

APPENDIX F
Cultural Resources
Investigations and Consultations

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island Resource Center, PO Box 189, Waterford, NY 12188-0189

FEMA PROJECT REVIEW COVER FORM

Please complete this form and attach it to the top of any and all information submitted to this office for review.
Accurate and complete forms will assist this office in the timely processing and response to your request.

PROJECT NUMBER PR (only if a project was previously submitted)

This is a new project (If checked, complete ALL the following)

Project Name: Niagara Number 6 Fire Department

Location: 133 Grand Street and 114 Fort Road

City/Town/Village: Village of Schoharie

County: Schoharie County

TYPE OF REVIEW REQUIRED/REQUESTED

This Project at a minimum is using federal funds (FEMA) AND state funds (New York State Emergency Management Office)

FEMA CONTACT FOR PROJECT

Name: Christine Piwonka-Bernstein
E-Mail address: Christine.Piwonka-Bernstein@dhs.gov

Title: Historic Preservation Specialist
Phone: 571-488-7847 Fax: 518-464-6591

Send Correspondence to:
Mr. Donna Bolognino
FEMA-4020/4031-DR-NY
EHP Team Lead
10 Jupiter Lane
Albany, NY 12205

Mr. Rick Lord
Chief of Mitigation Programs
Agency Preservation Officer
New York State Office of Emergency Management
1220 Washington Avenue, Building 22
Albany, New York 12226-2251

URGENCY OF REVIEW: Immediate (3 days) Expedited (14 days) Regular (30 days)
Comments:

FEMA Disaster Number: 4020
PW # (if assigned): 05101 and 08182

SIGNATURE:  DATE July 26, 2012

Christine Piwonka-Bernstein
(for) Megan Jadrosich
Regional Environmental Officer

PW 05101 and 08182 - Niagara Engine Company Number 6

Location and Resource: Niagara Engine Company Number 6. Schoharie Fire Department, 133 Grand Street (original site, coordinates: 42.66521 -74.31324), 114 Fort Road (new site, coordinates: 42.67493 -74.30243) Village of Schoharie, Schoharie County (Figures 1 – 6).

Cause of Failure: Heavy rainfall, strong winds and rising water levels of area rivers during the incident period August 26, 2011 thru September 5, 2011 caused severe flooding throughout Schoharie County.

Description of Damage: Flood waters inundated the Village of Schoharie. The Niagara Engine Company #6 Fire Station was flooded with approximately 8 feet of water. The building's structural elements (6,144 SF of walls; 8,640 SF of ceiling; and 8,640 SF of floor) were severely damaged or destroyed (Figures 7 – 9).

Undertaking: Damage to the structure was so extensive that replacement of the building has been determined to be more cost-effective than in-kind repair of its elements. Rebuilding on-site has been ruled out due to floodplain constraints. The Fire Department has been occupying a vacant tractor dealership, showroom and repair shop at 114 Fort Road since the damage occurred at their previous site. The existing building at 114 Fort Road is insufficient for their long-term needs, but the Department has been given the opportunity to acquire the property to build a new firehouse

The proposed scope of work includes construction of new facilities at 133 Fort Road, demolition of the building at 133 Grand Street and demolition of the temporary firehouse facility at 114 Fort Road:

Work at 133 Grand Street

Demolish, load, haul, and dispose of an 8,640 SF x 16FT eave height building, including demolition of foundations and slab.

Work at 114 Fort Road (see site sketch, Figure 11):

Site work – Provide paved access and egress from the station, parking, and access to a temporary storage building. This work will include grading to accommodate 11” thick asphalt surfaces (6” gravel base with 5” asphalt) for approximately 25,000 square feet of driveway and parking areas and fine grading of entire site.

Temporary Storage Building – Construct a 60’ x 48’ Pole Barn at the rear of the property to store fire trucks that are infrequently used, thereby providing sufficient room in the current temporary facility for the remaining apparatus. This building will include site preparation, foundations, 6-inch concrete slab-on-grade, 3 overhead power doors, two 3’ x 6’-8” doors, and electrical service. Construction of the pole barn will require excavation 6’ deep pits for structural footings. Proposed building is a Morton Building, Style #306, with metal siding and exterior wainscoting. This building will be dismantled upon completion of the permanent building.

Permanent Building – Construct a new 120 Ft x 72 FT (8,640 SF) x 16FT eave height structure with galvanized steel siding and roof panels. The proposed building will be similar in appearance to the Grand Street building (Figure 4).

Demolition – Demolish, load, haul, and dispose of the existing building currently being used as the temporary facility.

Utilities – Ensure that existing electrical service is adequate for the needs of the Engine Company; and ensure that other utilities (water, gas, and sewer) are

DR-4020 NY

adequate for the needs of the Engine Company. This work may require trenching.

APE: The area of potential effect in the Grand Street vicinity includes the building's former footprint and visibility within the surrounding neighborhood. The area of potential effect in the Fort Road site's vicinity includes much of the subject property's lot (approximately 1.5 – 2 acres, depending on final site configuration – see Figure 11) and visibility from neighboring properties.

Archeology: A review of online SHPO mapping tools indicated that both the present location of the Niagara Engine Company Number 6 and the proposed site of the new building are within Archeologically Sensitive Areas (Figure 12). According to FEMA Archeologist Daria Merwin, both sites are close to multiple prehistoric sites and have a high sensitivity for the presence of historic and prehistoric sites.

Standing Structures: A review of data on the SHPO website, on 07/25/2012, indicated that neither the former firehouse at 133 Grand Street nor the site at 114 Fort Road is listed on the National Register of Historic Places. Both buildings date to the 1950s. The Grand Street site is approximately 600' from the Schoharie County Courthouse Complex (95NR00839) and 700' from Lasell Hall (DAR Building, 01NR01837), and the Fort Road site is less than 800 feet from the Old Stone Fort, 02NR04971 (Figure 12).

According to the Schoharie Fire Department's website, the Schoharie Fire Department's flagship building, Niagara Engine Company Number 6, was built in 1958 (Figure 10), and underwent substantial enlargement in the 1990s,¹ consisting of construction of a new 8,640 square-foot prefabricated pole barn encasing the original 4,150 square-foot building (Figure 4). The original building is not visible from the exterior of the building

As noted in a previous consultation sent to SHPO for temporary changes to the building at the Fort Road site (PW #07170, dated 7/7/12); this building has recently been vacated by Jack Miller Tractor and Truck Company.

Findings: FEMA concludes that the Niagara Engine Company Number 6 building at 133 Grand Street does not meet the criteria for National Register eligibility, and that its demolition will not affect surrounding historic buildings or districts. FEMA finds that this part of the action will have no effect to historic properties. In the previous consultation sent to SHPO by FEMA (PW #07170, dated 7/7/12), FEMA concluded and SHPO concurred (SHPO correspondence reference #12PR02894, dated 7/13/12) with a finding of "no effect to historic properties." Demolition of this structure will likewise have no effect to historic properties.

However, work at the Fort Road site will require site work, including trenching for utilities and excavation to depths of up to 6' for post-hole footings at the locations of the temporary 60FT x 48FT storage building and the new 120 Ft x 72 FT permanent fire house, as well as ground disturbance needed provide driveways and parking area.

FEMA finds that the undertaking will result in "no historic properties affected" with the following condition: due to the high potential for the presence of archeological materials at the Fort Road site, an archeological monitor must be present during construction phases involving excavation to observe the work and document any finds.

Prepared by: Christine Piwonka-Bernstein, FEMA Historic Preservation Specialist

¹ <http://www.schohariefd.net/History.html>



Figure 1 – Location Map.

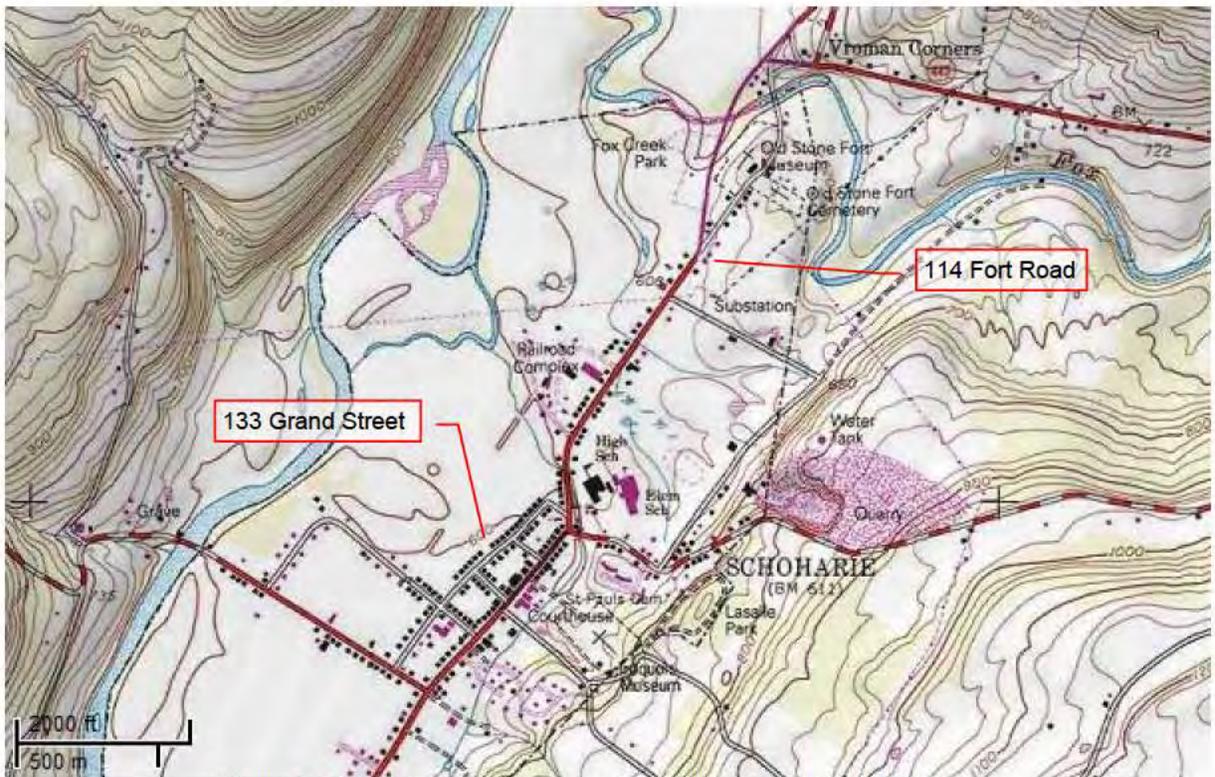


Figure 2 – USGS topographic map, 133 Grand Street and 114 Fort Road.



Figure 3 – Aerial Photo, 133 Grand Street, showing context.



Figure 4 – Building Elevation. Source: Leonard Berdan, *Summary Appraisal Report*, December 2011.



Figure 5 – Aerial photo. Source: Google Maps.



Figure 6 – 114 Fort Road, from North Main Street. Source: Google Street View, accessed 07/06/2012.



Figure 7 – Interior of firehouse after flooding. Source: applicant's web page via FEMA PA.



Figure 8 – Interior of firehouse after flooding. Source: applicant's web page via FEMA PA.



Figure 9 – Interior of 133 Grand Street after flooding. Note concrete block walls of original structure. Source: Schoharie FD Flickr feed, <http://www.flickr.com/photos/schohariefd/>



Figure 10 – Niagara Engine Company No. 6, circa 1958. Source: <http://www.schohariefd.net/History.html>



Figure 11 – Preliminary site sketch showing approximate location of new buildings and paved areas. APE is indicated in red. Source: FEMA PA.

