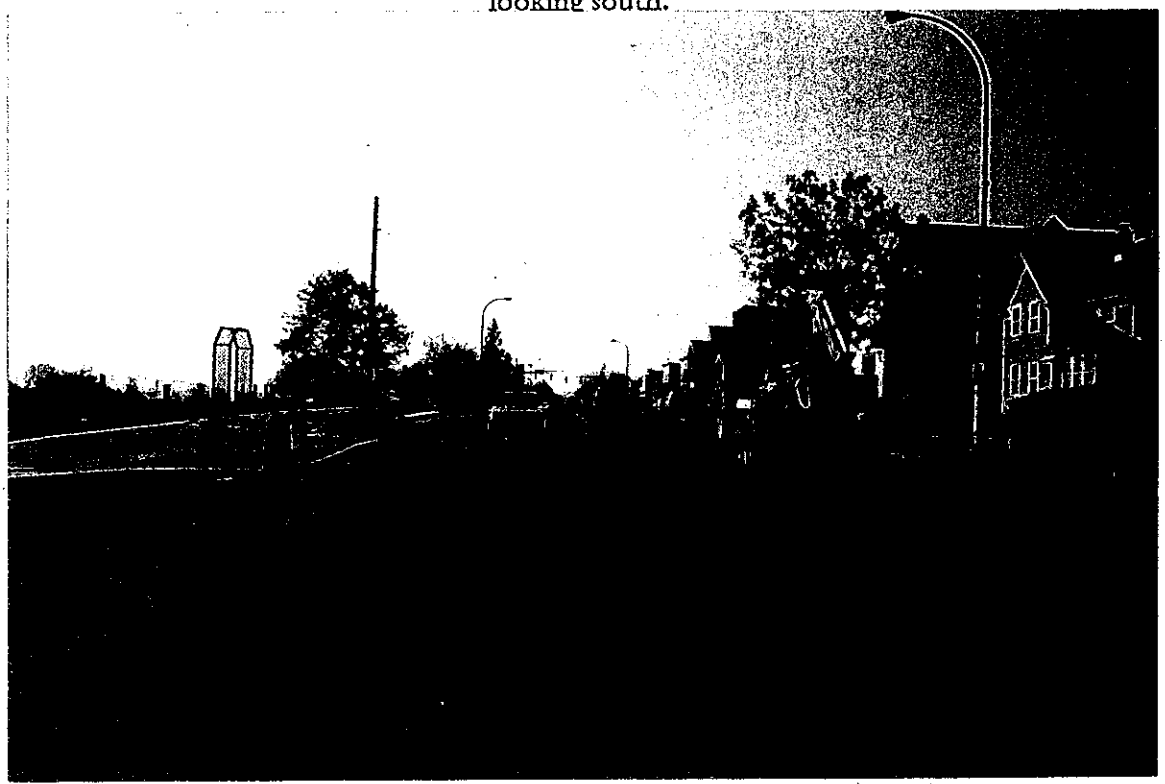


Photograph 10. General Project Area - Lighthouse Street from Latta Road, looking north.

Photograph 11. General Project Area - Lighthouse Street from Keeper's House and Lighthouse, looking south.

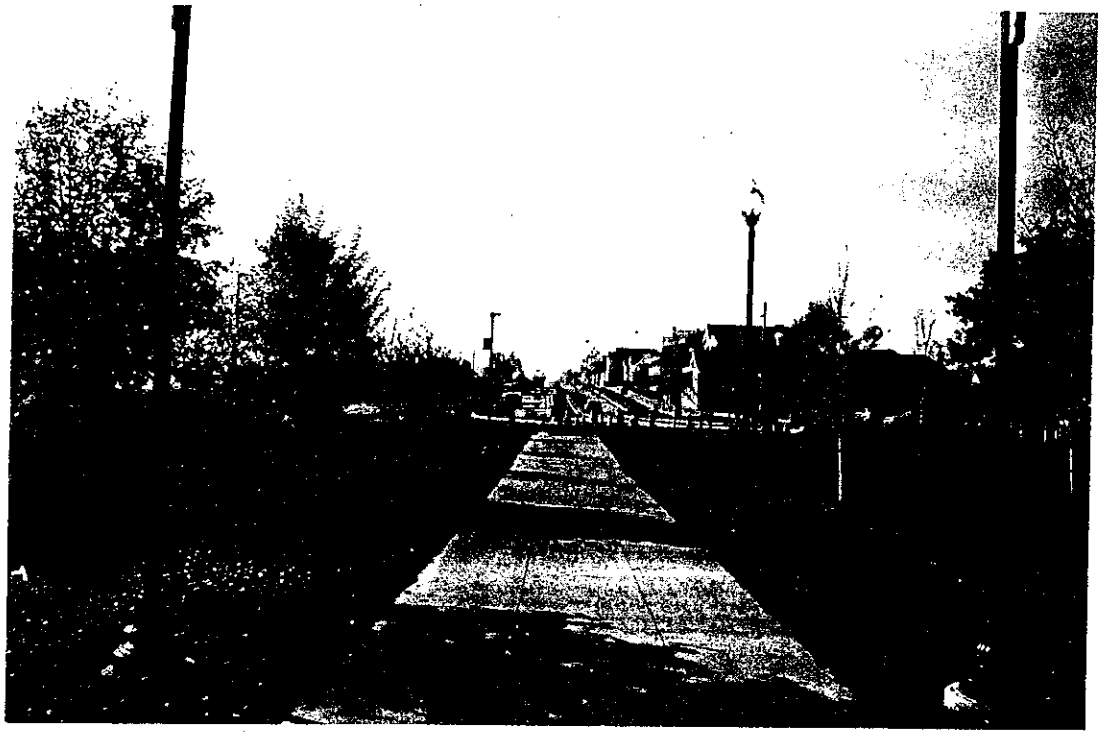
Photograph 12. General Project Area - Lake Avenue from 4653 Lake Avenue, looking south.

Photograph 13. General Project Area - Lake Avenue from 4705 Lake Avenue, looking south.

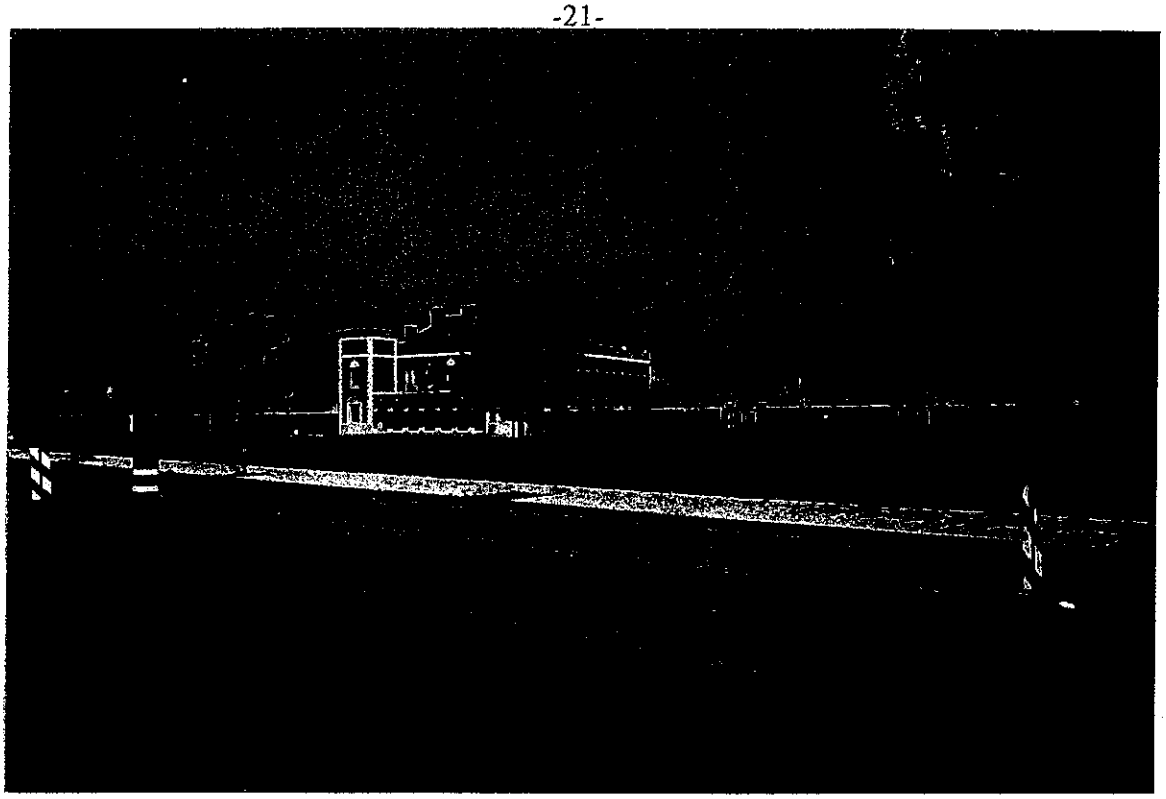


Photograph 14. General Project Area - Lake Avenue from 4739 Lake Avenue, looking south.

Photograph 15. General Project Area - Lake Avenue from 4791 Lake Avenue, looking south.



Photograph 16. General Project Area - Lake Avenue from Ontario Beach Park, looking south.



Photograph 17. General Project Area - Ontario Beach Park and Municipal Bathhouse, from Lake Avenue, looking northwest.

Photograph 18. General Project Area - North and South Warehouses and former site of Iron Foundry, from Lake Avenue, looking east.

area, an examination of the files of the Landmark Society of Western New York (LSWNY) to incorporate any additions to their inventory of buildings/structures within the project area, consultation with NYSOPRHP to determine the status of State and National Register eligibility determinations for all previously inventoried properties, an on-site field inspection of the project area, and finally, the preparation of a report summarizing the results of these investigations.

Following completion of the literature search, a field inspection of the project area was undertaken. This field inspection was designed to provide information that would be used in conjunction with the background research to identify areas of historical, architectural and/or archaeological potential within the project boundaries. Photographs were taken to document general project area conditions. The field inspection also aided in identifying areas that have a low potential for containing cultural resources such as areas of excessive slope and/or disturbed areas.

On 6 November 2000, LaBella Associates, P.C., on behalf of the City of Rochester, requested that the RMSC/RHPP undertake completion of an architectural survey of those buildings/structures within the project area not included in any previous studies or not previously evaluated. The RMSC/RHPP retained the services of Dr. James Darlington, Architectural Historian, to complete the architectural survey, evaluate all structures more than 50 years old within the project area and prepare NYS Building Structure Inventory Forms for all buildings that were potentially eligible for inclusion on the National Register of Historic Places. On 22 November 2000, Mr. Richard VenVertloh, LaBella Associates, P.C., indicated that the report format being used by the RMSC/RHPP was acceptable for their needs as well as the project sponsors.

This report presents the results of the work undertaken as part of the Phase IA and IB cultural resource survey for the Proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. This document is organized into the following sections: Management Summary, Introduction, Project Background, Environmental Setting, Culture History, Sensitivity Estimate, Phase IB Field Procedures, Results, Conclusions and Recommendations, and Sources Consulted.

Project Background

The City of Rochester began the development of a Local Waterfront Revitalization Plan (LWRP) in 1989. The LWRP included planning concepts for the "Charlotte Harbortown" area. The Port site is included within the boundaries of the City of Rochester's *Local Waterfront Revitalization Program* (LWRP) adopted in 1990. The purpose of the LWRP is to establish strategies to enhance waterfront recreation and economic development uses for waterfront along the lower Genesee River and Lake Ontario. Later drafts of the LWRP expanded the study area to include waterfronts along the entire lengths of the Genesee River and Erie Canal within the City's limits.

In 1991 the City of Rochester adopted the River Harbor District (115-72) into its Zoning Code. The River Harbor District is intended to preserve and enhance the recreational character of the harbor area at the mouth of the Genesee River; improve the visual quality of the harbor environment; preserve, retain, and promote public access, both physically and visually, to the

shoreline; and encourage tourism in the area (LaBella Associates, et. al. 2000:3).

In 1998, the City completed an update of the LWRP, which includes final recommendations for project identification and implementation actions for the Charlotte Harbor. The completion of the revised LWRP included an extensive planning and public consultation process, all of which is documented in a report entitled "Updated Local Waterfront Revitalization Plan - Final Recommendations, Projects & Implementations Actions for Charlotte Harbor." The contents of that report form the basis for proceeding with specific projects in the port area. A project for a ferry/inter-modal transportation facility was added due to the interest of private developers in operating a ferry between Rochester, New York and Toronto, Ontario, Canada.

The *Preliminary Financial and Economic Analysis Lake Ontario Fast Ferry Feasibility Study* was completed in July of 1997 by Transportation Economics & Management Systems, a maritime consulting firm based in Virginia. The study was funded by the City of Rochester and the City of Toronto. The data contained in this report was the basis of a proposal submitted to the City of Rochester and the City of Toronto by Lake Ontario Fast Ferry (LOFF) to operate a ferry between the two cities. When LOFF was unable to secure financing to underwrite its proposed operation, the City of Rochester, Monroe County, the City of Toronto and the Toronto Port Authority began to work together to solicit proposals from other potential ferry operators. Currently, the partnership has retained Transystems of Reston, VA, to develop a market analysis and a formal request for proposals from four interested private firms (LaBella Associates, et. al. 2000:3).

In 1998 the City of Rochester commissioned the *Charlotte:Harbortown, Port Area Improvements, Schematic Design Plan*, Bergmann Associates, May 1999, to further define appropriate long-term uses of the Port, and to determine public infrastructure improvements necessary to support a fast ferry terminal facility. The Schematic Design Plan integrated program and infrastructure requirements related to the terminal facility with full build-out goals and strategies expressed by the most recent draft of the LWRP at the time. The City programmed the development of the Port site for preliminary design and began to secure funds. Commitments for funding from the Federal TEA-21 program were received in 1999 (LaBella Associates, et. al. 2000:7).

The City of Rochester has formed the Harbortown Advisory Committee to provide input on the implementation of the development goals of the LWRP. The committee is comprised of members representing federal and local agencies, Charlotte businesses and neighborhoods, and officials from the Towns of Greece and Irondequoit. Three subcommittees have been formed to focus on the areas of port operations and maintenance, economic development, and public safety (LaBella Associates, et. al. 2000:7).

The City of Rochester will be implementing several other initiatives outlined by the Local Waterfront Revitalization Plan for the Genesee River and the Port of Rochester. The City has two projects on Lake Avenue that will upgrade this transportation facility. The first project is entitled *Lake Avenue Improvement Project - Stutson Street to Beach Avenue* (City PC 99010). This City of Rochester project is under construction and will be completed during the Spring 2001. The project is supported by a detailed traffic analysis that includes future traffic generated by the development of the Port site. As such, the highway section from Stutson Street to just north of the

CSXT railroad bridge will consist of two travel lanes in each direction with recessed parking where appropriate. The remainder of the project length to Beach Avenue will consist of one travel land in each direction with recessed parking as appropriate. Flush and/or raised medians are utilized. New traffic signal will be added at the intersection of Latta Road, proposed Ferry Street (current entrance to the loop road serving the Port area), and at Corrigan Street. At the Lake Avenue and Beach Avenue intersection, the eastern leg at the intersection will be severed. Therefore, the one-way, counter-clockwise loop will be converted to a two-way road. Other improvements include extensive streetscape enhancements in conformance with local planning.

Other local streets serving the area include River Street, Latta Road, Lighthouse Street, Fleming Street, Hincher Street, Corrigan Street, and Ester Street. Beach Avenue is a collector.

The City currently has a project to rebuild three of the aforementioned streets. The project is entitled, *River Street, Latta Road, and Lighthouse Street Improvement Project* (City P.C 99201, NYSDOT PIN 4753.02). This locally administered City of Rochester federal aid project includes the reconstruction of the three named streets. Latta Road will remain a two-land road (one land in each direction) with recess parking as appropriate. River Street will remain one-way northbound between Stutson Street and Latta Road and will remain a two-way road (one lane in each direction) north of Latta Road. Lighthouse Street will remain a two-way street providing public access to the historic lighthouse. Planning for these street improvements has been coordinated with the Lake Avenue project and takes into account future traffic volumes associated with the Port. Extensive street enhancements are proposed in accordance with the Harbortown guidelines.

Planned Development for the Area

The City of Rochester's LWRP proposes development strategies for the Port of Rochester area. These strategies are generally consistent with the objectives of the River Harbor Overlay District and encourage water-oriented commercial and public development. Potential uses for the Port site identified in the LWRP include transient boater service, marine commercial, family-related entertainment, specialty retail, restaurant, lodging, and offices.

Public and private utility infrastructure will be extended along new roadways in anticipation of future development; however, there are presently no firm commercial or private plans for development within the Port site other than those proposed under this project (LaBella Associates, et. al. 2000).

Project Objectives

The project objectives include constructing cost-effective improvements using current design standards. These objectives include:

1. Construction of new surface parking lots to serve public use at Ontario Beach Park and the Port site.

2. Improvement of vehicle, pedestrian, and bicycle access to the waterfront and Port site facilities.

3. Construction of a new ferry terminal facility to accommodate an international vehicle/passenger ferry service including ferry operation, US Customs, US INS, and public use facilities.

4. Implementation of marine improvements to accommodate the operation of an international vehicle/passenger ferry.

5. Construction of a transient marina facility for "day use" by boaters visiting the area.

6. Construction of utility infrastructure improvements to support the ferry terminal and future Port site development.

This project has been developed following recommendations contained in the Charlotte: Harbortown Port Area Improvements Schematic Design Plan. The proposed roadway layouts and improvements of the marine and building facilities are consistent with that report. Several alternatives were studied prior to coming to the recommended site plan. In summary, the team reviewed three alternatives with several variations on each plan.

Alternative A (see Figure 5)
This option would rotate the ferry building perpendicular to the water's edge and extends a service building parallel to River Street for bus inspection, with primary and secondary inspection at the south end of the site. It required moving the Ferry Street (proposed) 90 ft northward creating an alignment, which intersected Fleming Street (existing) at Lake Avenue. The north warehouse was redeveloped in this scheme, but the space for ferry square was smaller. The major problem with this approach was the separation of the Customs and INS elements serving the three modes of operation, pedestrian, car, and bus traffic. This plan also required landfill into the river to create the vehicular bridge and reduced the docking space for cruise boats along the river wall (LaBella Associates, et. al. 2000:43).

Alternative B (see Figure 6)
This option was selected over Alternatives A and C and the proposed facilities are based on the development of this option. It requires the construction of the ferry terminal and related facilities at a location just south of the existing warehouses. U.S. Customs and INS requirements for primary and secondary inspection areas are met in compliance with the current guidelines. The development of this option allows for ample space for the berthing of excursion vessels and other boats at the north end of the Port. Pedestrian access to the riverfront is provided along the waterfront. Adequate parking for the users of the Lake Ontario Beach Park is available. This option preserves the existing north warehouse building for potential reuse and recognizes its importance to the architectural character of the Port (LaBella Associates, et. al. 2000:43).

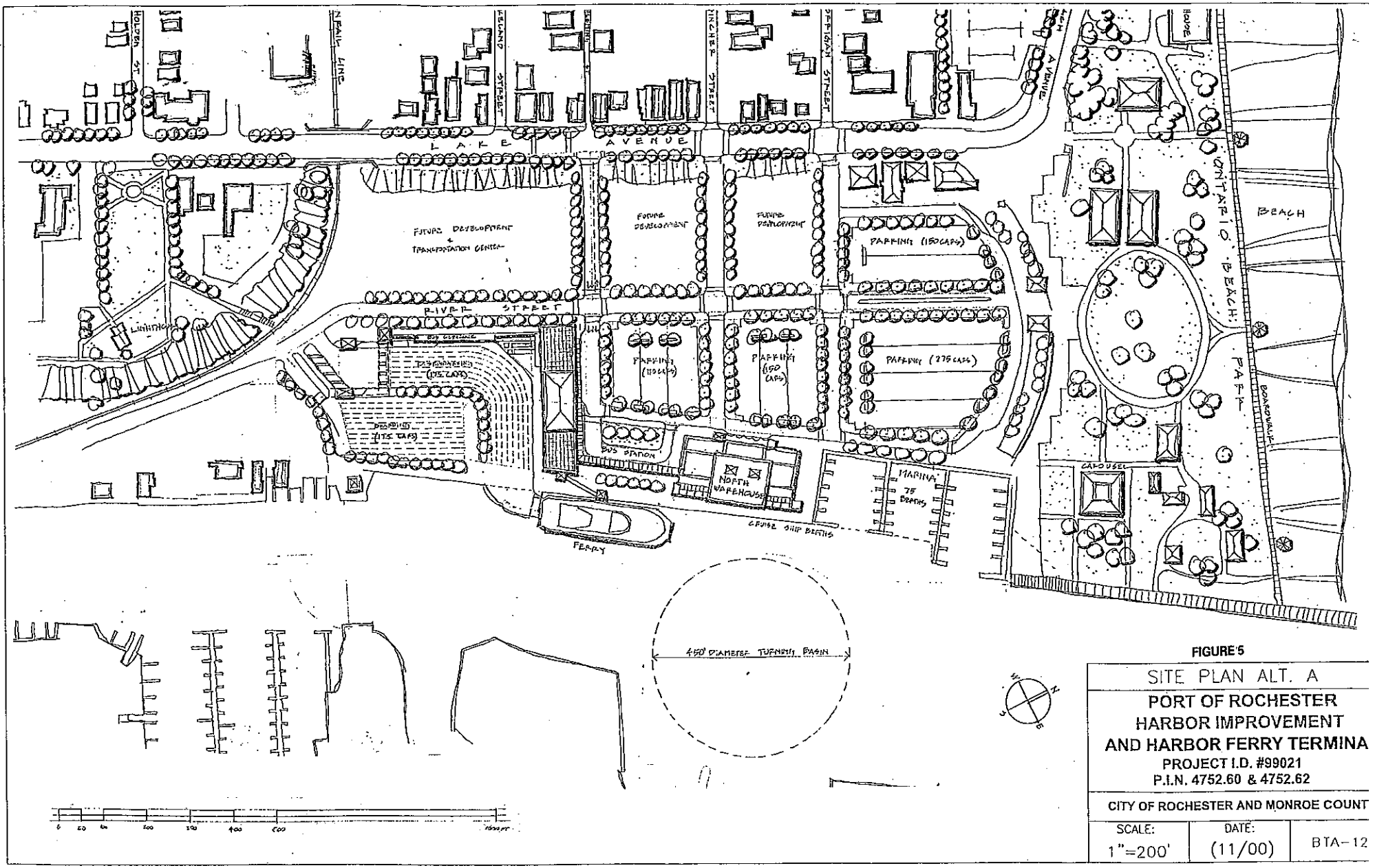


FIGURE 5

SITE PLAN ALT. A

PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINA
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNT

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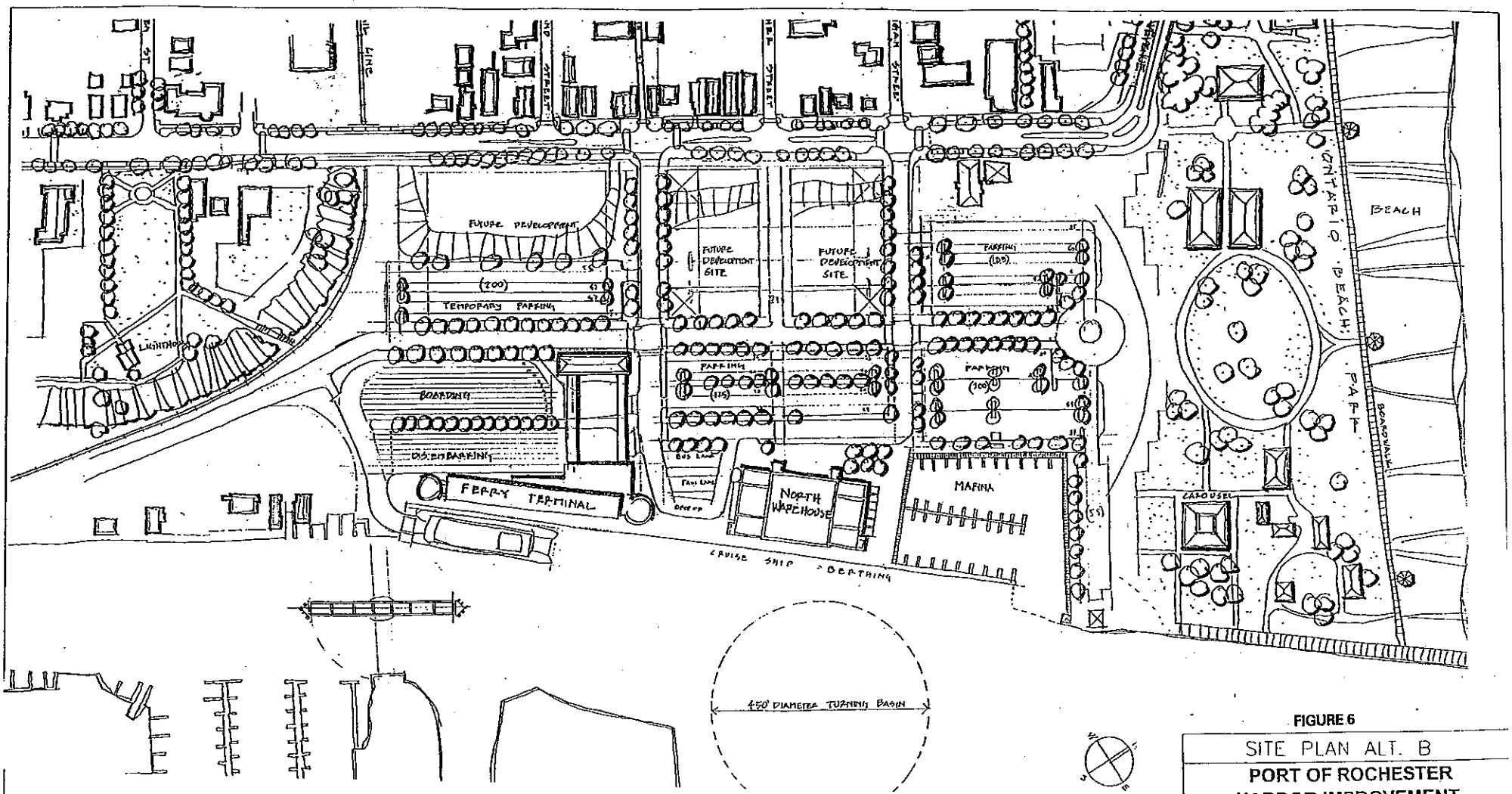

FIGURE 6

SITE PLAN ALT. B		
PORT OF ROCHESTER HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL		
PROJECT I.D. #99021		
P.I.N. 4752.60 & 4752.62		
CITY OF ROCHESTER AND MONROE COUNTY		
SCALE: 1"=200'	DATE: (11/00)	BTA-1.5

Alternative C (see Figure 7)

This option investigated the possibility of flipping the ferry terminal to the north end of the site, and placing the proposed marina at the southern end near the swing bridge. This approach required the removal or partial reuse of the north warehouse building and the removal of the south warehouse. Internal operations for border crossing were intended to be a mirror image of the Plan B and, therefore, would be acceptable to Customs and INS. It advocated the reconstruction of the northern river wall step to create the vehicle-loading ramp. Although interesting from a navigation viewpoint since the ferry was adjacent to the existing turning basin, it also placed this vessel closer to the more turbulent area of the river, potentially making operations during extreme weather difficult. Other reasons why this alternative was rejected include: 1) the greater negative impact which the embarking and disembarking areas would have on the Ontario Beach Park and historic Carousel; 2) the demolition of the north warehouse structure; and 3) the reduction and or relocation of parking to serve the existing Ontario Beach Park (LaBella Associates, et. al. 2000:46).

As previously mentioned, Alternative B was selected over Alternatives A and C and the proposed facilities are based on the development of this option. A description of the recommended alternative is presented below. For a detailed account of current project plans refer to the report titled *Pre-Draft Design Report/Environmental Assessment for the Port of Rochester Harbor Improvement and Harbor Ferry Terminal* (LaBella Associates, et. al. 2000).

Access/Transportation

Ferry Street, Corrigan Street, Hincher Street

The transportation access improvements include the construction of these three new streets into the port area from Lake Avenue consistent with the concepts developed in the Charlotte: Harbortown Port Area Improvements Schematic Design Plan. The improvements include new pavement, curbs, sidewalks, lighting streetscape and landscape features, signage, and utilities. The alignment of Ferry Street has been coordinated with the site design for the terminal building and the embarking and disembarking areas for the ferry operation. The construction of Hincher Street is not essential during the initial phase of the project. Access to the Port and circulation patterns to handle the anticipated volumes of traffic does not require its construction. The need for Hincher Street is a function of the future development of the parcels located between Ferry Street and Corrigan Street. The intersections of Ferry Street and Corrigan Street are being constructed under the Lake Avenue Improvement Project (LaBella Associates, et. al. 2000:46).

River Street Extension (Station R21+50 to Ontario Beach Park)

The improvements consist of constructing new pavements, curbing, sidewalks, lighting, streetscape and landscape features, signage, and utilities following the concepts developed in the Charlotte: Harbortown Port Area Improvements Schematic Design Plan. An adjacent City of Rochester project including River Street, Latta Road (Lake Avenue to River Street), and Lighthouse Street is under design and it is anticipated to be under construction in year 2001. River Street extension will meet this adjacent project at Station R21+50.

The alignment of River Street Extension requires the establishment of right-of-way through parcels currently owned by the United States of America, City of Rochester, CSXT, and Monroe County (boat launch)(LaBella Associates, et. al. 2000:46).

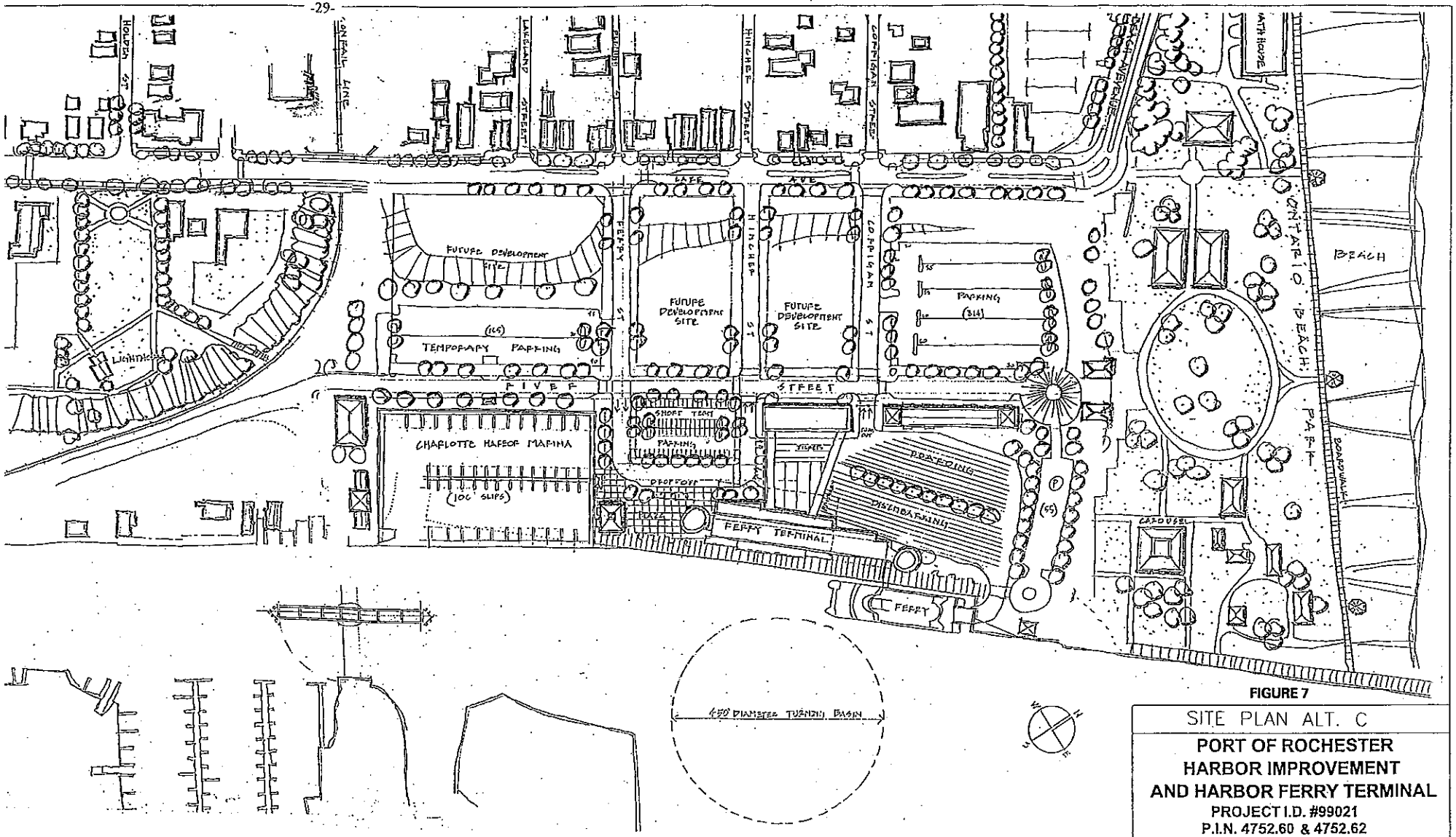

FIGURE 7

SITE PLAN ALT. C

PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

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1"=200'	(11/00)	BTA-14

Utilities

Public

Street lighting improvements will include the installation of new poles, fixtures, and equipment consistent with City-approved standards and the improvements proposed for the O'Rorke Bridge, Lake Avenue Improvements, and River Street Improvements projects. Storm sewer, sanitary sewer, and water mains will be installed along the proposed roadway system. Provisions for servicing the new terminal building, the North Warehouse, and development parcels are also part of the project (LaBella Associates, et. al. 2000:50).

Private

Coordination with the private utility companies has been initiated. It is anticipated that gas, electric, telephone, and cable TV services will be installed underground in the Port area. The design and installation of these utilities will be coordinated with the rest of the project (LaBella Associates, et. al. 2000:50).

Site Improvements

Parking

Parking areas are being provided as part of this project in the parcels north of Corrigan Street, from Lake Avenue to Ferry Street, and the two parcels south of Corrigan Street and north of Ferry Street, between River Street Extension and Ferry Street. These parking areas will service the needs for the Ontario Beach Park, the north warehouse, and the passenger and terminal facility for the ferry operation (LaBella Associates, et. al. 2000:50).

Beach Avenue Gateway Area

The current Beach Avenue east of Lake Avenue, which serves exiting traffic to Lake Avenue, will be eliminated as such. Landscape features will be installed as part of this project to address the transition from the new parking lots to Ontario Beach Park. A pedestrian gateway into Ontario Beach Park is also to be constructed. Due to the number of existing public and private utilities, the Beach Avenue right-of-way will not be abandoned (LaBella Associates, et. al. 2000:50).

Waterfront Pedestrian Promenade (River Walk)

The proposed improvements include the development of a waterfront pedestrian promenade along the west side of the Genesee River extending northward from Petten Street to the terminal area and from the area just north of the terminal facilities to the walk out to the existing pier. Initially, as part of the improvements being constructed, the section along the proposed terminal building and continuing north along the river to the pier will be installed. The planned promenade from Petten Street to the terminal building will not be constructed as part of this project until property ownership issues can be resolved to provide for public access. However, its planning has been developed as part of this project (LaBella Associates, et. al. 2000:50).

Terminal Plaza

The area located just north of the terminal building and south of the north warehouse between Ferry Street and the river has been designed as a "plaza". Its function is to provide for the "drop off" and "pick up" of passengers using the terminal; and also to create a space open to the view of the river, that links the pedestrian pathway along the street grid with the promenade along

the waterfront (LaBella Associates, et. al. 2000:51).

Marine/Waterside Improvements

River Wall

The existing quay wall along the west side of the river will be rehabilitated and/or reconstructed to provide for the operations of the proposed ferry and excursion vessels anticipated to dock at the Port of Rochester. The alignment of the new wall follows the existing wall. The limits of the reconstructed/rehabilitated wall are the south side of the existing boat launch and the beginning of the pier at the north end. Provisions will be made at the north end for the construction of the future transient marina that is planned at the area between the south end of the pier and the north warehouse (LaBella Associates, et. al. 2000:51).

Berthing Facilities

The berthing facilities for the proposed fast ferry will be located at the south end of the reconstructed river wall that is at the location of the existing boat launch. Provisions for the berthing of the excursion vessels will be located at the north end of the wall starting almost directly across from the North Warehouse (LaBella Associates, et. al. 2000:51).

Transient Visitor Marina

A transient marina is being planned at the north end of the project immediately south of the Ontario Beach Park. Its construction is **not** part of the project, but its location and approximate size have been defined to provide for the future implementation of this facility when funding becomes available (LaBella Associates, et. al. 2000:51).

Marina Extension (Petten Street to Terminal Building)

There is a need of additional boat docking along both sides of the river. There is no funding at this point for the installation of these facilities; however, this project has identified a more efficient layout of boat docks from the River Street area to the south (Petten Street area) along the City owned property. A hydrographic survey has been done to determine the depths in the area in order to provide for sufficient depth for the future docking facilities (LaBella Associates, et. al. 2000:51).

Dredging and Scour Protection

The operation of the proposed fast ferry requires dredging within the navigational channel and also up to the river wall. The United States Army Corps of Engineers (USACOE) is planning to let a contract to dredge within the navigational channel in 2001. It is anticipated the additional dredging required for the ferry operation will be done under the same contract. The USACOE and the City of Rochester are in the process of executing the corresponding agreement (LaBella Associates, et. al. 2000:52).

Swing Bridge

The existing swing bridge, located just south of the boat launch, is no longer in use. Its removal is desirable to facilitate the navigation along the river, and the USACOE is considering evaluating the need for removal of the bridge. The fast ferry can berth and maneuver in the existing waterway even if the bridge is not removed; therefore, this project does not include the removal of the swing bridge (LaBella Associates, et. al. 2000:52).

Boat Launch

The Monroe County Boat Launch and its parking area, located just north of the CSXT property, will need to be relocated. The space it currently occupies will be used for the construction of the River Street extension, the embarking and disembarking facilities, border crossing space needs, and the proposed new terminal building (LaBella Associates, et. al. 2000:52).

Building Facilities

NYC RR Train Station

The former NYC RR Depot, located at 414/420 River Street across from Latta Road, is to remain as is. No improvements to the building itself are planned at this point in time (LaBella Associates, et. al. 2000:52).

South Warehouse

This building, located just south of the north warehouse, will be demolished under this project. The proposed terminal plaza will be constructed at the location (LaBella Associates, et. al. 2000:52).

North Warehouse

This building is to remain. The structure will be rehabilitated to house some or all of the potential uses being considered (LaBella Associates, et. al. 2000:52). These potential uses include:

- Temporary terminal facilities for the fast ferry if its operation begins before the new terminal in constructed .
- Support facilities for the excursion vessels and future transient marina
- Port Authority Headquarters
- Commercial space
- Museum and other educational functions

Terminal Building Embarking/Disembarking Facilities

A new terminal building is part of the project (LaBella Associates, et. al. 2000:53). The structure will house the following program uses:

- Ferry operator
- U.S. Customs Service
- INS
- Other border crossing Federal agencies
- Port operation offices
- Commercial/retail space

The embarking and disembarking areas are part of the site for the terminal building. They are being sized to accommodate the transfer of approximately 175 vehicles and 600 passengers to be the expected capacity of the Ferry being considered. Primary and secondary inspection needs have been designed in accordance with the design guidelines and requirements identified by the corresponding federal agencies.

A summary of selected design considerations for the recommended alternative are presented below. Plans for the proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project have not yet been finalized.

Parkland

Ontario Beach Park

Parkland abandonment and replacement is proposed for the 4.2 acres of dedicated parkland that is currently used for parking and vehicular circulation. The land will be replaced with 4.2 acres of riverfront land, as well as the Beach Avenue right-of-way east of Lake Avenue. The replacement land will insure public access to the water's edge for generation to come and enhance the southern edge of Ontario Beach Park. Alternatives for parking are addressed through parking lot development in the project area.

The riverfront land will be used to develop a boat basin, as recommended in Monroe County Waterfront Recreation Opportunities Study January 19990 (MCWRO), the 1990 Rochester Local Waterfront Revitalization Program and 1999 Charlotte Harbortown, Port Area Improvements Schematic Design Plan. The remaining land will be used for waterfront promenade and plaza space.

With the construction of the new street network in the northern portion of the project area, access to Ontario Beach Park has changed. The Beach Avenue right-of-way no longer will be necessary for parking and park access. Consistent with the goals of the 1990 Rochester Local Waterfront Revitalization Program and 1999 Charlotte Harbortown, Port Area Improvements Schematic Design Plan, enhancements to the pedestrian circulation and tourist/entertainment features will replace vehicular needs in the Beach Avenue right-of-way. Such enhancements include the construction of gateway features, plaza spaces, and pavilions, and a boardwalk connecting the Genesee River to Lake Avenue, gateway features, plaza spaces, and pavilions. These improvements will enhance the waterside and landside arrival experience, as well as meet the water resource needs of the community.

Landscape Development

The Charlotte Harbortown District will be broken into five design zones (see Figure 9). Each zone will have identifiable differences from the other design zones; however, there will be unifying elements used in all of the zones. Descriptions of each district are as follows:

Ontario Beach Park (see Figure 10 for design palette)

Ontario Beach Park has an established character and palette of furnishings and amenities. Its acorn lighting, wood benches, architectural features, railings, boardwalk, emphasized formal promenades, massing of vegetation, and flowing secondary pedestrian paths are consistent with park design of the Victorian era. This design character will continue to be used within the context of the park as shown in Figure 9 (LaBella Associates, et. al. 2000:52).

