Management Summary

SHPO Project Review Number: 99PR03628

Involved State and Federal Agencies: DOS, Canal Corp, SHPO.

Phase of Survey: Phase 1B

Location Information:
  Location: City of Schenectady, NY
  Minor Civil Division: NA
  County: Schenectady

Survey Area:

  House Lot
  Length: 96 feet
  Width: 36 feet
  Number of Acres Surveyed:

  Lot 1
  Length: 67 feet & 86 feet
  Width: 56 feet & 36 feet
  Number of Acres Surveyed: 4150 square feet

  Lot
  Length: 67 feet
  Width: 40 feet
  Number of Acres Surveyed: 2600 square feet

USGS 7.5-Minute Quadrangle Map: Schenectady

Archeological Survey Overview

Number & Interval of Shovel Tests: 27 STPS, 3m apart

Number & Size of Units: None

Results of Archeological Survey: No NR eligible sites identified. No artifacts recovered.

Results of Architectural Survey: Existing house sold. No building/structures/cemeteries within project area on lot 1 & 2.

Report Author: Don Rittner

Date of Report: August 4, 2007
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Introduction

A Phase 1B Cultural Resources Survey was conducted on approximately 10,206 square feet (948.16 m) of land at the end of Ingersoll Avenue in Schenectady’s Stockade District for the proposed extension of the Mohawk-Hudson Bikeway. The proposed development calls for the construction of a new 10 foot wide paved portion of bikeway running approximately 100 feet long, and a fence running roughly parallel along the Mohawk River. The house site identified in the Phase 1A report has been sold and occupied and is not part of the project.

Access to the site is at the end of Ingersoll Avenue, located east of Front Street in Schenectady’s historic Stockade area. The site currently contains two undeveloped lots. Lots 1 & 2 (tax map id 44 and 45) and were originally laid out as one lot but have been subdivided over the years. It is located between N42° 49' 15” latitude and W73° 56’ 39” longitude and sits on flat flood plain deposits of the Mohawk River. Ingersoll Avenue rises as it heads west to Front Street. The immediate surrounding area contains the Union College Boathouse and dock to the north, tennis courts and parking lot to the south.

Figure 1. Aerial view of site showing geographic location and relation to the Mohawk River and Stockade district. West is top of photo.
Figure 2. Close up of schematic of site layout and lot arrangement.

Figure 3. Current tax map showing parcel 45, which makes up the site.
Figure 4. Location of site in relation to Capital District.

Figure 5. Location of site on USGS topographic map, Schenectady Quadrangle.
This survey was prepared for the purposes of meeting all necessary environmental review requirements. This report is also prepared under the guidelines of the SEQRA and National Historic Preservation Act (NHPA), Section 106 and is using standards from the New York Archaeological Council (NYAC), and the supplemental guidelines issued by New York State Historic Preservation Office of April 2005.

Project Description

The proposed Bikeway, which will be approximately 10 feet wide, is located along a narrow corridor approximately 100-250 feet wide (varies) between the Mohawk River on the west and Number 32 Ingersoll Avenue on the east. The site is entered from Front Street driving west to the end of Ingersoll and is situated on the north side of Ingersoll Avenue. The proposed bike path, 10 feet wide, will run parallel to the river and will become part of Riverside Park. The undeveloped site has two large trees, a flagpole, and concrete steps to a former dock, but otherwise not impacted by development.

Archeological Survey

Environmental Setting

Geology

The bedrock of the Mohawk Valley drainage basin is comprised of Cambrian-Ordovician rocks. Stratigraphically above the limestones of the Trenton Group lies the Utica Shale of the Trenton Group, a black-, fossiliferous shale, deposited in a near to deep-marine environment. The Utica Shale thickens to the west. The interbedded sandstone and shale of the Schenectady Formation overlies the Utica Shale.

The site lies on recent river alluvium deposits and is located on an inner bend of the meandering Mohawk River. A portion of the original lots has been eroded away and riprap was used in recent times to attempt to alleviate future erosion.

Figure 6. The proposed bike path lies within glacial flood deposits of the Mohawk River as shown here in a 1911 glacial geology map of the Schenectady Quadrangle.
Figure. 7 Surficial Geology of the Site. Modern river and stream alluvium. 1910 Bulletin 154, Schenectady quadrangle.

Soils

Soils Description

The USDA classifies soils on the property as cut and fill. The USDA defines this soil type as an area in which the original soil is stripped and removed or is covered with 3 feet or more of soil material. In this survey area, cut and fill land occurs where flooding is a problem. Shovel testing has confirmed this as fill as described later in this report.