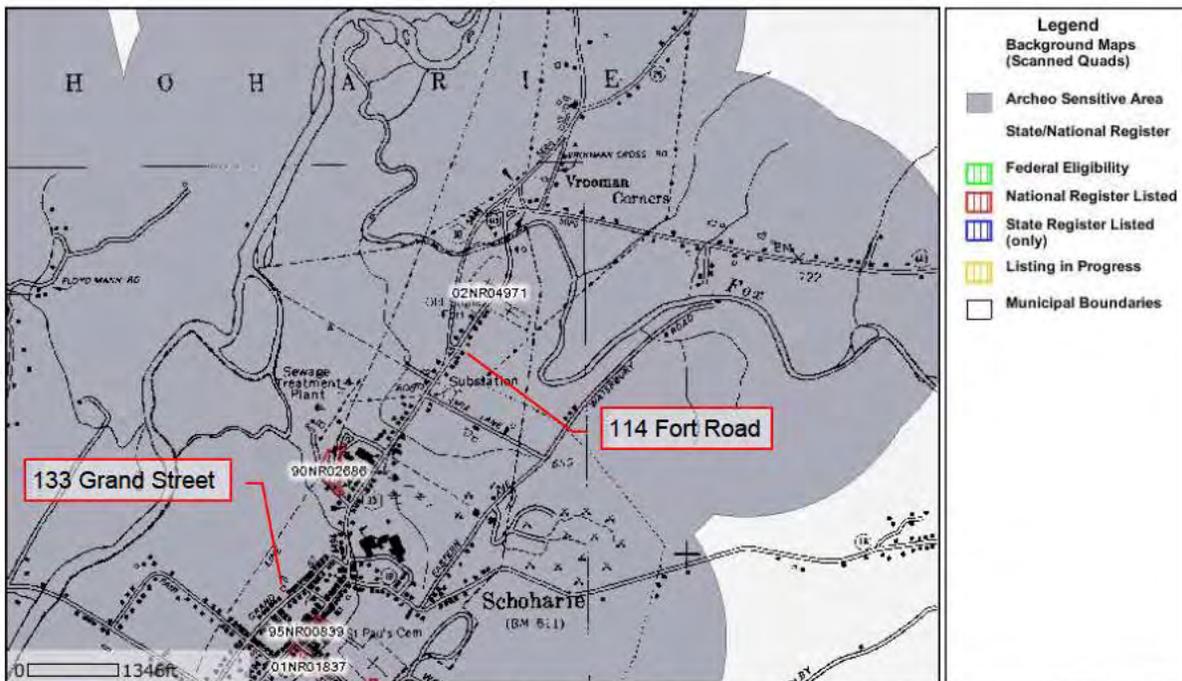


Figure 12 – Areas of Archeological Sensitivity and National Register Listed Properties. Source: NYSOPRHP website, accessed 05/30/2012



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau
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Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

July 31, 2012

Donna Bolognino
FEMA-Dept. of Homeland Security
10 Jupiter Lane
Albany, New York 12204
(via e-mail only)

Re: FEMA, SOEM
Emergency Mitigation/19 Projects
12PR03154

Dear Ms. Bolognino:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the projects in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your projects. Such impacts must be considered as part of the environmental review of the projects pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

I have reviewed the materials submitted for each of these undertakings and our findings are attached. Our determinations are based on the submitted scopes of work for each undertaking.

If I can be of any further assistance do not hesitate to contact me at (518) 237-8643, ext. 3263.

Sincerely,

John A. Bonafide
Director, Bureau of Technical
Preservation Services

cc: Richard Lord, SOME *(via e-mail)*
enc: Findings

Findings Attachment

PW #	Street/Vic	MCD	County	FEMA Finding	NYSHPO Finding
NY DR 4020 Project Worksheets					
00236	12 Main St, Village Community Center Repairs	Village of Unionville	Orange	no historic properties affected	Concur
05668	Eastside Rd, Blenheim Museum Removals & Cleaning	Town of Blenheim	Schoharie	no historic properties affected	Concur
05921	Rye Town Park	Village of Rye	Westchester	no adverse effect to historic properties	Concur
07678	196 Ray Brook Road, Hamlet of Ray Brook	Town of North Elba	Essex	no adverse effects to historic properties	Concur
07852	Loh Avenue Bridge	Tarrytown	Westchester	no historic properties affected	Concur
07921	1901 First Ave, Metropolitan Hospital Repairs	New York City	New York	no historic properties affected	Concur
07962	Mt McGregor Road	Town of Moreau	Saratoga	no adverse effects to historic properties	Concur
08042	Cheney Rd., Village of Port Henry	Village of Port Henry	Essex	no adverse effects to historic properties	Concur
08182	114 Fort Road	Village of Schoharie	Schoharie	no adverse effect to historic properties with conditions	Concur
05101	133 Grand Street and 114 Fort Road	Village of Schoharie	Schoharie	no adverse effect to historic properties with conditions	Concur
08216	99 Quaker Mtg House Rd (Bethpage Pk)	Town of Oyster Bay	Nassau	no adverse effect to historic properties	Concur
08336	YWCA, 30 Third Avenue, interior repairs	Brooklyn	Kings	no adverse effect to historic properties	<i>no historic properties affected</i>
08348	YWCA, 30 Third Avenue, interior repairs	Brooklyn	Kings	no adverse effect to historic properties	<i>no historic properties affected</i>
UFFHN04	YWCA, 30 Third Avenue, interior repairs	Brooklyn	Kings	no adverse effect to historic properties	<i>no historic properties affected</i>
08412	550 W. 20 Street	Manhattan	New York	no adverse effects to historic properties	Concur
NY DR 4031 Project Worksheets					
02049	Orange County Government Center	Orange County	Orange	no adverse effect to historic properties	Concur
02346	Park Settlement Road Bridge	Tioga Soil and Water Conservation District	Tioga	no historic properties affected	Concur
02446	Courthouse Square	Village of Owego	Tioga	no adverse effects to historic properties with conditions	Concur
02447	16 and 20 Court Street	Village of Owego	Tioga	no adverse effects to historic properties with conditions	Concur

Niagara Engine Co. No. 6

Phase 1A Literature Review and Sensitivity Analysis & Phase 1B Archaeological Field Reconnaissance Survey



114 and 118 Fort Road
Village of Schoharie, Schoharie County, New York

Prepared for:

The Chazen Companies
130 Glen Street
Glens Falls, New York 12801

By:

CITY/SCAPE: Cultural Resource Consultants
166 Hillair Circle
White Plains NY 10605

January 2013

NIAGARA ENGINE CO. NO. 6

114 and 118 Fort Road
Village of Schoharie, Schoharie County, New York

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- Appendix C: Shovel Test Records
- Appendix D: Artifact Catalog
- Appendix E: OPRHP Site Forms

Management Summary

SHPO Project Review Number (if available):

Involved State and Federal Agencies (DEC, CORPS, FHWA, etc): **NY Corps**

Phase of Survey: **Phase 1A Literature Review & Sensitivity Analysis & Phase 1B Archaeological Field Reconnaissance Survey**

Location Information:

Location: **114 & 118 Fort Road**

Minor Civil Division: **Village of Schoharie**

County: **Schoharie**

Survey Area (Metric & English)

Length:

Width:

Depth (when appropriate):

Number of Acres Surveyed: **3.639 (1.4 hectare)**

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

Percentage of the Site Excavated (Phase II, Phase III only):

USGS 7.5 Minute Quadrangle Map: **Schoharie**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **67 stps @ various**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of prehistoric sites identified: **1: Niagara Prehistoric Site**

Number & name of historic sites identified: **1: Niagara Historic Site**

Number & name of sites recommended for Phase II/Avoidance: **N/A**

Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **0**

Number of buildings/structures/cemeteries adjacent to project area:

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

Number of identified eligible buildings/structures/cemeteries/districts: **N/A**

Report Author (s): **Stephanie Roberg-Lopez M.A., R.P.A. Gail T. Guillet and Beth Selig**

Date of Report: **January 2013**

MAP& FIGURE LIST

Maps

- Map 1: 1990 USGS Topographical Map. Schoharie Quadrangle. 7.5 Minute Series. Scale: 1"=950'.
- Map 2: Location map depicting the project area. (Source: Google Maps) Scale: 1"=635'.
- Map 3: 1758 Map of the Northern part of New York. Cartographer unknown. (Source: Library of Congress) Not to Scale.
- Map 4: 1768 *The provinces of New York, and New Jersey; with part of Pensilvania, and the governments of Trois Rivières, and Montreal*: Samuel Holland. (Source: Library of Congress) Not to Scale.
- Map 5: E. Wenig *Map of Schoharie County, New York*. (Source: Library of Congress) Scale: 1"=1095'.
- Map 6: S. N. and D. G. Beers. *New Topographical Atlas of Schoharie Co., New York* Scale: 1"=1275'.
- Map 7: 1900 USGS Topographical Map. Schoharie Quadrangle. 15 Minute Series. Scale: 1"=1275'.

Figures

- Fig 1: 2012 Aerial Photograph of Project Area. (Source: Google Earth). Scale: 1"= 300'.
- Fig 2: O'Connor's Rendering of The Lower Fort (Old Stone Fort).
- Fig. 3: Soil Map for Niagara Engine Company Site. (*Natural Resources Conservation Service*)
- Fig 4: Niagara Engine Company No. 6. Field Reconnaissance Map. Scale: 1"=100'.

NIAGARA ENGINE COMPANY NO. 6 SITE

114-118 Fort Road

Village of Schoharie. Schoharie County, New York.

Introduction

The following report presents the results of a Phase 1A Literature Review and Sensitivity Analysis prepared by CITY/SCAPE: Cultural Resource Consultants for the Niagara Engine Company No. 6 site located on the east side of Fort Road in the Village of Schoharie, Schoharie County, New York. (Maps 1-2 & Fig. 1)

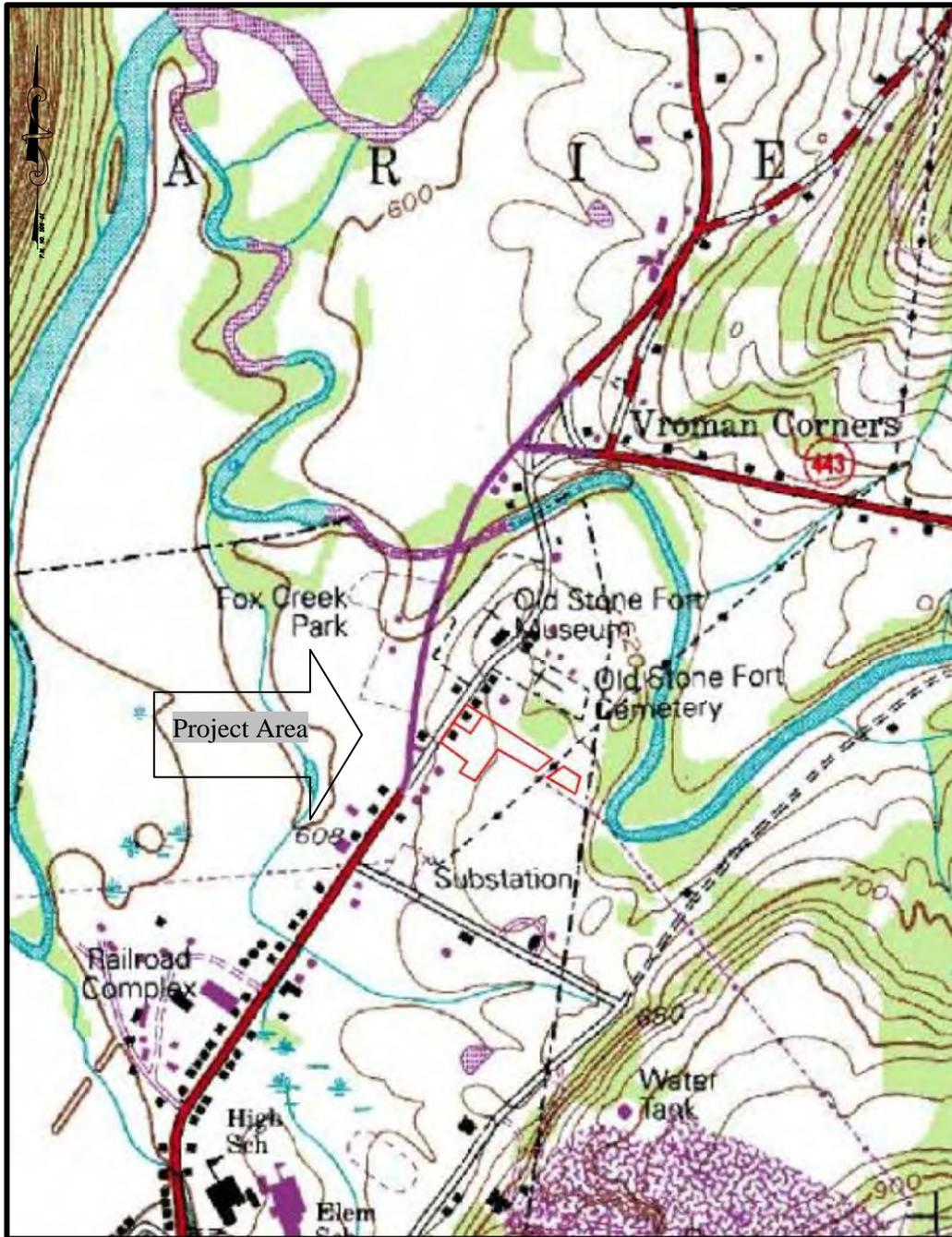
Permits from the New York State District Corps of Engineers (NY Corps) are required for this project; other permits may also be required.