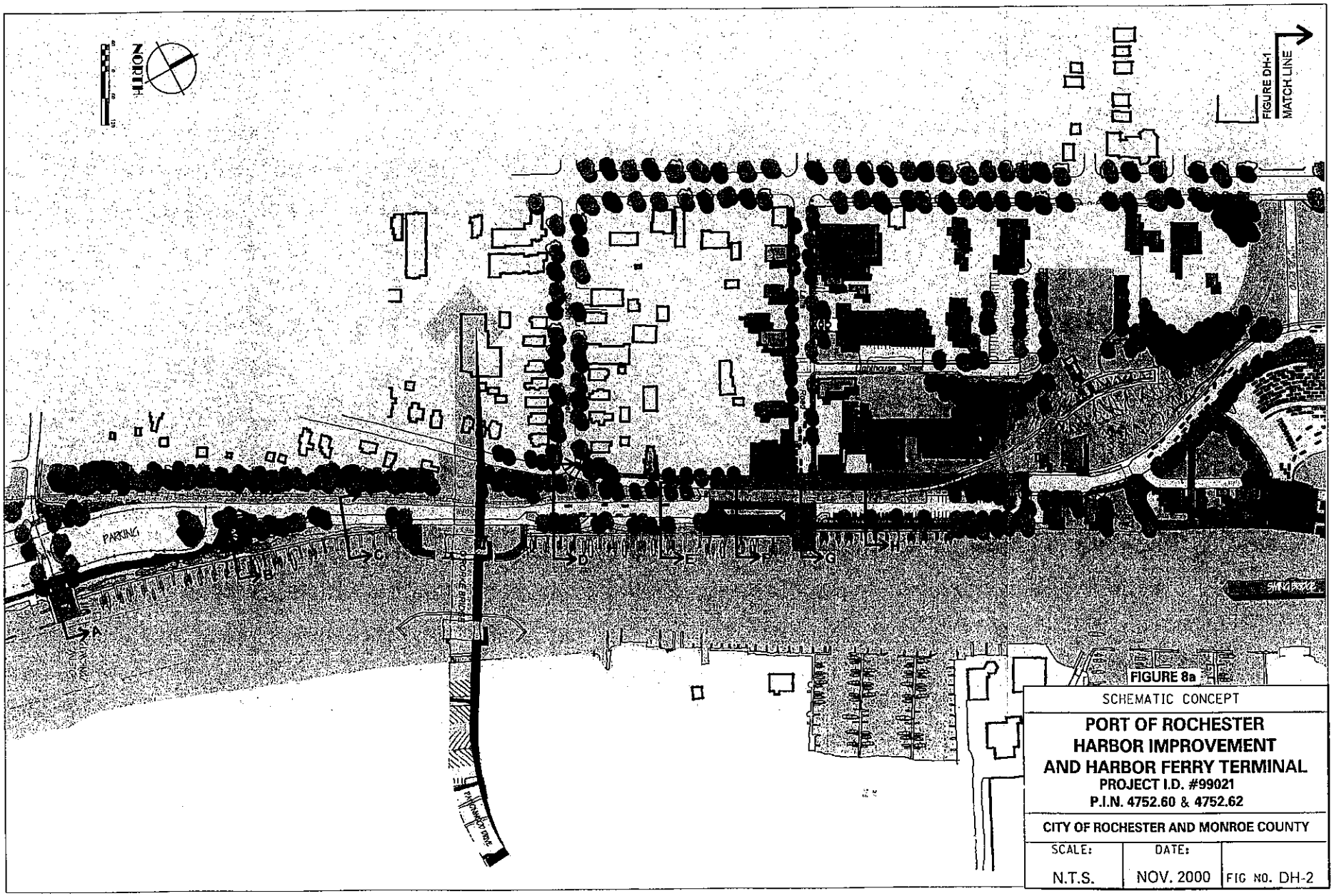

FIGURE 8a

SCHEMATIC CONCEPT

PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	
N.T.S.	NOV. 2000	FIG NO. DH-2

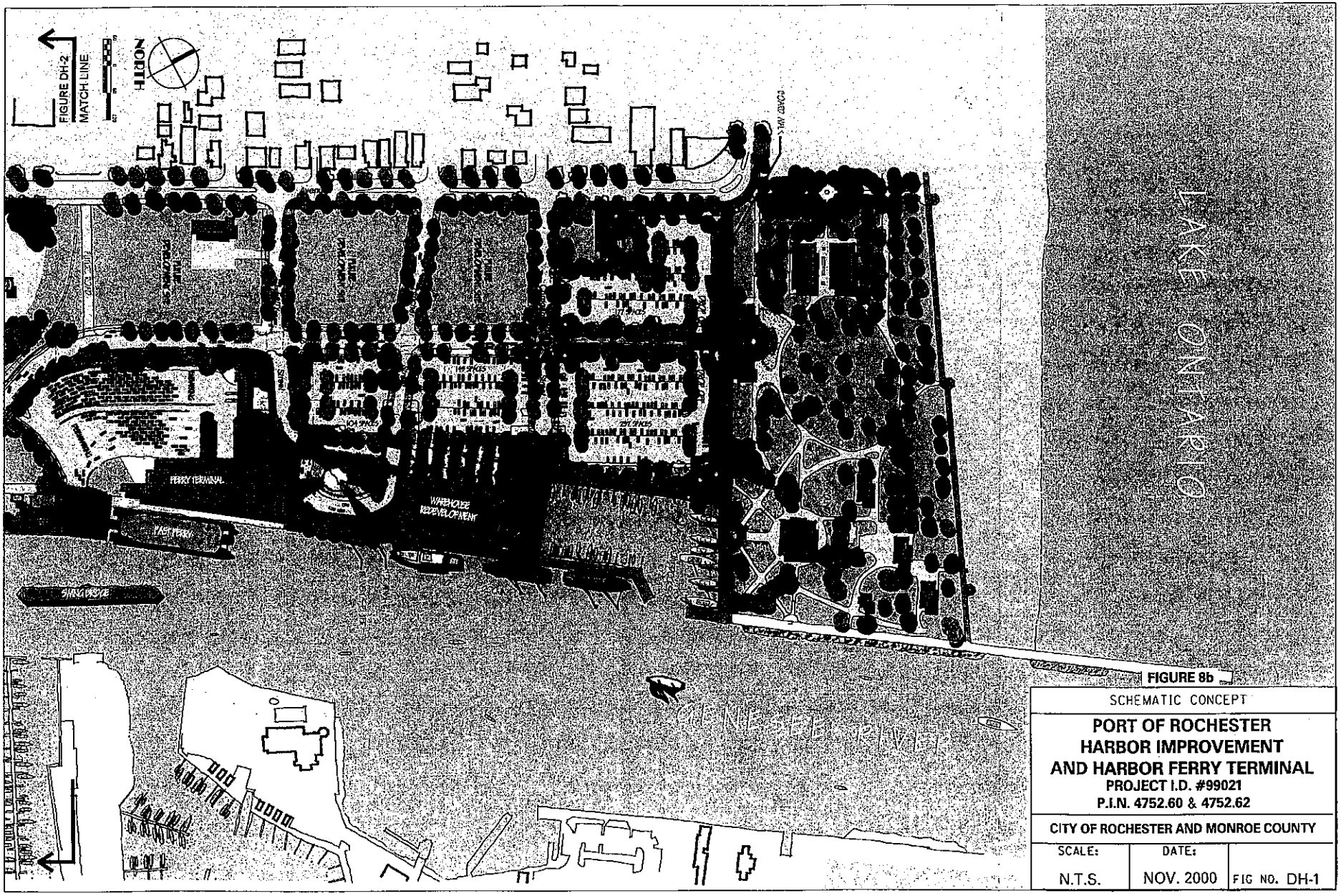

FIGURE 8b

SCHEMATIC CONCEPT

PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	
N.T.S.	NOV. 2000	FIG NO. DH-1

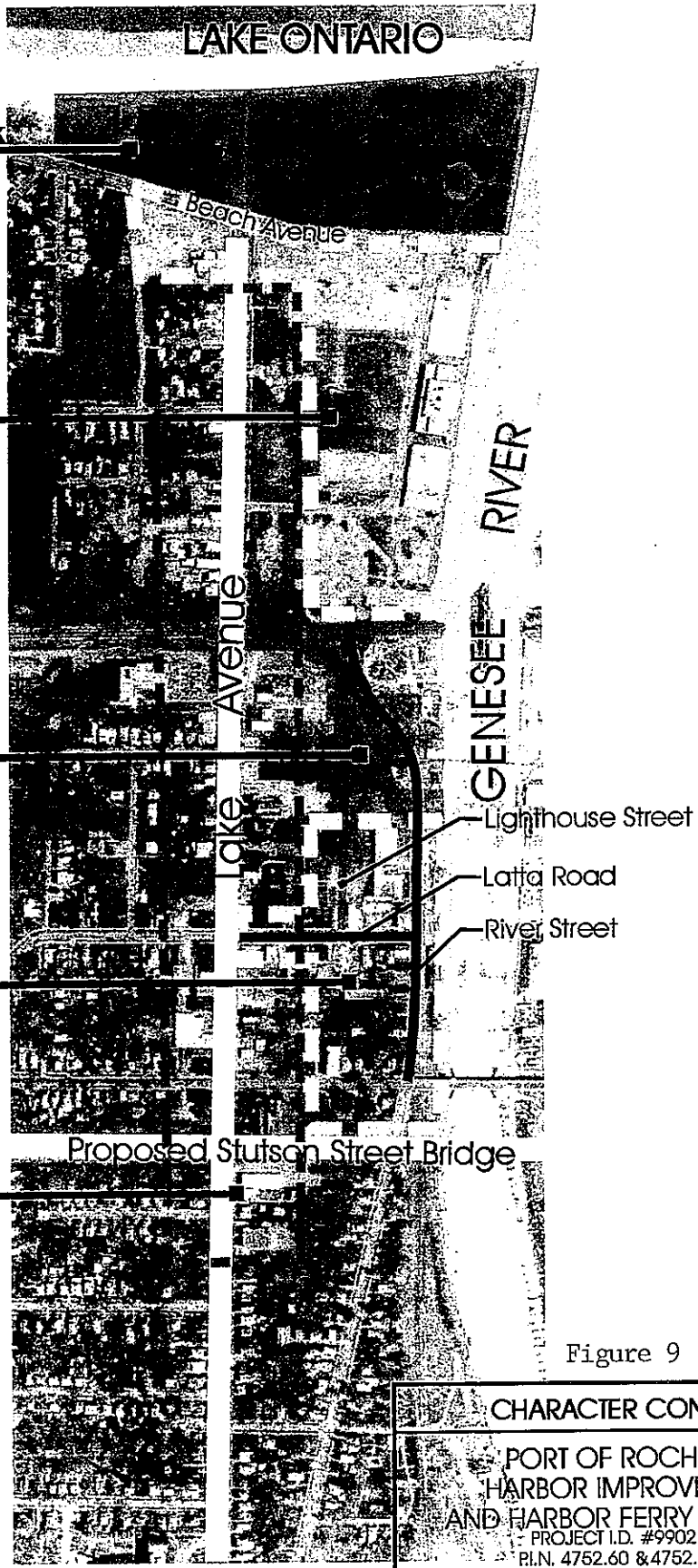

Figure 9

CHARACTER CONCEPT

PORT OF ROCHESTER
HARBOR IMPROVEMENT
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CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	FIG. NO.
N.T.S.	11-00	DH-5

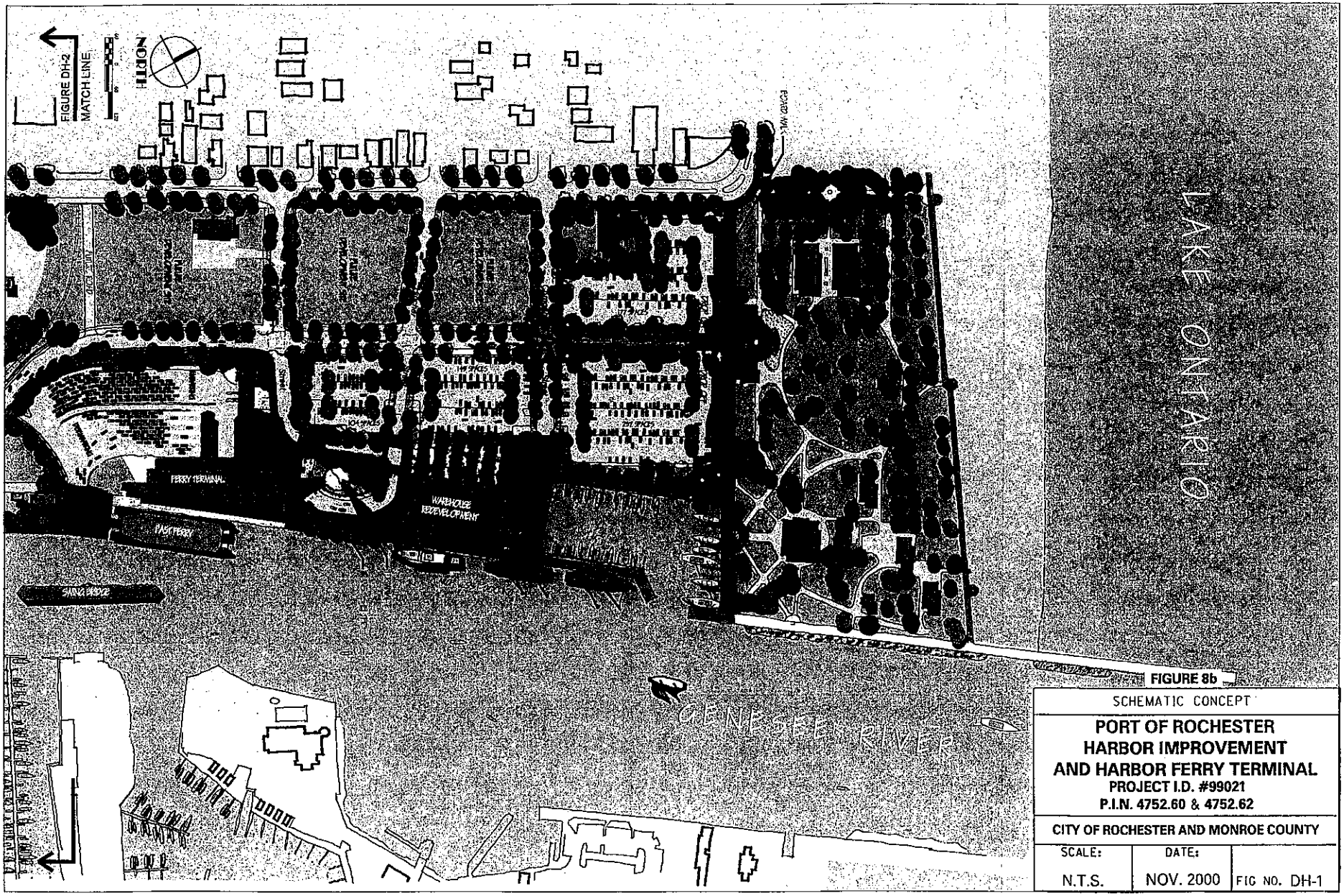

FIGURE 8b

SCHEMATIC CONCEPT

PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	
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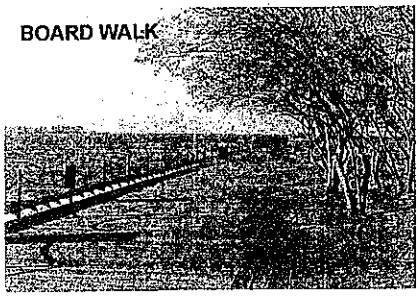
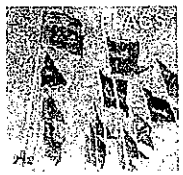
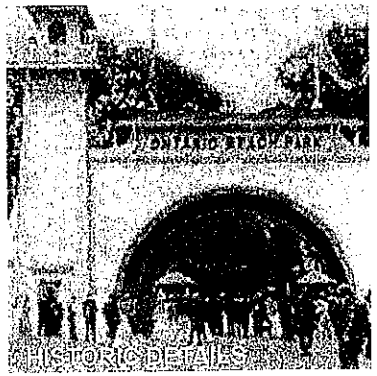
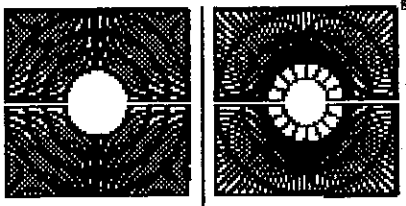
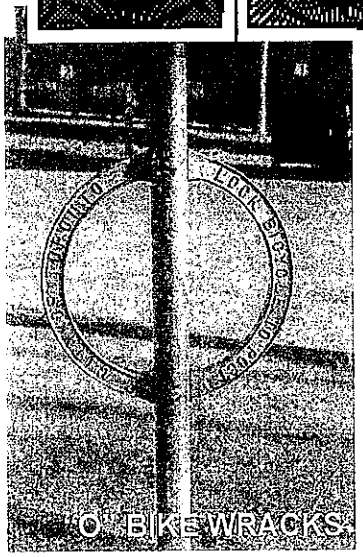


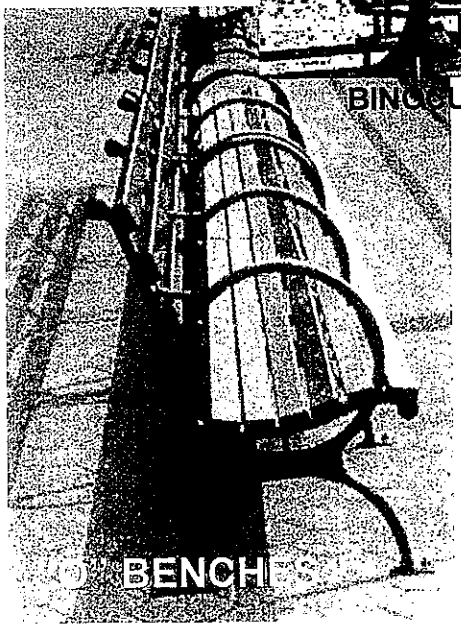




TREE GRATES







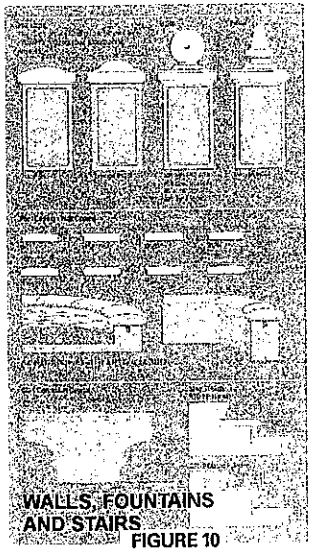


FIGURE 10

ONTARIO BEACH PARK

PORT OF ROCHESTER
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PROJECT I.D. #99021
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CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	FIG. NO.
N.T.S.	11-00	DH-6

Harbor Quay Area (see Figure 11 for design palette)

The Harbor Quay area is proposed to combine the best of traditional planning and design with contemporary flair and art. The palette of furnishings and materials include public art, bollards, benches, banners, fences, and railings with a nautical theme. Sidewalks will consist of concrete with brick paver accents. Plazas will be made of brick, stone, and concrete. Crosswalks will be emphasized by the use of brick pavers or highly visible paint patterns. The street will be lined with hardwood canopy trees, placed so as not to block sight lines from the streets to the water. Ornamental trees and shrubs will be used away from the street as colorful accents, screening and space definers. They will be placed so as not to block views of potential storefronts.

Lighthouse Park (see Figures 12 and 13 for design palette and section profiles)

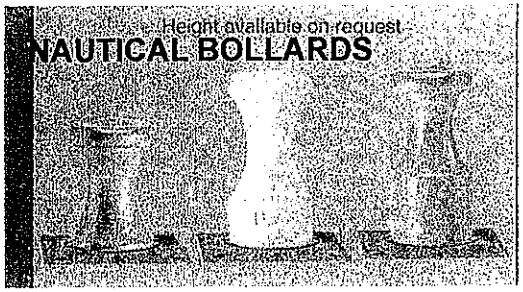
The Lighthouse Park is designed to enhance the presence of the historic lighthouse on the waterfront. The eastern slope in front of the lighthouse will be a meadow of tall grasses and perennials. No trees will be planted in front of the lighthouse along the west side of River Street to allow the lighthouse to be fully visible. Selective clearing of existing vegetation and selective location of new plantings will open up views of the lighthouse down Lighthouse Street. The palette of materials for this area will be that of the old Port area described below.

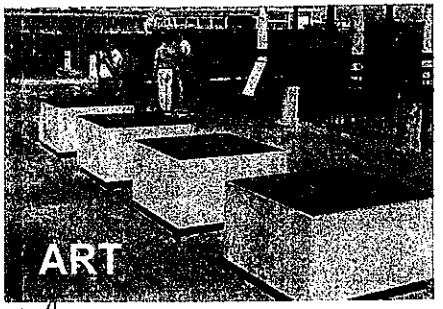
The Old Port (see Figures 12 and 13 for design palette and section profiles)

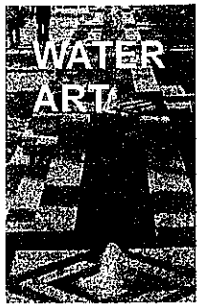
The design theme for this area is "Historic Working Waterfront." River Street through this area will be built of an earthy brown, exposed aggregate concrete. Granite curbs will be laid on their side and iron bollards will define the sidewalk. The sidewalks at the intersection of Latta Road and River Street will have a cobbled texture, with raw cut granite bollards defining the edge of the street. There will be minimal street trees on River Street. Terra Cotta kettles, varying 3 feet to 4 feet diameter in size, will be used as planters for small trees, shrubs, and flowers. The railroad bed will be cleaned and planted with grass. A whitewashed wood fence will separate the street from the railroad, with a large gate at the Latta Road and River Street intersection in front of the old rail station. Street trees, exposed aggregate sidewalks, and traditional granite curbing will be used on Latta Road.

Lake Avenue (see Figure 14 for design palette)

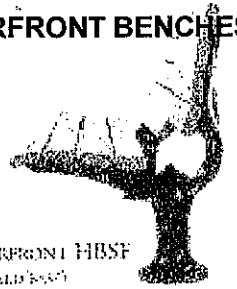
Lake Avenue is currently under construction. The street is being built in a Victorian character. There are a variety of stamped concrete textures being used on the sidewalk, as well as ornate Victorian street lights and banners. Street trees will be used the length of the project. The development areas along the east side of Lake Avenue at the north end of the project area will be built to fit into the existing design theme, and transitions into differing design are being considered.

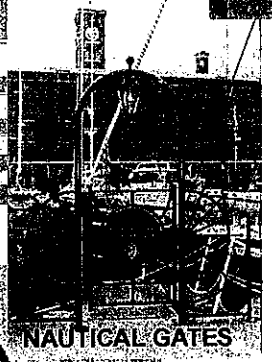


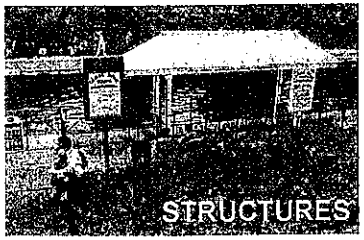


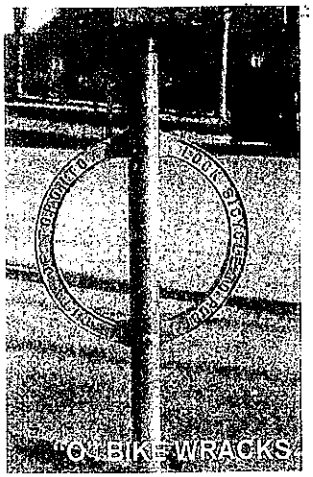


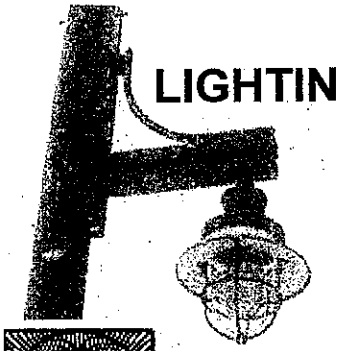
WATERFRONT BENCHES



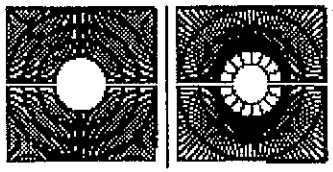








TREE GRATES



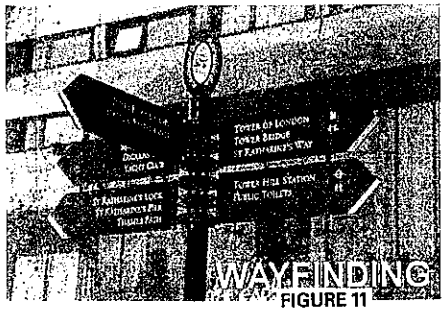
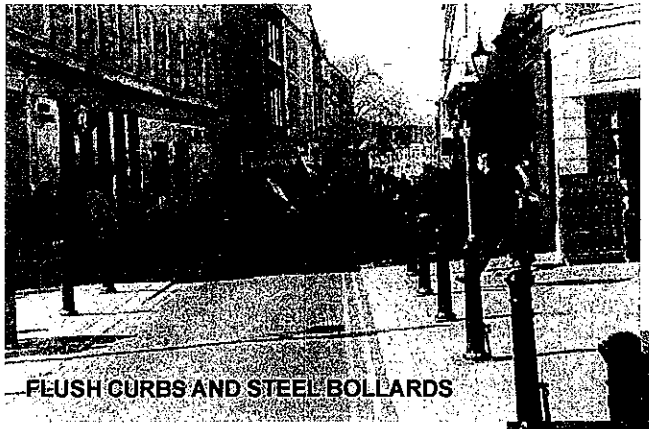
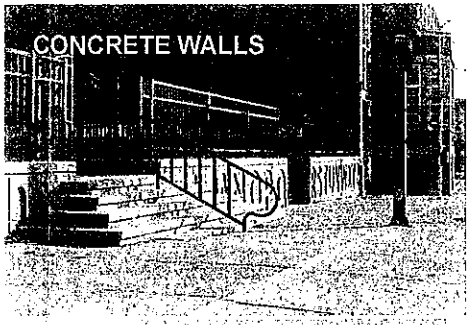


FIGURE 11

HARBOR QUAY AREA		
PORT OF ROCHESTER HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL PROJECT I.D. #99021 P.I.N. 4752.60 &4752.62		
CITY OF ROCHESTER AND MONROE COUNTY		
SCALE: N.T.S.	DATE: 11-00	FIG. NO. DH-7

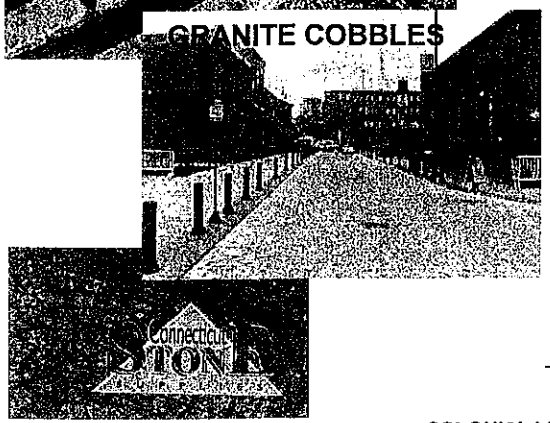


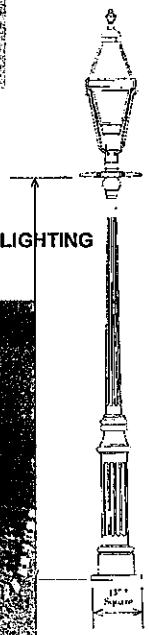


GRANITE COBBLES

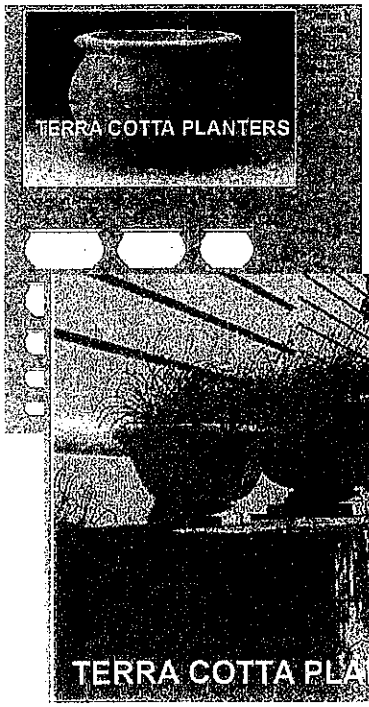
FLUSH CURBS AND STEEL BOLLARDS

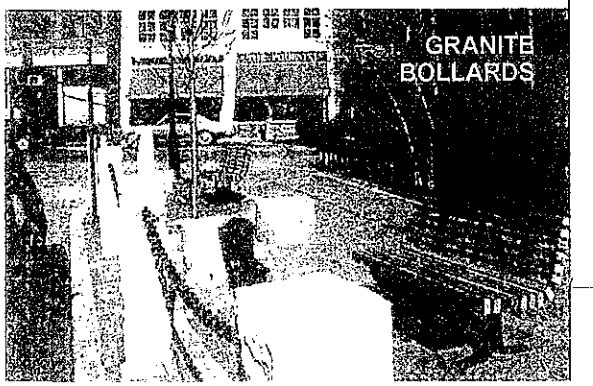
WOODEN WAYFINDING SIGNS





COLONIAL LIGHTING





"O" BIKE WRACKS

See Sections in Figure DH-8B

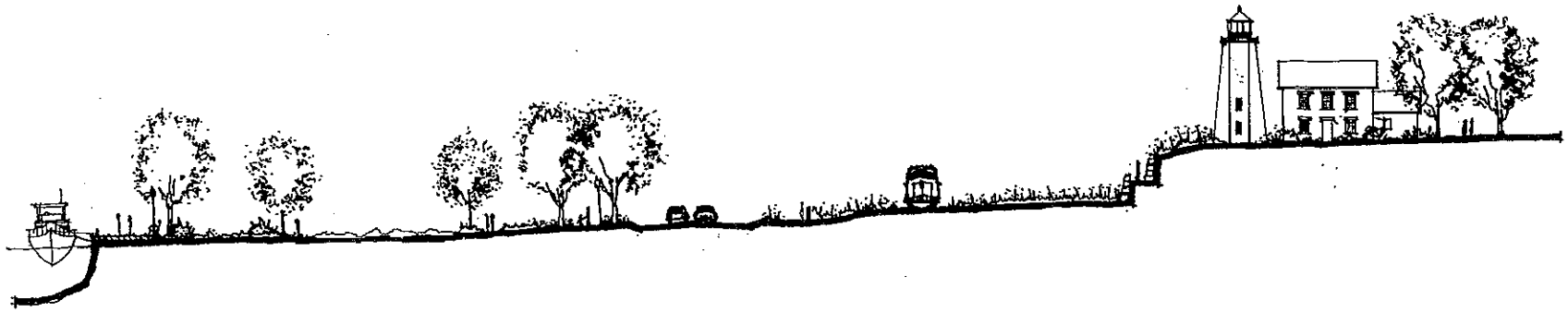
FIGURE 12

OLD PORT and LIGHTHOUSE PARK

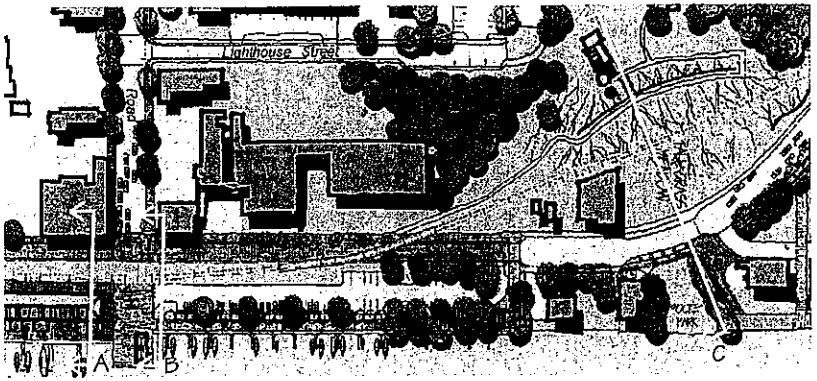
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 &4752.62

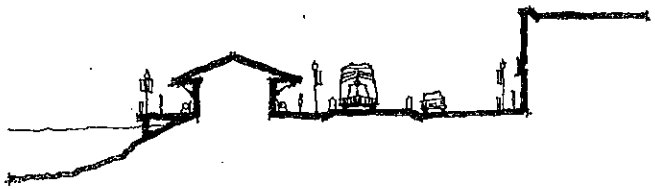
CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	FIG. NO.
N.I.S.	11-00	DH-8



SECTION C





SECTION A

SECTION B

FIGURE 13

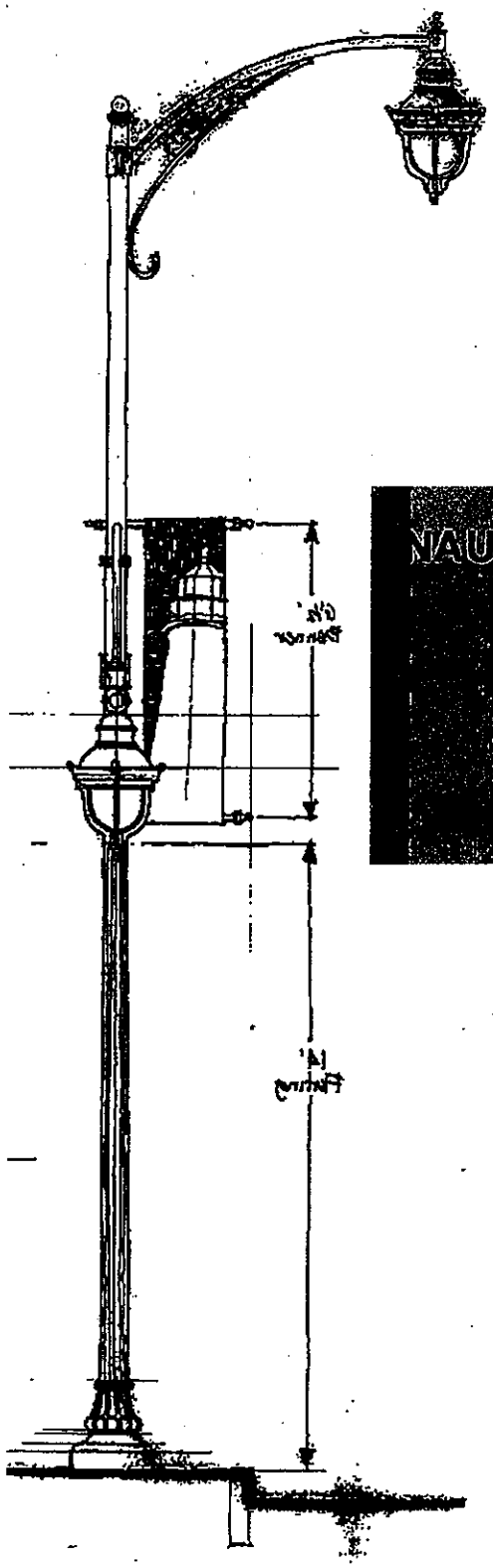
LIGHTHOUSE PARK AND OLD PORT

PORT OF ROCHESTER HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL

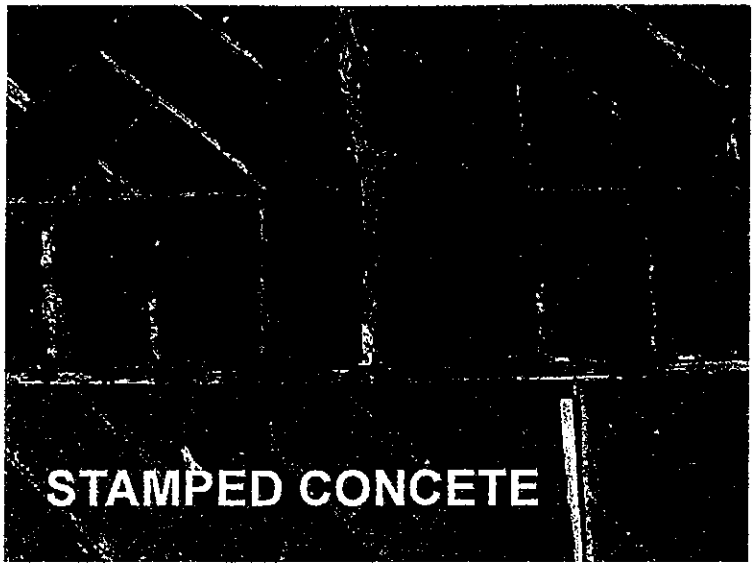
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	
N.T.S.	NOV. 2000	FIG. NO. DH-9



VICTORIAN LIGHTING



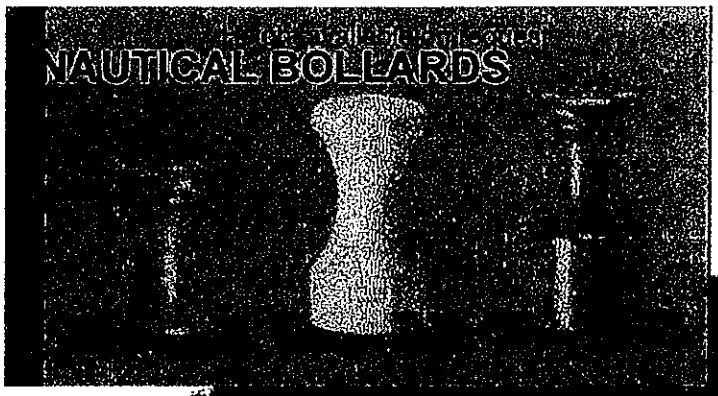


FIGURE 14

LAKE AVENUE

PORT OF ROCHESTER HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL

PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62

CITY OF ROCHESTER AND MONROE COUNTY

SCALE:	DATE:	
N.T.S.	NOV. 2000	FIG. NO. DH-10

Environmental Setting

Natural Environment

All of Monroe County was repeatedly covered by ice during the Wisconsin stage of the Pleistocene Epoch, and the present topography of the general project area reflects the waning effects of the Wisconsin glaciation. In addition to the more visible effects of glaciation on the area, soil development and topography were also influenced by the bedrock formations present within the county. The bedrock underlying Monroe County is of sedimentary origin and consists predominantly of sandstones, limestones, dolomites, and shales. These formations provided parent material for some of the soil types within the county and where the bedrock was close to the surface, the topography follows the underlying formation (USDA 1973:169).

The Genesee River flows through the center of Monroe County from south to north and is one of the largest rivers in the state with a total watershed of 2,467 square miles. The proposed project area is situated in the north-central section of Monroe County, specifically in the vicinity of River Street, Latta Road, and Lighthouse Street on the west side of the Genesee River near its confluence with Lake Ontario. The northern part of the county lies within a nearly level to gently sloping lake plain which is predominantly the lakebed of glacial Lake Iroquois. The terrain on the west side of the river within this lake plain has a gradual slope towards Lake Ontario and contains numerous low ridges and small, circular/elliptical hills which rise from 5 to 50 ft (1.5 to 15 m) above the lake plain (USDA 1973:168). This region is situated within the Erie-Ontario lowlands physiographic province which is characterized by relatively low, flat areas.

The eastern edge of the project area is comprised of the steeply sloping west bank of the Genesee River while the remainder of the project area gradually increases in elevation to the west until the land rises sharply to the east side of Lake Avenue. Ninety-eight percent of the site has slopes of 14 percent or less and the topography has only moderate variations when compared to land forms on the east side of the Genesee River and to the south along the Genesee River Gorge. Elevations (City of Rochester datum) within the project area range from:

- 292 feet at the crest of the Lake Avenue CSXT overpass to 256 feet at the Beach Avenue intersection
- 283 feet at the Lighthouse property to 252 feet at Ontario Beach Park
- 248 feet along the river edge south of Stutson Street to 254 feet along the concrete river wall

Most of this section of the City of Rochester was historically lower in elevation and occupied by extensive marshes at the time of early settlement. It has subsequently been elevated through filling to its current topography. The three soil types noted on the Monroe County soil survey map as present within the project area reflect both the natural and man-made development of the present topography (Figure 15). The soils along eastern edge of the project area near River Street are classified as made land, the soils south of Stutson Street are classified as urban land, and the rest of the project area contains soils classified as Collamer silt loam, 2-6% slopes (USDA 1973:116, 117, 140, and 158). These soil types are summarized in Table 1.

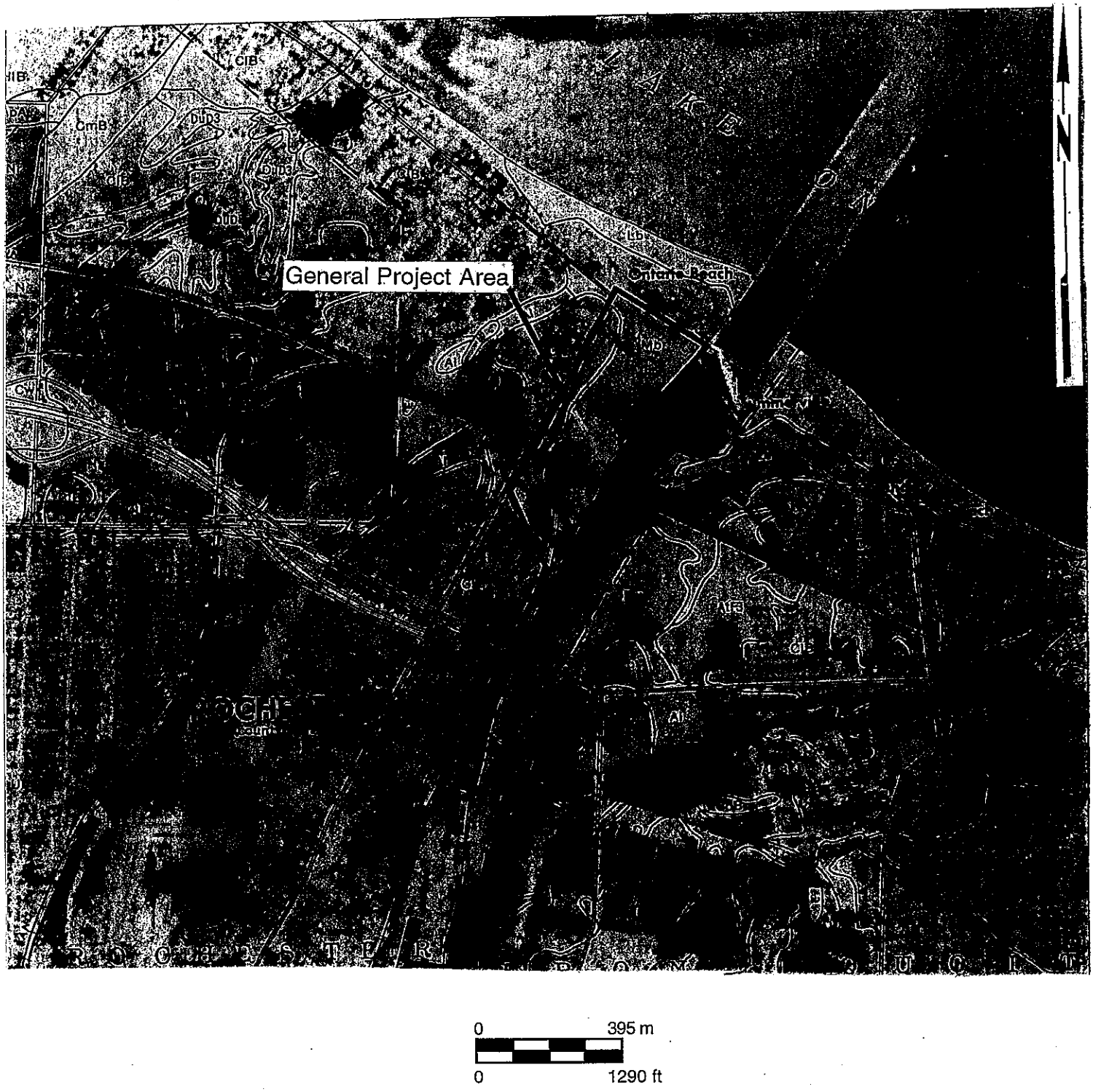


Figure 15. General Project Area on *Soil Survey of Monroe County, New York.* (USDA 1973).

Table 1. Soil Types Represented Within the Project Area.

USDA Code	Soil Designation	Slope	Description
ClB	Collamer silt loam	2-6%	This is a deep, moderately well-drained, medium textured soil type that occupies knolls on higher landscapes within old glacial lakebeds. The soil formed in lacustrine deposits dominated by very fine sand and silt with small amounts of clay. A typical profile for this soil type exhibits a dark brown silt loam Ap horizon virtually free of stone to a depth of 9 in (23 cm) underlain by an A2 horizon comprised of brown to dark brown very fine sandy loam mottled with dark yellowish brown from 9 to 14 in (23 to 36 cm). The B2 horizon is a mottled dark brown silt loam ranging in depth from 14 to 30 in (36 to 76 cm).
Mb	Made Land	0-3%	This soil type denotes areas that have been filled with waste material such as stones, old masonry material, bricks, and tree stumps. In some instances, the filled areas have been covered over with a thin layer of soil material. Although of no use for agricultural purposes, this soil type can be used for development purposes if it was properly filled, compacted, and leveled. On-site investigation is the best way to determine this soil type's use feasibility.
Ub	Urban Land		Urban land consists of areas that have been so altered or obscure by urban works and structures that identification of the soils is not feasible.

(after USDA 1973)

In December 1999, a summary of research, exploration, and characterization of the subsurface conditions at the side of the proposed Port of Rochester Harbor Ferry Terminal, City of Rochester ID # 99021, was conducted by Haley & Aldrich of New York. The purpose of this study was to characterize the site's surface conditions in sufficient detail to support the planning and preliminary design of the proposed site improvements. This report contains reproductions of historic (Sanborn) maps (1892 to 1967) depicting the various facilities that have occupied the site and records of several earlier subsurface explorations made on or near the site. It also contains detailed records of the 25 test borings, 27 test pits, and 3 groundwater observation wells installed as part of the current study of the site by Haley & Aldrich, LaBella Associates, and Bourne Consulting Engineers.

Based upon data presented by Haley & Aldrich (1999), the man-made nature of many soils within the project area are confirmed The majority of the site is underlain by man-placed fill consisting of uncontrolled deposits of soil and iron-manufacturing slag and demolition rubble ranging from as much as 20 feet to as little as 1 foot in thickness. The fill varies quite randomly from loose to dense. In most areas loose alluvial (river-deposited) fine sand and silt underlie the fills which extend to depths of a few to more than 100 feet.

More recent soil condition tests have also been conducted for the proposed project. Four backhoe test pits were dug in mid-January 2000 under the direction of Bourne Consulting Engineers to explore the configuration and condition of the quay wall and it's tieback anchorage system. These test pits, designated BCE-TP#1 through #4, were observed and logged by Haley & Aldrich. In late-February, 2000, twenty-two backhoe-dug test pits (i.e. LBA-TP#1 through #22) were made under the direction of LaBella Associates, to explore the physical and chemical character of the near-surface subgrade materials and the ground water levels at the site. LaBella Associates observed, logged, and sampled the test pits. A Haley & Aldrich representative observed and viewed samples from several of these test pits. Between 23 May and 13 June 2000, twenty-four test borings, HA-101 through HA-107, and HA-109 through HA-125, were drilled by Geologic Enterprises, Incorporated, of Cortland, New York, at locations selected by Haley & Aldrich to aid in characterizing the soil and bedrock conditions at the site. The borings were drilled using hollow-stem augers to depths below ground surface ranging from 10-116 ft.

Site stratigraphy was evaluated on the basis of the findings of the test borings, test pits and readily available public information regarding the local geology and hydrology. The borings encountered three principal soil units at the site: fill; alluvial sediments, and glacial till; and one minor soil unit composed of glacio-lacustrine deposits. Generalized descriptions of the soil units and encountered thicknesses are presented below.

> Fill - Man-placed fill materials, ranging from silty sand and gravel to varying combinations of iron-manufacturing waster slag, demolition rubble (bricks, concrete, and railroad ties), remnant concrete slabs and foundations, and some organic matter, in thicknesses ranging from 1 to 20 feet, were encountered in essentially all of the on-site explorations. Standard Penetration Test values (blows to advance the sampler 1 foot) varied erratically from 4 to refusal on impenetrable objects, reflecting the varying and uncontrolled nature of the fill deposits

Alluvium - Alluvium (stream-deposited soil) was encountered beneath the topsoil or fill in most all of the on-site borings, extending to depths of a few feet toward the western side of the site to as much as 114 feet below the ground surface in the deep borings (HA-101 and HA-123) at the river's edge. The alluvial soils consist of silty medium to fine sand with varying amounts of gravel with occasional zones of plastic, slightly organic clayey silt with some fine sand. In some test pits remnants of former surface vegetation were observed directly beneath overlying fill material. The samples ranged from dry to wet, generally increasing in moisture content with depth. Results of grain-size analyses and Atterberg limit and moisture content determinations on samples of the alluvial deposits are presented in Appendix B. Standard Penetration Test values ranged from 0 to more than 50 blows per foot and averaged from 3 to more than 20 in individual borings, indicating the generally loose to very loose condition of these river-deposited sediments.

Glacio-Lacustrine Deposits - Deposits of late-glacial lakebed sediments consisting of stratified fine sands with occasional clay and coarser sand layers were encountered in thicknesses of up to 10 ft overlying glacial till in several explorations in the higher ground toward Lake Avenue.

Glacial Till - Glacial till was encountered directly below the fill or alluvial sediments and extended to the top of the bedrock in most of the borings. In a few borings (HA-101, -109, -110, and -123), the glacial till was missing and the alluvium extended directly to bedrock. The till materials encountered ranged from soft to hard sandy, silty clay with trace gravel or clayey silt with sand and fine gravel. However, the undisturbed till was found to be very compact.

A mixture of rock fragments and soil, identified as weathered bedrock, was encountered in a few of the borings. Visual descriptions ranged from "very dense red brown silty fine to coarse sand, trace clay" to disintegrated red sandstone." Borings HA-102, -109, -110, -122, and -123 penetrated weathered bedrock, encountering thicknesses of 1.0 to 5.0 ft. Bedrock cored in the explorations consisted of relatively flat-lying sedimentary rocks of the Queenston Formation. This unit is described as a relatively massive layer of sandstone encountered beneath the alluvium and glacial till at depths ranging from 27 to 114 ft below the ground surface (H&A 2000:7).

Visual Environment

Existing visual features surrounding the project area include the Ontario Beach Park at the northern end of the project, the commercial/retail development along Lake Avenue which borders the project site to the west, the Genesee River which borders the site to the east, and the historic lighthouse located to the south of the site (Figure 16). The project site itself is characterized as an underutilized, underdeveloped former port site. The north and south warehouse buildings,

formerly used to house port operations, are in need of repairs. An old concrete slab from a previous building that has since been removed is located on the north side of the north warehouse. The majority of the site is comprised of a large asphalt parking area that exhibits cracked, broken pavement, and pooling of water during storm events. Little landscaping or aesthetic treatments exist within the project limits other than that associated with Ontario Beach Park (H&A 2000).

A river wall is located along the western edge of the river beginning at Ontario Beach Park and extending south to approximately the location of the existing Monroe County boat launch facility. From this point south to Petten Street, the southern project limit, the western edge of the river is characterized by a natural bank, which has limited accessibility to pedestrians due to existing vegetation and structures located along the shoreline and western bank. Numerous boat slips are also located along the river bank in this area (H&A 2000).

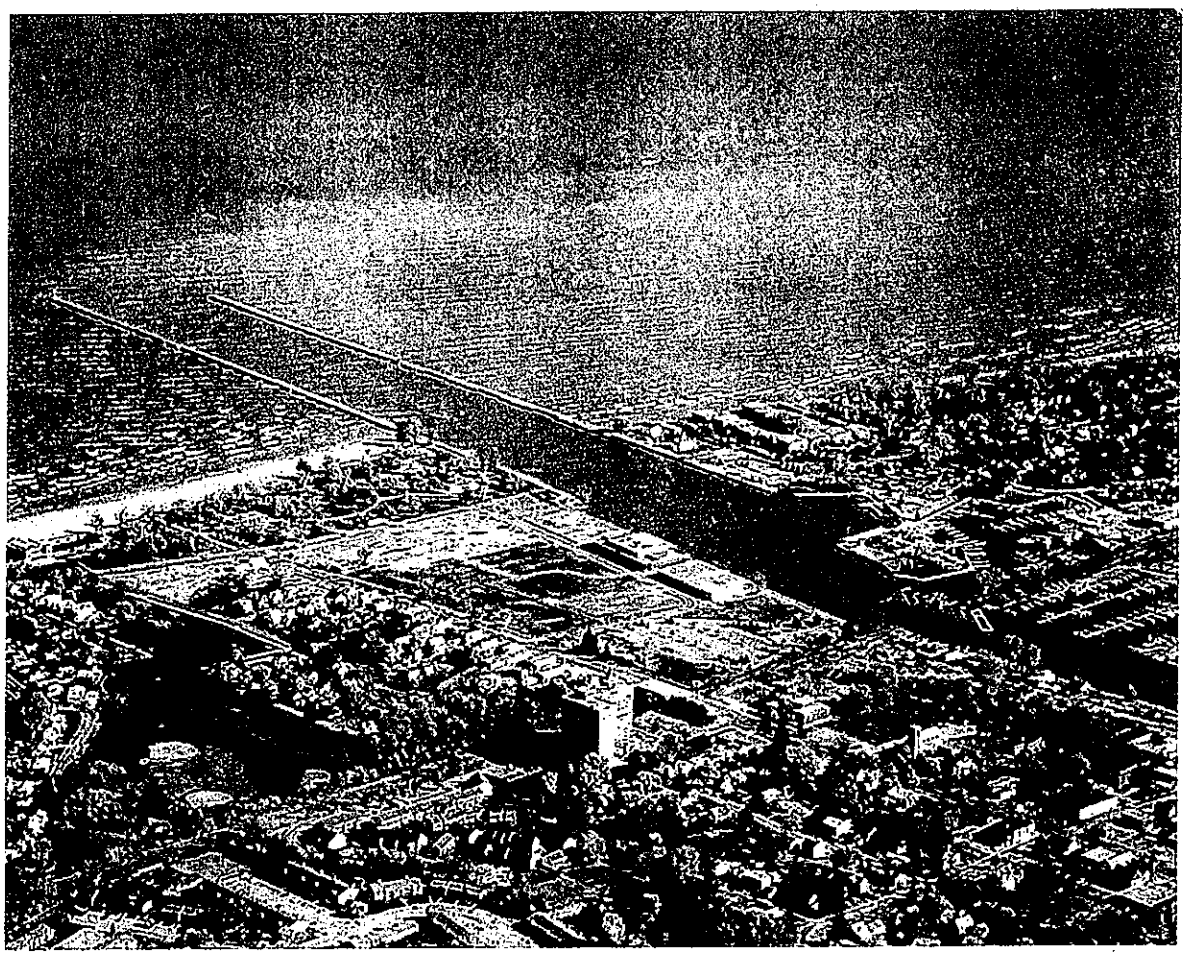
In summary, the existing visual environment is one of an underutilized, underdeveloped former port, with deteriorated surface parking lots. The visual environment is inconsistent with the character of the surrounding waterfront related activities and environment (H&A 2000).

Existing Environment

The project site is located on the western side of the Genesee River, at its discharge to Lake Ontario. The project site includes the area bounded by Beach Avenue to the north, Lake Avenue to the west, and the Genesee River to the east. The south end of the project extends beyond the Stutson Street Bridge (H&A 2000).