Wetlands

There are no wetlands on the site. The western border of the site however is the Mohawk River.

Drainage And Distance To Nearest Water Source

The Mohawk River is adjacent to the site.

Archeological and Historical Background

Site File Search

Prehistoric Sites

Prehistoric Sites
Several archeological sites have been found in the area within one mile of the project area. No archeological sites were found in the immediate area of the project site. Surveys in he 1970s revealed a non-diagnostic scraper in mixed historic material near North Ferry Street and the Mohawk River.
(09340.000079). Part of the Stockade wall and some Dutch brick were found in Front Street and Church Street (09340.000713). Nothing was reported for the other sites listed.

Table 1: Archeological Sites Within One Mile

<table>
<thead>
<tr>
<th>Location</th>
<th>Site Description</th>
<th>Stockade Historic District</th>
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</thead>
<tbody>
<tr>
<td>09340.000071</td>
<td>Riverside Park</td>
<td></td>
</tr>
<tr>
<td>09340.000079</td>
<td>Mohawk River between Washington and Ingersoll Avenue</td>
<td>Stockade Historic District</td>
</tr>
<tr>
<td>09340.000097</td>
<td>Riverside Park Site</td>
<td></td>
</tr>
<tr>
<td>09340.000713</td>
<td>Schenectady Stockade</td>
<td></td>
</tr>
<tr>
<td>09340.000720</td>
<td>Schenectady Museum Site</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(NYSM 6281)</td>
<td></td>
</tr>
</tbody>
</table>

Historic Sites

A search through the files at the State Historic Preservation Office revealed the presence of several historic and archeological sites recorded within one mile of the site. All of the houses on Ingersoll are in the Stockade Historic District, and listed on the National Register.

Table 2: Historic Sites Listed on National Register

<table>
<thead>
<tr>
<th>Location</th>
<th>Site Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>09340.001008</td>
<td>1 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
<td>09340.001013</td>
<td>11 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
<td>09340.001014</td>
<td>13 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
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<td>Building</td>
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<td>Building</td>
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<td>09340.001022</td>
<td>18 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
<td>09340.001017</td>
<td>19 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
<td>09340.001019</td>
<td>2 INGERSOLL AVE</td>
<td>Building</td>
</tr>
<tr>
<td>09340.001023</td>
<td>20 INGERSOLL AVE</td>
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<td>09340.001025</td>
<td>24 INGERSOLL AVE</td>
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<td>26 INGERSOLL AVE</td>
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<td>09340.001010</td>
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<tr>
<td>09340.001012</td>
<td>9 INGERSOLL AVE</td>
<td>Building</td>
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</table>
Historical Background and Context

The study included analyzing historical documentation, primary and secondary sources, interviews with knowledgeable people familiar with the site, a review of NYSHPO files and CRM reports conducted in surrounding areas, geological and soil analysis, surveys of historic aerial photography and topographic maps, site walkover, photographing existing structures in the surrounding area.

Building number 32 Ingersoll Avenue is presently on the National Register. The Stockade was the first historic district in New York State enacted in 1962 and in 1973 was listed on the National Register as a district with 38 properties on 82 acres. In 1984, the district boundaries were updated to include Ingersoll Avenue and the houses on either side.

Ingersoll Avenue was carved out of vacant land in the northwest part of the Schenectady Stockade. A city atlas map of 1892 reveals that the lands north of North Street to the New York Central Railroad lines were mostly undeveloped prior to 1900.

![Figure 8 This 1892 city atlas map shows mostly undeveloped land north of North Street and west of Front Street. Ingersoll Avenue was cut through lands that belong to William Wood.](image)

The Avenue was created in 1900 by Veeder and Juno, land speculators/developers, who developed a series of two family houses on both sides of the street. All of the houses were of similar design and construction. On the north side of Ingersoll, nine houses were built. Eleven identical houses were built on the south side of Ingersoll. Ingersoll was named in honor of George Ingersoll, Schenectady’s first water commissioner.
Figure 9. A view of the north side of Ingersoll Avenue looking northeast towards Front Street. The building on the far left is 32 Ingersoll Avenue and is no longer a part of the project.

Figure 10. 32 Ingersoll Avenue, far left, can be seen to be of a different architectural design than the original row of houses and was built at a later date. View is to the northeast.
Figure. 11. Looking west down Ingersoll Avenue. Proposed bike trail site is at the end of the street on the right.