The work associated with the Phase 1 Cultural Resource report for the Niagara Engine Company No. 6 property was performed in accordance with the guidelines established by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the *Standards for Cultural Resource Investigations and the Curation of Archeological Collections* published by the New York Archeological Council (2005 & 1994). The field investigation and technical report meet the specifications of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (*Federal Register* 48:190:44716-44742) (United States Department of the Interior 1983). All work performed meets the requirements of the relevant federal standards (36 CFR 61) and of the State Environmental Quality Review Act (SEQRA) 6NYCRR, part 617 of the New York State Environmental Conservation Law. In addition, the qualifications of the Principal Investigator, who supervised the project, exceeds the qualifications described in the Secretary of the Interior's Professional Qualifications Standards (*Federal Register* 48:190:44738-44739) (United States Department of the Interior 1983).

Project Area Description

The Niagara Engine Company No. 6 property is an irregularly shaped property comprised of three parcels: Parcel A, located adjacent to Fort Road, containing 3.223 acres (1.294 hectares), Parcel B, located a short distance west of Fox Creek, containing 0.416 acres (0.161 hectares), and 118 Fort Road, which is located immediately north of Parcel A. (Photo 10-12) Parcel A contains a number of buildings, including a 1-story steel building, a Quonset hut structure, several sheds, a concrete pad and foundation, and a loading dock. (Photos 1-7) Parcel A is bounded on the west by Fort Road, to the east by the National Grid power lines (Photo 8), and to the north and south by residential development and farm land. (Photos 13-18) Parcel B, located east of Parcel A, is bounded on the east by land owned by the Schoharie County Historical Society and Fox Creek (Photo 9), on the north by woodland, and to the south by National Grid power lines and farmland. The western boundary of Parcel B is marked by the National Grid power lines, which cross the Niagara Engine Company No. 6 property. Maps prepared for the project indicate that there are wetland areas on the site; these are identified as Wetland A, B, C, and D. The survey of Aquatic Resources prepared by The Chazen Companies indicates that there is also a small wetland area that spans Parcel B, extending into the northeastern corner of Parcel A. Access into the site is from Fort Road and by way of a gravel

drive that extends along the northern boundary of the site to loop around behind several residential rear yards and the Old Fort Cemetery.



Map 1: 1990 USGS Topographical Map. Schoharie Quadrangle. 7.5 Minute Series. Scale: 1"= 950'.

The proposed project involves the removal of the buildings from the site, and to create a new firehouse to serve the Niagara Engine No. 6 Company.



Map 2: Location map depicting the project area. (Source: Google Maps) Scale: 1"=635'.



Fig. 1: 2012 Aerial Image of the Project Area. (Source: Google Earth) Scale: 1"=300'

Environmental Information

At the present time, the Niagara Engine Company No. 6 project area can be characterized as developed land with a lightly wooded area on the north side of Parcel B. There is little vegetation on the site, but the trees present along the boundaries of the site predominantly deciduous. Elevations on the site range from 617' (188 m) Above Mean Sea Level (AMSL) in the western portion of Parcel A along Fort Road to 630' (192 m) AMSL on the northern boundary by the wood frame house. From that point, the land slopes gently upward as one moves east to a high point of 640' (195 m) AMSL in the northeastern corner of Parcel B.

Looking at the general area in which the project area is located, it can be characterized as residential development along Fort Road surrounded by open farmland. Fox Creek flows behind the rear of the property to the east of Fort Road, before turning north and west at Vroman Corners to flow into Schoharie Creek. The houses located in the vicinity of the Niagara Engine Company No. 6 site range in date from the early 19th through the mid-20th century. (Photos 10-12, 19-22, 24-25, 30 & 32) One structure, the Old Stone Fort (now a museum) dates to the late 18th century. The Old Stone Fort building (Photo 27), located on the west side of Fort Road north of the project area, was listed on the National Register of Historic Places in 2002. Fort Road is now a local street that dead ends at Fox Creek, where a covered bridge provides pedestrian access to the north side of Fox Creek. Prior to the straitening

and realignment of Route 30 Fort Road was the main highway between Schoharie and Albany. The Old Fort Cemetery is located on the east side of Fort Road opposite the Old Stone Fort, with another cemetery located to the north and south of the Old Stone Fort building. (Photos 26 & 23)

In terms of geology, the Niagara Engine Company No. 6 site is part of the glaciated Allegheny Plateau. The central and northeastern portions of the Town are an extension of the Helderberg Escarpment (Devonian age) and have significant limestone geology. The Barton Hill and Terrace Mountain areas hold numerous caves, sink holes, sinking streams, cracked limestone pavement and other karst features. More specifically, the geology of the town can be described as follows: the lowest rocks are a thick series of Schenectady shale. The Schoharie and Fox creeks have cut their beds about 300' (91 m) through it. Several layers of limestone rock were deposited over this shale and include Cobleskill, Roundout, Manlius, Coeymans, Kalkberg, New Scotland, Beacraft and Esopus limestone beds. Both the Manlius and Coeymans limestones are resistant to erosion and form the cliffs along the Creek.

Soils on the project area are an important indicator of archaeological potential, with well drained soils having greater potential to contain prehistoric cultural resources than those that are poorly drained. The soils on the Niagara Engine Company No. 6 site are divided between Howard gravelly silt loam (HgA), Schoharie and Hudson silt loam (ShB and ShC). Howard gravelly silt loam (HgA) is a well drained soil that formed on valley trains and terraces, while the Schoharie and Hudson silt loams are moderately well drained, having been formed on lake plains. As noted above, elevations on the site range from 617' (188 m) AMSL to 640' (196 m) AMSL, with slopes ranging between 0 to 12 percent (along Fox Creek). Based on the soil types present and the percentage of slope, it must be considered that on those areas of the site that have not been disturbed by prior development the potential for prehistoric sites would be high.

Drainage on the site is into Fox Creek, a tributary of Schoharie Creek, which flows into the Mohawk River. The Mohawk River, located to the east, is a major tributary of the Hudson River. Major streams provided access to the interior for prehistoric peoples.

Currently, the Niagara Engine Company No. 6 project area contains a developed landscape with occasional deciduous trees. Much of the land is covered by buildings and gravel drives and parking areas. Prior to this development, the land, which is within the Appalachian Oak and Northern Hardwoods Forest Zone, would likely have been covered by oak, sugar maple, birch, beech and (Küchler 1964).

Man-Made Alterations

As noted above, most of the land within the project area has been developed with numerous buildings, including a 19th century dwelling, a 1-story steel structure, a Quonset hut, several sheds, a concrete pad and foundation, a loading dock, and gravel drives and parking areas. Overall, it appears that except for the area on Parcel B and perhaps several small areas on Parcel A, the land has been significantly disturbed.

Potential for the Site to Contain Prehistoric or Historic Cultural Resources

The area in which the Niagara Engine No. 6 Company property is located has been identified as containing numerous prehistoric archaeological sites; research indicated that there were no fewer than forty (40) sites ranging in date from the Late Archaic through the Late Woodland period. Several of the prehistoric sites are located less than ¼ mile (13320'/402m) to the east and north of the project area. However, research indicates that to date no prehistoric sites have been identified within the boundaries of the Niagara Engine No. 6 Company site.

In addition, the site visit indicates that there are a number of early buildings located along Fort Road in the vicinity of the project area, including the Old Stone Fort, which was built in 1772. The 19th century houses along Fort Road were originally part of the hamlet of Fox Town (or Fox dorf), which was one of several towns (or dorfs) established in the Schoharie Valley in the early 18th century. In the French and Indian War and the Revolutionary War fighting took place around the Old Stone Fort. The presence of this early building and an early settlement in the area makes it possible that the project area could be sensitive for historic cultural material.

With respect to the prehistoric potential, and beginning with the area closest to the Niagara Engine No. 6 Company property, seven prehistoric sites are located on Fox Creek east of the site. Three of the seven are considered National Register eligible: the Lovelace Site (095.44.00137), Reservoir Site (095.44.00131) and the Waterbury Road Site (095.44.00138). The Lovelace Site contained a feature dating, based on the recovery of a Fox Creek projectile point, to the Middle Woodland period (c. 360-500AD) (Hartgen Archeological Associates (HAA) 2002). At the Reservoir site, three prehistoric loci were identified, two of which were the subject of a Phase II Archaeological Investigation (HAA 1999). Prehistoric Sites 2 and 3 were both identified as “specialized lithic reduction sites”, where cobbles and perhaps quarried chert was reduced to manageable bifaces and cores (HAA 1999:17-18). The material recovered consisted on Helderberg and Onondaga cherts, and while Onondaga chert cobbles were available in Fox Creek, HAA hypothesized that the Helderberg chert had been obtained at a quarry site located on Terrace Mountain, less than a mile ($\pm 4500'$ /1371.6 m) to the south of the Reservoir site (HAA 1999:18). No diagnostic material or carbon was recovered from the Reservoir Site, making an assignment of cultural affiliation impossible. The Waterbury Road Site is located on the south side of Fox Creek on a terrace overlooking the stream. The Phase II excavations identified an oval basin shaped prehistoric feature containing three net marked pottery fragments dating to the Fox Creek Phase of the Middle Woodland Period (360 to 500 AD), a scraper, nine chert flakes and 147 fire cracked rock fragments (HAA 1999:29-30).

The New York State Museum archaeological files also contain numerous prehistoric sites in the area surrounding the Niagara Engine No. 6 Company property, including one identified as the “Old Stone Fort” site (NYSM 237). No information concerning the material recovered from this site is available. Other nearby NYSM sites include NYSM 235, NYSM 236, NYSM 4763, NYSM 6328, NYSM 8602, NYSM 8604, NYSM 8708 and NYSM 10147. As with the Old Fort Site (NYSM 237), most of the site forms include no specific information concerning the nature of the site, but NYSM 4763, which is a Parker site (ACP SCHO 9), states that it was a “Village/Burial Site”. NYSM 8602 and NYSM 8604 were identified along Fox Creek in 1985; NYSM 8602 contained projectile points, while NYSM 8604 contained debitage.

Along Schoharie Creek is the Westheimer Site (A095-12-0038), a prehistoric site located to the north and west of the project area. (Ritchie & Funk 1973). The site, a stratified, multicomponent flood plain station is listed on the State and National Register of Historic Places. Dates on the site range from an unidentified early ceramic horizon (c. 570 BC) to the Late Woodland Owasco (c. 1300 AD). The particular significance of the Westheimer

Site lies in the abundant remains of the Fox Creek phase (410-450 AD), which is now known to be wide spread in eastern and coastal New York State and adjoining areas. Funk, who excavated the site and was the author of the report, concluded that the Westheimer Site was a fall-winter camp occupied about A.D. 410-450 by small bands of Middle Woodland hunter-gatherers whose primary occupation was hunting, butchering game, gathering and cracking nuts and acorns, cooking, flint-knapping, pottery-making, woodworking, and probably hide-working (Ritchie & Funk 1973:153). As a result of the investigation at Westheimer, Funk named and described a previously unrecognized Middle Woodland manifestation, the Fox Creek phase (Ritchie & Funk 1973:153).

There are many more prehistoric sites located within a mile of the Niagara Engine No. 6 Company site, but the sites discussed above are representative of the site types. The Westheimer Site was clearly a larger site with a variety of tool types and activities taking place, while the Reservoir site was a smaller, more specialized site. Many of the other prehistoric sites are characterized as small camp sites or specialized camp sites, some of which were used repeatedly. It is clear that the flood plains to both Fox Creek and Schoharie Creek were heavily utilized by various prehistoric peoples over many millennium. As noted above, a prehistoric site has not been identified on the Niagara Engine No. 6 Company property, but the topography of the site, the environmental conditions on and adjacent to the site, the presence of Fox Creek, and the soil types present, all suggest that undisturbed portions of the site would have a high potential to contain a prehistoric site or sites.

With respect to the potential for the site to contain historic cultural material, the presence of early buildings on and adjacent to the site, as well as the battle that took place around the Old Stone Fort, suggest that the historic cultural potential of the project area could be high. The map research suggests that a building or buildings were located on the site prior to the construction of the present buildings. There is also a 19th century dwelling located on the northwestern portion of the site. Undisturbed areas on the site would have the potential to contain shaft features (i.e., privies, cisterns or wells) or midden deposits that could increase our understanding of the 19th century development of the hamlet area that surrounded the Old Stone Fort.