The area north of the CSX railroad is currently occupied by parking facilities near Charlotte Beach, a boat ramp, two existing warehouse structures along the river walk, and the foundation remains of a third warehouse structure. A group of municipal buildings occupies the southwest corner, near Lake Avenue. Historically, this portion of the project area has housed an iron works which changed hands several times and became a steel company, associated rail lines, of rail loop turnaround, a ball park and yacht club, steam boat wharf, later boat ramps, three warehouses, and various configurations of roads and parking facilities (H&A 2000).

The project area south of the CSX railroad, between River Street and the river, is currently occupied by residential structures, boat docks, boat storage yards, and a small water treatment facility. Historically, this portion of the site has housed a planing mill, which later became a veneer works and boat manufacturing facility, various boat-docking facilities and associated structures (H&A 2000).



Aerial view from the southwest.

FIGURE 16

Aerial View		
PORT OF ROCHESTER HARBOR IMPROVEMENT AND HARBOR FERRY TERMINAL PROJECT I.D. #9902 P.I.N. 4752.60 & 4752.62		
CITY OF ROCHESTER & MONROE COUNTY		
SCALE: NTS	DATE: NOV 2000	FIG. # BTA 16

Culture History

As stated earlier, the Phase IA investigations for the proposed project were to consist of an examination of the environmental, archaeological, and historical literature relevant to the project area that has been prepared in the 15 years since the Cultural Resources Inventory for the Rochester LWRP was completed by the RMSC in 1986. The primary goal of this documentary research was to update the inventory of known and potential historical and/or archaeological resources within the project area and to revise the evaluation of its archaeological sensitivity based on information gathered since 1985. In order to provide a basic framework for the presentation and interpretation of the resources identified during these Phase IA investigations we have provided a summary of the information contained in the report prepared by the RMSC for the LWRP entitled *Cultural Resources Inventory for the Local Waterfront Revitalization Program, City of Rochester, Monroe County, New York* (Nagel, Cowan and Drumlevitch 1986). For a detailed account of the culture history of the project area, reviewers should refer to the aforementioned report.

Aboriginal Occupation and Land Use

A general overview of the cultural sequence of western and central New York indicates that prehistoric aboriginal populations have inhabited the area from approximately 8500-9000 B.C. to A.D. 1600. Native populations continued to reside in the area following European contact and retained many elements of their early culture while acquiring an increasing overlay of European cultural traits.

Environmental changes from the late Pleistocene to recent times, have been broadly paralleled by technological and social changes, many of which were adaptations to new subsistence requirements. These cultural manifestations have been documented for nearly the entire span of time under consideration (Table 2). However, the Late Archaic, Late Woodland and early Historic periods have been more extensively researched in this region and are more clearly understood than others.

The human occupation of the Genesee Region followed in the wake of glacial recession and the subsidence of a series of vast meltwater lakes which covered much of the region. As modern drainage patterns became established, pioneer plant communities of a park-tundra character gradually spread into the newly freed land. The animal communities that followed included numerous genera and species that were soon to become extinct and others, like the caribou and muskoxen, which now dwell in environments far to the north of western New York. Their human predators, called Paleo-Indians by archaeologists, probably lived in small, mobile extended-family groups. These small bands probably united seasonally with other neighboring bands for trade and social interaction. The evidence for this resides chiefly with the not uncommon occurrence of exotic raw materials among their stone tool assemblages.

Paleo-Indian sites are recognized primarily by the presence of distinctive fluted spear points among their stone tools. The Paleo-Indians are thought to have subsisted in part on large game mammals now extinct, as did their western counterparts, or upon other animals such as caribou. The remains of mastodon, mammoth and Pleistocene forms of elk, deer and peccary have been found in Genesee, Livingston, Monroe, Ontario and Steuben counties, New York.

Table 2. General Aboriginal Cultural History of Western and Central New York.

Cultural Period	Date	General Environmental Characteristics	Dominant Subsistence Strategies	Location Preference
Paleo-Indian	10,000-8,000 B.C.	Park tundra	Large game (megafauna); limited plant utilization assumed	High elevations, primarily overlooking major streams
Early Archaic	8,000-6,000 B.C.	Spruce forest transforming into pine forest	Aquatic resources (avian and piscean), small mammals in area; aquatic plants	Margins of major aquatic features (e.g. bogs, swamps, streams)
Middle Archaic	6,000-4,000 B.C.	Pine forest transforming into deciduous forest	Aquatic resources with more reliance upon game	Margins of aquatic features, but more variability in landform
Late Archaic	4,000-1,500 B.C.	Deciduous hemlock-oak forest	Broad-spectrum resource exploitation, including hunting, fishing, and foraging	Margins of aquatic resources, but more sites located in different topographic areas
Transitional	1,500-1,000 B.C.	Deciduous oak forest, hemlock decline	Unclear; broad spectrum with emphasis on aquatic resources	Unclear; stream orientation?
Early Woodland	1,000 B.C.-A.D. 500	Deciduous oak forest	Broad-spectrum adaptation similar to Late Archaic	Similar to Late Archaic
Middle Woodland	A.D. 500-1,000	Oak forest; hemlock increase	Broad spectrum, possible introduction of certain cultigens	Similar to Late Archaic
Late Woodland	A.D. 1,000-Contact	Oak forest; hemlock stabilization	Hunting, fishing, foraging; increasing reliance upon maize horticulture	Diverse according to resource procured

(after Trubowitz 1983)

The traces of Paleo-Indian occupation are rare in western New York, but sites of this period have occasionally been found on elevations overlooking former lakebeds and low marshy areas. No Paleo-Indian sites have as yet been directly dated in western New York, but radiocarbon dates from five fluted point sites in the Northeast suggest an antiquity of between 11,000 and 10,000 years (Haynes et al. 1984).

As the Pleistocene glaciers waned, a succession of changes took place in the plant and animal communities until about 4000 B.C., by which time essentially modern environmental conditions had developed. The human communities also adapted to the changing conditions with innovations in subsistence strategies, technology and social behavior. A 7,000-year span from approximately 8000 B.C. to 1000 B.C. is known as the Archaic Period. The nature of the adaptations and innovations of the Early and Middle Archaic Periods (8000-4000 B.C.) are poorly understood in western New York. Few sites of this period are known, and fewer have been adequately studied. It would appear that populations were relatively low and were widely dispersed across the landscape. It is suggested that these people relied considerably upon aquatic and marshland resources, as these habitats may have presented the greatest biological carrying capacity in an otherwise immature and resource-poor northern forest. Evidence from throughout the Northeast suggests a considerable reliance upon fish, waterfowl, small mammals and reptiles as well as moose and white-tailed deer.

Throughout the Late Archaic (4000-1000 B.C.), the aboriginal populations increased in proportion to the changing productivity of the temperate deciduous forest. An increase in the frequency and variety of mast-producing tree species provided greater forage for deer and turkeys, as well as a rich and storable staple for humans. Greater biological productivity of lakes and streams is also indicated. A broad spectrum subsistence strategy of hunting, fishing and gathering presented the possibility of greater sedentism and increased settlement size. All in all, the success of this cultural pattern can be measured by its apparent stability and longevity.

The tool inventories of this period are noted for their diversity as well as their abundance. Tools of flaked chert include a variety of projectile forms, scrapers, drills and knives. The raw material for these tools was mostly derived from the nearby Onondaga limestone formation. Igneous and metamorphic rock types obtained from the glacial till were pecked and ground into a wide variety of axes, adzes, gouges, spearthrower and fishing weights as well as food-processing tools. Where soil conditions favor their preservation, bone and antler tools are not uncommon. These include needles, awls, fishhooks, harpoon points and tools for flaking chert. Ornamental and recreational devices of bone, antler and shell are also known and include beads, combs, rattles and flutes. The extensive use of wood and basketry is inferred, and rare charred fragments of fishnets, trotlines and textiles attest to considerable skill in these crafts. The first common appearance of funerary ceremonialism occurs in the Late Archaic. Non-perishable containers of soapstone appear at the end of this period, marking a transition to the Woodland Period.

The Woodland Period (1000 B.C. to A.D. 1600) in the region is distinguished from the Archaic primarily by the advent of ceramic containers. The period is divided into three subunits: Early, Middle and Late. Subsistence strategies and settlement patterns during the Early and Middle Woodland Periods are in essence a continuation of the Archaic lifeways. What distinguishes these cultures materially are the increasing variety of and reliance upon ceramics for cooking and storage containers, the introduction of smoking pipes, and the increased

development of widespread trade and communication of ideas across the entirety of the Eastern Woodlands.

This widespread interaction is most clearly observable in the elaboration of mortuary practices demonstrating considerable influence from the highly developed Adena and Hopewell Cultures of Ohio in the Early and Middle Woodland Periods, respectively. Several Hopewellian burial mounds have been located in the western and central sections of New York State. These represent the northeastern most extension of a cultural tradition that had its core areas in Ohio and Illinois but also extended as far west as Kansas City.

The Late Woodland Period, beginning about A.D. 1000, is distinguished from earlier cultural periods by several subsistence, technological and social changes. The Owasco Culture, which is generally identified as the precursor of the historic Iroquois, was the first group in western New York known to have practiced extensive horticulture. The remains of maize and beans have been recovered from the Sackett Site near the foot of Canandaigua Lake (Ritchie and Funk 1973:219). Squash was probably cultivated as well. The bow and arrow is thought to have completely replaced the lance, javelin and spearthrower/dart weapons of earlier times. Village sizes had grown substantially, and many were probably year-round settlements. Some villages like Sackett were fortified in some fashion, and warfare or murder-feuding is first in common evidence. Hunting, fishing and gathering continued to be important procurement activities.

The transition from Owasco to identifiably Iroquoian cultures was gradual, and continuity of populations is inferred. By A.D. 1300, most of the archaeological indices of the Iroquois Tradition were in place (Trubowitz 1983:111). Sometime between A.D. 1500 and 1550, the scattered Seneca villages consolidated into two very large villages, each with an associated satellite village (Wray 1973:1). These villages were moved every 15 to 20 years as ready supplies of wood and game and soil productivity diminished. The preferred village locations were no longer in the valley flats along the major rivers and creeks but on defensible hilltop locations. Special purpose camps of short duration may have been located in other environments, however, to gain access to particular resources. Village house types had changed from small circular or oval structures to the multifamily longhouses. An emphasis on canoe travel seems to have declined, and major trails were relied upon for travel.

The Seneca proved to be influential in Eastern North America far beyond what their small population and relatively restricted home range would suggest. Wray (1973:1) estimated their population not to have exceeded 3,000 to 4,000 individuals, and their homeland to have been restricted to approximately 100 sq mi in western New York, mostly in Livingston, Monroe and Ontario counties (Wray and Schoff 1953:1).

Nonetheless, at the height of their power, the Seneca sent war parties from the St. Lawrence River in the north to at least the Tennessee River in the south, and from New England to the banks of the Mississippi River. If their political influence can be measured by the number and strength of their enemies, the Seneca were probably without parallel in the northeastern United States and eastern Canada.

The beginning of the historic era in this part of western New York may be figured from about A.D. 1600. Available evidence indicates that Étienne Brûlé, an agent of Samuel de

Champlain, was most likely the earliest European to explore the area in 1610. European contact brought about considerable change in the native cultures. The economic imperative of the fur trade and the demand for European goods affected the subsistence, social, technological and political structure of aboriginal life. Conflicting alliances with competing European powers and economic competition between tribes intensified the earlier pattern of small-scale intergroup warfare. As the beaver populations declined in traditional Seneca hunting territories, Seneca military might was applied to the conquest of further beaver grounds and to control the fur trade as middlemen. Between 1600 and 1650, many aboriginal groups were dispersed or eliminated. In 1680, 600 Seneca warriors raided as far west as the Illinois and Mississippi Rivers and destroyed the might of the Illini Confederacy. At about the same time, the Ohio River Valley was essentially depopulated (Hunter 1978:588).

The security of the Seneca villages themselves was first threatened in 1687 when the Marquis de Denonville landed at Irondequoit Bay with a force of 832 French regular troops, 930 Canadian militia, 200 Christian Mohawks and hundreds of Algonquins and Hurons. There they were joined by a large army of revenge-seeking western Indians, including some all the way from the Great Plains. Although the Seneca withdrew and avoided all but a few casualties, their villages and crops were destroyed and plundered. The Seneca thereafter moved eastward near Canandaigua and Geneva, New York, and for the next twenty years, continued to live in four compact villages.

After about 1700, a widespread scatter of small log cabin villages replaced the traditionally large villages of longhouses. By 1717, the British had established a trading post on Irondequoit Bay to exploit the rich Indian trade and to exclude the French from the southern part of Lake Ontario. European technology was adopted to such an extent that the Seneca became largely dependent upon traders for their tools, supplies and household goods. Hunting and fishing remained important subsistence activities, but livestock was tended as well. The planting and tending of European fruit trees was added to the traditional agricultural activities of raising corn, beans and squash.

Despite the increasing dependence upon European trade, the Seneca were able to maintain control over central and western New York until 1779, largely due to their considerable military prowess and diplomatic skills. During the Revolutionary War, however, the Seneca sided with their long-term allies, the British, and launched many raids against the American colonial frontiers. In 1779, an immense army under General John Sullivan was dispatched to destroy the Seneca. Again the Seneca withdrew and avoided great loss in casualties, but 41 Iroquois villages and hamlets were destroyed, and crops and stored food were cut and burned. Many of the Seneca fled to the British garrison at Fort Niagara, and there suffered a hard winter with inadequate food, blankets and clothing. Some of the Seneca returned to live in the Finger Lakes region until 1788, although many started settlements along the Genesee River (Trubowitz 1977:176-177).

A conference was held in September, 1797 at Big Tree Village where the Seneca sold their land holdings in New York to Robert Morris with the exception of several reservations. Five of these reservations were centered around the aforementioned Seneca settlements along the Genesee River. These reservations were located such that each one included a section of the Genesee River flood plain where crops were raised and an adjoining section of lake plain or valley slope where the majority of the settlement was situated.

Euro-American Occupation and Land Use

Although a few Euro-Americans had ventured into western New York while it was still controlled by the Iroquois Confederacy, significant settlement did not begin until after the Revolutionary War. This was due in large part to multiple claims on the land by New York and Massachusetts based on Royal Charters predating the American Revolution. In addition, the Cayuga and Seneca Iroquois also claimed the lands in the central and western part of the state as their own. At the end of the Revolutionary War in 1783, it was clear that because the Iroquois had aligned themselves with the British, their lands were to be divided. However, it was not until 1786 and the Treaty of Hartford that Massachusetts and New York arrived at a compromise over the issue of ownership. The agreement gave Massachusetts the right of pre-emption while giving New York the right of sovereignty.

Once the necessary agreements were reached, the land in what is now western New York became available for sale. What became known as the Pre-emption Line was established between Sodus Bay, running south to the western side of present-day Geneva, to the Pennsylvania border. New York acknowledged the right of Massachusetts to purchase the 6,000,000 acres from the Iroquois, and Massachusetts recognized the political sovereignty of New York over the same parcel. In 1788, Massachusetts sold all its land on either side of the Genesee River to a group of investors represented by Oliver Phelps and Nathaniel Gorham for £300,000, or roughly 3¢ per acre, with the understanding that the total sale price would be paid in three annual installments.

However, land sales were insufficient to allow Phelps and Gorham to meet the conditions of their charter from Massachusetts, and the land west of the Genesee was turned back to Massachusetts in 1790, leaving them with some 2.6 million acres of land from the Pre-emption Line to and including portions of the Genesee River Valley. The resulting Phelps and Gorham Purchase was divided into sale townships, six miles square, except around the Genesee River, where irregularly shaped sale townships were set off. Once available, the land was in immediate demand, and settlers began arriving in 1788 and 1789. By 1791, however, Phelps and Gorham were forced to sell all but two townships of their remaining land to Robert Morris, who by the next year, was likewise forced to sell most of his property.

Charlotte - Early Settlement and Development to 1812

Concurrent with the period of earliest activity at the settlements further up the river near present day downtown Rochester and at the falls, settlement was beginning at the mouth of the Genesee River. In 1791, William Hincher (variously referred to as Hincher, Hencher, and Henshaw) arrived at the mouth of the river and built a small cabin on the west side of the river near the lake. Originally from Brookfield, Massachusetts, Hincher transported goods from Shay's forces during the rebellion of 1786, but had been intercepted by opposing forces and forced to flee. Hincher's residency predated the settlers at King's Landing securing him the honor of being the first Euro-American resident on the shore of Lake Ontario between the Genesee and Niagara Rivers. The cabin was located on the present site of the Charlotte (or Genesee) Lighthouse. In 1792, Hincher brought his wife, son, and seven daughters to the area. Three years later a second structure joined his cabin at the little settlement. This was not so much a dwelling as a small trading post erected and run by Frederick Hosmer.

Also in 1795, James Latta of Canandaigua bought land on the west side of the river bounded by the lake on the north. The lot was purchased for his sons Samuel and James, with Samuel coming to look over the site the next year. His impetus to settle in the area came in 1805 when Congress established the District of the Genesee as a customs district with the river being the sole port of entry. Thomas Jefferson appointed Samuel Latta to be the first customs collector of the port. The Pulteney Syndicate made him their land agent in the area as well. That year, Latta build a wharf and the first warehouse at the mouth of the river. He also laid out the Latta Road as far as Parma. The next year, with his new wife Lydia Arnold, he settled permanently in a house on the southwest corner of Latta Road and Broadway --present-day Lake Avenue.

Although the population of the small settlement had not grown substantially, commercial and trading activities were on the increase. Charlotte boasted two hotels in the early part of the nineteenth century. The first, built by Samuel Currier in 1807, was located on the west side of River Street at the foot of Stutson hill. Colonel Robert Troup, successor to Charles Williamson as the representative of the Pulteney Estate, financed the erection of a second hotel overlooking the river from the north side of Stutson Street. It was known variously as the U.S. Tavern, the Mercantile, the Commercial Hotel, and the Stutson House before it burned down in 1895. Erastus Spaulding settled in Charlotte to become the first proprietor of the hotel in 1810.

The name "Charlotte" was first used to refer to the area on the west side of the Genesee, bounded on the north by the lake, in a deed dated 1810. The road from Arkport to Charlotte (present-day Route 15) was built the same year, connecting the area to the Susquehanna River. By this time, Frederick Hosmer's trading post had developed into a store on the east side of present-day Lighthouse Street.

In the first five years after the creation of the customs district and the port of entry at Charlotte, trade had grown substantially. By 1808, shipment from the port were valued at $100,000, a 300% increase over the 1806 figures. This trade was stimulated by the adoption of the Embargo and Non-Intercourse Acts. The legislation had the effect encouraging trade down the river and through Charlotte to the lake and Canada at the expense of inland routes. The port was serviced at the time by 15 boats ranging in capacity from 25 to 75 tons. They hauled wheat, pork, whiskey, and potash between the lake ports and Canada.

Charlotte Through the Nineteenth Century

The village at the mouth of the river, Charlotte, developed as a separate entity from the other early Genesee River settlements over the course of the nineteenth century. Its growth, however, was tied into the growth of the riverside settlements and the fluctuations of international trade and treaties. The immediate effect of the War of 1812 upon Charlotte was to check population growth for a number of years. Fears of invasion when combined with the devastation cause by the Genesee fever, which peaked in 1819, kept settlers away (Greer 1976:7).

Commercial developments in the 1820 -1840 period out paced settlement. The first steamboat called at the port in 1817. This was the beginning of regular steamboat traffic through Charlotte to the upriver landings. With the coming of steamboat services, augmenting the more extensive schooner traffic, the number of passengers traveling for pleasure increased and shippers could count on the regularity of the steamboats to aid in their enterprises (McKelvey 1954:5).

Trade with Canada via Charlotte and Lake Ontario began a period of rapid growth with the cessation of hostilities in 1815. Prices of wheat, flour, and wood products rose immediately. The expanding mill town of Rochester processed the harvests of the interior which made their way to Canada through the port at Charlotte in the form of flour, wooden boards or barrel staves, and pot or pearl ash. As Canada began to build more canals, improved communication on the St. Lawrence River helped to spark increased lake trade with Rochester. Between 1818 and 1823, the total value of shipments to Canada rose 160%.

The increase in traffic at the port and problems with shifting sandbars at the mouth of the river resulted in several boat captains petitioning the State for harbor improvements in 1820. The need was brought to the attention of federal officials and Congress appropriated $5,000 for the construction of a lighthouse at the mouth of the Genesee. The next year the bluff which was the site of William Hincher's first log house was acquired from his widow. In 1822 a lighthouse and a two-room stone house for the keeper were built on the site by Ashbel Symonds (Photograph 19). Giles Holden was appointed the first keeper of the lighthouse.

Land transport connections between Charlotte and Rochester were virtually nonexistent for the first half of the nineteenth century (Barnes 1975:3). This situation was remedied in 1849 when the Charlotte Plank Road Company was formed to improve a route from McCracken Street (Driving Park) along Lake Avenue to Latta Road and the river docks. The improvement had the effect of raising property values and encouraging settlement along Lake Avenue.

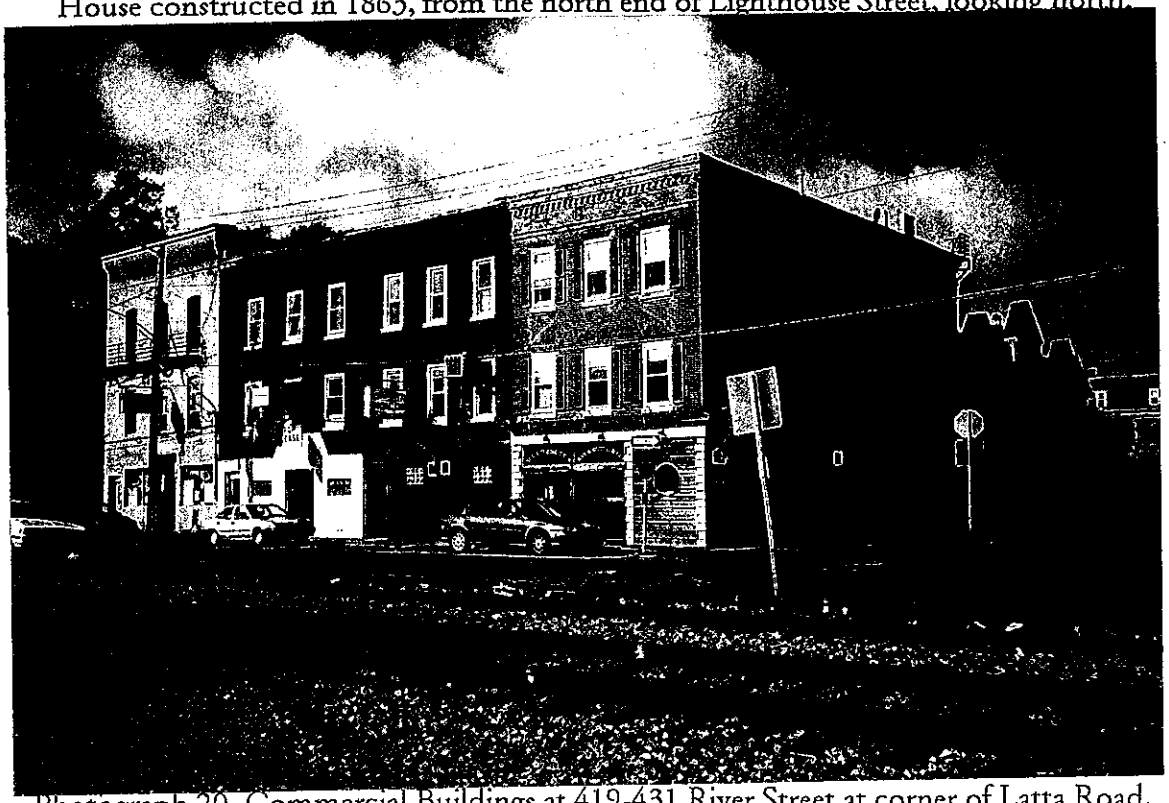
In 1853 the Rochester and Lake Ontario Railroad was completed from the Erie Canal to Charlotte's docks. That year the New York Central Railroad consolidated nine independent east-west rail lines in the state including spurs to the lake ports. The consolidation, along with the competition from the steamboat companies served to stimulate trade at Charlotte's port. It also shifted trade emphasis away from the port at Carthage to the docks near the mouth of the river. Communication was enhanced by the installation of the first telegraph service between Rochester and Charlotte in 1857.

The 1850s were the beginning of a new era of industrial and commercial growth for Charlotte. In 1850 the first steam powered sawmill was built by Captain John Farnan, who became a well-known area shipbuilder. The sawmill encouraged the location of shipbuilding in the settlement and by 1860 there were three busy shipyards in operation. Canal boats, lake schooners, and river steamers were all produced. A drydock for American Line steamships was constructed in 1865 at the foot of Petten Street and it was used until 1877.

Other wood-based production ventures came to the settlement in the 1850s and early 1860s. George Beck started a wagon shop on the west side of Broadway (Lake Avenue) and David Holden opened a barrel-making factory north of Latta Road. A smaller cooperage, dating from the early 1860s was operated by Andrew Mulligan. It was located on Latta Road at the southern end of Lighthouse Street.

David Holden built Charlotte's first grain elevator in 1854. A second, larger elevator was erected the next year, only to collapse after a month of use. Holden's initiative was picked up by other entrepreneurs, however, and a succession of larger and larger elevators were constructed over the next 30 years. New warehouses soon sprang up to meet the demands of increased commerce.

Photograph 19. The Genesee (Charlotte) Lighthouse constructed in 1822 and the Second Keeper's House constructed in 1863, from the north end of Lighthouse Street, looking north.



Photograph 20. Commercial Buildings at 419-431 River Street at corner of Latta Road, constructed between 1870-1900, looking southwest.

The first major phase of population growth and new settlement started in the early 1840s and lasted until the 1860s (Greer 1976:10). Families such as the Pollards and the Stutsons who would later lend their names to streets, settled during this period. By 1858 there were 48 houses and 24 commercial or public buildings in the hamlet. A comparison between the 1852 and 1872 (Figure 17) maps of Charlotte show the extent of new settlement. Two brickyards, one on the east side of Broadway (now Lake Avenue) and another at the intersection of Latta Road and Stutson Street, as well as the steam sawmill and planing mill and a lumberyard on the corner of Latta and River Streets, supplied the construction needs of the time. More commercial buildings were being constructed of brick in the old port area near the intersection of Stutson and River streets (Figures 17-18, Figure 22 Structures 21 and 22, Photograph 20)

The period from the mid-1860s to Charlotte's annexation by the city of Rochester in 1916 shows a pattern of development in settlement, commerce, trade, and industry that differs from the era discussed above. Changes in the focus of these aspects of Rochester history as well as the development of other important lake ports and the nationwide growth of railroad transport all affected Charlotte's fortunes. By the 1860s, the economies of the United States and Canada were becoming more self-sufficient (Barnes 1975:3). Canada was developing her own supplies of food and the capacity to mill her own grain. This fact, combined with the increasing dominance of railroads in east-west trade within the state, spelled the end of Charlotte's trade prospects. This is not to say that lake trade at the port came to a halt, but merely that it was less important to community growth.

In 1869, the 800 acres that comprised Charlotte were incorporated as a village by the State of New York. The southern boundary was Denise Road. Dr. Ambrose Jones was elected as the first village president the next year.

Starting in the 1870s, Charlotte began to serve as a summer resort for the populace of Rochester. Ever since the inauguration of steamboat service along the river in 1817, passenger traffic on these and the lake boats had grown. By 1854, there were daily steamboat excursions along the lake shore. In 1868, the new steamboat, the "Norseman", advertised four trips daily up the river and out into the lake. An inboard dance band was provided for entertainment. Two years later, a consortium consisting of Ellwanger, Barry Woodworth, and Whiteny built the Glen House at the bottom of the Genesee gorge, just north of the Lower Falls. The Glen House quickly became a popular restaurant and night spot. More importantly for Charlotte, it was an embarkation point for river cruises up the lake. As such, it helped popularize this recreational activity.

The river and lake cruises exposed more and more of Rochester's population to the attractive aspects of the Lake Ontario shore at Charlotte. The growth of mechanized industry in Rochester had produced a middle class with time for leisure and recreation. It had also created a class of successful entrepreneurs who saw Charlotte both a chance for investment and development and a location for their summer homes.

Improvements in land-based transportation between Rochester and Charlotte followed quickly on the heels of its summer popularity. As early as 1875, there were the beginnings of a movement to reconstruct the badly deteriorated Charlotte Plank Road. In that year, at a meeting of property owners along the route, it was decided that the road should be plowed, graded and

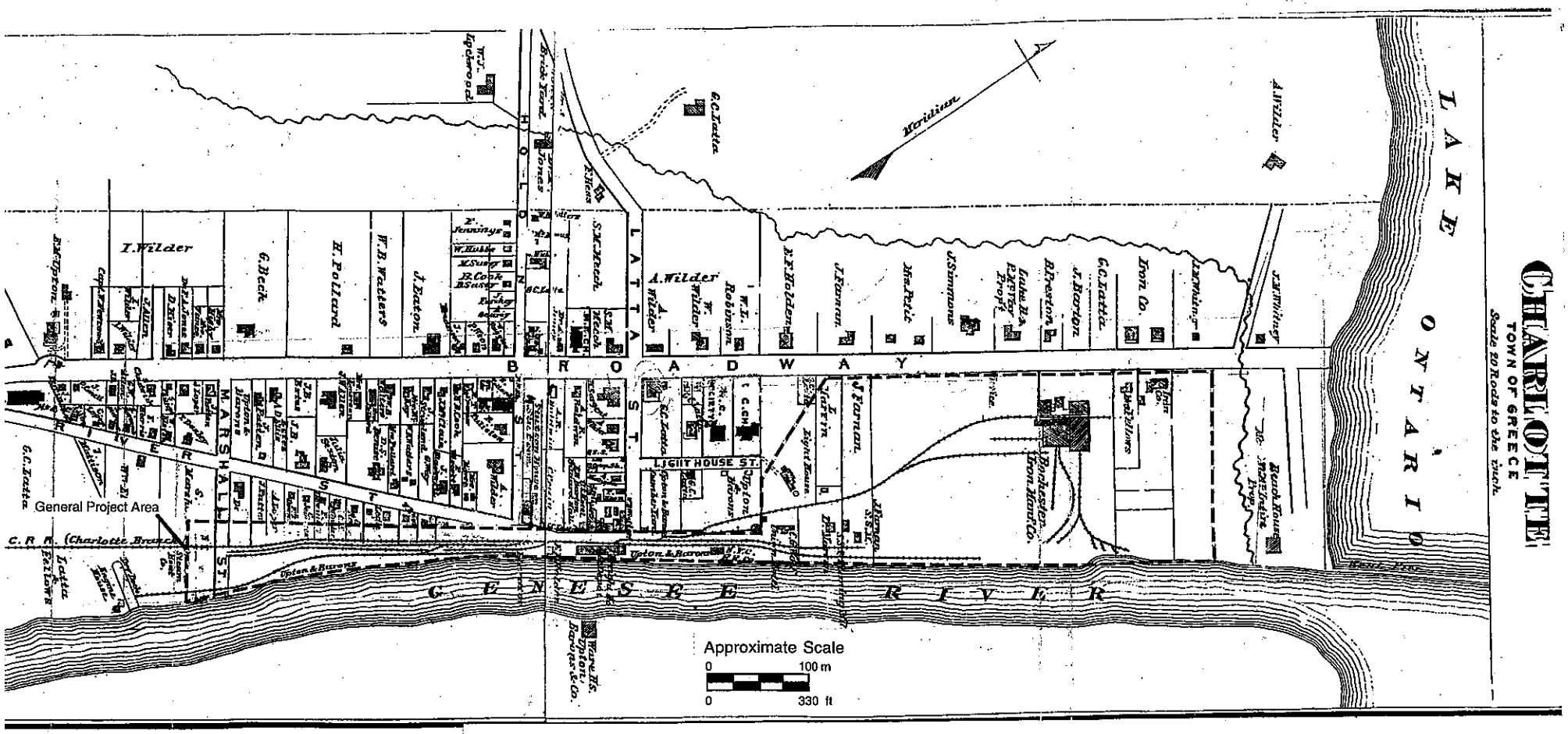


Figure 17. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in the Village of Charlotte on Beers' 1872 *Atlas of Monroe County, New York*

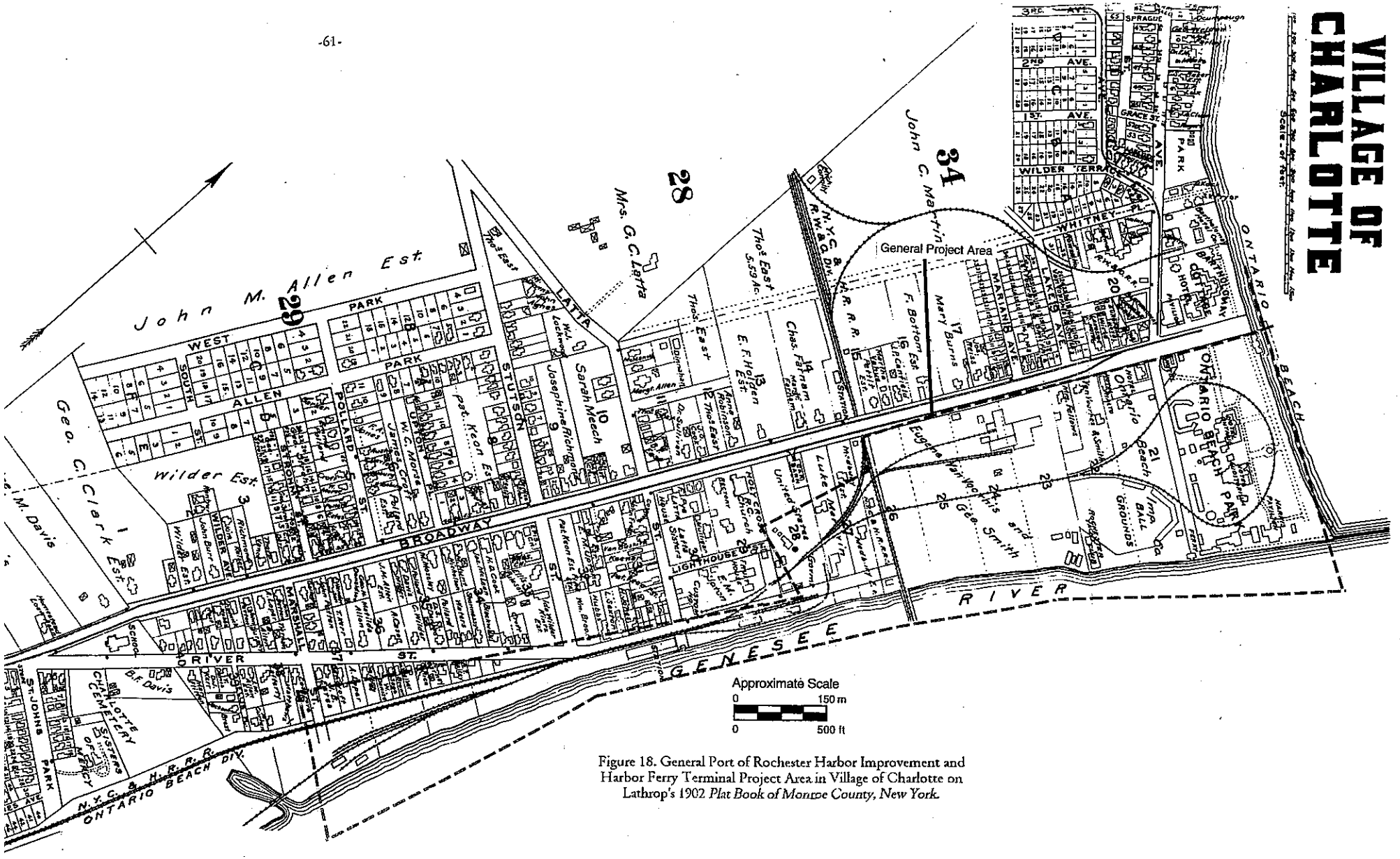


Figure 18. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in Village of Charlotte on Lathrop's 1902 *Plat Book of Monroe County, New York.*

filled with gravel to create a wide boulevard connecting the village and the city. Five years later, the Rochester and Charlotte Turnpike Road Company, funded by a stock issue, was formed to do the job. In the fall of 1882, the toll road was completed. It was purchased by the county in 1905.

Rail transport in and around Charlotte was also improved and augmented over the last 30 years of the nineteenth century. In 1876 the New York Central Railroad extended its north-south spur to intersect a boardwalk that ran along the lakeshore. That year, a rail line from Lewiston to Oswego, passing through Charlotte, was completed. A railroad swing bridge was constructed across the Genesee as part of its route. Eleven years later, the Rochester Electric Railway Company was organized to construct a line along Lake Avenue from the Ridge Road to Charlotte. The line was completed in 1889 and that summer electric trolley services began. It was one of the first successful electric railways in the country (Fisher 1933:206). The next year another electric trolley, the seven and a half mile Rochester Grand View Beach Railroad, was put under construction to be finished the following year. The line ran from Manitou Beach, crossing Braddock's Bay on wooden pilings, and terminated in a junction at Charlotte with the electric trolley from Rochester. It later became the Rochester, Charlotte, and Manitou Railroad. Charlotte's transportation advantages, which included a Beach Street to Summerville ferry as of 1878, made it a departure point for Rochesterians traveling to other lakeshore beaches to the east and west.

The village's growth in the 1870s and early 1880s prompted a group of enterprising Rochester and Charlotte businessmen to form the Ontario Beach Improvement Company in 1884. The group had the financial backing of the New York Central Railroad. To quote Joseph Barnes, former City Historian: "The new venture was intended to exploit Charlotte's potential as a resort, an undertaking which was eminently successful. The company constructed a resort hotel on a grand scale on real estate fronting the lake beach and the river, added a large pavilion, bandshells, and other improvements, and began reaping large profits". New York Central obliged the amusement park promoters by routing their rail line from the city in a loop through the complex (Figure 18). The railroad and trolley transport became especially significant in the 1890s since steamboat pleasure trips on the river declined with emission of raw sewage into the Genesee and the burning of the Glen House in 1894.

Ontario Beach Park was not the only enterprise spawned by the popularity of the summer resort. Restaurants, taverns, and hotels sprang up to meet the increased demand for services. One of the earliest was Martin "Marty" McIntyre's Beach House located on the beach between Broadway (Lake Avenue) and the river. From the Beach House, partially constructed of driftwood, McIntyre dispensed bait, tackle, fishing roads, refreshments, and white fish dinners as early as 1872. The early 1870s saw the construction of the Spencer House and the Cottage Hotel and Pavilion, sponsored by the Bartholomew Brewing Company.

The centerpiece of the Ontario Beach Improvement Company's compound was the Hotel Ontario, built in 1884 and filling the gap created when the Spencer House burned down in 1882. By the turn of the century the Lakeside, the European, the Rialto, and another hotel had joined the concentration of lodging places at the north end of Broadway (Lake Avenue). Taverns were also well represented as evidenced by the fact that 40 liquor licenses were granted in the spring of 1895 (Greer 1976:47). All the activity was summed up by the New York Central Railroad Company who widely advertised Charlotte as the "Coney Island of the West".

While Charlotte gained much of its income and local notoriety from its summer visitors and residents, other developments were occurring in the last third of the nineteenth century. Probably the most ambitious industrial venture was the formation of the Rochester Iron Manufacturing Company in 1867 for the purpose of establishing a blast furnace at Charlotte. The plant covered a 12-acre lot and opened for business in 1869. The blast furnace was in operation from that year until 1927, surviving occasional closings, changes in management and ownership, and remodeling (Figures 17-19). New York Central's tracks can be seen extending through the blast furnace compound on the 1872 map (Figure 17).

The presence of this company brought another enterprise to Charlotte which eventually overshadowed the importance of the foundry. In the 1870s, metalworking industries in Rochester were on the rise. In capitalization and wages funds, they exceeded the shoe-making and flour industries which Rochester was known for around the country at the time. The metalworking industries had a nagging problem, however. The Genesee region lacked a local supply of coal so necessary to their production. Coal from Pennsylvania was the only answer, but the canal system and the existing railroads couldn't supply enough for expanding needs. The result was a number of attempts through the 1870s to construct a railroad from the Pennsylvania coal fields to Rochester. Many attempts were foiled by the internecine political and financial dealings of the nation's railroad tycoons. By 1883, however, the Buffalo, Rochester and Pittsburgh Railroad was completed and it included a spur to Charlotte.

The coal trade encouraged a revival of major activity at the port. The year 1891 was actually the busiest of the century for the port with total imports and exports reaching a valuation of nearly $32,000,000.00. The Ontario Car Ferry activity prompted efforts to deepen the river channel and make harbor improvements. Larger and larger ferries, with accommodations for pleasure travelers necessitated the creation of a turning basin. By 1912, the channel had been deepened to 20 feet, a turning basin was dredged at the southern end of the east pier, and the U.S. Customs House had moved from the corner of Latta Road and River Street (Figure 18, Figure 22 Structure 23, Photograph 33) to a building at 385 River Street (Figure 19, Figure 22 Structure 19, Photograph 21). Further harbor improvements have been effected over the course of this century. Most notably, due to the large amounts of coal shipments during the second World War, the federal government has taken responsibility for harbor and river mouth maintenance since 1948. Port receipts have fluctuated around the $1,000,000.00 mark for most of the twentieth century.

We have discussed the physical development of Charlotte in the second half of the nineteenth century in terms of transportation, trade, industry, and summer commerce. There were other developments that affected the lives of the year-round inhabitants who were not captains of industry or trade and did not derive their livelihood from summer commerce. New residents continued to arrive though the last third of nineteenth century. A comparison of the number of structures between the 1872 and 1902 maps of Charlotte shows a fourfold increase (Figures 17 and 18).

Charlotte expanded in area during this period as well. In 1886 the Terry Tract owned by George Danforth and James Terry was annexed by the village. The tract had 2,000 feet of lake frontage and extended 500 feet south of the lakeshore. In 1912 two more annexations were effected. The area from Stutson Street south to Atwell Street and the Martin Tract, which

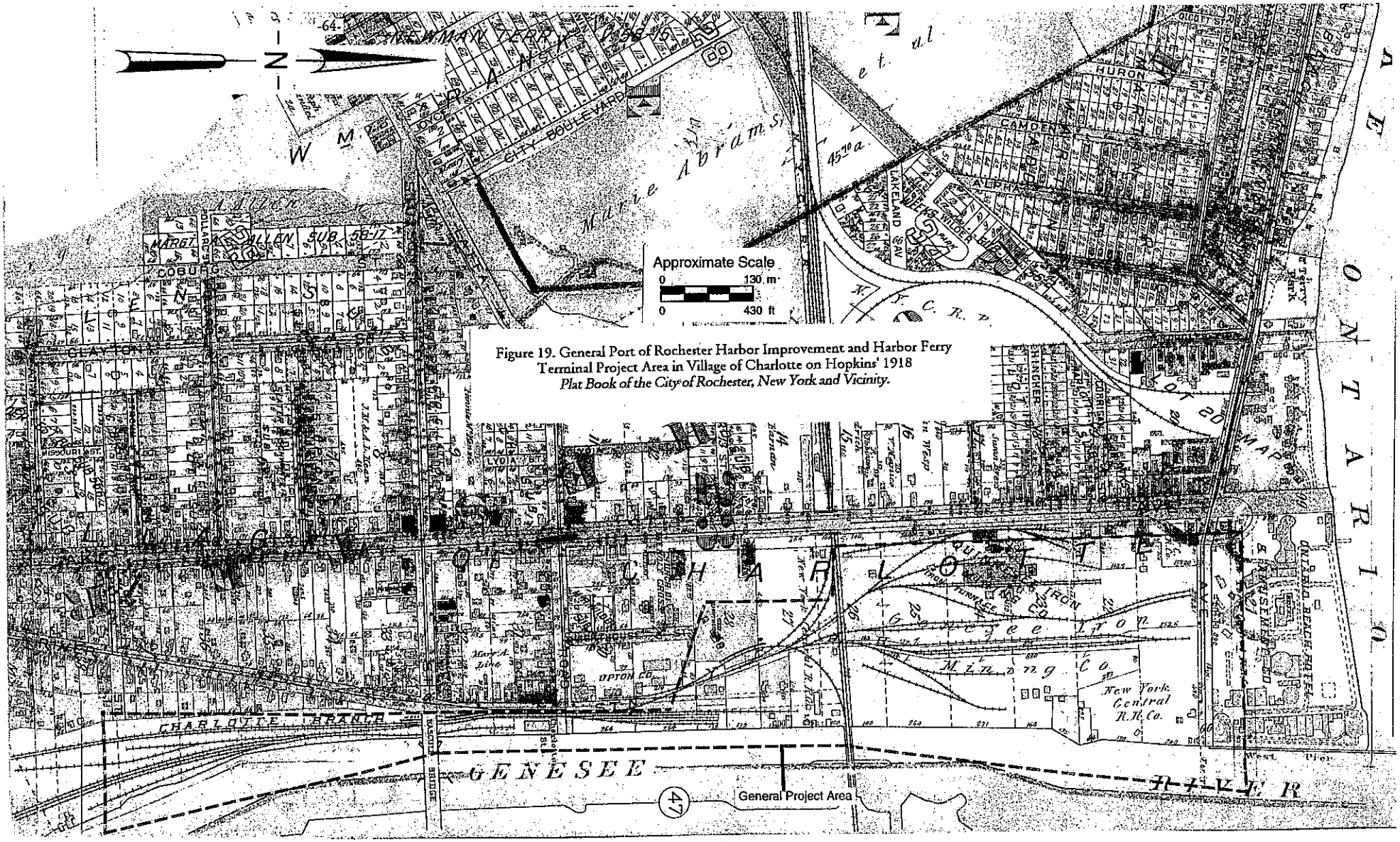


Figure 19. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in Village of Charlotte on Hopkins' 1918 *Plat Book of the City of Rochester, New York and Vicinity.*

Photograph 21. Residence at 385 River Street, constructed c. 1890-1900, served as U.S. Customs House c. 1918, looking southwest.

Photograph 22. The New York Central River Street (Charlotte) Station built in 1902, from River Street, looking northeast.

included six new streets, were included within the village boundaries.

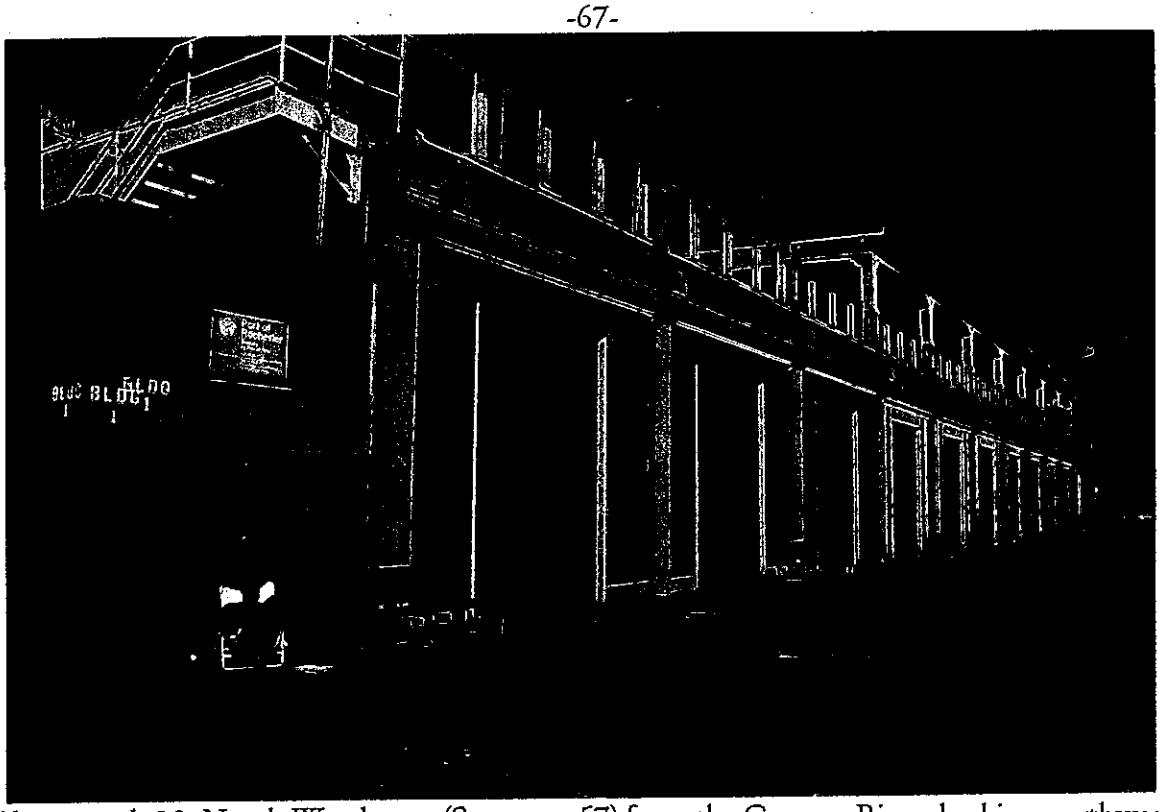
Between 1880 and 1910 a number of new streets were laid out and house lots established. In 1888 Frank S. Upton laid out Upton Place. St. John's Park was laid out in 1895 and George Strohm established Strohm Street two years later. John D. Meech laid out Meech Park in 1906. Dugan Place was laid out by Daniel Dugan in 1909. By comparing the 1887 and 1902 maps, it is evident that a whole new neighborhood developed west of Broadway (Lake Avenue) running south of the lakeshore. The majority of the structures along Beach Avenue were "cottages" of the wealthiest summer residents. Some of these "cottages" are quite palatial, even by modern-day standards.