Schenectady was undergoing a population explosion at the turn of the 20th century. The population jumped from 19,902 in 1890 (countywide 29,797) to 31,682 in 1900 (46,852 countywide), an increase of 11,780 people during the decade. In fact, by 1900, most of the remaining land within the city had been parcelled out and a patchwork of small subdivisions recorded in outlying towns along the major roads entering Schenectady continue to expand the city southward.

Many of these new immigrants of Irish, Italians, Poles, Germans, and others were seeking jobs at the Thomas Edison Electric works (General Electric), or the Schenectady Locomotive Works just north of the site. In 1907, American Locomotive Company formed and the large expansive works was built only a few hundred yards northwest of the site. A building boom was occurring over the entire city and areas that were vacant for hundreds of years now became the site of single or multifamily dwellings.

Only eight years after Ingersoll Avenue was built, it contained a neighborhood of more than 50 mixed blue collar and professional workers and their families.

Residents of Ingersoll Avenue in 1909.

Arkell, Robert, Laborer, House 9 Ingersoll *
Bacon, Albert, Music Teacher, Boards 5 Ingersoll *
Bacon Anna, Ms., Music Teacher, Boards 5 Ingersoll
Bacon Edward C., Barber, 136 Ferry, House 5 Ingersoll
Bartokoski, Adam, Locomotive Works, House 11 Ingersoll
Beats, R.K., Electric Works, Boards 13 1/12 Ingersoll
Bemis, Orin, Baggageman, House 4 Ingersoll*
Brandt, Peter, Driver, 217 State St., House 22 ½ Ingersoll
Brendt, Peter, Teamster, House 22 ½ Ingersoll (same as above)
Bushnell, William, Molder, House 3 Ingersoll
Cardinal, Harry, Electric Works, House 18 Ingersoll
Carr Annie Mrs.
Chesky August, Machinist, House 24 Ingersoll
Conroy, Charles, Electric Works, House 26 Ingersoll
Dennegar, Thomas, Painter, House 21 Ingersoll *
DePerrior, V.E., Plumber, House 4 Ingersoll
Ellis, Edward, Locomotive Works, House 23 ½ Ingersoll
Ellis, Louis, Locomotive Works, House 23 ½ Ingersoll
Evans John P., Traveling Agent, House 9 Ingersoll
Foirest, William, Patternmaker, Boards 13 ½ Ingersoll
James, Albert, Baker, House 17 Ingersoll
Kazlow, Frank, Butcher, House 17 Ingersoll
Kelley Margaret Mrs., Rooms 26 Ingersoll
Koch, Charles J., Machinist, 7 House Ingersoll
Koch, William, Machinist, House 5 Ingersoll
Kowska, Mary Ms., Servant, Boards 11 Ingersoll
Kowska, Zgrnat, Locomotive Works, House 11 Ingersoll
Kraemer, Karl, Coachman, House 26 Ingersoll
Langford, William, Electric Works, House 20 Ingersoll
Lewis, Dora, House 13 ½ Ingersoll
Lewis, Edith A., Ms., Electric Works, Boards 13 ½ Ingersoll
Linchen, Timothy, Electric Works, Rooms 18 Ingersoll
McDonald George, B., Clerk, House 3 Ingersoll *
Olsen, John E.M., Electric Works, House 6 Ingersoll*
Pitkewic Tom, Locomotive Works, Boards 11 Ingersoll
Platto, Edward E., Foreman, Rooms 2 Ingersoll *
Prentice, E.J., Electric Works, House 24 Ingersoll *
Proper, A.R. (N.D.P. & Sons), House 2 Ingersoll * (ice dealers)
Provenger, R., Electric Works, Boards, 19 Ingersoll
Ross, A.A., Draughtsman, House 5 Ingersoll *
Ryan, Thomas, Veterinary, House 9 Ingersoll
Salisbury, J. Irving, Electric Works, House 19 Ingersoll
Salisbury, Nelson, Electric Works, House 17 Ingersoll
Sargent, W.L., Machinist, House (no number)
Shay, John, Operator, Rooms 18 Ingersoll
Smith, George C., Machinist, House 17 Ingersoll*
Stack, Timothy, Machinist, House 18 Ingersoll*
Suchock, Stephen, Locomotive Works, House 11 Ingersoll
Taylor, Lucy E., Ms., Electric Works, House 2 Ingersoll
Travis, Anna, Ms., Clerk, Rooms 23 ½ Ingersoll
Wilhelm, Albert, Barber, House 19 Ingersoll*

*Lived here in 1906
Figure. 12. Portion of the original plot plan of Veeder and Juno dated October 9, 1900. Lot number 27 and unmarked lot west of it is the site of the proposed project.
Figure 13. Sanborn map of 1900 showing the undeveloped land north of North Street that would become Ingersoll Avenue later that year.