In addition to the archaeological site files, the OPRHP files were reviewed to identify structures on or in the vicinity of the project area that have been listed on the National Register or identified as National Register eligible. The Old Stone Fort, as noted above, has been listed on the National Register of Historic Places. The Nomination Form states that the Old Stone Fort (former Dutch Reform Church) was built in 1772, and is a “. . . rare and distinguished example of vernacular stone masonry architecture of the colonial period in the Schoharie Valley” (National Register Nomination Form 2002: Section 8, page 1 (hereafter NRNF). The Nomination Form continues:

Fortified during the Revolutionary War, the church building became the principal component of the “Lower Fort,” a frontier stockade and refuge for Schoharie Valley settlers from 1778 to 1785. In October, 1780, the stone church withstood direct attack by Loyalists and Indian allies led by Sir John Johnson. The . . . building functioned as a church until 1845; in 1858, it became a state arms storage facility. Since 1888, the Schoharie County Historical Society has preserved the Old Stone Fort as an historic building housing an important collection of regional historical artifacts (NRNF 2002:Section 8, page 1).

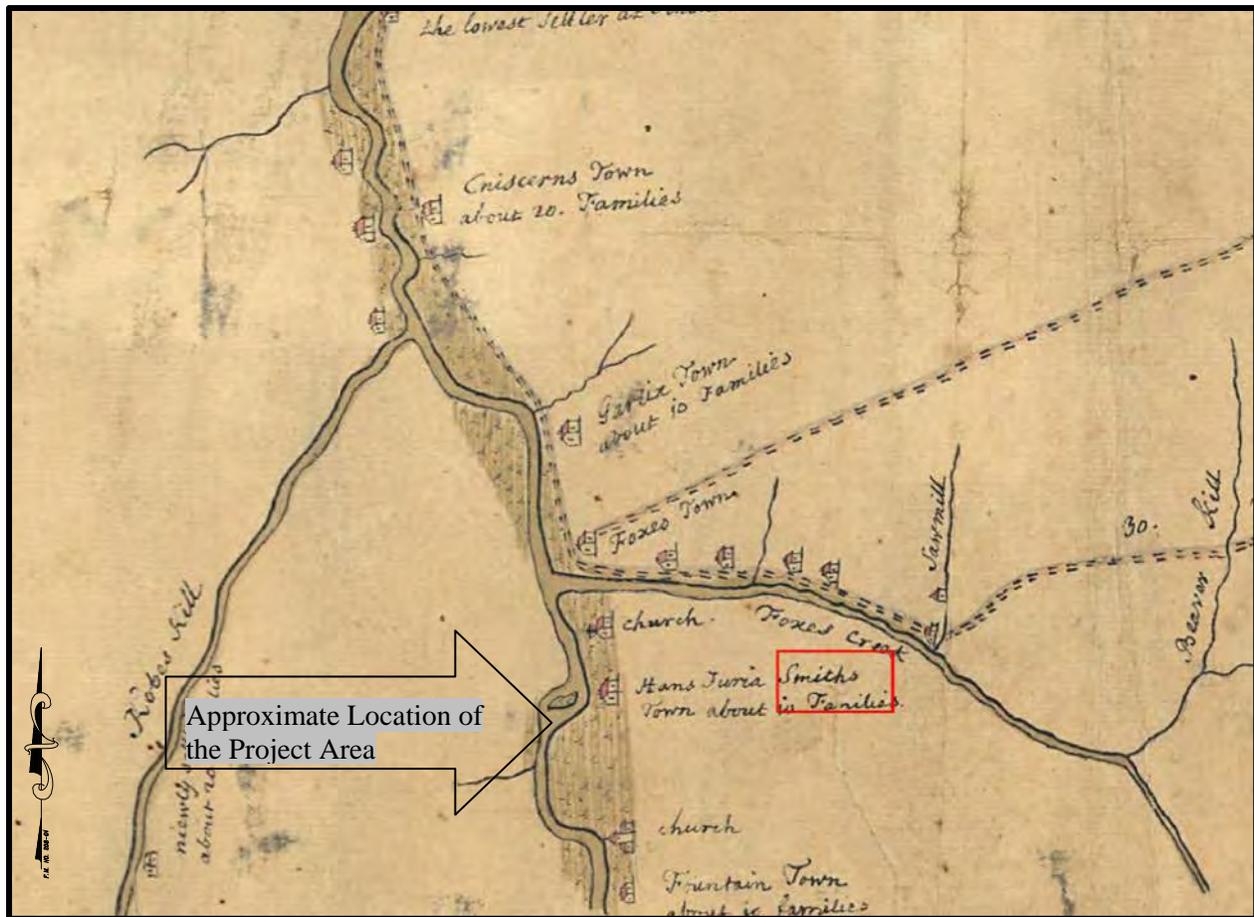
In addition to the Old Stone Fort, there are buildings along Fort Road that date to the early to mid-19th century, none of which are likely to be individually eligible for National Register listing. There are several historic buildings, including a Dutch Barn, that have been moved to the area east of the Old Stone Fort by the Schoharie County Historical Society; none of these buildings are eligible for National Register listing.

Historic map research, discussed in greater detail below, suggests that the concentration of buildings along Fort Road may have been considered part of the hamlet of Fox Town (formerly Fox dorf). The house located at 118 Fort Road certainly dates to the 19th century, and it is possible that historic archaeological features, such as a privy, cistern or well, may be associated with it. It is also considered possible that another house stood to the south of 118 Fort Road. It has been suggested that this house burned, and, if this is the case, it is possible that features associated with it may be present. With this in mind, but taking the disturbed state of the Niagara Engine No. 6 Company site into consideration, it is considered that the potential for the project area to contain a historic archaeological site or sites is moderate.

History of the Site

The purpose of this section of the report is not to provide a comprehensive examination of the historic activities that took place in the Village and Town of Schoharie, but rather to provide information concerning the likelihood of encountering historic foundations (Map Documented Structures) and intact historic cultural resources within the project's Area of Potential Effect (APE). We base the discussion below on a brief history of the Schoharie Valley prepared for the 300th Anniversary of European settlement, and local histories.

It is reported that the earliest permanent settlement in the valley was by Palatine Germans, who were attracted to this rich agricultural area. As early as 1712, they settled on the Manor of Rensselaerwyk in seven villages, which they called dorfs. One of the dorfs was Brunnen Dorf ("Spring Town"), now the village of Schoharie, and another was Fuchs Dorf ("Foxes Town") on Fox Creek. The first Dutch Reform Church in Fox Town was a wood frame church built in 1737; this was replaced in 1742. The Old Stone Fort, the third church, was built in 1772. The earliest map of the area included in this report dates from 1758. (Map 3) The hand drawn and hand colored map shows "Fountain Town" (Middleburg), which had a church and about 10 families, "Spring Town" (Schoharie), which also had a church and about 10 families, and Foxes Town, which at the time was a more settled area, with the wooden frame church dating from 1737 (precursor to the Old Stone Fort), a sawmill, and several houses. All of the houses on this map were located on the north side of Fox Creek. The road between Foxes Town and Schenectady and Albany (present-day Route 443) was already established by this time. North of Foxes Town was Garlix Town, with 10 families, and Criscerns Town, with about 20 families. Kobes Kill (Cobleskill), West of Foxes town on the western side of Schoharie Creek which had about 20 families, was then described as "newly settled", while north of Criscerns Town was the home of Harman Sidnight who was "the lowest settler at Schoharie". The county history reports that in 1752, six years before the map was produced, the Schoharie Valley had about 104 houses and 125 families (Brown 1823:4). Brown writes that in 1713 the people "began to think themselves well off" (Brown 1823:10). But, they still had to go to Schenectady to have their grain ground, which took five days for the round trip, until about 1717, when William Fox built the first grist mill, likely on Fox Creek.



Map 3: 1758 Map of the Northern part of New York. Cartographer unknown. (Source: Library of Congress) Not to Scale.

According to the local histories, the Revolutionary War deeply divided the community in the Schoharie Valley,

... as neighbors quarreled over continued British colonial rule versus the cause of Independence. Brutal civil war split the valley, as Loyalists driven from their former homes returned with Indian allies to raid the farms and settlements of the Schoharie frontier. As a vital source of foodstuffs (chiefly wheat) to support the Continental army, the Schoharie Valley was of great strategic importance and was dubbed "the breadbasket of the Revolution". To meet the growing threat of Loyalist/Indian raids, a series of three forts was established to protect valley inhabitants from sudden incursions. In 1778, the "Lower Fort" was constructed on the high ground above Fox Creek (NRNF 2002:Section 8, page 1).

As described by Jephtha Simms in the *History of Schoharie County and Border Wars of New York* (1845):

The Lower Fort consisted of an enclosure by strong pickets of about half an acre of ground, embracing the stone church. ... with block-house in the south-west and north-east corners mounting small cannon. Along the west side of the enclosure, small huts were erected of rough boards for the summer residence of the inhabitants in that part of the valley; with a board roof sloping from near the top of the pickets toward the center of the yard. Each family which claimed

the protection of the small garrison at this place, had such a rude dwelling, in which were deposited their most valuable effects (NRNF 2002:Section 8, page 1).

The appearance of the Old Stone Fort is recreated in a drawing at the Old Fort Museum.

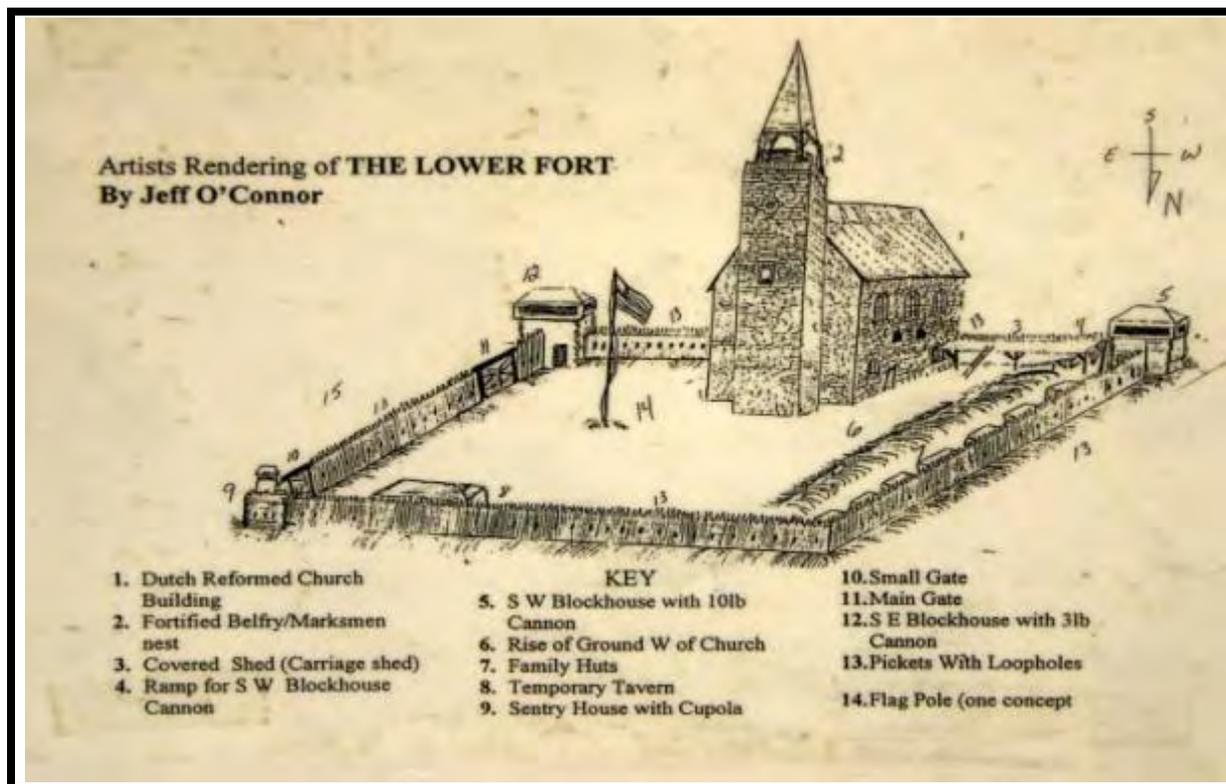


Fig. 2: O'Connor's Rendering of The Lower Fort (Old Stone Fort).