Charlotte was truly brought into the modern area with the establishment of electricity throughout the village in 1899. Three years later, New York Central replaced its River Street train station as the existing structure had burned down that year (Figures 18 and 19). The 1902 station still stands, although it is in a deteriorated condition (Figures 3, 8, 13, 18, 19 and 22, Photograph 22, Appendix B).

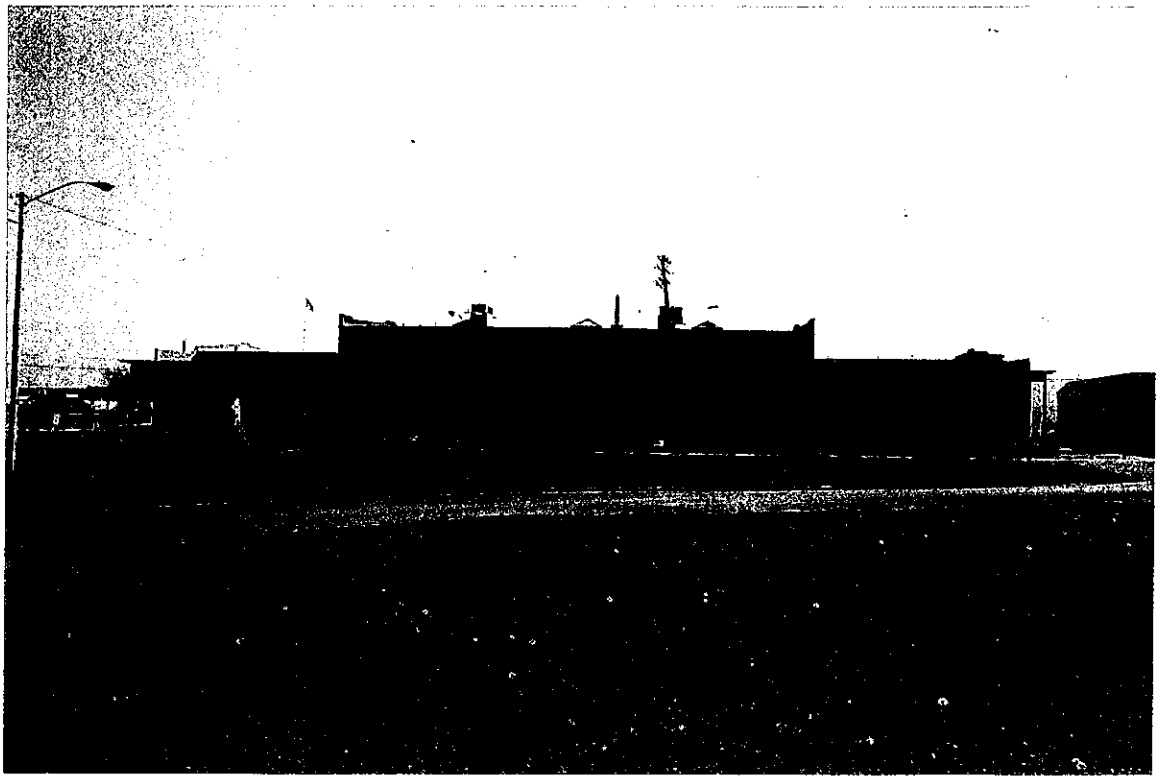
The last phase of Charlotte's history involves the annexation of the village by the City of Rochester. The idea of annexation had been brought up as early as 1873, but fearing higher taxes and loss of autonomy with little tangible gains, the residents resisted the various annexation attempts during the nineteenth century. Finally, in 1916 the village was annexed and became the 23rd Ward of the City of Rochester. In 1917 the Stutson Street road bridge opened, ending the Beach Street to Summerville ferry service. The next year, the city acquired the amusement and resort facilities on the lakeshore, converting the area to a public beach. The only surviving element from the amusement park era is the enclosed merry-go-round which was restored in the late twentieth century.

The history of the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area has been influenced both by tourist and recreational activities related to Ontario Beach Park to the north, and commercial and industrial activities along the Genesee River to the east. Trade of commodities with other Lake Ontario ports encouraged the development of Charlotte and the Genesee River in the early 1800s. By the 1880s, the Port area had developed into a prosperous resort area; however, when the City of Rochester annexed Charlotte in 1917 many resort structures were in decay and were cleared for parking. The City of Rochester constructed the Charlotte Passenger and General Cargo Terminal (now known as the North Warehouse, in 1932 (Photographs 23-24). Based on information examined for this report, the South Warehouse appears to have been built between 1950 and 1958 (Photographs 25-26). Freight and passenger rail service continued to the Port area until the 1950s. In 1970, coal traffic to the port declined sharply and the coal landing facilities which had been taken over by the Baltimore and Ohio Railroad were closed. Overall water born commerce has declined over the last 30 years, although the importation of newsprint and building cement are still part of port trade.

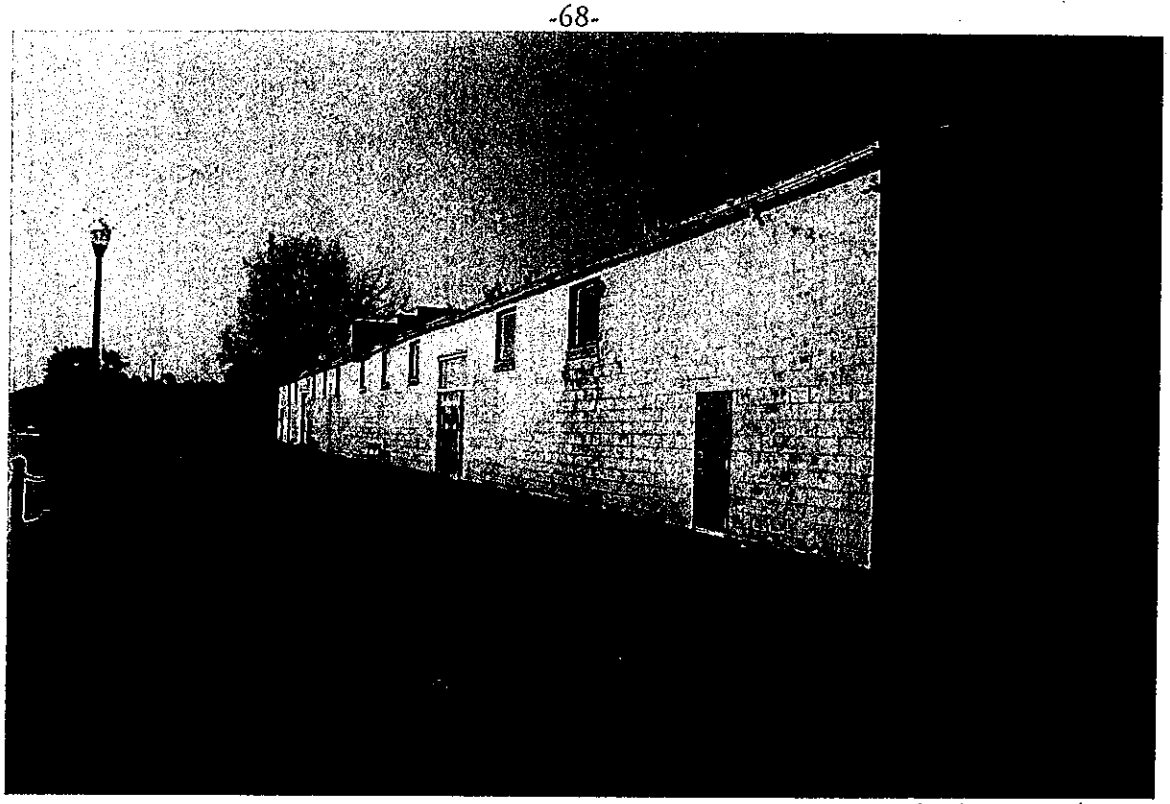
The Charlotte area has retained a village character with primarily residential side streets branching off a commercial corridor, i.e. Lake Avenue. In general, commercial establishments on Lake Avenue are retail oriented near the Lake Ontario State Parkway (LOSP) and restaurant oriented near Beach Avenue. Present commercial activity along the Genesee River is generally related to recreational boating, e.g. docking, storage, repair, and fueling.



Photograph 23. North Warehouse (Structure 57) from the Genesee River, looking northwest.



Photograph 24. North Warehouse (Structure 57) from the Genesee River, looking east.



Photograph 25. South Warehouse (Structure 56) from the Genesee River, looking southwest.

Photograph 26. South Warehouse (Structure 56) from the Lake Avenue side, looking east.

Ontario Beach Park - Development and Significance

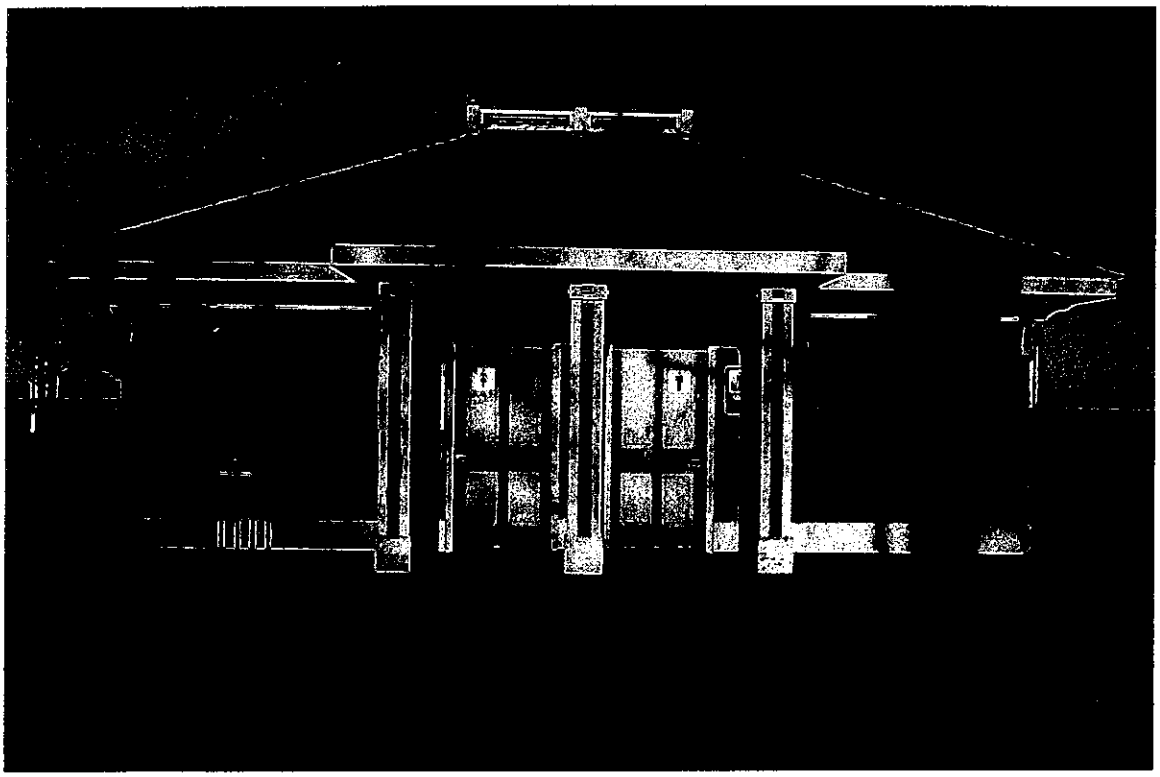
Ontario Beach Park is a city-owned, county-operated park area located between Beach Avenue to the south and Lake Ontario to the north in the City of Rochester, Monroe County, New York. Its eastern boundary is an access road to the west of the Genesee River, although the park itself extends as far east as the river. The western boundary of the park is a beach access path immediately to the west of the Municipal Bathhouse, the westernmost structure within the park. Ontario Beach Park is a recreational area that includes a sand beach bordering on Lake Ontario, numerous lawn areas divided by access roads and walkways, scattered trees, and a number of recreational structures.

In relation to the rest of the city, the park is at the northernmost end of the municipality. It is bordered on the south by parking lots for the use of beach patrons. A residential neighborhood stretches along the rest of the lakeshore to the west of the park within the city limits. Ontario Beach Park includes structures constructed in a variety of styles, building materials, and scales. The bathhouse is a brick structure with detailing in cut stone and various wooden elements such as a six-columned, two-story Greek revival porch that faces the lake. The majority of the other structures in the district are one-story wooden buildings with the exception of the lavatory which is faced with stucco and has a red tile roof. The landscaping, consisting of lawns, walkways, and scattered trees forms a harmonious setting for the structures and the beach itself (Photographs 27-32).

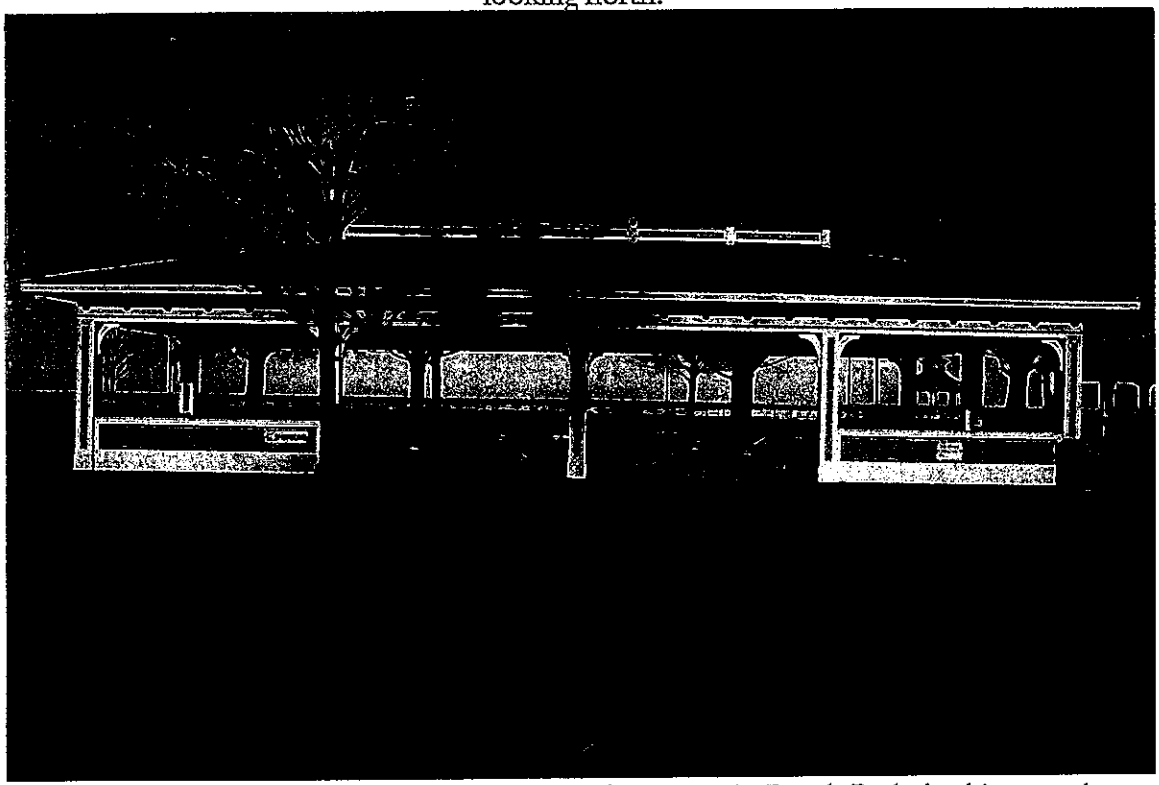
The functions of the structures within Ontario Beach Park all center around recreational activities. The 1931 Municipal Bathhouse includes two wings originally used as changing rooms for beachgoers. Four picnic shelters, dating from 1920-1931, are prominent structures in the eastern half of the park. This area also includes a carousel building dating from 1884-1931. Restoration of the 1905 carousel was undertaken in the 1980s. The building housing the carousel was restored in 1983-84 under the auspices of Monroe County Department of Parks and Recreation as a part of their Ontario Beach Master Plan. Research for the restoration was conducted by the architectural firm of Handler and Grosso. The carousel and its surrounding structure have been determined eligible for inclusion on the National Register of Historic Places.

Ontario Beach Park was the site of the first commercial activity associated with Rochester's use of the Lake Ontario shoreline for recreational pastimes. Martin McIntyre's Beach House, a shack partially constructed of driftwood, was located within the district as early as the mid-1850s. McIntyre dispensed refreshments, bait, tackle, fishing rods, and rental canoes. The idea of summering on the lake started in 1865 when Dr. Edward Mott Moore, a Rochester physician, erected a large tent for his family on the beach slightly west of Charlotte. By the early 1870s, the practice began to gain popularity among Rochesterians and an increasing number of families took up summer residence at Ontario Beach.

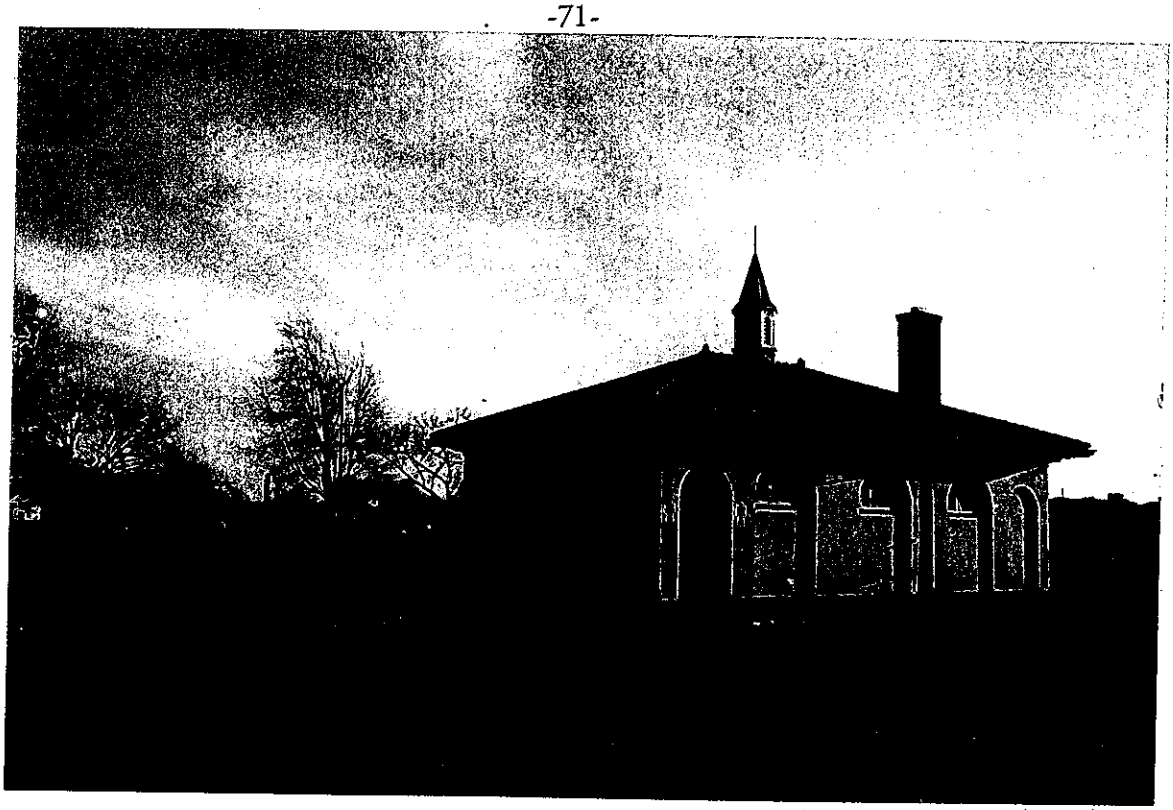
During the last third of the nineteenth century, land-based communication between Rochester and the Ontario Beach area was improved and augmented. With the help and sponsorship of railroad and trolley car companies the Ontario Beach area was exploited for its potential as a resort. 1884 saw the formation of the Ontario Beach Improvement Company which constructed a resort hotel and an amusement park on the site of the present-day Ontario Beach Park. To the west of the amusement park, the Bartholomay Brewing Company built a hotel and



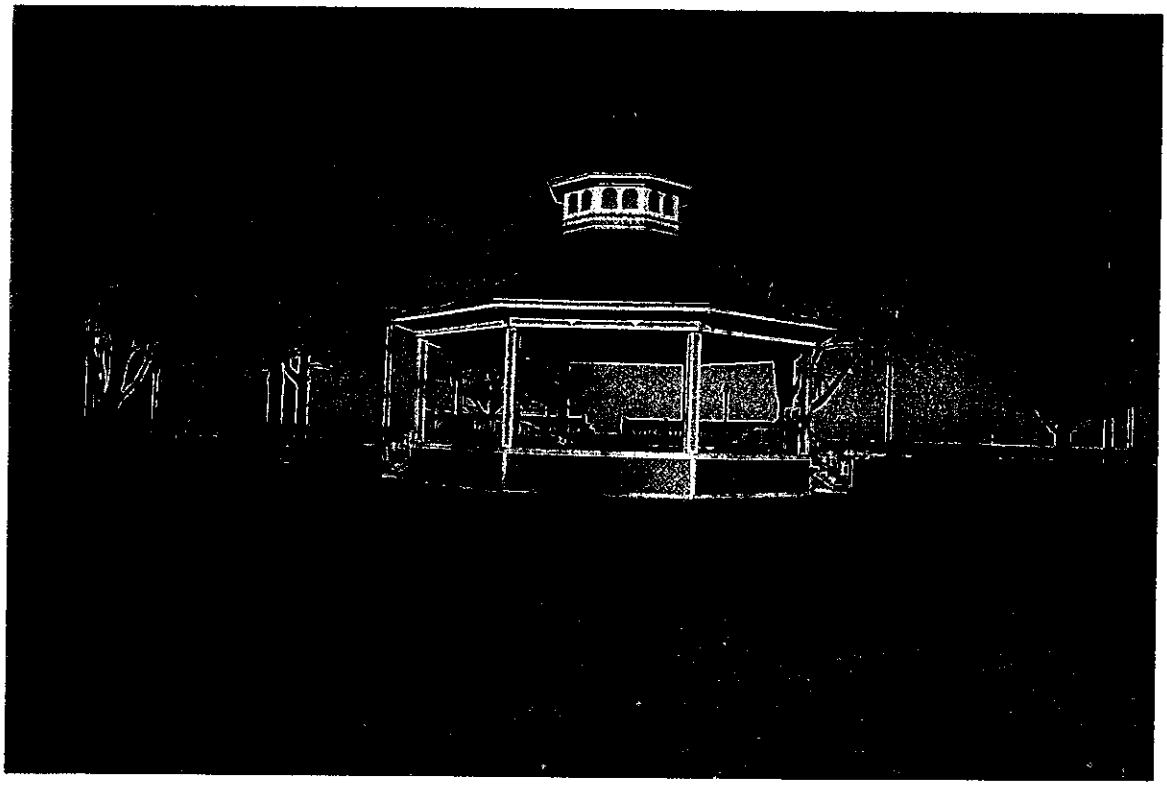
Photograph 27. Men's and Women's Restrooms (Structure 59)in Ontario Beach Park, looking north.



Photograph 28. Picnic Pavilion (Structure 60) in Ontario Beach Park, looking north.

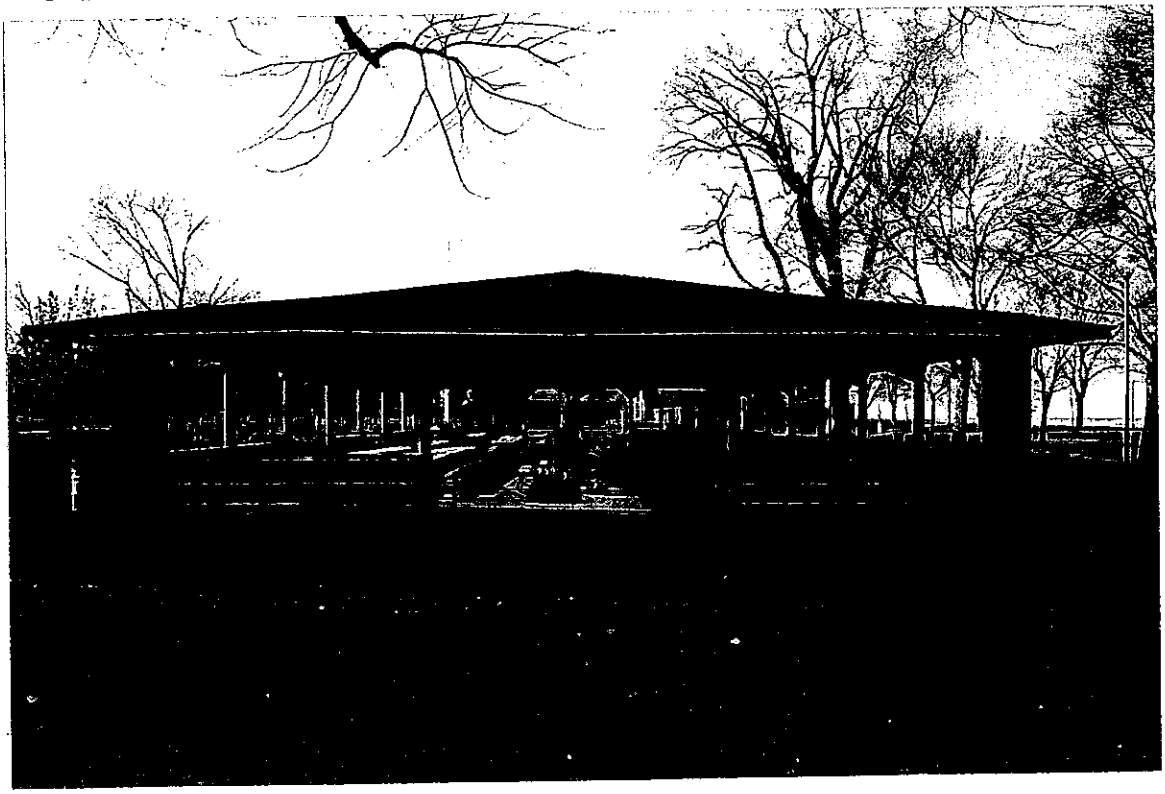


Photograph 29. Men's and Women's Restrooms (Structure 62) in Ontario Beach Park, looking north.



Photograph 30. Main Gazebo (Structure 63) in Ontario Beach Park, looking north.

Photograph 31. Sandpiper B Picnic Pavilion (Structure 64) in Ontario Beach Park, looking west.



Photograph 32. Beachfront B Picnic Pavilion (Structure 65) in Ontario Beach Park, looking north.

pavilion in the early 1880s. The Cottage Hotel, also of this era and still further west along the shore, featured a main building which included extensive restaurant facilities and a number of Victorian cottages along the beach that could be rented by the season. All of this development occurred within the geographical area mentioned earlier.

In 1918, at the urging of Parks Commissioner William S. Riley, the City of Rochester purchased the Ontario Beach amusement park. Riley reasoned that the area of the once-popular amusement park would continue to be heavily utilized by Rochester residents in the form of a public park. He was correct in his assessment as the park continued in popularity in its new form.

By the late 1910s, the amusement park and many other buildings at Ontario Beach were showing signs of aging or had fallen into disrepair. In April 1920, the *Rochester Herald* published a series of photographs documenting the closing of Ontario Beach Park. One of these photographs taken by Albert R. Stone, shows the exterior of Ontario Beach Park on the south side looking east toward the river and ferry landing on Beach Avenue. The Beach Avenue entrance to the park is visible on the extreme right of the photograph (Figure 20). During the 1920-1922 period, the city, now committed to development of the park and facilities at Ontario Beach, purchased lands to the south and to the west of the original amusement park property. The land to the south of Beach Avenue was cleared of its few structures and paved for use as a parking lot for beach patrons. The land to the west of the line of Lake Avenue became part of the park proper.

By 1921, the Common Council had authorized the Commissioner of Public Works to "sell" and to undertake the "moving, altering, repairing and removing" of buildings on the newly acquired city lands. The changes effected over the next seven years are reflected in an independently commissioned parks report in 1929: the majority of the structures associated with the Ontario Beach Amusement Park have been removed or demolished with the important exception of the carousel building. New structures built under city auspices had been added by this time as well . The report enumerates "old and new structures and facilities extant as of 1928:"

- 1 bathing beach
- 1 children's playground
- 1 tennis court
- 1 dance pavilion
- 1 large merry-go-round
- 9 old frame bathhouse buildings
- 4 picnic shelters
- 1 restaurant (excellent)
- 3 refectory stands
- 2 comfort stations (excellent)
- 1 horse barn
- 1 tool shed
- 2 residences
- 1 cottage streetcar station
- 2 auto park areas (5 acres)

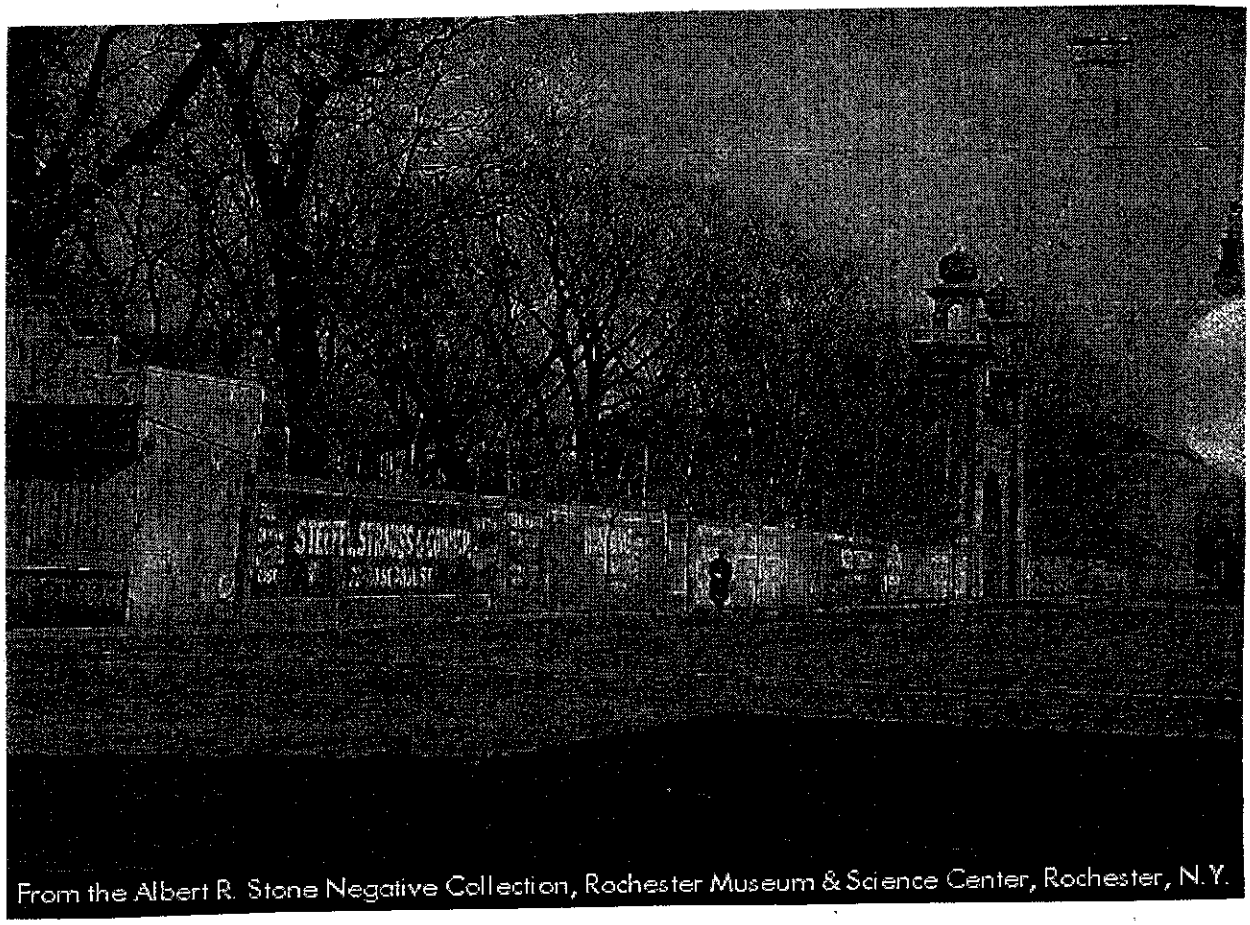


Figure 20. Closing of Ontario Beach Park printed on 11 April 1920 in the *Rochester Herald* (From the Albert R. Stone Negative Collection, Rochester Museum & Science Center, Rochester, N.Y.).

A comparison of this listing with historical maps and aerial photographs of the period reveals that with exception of the "Large merry-go-round," the "9 Old frame bathhouse buildings," the "Cottage Street car station" and the "2 Residences," the structures and facilities enumerated were constructed between 1921 and 1928. The Dance Pavilion was constructed on the site of the Hotel Ontario, part of the original Ontario Beach Amusement complex.

In the course of the 1929-1931 period, the park underwent further changes which brought its plan and landscaping to a point which has remained materially unchanged to the present date vis a vis the proposed boundaries of the Historic District. Construction during this period was sponsored in part by the City of Rochester and in part by two Depression-era funding sources: the Civil Works Administration (CWA) and the Temporary Emergency Relief Administration (TERA).

The city built the Municipal Bathhouse, completed in 1931, which is still standing in its original location. Two towers topped by flood lights for night beach use were also constructed. The westernmost tower is standing.

Under the CWA and late the TERA, a number of improvements were effected at the park. Two additional picnic shelters were constructed as well as a cafeteria and a dance hall which was a modification of an older structure that contained a restaurant as well as a dancing facilities. A skating rink and an athletic field were also laid out.

Under the sponsorship of the TERA, a system of paths, lawns, and plantings were installed throughout Ontario Beach Park. The planning stage of the landscape modification was complete by 1931 and the modifications themselves were completed by 1936 or earlier. To the east of the line of Lake Avenue, the landscape plan incorporates paths and open spaces that date from the amusement park of the 1880s as well as the city's modification of the area in the 1920s. The landscaping to the west of the line of Lake Avenue reflects planning of the late 1920s and accommodates the Municipal Bathhouse. The majority of the landscape plan as represented in 1931 is still in place.

Although the Dance Pavilion was removed in the 1938-1967 period, the landscape plan itself has historical significance. It represents local trends in park planning of the 1920s and early 1930s and it gives clues to earlier uses of the site through its incorporation of organizing elements dating to the amusement park phase of the site's development. Finally, it gives the park a sense of identity which is tied to its various uses in the past.

Its primary significance lies in its representation of the development of a recreational area through time. The various phases of this development are represented by the variety of structures still extant within the park and by the accompanying landscaping which also reflects the variety of recreational uses of the area in the course of its 130-year history. Although the structures date from a number of periods, the later ones were built with a view to their compatibility with those which already existed. This goal was achieved in both later construction and the associated landscaping. A resource evaluation for Ontario Beach Park (Unique Site Number 05540.007538) is included in Appendix C.

The *Monroe County Waterfront Recreation Opportunities Study*, January 1990 (MCWRO), recognizes Ontario Beach Park as a valuable public waterfront with swimming and tourism opportunities. The study estimates that over 800,000 people visit the park each year. They come to enjoy the beach, stroll the pier, catch one of the weekly performances at the bandstand, visit the Antique Dentzel Carousel, play on the playground, picnic in the shade, play basketball and beach volleyball, or simply watch the waves role in from the steps of the bath house. The southern edge of the park is defined by a 4.4-acre parking lot. The parking lot, on dedicated parkland, holds approximately 540 cars. The Beach Avenue right-of-way east of Lake Avenue is the primary means of vehicular egress from the waterfront. Beach Avenue severs pedestrian circulation from the parking lot to the park and impacts the quality of the waterfront park experience.

Sensitivity Estimate

Phase IA investigations for the proposed project comprised an examination of the environmental, archaeological, and historical literature relevant to the project area that has been prepared in the 15 years since the Cultural Resources Inventory for the Rochester LWRP was completed by the RMSC in 1986. The primary goal of this documentary research is to update the inventory of known and potential historical and/or archaeological resources within the project area and to revise the evaluation of its archaeological and historical sensitivity based on information gathered since 1985 to guide in the determination if Phase IB field investigations are warranted.

An estimate of the archaeological sensitivity of a given area provides the archaeologist with a tool with which to design appropriate field procedures for the investigation of that area. These sensitivity projections are generally based upon the following factors:

(1) statements of locational preferences or tendencies for particular settlement systems,

(2) characteristics of the local environment which provide essential or desirable resources (e.g. proximity to perennial water sources, well-drained soils, floral and faunal resources, raw materials and/or trade and transportation routes),

(3) the density of known archaeological and historical resources within the general area and

(4) the extent of known disturbances which can potentially affect the integrity of sites and the recovery of material from them.

The proposed project is located adjacent to the Genesee River and Lake Ontario which have been and continue to be sources of potable water, transportation, and power. Furthermore, the lake and its environs have provided mammalian, avian, and piscean resources to inhabitants of the area for as long as the region has been occupied.

The search of archaeological data files revealed the presence of 21 known (previously recorded) archaeological sites within a two-mile radius of the general project area (Table 3). Two of these sites are situated within the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area, RMSC Roc 053 (the Charlotte Site) and RMSC Roc 099 (the Charlotte Lighthouse Historic Site). RMSC 053, the Charlotte Site is identified in the RMSC files as a camp (or series of camps), village and burial. A Native American burial was encountered during the excavation of the well for the Charlotte (Genesee) Lighthouse in 1822. Francis Mann Latta, an early resident of Charlotte, reported that in addition to the bones, there were "arrowheads spear points, and hatchets of stone." It is unclear whether these items were associated with the burial or simply other artifact finds made in the vicinity of the well (Nagel, et.al. 1986:189). Parker (1920:612) reports a "village site on the west side of the Genesee River near (its) mouth."

Investigations undertaken by the SUNY Buffalo Archaeological Survey produced unconfirmed reports of a projectile point discovery on the property on the southwest corner of Stutson and River streets and another on the northern side of Upton Place (Allen 1984:21, Nagel, et.al. 1986:190). The field investigations undertaken by SUNY Buffalo resulted in the recovery of a Late Archaic projectile point from a shovel test pit on the south side of Stutson Street, west of its intersection with River Street (Allen 1984:141-142). No other Native American cultural material was recovered and additional shovel tests surrounding the find spot revealed that the area had been subjected to substantial previous disturbance.

The RMSC archaeological collections contain 35 chert projectile points, four bifaces, and two large retouched flakes, all attributed simply to Charlotte. Most of these artifacts were manufactured from local Onondaga chert, although at least two points are made of non-local material. Other artifacts in the RMSC's collections that are attributed to "along the Genesee River, near Charlotte" include, Native American pottery, net weights, bipitted stones, and additional projectile points (Nagel, et.al. 1986:191).

The Charlotte Lighthouse Historic Site (RMSC Roc 099) is actually a multicomponent site. In addition to the existing lighthouse complex identified as a significant cultural resource (it was listed on the National Register of Historic Places in 1974), the area immediately surrounding the existing structures contains the remains of the first lightkeeper's house (c. 1822), the site of the first permanent Euro-American settler of Charlotte's log cabin and remains of the American Indian occupation of the area (see RMSC Roc 053)(Nagel, et. al 1986).

Therefore, based on reported resources within and surrounding the project area, there would generally be a distinct possibility that archaeological resources may be present within the project area. The sites files indicate that the 21 known archaeological sites within a two-mile radius of the project area are comprised of both Native American and Euro-American sites (Table 3). Of the 21 sites, ten are identified as camp sites, two sites have no information as to site type or cultural affiliation and the files record the remaining nine sites as one camp, village and burial, one camp and cemetery, one camp and lithic scatter, one camp and surface scatter, one village, one earthworks, one burial, one ferry landing, and one lighthouse complex (Table 3). However, while there are numerous sites within a two-mile radius of the project area, previous disturbance and filling within the proposed project area is believed to have impacted or destroyed the remains of most of the Native American sites as well as some of the earliest Euro-American sites. The nature and extent of previous disturbance will be discussed below.

Table 3. Archaeological Sites Within a Two-Mile Radius of the Project Area

Site Number	Site Name	Site Type	Approximate Distance
RMSC Roc 016	Gucker	Camp	6,000 ft/1,800 m
RMSC Roc 017	Stace	Camp	6,000 ft/1,800 m
RMSC Roc 018	Upper Delta	Camp	6,000 ft/1,800 m
RMSC Roc 053 NYSM 3881 SHPO A055-40-1545	Charlotte	Camp Village Burial	Within
RMSC Roc 054 NYSM 3879	Harborview	Village	3,000 ft/900 m
RMSC Roc 057 NYSM 5860 SHPO A055-08-0013	Windsor Beach	Camp	2,500 ft/750 m
RMSC Roc 058 NYSM 5861	Rattlesnake Point	Camp Cemetery	5,000 ft/1,500 m
RMSC Roc 065 NYSM 5868 SHPO A055-05-0003	Vance	Camp	9,000 ft/2,750 m
RMSC Roc 066 NYSM 5869 SHPO A055-05-0044	Rigney's Bluff	Camp	10,500 ft/3,200 m
RMSC Roc 072 SHPO A055-08-0017	Charlotte Ferry	Ferry landing	200 ft/60 m
RMSC Roc 074 NYSM 5876	Jolly Roger	Camp	800 ft/240 m
RMSC Roc 075 NYSM 5877	Mirage	Camp Lithic scatter	1,400 ft/420 m
RMSC Roc 076 NYSM 5878	May-B	Camp Surface scatter	1,800 ft/550 m
RMSC Roc 087 NYSM 5886	Turnabout	Camp	6,000 ft/1,800 m

Table 3. Archaeological Sites Within a Two-Mile Radius of the Project Area (cont.)

Site Number	Site Name	Site Type	Approximate Distance
RMSC Roc 090 NYSM 5888 SHPO A055-08-0019	Walker	Camp	800 ft/240 m
RMSC Roc 092 NYSM 5891 SHPO A055-08-0020	Vale	Earthworks	4,000 ft/1,200 m
RMSC Roc 099	Charlotte Lighthouse	Lighthouse and Keeper's House	Within
RMSC Roc 142 SHPO A055-40-1546	Leake Farm	Burial	4,000 ft/1,200 m
RMSC Roc 145 SHPO A055-40-1547	Cliff	Camp	4,300 ft/1, 300 m
NYSM 8728	----	----	2,400 ft/700 m
NYSM 8729	----	----	3,700 ft/1,100 m

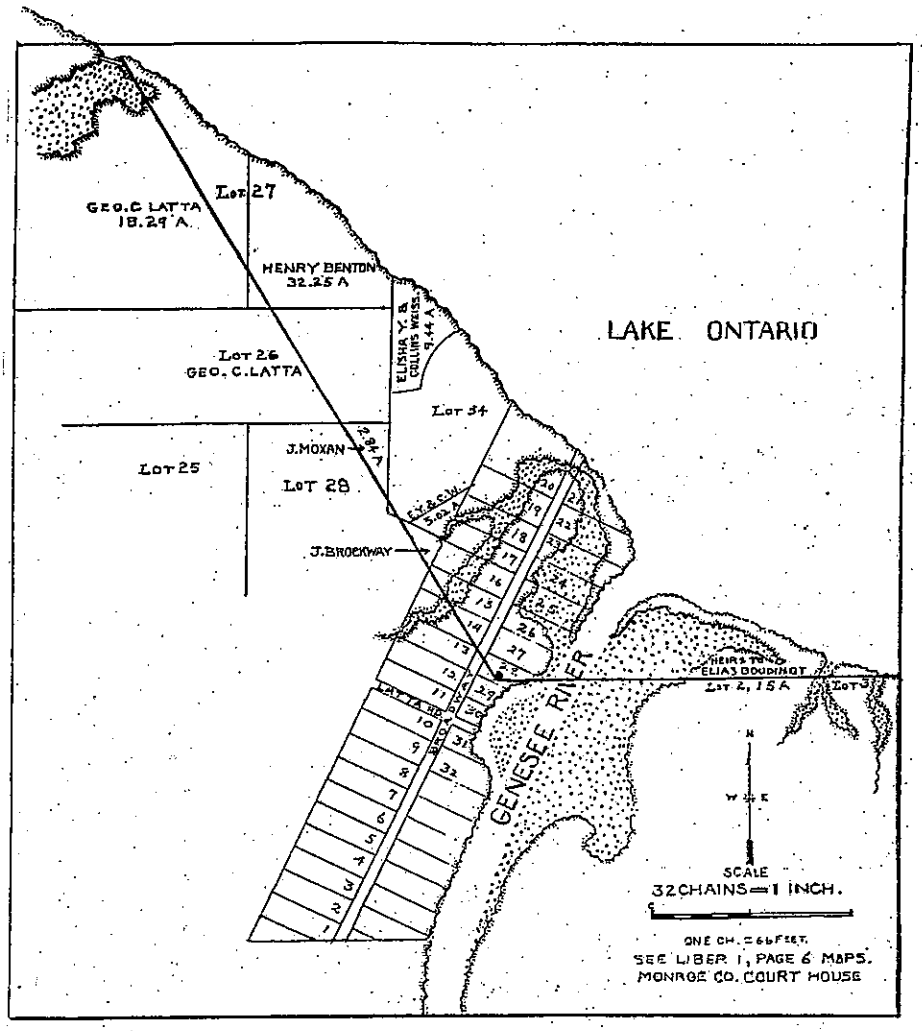
Despite the number of prehistoric and historic archaeological sites documented within and surrounding the project area, substantial previous disturbance associated with filling throughout much of the project area as well as building demolition and road construction, has left little of the project area suitable for subsurface testing. A map of the harbor conditions at Charlotte in 1829 (Figure 21) shows much of the project area as "reed-filled waterways." Most of the area north of the lighthouse and east of Lake Avenue (formerly Broadway) and along the western bank of the river to below Latta Road had to be filled before any construction or development could occur.

Lake Avenue (formerly Broadway), River Street, Latta Road, and Lighthouse Street are four of the original six roads laid out in Charlotte. The historic character of the streets is represented by clusters of nineteenth-century mixed use buildings, the historic lighthouse and keeper's house, and an abandoned railroad station (Figures 17, 18, 19 and 22). Twenty-six of these buildings have been evaluated by the NY SHPO. Fifty-five of the buildings still standing in the project area are more than 50 years old and most actually date to the nineteenth century. However, the historic integrity of the area has been diminished by now vacant and underutilized parcels of land, deteriorated buildings, historic buildings with inappropriate materials and/or additions, and cluttered riverfront uses.

A review of historic maps and atlases, previous cultural resource investigations and the on-site inspection document the location of as many as 113 buildings within the project area through time. There are 68 buildings within the project area today (not including associated garages, barns or other outbuildings), 55 of which appear to be more than 50 years old (Table 4, Figure 22). As mentioned above, 26 of the 68 buildings within the project area were either previously evaluated by the New York State Historic Preservation Office (NY SHPO) or inventoried during previous cultural resource surveys that included all or part of the current project area. Thirteen buildings within the project area have not been previously inventoried because they have not yet reached the 50 year threshold for consideration by the SHPO. Photocopies of all previously completed building/structure inventory forms or building/structure descriptions along with color photocopies of photographs are presented in Appendix B.

Of the 26 buildings previously inventoried or evaluated, 13 have been determined not to be eligible for listing on either the State or National Register of Historic Places (SRHP/NRHP) by the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) Office of Project Review. Two of the 26 buildings previously inventoried, the NYC Railroad Station (Structure 20) and the Hojack Swing Bridge (Structure 55) have been determined to be individually eligible for inclusion on the SRHP/NRHP by the NYSOPRHP Office of Project Review. Ontario Beach Park and eleven of the park buildings (Structures 58-68), including the Ontario Beach Park Carousel (Structure 58), located within or adjacent to the proposed project area (there are more buildings within the park but they are not within or immediately adjacent to the project area) have been determined to be NR-eligible as a group by the NYSOPRHP Office of Project review. The Ontario Beach Carousel was designated a Rochester City Landmark in 1980.