Figure 14. 1905 City Atlas showing original nine homes built on the north side of Ingersoll. Lot number 28, the site of 32 Ingersoll Avenue has not been built at this time. The railroad tracks are due north.
Number 32 Ingersoll remained vacant in 1900 and was not part of the original development. An examination of the Sanborn insurance atlas maps reveals that the present house at 32 Ingersoll (known as 30 Ingersoll in 1930) was built sometime between 1914 and 1930, most likely after 1928 as revealed on 1928 Randall topographic map of the city.

It appears that the land in question was part of the original Riverside Park on the Randall Map. Riverside Park was approved on December 11, 1913 and was purchased in piecemeal fashion until December 28, 1914 when the city officially accepted the name Riverside Park by resolution. There may have been some land additions or subtractions during the 1920s as the earliest known record of a resident at 32 Ingersoll is in 1925 when Adam Lewandowski was listed in the city directory of that year. Lewandowski appears at this address until 1961 when he is listed as living at #34, which appears to be the rear apartment.

The 1928 map and the city directory seem to conflict. The map clearly shows the park boundary along the north side of Ingersoll although it may in actuality represent the back of the lot. There is no listing prior to 1925 for 32 Ingersoll Avenue. However a deed of 1924 reveals selling the parcel from Fred Dumar to Adam and Waladyslawa (Ida) Lewandowski and they are listed at 32 Ingersoll Avenue beginning in 1925 to 1961.

Riverside Park is valued as a unique component of the Stockade Historic District offering residents and visitors a relatively tranquil place to enjoy a magnificent view of the Mohawk River from the walking path and park benches. A narrow strip of land of about 1/3 mile long, it is accessible from five narrow residential streets, including Ingersoll. Currently there are tennis courts; basketball court, volleyball and a small, children’s play area. The Park is subject to periodic Mohawk River flooding and therefore requires special maintenance.
Over the last 83 years (1913-1996) in Schenectady, there have been 23 flood events, i.e., river level equal to or above 223 feet above sea level at the Ferry Street Pumping Station. This is equivalent to one flood every 3.6 years with an average height of 226 feet or 3 feet above flood stage. Normal river level at Schenectady is 212-214 feet. The last major flood in January 1996 reached a height of 229 feet. It flooded homes in the area and left considerable mud, ice and debris in the Park. It also damaged an observation deck at Gateway Landing and carried an unattached gazebo down river. Federal assistance was required to restore Stockade community residences and Riverside Park. Recent flooding in the 21st century (2006) has also caused considerable damage to homes close to the river.

Figure 16. Flooding of North Ferry, just south of Ingersoll on June 29, 2006. Flooding is a common occurrence in this part of the Stockade.
Figure 17. 1930 Sanborn insurance map shows earlier garage or shed in back of lot. No foundation was found in excavations.

Lots number 1 and 2 do not appear to be part of the original Ingersoll development of 1900 and in fact were owned by a nearby ice manufactory owned by Mirriam Harry Proper. Lots 1 and 3 were half the present size and at various times between 1914 and 1953 non-permanent sheds and garages were located on the lots. This garage of shed was either demolished or moved closer to Ingersoll during the 1950s. The house lot and lots 1 and 2 have gone through a series of ownerships with the city of Schenectady finally foreclosing on the property and taking possession of it in August 2000. It has been sold and is presently occupied.
Figure 18. Lots 1 and 2. Looking south. Mohawk River is to the right. This area comprises approximately 6750 square feet (sm). Bike trail will run parallel to river. Photo 1.

Figure 19. Photograph showing both house lot (32 Ingersoll Avenue) and Lots 1 and 2 to the left. Looking northeast. Mohawk River is to the back of photographer. Photo 2.

Visual Land Use Patterns

The next series of aerial photos show the transformation of the proposed area from an isolated tract of rural land to a wedge between the railroads and thruway.
Background Research

A series of historic maps beginning in c. 1680 through the 21st century, along with topographic maps, city atlases and other maps beginning with the oldest (1823) to the latest (2001) were consulted and compared with a series of aerial photographs of the site taken in 1995. City directories, histories, and past planning documents were consulted. Extensive research in archives and old photographs was also conducted.

Archeological Survey Methodology

After a comprehensive review of the published and unpublished record a field walkover was conducted in October and November 2006 and winter of 2007 for a Phase IA. During the walkover the observer was spaced an average of 5 feet apart and the walkover began in a different direction from north and south, and east west, noting past and present land use. Fieldwork was conducted by Don Rittner.