The British under the leadership of Sir John Johnson and Joseph Brant, a Mohawk chief, attacked the fort on October 17, 1780, and burned the farms and standing crops in the surrounding area. It is reported that 75 homes, 77 barns, three mills, livestock, and at least 80,000 bushels of newly harvested grain were destroyed. Pursued by Continental troops and militia, the British and their Mohawk allies retreated northward along the Mohawk River and into Canada (NRNF 2002:Section 8, page 2). Following the war, the stockade around the church was removed, and the building returned to its former use. The church, which moved into the village of Schoharie, was sold in 1858 to New York State for use as an arsenal, and continued to be used for arms storage until 1888, when the Schoharie County Historical Society was given the former church for use as a museum.

Also dating to the time before the American Revolution is a map dating to 1768. (Map 4) This map shows Schoharie Creek and Fox Creek, but neither are named. On this map, Schoharie is named, as is Fox Town. A short distance to the south of Fox Town was Smiths Town. On the west side of Schoharie Creek was an "Indian Castle." Present-day Route 443, which ran from Fox Town across the Helderberg to Verberg (north of Albany), is shown on the map.

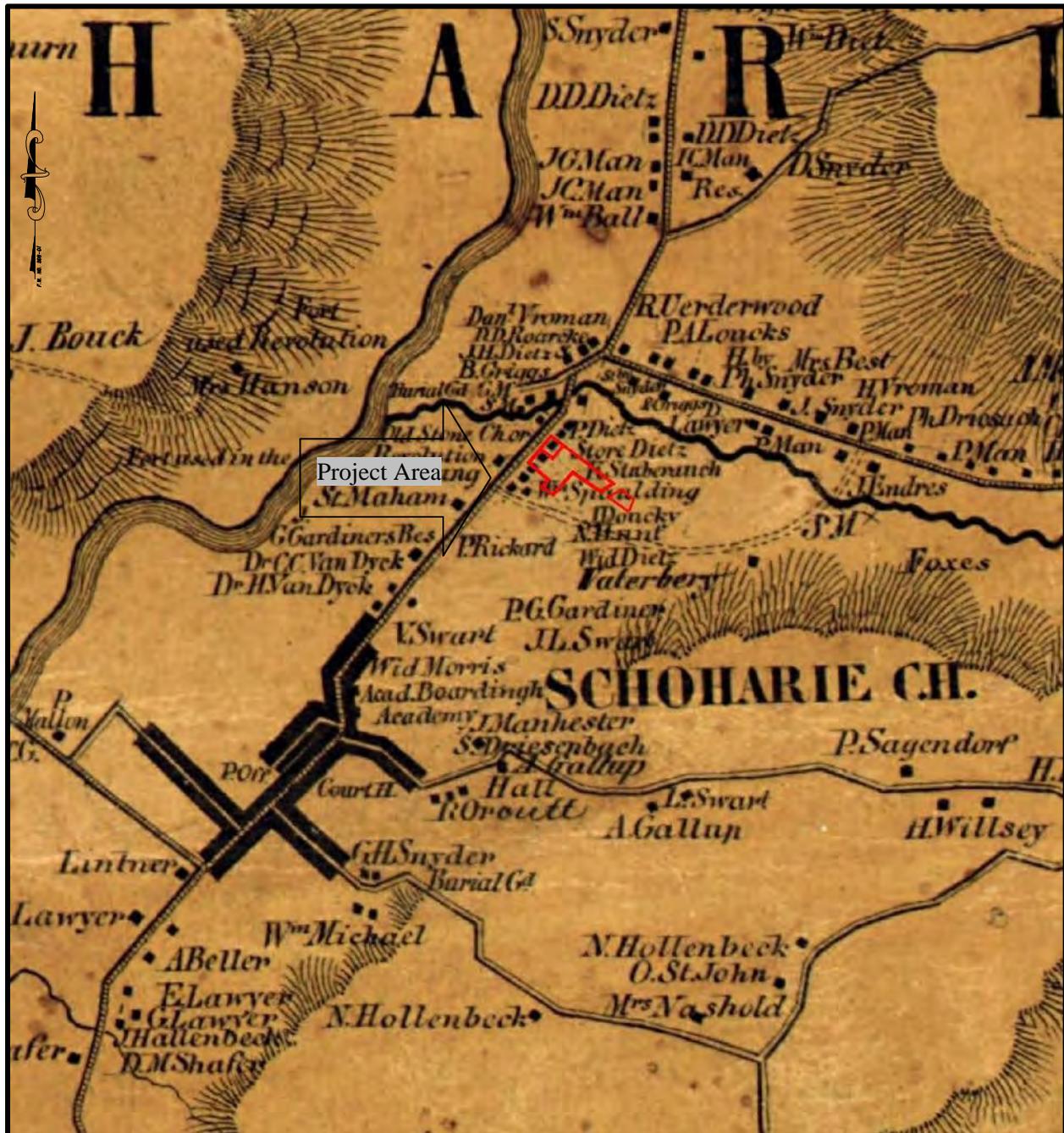


Map 4: 1768 *The provinces of New York, and New Jersey; with part of Pensilvania, and the governments of Trois Rivières, and Montreal:* Samuel Holland. (Source: Library of Congress) Not to Scale.

Following the American Revolution, the Dutch and German inhabitants of the Schoharie Valley were joined by settlers from New England. The old dorfs, most of which had been destroyed in the war, were given English names, or were not rebuilt. Grain remained the main stay of the economy in the Schoharie Valley into the 19th century, when the opening of the Erie Canal in 1825, which allowed agricultural products from the western part of the state to be shipped to New York, made the growing of grain less profitable. As happened in many other areas of eastern New York State, the farmers of Schoharie County, enabled by the improvement of roads and the construction of railroads, shifted from grain to fresh dairy products, which were shipped to Albany and beyond. The farmers, many of whom were descendents of the German settlers, also turned to the growing of hops, the flowers of which were dried and made into beer and medicines.

In 1856, Robert P. Smith made a survey of Schoharie County, which was published by E. Wenit & W. Lorey of Philadelphia. (Map 5) The map indicates that Schoharie, which had become the county seat, had increased in size. To the north, Fox Town is no longer identified as hamlet, but the concentration of houses along Fort Road and on the north side of Fox Creek clearly indicates that it was remained an important settlement. The Old Stone Fort is shown on the west side of Fort Road, then the main north-south highway. On the east side of Fort Road were the house and store owned by R. Dietz. The Dietz family were earlier settlers in Schoharie County. In addition, there were dwellings owned by K. Staberanch [sic] and William Paulding. On the north side of Fox Creek there was a grist mill, a saw mill, and a burial ground. There were also homes owned by families named Vroman, Griggs, Snyder, Underwood, Loncks, and Lawyer, another early Schoharie County family. The number of houses along Fort Road near the Old Stone Fort, as well as changes to the roadway, make it difficult to clearly place the project

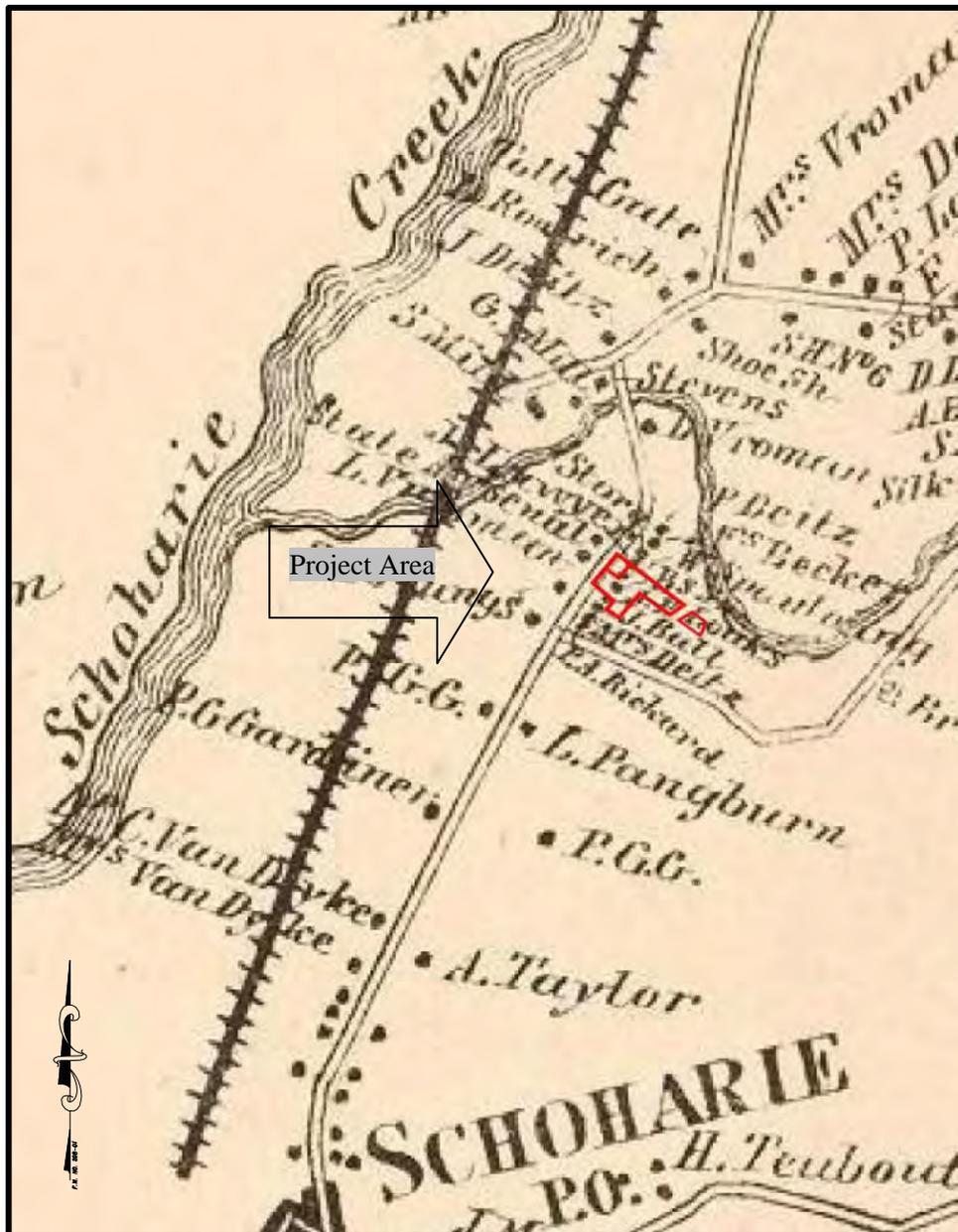
area. The wooden house on the northern portion of the property may date to as early as 1856, but, even if that house dates to a later time, it appears that at least one and perhaps two houses were located on the Niagara Engine Company No. 6 site.



Map 5: E. Wenig *Map of Schoharie County, New York*. (Source: Library of Congress) Scale: 1"=1095'.

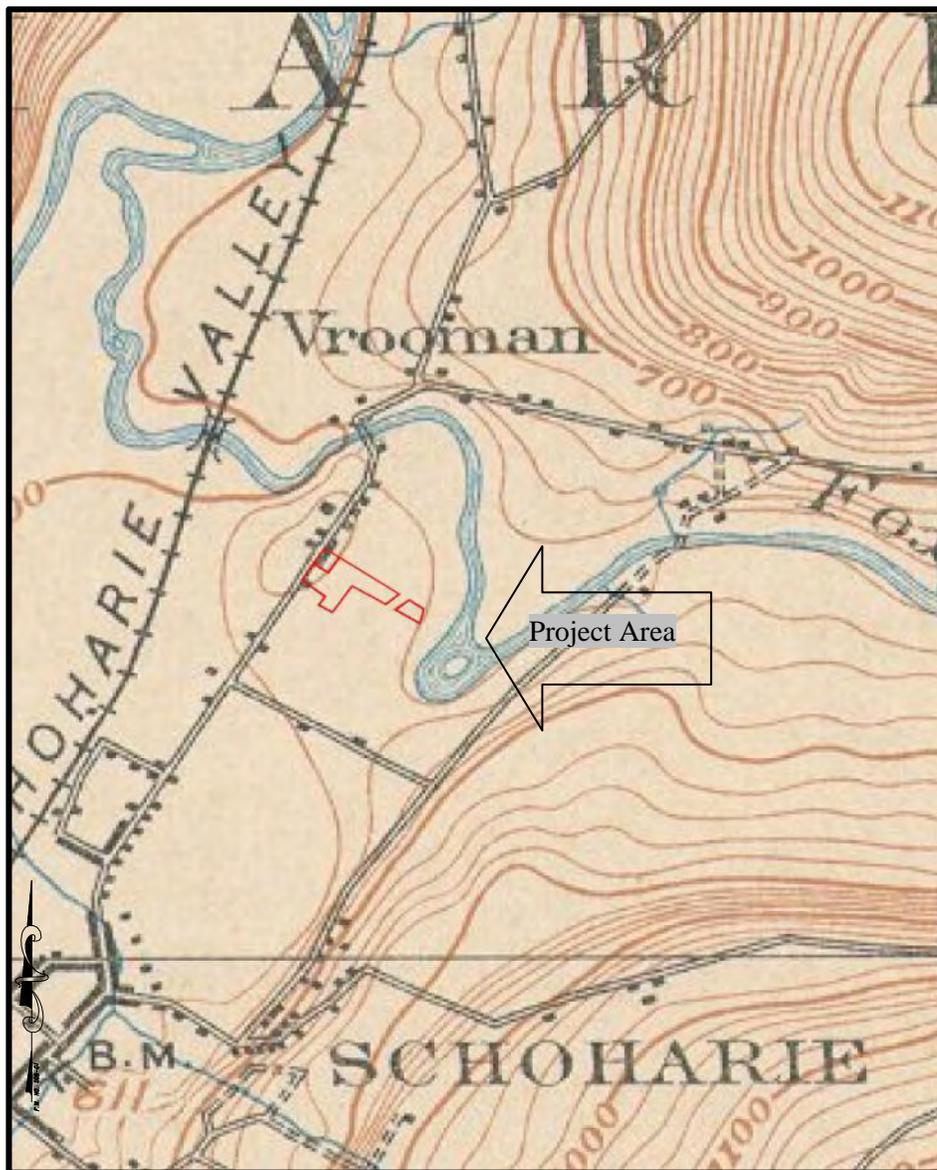
Ten years later, in 1866, S. N. and D. G. Beers surveyed the area for Stone and Stewart's *New Topographical Atlas of Schoharie Co., New York*. (Map 6) By this date, the rail line had been built from Schoharie to Schoharie Junction, where it connected with the Susquehanna Division of the Delaware and Hudson Railroad (D&H Railroad). The line would later be extended south to Middleburg, and became known as the Middleburg and