One Historic Property within the project area has previously been listed on the SRHP/NRHP. The Genesee (Charlotte) Lighthouse and Keeper's House (90NR1478), were listed on the NRHP on 13 August 1974 and the SRHP on 23 June 1980. The Genesee Lighthouse was designated a Rochester City Landmark in 1974.



THE FIRST LIGHTHOUSE AT CHARLOTTE, NEW YORK
PORT OF ENTRY, DISTRICT OF GENESEE

Map drawn by Major Wheeler C. Case, being a reduction of the original on file in the Monroe County Clerk's Office, from a survey made in 1829. The map pictures conditions at the mouth of the Genesee River as they existed prior to the building of the United States Government Piers, and the deepening of the harbor entrance in 1834. The troublesome sandbars are shown, and the dotted areas are reed-filled waterways about the wide river mouth. The heavy ruled lines, radiating from the old Lighthouse, on Lighthouse Point (Lot Number 28), mark the shoreward boundaries of the lands from which it was necessary to remove all standing timber to clear the path of the light. For damages awarded to property owners see Liber 1, of Maps, p. 6, Monroe County Court House.

Figure 21. Harbor Conditions at Charlotte:1829.

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
1	83 Petten St.	No information		R	No			(Sanborn 1950) (RMSC CRSR 2000, Structure 1)
2	55 Petten St	No information		R	Pre 1950		N	(Sanborn 1950) (RMSC CRSR 2000, Structure 2, Photograph 36)
3	188 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 3, Photograph 37)
4	194 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000,Structure 4, Photograph 38)
5	200/204 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 5, Photograph 39)
6	212 River St.	No information		R	Pre 1936		N	(Hopkins 1936 City Atlas of Rochester) (RMSC CRSR 2000, Structure 6, Photograph 40)
7	218 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 7, Photograph 41)
8	228 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 8, Photograph 42)
9	236 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 9, Photograph 43)
10	240 River St.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 10, Photograph 44)

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
11	248 River St.	No information	R	R	1900	N		(CRSR 1990:213 A-VII, Structure 108, Photo 134) (OPRHP 1998:74, USN 05540.001650, Structure 108)
12	256 River St.	No information	R	R	1860-1870	N		(CRSR 1990:214 A-VII, Structure 109, Photo 135) (OPRHP 1998:74, USN 05540.001651, Structure 109)
13	270 River St	No information	R	R	1873	N		(CRSR 1990:216 A-VII, Structure 110, Photo 136) (OPRHP 1998:74, USN 05540.001652, Structure 110)
14	278 River St.	No information	R	R	1870	N		(CRSR 1990:217 A-VII, Structure 111, Photo 137) (OPRHP 1998:74, USN 05540.001653, Structure 111)
15	294 River St.	No information	R	R	1858-1872		N	(CRSR 1986:117-19 VI, Structure 25, Photo 62)
16	302 River St.	No information	R	R	1900		N	(CRSR 1990:114 A-VI, Structure 24, Photo 60/61)
17	8 Stutson St.	No information	R	R	Early 1900s		N	(CRSR 1990:399 A-VIII, Structure 96, Photo 153)
18	9 Stutson St	No information	R	R	1890-1900		N	(CRSR 1990: 141-44 A-VI, Structure 34, Photo 71)
19	385 River St.	1918 Customs House	G	R	1890-1900	N		(CRSR 1990:205 A-VII, Structure 101, Photo 127) (OPRHP 1998:74, USN 05540.001643, Structure 101)
20	414/420 River St.	NYC RR Station	RR	C	1908-1909	I	I I	(RMSC LWRP 1986:479, Figures 139, 140) (OPRHP 1998:74, USN 05540.006178) (OPRHP 2000, R. Englert, personal communication)
21	419/421 River St.	Driftwood Inn	C	C	1900	N		(CRSR 1990:201 A-VII, Structure 99, Photo 125) (OPRHP 1998:74, USN 05540.001641, Structure 99)

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
22	425 River St.	CPO Club	C	C	1870	N		(CRSR 1990:200 A-VII, Structure 98, Photo 124) (OPRHP 1998:74, USN 05540.001640, Structure 98)
22	429 River St.	Charlotte Social Club	C	C	1870	N		(CRSR 1990:200 A-VII, Structure 98, Photo 124) (OPRHP 1998:74, USN 05540.001640, Structure 98)
22	431 River St.	Scuttlebutts Restaurant	C	C	1870	N		(CRSR 1990:200 A-VII, Structure 98, Photo 124) (OPRHP 1998:74, USN 05540.001640, Structure 98)
23	10 Latta Rd.	Tapecon Inc. (Old Customs House)		C	pre-1902 partial		I	(HRS 1986, F-32) (RMSC CRSR 2000, Structure 23, Photograph 33)
24	478 River St.	Port of Rochester Fire Department		G	No			
25	503 River St.	Pelican Marina		C	No			
26	504 River St.	No information		R	No			
27	520 River St.	Coast Guard Auxiliary		G	No			
28	530 River St.	Monroe County Pumping Station		P	No			
29	560 River St.	2 Story Pelican Marina		C	No			(RMSC CRSR 2000, Structure 29, Photograph 9)
30	560 River St.	Pelican's Nest		C	No			

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
31	70 Lighthouse St.	Genesee Lighthouse and Keeper's House	LH	M	1822 1863	L	L	(NRHP Inventory - Nomination Form February 1974; Listed 13 August 1974) (HRS 1986, G-1) (OPRHP 1998:54, USN 05540.000001)
32	4619 Lake Ave	No information.		R	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 32, Photograph 45)
33	4629 A Lake Ave. 4629 B Lake Ave.	No information		R	Pre 1950		N	(Sanborn 1950) (RMSC CRSR 2000, Structure 33, Photograph 46)
34	4631-35 Lake Ave.	No information		R	No			
35	4641 Lake Ave.	The Net Coffee House		R	Pre 1935		N	(Hopkins 1936 City Atlas of Rochester) (RMSC CRSR 2000, Structure 35, Photograph 47)
36	4650 Lake Ave.	City Building	C	P	No			
37	4653 Lake Ave.	Fiddlers Green Rest.		C	Pre 1935		N	(Hopkins 1936 City Atlas of Rochester) (RMSC CRSR 2000, Structure 37, Photograph 48)
38	4669 Lake Ave.	Cava Cori's Rest.		C	Pre 1902		N	(Lathrop 1902:24 Plate Book of Monroe County,NY) (RMSC CRSR 2000, Structure 38, Photograph 49)
39	4679 Lake Ave.	No information		R	Pre 1902		N	(Lathrop 1902:24 Plate Book of Monroe County,NY) (RMSC CRSR 2000, Structure 39, Photograph 50)

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
40	4681/83 Lake Ave.	No information		R	Pre 1918			(Hopkins 1918:44 City Atlas of Rochester) (HRS, 1986:F-32)
							N	(RMSC CRSR 2000, Structure 40, Photograph 51)
41	4693 Lake Ave.	No information		R	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 41, Photograph 52)
42	4695 Lake Ave.	Wind Jammers Rest.		C	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 42, Photograph 53)
43	4699 Lake Ave.	Mr. Dominic's Rest.		C	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 43, Photograph 54)
44	4705 Lake Ave.	Harborside Cafe		C	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 44, Photograph 55)
45	4721 Lake Ave.	No information		R	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 45, Photograph 56)
46	4725 Lake Ave.	No information		R	Pre 1902			(Lathrop 1902:24 Plat Book of Monroe County, NY)
							N	(RMSC CRSR 2000, Structure 46, Photograph 57
47	4731 Lake Ave.	No information		R	Pre 1950		N	(Sanborn 1950) (RMSC CRSR 2000, Structure 47, Photograph 58)
48	4739 Lake Ave.	No information		R	Pre 1918			(Hopkins 1918:44 City Atlas of Rochester)
							N	(RMSC CRSR 2000, Structure 48, Photograph 59)
49	4753 Lake Ave.	LDR Charpit		C	No			

Table 4. Buildings/Structures within and adjacent to the Project Area

Struct. No.	Building Address	Building Name	Building Use Past	Building Use Present	> 50 Years Old	PR Det.	Survey Det.	Sources
50	4768 Lake Ave.	HarborView Inn		C	Pre 1918		N	(Hopkins 1918:44 City Atlas of Rochester) (RMSC CRSR 2000, Structure 50, Photograph 60)
51	4776 Lake Ave.	North Coast Saloon		C	No			
52	4769 Lake Ave.	Old Lakeside Hotel		C	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 52, Photograph 61)
53	4785 Lake Ave.	Penny Arcade		C	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 53, Photograph 62)
54	4791 Lake Ave.	Abbott's Ice cream		C	Pre 1902		N	(Lathrop 1902:24 Plat Book of Monroe County, NY) (RMSC CRSR 2000, Structure 54, Photograph 63)
55		Hojack Swing Bridge			1905	I	I	(OPRHP 1998:2, USN 001471) (RMSC CRSR 2000, Structure 55, Photograph 34)
56		South Warehouse			No			(RMSC CRSR 2000, Structure 56, Photograph 24)
57		North Warehouse			1932	N	I	(OPRHP 2000, R. Englert, personal communication) (RMSC CRSR 2000, Structure 57, Photograph 26)
58		Ontario Beach Park Carousel		P	1886	L		(NRHP Inventory -Listed 21 July 1980)
59-68		Ontario Beach Park	P	P	1905-1930s	Eligible as Group		(OPRHP 2000, R. Englert, personal communication, USN 05540.007538) (RMSC CRSR 2000, Structure 59, Photograph 27)

Key to Table 4

Building Use

R	Residential
C	Commercial
E	Ecclesiastical
A	Abandoned
G	Governmental
P	Public
RR	Railroad Station
LH	Lighthouse
M	Museum

Status

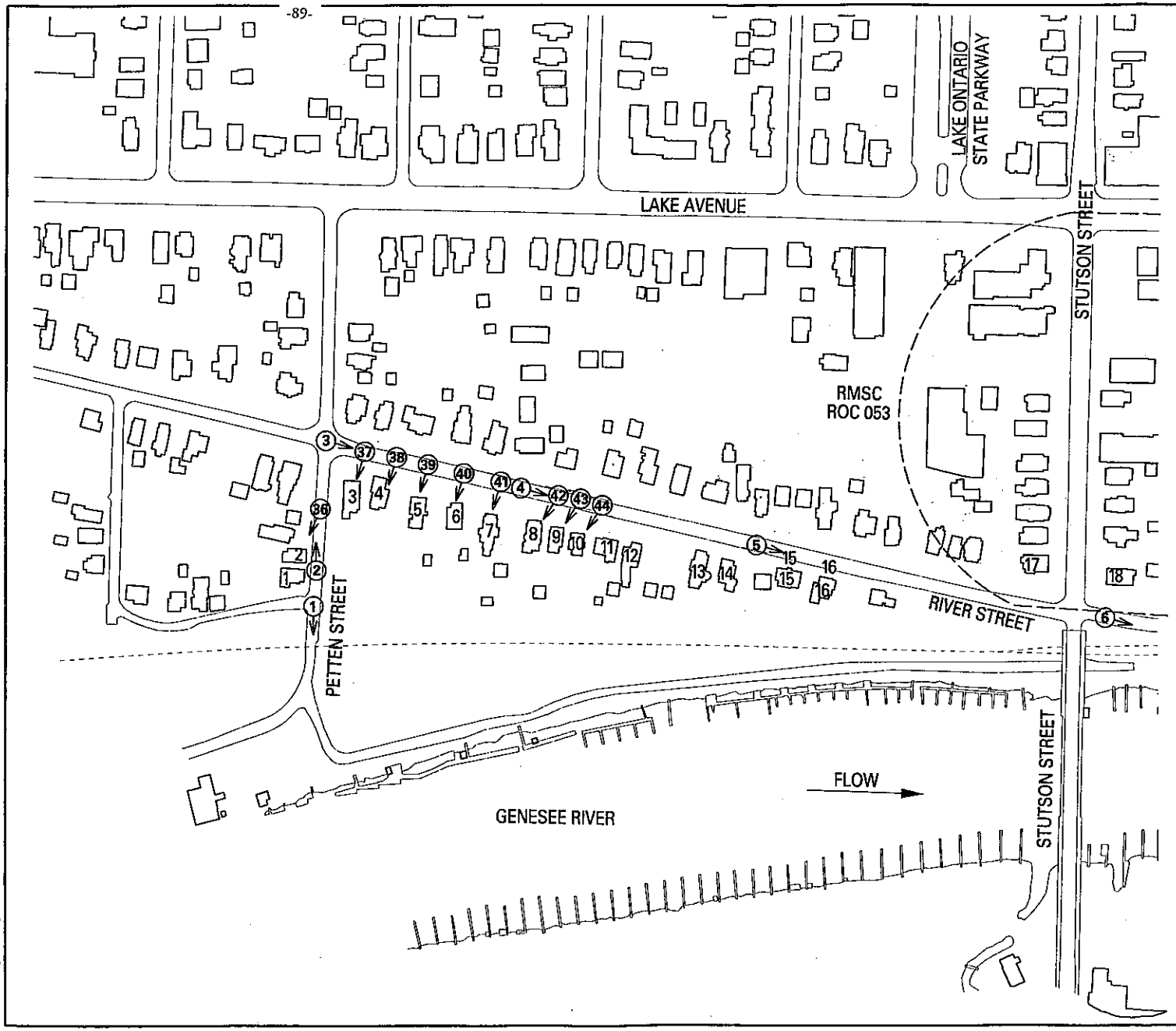
I	Individually Eligible
N	Not Eligible
L	Listed

Abbreviations

PR Det	Project Review Determination
Srvy Det	Survey Report Determination
USN	Unique Site Number

Sources

Lathrop 1902	Plat Book of Monroe County New York
Hopkins 1918	City Atlas of Rochester G.M. Hopkins Co. Phila. Pa
Hopkins 1936	1935 City Atlas of Rochester G.M. Hopkins Co. Phila. Pa
Sanborn 1950	Fire Insurance Maps of Rochester Sanborn Map Company
CRSR 1984	Cultural Resources Survey Report Stutson Street Bridge (Miller)
HRS 1986	Historical Resources Survey of the City of Rochester New York (Mack Consulting)
RMSC LWRP 1986	Cultural Resources Inventory for The Local Waterfront Revitalization Program (RMSC)
CRSR 1990	Cultural Resources Survey Report Addendum Stutson Street Bridge/Genesee River (Cowan, et. al.)
OPRHP 1998	OPRHP Database of Listings in the City of Rochester 6/12/98
OPRHP 2000	Robert Englert, OPRHP, personal communication
RMSC CRSR 2000	Cultural Resource Survey for the Port of Rochester Harbor Improvement and Harbor Ferry Terminal, City of Rochester, Monroe County, New York



No scale given

FIGURE 22a STRUCTURE AND SITE LOCATION

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

...\FigCRI_2.dgn

CONFIDENTIAL: SITE LOCATIONS NOT FOR PUBLIC RELEASE

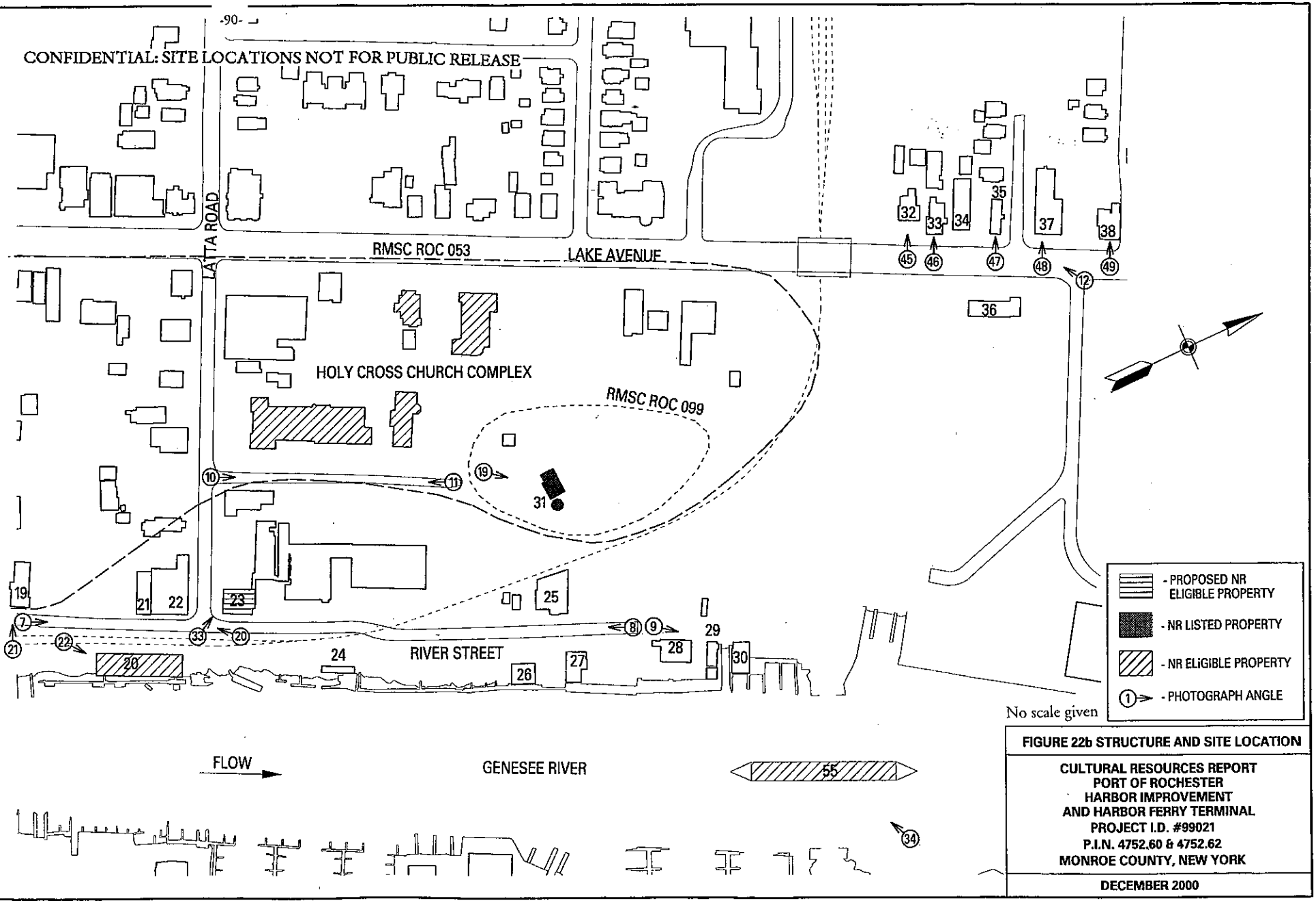


FIGURE 22b STRUCTURE AND SITE LOCATION

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

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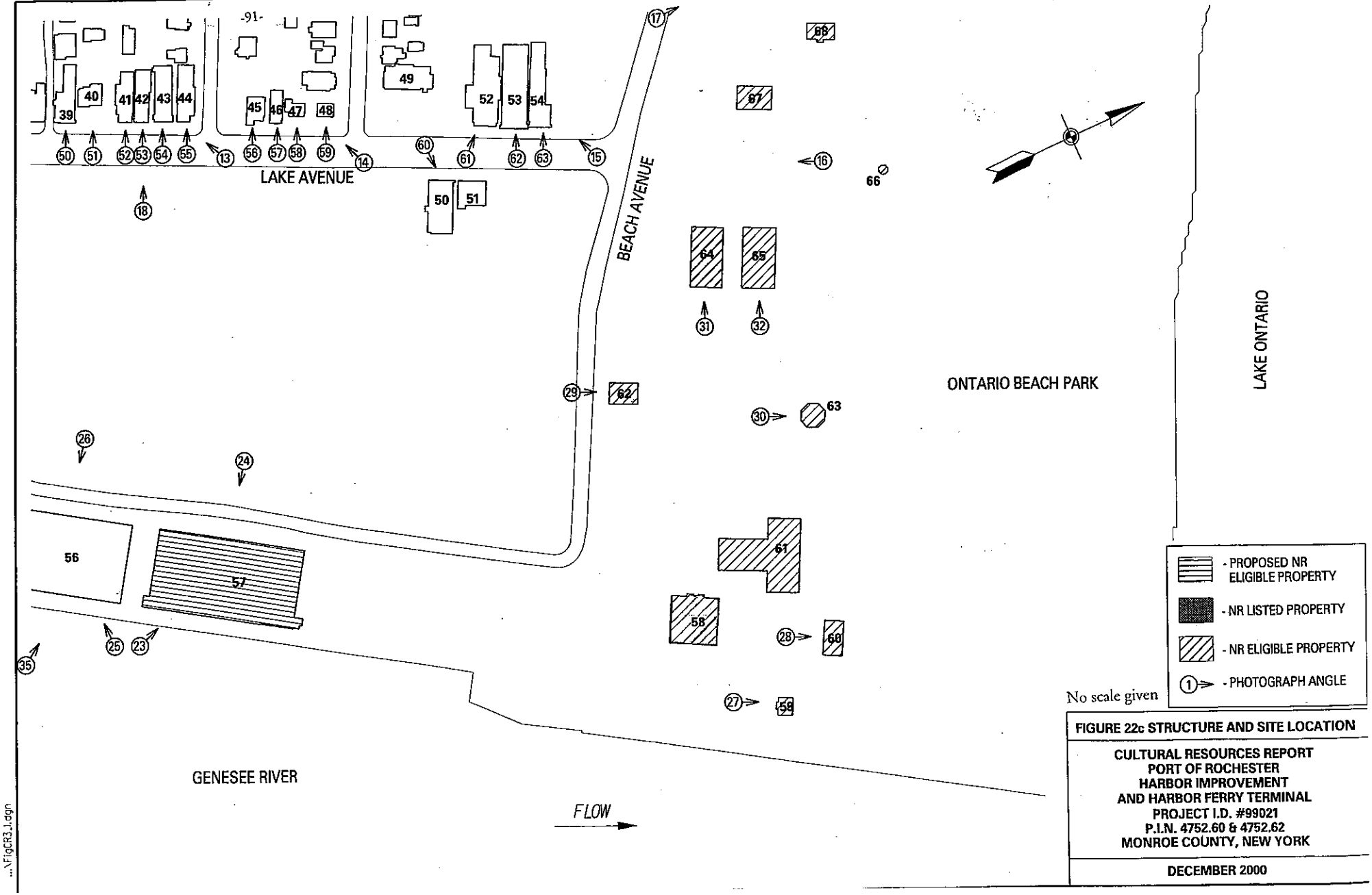

No scale given

FIGURE 22c STRUCTURE AND SITE LOCATION

CULTURAL RESOURCES REPORT
PORT OF ROCHESTER
HARBOR IMPROVEMENT
AND HARBOR FERRY TERMINAL
PROJECT I.D. #99021
P.I.N. 4752.60 & 4752.62
MONROE COUNTY, NEW YORK

DECEMBER 2000

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There is evidence for substantial previous disturbance throughout most of the project area. To evaluate the site's soil and foundation conditions, Haley & Aldrich reviewed historic (Sanborn) maps (1892-1967) depicting the various facilities that have occupied the site and records of numerous earlier subsurface explorations made on or near the site. In collaboration with LaBella Associates and Bourne Consulting Engineers, Haley & Aldrich observed and logged the excavation of 27 backhoe-dug test pits, directed and recorded the drilling of 25 test borings and the installation of three groundwater observation wells as part of the current study of the site. The locations of these subsurface tests and a summary of the results of the geological and geotechnical explorations is presented in Appendix A of this report.

Based upon data presented by Haley & Aldrich, the man-made nature of many soils within the project area are confirmed Man-placed fill materials, ranging from silty sand and gravel to varying combinations of iron-manufacturing waster slag, demolition rubble (bricks, concrete, and railroad ties), remnant concrete slabs and foundations, and some organic matter, in thicknesses ranging from 1 to 20 feet, were encountered in essentially all of the on-site explorations. The fill varies quite randomly from loose to dense. In most areas loose alluvial (river-deposited) fine sand and silt underlie the fills which extend to depths of a few to more than 100 feet.

Based on the extent of previous disturbance documented through geological and geotechnical investigations for the proposed project (especially that portion of the project area located north of the CXT tracks and east of Lake Avenue), historic map evidence and the on-site inspection, the project area was assigned an overall sensitivity estimate of low with regard to historic and prehistoric archaeological resources. However, in areas exhibiting less disturbance (the Genesee Lighthouse Site), this sensitivity estimate was modified to high for historic and prehistoric archaeological sites. Filling/dumping has also occurred along the western bank of the Genesee River east of River Street. Therefore, substantial previous disturbance associated with filling, building demolition, grading and construction throughout much of the project area, has left little of the project area suitable for subsurface testing.

The only area that would be suited for subsurface testing is the Genesee Lighthouse Site (RMSC Roc 099). However, since no site specific ground-disturbing activities are currently proposed for this area, no Phase IB subsurface testing has been recommended for the proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area. If any ground disturbing activities are proposed for the Genesee Lighthouse Site area, the RMSC/RHPP recommends consultation with the NY SHPO and a qualified archaeologist to develop an appropriate scope of work for conducing archaeological investigations prior to any construction/site preparation activities.

The data examined also suggests that sections of the proposed project area contain buildings/structures that are more than 50 years old that may still retain some historic architectural/historical integrity. Therefore, the RMSC/RHPP recommends that an architectural survey for all buildings/structures more than 50 years old, that have not been previously evaluated by NY SHPO be undertaken by a qualified architectural historian.

Phase IB Field Procedures

Archaeological Survey

Due to the extensive disturbance documented throughout the project area and the absence of any site specific plans to conduct ground disturbing activities within the Genesee Lighthouse Site, no Phase IB archaeological field investigations for the proposed project were conducted as part of these investigations.

Architectural Survey

Architectural surveys locate and identify historic properties potentially eligible for inclusion on the National Register of Historic Places so that their protection can be considered during the design and planning of new projects. Architectural surveys can also help increase public awareness of and interest in local history associated with specific properties. This architectural survey, performed by Dr. James Darlington, was designed to locate and identify properties (e.g., structures, landscapes, districts) within the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area, City of Rochester ID # 99021, NYSDOT PINS 4752.60 and 4752.62 that are considered potentially eligible for inclusion on the National Register of Historic Places.

Methodology

All properties within the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area that were not previously inventoried or inventoried and assessed were inventoried during this architectural survey. A list of all buildings, structures, and features within and adjacent to the project area is included in Table 4. A list of all buildings, structures, and features surveyed for this report and their road/street number is included as Table 5. For those buildings that are more than 50 years old, information concerning the integrity, history, modifications to, and setting of each property was collected. Those properties which appear to satisfy eligibility requirements for inclusion on the National Register of Historic Places under any or all of the listed criteria had NYS Building-Structure Inventory Forms completed. Photographic documentation of all structures more than 50 years old was completed even if a property was not considered potentially register-eligible. A list of the buildings more than fifty years old is presented in both Tables 4 and 6 and both indicate which of these structures appear to be potentially eligible for inclusion on the National Register of Historic Places.

Results of the Phase I Cultural Resource Survey

The results of the Phase IA investigations documented the presence of 21 known (recorded) archaeological sites within a two-mile radius of the project area identified as the Proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area. Historic maps and atlases document the locations of as many as 113 buildings within the project area through time. There are 68 buildings identified within the project area today (not including associated garages, barns or other outbuildings), 55 of which appear to be more than 50 years old.

Based on the extent of previous disturbance documented through geological and geotechnical investigations for the proposed project (especially that portion of the project area located north of the CXT tracks and east of Lake Avenue), historic map evidence and the on-site inspection, the project area was assigned an overall sensitivity estimate of low with regard to historic and prehistoric archaeological resources. However, in areas exhibiting less disturbance (the Genesee Lighthouse Site), this sensitivity estimate was modified to high for historic and prehistoric archaeological sites. Additional filling/dumping also appears to have occurred along the western bank of the Genesee River east of River Street.

Twenty-six of the 68 buildings within the project area were either previously evaluated by the New York State Historic Preservation Office (NY SHPO) or inventoried during previous cultural resource surveys that included all or part of the current project area. Thirteen buildings within the project area have not been previously inventoried because they have not yet reached the 50 year threshold for consideration by the SHPO. Of the 26 buildings previously inventoried or evaluated, 13 have been determined not to be eligible for listing on either the State or National Register of Historic Places (SRHP/NRHP) by the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP) Office of Project Review.

Two of the 26 buildings previously inventoried, the NYC Railroad Station (Structure 20) and the Hojack Swing Bridge (Structure 55) have been determined to be individually eligible for inclusion on the SRHP/NRHP by the NYSOPRHP Office of Project Review. Ontario Beach Park and eleven of the park buildings (Structures 58-68), including the Ontario Beach Park Carousel (Structure 58), located within or adjacent to the proposed project area (there are more buildings within the park but they are not within or immediately adjacent to the project area) have been determined to be NR-eligible as a group by the NYSOPRHP Office of Project review (Table 5). The Ontario Beach Carousel was designated a Rochester City Landmark in 1980.

One Historic Property within the project area has previously been listed on the SRHP/NRHP. The Genesee (Charlotte) Lighthouse and Keeper's House (90NR1478), were listed on the NRHP on 13 August 1974 and the SRHP on 23 June 1980 (table 5). The Genesee Lighthouse was designated a Rochester City Landmark in 1974.

The RMSC/RHPP and Dr. James Darlington identified 68 properties within the project area, 29 of which are more than 50 years old and have not been previously evaluated by NY SHPO (Table 6). Based on the results of the architectural survey, two properties evaluated for this report appear to be potentially eligible for inclusion on the National Register of Historic Places (Table 7). The remaining properties more than 50 years old generally have a low degree of historic or architectural integrity and are not recommended NR-eligible (Table 8).

Table 5. Buildings/Structures Presently NR-Listed or NR-Eligible

Structure Number	Street Address	Structure Name	NR-Listed	NR-Eligible
20	414/420 River Street	NYC RR Station		I
31	70 Lighthouse Street	Genesee Lighthouse and Keeper's House	I	
55		Hojack Swing Bridge		I
58-68		Ontario Beach Park including carousel		G

Key

I = NR-listed or NR-eligible individually
G = NR-listed or NR-eligible as a group

Table 6. Buildings/Structures Evaluated for this Report

Structure Number	Street Address	More Than 50 Years Old	Less Than 50 Years Old	Recommended NRE
1	83 Petten Street		X	
2	55 Petten Street	X		
3	188 River Street	X		
4	194 River Street	X		
5	200/204 River Street	X		
6	212 River Street	X		
7	218 River Street	X		
8	228 River Street	X		
9	236 River Street	X		
10	240 River Street	X		
23	10 Latta Road	X		X
32	4619/4619 1/2 Lake Avenue	X		
33	4629 A, B Lake Avenue	X		
34	4631/4633/4635 Lake Avenue		X	
35	4641 Lake Avenue	X		
36	4650 Lake Avenue		X	
37	4653 Lake Avenue	X		
38	4669 Lake Avenue	X		
39	4679 Lake Avenue	X		
40	4681/4683 Lake Avenue	X		
41	4693 Lake Avenue	X		
42	4695 Lake Avenue	X		
43	4699 Lake Avenue	X		
44	4705 Lake Avenue	X		
45	4721 Lake Avenue	X		
46	4725 Lake Avenue	X		
47	4731 Lake Avenue	X		
48	4739 Lake Avenue	X		
49	4753 Lake Avenue		X	
50	4768 Lake Avenue	X		
51	4776 Lake Avenue		X	
52	4769 Lake Avenue	X		
53	4785 Lake Avenue	X		
54	4791 Lake Avenue	X		
55	Hojack Swing Bridge	X		X*
56	South Warehouse		X	
57	North Warehouse	X		X

* Prior NRE determination by NYSOPRHP not known at time of evaluation by RMSC\

Table 7. List of Structures Potentially National Register Eligible

Structure Number	Street Address	Recommended NRE	Explanation for Eligibility
23	1902 Customs House 10 Latta Road	Yes	See Inventory Form
57	North Warehouse	Yes	See Inventory Form

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: James Darlington — DATE: 6 December 2000
YOUR ADDRESS: 657 East Avenue, Rochester, NY 14607 — TELEPHONE: 716-271-4320
ORGANIZATION (if any): Rochester Museum & Science Center

* *

IDENTIFICATION

1. BUILDING NAME(S): Tapecon Office/1902 U.S. Customs House
2. COUNTY: Monroe TOWN/CITY: Rochester: VILLAGE:
3. STREET LOCATION: 10 Latta Road
4. OWNERSHIP: a. public ____ b. private X
5. PRESENT OWNER: Tapecon, Inc. ADDRESS: 10 Latta Road
6. USE: Original: Customs House Present: Factory Office
7. ACCESSIBILITY TO PUBLIC Exterior visible from public road: Yes X No ____
   Interior accessible: Explain

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard X b. stone ____ c. brick ____ d. board and batten ____
   e. cobblestone ____ f. shingles ____ g. stucco ____ other:
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ____
   b. wood frame with light members X
   c. masonry load-bearing walls ____
   d. metal (explain)
   e. other
10. CONDITION: a. excellent ____ b. good X c. fair ____ d. deteriorated ____
11. INTEGRITY: a. original site X b. moved ____ If so, when?
    c. List major alterations and dates (if known): Shingle siding applied over original clapboard, front porch enclosed.

12. PHOTO: see attached
13. MAP: see attached

14. THREATS TO BUILDING: a. none known ____ b. zoning X c. roads ____
d. developers X e. deterioration ____
f. other:

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ____ b. carriage house ____ c. garage ____
d. privy ____ e. shed ____ f. greenhouse ____
g. shop ____ h. gardens ____
i. landscape features:
j. other: attached to adjoining factory complex by enclosed walkway

16. SURROUNDINGS OF THE BUILDING (check more than one, if necessary)
a. open land ____ b. woodland ____
c. scattered buildings ____
d. densely built up X e. commercial X
f. industrial X g. residential ____
h. other:

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district.) As a customs house the structure has a critical and central function for the Port of Rochester. The nearby River, Train Station/Freight House along with a number of commercial buildings reflect an important hub of commercial and social activity for maritime operations associated with the Port of Rochester.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features, if known): The building is well-maintained and despite the later addition of shingle siding and the enclosure of the front verandah, the involved wooden lintels over the second story windows, the brackets associated with the porch roof, and the very involved eave treatment remain everywhere intact on this "folk-Victorian" structure.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: Pre-1872
ARCHITECT: Unknown
BUILDER: Unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE: see 17 and 18 above. The structure's original exterior appearance could be stored at limited cost and effort.

21. SOURCES:

22. THEME: see 17 above.

Photograph 33. Tapecon Office/1902 U.S. Customs House (Structure 23), 10 Latta Road, Potentially NR-Eligible, looking northwest

Charlotte/Rochester Customs House Continuation sheet for Question 13

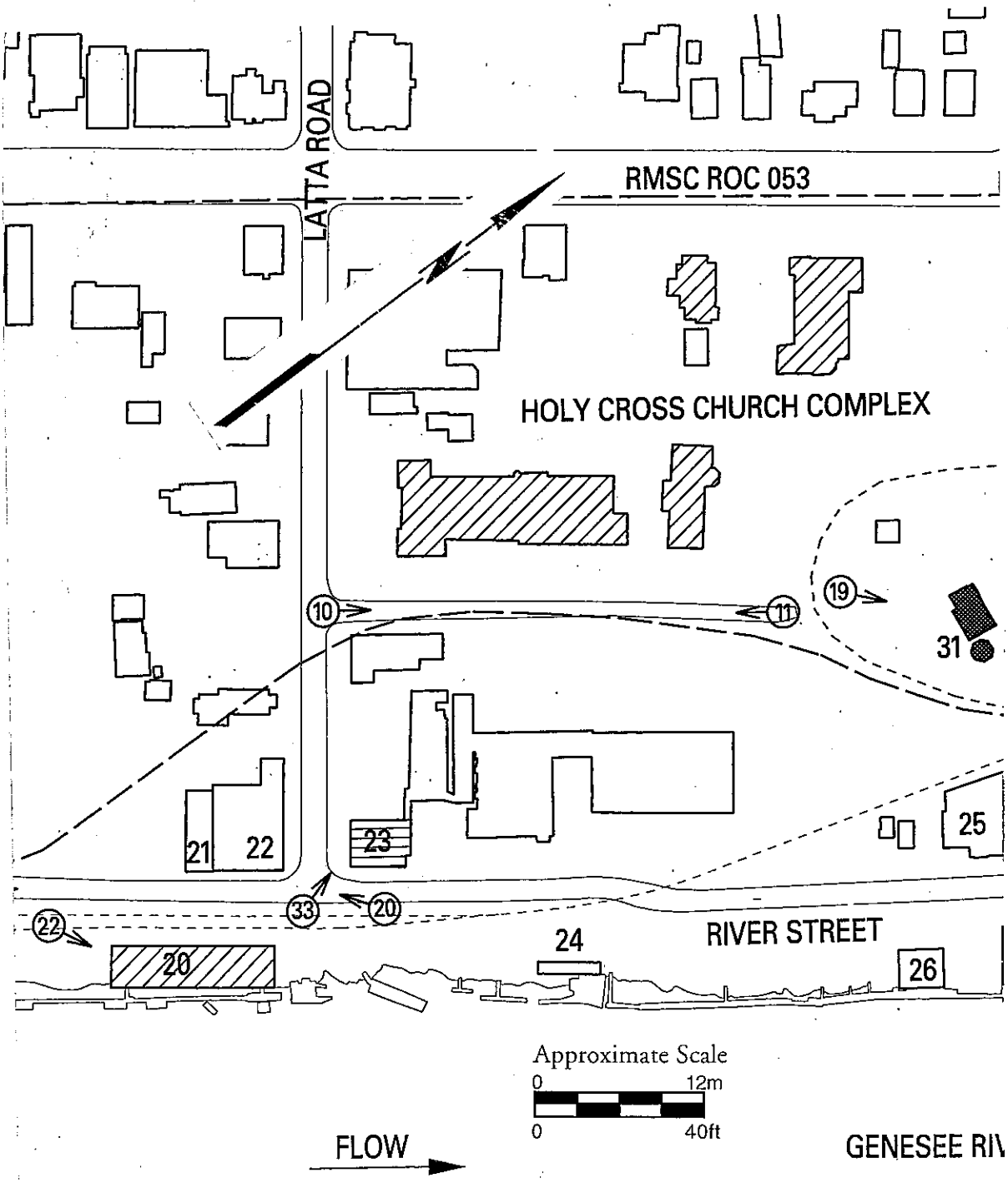


Figure 23. Location of Tapecon Office/1902 U.S. Customs House, (Structure 23), 10 Latta Road, City of Rochester, Monroe County, New York.

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: James Darlington
YOUR ADDRESS: 657 East Avenue, Rochester, NY 14607
ORGANIZATION (if any): Rochester Museum & Science Center

DATE: December 8, 2000
TELEPHONE: 716-271-4320

* *

IDENTIFICATION

1. BUILDING NAME(S): Hojack Swing Bridge
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: Port of Rochester-Genesee River
4. OWNERSHIP: a. public X b. private ____
5. PRESENT OWNER: ADDRESS:
6. USE: Original: Railroad Bridge Present:: None
7. ACCESSIBILITY TO PUBLIC Exterior visible from public road: Yes X No ____
   Interior accessible: Explain There is effectively no interior

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ____ b. stone ____ c. brick ____ d. board and batten ____
   e. cobblestone ____ f. shingles ____ g. stucco ____ other: metal
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ____
   b. wood frame with light members ____
   c. masonry load-bearing walls ____
   d. metal (explain) steel girder and beam construction.
   e. other
10. CONDITION: a. excellent ____ b. good X c. fair ____ d. deteriorated ____
11. INTEGRITY: a. original site X b. moved ____ If so, when?
    c. List major alterations and dates (if known): none

12. PHOTO: see attached

13. MAP: see attached

14. THREATS TO BUILDING: a. none known ____ b. zoning ____
c. roads ____
d. developers ____ e. deterioration ____
f. other: possible demolition

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ____ b. carriage house ____ c. garage ____
d. privy ____ e. shed ____ f. greenhouse ____
g. shop ____ h. gardens ____
i. landscape features:
j. other: former railroad right-of-way.

16. SURROUNDINGS OF THE BUILDING (check more than one, if necessary)
a. open land ____ b. woodland ____
c. scattered buildings ____
d. densely built up ____ e. commercial ____
f. industrial ____ g. residential ____
h. other: assorted Port facilities

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district.)
This type of bridge was relatively common at one time where railroads crossed commercially navigable rivers at grade.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features, if known):
Port of Rochester Warehouse, Customs House, Coast Guard Station.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1905
ARCHITECT: King Iron & Bridge Company
BUILDER: King Iron & Bridge Company

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
The bridge is one of approximately 200 bridges of varying designs construction throughout New York built by the King Iron & Bridge Company of Cleveland, Ohio in 1905 and replaced a turn bridge built sometime in the 1880s.. This was shortly after the New York Central officially absorbed the Rome Watertown & Ogdensburg Railroad. It is believed that it was steam powered until the 1950s when either a gas or electric motor was installed. During the time the NYC and Penn Central ran trains over this bridge, it was painted black until around 1977, shortly after Conrail was formed when it was painted the silver/gray color you see today. The bridge served part of a line known as the Hojack - which ran from Niagara Falls to Oswego. The line was abandoned and torn up in the late 1970s after years of declining service and track deterioration. All that remains is a 3 mile section around the Charlotte area to service the RG&E Russell Station in Greece, as well as a 25 mile segment in Wayne County operated by shortline Ontario Midland Railroad. It's reported that the bridge was placed out of service within the past 5 years. Markings on the rails and ties at the bridge landings show that they were inspected as recently as 1994.

21. SOURCES: The Greater Rochester Rail Fan Page

22. THEME: Port traffic and traffic

Swing Bridge Continuation sheet for Question 12

Photograph 34. Hojack Swing Bridge (Structure 55), NR-Eligible, looking southwest.

Swing Bridge Continuation sheet for Question 13

CONFIDENTIAL: SITE LOCATIONS NOT FOR PUBLIC RELEASE

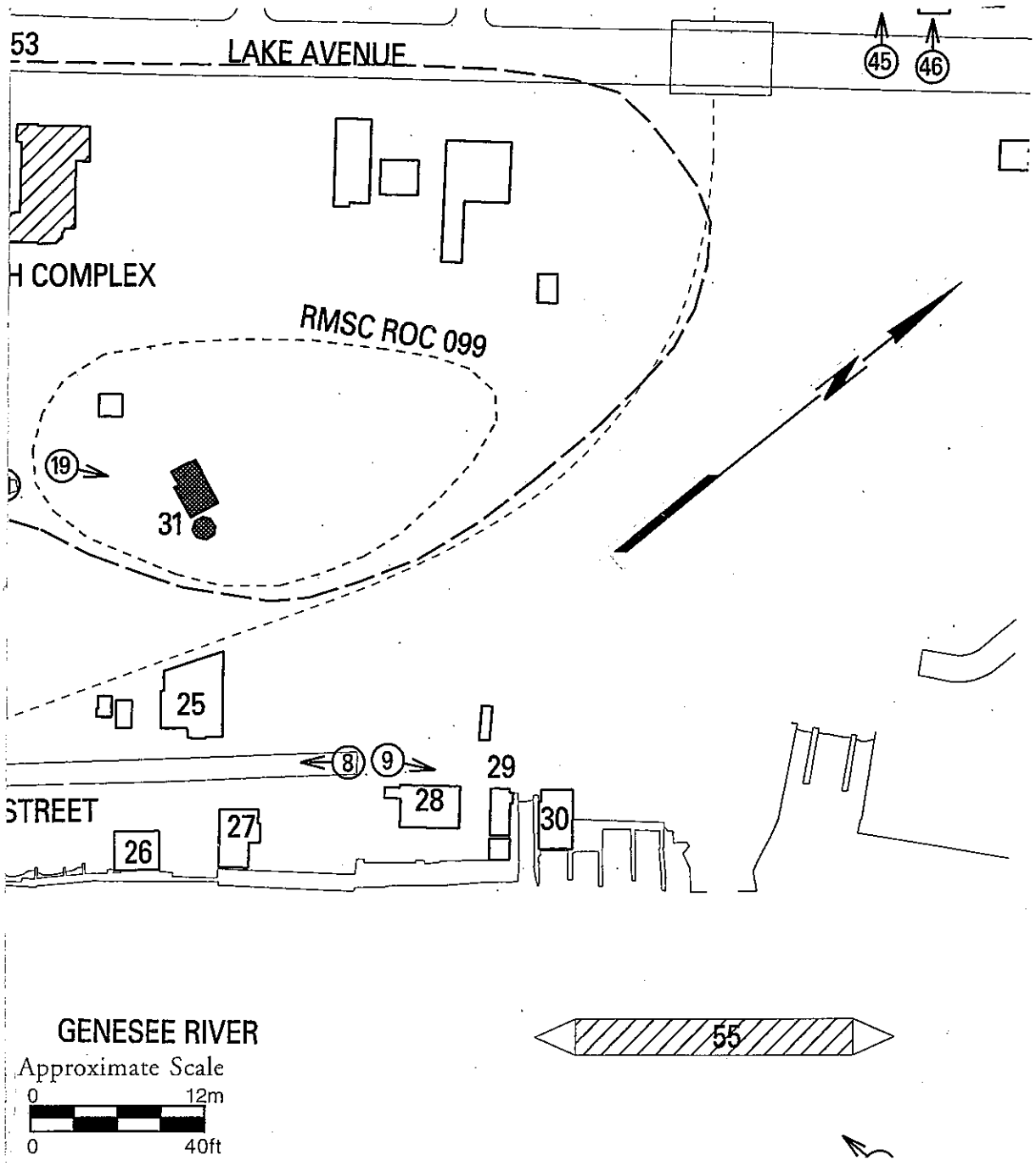


Figure 24. Location of Swing Bridge (Structure 55), City of Rochester, Monroe County, New York.

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO: _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: James Darlington DATE: December 6, 2000
YOUR ADDRESS: 657 East Avenue, Rochester, NY 14607 TELEPHONE: 716-271-4320
ORGANIZATION (if any): Rochester Museum & Science Center

* *

IDENTIFICATION

1. BUILDING NAME(S): North Warehouse
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: NA
4. OWNERSHIP: a. public X b. private ____
5. PRESENT OWNER: Port of Rochester ADDRESS:
6. USE: Original: Maritime Warehouse & Customs House Present:
7. ACCESSIBILITY TO PUBLIC Exterior visible from public road: Yes X No ____
   Interior accessible: Explain Presently all but a small portion of the northeast corner of the building appears to be vacant.

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ____ b. stone ____ c. brick X d. board and batten ____
   e. cobblestone ____ f. shingles ____ g. stucco ____ other: cast cement
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ____
   b. wood frame with light members ____
   c. masonry load-bearing walls ____
   d. metal (explain) steel or reinforced concrete
   e. other
10. CONDITION: a. excellent ____ b. good X c. fair ____ d. deteriorated ____
11. INTEGRITY: a. original site X b. moved ____ If so, when?
    c. List major alterations and dates (if known): none of any consequence

12. PHOTO: See continuation sheet
13. MAP: See continuation sheet

14. THREATS TO BUILDING: a. none known ____ b. zoning ____ c. roads ____
d. developers X e. deterioration X some subsidence in northeast corner
f. other:

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ____ b. carriage house ____ c. garage ____
d. privy ____ e. shed ____ f. greenhouse ____
g. shop ____ h. gardens ____
i. landscape features:
j. other:Clocking Facility

16. SURROUNDINGS OF THE BUILDING (check more than one, if necessary)
a. open land ____ b. woodland ____
c. scattered buildings ____
d. densely built up ____ e. commercial ____
f. industrial ____ g. residential ____
h. other: various Port Facilities along the Genesee River.

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district.)
The building reflects the City of Rochester's Twentieth Century efforts to become/remain involved in the Great Lakes shipping trade. The quality of the structure in both size and styling suggest that this was a serious effort on the City's part. The building fits in with other Lake port commercial, recreational, and government activities.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features, if known):
The covered promenade deck above the central warehouse doors, the stylized sculpture in the seven large freight door surrounds, and the sculpted light brackets on the promenade deck are all classic Art Deco features.