A review of historic and topographic maps and aerial photographs revealed little land use other than erosion of the bank by the head of a meander in the Mohawk River. Rip Rap has been placed in the area to prevent further erosion.

From background research and walkover it was determined no historic structures eligible for National Register status existed on the site. Flood plain deposits are deep as this area floods frequently. Historically, the area along the river was occupied by various businesses. No test pits were conducted for the Phase IA.

Architectural Survey

A walkover and review of maps along with photography and a review of SHPO files was conducted. Each of the homes along Ingersoll Avenue is listed on the National Register as part of the Stockade Historic District and would come under that review. An architectural survey was initiated on the project site and surrounding area, limited to the view shed. The proposed bike path will travel along the river edge. The bike path will not affect the view shed of the site.

Archeological Testing for Phase IB

Six transects were laid in an east-west direction and a series of 27 test pits were laid out in a rectilinear fashion spaced at 3 meters (10 feet) to cover the site during July, 2007.

Each test pit was dug and sifted using a traditional screen of ¼ inch hardware cloth. Excavation was conducted by Don Rittner, Tony DellaVecchio, and Jackson Rittner.

The entire site was difficult to dig due to the site being completely built up from fill. Only STPs 5, 10, 15, 19, 23, and 27, basically those STPs close to the river were loose enough to penetrate with a shovel to an average depth of 16 inches and was comprised of loose fill mixed with sand. STPs 2, 3, 4, 7, 8, and 9 occupied a concrete slab, the foundation of a small structure that was formerly on the site. According to Eileen Nicodemi who has lived on the avenue all her life, a former shed or garage of 32 Ingersoll Ave was converted to a small store that served ice cream and soda during summer months for park visitors lasting into the 1950s. This represents an area of approximately 20 by 30 feet, which takes up almost 50% of the site. The concrete pad was visible until recently when the new owners of 32 Ingersoll Avenue seeded the site with grass.
Figure 20  Small structure to the left, a former shed or garage, was converted to an ice cream stand and lasted until the 1950s according to Eileen (and Peter) Nicodemi. Only a concrete pad exists under once inch of grass and measures approximately 20 by 30 feet in size. Photo by Eileen Nicodemi taken in the early 1950s. Photo 3.

Figure 21. Part of the concrete foundation on the right before grass was planted. View looking east at 32 Ingersoll Avenue. Photo by Cathy Boese, 2006. Photo 4.
Figure. 22. This photo shows the concrete foundation pad on the left with the Mohawk River less than 3 meters to the right. Photo by Kathy Boese, 2006. The bike path will pass through this area. Photo 5.

Figure. 23. Concrete Pad located in STP 2, one inch deep. This concrete pad covered an area approximately 20 by 30 feet. Photo by Don Rittner. Looking east. Photo 6.
STPS 1, 6, 11, 16, 20 and 24 were impenetrable by shovel and were comprised of a dense road gravel of mixed crushed stone. A road existed here between the small store and the residence at 32 Ingersoll Ave, which lead to parts of a former icehouse to the north and south of the site.

Along the banks of the river exists a series of stone steps that led down to a former dock. A flagpole attached to a concrete floor lies just east of the stone steps near STPS 18, 19, and 22 and 23. This area also was comprised of crushed stone fill.

A former structure, a shed, existed on the north end of the site near STPs 20 to 27 as shown on a 1914 Sanborn Insurance map. While no concrete pad was found such as the one for the south end of the site, all of the STPS were comprised of dense crushed fill (limestone), some concrete pieces, and could not be penetrated more than a few inches in each test pit.

Conclusion and Recommendation

Subsurface testing revealed that the entire site was comprised of artificial fill made up of various forms of crushed stone such as limestone, and cobbles. A concrete pad represents the foundation of a small store that existed for about 20 years on the site. Evidence of a crushed stone paved road ran north and south on the east end of the site, while other man made structures such as a stone step way to a former dock and a flag pole occupied parts of the western end of the site.

No artifacts were recovered.

The bike path itself will be built on an area that has been built up by river deposition over the last 5000 years but more recently land that is composed of modern fill.

Based on documentary research and subsurface testing, it is recommended that no additional research or mitigation is needed.
Figure 24: Location of Test Pits and structures.
Table 3: Soil Types

<table>
<thead>
<tr>
<th>Transect</th>
<th>STP #s</th>
<th>Soil type</th>
<th>Depth cm</th>
<th>Depth in</th>
<th>Munsell</th>
<th>Color/Comment</th>
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<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>Gravelly fill</td>
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