Schoharie Railroad, or alternatively as the Schoharie Valley Railroad. The railroad was critical to the continued prosperity of the valley, since it provided a way to easily send dairy products, particularly milk, but also butter, to towns along the D&H line, and to transport goods from outside into the valley. As was the case in 1856, Fox Town is not identified by name, but the area had, if anything, increased in importance. There were two stores and a blacksmith shop, the garage of the 19th century, as well as a grist mill, three saw mills, a shoe shop, a silk factory and a schoolhouse (School House No. 6). There were ten dwellings on the east side of Fort Road, with fewer on the west side north and south of the Old Stone Fort, identified here as the “State Arsenal”. Again, it is difficult to place the project area, but it appears likely that at least one and perhaps two houses were located on the site.



Map 6: S. N. and D. G. Beers. *New Topographical Atlas of Schoharie Co., New York* Scale: 1"= 1275'.

In addition to the current topographical map (See Map 1), the Schoharie, NY 15 Minute quadrangle map from 1900 was consulted. (Map 7) The map identified the area formerly known as Fox Town as Vrooman, the name of a locally prominent family. The current topographical map identified this as Vroman Corners. Fox Creek is identified. The railroad now extends south to Middleburg, passing through Davis Crossing, Schoharie and Wright to connect with the main line at Schoharie Junction. The main highway (Route 30) still passed through Fox Town, crossing Fox Creek on a covered bridge (recently replaced as a covered pedestrian bridge). There are a number of buildings along the east and west side of Fort Road, but the owner's names are now indicated. As on the earlier maps, it is not easy to locate the buildings that may have stood on the project area, but the house on the north portion of the site was certain one of the buildings seen on the 1900 map. Based on our visual inspection of the area, all of the houses located to the south of the project area post-date 1900.



Map 7: 1900 USGS Topographical Map. Schoharie Quadrangle. 15 Minute Series. Scale: 1"=1275'.

Additional Research Undertaken

Professional surveys and excavations in the Town of Schoharie, Schoharie County, New York identified numerous prehistoric sites adjacent to Schoharie Creek and Fox Creek. One of the earliest report is for the Westheimer Site, located on Schoharie Creek northwest of the project area. That site is discussed above (Ritchie & Funk 1973). In 1998, Edward Curtin completed a Phase II-III investigation of the Schoharie Waste Water Treatment Plant Outfall Realignment and Extension (Curtin 1998). The work was undertaken following damage to the plant by flooding in 1996, which altered the flow of Schoharie Creek, leaving an oxbow that was becoming polluted by effluent from the Schoharie treatment plant. The site, referred to as the Outfall Site, was investigated as a combined Phase II and Phase III, following the identification of a prehistoric midden containing chert flakes, chert tools, calcined bone and Fire Cracked Rock (FCR). Diagnostics from the initial investigation included a Levanna projectile point, in this context dated to between AD 700 to the 17th century, and a small sherd of pottery. During the Phase II-III investigation, which identified post holes, hearths and middens, a Meadowood point was recovered, along with Oak Hill pottery (radiocarbon date c. 1435AD). The radiocarbon date on Feature 3, in Unit 5, a “deeply buried component”, was 395AD, consistent with a Fox Creek phase (Curtin 19098:61). The report concludes:

The Schoharie Outfall site contains evidence of a long period of occupation from about 1000BC to circa AD 1600. Portions of this time span are confirmed by radiocarbon dates while the rest is inferred based upon the recovery of a wide variety of temporally diagnostic artifacts. The site is spatially differentiated with a large Late Woodland II component on the crest of a prominent ridge, but outside the project area; and a variety of smaller artifact concentrations on the gentle slope toward the creek. These archaeological components are variously referable to the Early, Middle or Late Woodland period, based upon the spatial distribution of temporally diagnostic artifacts. . .most appear to represent relatively sedentary small settlements or individual dwelling areas. At least one case of the camp of a more mobile group was hypothesized. During the Meadowood phase of the Early Woodland period dwelling or activity areas may have been positioned relatively close to the route to chert quarries on Terrace Mountain. The pattern of small, relatively sedentary settlements continued over a long period of time, and characterizes the Middle Woodland and Late Woodland periods through the Oak Hill phase. Human alteration of the environment by burning may have occurred repeatedly toward the end of the Middle Woodland period. Since corn was adopted about this time in the Susquehanna and Hudson drainages, it is possible that the Schoharie Outfall site, has provided evidence of land clearing associated with early gardens. The small community, homestead or farmstead settlement pattern associated with the locations occupied from the Meadowood through the Oak Hill phase apparently was replaced by a large community organized east of the project area during Late Woodland II (Chance or Garoga phase) times (Curtin 1998:62-3).

Kerry L. Nelson wrote a report on lithic wear analysis for the Outfall report, concluding that three cherts were present: Eastern Onondaga chert, locally available from glacial cobble and the quarry on Terrace Mountain, Western Onondaga chert, an exotic available in the western part of New York State, and a black chert with white banding, which was assumed to be local, but the source of which was not identified. Among the diagnostics recovered was a Meadowood Point made of an exotic chert. The other diagnostic recovered consisted of a Fulton Turkey tail, Fox Creek, Jack’s Reef Pentagonal, Levanna and Madison, made from locally sourced chert (Curtin 1998:69).

The findings at the Outfall Site have parallels at other sites reported in the archaeological literature, including the Westheimer Site. But, there are examples of other site types among the reports reviewed. Between 1998 and 2002, Hartgen Archeological Associates, Inc. (HAA) completed a series of investigations related to the planned improvements of the Village and Town of Schoharie Water District. The first survey, completed in 1998, examined nine areas determined to be archaeologically sensitive (HAA 1998). At the Reservoir Site, located east of the Niagara Engine Company No. 6 site, three prehistoric loci were identified on a terrace overlooking Fox Creek and a wetland. On Fort Road near the Old Stone Fort, prehistoric and 18th century artifacts were recovered, including a biface fragment, chert flakes, chert trim flakes, 18th century tin glazed earthenware and an English gun flint (HAA 1998:33). HAA tested an area located between NYS Route 443 and Fox Creek, and did not identify any archaeological material. This area has since been impacted by the improvements of the Village and Town of Schoharie Water District. Over the next several years, HAA completed additional investigations of the sites identified in the initial survey, including Phase II investigations at two of the three prehistoric loci identified on the Reservoir Site. It was concluded, based on the Phase II investigation, that both sites were lithic reduction sites, focused on Helderberg and Onondaga cherts that could have been obtained from locally available glacial cobble. There was evidence that some of the material recovered was not derived from cobbles, but from a quarry site that was believed to be located nearby. The analysis of the quarry material was based on a model developed by Philipp LaPorta, who had assisted HAA in other investigations of potential quarry sites. No diagnostics or features were identified during the investigation, and it was concluded that, although both sites were National Register eligible, that the information obtained was representative of the types of artifacts obtained from such sites, and that additional work would not significantly add to the information that could be derived from the site (HAA 1998:18).

The following year, HAA completed a Phase II investigation of the Lovelace Site (HAA 1999). The Phase II investigation was conducted on a terrace overlooking Fox Creek and adjacent to Route 443. More than 800 artifacts were recovered, including a Lamoka-like stemmed projectile point, which dates to the Late Archaic period. No features were identified. With respect to the prehistoric components of the site, it was concluded that a sufficient sample had been obtained, and no further work was recommended. The Phase II investigation also recovered substantial 18th century material, and it was recommended that, if avoidance was not feasible, a Phase III archaeological investigation be completed.

In 2000, HAA completed two Phase 1B surveys for portions of the water line extension near the Railroad Depot complex. The first survey identified two prehistoric features, buried prehistoric deposits and a substantial prehistoric lithic artifact assemblage consisting of over 1000 artifacts. The material recovered suggested that the site was National Register eligible, and a Phase III investigation was recommended. The second survey also identified prehistoric features, buried prehistoric deposits and a substantial prehistoric lithic artifact assemblage, in this case consisting of over 500 artifacts. However, it was not clear that the second site was National Register eligible, and so a Phase II investigation was recommended.

In 2002, HAA returned to an area along Waterbury Road, where a mill complex and prehistoric hearth had been identified. The waterline was shifted from this area, but the new location was monitored by HAA as the trench was dug. The property, adjacent to Homer Zeh Lane, yielded a prehistoric feature containing a Fox Creek projectile point dating to the Middle Woodland period and 18th century historic artifacts. Portions of the mill complex were revealed by trenching, including a section of the wheel pit, head race and heel pit support wall. These features were carefully recorded and documented. No significant archaeological material was recovered during the monitoring program, and no further archaeological investigation was recommended.

In January and September 2006, Stephen J. Oberon completed a Phase I Cultural Resources Survey, Site Assessment and Site Identification Phases report on the proposed Cobleskill Stone Quarry in the Town of Schoharie, Schoharie County, New York (Oberon 2006). The Phase 1B survey excavated a total of 560 shovel tests on the 67 acres (27.1 hectares) site, identifying two prehistoric loci. Locus 1 contained a thumb scraper, an end scraper and 13 chert flakes (Oberon 2006:12). Locus 2, in the southeastern portion of the site, yielded eight flakes and two fragments of FCR. The sites were interpreted as loci where tool maintenance took place, while the scrapers were considered indicative of the processing of faunal resources (Oberon 2006:13). A Phase II investigation of both sites was recommended, and completed in September 2006. The Phase II site evaluation of Locus 1 demonstrated that it would be possible to avoid this site, and as long as the boundary was protected by a 30' (9 m) buffer and the buffer zone was preserved, no additional work was recommended (Oberon 2006b:6). Locus 2 (CSP Precontact Site 2 (USN A09512.000147) was tested, encountering additional evidence that stone tool production and maintenance had taken place at the site. The activities, according to the Phase II report, were of short duration and involved a small group or population. Activities included the reduction of glacially-deposited cobbles and boulders and the fashioning of expedient stone tools from locally available sources. The two scrapers recovered suggested that small-scale processing of animal resources had also taken place. Oberon considered that, based on the Phase II findings, that Locus 2 contained sparse material, and lacked features, structural remains or temporally or culturally diagnostic items. It was his recommendation that no further work be required.

The surveys discussed above are all fully referenced in the bibliography.