SIGNIFICANCE

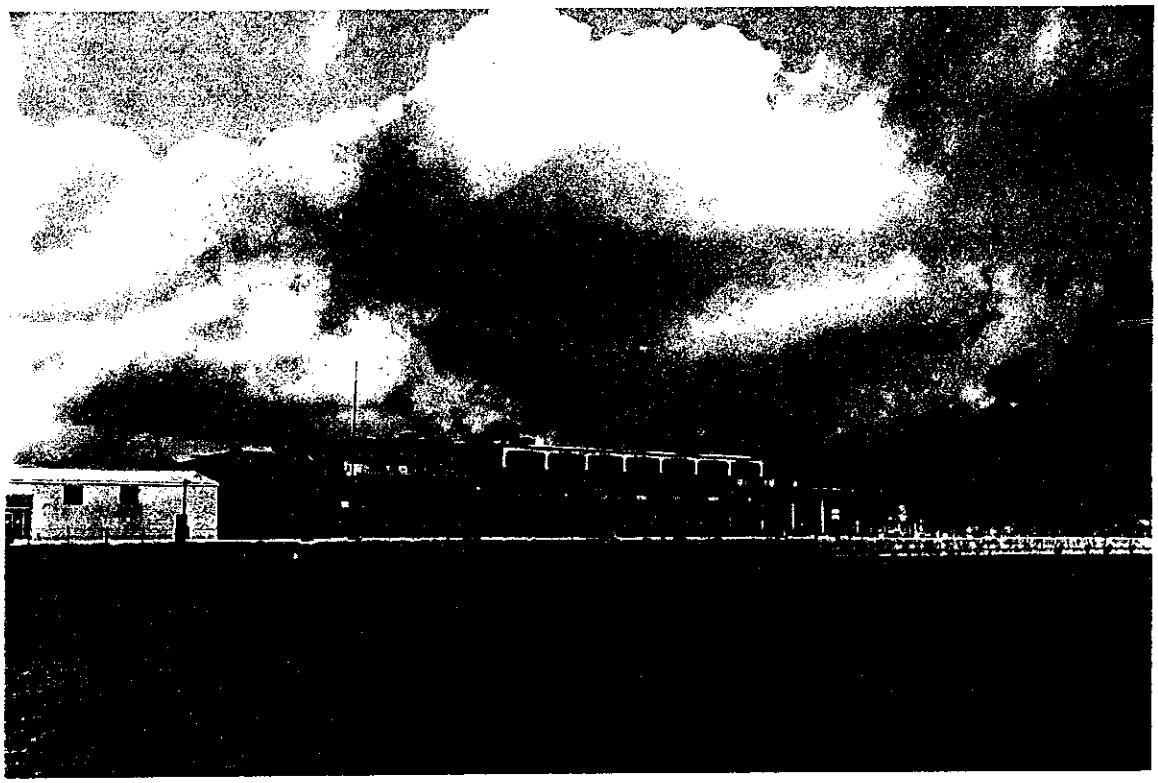
19. DATE OF INITIAL CONSTRUCTION: 1932
ARCHITECT: MacElwee & Crandall, Inc. Engineers
BUILDER: Unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE: This two-story, brick-faced building was designed in 1932 by MacElwee & Crandall, Inc. Engineers, as the "Charlotte Passenger and General Cargo Terminal." The structure is an outstanding example of Art Deco styling applied to an Industrial (or largely Industrial) building. The building also served as the Customs House for the Port of Rochester . This structure provides about 32,000 square feet of enclosed area on the ground floor with a covered porch on the west side of about 4,000 square feet. The upper floor has about 13,500 square feet of enclosed area and a partially covered deck of 6,500 square feet. The original documents indicate that a train could pull along the west side of the building, allowing luggage to be off-loaded at the ground floor level while passengers could take the stairs to the upper level waiting rooms for ship boarding. The waterside, or east facade, has the greatest level of detailing with pre-cast concrete lintels and facing blocks integrated with the brick facade. Grand glazed doors (10 feet wide by 14 feet tall) once opened to the riverside of the building. These 13 openings have been boarded over, as have most of the other doorways around the structure.

21. SOURCES:

22. THEME: see 17 and 18 above. The building's design reflects passenger as well as freight traffic.

North Warehouse Continuation sheet for Question 12



Photograph 35. North Warehouse/Former City of Rochester Department of Commerce Municipal Dock Terminal Building (Structure 57), Potentially NR-Eligible, looking southwest.

North Warehouse Continuation sheet for Question 13

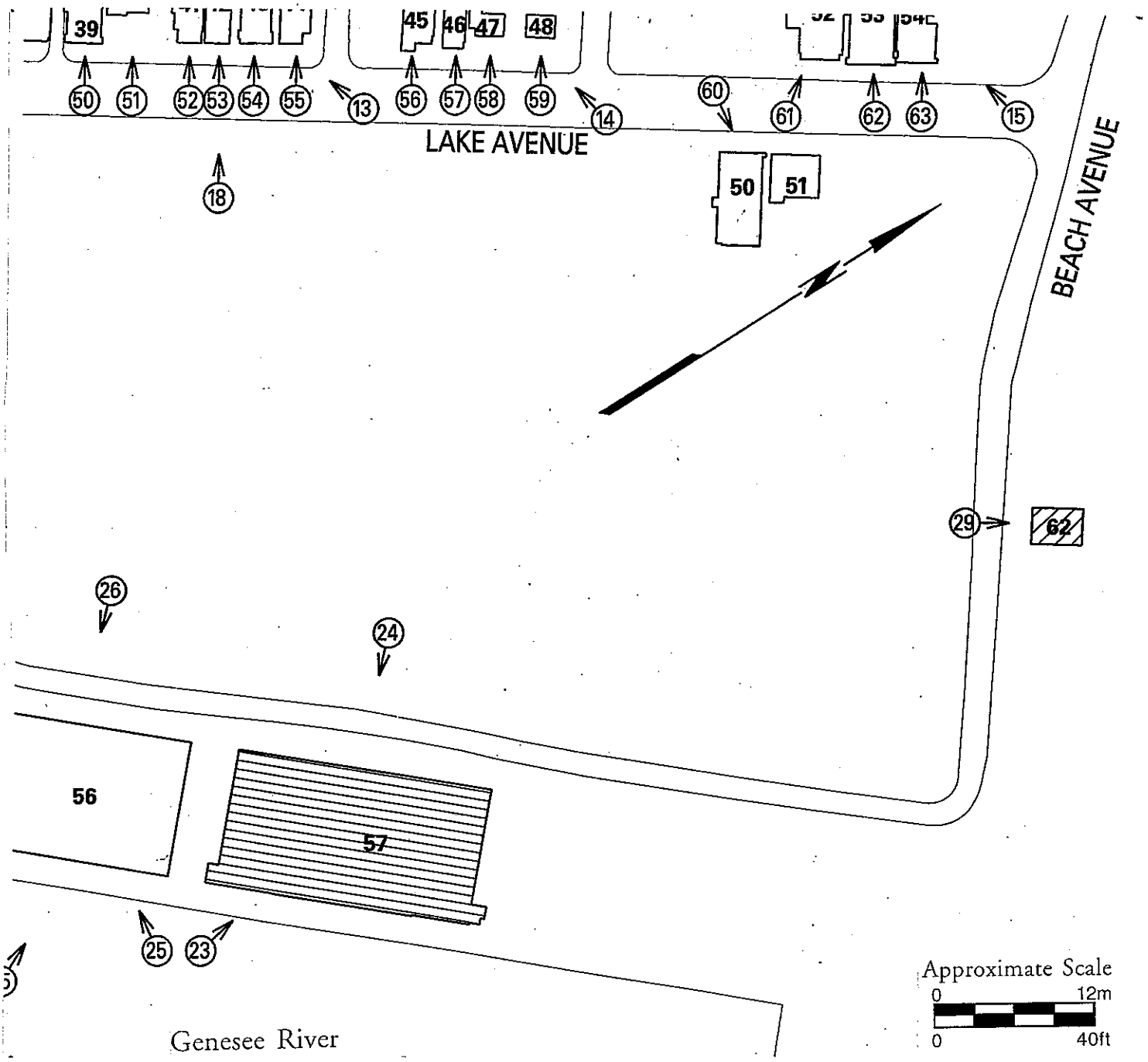


Figure 25. Location of North Warehouse/Former City of Rochester Department of Commerce Municipal Dock Terminal Building (Structure 57), Potentially NR-Eligible, City of Rochester, Monroe County, New York.

Table 8. Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
2	55 Petten Street	36	This two-story with dormered attic, front gabled wood frame single family residence was built before 1918. The cedar shingle siding, box bay window, replacement double hung and casement windows and the three vinyl-clad gabled dormers are not original to the building. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
3	188 River Street	37	This two- story, cross gable residence was built prior to 1902. The narrow, symmetrically placed, protruding front gable gives the house a distinct appearance. The porch across the front is in all likelihood original, although it was enclosed at a later date. A number of additions were also built onto the back of the house at a later date. The aluminum siding was added much more recently. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
4	194 River Street	38	Built prior to 1902, the wide eaves, low roof pitch, and bracketed roof over the front stoop of this small, story and 3/4s, gable front, frame cottage reflect Italianate styling. Whatever other Italianate style elements that may once have existed are now lost or hidden under aluminum siding. Despite displaying some rudimentary stylistic features, the house is not individually distinctive, is not the work of a master, and does not possess high artistic value.
5	200/204 River Street	39	This story and a half, cross gabled, frame home has undergone a number of additions and other unsympathetic modifications. Initially a single family home some of the changes are linked to its conversion to a two family residence. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
6	212 River Street	40	This two-story with dormered attic, hipped roofed wood frame single family residence was built before 1935. It is an American four-square with a brick foundation, original siding and windows and a typical two-color paint scheme. The attic has three gabled dormers. Aside from the possibility that position of the entry has been moved out into the front porch, the building's exterior appears to be essentially unchanged from the time of construction. Despite this, the building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
7	218 River Street	41	This two-story, single family, cross gabled home is largely lacking in stylistic elements. Although an open porch may well have been part of the building's original exterior when constructed sometime prior to 1902, it was not the porch presently attached to the front of the structure. The one story section on the rear of the building is likely an addition. Overall, this building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
8	228 River Street	42	The low pitched roof gives a hint of Italianate styling to this three-bay, gable front, one and 3/4 story, frame cottage. The bay window on the south side of the structure may be part of the structure's original construction. Any design elements that may have been associated with the front porch were destroyed when it was enclosed. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
9	236 River Street	43	The large L-shaped porch with its pediment roof provides a distinctive feature to this one and 3/4 story, cross gabled, frame cottage that was built prior to 1902. A tasteful color scheme helps the original character of the structure to show through. Aside from a thoughtful application of aluminum siding, the building's exterior appears to be essentially unchanged original from the time of construction. Despite this the building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
10	240 River Street	44	Whatever stylistic features this single family, one and 3/4s, cross gabled house may once have had lie under a cover of fiberboard siding. The small front entry porch was enclosed sometime after the structure was initially built prior to 1902. The large front window was another later alteration. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
32	4619 Lake Avenue	45	This large two-story, cross gable, frame single family residence was built before 1902. The addition on the rear of the structure may be part of the original construction. The cedar shingle siding was added later. The enclosed two-story porch may replace an open one. The building is now divided into two or more apartments. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
33	4629 A Lake Avenue 4629 B Lake Avenue	46	This two-story front-gabled wood frame residence with a one-story front-gabled section, which is most likely an addition to the front, was built before 1902. It originally was a single family dwelling but is now a two-family dwelling. Alterations include two lean-to additions on either side of the building, replacement windows and aluminum siding. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
35	4641 Lake Avenue	47	This two-story flat-roofed wood framed building was built before 1902 as either a commercial property with living quarters in the rear or as a residence which was converted at a later date. The building now houses The Net Coffee House. Built on a cement block foundation with two small lean-to additions on the side, the original siding is covered by aluminum siding. There is a covered, open entry addition to the commercial space in the front of the building. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
37	4653 Lake Avenue	48	This is a flat-roofed two-story and one-story building of random ashlar stone over a wood frame that was built circa 1935-1950. The sides of the building are stucco and there is a wood framed asphalt-shingled lean-to on the back. The building most likely was built for commercial purposes and is now the Fiddler's Green Restaurant. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
38	4669 Lake Avenue	49	This modest, story and 3/4s, gable front, frame cottage dates from before 1902. The building was almost certainly built as a one family residence, although it subsequently endured a series of renovations before being converted into a restaurant/bar. Presently sheathed in aluminum siding, this building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
39	4679 Lake Avenue	50	This two-story, flat roofed, wood frame structure may have housed a saloon when built sometime prior to 1902. It almost certainly served as a bar/restaurant during the 1950s or 1960s when the front of the building was remodeled with "perma-stone" siding. This may well replace what had been an open porch. The building, now covered with aluminum siding, contains 12 apartments. Whatever its past history, this structure does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
40	4681-83 Lake Avenue	51	This one and a half story, cross gabled, frame residence was likely a one family structure when built prior to 1918. Subsequent to that date a large two-story porch was added to the front which resulted in the raising of the side gable and associated roof line. Also, at some later date the second floor was set off as a separate apartment. There were other assorted additions made to the rear of the structure. Aluminum siding covers what was likely clapboard originally. Regardless, this building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
41	4693 Lake Avenue	52	As the small, leaded, stained glass window on the south side of this late Victorian house would suggest, this cross gabled, frame residence with full attic was probably the most imposing residence on this end of Lake Avenue when it was built sometime prior to 1902. Although it may originally have been built as a two-family home, the structure has since undergone a number of additions and further subdivisions, none of which have been sympathetic to the building's original design. Hence, this building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
42	4695 Lake Avenue	53	This two and one half story, gable front, frame structure was originally sided in clapboard. The front portion of the building has undergone a number of substantial alterations; the most recent being a solid brick, front facade. The building may have originally served as a rooming house or blue collar hotel. Regardless, the building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
43	4699 Lake Avenue	54	This three-story, flat roofed, frame structure may well have served initially as a rooming house. Built prior to 1902, the building was originally covered with clapboards, which was later covered by simulated brick tar paper. The two-story addition on the front was built much later, although it conceivably replaced a one or two-story verandah. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

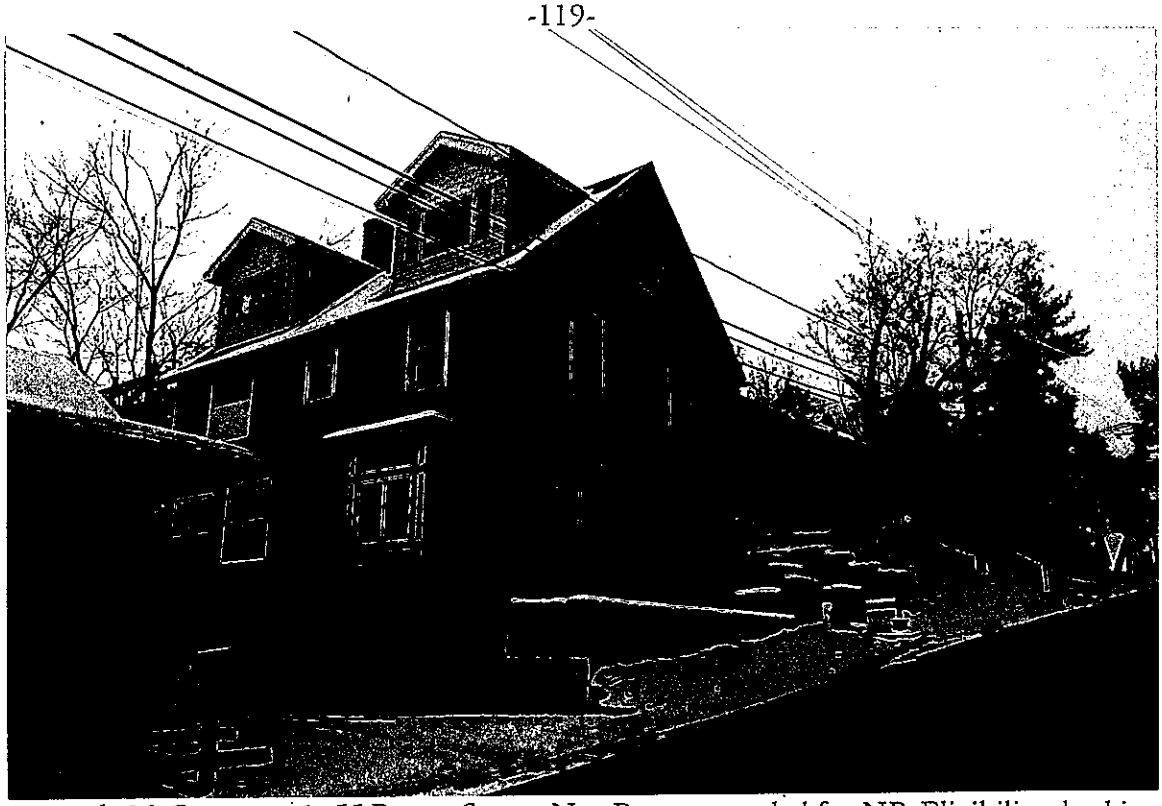
Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
44	4705 Lake Avenue	55	The very much altered structure at 4705 dates from before 1902. It may have originally been a residence, although the present sign on the front of the building suggests that a restaurant has occupied the premises for more than seventy years. Although well maintained, this two-story, gable front building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
45	4721 Lake Avenue	56	This fair sized, two-story, frame cube was built as a residence prior to 1902. Designed as a one-family home, it continues to serve in that capacity today. The unusual one-story addition on the front is of more recent vintage. The same can be said for the aluminum siding. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
46	4725 Lake Avenue	57	This two-story, gable front frame structure with walk up attic was almost certainly designed to be a multiple residence dwelling when built sometime prior to 1902. It still serves in that capacity although it has undergone some modification. Specifically, what may have originally been an open, two-story front porch has been enclosed. The aluminum and the "perma-stone" siding also date from a much more recent period. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
47	4731 Lake Avenue	58	When built this modest, two-story, cross-gabled, frame residence was in all likelihood identical to the house next door at 4739. The one room addition on the south side came later, as did the fireproof, asbestos siding, and the enclosed porch. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
48	4739 Lake Avenue	59	The modest, two-story, cross-gabled, frame residence at this address was built prior to 1918. A modest porch may have been part of the original structure. However, it was not enclosed until more recently. The same can be said for aluminum siding that now covers the building's exterior. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
50	4768 Lake Avenue	60	This one-story frame commercial structure was built prior to 1918. Its present exterior – a combination of stucco, brick, and mock-mansard roof – masks any original exterior elements. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
52	4769 Lake Avenue	61	This fair sized, two- story, wood frame commercial structure was built prior to 1902. It may well have been built as a modest priced resort hotel and was probably covered with clapboard siding although any evidence has been masked by a more recent application of rough-sawn clapboard covering. The present front verandah replaces an earlier one which was perhaps an original part of the structure. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.
53	4785 Lake Avenue	62	This one-story, flat-roofed, commercial structure was erected prior to 1902. There is little, if any, evidence to suggest anything about the building's original appearance. The cement block side and rear walls are not likely original; neither is the much more recent brick and mock-mansard front facade. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.

Table 8 (cont.). Pre-1950 Buildings/Structures Not Recommended NR-eligible and Comments Regarding National Register Ineligibility

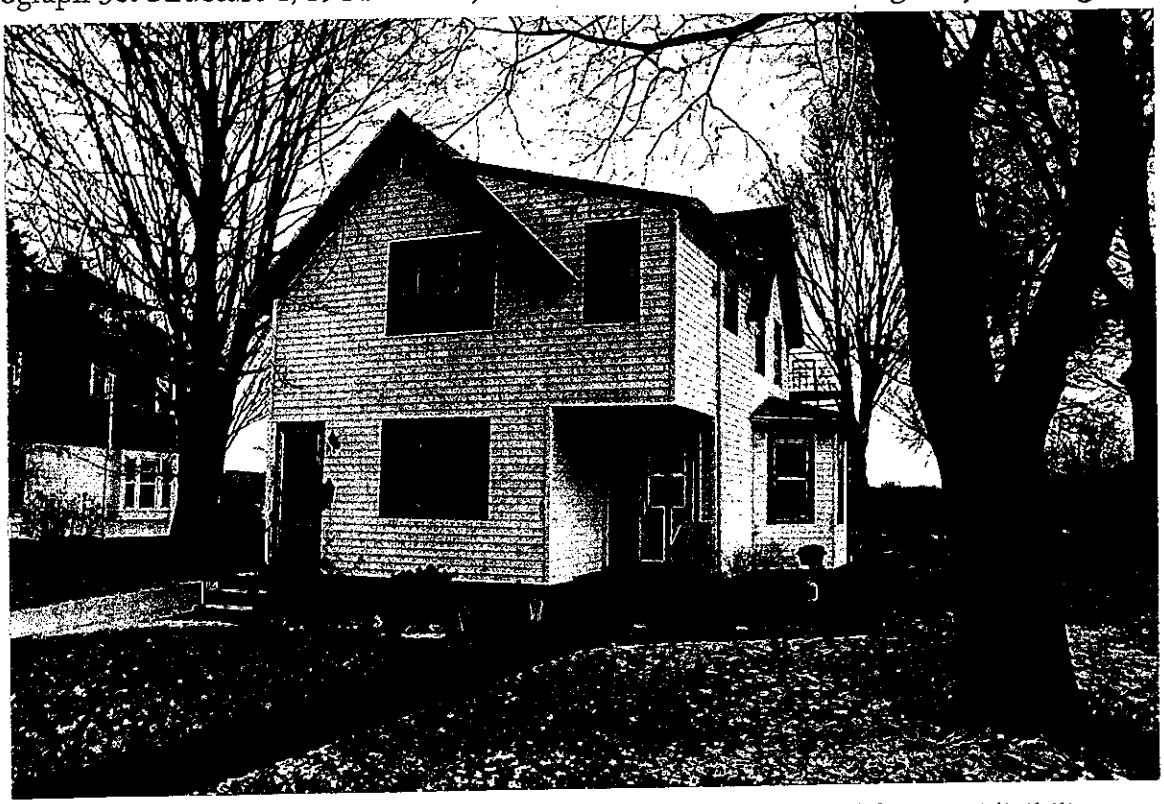
Structure Number	Property Address	Photograph Number	Comments Regarding Ineligibility
54	4791 Lake Avenue	63	This late Victorian, one and 3/4 story, gable front, frame house was built prior to 1902. The original exterior was either clapboard or novelty siding. More recently, the building was converted to a commercial structure. There have been additions to the front, north side, and rear and the entire structure covered with aluminum siding. This building does not possess the distinctive characteristics of a particular style or period nor is it the work of a master, and it does not possess high artistic value.



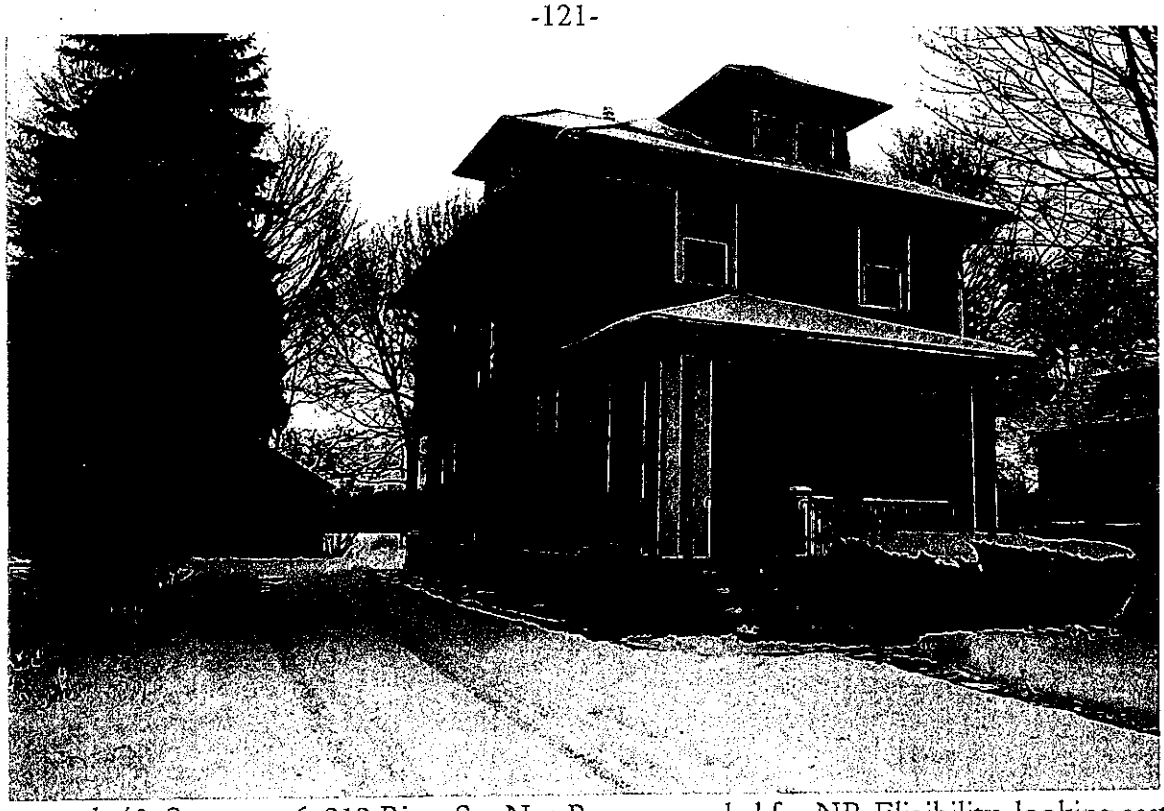
Photograph 36. Structure 2, 55 Petten Street, Not Recommended for NR-Eligibility, looking southeast.

Photograph 37. Structure 3, 188 River St., Not Recommended for NR-Eligibility, looking east.

Photograph 38. Structure 4, 194 River St., Not Recommended for NR-Eligibility, looking east.

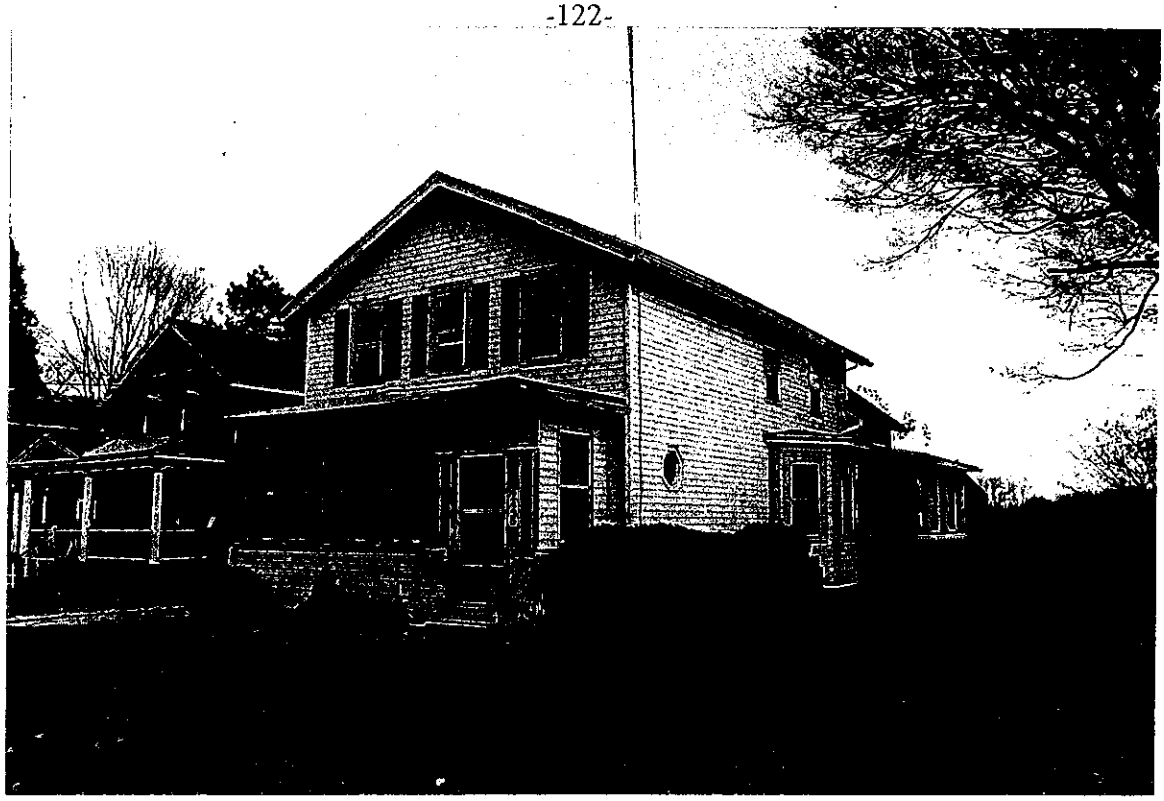


Photograph 39. Structure 5, 200/204 River St., Not Recommended for NR-Eligibility, looking east.



Photograph 40. Structure 6, 212 River St., Not Recommended for NR-Eligibility, looking east.

Photograph 41. Structure 7, 218 River St., Not Recommended for NR-Eligibility, looking east.



Photograph 42. Structure 8, 228 River St., Not Recommended for NR-Eligibility, looking east.

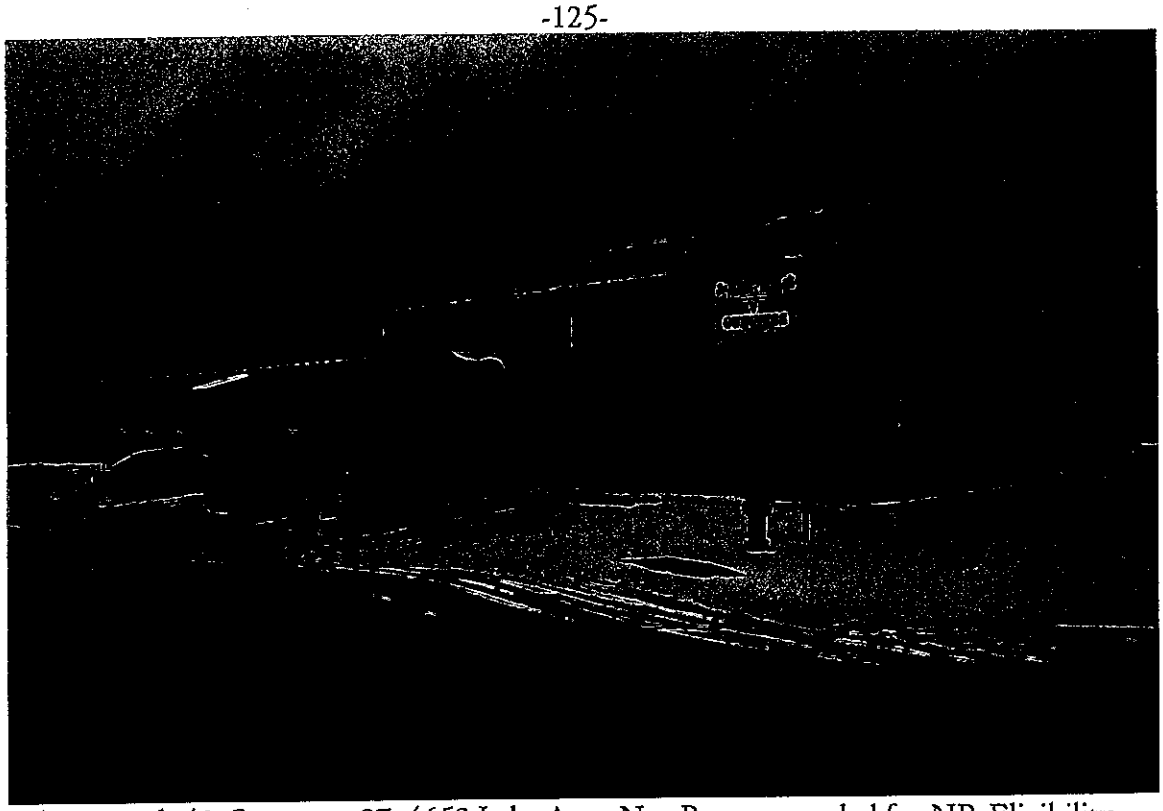
Photograph 43. Structure 9, 236 River St., Not Recommended for NR-Eligibility, looking east.

Photograph 44. Structure 10, 240 River St., Not Recommended for NR-Eligibility, looking east.

Photograph 45. Structure 32, 4619 Lake Ave., Not Recommended for NR-Eligibility, looking east.

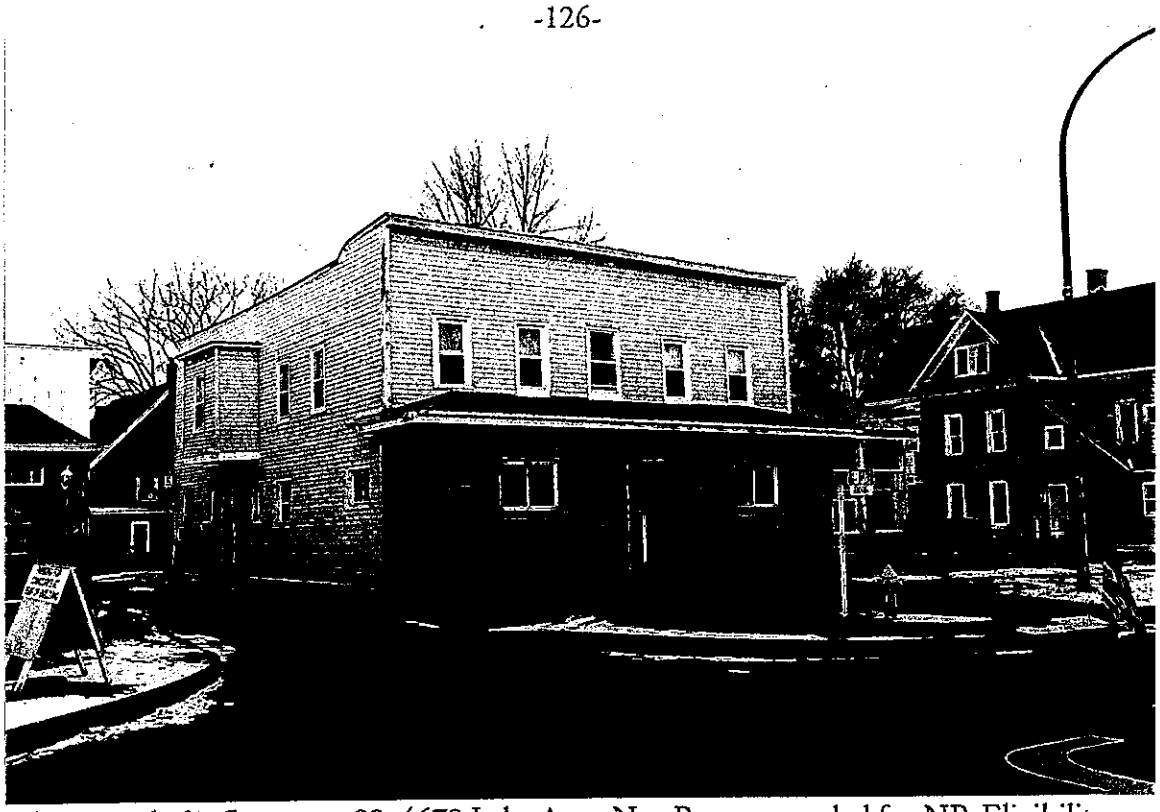
Photograph 46. Structure 33, 4629A/4629B Lake Ave., Not Recommended for NR-Eligibility, looking west.

Photograph 47. Structure 35, 4641 Lake Ave., Not Recommended for NR-Eligibility, looking west.



Photograph 48. Structure 37, 4653 Lake Ave., Not Recommended for NR-Eligibility, looking east.

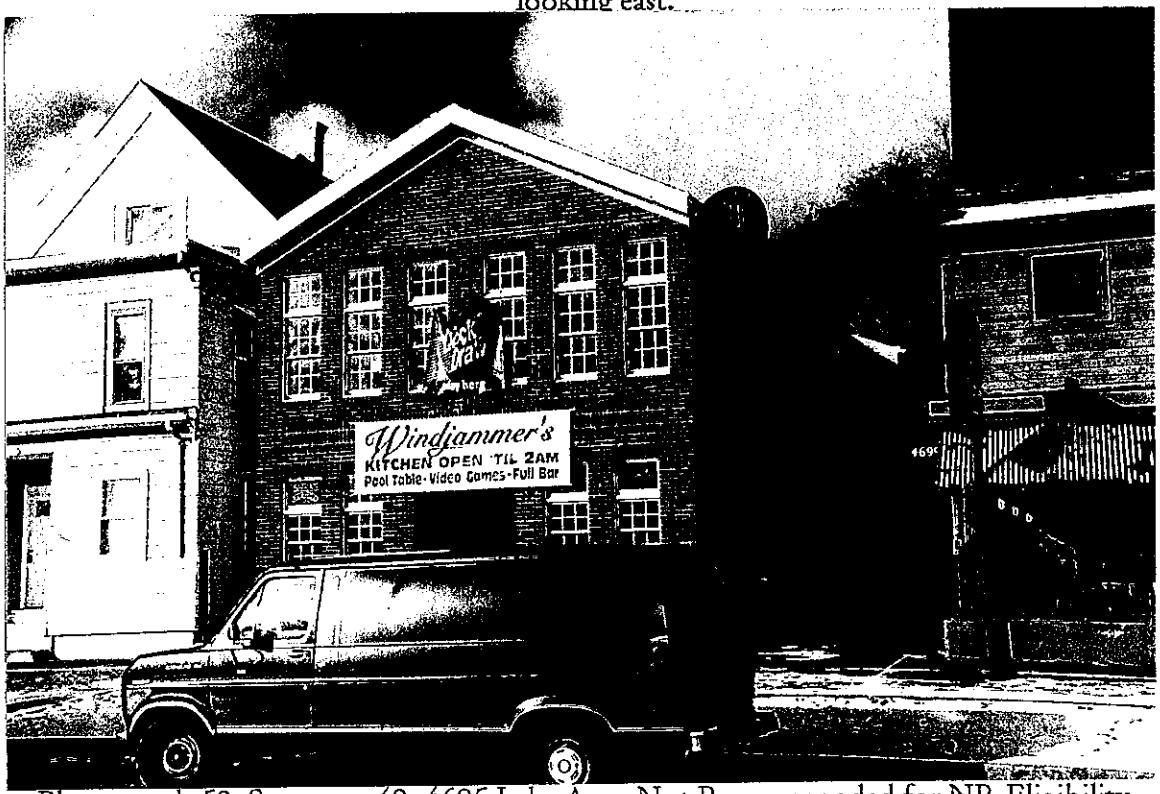
Photograph 49. Structure 38, 4669 Lake Ave., Not Recommended for NR-Eligibility, looking east.



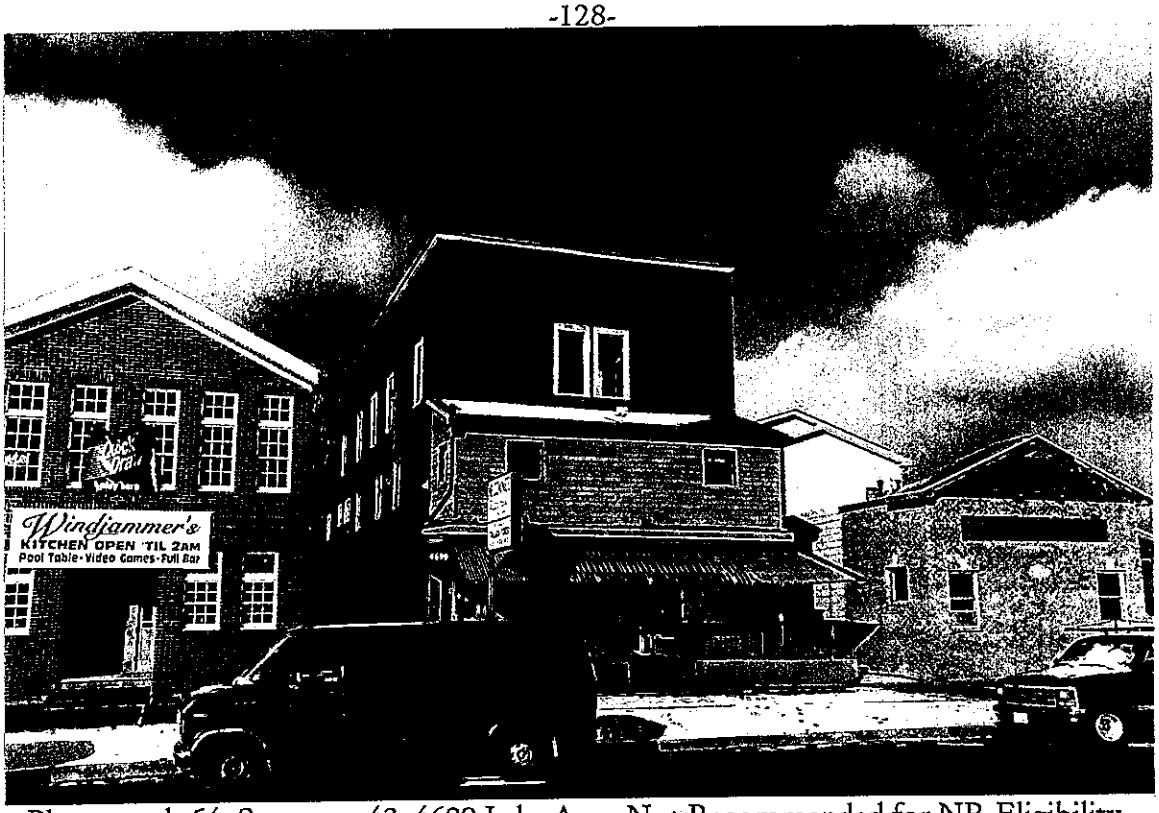
Photograph 50. Structure 39, 4679 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 51. Structure 40, 4681/4683 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 52. Structure 41, 4693 Lake Ave., Not Recommended for NR-Eligibility, looking east.

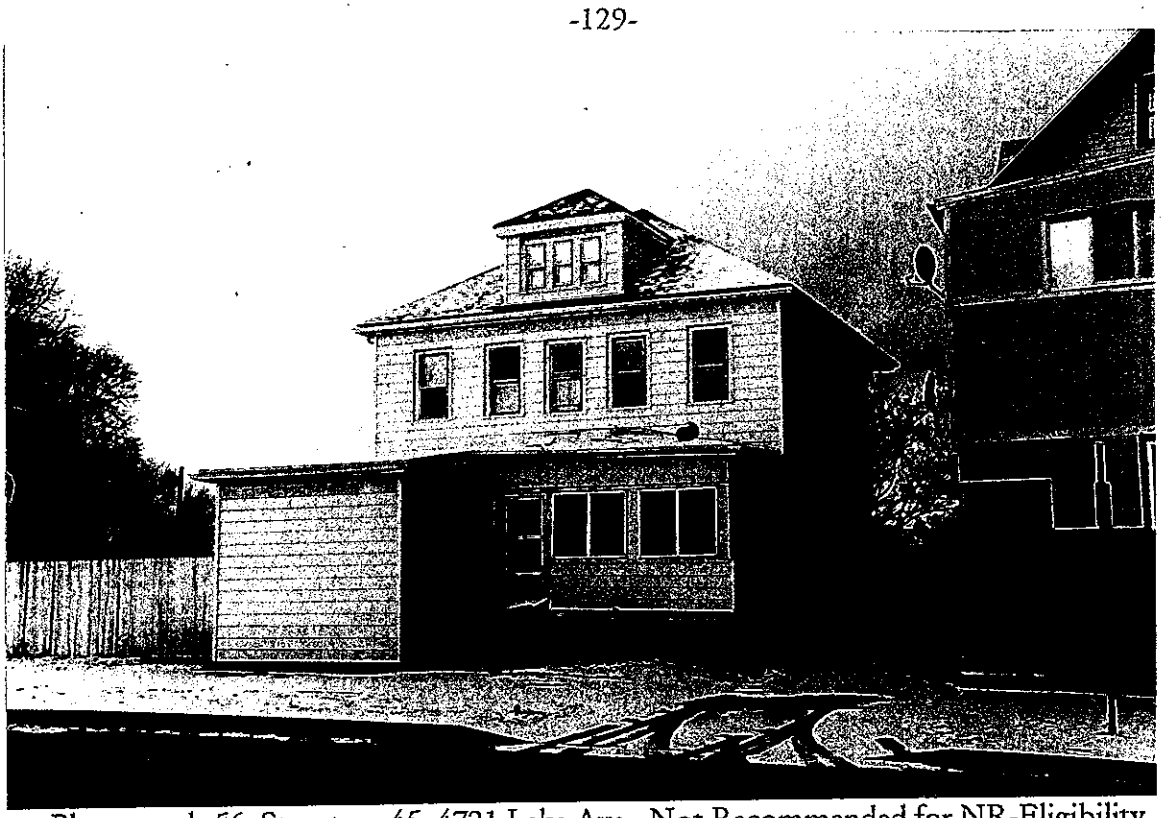


Photograph 53. Structure 42, 4695 Lake Ave., Not Recommended for NR-Eligibility, looking east.



Photograph 54. Structure 43, 4699 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 55. Structure 44, 4705 Lake Ave., Not Recommended for NR-Eligibility, looking east.



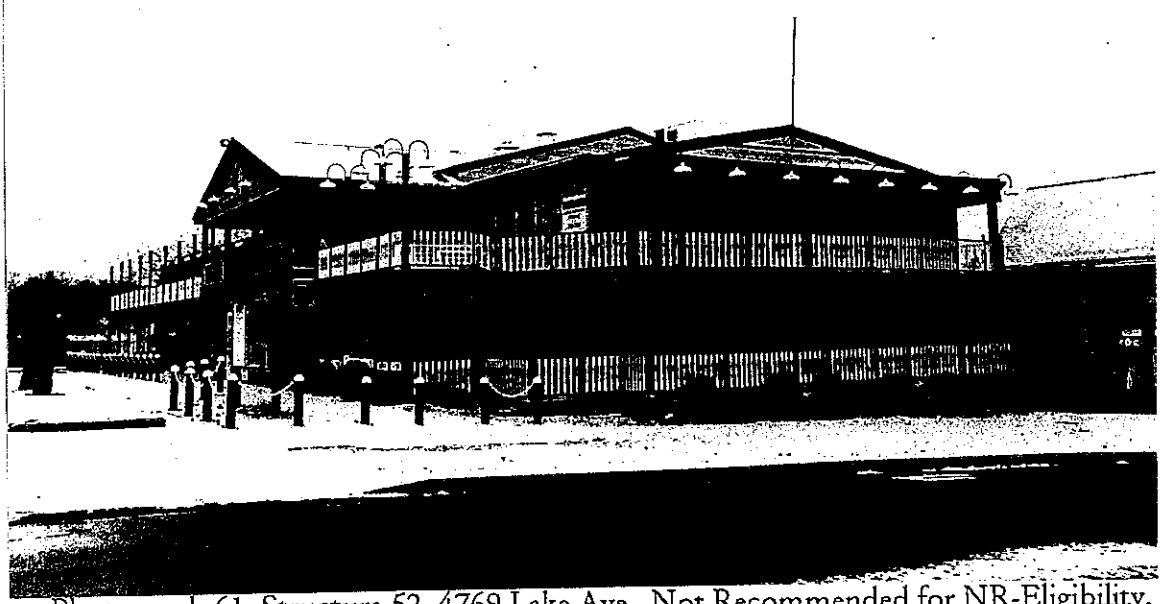
Photograph 56. Structure 45, 4721 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 57. Structure 46, 4725 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 58. Structure 47, 4731 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 59. Structure 48, 4739 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 60. Structure 50, 4768 Lake Ave., Not Recommended for NR-Eligibility, looking west.



Photograph 61. Structure 52, 4769 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 62. Structure 53, 4785 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Photograph 63. Structure 54, 4791 Lake Ave., Not Recommended for NR-Eligibility, looking east.

Conclusions and Recommendations

Based on the extent of previous disturbance documented through geological and geotechnical investigations for the proposed project, historic map evidence and the on-site inspection, it does not appear that any intact or partially intact historic and prehistoric archaeological resources could have survived in areas documented as previously disturbed. Therefore, substantial previous disturbance associated with filling, building demolition, grading and construction throughout much of the project area, has left little of the project area suitable for subsurface testing.

The only area that would be suited for subsurface testing is the Genesee Lighthouse Site. However, since no site specific ground-disturbing activities are currently proposed for this area, no archaeological investigations have been recommended for the proposed Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area. If any ground disturbing activities are proposed for the Genesee Lighthouse Site area, the RMSC/RHPP recommends consultation with the NY SHPO and a qualified archaeologist to develop an appropriate scope of work for conducing archaeological investigations prior to any construction/site preparation activities. Based on project plans, as currently proposed, the Charlotte Lighthouse, previously listed on the SRHP/NRHP, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project.