Sensitivity Assessment and Site Prediction

The initial visit to the proposed Niagara Engine Co. No. 6 site, indicated that much of the site has been impacted by the construction of the buildings currently located on the site, including a wooden dwelling dating to the 19th century. In addition, there are areas of the site that appear to have been graded to create a series of gravel drives and parking areas. However, areas of the site that may not have been impacted by prior development have the potential to contain both prehistoric and historic cultural resources. The historic resources could be related to the occupation of the area by settlers in the 18th century or to the attack on the Old Stone Fort by British troops and their Indian allies in October of 1780. It appears that there may have been two houses on the site in the mid-19th century. Anecdotal information suggests that one of the houses may have burned, but it is possible that shaft features (i.e., privies, cisterns or wells) and middens associated with that house may be present on the site. It is also possible that shaft features or middens may be associated with the house at 118 Fort Road. If undisturbed, the potential for the site to contain historic cultural resources would be high. Given the level of surface disturbance, due to the current activities on the site, the potential is considered to be moderate.

With respect to prehistoric sites, the area immediately surrounding the project area has been identified as highly sensitive. There are no fewer than 40 prehistoric sites within a mile of the project area. This suggests that the project area, if undisturbed, would likely contain prehistoric sites. However, the level of disturbance on the site suggests that intact prehistoric sites may not exist, except in the eastern portion of the property. Phase 1B testing is recommended to demonstrate the level of disturbance on the site, and rule out or rule in prehistoric cultural resources.

Conclusions and Recommendations

Based on our research, no prehistoric sites have been identified within the project area; however, no fewer than 40 prehistoric sites have been identified within a one mile radius of the Niagara Engine Company No. 6 site. Many of these sites are located on terraces overlooking Fox Creek, which flows a short distance east of the property boundaries. There is an historic house located on the site, and map research suggests that at least one other Map Documented Structure (MDS) was located to the south of 118 Fort Road. The potential for shaft features or middens associated with these structures would be moderate to high. It is concluded that undisturbed portions of the site have the potential to contain both historic and prehistoric cultural material, and a Phase 1B archaeological field reconnaissance survey is recommended to rule out or rule in such resources.

Phase 1B Introduction

On November 30 and December 4, 2012, CITY/SCAPE: Cultural Resource Consultants undertook a Phase 1B Archaeological Field Reconnaissance Survey on the Niagara Engine Company No. 6 site located at 114 and 118 Fort Road in the Village of Schoharie, Schoharie County, New York. (See Phase 1A Maps 1-2 & Fig. 1)

Archaeological fieldwork was supervised by Stephanie Roberg-Lopez, M.A., R.P.A., Principal Investigator. The field technicians were Franco Zani, Jr. and Frank Spada. A draft of the final report was written by Franco Zani, Jr.; the draft report was expanded and completed by Beth Selig, under the supervision of Stephanie Roberg-Lopez. Site photography was completed by Gail T. Guillet and Franco Zani, Jr.

Phase 1A Information

The description of the proposed project, environmental information, and archaeological sensitivity assessment are included in the Phase 1A report that is bound with this report. (pp. 1-18)

Methodology

Results of the Phase 1A Literature Review and Sensitivity Analysis indicate that undisturbed areas on the Niagara Engine Company No. 6 site have a high potential to yield prehistoric cultural resources. Phase 1A research completed by CITY/SCAPE identified more than 40 prehistoric sites located within a one mile radius of the project area. Based on the date of the house located at 118 Fort Road, and indications that there was a Map Documented Structure (MDS) located in the northwest corner of the property, the potential for historic cultural resources within the Area of Potential Effect (APE) was also considered high.

Areas selected for subsurface testing were identified during a comprehensive walkover of the property. This walkover served to evaluate the project area, assess areas of disturbance, rule out slope, assess available raw material and habitation resources, and determine former land usage. Wetlands, areas with surface water, whether natural or man-made, and areas of slope in excess of 12% were not included in the testing program.

The areas selected for shovel testing were subjected to tests at intervals of 50' (15m) along transects conforming to the land surface. Determinations about the sensitivity of the various areas were based on environmental factors, topography and the known activity patterns of prehistoric populations.

Field Methodology

Field methodology employed in the Niagara Engine Company No. 6 site consisted of several stages of investigation. These included:

1. A walkover and visual inspection of the site to assess areas of potential sensitivity for prehistoric cultural remains.
2. The excavation of a control shovel test to establish the stratigraphy of the site and to identify the depth and composition of the sterile glacially deposited sub soils and fill material.
3. Systematic visual inspection of the land surface to rule out the presence of rock faces and overhangs.
4. Shovel testing in the areas identified as having a potential sensitivity for prehistoric remains.
5. Photographic documentation of the overall site, areas of standing water and prior disturbance.

The methodology for shovel testing in the sensitive areas involved excavating 40 cm (16") diameter shovel tests at 50' (15m) intervals. Soils were passed through a ¼" (0.6cm) steel mesh screen and the materials remaining in the screens were carefully examined for historic and prehistoric artifacts. Items recovered from the screens were assigned to the stratum from which they were obtained, and the artifacts removed to the CITY/SCAPE: Cultural Resource Consultants laboratory for analysis. The stratigraphy of each test was recorded, including the depth and the soil description of each layer and is included as Appendix C. The Phase 1B field survey was recorded photographically.

Field Results

Once the testing strategy had been established, potentially sensitive areas were systematically tested at a 50' (15m) interval. A total of sixteen (16) shovel tests on nine (9) transects, laid out in those areas on the site that were not documented to have been disturbed, comprehensively tested the Niagara Engine Company No. 6 Area of Potential Effect (APE). Testing began along the southern boundary and continued north. (See Fig. 3: Field Reconnaissance Map)

Transect 1 (TR 1) and TR 2 were laid out along the southern boundary of the Niagara Engine Company No. 6 site, and continued eastward at 50' (15m) intervals. These transects are located adjacent to an area that had previously been plowed, and it is possible that the area in which TR 1 and TR 2 are located may also have been plowed at some time in the past. Both shovel tests on TR 1 yielded prehistoric material. The single shovel test (STP 3) on TR 2 yielded prehistoric and historic material, including eight (8) flakes and a fragment of metal. Soils on TR 1 and TR 2 were a dark yellowish brown silty sandy loam overlaying yellowish brown sandy clay. A series of twenty-nine (29) radial confirmation tests were excavated at shovel tests 1 through 3, recovering more than 213 fragments of debitage, including the base of a non-diagnostic biface. The materials were predominantly a dark gray chert. The historical materials included meal, glass, a musket ball and ceramics.

Transect 3 (TR 3) was laid out across the lawn between the parking area at the rear of the buildings on 114 Fort Road and the gravel road that runs along the eastern property line. These shovel tests were oriented to 66° north and excavated at a 50' (15m) interval. A total of two shovel tests (STP 4 & STP 5) were excavated on TR 3. Both

shovel tests, which were terminated at 8" (20cm), encountered dense sand and gravel fill. The soils were a very dark gray sand and gravel fill. No cultural materials of any kind were recovered.

Transects 4 through TR 6 were laid out around the house at 118 Fort Road. These transects were oriented 156° to the east and excavated at a 50' (15m). Transect 4/STP 6 is located on the south side of the house in an area that was once a garden. Cultural material at TR 4/STP 6 was limited to two (2) sherds of window glass. Soils were a mix of dark brown silty loam and yellowish brown clay overlaying yellowish brown clay. Transect 4/STP 7 identified a coal ash pit that yielded historic cultural material, including four (4) pieces of metal, two (2) shell fragments and two (2) ceramic sherds. The soils were a dark yellowish brown silty sandy loam over a 10" layer of gravel and coal ash, which overlay yellowish brown sandy clay. Transect 5, containing two shovel tests, was laid out on the north side of the house. Prehistoric material, including chert tools and debitage, was recovered. Historic material was also recovered, including window glass, nails, bone, shell and ceramics. Soils were a dark yellowish brown silty sandy loam overlaying yellowish brown sandy clay. Transect 6 was laid out behind the house. A total of four shovel tests were excavated (STPs 10-13), all of which yielded both prehistoric and historic cultural material. Soils were a dark yellowish brown silty sandy loam overlaying yellowish brown sandy clay.

A series of twenty four (24) confirmation shovel tests were excavated at 10' (3m) intervals at the cardinal points around the positive shovel tests on TR 4, TR 5 and TR 6 were laid out. However, TR 5/STP 8 North 2 and TR 5/STP 8 West 2, which fell outside the boundary of the APE, were not excavated. In addition, STP 10W2 and STP 10E2 were not excavated; these shovel tests fell under a porch and a gravel bed, respectively. The twenty (20) test pits that were excavated yielded additional prehistoric and historic material. A total of fifty-seven (57) fragments of debitage was recovered from this locus, along with a complete ovate biface/knife and a broken non-diagnostic biface base. A single fragment of Fire Cracked Rock (FCR) was also recovered.

Transects 7 through 9, each containing a single shovel test, sampled the eastern section of the property. This area consisted of a gravel and crushed stone road that has been expanded over time. TR 7/STP 14 was placed next to a small wooden building to the south side of the driveway. (Photo 7) Transect 8/STP 15 was placed next to a wooden building on the north side of the same driveway. (Photo 6) Both shovel tests contained densely packed very dark gray sand and gravel fill. No cultural material was identified in either shovel test. TR 9/STP 16 was placed in the easternmost section of the APE. Much of the area was marked with wetland flags, and the area to the north of the road had clearly been bulldozed, which removed much of the topsoil. Soils were a mix of dark yellowish brown silty sandy loam and yellowish brown sandy clay overlaying yellowish brown sandy clay with charcoal staining. Charcoal and coal were examined and discarded. No cultural material was identified in this STP.

Rock Shelters and Mines

The site was carefully inspected for any rock formations with the potential to yield either lithic raw materials or shelter. No sources of lithic raw materials were identified within the boundaries of the APE of the Niagara Engine Company No. 6 site.

Phase 1B Survey Results

Prehistoric Artifact Assemblage

The Phase 1A Literature Review and Sensitivity Analysis prepared for the Niagara Fire Company No. 6 site determined that, in those areas that were undisturbed, there was a high potential to encounter prehistoric cultural material. The Phase 1B shovel testing recovered several chert tools, including the base of a small biface, an ovate base, and a broken biface, along with 273 fragments of chert debitage. One fragment of fire cracked rock (FCR) was also recovered. Based on the nature of the assemblage, it appears that the site was utilized by prehistoric peoples as a camp site. Based on the nature of other documented sites in the area, which include both special use camps and village sites, the prehistoric site on the Niagara Fire Company No. 6 site is likely part of a larger prehistoric occupation along the banks of Fox Creek, which runs along the eastern edge of the property. The Phase 1B survey indicates that the prehistoric and historic material is comingled, but, it is possible that intact a prehistoric site may exist beneath the overlying historic material, with the historic sheet midden effectively sealing in the prehistoric stratum.

Historic Artifact Assemblage

The historic artifact assemblage recovered from the Niagara Engine Company No. 6 site is composed primarily of architectural material (48 %), including square nails that date from the late 18th through the early 20th century, and round nails, which date from 1910 to the present. The architectural material class is followed by the Food Service class (20.16 %), which includes those vessels used to serve food at the table, and Fauna (19.89%), which are generally the remains of meals consumed by the families that occupied the house. In contrast, Food Storage comprised only 6.63 % of the assemblage. Nine (9) fragments of kaolin pipe, five stems and four pipe bowl fragments, were also recovered from around the house area. Personal items, including buttons and sherds of medicine bottles, were recovered. In addition, a small musket ball was recovered.