Two of the 26 buildings/properties previously inventoried have been determined to be individually eligible for inclusion on the SRHP/NRHP by the NYSOPRHP. Based on project plans, as currently proposed, the Hojack Swing Bridge (Structure 55), previously determined NR-Eligible, does not appear to be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Likewise, based on project plans, as currently proposed, the former NYC Railroad Station (414/420 River Street), previously determined NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. No plans are currently proposed to renovate or rehabilitate the NYC Railroad Station. However, it should be noted that it does not appear that the building is being maintained in good order and continues to deteriorate at an increasingly rapid rate. It is recommended that the condition of this structure be monitored on a regular basis and efforts are encouraged to find the means to stabilize and preserve this building.

Based on project plans, as currently proposed, Ontario Beach Park, including the carousel, previously determined NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. However, design plans are being considered for landscape plantings and some forms of structural detail to be placed at the southern entrance to Ontario Beach Park. The RMSC/RHPP recommends that the City of Rochester continue to consult with the NYSOPRHP during the design phase to determine the most appropriate materials and design for any improvements planned within or along the park boundaries.

Based on project plans, as currently proposed, the Tapecon Office 1902 U.S. Customs House (10 Latta Road), potentially NR-Eligible, will not be adversely impacted by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Similarly, based on project plans, as currently proposed, the North Warehouse Former City of Rochester Department of

Commerce Municipal Dock Terminal Building (Structure 57), potentially NR-Eligible, will not be adversely affected by the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project. Design plans are underway for improvements to the environmental setting and character of both these buildings and their surroundings. The RMSC/RHPP recommends that the City of Rochester continue to consult with the NYSOPRHP during the design phase to determine the most appropriate materials and design for any improvements planned in the areas surrounding these two buildings and improvements to the North Warehouse.

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Appendix A

Results of Geotechnical and Geological Explorations
Haley and Aldrich of New York

Haley & Aldrich of New York

Project: Port of Rochester
Project #: 70819-000
Client: LaBella Associates, P.C.
Subject: Recent Explorations

A-2

TABLE I - CONDITIONS ENCOUNTERED IN RECENT (2000) SUBSURFACE INVESTIGATIONS

Date: Aug-00
Created By: MSV
Checked By SLW

EXPLORATION IDENTIFICATION	NORTHING	EASTING	SURFACE ELEVATION (ft)	COMPLETION DEPTH (ft)	FILL TOP DEPTH (ft)	FILL TOP ELEV. (ft)	FILL BOTTOM DEPTH (ft)	FILL BOTTOM ELEV. (ft)	ALLUVIUM TOP DEPTH (ft)	ALLUVIUM TOP ELEV. (ft)	ALLUVIUM BOTTOM DEPTH (ft)	ALLUVIUM BOTTOM ELEV. (ft)	LACUSTRINE TOP DEPTH (ft)	LACUSTRINE TOP ELEV. (ft)	LACUSTRINE BOTTOM DEPTH (ft)	LACUSTRINE BOTTOM ELEV. (ft)	GLACIAL TILL TOP DEPTH (ft)	GLACIAL TILL TOP ELEV. (ft)	GLACIAL TILL BOTTOM DEPTH (ft)	GLACIAL TILL BOTTOM ELEV. (ft)	BEDROCK/REFUSAL TOP DEPTH (ft)	BEDROCK/REFUSAL TOP ELEV. (ft)	COMMENTS
HA-101	1188198	1408785	251.8	115.0													15.00	238.50	45.00	208.50	113.00	138.80	
HA-102	1188629	1407874	253.5	66.5	0.00	253.80	8.00	243.80	8.00	243.80	113.00	138.80									50.50	203.00	Queenston Formation
HA-103			253.86	14	0.00	253.50	6.00	247.50	6.00	247.50	15.00	238.50											
HA-103x	1187248	1407997	253.86	71	0.00	253.86	refusal @ 14ft	below 240	-	-	-	-											
HA-104	1187587	1408288	254.25	31	0.00	253.86	18.00	235.86	18.00	235.86	not encountered	below 183					15.00	238.50	45.00	208.50	113.00	138.80	
HA-105	1187669	1408459	253.96	32	Marine boring: 19.0 ft to mudline			254.25	19.00	235.25	not encountered	below 284					-	-	-	-	50.50	203.00	Queenston Formation
HA-106	1187557	1408244	250.79	41	Marine boring: 15.0 ft to mudline			253.96	15.00	238.96	not encountered	below 207					-	-	-	-	-	-	
HA-107	1187375	1407557	266.08	54.5	0.00	250.79	4.00	246.79	4.00	246.79	-	-					-	-	-	-	-	-	
HA-108	DELETED: Exploration not made			-	0.50	265.58	13.00	253.08	13.00	253.08	23.00	243.08					23.00	243.08	49.00	217.08	49.00	217.08	Queenston Formation
HA-109	1186330	1407602	251.78	27.8	-	-	-	-	-	-	-	-					-	-	-	-	25.00	226.78	Weathered rock. Auger refusal @ 27.9 ft.
HA-110	1185999	1407418	252.78	20	0.00	251.78	2.50	249.28	2.50	249.28	23.00	226.78					-	-	-	-	19.00	233.78	Weathered rock. Auger refusal @ 20.0 ft.
HA-111/LBA-MW1	1188376	1408097	251.83	63.5	0.00	252.78	6.00	246.78	6.00	246.78	20.00	232.78					19.00	241.89	not encountered	below 228	58.50	193.33	Queenston Formation
HA-112	1186945	1407594	250.89	41	1.00	250.83	10.00	241.83	10.00	241.83	42.00	209.83					20.00	230.80	not encountered	below 244	-	-	
HA-113	1186099	1407751	270.8	27	0.00	260.80	1.00	259.89	1.00	259.89	19.00	241.89					-	-	-	-	-	-	
HA-114/LBA-MW3	1187858	1407796	261.90	10.3	0.00	270.80	20.00	250.80	-	-	-	-					19.00	242.92	not encountered	below 237	-	-	
HA-115	1187852	1407796	261.92	25	0.00	261.90	conc obstruction	251.6	-	-	-	-					-	-	-	-	-	-	
HA-116	1187766	1408031	253.68	26	0.00	261.92	14.00	247.92	14.00	247.92	19.00	242.92					42.00	209.83	46.00	205.83	19.00	233.78	Weathered rock. Auger refusal @ 27.9 ft.
HA-117/LBA-MW2	1187987	1408196	252.44	27	2.00	251.68	19.00	234.68	-	-	-	-					19.00	241.89	not encountered	below 226	58.50	193.33	Queenston Formation
HA-118	1188229	1408074	253.7	26	0.40	252.04	8.00	244.44	8.00	244.44	-	-					20.00	230.80	not encountered	below 244	-	-	
HA-119	1188506	1408063	252.78	51	0.00	253.70	10.00	243.70	10.00	243.70	-	-					-	-	-	-	-	-	
HA-120	1188216	1408539	250.82	51	0.00	252.78	2.00	250.78	2.00	250.78	20.00	232.78					19.00	242.92	not encountered	below 237	-	-	
HA-121	1187830	1408439	254.31	52	0.00	250.82	2.00	248.52	2.00	248.52	-	-					-	-	-	-	-	-	
HA-122	1187788	1407572	276	77	0.00	254.31	6.00	248.31	6.00	248.31	-	-					-	-	-	-	-	-	
HA-123	1187931	1407931	252.8	42	0.00	276.00	4.00	272.00	4.00	272.00	30.00	246.00					30.00	232.78	-	-	-	-	
HA-124	1188120	1408260	253.64	118	0.00	252.80	14.30	238.50	14.30	238.50	36.00	216.80					-	-	-	-	-	-	
HA-125	1188172	1407222	267.82	10	0.00	253.64	14.00	239.64	14.00	239.64	114.00	139.64					30.00	246.00	61.00	215.00	61.00	215.00	Red sandstone
	1188070	1407222	255.29	10	0.00	267.92	not encountered	below 257.9	-	-	-	-					36.00	216.80	37.00	215.80	37.00	215.80	Queenstone Formation
DCE-TP #1					0.00	255.29	8.00	247.29	-	-	-	-					-	-	-	-	114.00	139.64	
DCE-TP #2			254.00	9.5	0	254.00	not encountered	below 245	-	-	-	-					8.00	247.29	not encountered	below 245	-	-	
DCE-TP #3a			252	7	0	252	not encountered	below 245	-	-	-	-					-	-	-	-	-	-	
DCE-TP #3b			254	9.5	0	254	not encountered	below 245	-	-	-	-					-	-	-	-	-	-	
DCE-TP #4			254	10	0	253.5	not encountered	below 244	-	-	-	-					-	-	-	-	-	-	
			254	4	0	254	not encountered	below 250	-	-	-	-					-	-	-	-	-	-	
LBA-TP #1																							bottomed on top of pile cap and water @9.5ft
LBA-TP #2			251	8	0	251	not encountered	below246	-	-	-	-					-	-	-	-	-	-	tie-rod/anchor @7ft, water @ 6.75ft.
LBA-TP #3			252	8	0	252	not encountered	below 246	-	-	-	-					-	-	-	-	-	-	top of pile cap and water @ 9.5ft
LBA-TP #4			253	8	0	253	1	252	1	252	not encountered	below 245					-	-	-	-	-	-	tie-rod/bottom of anchor @10ft, water @ 9.5ft
LBA-TP #5			253	8.3	0	253	3.2	249.8	3.2	249.8	not encountered	below247					-	-	-	-	-	-	top of sheetpile deadmen @ 4 ft.
LBA-TP #6			253	10.5	0	255	1	254	not encountered	-	not encountered	-					-	-	-	-	-	-	
LBA-TP #7			252	4.5	0	252	not encountered	below 249	-	-	-	-					-	-	-	-	-	-	water infiltration @ 4.5 ft.
LBA-TP #8			252	7	0	252	not encountered	below 245	-	-	-	-					1	754	7.5	247.5	-	-	perched? GW @ 3 ft.
LBA-TP #9			252	6.5	0	252	not encountered	below 246	-	-	-	-					-	-	-	-	7.5	247.5	standing wtaer @ 6 ft.
LBA-TP #10			260	12	0	260	not encountered	below 248	-	-	-	-					-	-	-	-	-	-	standing water @ 3.5 ft
LBA-TP #11			258	12.6	0	258	5.5	252.5	not encountered	not encountered	not encountered	not encountered					-	-	-	-	-	-	some sandstone @ bottom. No water noted.
LBA-TP #12			269	13	0	269	9.8	259.2	not encountered	not encountered	not encountered	not encountered					3.5	252.5	17.5	255.5	12.5	245.5	no water noted
LBA-TP #13			262	5	0	262	not encountered	below 257	-	-	-	-					9.8	259.2	not encountered	below 256	-	-	GWT @ 5.2 ft.
LBA-TP #14			259	9.5	0	259	not encountered	below 250	-	-	-	-					-	-	-	-	-	-	perched GW @ 3 ft.
LBA-TP #15			253	7	0	253	not encountered	below 246	-	-	-	-					-	-	-	-	-	-	standing water @ 10.3ft.
LBA-TP #16			254	9.2	0	254	not encountered	below245	-	-	-	-					-	-	-	-	-	-	no standing water
LBA-TP #17			259	12	0	259	7.5	251.5	not encountered	not encountered	not encountered	not encountered					-	-	-	-	-	-	no water noted
LBA-TP #18			265	11	0	265	1	264	not encountered	not encountered	not encountered	not encountered					-	-	-	-	-	-	bottomed on concrete slab @ 5 ft.
LBA-TP #19			254	8.8	0	254	not encountered	below 247	-	-	-	-					7.5	251.5	not encountered	below247	-	-	bottomed on concrete slab @ 9.5 ft.
LBA-TP #20			253	5	0	253	not encountered	below 248	-	-	-	-					1	264	not encountered	below 254	-	-	standing water @ 7 ft
LBA-TP #21			256	10	0	256	4.5	251.5	not encountered	not encountered	not encountered	not encountered					-	-	-	-	-	-	water @ bottom, 9 ft.
LBA-TP #22			251	8.3	0	251	not encountered	below 245	-	-	-	-					-	-	-	-	-	-	water not noted
			253	6	0	253	not encountered	below 247	-	-	-	-					4.5	257.5	not encountered	below 246	-	-	water not noted
																	-	-	-	-	-	-	standing water @ bottom, 6.8 ft.
																	-	-	-	-	-	-	standing water @ bottom, 5 ft.
																	-	-	-	-	-	-	water not noted
																	-	-	-	-	-	-	water not noted
																	-	-	-	-	-	-	standing water @ bottom, 6 ft.

NOTES:
1. ALL ELEVATIONS HAVE BEEN CONVERTED TO CITY OF ROCHESTER DATUM.

Haley & Aldrich of New York

Project: Port of Rochester
Project #: 70819.000
Client: LaBella Associates, P.C.
Subject: Earlier Explorations

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TABLE II - CONDITIONS ENCOUNTERED IN EARLIER SUBSURFACE INVESTIGATIONS

Date: January-00
Created By: BEDa
Checked By: SEW

INVESTIGATION TITLE	EXPLORATION IDENTIFICATION	NORTHING	EASTING	SURFACE ELEVATION (ft)	FILL TOP DEPTH (ft)	FILL TOP ELEV.(ft)	FILL BOTTOM DEPTH (ft)	FILL BOTTOM ELEV.(ft)	ALLUVIUM TOP DEPTH (ft)	ALLUVIUM TOP ELEV.(ft)	ALLUVIUM BOTTOM DEPTH (ft)	ALLUVIUM BOTTOM ELEV.(ft)	LACUSTRINE TOP DEPTH (ft)	LACUSTRINE TOP ELEV.(ft)	LACUSTRINE BOTTOM DEPTH (ft)	LACUSTRINE BOTTOM ELEV.(ft)	GLACIAL TILL TOP DEPTH (ft)	GLACIAL TILL TOP ELEV.(ft)	GLACIAL TILL BOTTOM DEPTH (ft)	GLACIAL TILL BOTTOM ELEV.(ft)	BEDROCK/REFUSAL TOP DEPTH (ft)	BEDROCK/REFUSAL TOP ELEV.(ft)	ROCK DESCRIPTION
Stutson Street	B101	1185436	1407522.1	250.08	0.00	250.08	2.00	248.08	2.00	248.08	>30	-	-	-	-	-	-	-	-	-	-	-	
Water Main	B102	1185497	1407241.1	253.08	0.00	253.08	4.00	249.08	4.00	249.08	17.50	235.58	-	-	-	-	17.50	235.58	19.80	233.28	19.80	233.28	5 ft - QUEENSTON SHALE
H&A #7616	B103	1185546	1407318.1	225.48	-	-	-	-	0.00	225.48	3.00	222.48	-	-	-	-	3.00	222.48	4.50	220.98	4.50	220.98	5 ft - QUEENSTON SHALE
December-87	B104	1185523	1407344.1	221.48	-	-	-	-	0.00	221.48	19.80	201.68	-	-	-	-	19.80	201.68	20.20	201.28	20.20	201.28	5 ft - QUEENSTON SHALE
	B105	1185498	1407414.1	222.48	-	-	-	-	0.00	222.48	>30	-	-	-	-	-	-	-	-	-	-	-	
	B106	1185469	1407452.1	231.48	-	-	-	-	0.00	231.48	>50	-	-	-	-	-	-	-	-	-	-	-	
	B107	1185511	1407376.1	221.48	-	-	-	-	0.00	221.48	>22	-	-	-	-	-	-	-	-	-	-	-	
Genesee River	B-1	1186769	1407897.1	223.78	-	-	-	-	0.00	223.78	>35	-	-	-	-	-	-	-	-	-	-	-	
Crossing	B-2	1186778	1408024.1	227.48	-	-	-	-	0.00	227.48	>35	-	-	-	-	-	-	-	-	-	-	-	
H&A #70837	B-3	1186755	1408121.1	224.78	-	-	-	-	0.00	224.78	>27	-	-	-	-	-	-	-	-	-	-	-	
December-89	B-4	1186738	1408249.1	240.28	-	-	-	-	0.00	240.28	>35	-	-	-	-	-	-	-	-	-	-	-	
	B-5	1186741	1408381.1	250.58	0.00	250.58	4.00	246.58	4.00	246.58	>36	-	-	-	-	-	-	-	-	-	-	-	
	B-6	1186746	1407831.1	251.58	0.00	251.58	7.50	244.08	7.50	244.08	>35	-	-	-	-	-	-	-	-	-	-	-	
	B-7	1186728	1408435.1	250.58	0.00	250.58	10.00	240.58	10.00	240.58	>25	-	-	-	-	-	-	-	-	-	-	-	
Stutson Street	DN-B-3	1185301.1	1407178.2	216.77	-	-	-	-	0.00	216.77	9.20	207.57	-	-	-	-	-	-	-	-	9.20	207.57	12.3 ft - sandstone
Bridge	DN-B-4	1185223.4	1407138.1	216.22	-	-	-	-	0.00	216.22	17.50	198.72	-	-	-	-	-	-	-	-	17.50	198.72	10 ft -shale/siltstone
NYSDOT	DN-B-5	1185158.4	1407094.5	225.60	-	-	-	-	0.00	225.60	26.30	199.30	-	-	-	-	-	-	-	-	26.30	199.30	10 ft -shale/sandstone
December-97	DN-B-51	1185255.8	1407355.8	219.10	-	-	-	-	0.00	219.10	96.90	122.20	-	-	-	-	-	-	-	-	102.10	116.90	9 ft - shale
	DN-B-52	1185220.6	1407341.3	220.91	-	-	-	-	0.00	220.91	101.60	119.31	-	-	-	-	100.60	120.31	103.50	117.41	103.50	117.41	10 ft - shale/siltstone
	DN-B-53	1185182.6	1407309.2	221.30	-	-	-	-	0.00	221.30	100.70	120.60	-	-	-	-	-	-	-	-	102.50	118.80	10 ft - siltstone
	DN-B-54	1185110.9	1407304.3	222.88	-	-	-	-	0.00	222.88	100.60	122.28	-	-	-	-	-	-	-	-	103.60	119.28	10 ft - shale
	DN-B-55	1185060.8	1407290.5	226.88	-	-	-	-	0.00	226.88	100.60	126.28	-	-	-	-	-	-	-	-	102.30	124.58	11 ft - sandstone/siltstone
	DN-B-9	1184953.1	1407594.1	251.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94.80	156.87	10.2 ft - unidentified bedrock
	FH-D-1	1185336.5	1406929.2	289.79	0.00	289.79	4.00	285.79	-	-	-	-	4.00	285.79	34.00	255.79	34.00	255.79	44.08	245.79	48.40	241.39	10 ft - siltstone/sandstone
	FH-D-10	1185222.6	1407944.9	256.98	0.00	256.98	20.00	236.98	-	-	-	-	20.00	236.98	25.00	231.98	-	-	-	-	27.10	229.88	10.1 ft - siltstone
	FH-D-11	1184980.6	1407902.7	256.89	0.00	256.89	6.00	250.89	-	-	-	-	6.00	250.89	25.00	231.89	-	-	-	-	27.50	229.39	10.2 ft - siltstone
	FH-B-12	1185178.1	1408119.1	254.69	0.00	254.69	10.00	244.69	-	-	-	-	10.00	244.69	25.00	229.69	-	-	-	-	26.10	228.59	10.5 ft - siltstone
	FH-B-13	1185203.5	1408309.8	253.18	0.00	253.18	10.00	243.18	-	-	-	-	10.00	243.18	20.00	233.18	-	-	-	-	22.30	230.88	9.9 ft - siltstone
	FH-B-14	1185139.5	1408467	251.97	0.00	251.97	6.00	245.97	-	-	-	-	6.00	245.97	25.00	226.97	-	-	-	-	25.00	226.97	9.9 ft - siltstone
	FH-B-201	1185288.3	1406862	289.76	0.00	289.76	1.00	288.76	-	-	-	-	1.00	288.76	32.00	252.76	37.00	252.76	47.00	242.76	51.00	238.76	8 ft - unidentified bedrock
	FH-B-202	1185367	1406987.7	288.08	0.00	288.08	1.00	287.08	-	-	-	-	1.00	287.08	44.00	244.08	44.00	244.08	50.00	238.08	50.00	238.08	10 ft - unidentified bedrock
	FH-B-203	1185265.7	1406948.9	291.08	-	-	-	-	-	-	-	-	0.00	291.08	37.00	254.08	37.00	254.08	46.00	245.08	46.00	245.08	10 ft - unidentified bedrock
	FH-B-205	1184929.4	1407765.8	253.05	0.00	253.05	16.50	236.55	-	-	-	-	16.50	236.55	25.00	228.05	-	-	-	-	25.00	228.05	4.5 ft - unidentified bedrock
	FH-B-206	1184857.5	1407785.9	253.97	0.00	253.97	9.50	244.47	-	-	-	-	9.50	244.47	25.00	228.97	-	-	-	-	25.00	228.97	5 ft - unidentified bedrock
	FH-D-307	1184947.3	1407738.5	251.77	0.00	251.77	33.50	218.27	-	-	-	-	33.50	218.27	40.00	211.77	-	-	-	-	40.00	211.77	4 ft - unidentified bedrock
	FH-B-308	1184899	1407651.3	251.77	0.00	251.77	48.50	203.27	-	-	-	-	48.50	203.27	55.00	196.77	-	-	-	-	55.00	196.77	5 ft - unidentified bedrock
	FH-B-309	1184958	1407588	251.60	0.00	251.60	25.00	226.60	-	-	-	-	25.00	226.60	100.50	151.10	-	-	-	-	100.50	151.10	5 ft - unidentified bedrock
	FH-B-310	1184951.4	1407582.5	251.51	0.00	251.51	8.00	243.51	-	-	-	-	8.00	243.51	>15	-	-	-	-	-	-	-	
	FH-B-311	1184966.8	1407697.6	251.44	0.00	251.44	15.00	236.44	-	-	-	-	15.00	236.44	>31	-	-	-	-	-	-	-	
	FH-D-312	1185018.8	1407639	251.37	0.00	251.37	10.00	241.37	-	-	-	-	10.00	241.37	>31	-	-	-	-	-	-	-	
	FH-D-6	1185284.1	1407567.5	250.49	0.00	250.49	8.00	242.49	-	-	-	-	8.00	242.49	107.80	142.69	-	-	-	-	107.80	142.69	10.1 ft - sandstone
	FH-D-7	1185032.6	1407446	251.47	0.00	251.47	6.00	245.47	-	-	-	-	6.00	245.47	107.00	144.47	-	-	-	-	108.10	143.37	10.9 ft - unidentified bedrock
	FH-D-8	1185094.7	1407580.6	250.78	0.00	250.78	50.60	200.18	-	-	-	-	50.60	200.18	99.68	151.18	-	-	-	-	99.60	151.18	10.4 ft - siltstone/shale
Dredge Probes	215.73+R	1185871.4	1407401.6		PROBE BORING - COMPLETE AT																-	215.73	NO REFUSAL
Army Corp	216.63+R	1185763.5	1407441.1		PROBE BORING - COMPLETE AT																-	216.13	NO REFUSAL
June-60	216.33+R	1185594.2	1407338.6		PROBE BORING - COMPLETE AT																-	216.53	NO REFUSAL
	216.53+R	1185863.5	1407452.3		PROBE BORING - COMPLETE AT																-	216.53	NO REFUSAL
	216.53+R	1186028.9	1407572.2		PROBE BORING - COMPLETE AT																-	216.53	NO REFUSAL
	216.53+R	1186130	1407596.8		PROBE BORING - COMPLETE AT																-	216.53	NO REFUSAL
	216.93+R	1185236.8	1407138.4		PROBE BORING - COMPLETE AT																-	215.93	NO REFUSAL
	217.13+R	1185508	1407288.6		PROBE BORING - COMPLETE AT																-	217.13	NO REFUSAL
	217.33R	1185943.2	1407519.3		PROBE BORING - COMPLETE AT																-	217.33	NO REFUSAL
	218.33R	1185678.2	1407389.9		PROBE BORING - REFUSAL AT																-	218.33	
	218.43R	1185767.1	1407434.1		PROBE BORING - REFUSAL AT																-	218.43	
	218.83R	1186036.9	1407553.6		PROBE BORING - REFUSAL AT																-	218.83	
	218.93R	1185602.2	1407319		PROBE BORING - REFUSAL AT																-	218.93	
	219.03R	1185868.1	1407454.1		PROBE BORING - REFUSAL AT																-	219.03	
	219.13R	1185947.9	1407510.8		PROBE BORING - REFUSAL AT																-	219.13	
	219.83R	1185952.4	1407502.5		PROBE BORING - REFUSAL AT																-	219.83	
	220.53+R	1185870.6	1407449.5		PROBE BORING - COMPLETE AT																-	220.53	NO REFUSAL
	220.53R	1185681.1	1407383.8		PROBE BORING - REFUSAL AT																-	220.53	
	221.83R	1185597	1407331.5		PROBE BORING - REFUSAL AT																-	221.83	
	221.83R	1186032.2	1407563.7		PROBE BORING - REFUSAL AT																-	221.83	
	222.43R	1185510.6	1407280.5		PROBE BORING - REFUSAL AT																-	222.43	
	224.23R	1185687.5	1407373.1		PROBE BORING - REFUSAL AT																-	224.23	
	224.53R	1185776.6	1407416.2		PROBE BORING - REFUSAL AT																-	224.53	
	226.13R	1185516.1	1407268.7		PROBE BORING - REFUSAL AT																-	226.13	
	226.83R	1185782.9	1407404.9		PROBE BORING - REFUSAL AT																-	226.83	
	227.63R	1185691.3	1407365.7		PROBE BORING - REFUSAL AT																-	227.63	
	228.03R	1186039.4	1407547.4		PROBE BORING - REFUSAL AT																-	228.03	

Haley & Aldrich of New York

Project: Port of Rochester
Project #: 70819-000
Client: LaBella Associates, P.C.
Subject: Earlier Explorations

TABLE II - CONDITIONS ENCOUNTERED IN EARLIER SUBSURFACE INVESTIGATIONS

Date: January-00
Created By: DGBa
Checked By: SEW

INVESTIGATION TITLE	EXPLORATION IDENTIFICATION	NORTHING	EASTING	SURFACE ELEVATION	FILL TOP DEPTH (ft)	FILL TOP ELEV. (ft)	FILL BOTTOM DEPTH (ft)	FILL BOTTOM ELEV. (ft)	ALLUVIUM TOP DEPTH (ft)	ALLUVIUM TOP ELEV. (ft)	ALLUVIUM BOTTOM DEPTH (ft)	ALLUVIUM BOTTOM ELEV. (ft)	LACUSTRINE TOP DEPTH (ft)	LACUSTRINE TOP ELEV. (ft)	LACUSTRINE BOTTOM DEPTH (ft)	LACUSTRINE BOTTOM ELEV. (ft)	GLACIAL TILL TOP DEPTH (ft)	GLACIAL TILL TOP ELEV. (ft)	GLACIAL TILL BOTTOM DEPTH (ft)	GLACIAL TILL BOTTOM ELEV. (ft)	BEDROCK / REFUSAL TOP DEPTH (ft)	BEDROCK / REFUSAL TOP ELEV. (ft)	ROCK DESCRIPTION
	231 6/16	1185773.1	1407422.9									PROBE BORING - REFUSAL AT									-	231.63	
Dredge Borings Army Corp June-60	P-4	1185026.3	1407241.8	234.53	-	-	-	-	0.00	234.53	>14	-	-	-	-	-	-	-	-	-	-	-	
	P-6	1187540.1	1409019.4	238.23	-	-	-	-	0.00	238.23	>14	-	-	-	-	-	-	-	-	-	-	-	
	P-8	1190920.2	1411001.4	225.43	-	-	-	-	0.00	225.43	>4	-	-	-	-	-	-	-	-	-	-	-	
Wave Surge Protection Project Army Corp April-95	D73-1	1186385.8	1409593.7	234.53	0.00	234.53	1.70	232.83	1.70	232.83	>25.5	-	-	-	-	-	-	-	-	-	-	-	
	D79-2	1189424.1	1410130.3	236.63	0.00	236.63	7.50	229.13	7.50	229.13	17.50	219.13	17.50	219.13	>24	-	-	-	-	-	-	-	
	D79-3	1189575.3	1409061.3	241.03	0.00	241.03	7.50	233.53	7.50	233.53	>30	-	-	-	-	-	-	-	-	-	-	-	
	D79-4	1188770.4	1409129.6	252.33	0.00	252.33	8.20	244.13	8.20	244.13	>40.5	-	-	-	-	-	-	-	-	-	-	-	
	D79-5	1188389.7	1408888.8	250.93	0.00	250.93	7.10	243.83	7.10	243.83	35.20	215.73	35.20	215.73	>39	-	-	-	-	-	-	-	
	D85-2	1189059.9	1409437.4	239.83	0.00	239.83	4.90	234.93	4.90	234.93	13.70	226.13	13.70	226.13	43.30	196.53	-	-	-	-	43.30	196.53	1.7 ft - weathered rock
	D94-1	1189791	1409657.1	234.33	-	-	-	-	0.00	234.33	>33	-	-	-	-	-	-	-	-	-	-	-	
	D94-2	1188803	1409713.1	232.33	-	-	-	-	0.00	232.33	>19	-	-	-	-	-	-	-	-	-	-	-	
	D94-3	1187280	1408721.1	238.33	-	-	-	-	0.00	238.33	>25	-	-	-	-	-	-	-	-	-	-	-	
Rehabilitation of East Pier Army Corp June-85	D79-1	1189852.8	1409867.3	234.83	0.00	234.83	3.00	231.83	3.00	231.83	12.00	222.83	12.00	222.83	>22.5	-	-	-	-	-	-	-	
	D79-6	1188378.5	1408924.2	238.43	-	-	-	-	0.00	238.43	>27	-	-	-	-	-	-	-	-	-	-	-	
	D85-1	1188969.4	1408901.3	240.00	-	-	-	-	0.00	240.00	7.80	232.23	7.80	232.23	35.70	204.33	-	-	-	-	35.70	204.33	2.1 ft - weathered rock
	D85-3	1188437.7	1408965.3	237.73	0.00	237.73	2.40	235.33	2.40	235.33	7.50	229.83	7.50	229.83	33.20	204.53	-	-	-	-	33.20	204.53	10.6 ft - weathered rock
	P73-2	1189557.4	1409673.7	236.83	PROBE BORING - COMPLETE AT																16.00	220.83	NO REFUSAL
	P73-7	1189506.4	1409641.1	236.33	PROBE BORING - COMPLETE AT																14.00	222.33	NO REFUSAL
	P79-10	1189835.8	1409858.8	235.43	PROBE BORING - COMPLETE AT																18.10	217.33	NO REFUSAL
	P79-11	1189752.3	1409801.7	235.73	PROBE BORING - REFUSAL AT																11.00	224.73	
	P79-12	1189668.9	1409748.6	235.83	PROBE BORING - REFUSAL AT																18.50	217.33	NO REFUSAL
	P79-13	1189585.2	1409691.9	236.03	PROBE BORING - REFUSAL AT																12.50	223.53	
	P79-14	1189518.4	1409647.8	237.03	PROBE BORING - COMPLETE AT																17.00	220.03	
	P79-15	1189418.2	1409581.8	234.93	PROBE BORING - COMPLETE AT																17.20	217.33	NO REFUSAL
	P79-16	1189334.4	1409527.3	236.93	PROBE BORING - COMPLETE AT																19.60	217.33	NO REFUSAL
	P79-17	1189251	1409472	237.13	PROBE BORING - COMPLETE AT																19.40	217.33	NO REFUSAL
	P79-18	1189167.5	1409417	235.23	PROBE BORING - REFUSAL AT																17.90	217.33	NO REFUSAL
	P79-19	1190073.1	1410042	234.53	PROBE BORING - REFUSAL AT																4.40	230.13	
	P79-20	1189990.5	1409985.5	236.93	PROBE BORING - COMPLETE AT																19.60	217.33	NO REFUSAL
	P79-21	1189908.6	1409931.2	236.93	PROBE BORING - REFUSAL AT																5.80	231.13	
	P79-22	1189823	1409878.2	236.23	PROBE BORING - COMPLETE AT																18.90	217.33	NO REFUSAL
	P79-23	1189739.7	1409820.9	237.33	PROBE BORING - COMPLETE AT																19.90	217.33	NO REFUSAL
	P79-24	1189655.9	1409768.4	236.53	PROBE BORING - COMPLETE AT																19.20	217.33	NO REFUSAL
	P79-25	1189572.7	1409710.9	236.23	PROBE BORING - COMPLETE AT																18.90	217.33	NO REFUSAL
	P79-26	1189487.8	1409658.2	236.63	PROBE BORING - COMPLETE AT																19.30	217.33	NO REFUSAL
	P79-27	1189405.1	1409601.7	237.23	PROBE BORING - COMPLETE AT																19.90	217.33	NO REFUSAL
	P79-28	1189321.7	1409548.6	238.73	PROBE BORING - REFUSAL AT																0.80	237.93	
	P79-29	1189237.8	1409492.1	240.43	PROBE BORING - REFUSAL AT																3.30	237.13	
	P79-30	1189154.4	1409437	242.13	PROBE BORING - COMPLETE AT																24.90	217.23	NO REFUSAL
	P79-31	1188857.6	1409214.8	243.03	PROBE BORING - REFUSAL AT																0.00	243.03	
	P79-32	1188773.7	1409160.4	239.73	PROBE BORING - REFUSAL AT																0.70	239.03	
	P79-33	1188690	1409105.7	240.23	PROBE BORING - REFUSAL AT																3.40	236.83	
	P79-34	1188605.8	1409052.1	240.83	PROBE BORING - COMPLETE AT																23.50	217.33	NO REFUSAL
	P79-35	1188521.5	1409998	241.23	PROBE BORING - REFUSAL AT																1.30	240.43	
	P79-36	1188429.2	1408938.3	241.83	PROBE BORING - REFUSAL AT																21.40	220.43	
	P79-37	1189353.8	1408886.9	242.63	PROBE BORING - REFUSAL AT																2.20	240.43	
	P79-48	1189383.3	1409574.3	238.43	PROBE BORING - COMPLETE AT																24.20	214.23	NO REFUSAL
	P79-49	1189446.7	1409629.6	236.03	PROBE BORING - COMPLETE AT																18.70	217.33	NO REFUSAL
	P79-50	1189530.2	1409684.4	235.93	PROBE BORING - COMPLETE AT																18.60	217.33	NO REFUSAL
	P79-51	1189614.2	1409738.8	236.93	PROBE BORING - REFUSAL AT																5.20	231.73	
	P79-52	1189697.3	1409794.2	235.43	PROBE BORING - COMPLETE AT																18.10	217.33	NO REFUSAL
	P79-53	1189781	1409849.1	235.83	PROBE BORING - COMPLETE AT																18.50	217.33	NO REFUSAL
	P79-54	1189864.7	1409903.8	236.43	PROBE BORING - REFUSAL AT																3.50	232.93	
	P79-55	1189898.2	1409925.8	237.23	PROBE BORING - REFUSAL AT																2.00	235.23	
	P79-56	1189948.3	1409956.7	236.43	PROBE BORING - COMPLETE AT																19.10	217.33	NO REFUSAL
	P79-57	1190031.9	1410013.6	235.13	PROBE BORING - COMPLETE AT																17.80	217.33	NO REFUSAL
	P79-58	1190065.2	1410035.8	235.93	PROBE BORING - COMPLETE AT																18.60	217.33	NO REFUSAL
	P79-59	1190078.4	1410015.7	235.23	PROBE BORING - COMPLETE AT																18.40	217.33	NO REFUSAL
	P79-60	1190031.9	1410013.6	232.83	PROBE BORING - COMPLETE AT																15.50	217.33	NO REFUSAL
	P79-61	1189981.4	1409998.7	232.73	PROBE BORING - COMPLETE AT																15.40	217.33	NO REFUSAL
	P79-62	1189877.7	1409984	234.83	PROBE BORING - COMPLETE AT																17.50	217.33	NO REFUSAL
	P79-63	1189794.2	1409829	236.53	PROBE BORING - COMPLETE AT																19.20	217.33	NO REFUSAL
	P79-64	1189744.1	1409796.1	235.63	PROBE BORING - COMPLETE AT																18.30	217.33	NO REFUSAL
	P79-65	1189710.6	1409774.1	235.03	PROBE BORING - COMPLETE AT																17.70	217.33	NO REFUSAL
	P79-66	1189627.2	1409719	234.33	PROBE BORING - COMPLETE AT																17.00	217.33	NO REFUSAL
	P79-67	1189576.9	1409688.3	236.23	PROBE BORING - COMPLETE AT																18.90	217.33	NO REFUSAL
	P79-68	1189543.5	1409664.2	235.43	PROBE BORING - COMPLETE AT																18.10	217.33	NO REFUSAL
	P79-69	1189459.8	1409609.5	234.93	PROBE BORING - COMPLETE AT																17.40	217.33	NO REFUSAL
	P79-7	1190087.1	1410020.6	232.83	PROBE BORING - REFUSAL AT																1.20	231.63	

Haley & Aldrich of New York

Project: Port of Rochester
Project #: 70819-000
Client: LaBella Associates, P.C.
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TABLE II - CONDITIONS ENCOUNTERED IN EARLIER SUBSURFACE INVESTIGATIONS

Date: January-00
Created By: BEDa
Checked By: SEW

INVESTIGATION TITLE	EXPLORATION IDENTIFICATION	NORTHING	EASTING	SURFACE ELEVATION	FILL				ALLUVIUM				LACUSTRINE				GLACIAL TILL				BEDROCK / REFUSAL		ROCK DESCRIPTION
					TOP		BOTTOM		TOP		BOTTOM		TOP		BOTTOM		TOP		BOTTOM		TOP		
				(ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	DEPTH (ft)	ELEV. (ft)	
	P79-70	1189078.4	1409554.4	252.23	PROBE BORING - COMPLETE AT																25.00	212.23	NO REFUSAL
	P79-71	1189292.7	1409499.6	236.83	PROBE BORING - COMPLETE AT																18.50	217.33	NO REFUSAL
	P79-72	1189209.3	1409444.5	235.90	PROBE BORING - COMPLETE AT																18.50	217.33	NO REFUSAL
	P79-73	1188949.4	1409209.2	241.06	PROBE BORING - REFUSAL AT																0.50	240.73	
	P79-74	1188815.7	1409187.6	239.83	PROBE BORING - COMPLETE AT																22.50	217.33	NO REFUSAL
	P79-75	1188759.4	1409157.9	239.83	PROBE BORING - COMPLETE AT																22.50	217.33	NO REFUSAL
	P79-76	1188731.8	1409133.2	240.83	PROBE BORING - REFUSAL AT																2.10	238.73	
	P79-77	1188685.7	1409103.1	240.13	PROBE BORING - COMPLETE AT																22.80	217.33	NO REFUSAL
	P79-78	1188648	1409078.7	240.33	PROBE BORING - COMPLETE AT																23.00	217.33	NO REFUSAL
	P79-79	1188563.8	1409024.7	241.53	PROBE BORING - COMPLETE AT																24.20	217.33	NO REFUSAL
	P79-8	1190002.9	1409066.6	232.23	PROBE BORING - COMPLETE AT																14.90	217.33	NO REFUSAL
	P79-80	1188525.9	1409000.3	241.33	PROBE BORING - REFUSAL AT																1.40	239.93	
	P79-81	1188413.4	1408925.7	240.63	PROBE BORING - COMPLETE AT																23.30	217.33	NO REFUSAL
	P79-82	1188396.4	1408915.2	241.83	PROBE BORING - REFUSAL AT																24.50	217.33	NO REFUSAL
	P79-83	1188349.8	1408886	242.53	PROBE BORING - COMPLETE AT																3.40	239.13	
	P79-84	1188604.9	1409071.3	240.63	PROBE BORING - COMPLETE AT																30.00	210.63	NO REFUSAL
	P79-85	1188520.8	1409017.3	240.43	PROBE BORING - COMPLETE AT																34.00	206.43	NO REFUSAL
	P79-86	1188456.9	1408981.1	239.23	PROBE BORING - COMPLETE AT																27.50	211.73	NO REFUSAL
	P79-87	1188432.4	1408958.8	239.53	PROBE BORING - COMPLETE AT																26.50	213.03	NO REFUSAL
	P79-88	1188357.8	1408910.2	239.15	PROBE BORING - COMPLETE AT																28.50	210.63	NO REFUSAL
	P79-89	1188333.5	1408894.4	238.33	PROBE BORING - COMPLETE AT																30.00	208.33	NO REFUSAL
	P79-9	1189919.4	1409511.6	234.73	PROBE BORING - COMPLETE AT																17.40	217.33	NO REFUSAL
	P79-90	1188294	1408867.1	240.93	PROBE BORING - COMPLETE AT																30.50	210.43	NO REFUSAL
	SS-70100	1188876.7	1409931.1	249.23	0.00	249.23	7.50	241.73	7.50	241.73	31.00	218.23	31.00	218.23	>45						-	-	
Lake Avenue Improvement Project Vanderhoef March-99	LA-B-1	1185979.4	1406564.7	285	0.00		>8.1	277-		277-													
	LA-B-2	1186329.1	1406742.5	283	0.00		3.50	280	3.50	280	>8.1												
	LA-B-3	1186687.1	1406924	281	0.00		5.00	277	5.00	277	>8.1												
	LA-B-4	1186193.8	1407686	273	0.00		5.00	268	5.00	268	>8.2												
	LA-B-5	1185776.2	1407962.7	253	0.00		>8.0	245-		245-													
	LA-B-6	1188968.2	1407675.7	254	0.00		>8.1	246-		246-													
	LA-B-7	1187877.2	1407386.3	280	0.00		3.50	277	3.50	277	>8.3												
	LA-B-8	1187249.8	1407158.7	288	0.00		>8.2	280-		280-													
	LA-A-1	1187047.5	1407104.6	282	0.00		>3.2	279-		279-													
	LA-A-2	1187490.9	1407328.6	287	0.00		3.50	284	3.50	284	>4.1												
	LA-A-3	1187942.2	1407504.5	277	0.00		1.10	276	1.10	276	>3.1												
	LA-A-4	1188559	1407869.1	259	0.00		1.20	258	1.20	258	>3.2												
	LA-A-5	1188885.2	1407786	253	0.00		>3.0	250-		250-													
	LA-A-6	1188588.1	1407733.9	267	0.00		>3.0	264-		264-													
	LA-A-7	1188038.7	1407556.8	276	0.00		1.00	275	1.00	275	>3.0												
	LA-A-8	1186885.8	1406974.2	282	0.00		2.10	280	2.10	280	>3.1												
	LA-A-9	1186531.1	1406798.6	282	0.00		1.00	281	1.00	281	>3.0												
	LA-A-10	1186176.1	1406625.6	284	0.00		>3.0	281-		281-													

NOTES: 1. ALL ELEVATIONS HAVE BEEN CONVERTED TO CITY OF ROCHESTER DATUM.
2. PROBE REFUSAL IS NOT A GUARANTEE OF BEDROCK DEPTH.
3. NORTHINGS AND EASTINGS ARE BASED ON '83 GRID

Appendix B

Results of Previous Cultural Resource Investigations
Building/Structure Information

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 11
248 River Street

Structure 108: 248 River Street ca. 1900 Photo 134

Structure 108 is within the project area. It is an example of a gabled ell residence, a type which is common to the area. Most of the architectural detatils are original to the house, including cornice returns, molded window heads and a bracketed gable with a keystoned arch over the front entrance. The front gable has a fan light. The original wood interior is also still intact.

A map documented structure (MDS 108*) appears to have existed at this location in 1858 and 1872 (Figures 6A and 7). The present structure first appears on the 1902 map, associated with C. Miller. Mr. Miller was a ship builder and owned Miller Boatworks. His family owned the house until 1988 (Mrs. Olek, Appendix Two).

Shovel Test 108 was excavated behind the structure. Only two undiagnostic historic artifacts were recovered.

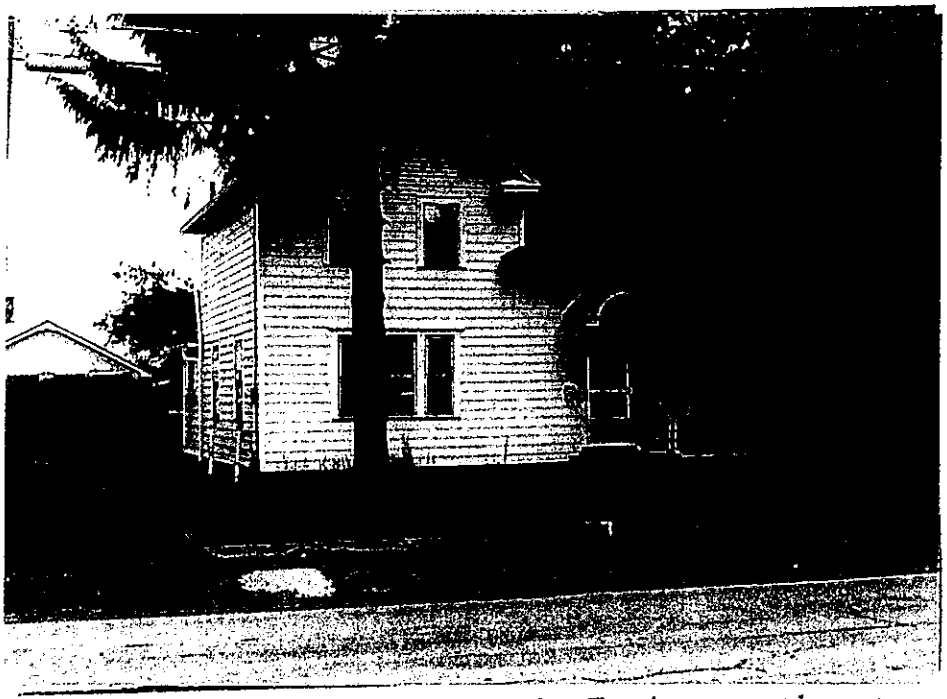


Photo 134 Structure 108, Facing southeast

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 12
256 River Street

Structure 109: 256 River Street ca. 1860 - 1870 Photo 135

Structure 109 is located within the project area. It is a typical mid-nineteenth century two story wood vernacular residence. The structure has a front gable and a lower side gabled wing with two one story additions at the rear of the structure. The house has a full width front porch with turned posts. The windows on the earlier sections of the house have molded lintels and seem to be in their original placement.

Structure 109 first appears on the 1872 map when G. Reiss was associated with the building (Figure 7). The 1902 map still indicates G. Rice (sic Reiss) as the owner of the building (Figure 9). Mr. Reiss is not known to have been associated with any historic events in Rochester history.

Shovel Test 109 was excavated behind the structure. No cultural material was recovered.

Photo 135 Structure 109, Facing east

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 13
270 River Street

Structure 110 is located within the project area. It is a typical gabled Queen Anne style residence with a cruciform plan, but the house originally had a different facade. When the house was built in 1873, it was built in the Carpenter Gothic style with no front bay and a decorative truss in the front gable (Historic Photo 2). An extension was made to the facade of the structure between 1880 and 1890 and the present front bay was added. This bay has corner cutbacks and patterned shingles are in the gable end and in a band between the lower and upper story. The bay window on the north side of the structure was also added. An original stained glass window still exists on the north side of the house. Much of the interior is intact and no walls were removed for the nineteenth century renovations.

A small map documented structure (MDS 110*) associated with L. Ledley was in this location on the 1872 map (Figure 7). The present structure was built by John Barney in 1873 and first appears on the 1902 map (Figure 9). Mr. Barney was a sea captain.

Shovel Test 110 was excavated behind the structure. Only one square cut nail was recovered.

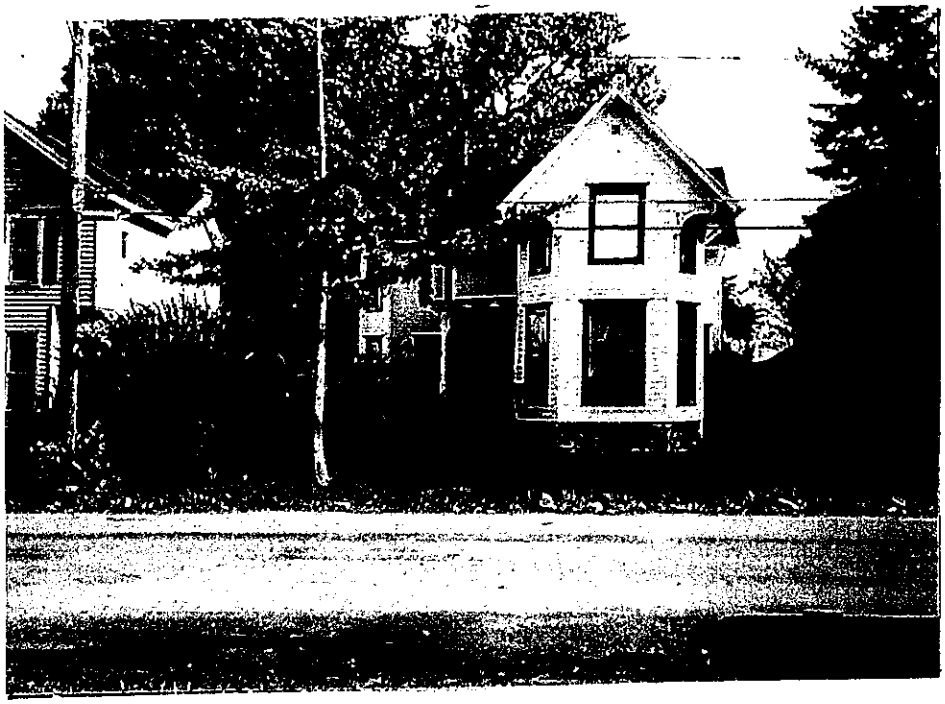
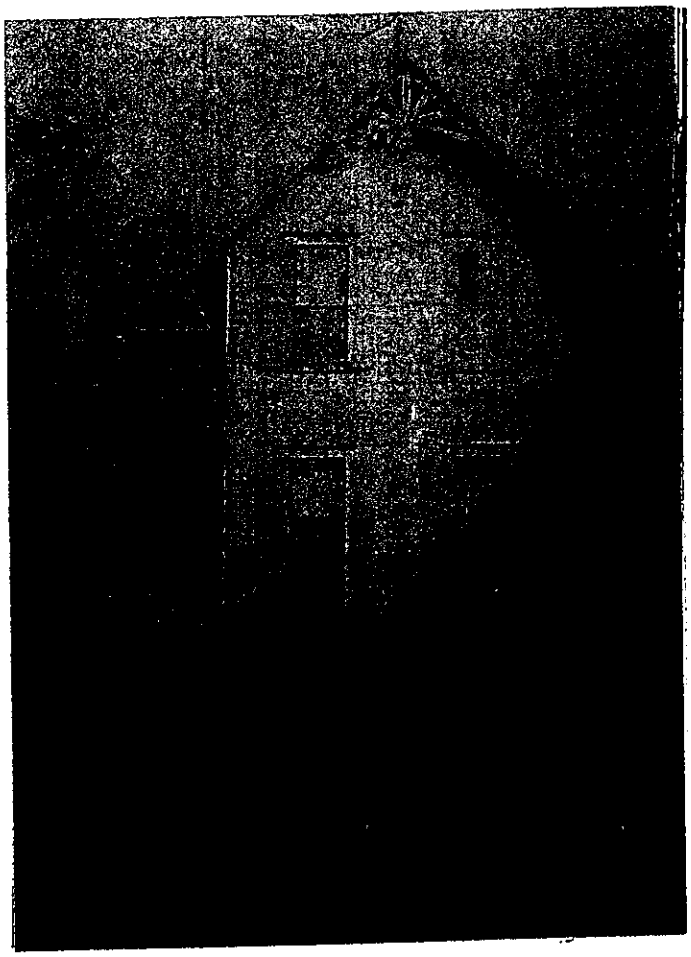


Photo 136 Structure 110, Facing east



Historic Photo 2 Structure 110, ca. 1880, Facing east

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 14
278 River Street

Structure 111: 278 River Street ca. 1870 Photo 137

Structure 111 is located within the project area. It is a typical Victorian wood vernacular residence sometimes referred to as the American eclectic style. It has a front gabled roof with an arched attic window in a pedimented molded surround. The facade has a bay with corner cutbacks and a second story overhang. There is also a bay window on the north side. The structure has had several additions and vinyl siding covers the original building material.

Structure 111 was one of two buildings on this lot in 1872 and was associated with L. Ledley (Figure 7). B.T. Bailey was associated with Structure 111 in 1902 (Figure 9). Neither person is known to be associated with any historic event in Rochester history. There were no earlier structures on this property.

Photo 137
Structure 111
Facing east

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 15
294 River Street

PIN Stutson Street Bridge

NEW YORK STATE BUILDING / STRUCTURE INVENTORY FORM

YOUR NAME: Kathleen Allen
YOUR ADDRESS: Department of Anthropology
PHONE: (716) 636-2297
ORGANIZATION: Archaeological Survey
DATE: 8/84

SITE NAME:
SITE NO.:
QUAD:
NEG. NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure 25
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 294 River Street
4. OWNERSHIP: private x public
5. PRESENT OWNER: unknown OWNER'S ADDRESS:
6. USE: original residence present residence
7. ACCESSIBILITY: Exterior visible from public road: yes x no
   Interior accessible (explain): no, private
8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board&batten e. cobblestone f. shingles g. stucco h. metal siding x i. composition material j. other (explain)
9. STRUCTURAL SYSTEM: a. wood frame w/interlocking joints b. wood frame w/light members c. masonry load bearing walls d. metal (explain) e. other f. solid log g. foundation type? concrete faced
10. CONDITION: a. excellent b. good x c. fair d. deteriorated
11. INTEGRITY: a. original site ? b. moved if so, when? c. list major alterations and dates (if known)

front entrance redone, foundation appears redone due to newer windows, south window redone, leaders and gutters

12. PHOTO:

13. MAP:

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads__X
d. developers___ e. deterioration___
f. other bridge replacement

15. RELATED OUTBUILDING AND PROPERTY:
a. barn___ b. carriage house___ c. garage___ d. privy___
e. shed_x_ f. greenhouse___ g. shop___ h. gardens___
i. landscape features___
j. other___
k. well___ l. fence/wall___

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up___ e. commercial___ f. historical___
g. residential_x_ h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in an historic district)

Building is not in an historic district. Structure is in a residential neighborhoo

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

none

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: between 1858 and 1872
EARLIEST MAP SHOWING THIS BUILDING: date 1872
title Beers Atlas of Monroe Co. source (i.e. library) Rundel Library Rochester
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes_x_ no___ (explain)___
ARCHITECT: unknown
BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This structure is not of historic or architectural importance. It is of common architectural style and is not associated with any important historic events. It does not have architectural integrity due to twentieth century modifications.

21. SOURCES: Rundel Public Library, Rochester, New York.
New York State Archives and Manuscripts, Albany.

22. THEME: residential architecture in the 1870s.

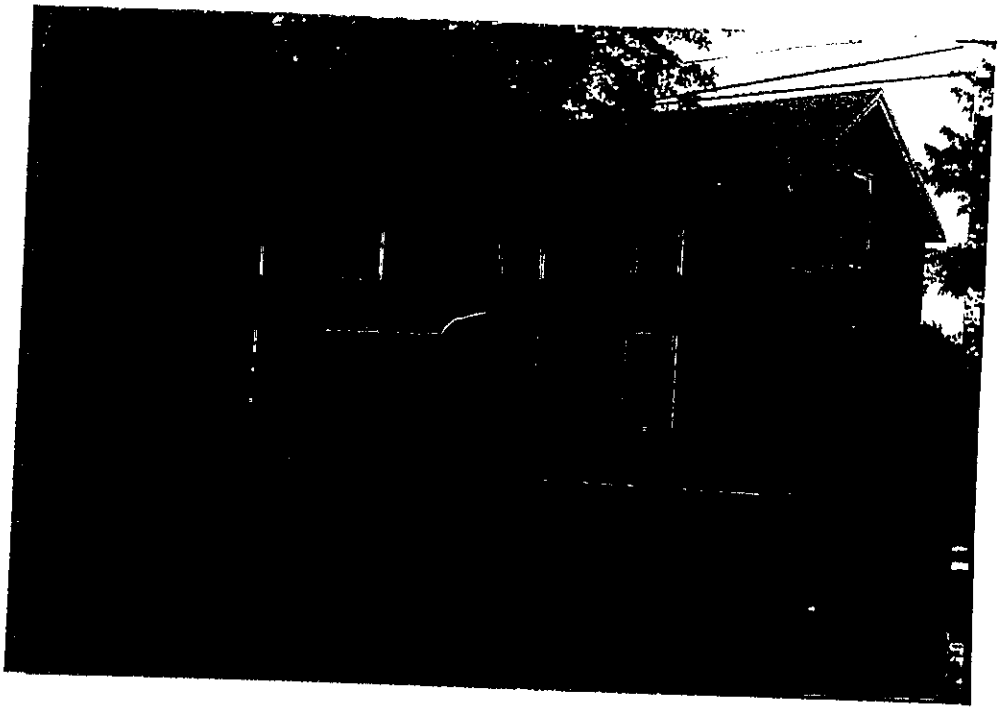


Photo 62 Structure 25
294 River Street
Facing Northwest

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 16
302 River Street

Bridge

NEW YORK STATE BUILDING / STRUCTURE INVENTORY FORM

YOUR NAME: Kathleen Allen
YOUR ADDRESS: Department of Anthropology
PHONE: (716) 636-2297
ORGANIZATION: Archaeological Survey
DATE: 8/84

SITE NAME:
SITE NO.:
QUAD:
NEG. NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure 24
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 302 River Street
4. OWNERSHIP: private x public
5. PRESENT OWNER: J. Connolly OWNER'S ADDRESS: 302 River St.
6. USE: original residence present residence
7. ACCESSIBILITY: Exterior visible from public road: yes x no
   Interior accessible (explain): no, private

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board&batten e. cobblestone f. shingles g. stucco h. metal siding x i. composition material j. other (explain)

9. STRUCTURAL SYSTEM: a. wood frame w/interlocking joints b. wood frame w/light members c. masonry load bearing walls d. metal (explain) e. other f. solid log g. foundation type? concrete faced

10. CONDITION: a. excellent b. good x c. fair d. deteriorated

11. INTEGRITY: a. original site x b. moved if so, when?
    c. list major alterations and dates (if known)
    metal siding, leaders and gutters, storm fixtures, Associated garage moved here from elsewhere

12. PHOTO:

13. MAP:

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads X
d. developers___ e. deterioration___
f. other bridge replacement

15. RELATED OUTBUILDING AND PROPERTY:
a. barn___ b. carriage house___ c. garage x d. privy___
e. shed___ f. greenhouse___ g. shop___ h. gardens x
i. landscape features___
j. other___
k. well___ l. fence/wall___

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up___ e. commercial___ f. historical___
g. residential x h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in an historic district)

Building is not in an historic district. It is in a residential neighborhood on the west bank of the Genesee River.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

Structure has vernacular style architecture from the turn-of-the-century.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: ca 1900
EARLIEST MAP SHOWING THIS BUILDING: date 1918
title Hopkins Plat Book/City of Roch source (i.e. library) Rundel Library Rochester
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes x no___ (explain)___
ARCHITECT: unknown
BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This structure is not of historic or architectural importance. It is of common architectural style and is not associated with any important historic events.

21. SOURCES: Rundel Public Library, Rochester, New York.
New York State Archives and Manuscripts, Albany.
John Connolly, 302 River Street

22. THEME: residential architecture at the turn-of-the-century

Photo 60 Structure 24
302 River Street
Facing Southeast

Photo 61 Structure 24
302 River Street
Facing Northwest

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 17
8 Stutson Road

Bridge

NEW YORK STATE BUILDING / STRUCTURE INVENTORY FORM

YOUR NAME: Kathleen Allen
YOUR ADDRESS: Department of Anthropology
PHONE: (716) 636-2297
ORGANIZATION: Archaeological Survey
DATE: 8/84

SITE NAME:
SITE NO.:
QUAD:
NEG. NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure 96
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 8 Stutson Street
4. OWNERSHIP: private x public
5. PRESENT OWNER: unknown OWNER'S ADDRESS:
6. USE: original residence present residence
7. ACCESSIBILITY: Exterior visible from public road: yes x no
   Interior accessible (explain): no, private

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board&batten
   e. cobblestone f. shingles g. stucco h. metal siding x
   i. composition material j. other (explain)

9. STRUCTURAL SYSTEM: a. wood frame w/interlocking joints b. wood frame w/light members c. masonry load bearing walls
   d. metal (explain)
   e. other f. solid log
   g. foundation type? cut stone and mortar

10. CONDITION: a. excellent b. good x c. fair d. deteriorated

11. INTEGRITY: a. original site x b. moved if so, when?
    c. list major alterations and dates (if known)

    aluminum storm fixtures

12. PHOTO:

13. MAP:

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads__X
d. developers___ e. deterioration___
f. other bridge replacement

15. RELATED OUTBUILDING AND PROPERTY:
a. barn___ b. carriage house___ c. garage_x_ d. privy___
e. shed___ f. greenhouse___ g. shop___ h. gardens___
i. landscape features
j. other
k. well___ l. fence/wall___

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up___ e. commercial___ f. historical___
g. residential__x h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in an historic district)

Building is not in an historic district.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

Carved wood door, oval light, bay window on east side of structure

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: early 1900s
EARLIEST MAP SHOWING THIS BUILDING: date 1918 Hopkins
source (i.e. library) Rundel Library, Rochester,
title ~~Plat Book of the City of Roch~~
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes_x_ no___ (explain)
ARCHITECT: unknown
BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This structure is not of historic or architectural importance. It is of common architectural style and is not associated with any important historic events.

21. SOURCES: Rundel Public Library, Rochester, New York.
New York State Archives and Manuscripts, Albany.

22. THEME: residential architecture in the early 1900s

Photo 153 Structure 96
8 Stutson Street
Facing Northeast

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 18
9 Stutson Street

PIN Stutson Street Bridge

NEW YORK STATE BUILDING / STRUCTURE INVENTORY FORM

YOUR NAME: Kathleen Allen
YOUR ADDRESS: Department of Anthropology
PHONE: (716) 636-2297
ORGANIZATION: Archaeological Survey
DATE: 8/84

SITE NAME:
SITE NO.:
QUAD:
NEG. NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure 34
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 9 Stutson Street
4. OWNERSHIP: private X public
5. PRESENT OWNER: unknown OWNER'S ADDRESS:
6. USE: original residence present residence
7. ACCESSIBILITY: Exterior visible from public road: yes X no
   Interior accessible (explain): no, private

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board&batten
   e. cobblestone f. shingles X g. stucco h. metal siding
   i. composition material j. other (explain)

9. STRUCTURAL SYSTEM: a. wood frame w/interlocking joints b. wood frame w/light members c. masonry load bearing walls
   d. metal (explain)
   e. other f. solid log
   g. foundation type? concrete block

10. CONDITION: a. excellent b. good c. fair x d. deteriorated

11. INTEGRITY: a. original site b. moved x if so, when? 1956 or 1957
    c. list major alterations and dates (if known)
    dormers appear to be newer

12. PHOTO:

13. MAP:

PIN Stutson Street Brid

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads__X
d. developers___ e. deterioration___
f. other bridge replacement

15. RELATED OUTBUILDING AND PROPERTY:
a. barn___ b. carriage house___ c. garage___ d. privy___
e. shed___ f. greenhouse___ g. shop___ h. gardens___
i. landscape features___
j. other___
k. well___ l. fence/~~wall~~ wood

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up___ e. commercial___ f. historical___
g. residential_x__ h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in an historic district)

Building is not in an historic district.
It is in a residential neighborhood.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

It has been moved from Clayton Street to this location.
Owner found projectile point while foundation being dug.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: Unknown , possibly 90 years old
EARLIEST MAP SHOWING THIS BUILDING: date ~~building moved from elsewhere~~
title ---------- source (i.e. library) Rundel Library, Rochester
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes x no___ (explain) structure not on original location
ARCHITECT: unknown
BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This structure is not of historic or architectural importance. It is of common architectural style and is not associated with any important historic events.

21. SOURCES: Rundel Public Library, Rochester, New York.
New York State Archives and Manuscripts, Albany.

22. THEME: residential architecture around the turn-of-the-century

Photo 71 Structure 34
9 Stutson Street
Facing Southeast

Structures 34 and 35

These two structures are located on the southwest corner of Stutson Street and River Street near the Stutson Street Bridge. These structures are 90-100 years old and are not on their original site. They were formerly located on Clayton Street and were moved to their present location in the 1950s when the Lake Ontario State Parkway was being planned. Neither of these structures are considered significant cultural resources due to their lack of architectural integrity and importance.

A shovel test (23.2) placed on the front lawn of Structure 35 resulted in the recovery of a Lamoka projectile point. Four additional shovel tests were placed around the initial test but no additional prehistoric material was located.

A shovel test located just north of the find spot revealed evidence of filling while a shovel test to the east produced a 1965 25-cent coin. A shovel test south of the first test produced historic material and a large piece of wood extended across the bottom of the test. It was approximately 6 cm (2 in) thick and may be historic rubble from the stripping of land and foundation construction for Structure 35.

A projectile point was reported from the vicinity of Structure 34 and had been encounterd during foundation construction. Both of these structures appear to be located on land that has been formerly stripped since land to the north, south and west is 1-2 m (3-7 ft) higher and reportedly

represents the original ground surface. (See Structure 35, Photo 72) (Appendix Two). If the points are near their original location of discard, they may be remnants of a site that has been destroyed by soil stripping. On the other hand, it is also possible that they have been brought in from elsewhere during construction activities. In any event, they were located in a disturbed area and are not significant cultural resources. No further consideration need be taken of this location in connection with the proposed project. Structure forms and photographs follow.

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 19
385 River Street

PIN 4751.05.120

NEW YORK STATE BUILDING/STRUCTURE INVENTORY FORM

YOUR NAME: D. Slawson/L.K. Cowan SITE NAME:
YOUR ADDRESS: MFAC 380 UB Amherst NY SITE NO.:
PHONE: 716-636-2297 QUAD:
ORGANIZATION: Archaeological Survey NEG.NO.:
DATE: Sept/Oct 1988

IDENTIFICATION

1. BUILDING NAME(S): Structure #101
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 385 River Street
4. OWNERSHIP: private X public
5. PRESENT OWNER: Angelo Chellini OWNER'S ADDRESS: 385 River
6. USE: original U.S Customs House present residence
7. ACCESSIBILITY: Exterior visible from public road: yes X no
   Interior accessible (explain): No, private residence

8. BUILDING MATERIAL: a.clapboard___ b.stone___ c.brick___ d.board&batten___ e.cobblestone___ f.shingles___ g.stucco___ h.metal siding X i. composition material___ j.other___ (explain) ___

9. STRUCTURAL SYSTEM: a.wood frame w/interlocking joints___ b.wood frame w/ light members X___ c.masonry load bearing walls___ d.metal___(explain)___ e.other___ f.solid log___ g. foundation type? mortared stone and cast stone block

10. CONDITION: a. excellent___ b. good X c. fair___ d. deteriorated___

11. INTEGRITY: a. original site X___ b. Moved___ if so, when?___ c. list major alterations and dates (if known) siding, rear addition

12. PHOTO:

13. MAP

PIN 4751.05.120

14. THREATS TO BUILDING: a.none known___ b. zoning___ c. roads___
d. developers___ e. deterioration___
f. other bridge access

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn___ b. carriage house___ c. garage X ___ d. privy_
e. shed X___ f. greenhouse___ g. shop___ h. gardens___
i. landscape features two large ash, three maples
j. other stone retaining wall south of structure
k. well _____ l. fence/wall

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up___ e. commercial X___ f. historical___
g. residential X___ h. other_____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in a historic district)
Structure is at the end of a street which is composed of nineteent and early twentieth century commercial buildings which are now use both commercial and apartment buildings; it is the only single residence on the block

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): Two and a half story; closed pediment gable end faces street; cantilevered second story semi-hexagonal bay window o north side with gabled roof; two story rear section; one story rear addition

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: ca.1890-1900
EARLIEST MAP SHOWING THIS BUILDING: date 1902
title Rochester Plat Map source(i.e., library)Monroe Co. Lib.
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes X___ no___ (explain) _____
ARCHITECT: _____
BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
An example of late nineteenth and early twentieth century architecture that is common in this section of Rochester; was identified as a U.S. Customs House on the 1918 map

21. SOURCES:

22. THEME: Residential architecture in the late nineteenth and early twentieth century

Strucutre 101: 385 River Street ca. 1890-1900 Photo 127

Structure 101 is located within the project area. It is a trun-of-the-century wood vernacular residence whose architectural style is common in the area. The structure has a pedimented front gable and a bracketed bay window with a pedimented gable in the upper story. A one story addition has been made to the rear of the structure and aluminum siding has been applied.

Structure 101 is the original building on this parcel of land and first appears on the 1902 map (Figure 9). It was associated with Hubbs, whose contribution to early Rochester history is not known. By 1918, the structure was being used as a U.S. Customs house (Figure 10). It is currently a residence.

Photo 127 Structure 101, Facing southwest

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 20
414/420 River Street

BUILDING-STRUCTURE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
DIVISION FOR HISTORIC PRESERVATION
(518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Nancy Prowell DATE: 10/9/86

YOUR ADDRESS: 657 East Avenue TELEPHONE: (716) 271-4320

ORGANIZATION (if any): Rochester Museum & Science Center

* *

IDENTIFICATION

1. BUILDING NAME(S): New York Central Train Station
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE: _____
3. STREET LOCATION: 414 River Street
4. OWNERSHIP: a. public ☐ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: Train Station Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☐
   Interior accessible: Explain _____

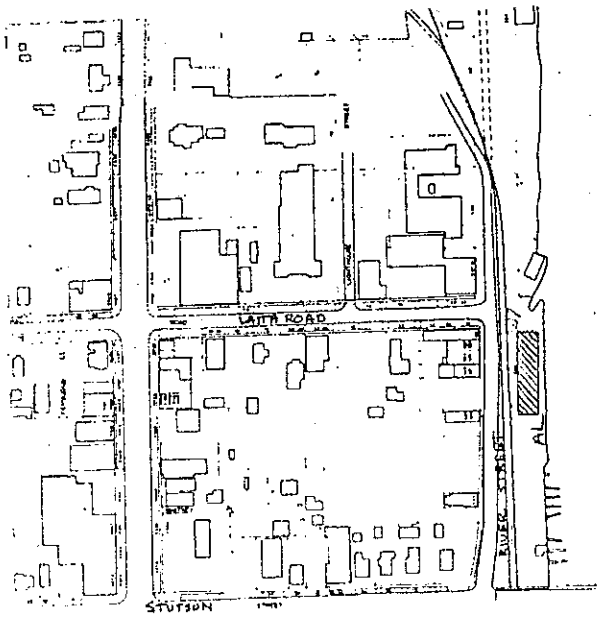
DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☒ b. stone ☐ c. brick ☐ d. board and batten ☐
   e. cobblestone ☐ f. shingles ☒ g. stucco ☐ other: _____
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☒
   c. masonry load bearing walls ☐
   d. metal (explain) _____
   e. other _____
10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☒
11. INTEGRITY: a. original site ☒ b. moved ☐ if so,when? _____
    c. list major alterations and dates (if known):

New rear window casements

12. PHOTO:

13. MAP:



14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☐
d. developers ☐ e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: Small boat dock

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☒
f. industrial ☐ g. residential ☒
h. other: Between railroad tracks and river

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1909

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This structure was built to replace an earlier structure on the same site which had burned. Its location is significant in that this was Charlotte's first commercial area which centered around the station and the major role played by the railroad. The architecture is representative of stations of its type and size.

21. SOURCES

Greer, Emma Pollard. History of Charlotte. Unpubl. manuscript, Rundell Library, Rochester, NY

Barnes, Joseph. "The Annexation of Charlotte" in Rochester History Joseph Barnes, ed. Vol. 37 #1.

Plat Book of the City of Rochester, NY and Vicinity. G.M. Hopkins Co. Philadelphia, 1926.

22. THEME:

The railroad in Charlotte

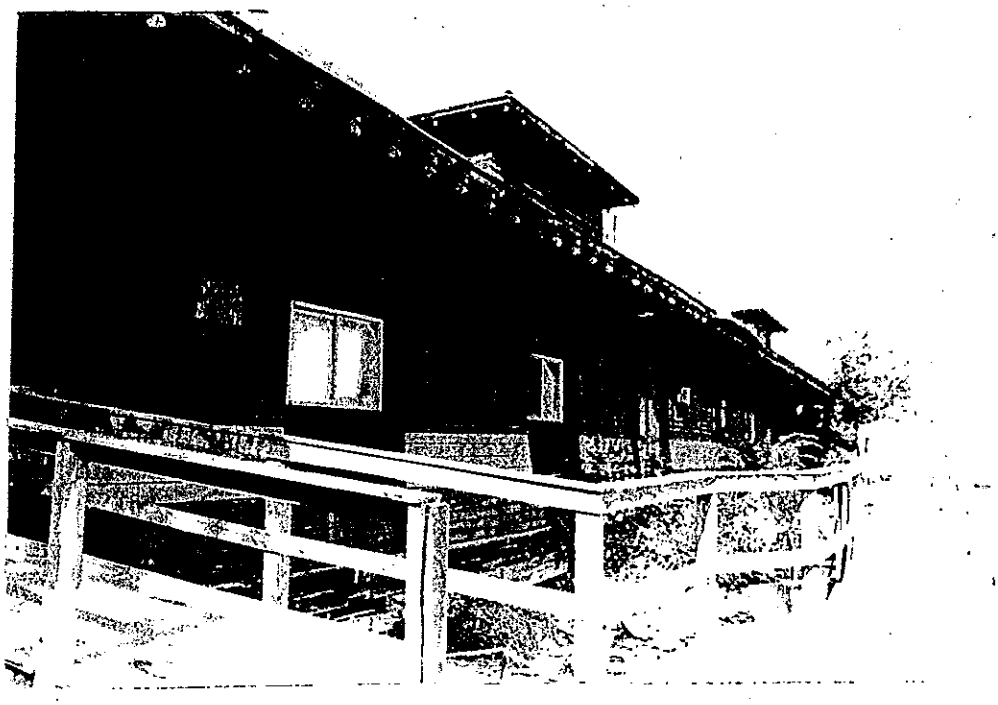


FIGURE 139 New York Central Train Station, Photo Angle A, Facing Northwest

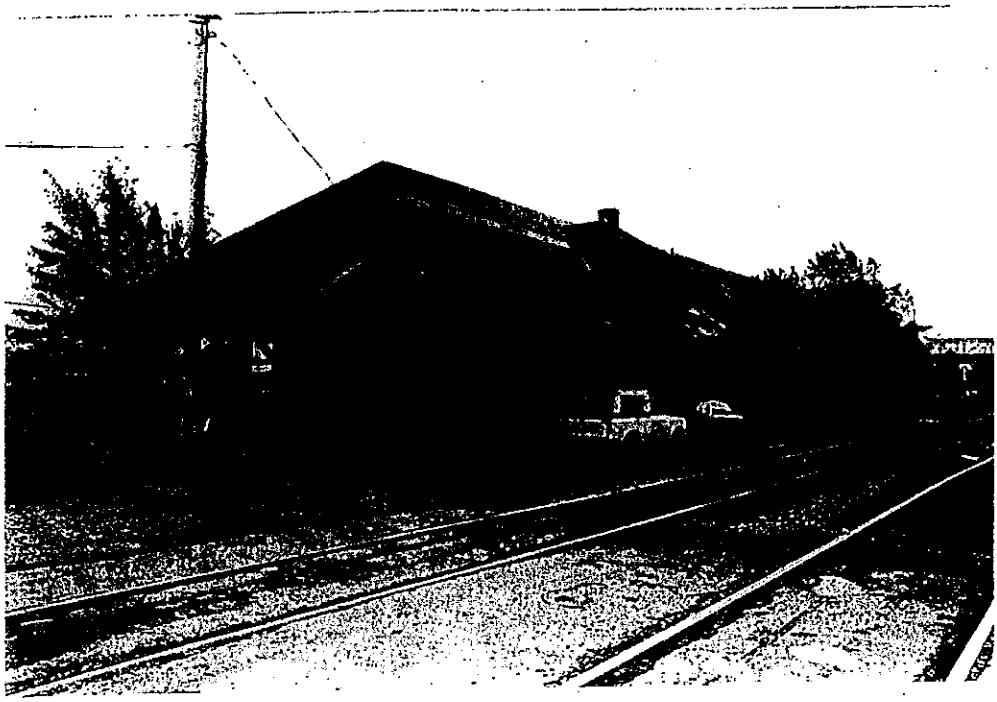


FIGURE 140 New York Central Train Station, Photo Angle B, Facing Southeast

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 21
419/421 River Street

PIN 4751.05.120

NEW YORK STATE BUILDING/STRUCTURE INVENTORY FORM

YOUR NAME: D. Slawson/L.K. Cowan
YOUR ADDRESS: MEAC 380 UB Amherst NY
PHONE: 716-636-2297
ORGANIZATION: Archaeological Survey
DATE: Sept/Oct 1989

SITE NAME:
SITE NO.:
QUAD:
NEG.NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure #99 Driftwood Inn
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: 413, 421 River Street
4. OWNERSHIP: private X public
5. PRESENT OWNER: W.Rogers OWNER'S ADDRESS: Rochester
6. USE: original commercial hotel present tavern/apartments
7. ACCESSIBILITY: Exterior visible from public road: yes X no
   Interior accessible (explain): Yes, the section that is a tavern

8. BUILDING MATERIAL: a.clapboard ___ b.stone ___ c.brick X ___ d.board&batten ___ e.cobblestone ___ f.shingles ___ g.stucco X ___ h.metal siding ___ i. composition material ___ j.other ___ (explain) ___

9. STRUCTURAL SYSTEM: a.wood frame w/interlocking joints ___ b.wood frame w/ light members ___ c.masonry load bearing walls X ___ d.metal ___ (explain) ___ e.other ___ f.solid log ___ g. foundation type? 2

10. CONDITION: a. excellent ___ b. good ___ c. fair X ___ d. deteriorated ___

11. INTEGRITY: a. original site X ___ b. Moved ___ if so, when? ___
    c. list major alterations and dates (if known) wooden structure burned about 1900 and was rebuilt in brick

12. PHOTO:

13. MAP

PIN 4751.05.120

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads___
d. developers___ e. deterioration___
f. other bridge access

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn___ b. carriage house___ c. garage __ d. privy___
e. shed___ f. greenhouse___ g. shop___ h. gardens___
i. landscape features ___
j. other ___
k. well___ l. fence/wall ___

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up X e. commercial X f. historical___
g. residential __ h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in a historic district)
Structure is on a section of the street that has other nineteenth and twentieth century commercial buildings

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): Three story; first floor has decorative stone facing which covers up much of the original architectural detail- part of one original cast iron pillar is visible on the south front first floor has display windows, a doorway with a transom window an a wooden overhang over the entrance; second and third floors are covered with decorative yellow brick - the windows have arched covered with decorative yellow brick lintels and concrete sills; cornice of the building is covere by yellow brick and may once have been bracketed or have dentil moldings; roof is flat but is stepped on the side

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: ca.1900
EARLIEST MAP SHOWING THIS BUILDING: date 1902
title Rochester Plat Map source(i.e., library) Monroe Co. Lib
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes X___ no___ (explain) an earlier structure, seen on 1872 map, burned about 1900 and this structure replaced it
ARCHITECT:
BUILDER:

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
An example of late nineteenth, early twentieth century commercial architecture; the original structure built in 1869 and known as Captain Mason's, after the fire known as Steamboat Hotel and is considered to be one of the oldest hotels in Monroe County

21. SOURCES: Caption under a photograph of Steamboat Hotel in local restaurant; Mrs. W. Rogers, owner

22. THEME: Commercial architecture of the late nineteeth and early twentieth century; early commercial enterprises of Rocheste

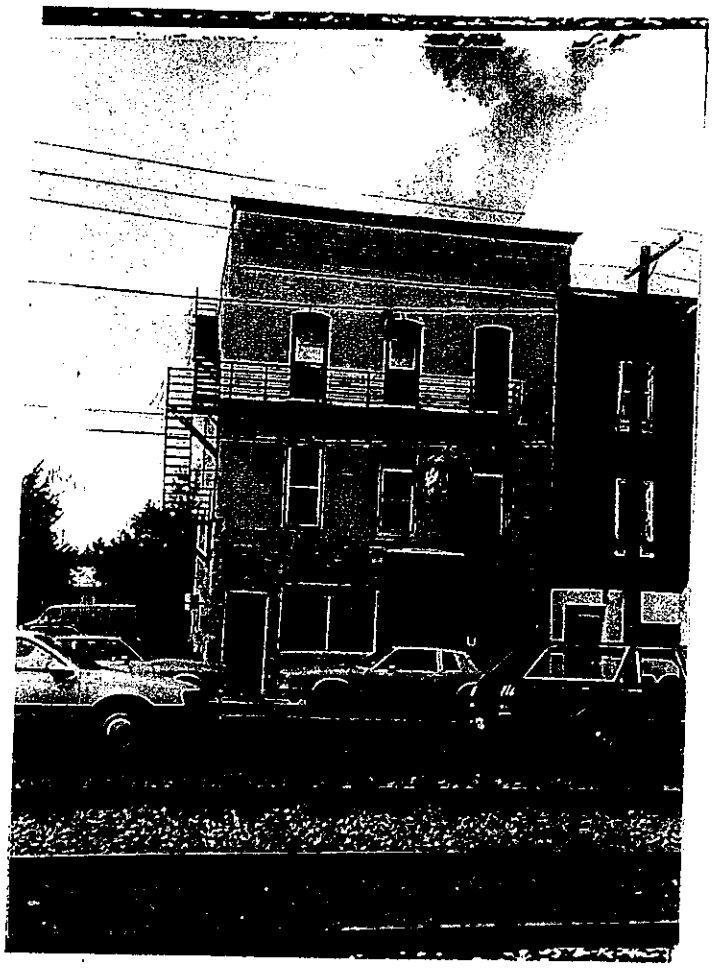


Photo 125 Structure 99, Facing west

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 22
425 River Street

PIN 4751.05.120

NEW YORK STATE BUILDING/STRUCTURE INVENTORY FORM

YOUR NAME: D. Slawson/L.K. Cowan
YOUR ADDRESS: MEAC 380 UB Amherst NY
PHONE: 716-636-2237
ORGANIZATION: Archaeological Survey
DATE: Sept/Oct 1983

SITE NAME:
SITE NO.:
QUAD:
NEG.NO.:

IDENTIFICATION

1. BUILDING NAME(S): Structure #33
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: River Street
4. OWNERSHIP: private X public
5. PRESENT OWNER: P. Bonnaci OWNER'S ADDRESS: Rochester
6. USE: original commercial present commercial bars
7. ACCESSIBILITY: Exterior visible from public road: yes X no
   Interior accessible (explain): Yes, the section that is a tavern

8. BUILDING MATERIAL: a.clapboard b.stone c.brick X d.board&batten
   e.cobblestone f.shingles g.stucco X h.metal siding
   i. composition material j.other (explain)

9. STRUCTURAL SYSTEM: a.wood frame w/interlocking joints b.wood frame w/ light members X c.masonry load bearing walls X
   d.metal (explain)
   e.other f.solid log
   g. foundation type? 2

10. CONDITION: a. excellent b. good c. fair X d. deteriorated

11. INTEGRITY: a. original site X b. Moved if so, when?
    c. list major alterations and dates (if known)
    different facades; windows reduced; two story concrete block addition to rear

12. PHOTO:

13. MAP

PIN 4751.05.120

14. THREATS TO BUILDING: a. none known___ b. zoning___ c. roads___
d. developers___ e. deterioration___
f. other bridge access

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn___ b. carriage house___ c. garage ___ d. privy___
e. shed___ f. greenhouse___ g. shop___ h. gardens___
i. landscape features ___
j. other ___
k. well___ l. fence/wall ___

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land___ b. woodland___ c. scattered buildings___
d. densely built-up X e. commercial X f. historical___
g. residential ___ h. other___

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building is in a historic district)
Structure is on a section of the street that has other nineteenth century commercial buildings

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known): Three story; shed roof; corbelled cornice with dentils; flat brick arch over windows and stone sills; north end has 1/1 windows, rest have been replaced; ground floor contains three different taverns each with a different facade (stone siding, stucco, recent brick

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: ca.1870
EARLIEST MAP SHOWING THIS BUILDING: date 1872
title Beers Atlas Monroe Co. source(i.e., library) Monroe Co. Lib
WERE EARLIER MAPS THAT MIGHT HAVE SHOWN THE STRUCTURE EXAMINED?
yes X___ no___ (explain) a map documented structure in 1858
ARCHITECT:
BUILDER:

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
An example of late nineteenth century commercial architecture; appears to have replaced an earlier commercial structure that was on this location in the 1850s

21. SOURCES:

22. THEME: Commercial architecture of the late nineteeth century; early commercial enterprises in Rochester

Structure 98: River Street ca. 1870 Photo 124

Structure 98 is located within the project area. It is a late nineteenth century commercial building whose architectural style is typical to the area. The structure has a corbeled cornice with dentils and windows with stone sills. The lower facade has been faced with concrete, brick and simulated stone. The building is currently occupied by three taverns on the first floor and apartments on the upper two stories.

A commercial building was located on this parcel of land as early as 1858 (Figure 6A) when it was owned by W.B. Walters. According to the 1858 map directory, Walters was a dry goods and grocery merchant. From the architectural style of Structure 98 and the 1872 map (Figure 7) it appears that the earlier 1850s building was replaced by Structure 98 around 1870. W.B. Walters was still associated with the building at that time.

Photo 124 Structure 98, Facing southwest

Phase IA and IB Cultural Resource Survey for the
Port of Rochester Harbor Improvement
and Ferry Terminal Project
City of Rochester, Monroe County, New York
City of Rochester Project No. 99021
NYSDOT PINS 4752.60 and 4752.62

Structure No. 31
70 Lighthouse Street

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: New York
COUNTY: Monroe
FOR NPS USE ONLY
ENTRY DATE

SEE INSTRUCTIONS

1. NAME

COMMON: The Genesee Lighthouse
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 70 Lighthouse Street
CITY OR TOWN: Rochester
CONGRESSIONAL DISTRICT: 35 Rep.: Barber B. Conable, Jr.
STATE: New York | CODE: 36 | COUNTY: Monroe | CODE: 055

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	Public Acquisition:	☒ Occupied	Yes:
☐ Site ☐ Structure	☐ Private	☐ In Process	☐ Unoccupied	☒ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☒ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: U.S. Coast Guard-Ninth District
STREET AND NUMBER: 120 East Ninth Street
CITY OR TOWN: Cleveland
STATE: Ohio | CODE: 39

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Monroe County Courthouse
STREET AND NUMBER:
CITY OR TOWN: Rochester
STATE: New York | CODE: 36

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: See continuation sheet
☐ Federal ☐ State ☐ County ☐ Local
DATE OF SURVEY:
DEPOSITORY FOR SURVEY RECORDS:
STREET AND NUMBER:
CITY OR TOWN:
STATE: | CODE:

STATE: New York
COUNTY: Monroe
FOR NPS USE ONLY
ENTRY NUMBER
DATE

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New York	
COUNTY	
Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

6. Representation in Existing Surveys 2

(Number all entries)

New York State Historic Trust Survey of Historic Resources
New York State Division for Historic Preservation
South Swan Street Building
Albany, NY
1967 State

Historic American Buildings Survey Photodata Project
Library of Congress
Washington D.C.
1936 National

Inventory of Coast Guard Structures in New York State
Ninth Coast Guard District
1240 East 9th Street
Cleveland Ohio, 44199
1972 State

GPO 921-724

7. DESCRIPTION

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

On a bluff overlooking the mouth of the Genesee River and the port of Rochester, the Genesee Lighthouse stands in the northwest corner of the city of Rochester in an area known as Charlotte, formerly a separate village. The Lighthouse stands further from the water than it did originally due to the filling in of marshland to the east over the past 150 years.

The 1822 octagonal limestone tower has 6' thick foot walls which are now covered with ivy. The door is iron, and a spiral iron stairway and then a ladder lead up to an observation platform at the top of the eighty foot high structure.

The brick keeper's house beside the light was built in 1863 replacing a smaller stone house. It is 2 1/2 stories with a small one story wing to the west. The main part of the house is three bays wide on the front facade with a central doorway. The house has the air of simple, well-maintained functionalism with square stone lintels, a single chimney and a gable roof.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☒ 20th Century
☐ 15th Century	☐ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1822- Tower 1863-House

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other (Specify)
☐ Historic	☐ Industry		
☐ Agriculture	☐ Invention	☐ Science	
☐ Architecture	☐ Landscape Architecture	☐ Sculpture	
☐ Art		☐ Social/Humanitarian	
☒ Commerce	☐ Literature		
☒ Communications	☐ Military	☐ Theater	
☐ Conservation	☐ Music	☒ Transportation	

STATEMENT OF SIGNIFICANCE

Built in 1822, the octagonal stone Genesee Light is illustrative of the earliest vintage of light stations constructed in New York State, and it remains a solid landmark in the history of Great Lakes navigation and of the Port of Rochester in particular

As commercial traffic increased on Lake Ontario in the nineteenth century, a series of lighthouses at the key Lake ports became necessary. Surviving today in this group of Lake Ontario Lighthouses along the American shore are: the Galloo Island Lighthouse in Jefferson County (1866), the Selkirk Lighthouse at Port Ontario (1837-8 rebuilt 1855), the Sodus Bay Lighthouse (c. 1825, rebuilt 1871), and the Genesee Lighthouse at Charlotte (1822, house rebuilt 1863).

William Hincher, an early settler, first occupied the hilltop site on the west side of the Genesee River where the Lighthouse was later built. Hincher is said to have built a log cabin there about 1792, and four years later he was joined by other New England settlers who formed their own community on the west bank of the Genesee.

In March 1805 Congress established the Port of Genesee, and a collector was appointed for the new customs district. But the port was surrounded by marshlands and the entrance to the river was partially blocked by a sandbar in the lake, thus a lighthouse was essential particularly after steamboats began to be used on the lake. (The first steamboat entered the Port of Genesee in 1817.)

Finally in 1822 3 1/4 acres of the Hincher property on the bluff were sold to the U.S. Government, and at a cost of $5,000. William Carroll, a Braddock's Bay resident, built the white limestone light. A stone house was also built for the keeper, and according to tradition the first keeper, Giles Holden, made additions to the little house during his 12 years residency and on leaving took these additions with him for his new home on Holden Street.

See continuation sheet

SEE INSTRUCTIONS

The beam from the new 80' high tower was obstructed by forest lands during the first few years of the lighthouse's history. In 1829 a congressional appropriation for the improvement of navigation on the river included the clearing of these woods. In 1834 piers were built out into the lake over the sandbar and these in time were equipped with lights and fog bells which were more effective than the lighthouse high on the bluff. However the Genesee Lighthouse continued to operate until 1902, and a larger brick Keeper's house which was built in 1863 is still an official Coast Guard residence.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Landmark Society of Western New York.

Lee, Florence "The Old Stone Lighthouse at Charlotte" Museum Service, Bulletin of the Rochester Museum of Arts and Sciences, Vol. 30, No. 3. March 1957.

McKelvey, Blake Rochester History Vol XII, Nos. 2, 3, April 1950.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		43°	15'	10"	77°	36'	40"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Cornelia E. Brooke, Research Assistant

ORGANIZATION
New York State Division for Historic Preservation

DATE
February, 1974

STREET AND NUMBER:
South Swan Street Building

CITY OR TOWN:
Albany

STATE
New York

CODE
36

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☒

Name _____

Title State Historic Preservation Officer

Date 4/24/74

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

GPO 931-894

SEE INSTRUCTIONS

Appendix C

Project Correspondence

NEW YORK STATE
Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

April 18, 2000

Mr. William M. Price, Port Project Manager
City of Rochester
Department of Environmental Services
City Hall, Room 300-B, 30 Church Street
Rochester, New York 14614-1279

Dear Mr. Price:

Re: FHWA/DOT/CORPS/USCG/INS/DEC
Fast Ferry Terminal, River Street
V/Charlotte, Monroe County
00PR0502

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) for the project noted above. This information has been reviewed under Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations. Based on this review, the SHPO is pleased to provide the comments below.

1. Federal agency involvement in any part of a larger undertaking triggers consultation with our office under Section 106 of the National Historic Preservation Ac. Involved agencies must identify affected and adjacent properties and the project's effect on them. This review is required for projects including federal funding, loans or guarantees, licenses, permits or approvals, or work performed pursuant to federal delegation or mandate.

   Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law mandates a similar consultation process for undertakings involving state agencies like the Empire State Development Corporation (ESDC) or Department of Environmental Conservation (DEC).

   Like SEQRA, these state and federal preservation reviews do not "segment" the review of an undertaking or its environmental effects. Each also places the responsibility for initiating consultation on the state or federal agency, although we are always pleased to work with project sponsors to offer technical assistance and expedite reviews. At this point we can advise you that no state or federal agency has consulted our office, and ask that you remind your contacts at each involved agency of their environmental review responsibilities.

2. We can advise you that Ontario Beach Park is eligible for listing in the National Register of Historic Places (see attached eligibility comments). In addition, the area is considered archeologically sensitive and a survey is recommended unless substantial prior ground disturbance can be documented (see attached archeology comments).

Post-it® Fax Note 7671	Date 4/25/00	# of pages ▶ 4
To S. Esteban	From B. Price	
Co./Dept. LaBella Assoc.	Co. DES Engineering	
Phone # 454-6110	Phone # 428-6280	
Fax # 454-3066	Fax # 428-6010	

3. Although your cover letter indicated schematic drawings would be available by the end of February, we have received no further information. Current site plans, building elevations and information about materials, colors and finishes proposed for the Fast Ferry Terminal Complex and all other components of the May 1999 Charlotte Harbortown Port Area Improvements Schematic Design Plan should be submitted for SHPO review as soon as they are available.

The SHPO appreciates the opportunity to comment on this undertaking and looks forward to helping you complete all required state and federal reviews. Please telephone me at 518/237-8643, ext. 3276 with any questions you may have. Using the PR# above will significantly expedite the processing of future submissions for this project.

Sincerely,

Richard M. Lord
Historic Sites Restoration Coordinator
(Richard.Lord@OPRHP.state.ny.us)

enc: eligibility comments (1 pg.)
archeology comments (1 pg.)

cc: Gary McDannell, CORPS Buffalo
Mary Ivey, DOT Albany
Steve Beauvais, DOT Rochester
Al Butkas, DEC Avon

ARCHEOLOGY COMMENTS
00PR0502

Based on reported resources, there are archeological sites in or adjacent to your project area. Therefore the State Historic Preservation Office (SHPO) recommends that a Phase 1 archeological survey is warranted unless substantial ground disturbance can be documented.

A Phase 1 survey is designed to determine the presence or absence of archeological sites or other cultural resources in the project's area of potential effect. The Phase 1 survey is divided into two progressive units of study including a Phase 1A sensitivity assessment and initial project area field inspection, and a Phase 1B subsurface testing program for the project area. The SHPO can provide standards for conducting cultural resource investigations upon request. Cultural resource surveys and survey reports that meet these standards will be accepted and approved by the SHPO.

Our office does not conduct cultural resource surveys. A 36 CFR 61 qualified archeologist should be retained to conduct the Phase 1 survey. Many archeological consulting firms advertise their availability in the yellow pages. The services of qualified archeologists can also be obtained by contacting local, regional, or statewide professional archeological organizations. Phase 1 surveys can be expected to vary in cost per mile of right-of-way or by the number of acres impacted. We encourage you to contact a number of consulting firms and compare examples of each firm's work to obtain the best and most cost-effective product.

Documentation of ground disturbance should include a description of the disturbance with confirming evidence. Confirmation can include current photographs and/or older photographs of the project area which illustrate the disturbance (approximately keyed to a project area map), past maps or site plans that accurately record previous disturbances, or current soil borings that verify past disruptions to the land. Agricultural activity is not considered to be substantial ground disturbance and many sites have been identified in previously cultivated land.

If you have any questions concerning archeology, please call Adrian Mandzy at (518) 237-8643 ext. 3281.

A Mandzy 02/16/00

05540.007538

RESOURCE EVALUATION DATE: 16-Feb-00 STAFF: RTE

PROPERTY: ONTARIO BEACH PARK MCD: ROCHESTER
ADDRESS: BEACH AVE/LAKE AVE COUNTY:MONROE
PROJECT REF: 00PR0502 USN: 05540.007538

I. ☐ Property is individually listed on SR/NR:
name of listing:

☐ Property is a contributing component of a SR/NR district:
name of district:

II ☒ Property meets eligibility criteria.
☐ Property contributes to a district which appears to meet eligibility criteria. Pre SRB: x Post SRB:
SRB date

Criteria for Inclusion in the National Register:

A. ☐ Associated with events that have made a significant contribution to the broad patterns of our history;

B. ☐ Associated with the lives of persons significant in our past;

C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;

D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE

Ontario Beach Park is eligible for listing in the National Register of Historic Places as a largely intact example of an early 20th century amusement park and pleasure ground. The park retains features from its early history as a privately owned amusement park as well as features from its redevelopment as a public park immediately following World War I through the early 1930s. Major features include a bandstand, carousel, picnic shelters and a large Georgian Revival style bathhouse dating from 1931.

Please contact Robert Englert at 518-237-8643 ext. 268 if you have questions concerning this determination.