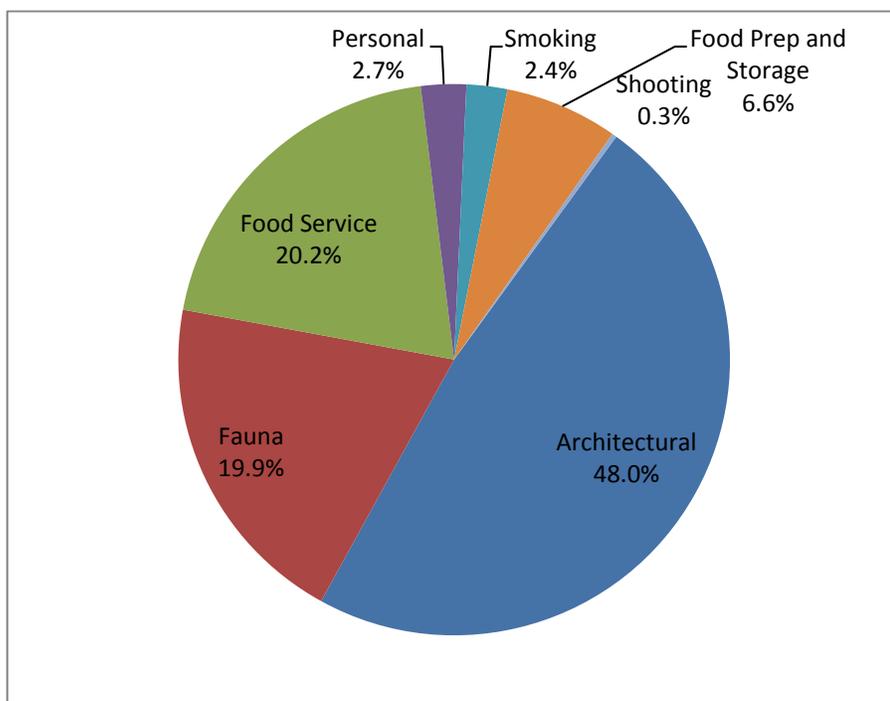


Chart 1: Niagara Engine Company No. 6 Artifact Assemblage by Class

Looking at the ceramics recovered in the Phase 1B survey, the largest class of ceramics is whiteware, (59.7%), a table ware that was first manufactures in England in 1830. By the end of the second half of the 19th century, whiteware had become ubiquitous in English and American households. For this reason, when archaeologists recovered significant amounts of whiteware from an historic site, it is an indication that the assemblage dates from the mid-19th century or later, rather than to an earlier period. The second largest group of ceramics recovered is pearlware (19.5%), which was first manufactured in England beginning in 1770; pearlware continued in production until 1830, when it was replaced by whiteware (1830-1997). In the late 18th and 19th century, English taste demanded tablewares and teawares that resembled the hard, white of Chinese import porcelain. Given the expense of Chinese import porcelain, English manufacturers set out to meet the demand with English made products. Pearlware, which had a blue cast to the glaze, was the first attempt to meet that demand, followed by creamware, first manufactured in 1780. Creamwares often have a yellowish hue to the glaze, but were, on the whole, whiter than pearlware. Creamware represents only 7.8 % of the ceramic assemblage on the Niagara Engine Company No. 6 site. The relatively low percentages of pearlware (19.5%) and creamware (7.8%) on the site, when compared with the percentage of whiteware (59.7%), is an indication that the assemblage on the Niagara Engine Company No. 6 site dates to the mid-19th rather than to an earlier period. The dating of the assemblage is reinforced by the low percentages of stoneware and redware in the ceramic assemblage; both of these types of ceramics were used for the storage and preparation of food in the late 18th and early 19th centuries, but both had fallen out of favor by the mid-19th century, when yellowware and glass bottles and jars replaced these ceramic types.

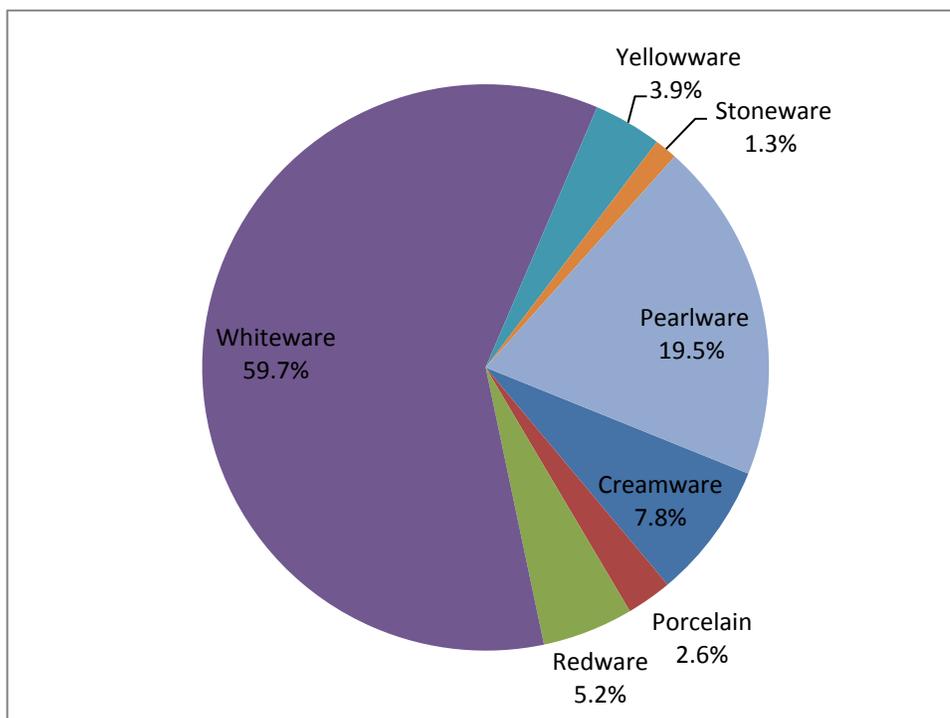


Chart 2: Ceramic Assemblage from Niagara Engine Company No. 6 Site.

Map research indicated that a house (MDS) had been located in the southeastern corner of the property. By the early 20th century this house was no longer standing. The area in which the house was located has been heavily disturbed, and the area was not testing during the Phase 1B survey.

Summary and Conclusion

On November 30 and December 4, 2012, CITY/SCAPE: Cultural Resource Consultants completed a Phase 1B Archaeological Field Reconnaissance Survey on the Niagara Engine Company No. 6 site located at 114 and 118 Fort Road in the Village of Schoharie, Schoharie County, New York..

A total of sixteen (16) shovel test pits were laid out along nine (9) transects. Of the sixteen (16) shovel tests, five (5) showed evidence of disturbance; none of the five shovel tests contained cultural material. Nine (9) of the initial shovel tests excavated on the Niagara Engine Company No. 6 site contained prehistoric material. Forty-nine (49) radial confirmation tests were excavated around the positive shovel tests, thirty nine (39) of which were positive for prehistoric material. All shovel tests in the southeastern corner of the property and around the house were positive. Given the topography of the land, it is likely that the prehistoric locus in the southeastern corner of the site and the locus identified near the house are part of one larger prehistoric site. This site has been divided into two parts by the disturbance that has taken place on the site, specifically the construction of the buildings and the gravel drives and parking areas.

With respect to the historic cultural material recovered, it is heavily concentrated in the northern portion of the site to the north and east of the house. Based on the material recovered, it is likely that the historic material represents a kitchen midden or perhaps a sheet midden.

Based on the results of the Phase 1B survey, which identified dense concentrations of prehistoric artifacts in the southeastern corner of the site and around the house located at 118 Fort Road, it is recommended that, unless these areas can be avoided, a Phase 2 Archaeological Investigation be undertaken to determine whether the prehistoric and historic loci are eligible for listing on the National Register of Historic Places. The Phase 2 would consist of two parts, the first being to excavate additional shovel tests to determine the boundaries of the two sites and the second being to excavate between eight and twelve 1 by 1 meter units in the areas where there are prehistoric and historic artifact concentrations to gather the information necessary to make a determination concerning National Register eligibility.

With respect to the eastern portion of the site, significant disturbance has been documented in these sediments. The Schoharie Fire Department plans to construct a pole barn in this area. Given the level of disturbance that has taken place in this area, it is recommended that permission be granted to construct the pole barn prior to the completion of the Phase 2 Archaeological Investigation.

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APPENDICES

LIST OF APPENDICES

Appendix A: Photographs

Appendix B: Soil Description and Map

Appendix C: Shovel Test Records

Appendix D: Artifact Catalog

Appendix E: OPRHP Site Forms

APPENDIX A

PHOTOGRAPHS



Photo 1: Façade of present building of Niagara Engine No. 6. View to northeast..



Photo 2: East side of building. View to northeast.



Photo 3: Rear of building, including Quonset hut and rear of house located at 118 Fort Road. View to northwest.



Photo 4: Small shed building and vehicles behind Niagara Engine No. 6 building. View to northeast.



Photo 5: Drive leading from behind Niagara Engine No. 6 building to rear of property. View to northeast.



Photo 6: One of two small wooden buildings located on Niagara Engine No. 6 property. This building is on north side of drive leading to rear of property. View to northeast.



Photo 7: Small wooden building located on south side of driveway leading to rear of Niagara Engine No. 6 property. View to southwest.



Photo 8: Power lines cross rear of property. View to northeast.



Photo 9: Construction fencing along edge of Fox Creek, which marks eastern boundary of Niagara Engine No. 6 property. View to northeast.



Photo 10: 118 Fort Road. House located on separate lot within boundaries of proposed project. House dates to 19th century. View to southwest.



Photo 11: 118 Fort Road. Located adjacent to 114 Fort Road (see to right). View to southeast.



Photo 12: South side of 118 Fort Road. View to northeast.



Photo 13: 110 Fort Road. House located adjacent to Niagara Engine No. 6 property. View to east..



Photo 14: House located south of 110 Fort Road. View to southwest.



Photo 15: House located south of 106 Fort Road. View to southeast.



Photo 16: 115 Fort Road. House located south of 121 Fort Road at intersection with Route 208. View to southwest.



Photo 17: 121 Fort Road. Located opposite 118 Fort Road, house dates to mid 20th century. View to northwest.



Photo 18: 125 Fort Road. View to northwest.



Photo 19: 126 Fort Road. Nineteenth century house located adjacent to 118 Fort Road. (See Photos 10-12) View to northwest.



Photo 20: 131 Fort Road. House dates to 19th century. View to northeast.



Photo 21: 128 Fort Road. House dates to 19th century. View to northwest.



Photo 22: 132 Fort Road. House dates to 19th century. View to northwest.

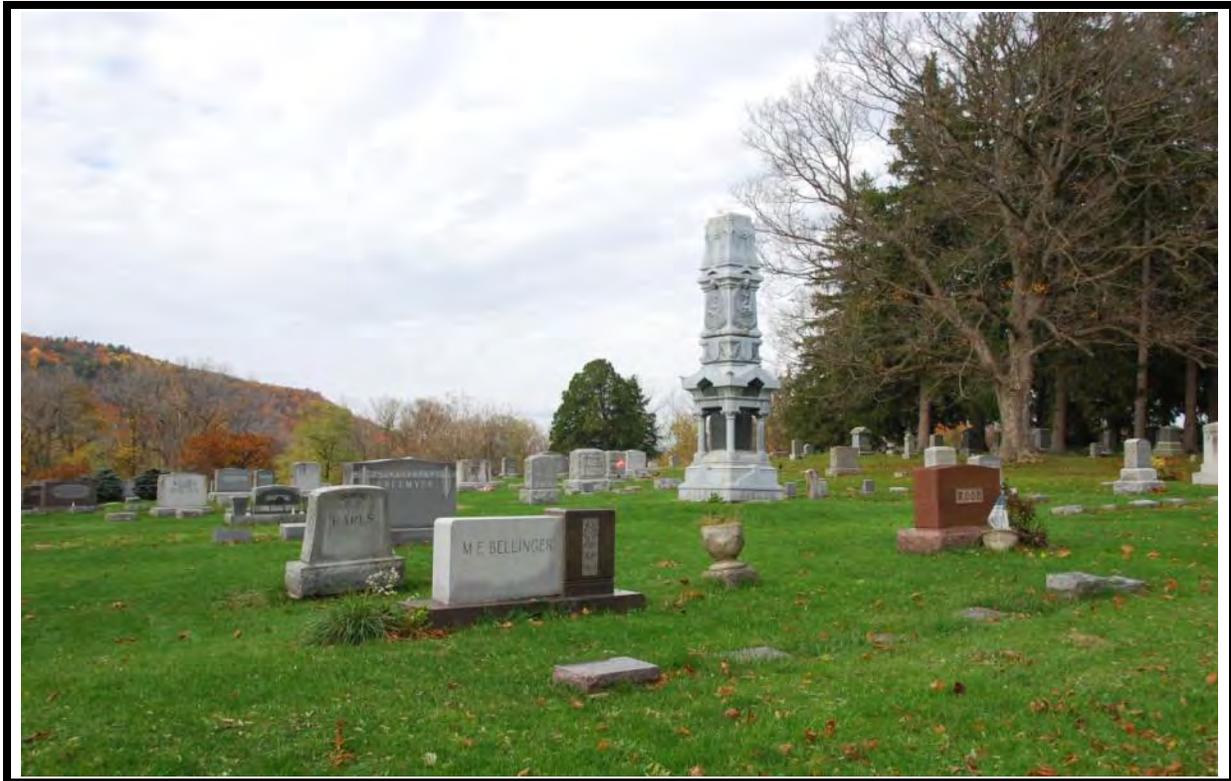


Photo 23: Cemetery located on east side of Fort Road. View to northeast.



Photo 24: 136 Fort Road. House likely dates to late 18th century. View to northwest.



Photo 25: Building located north of 136 Fort Road is of indeterminate date, but likely dates to 19th century. Mid-19th century maps indicate it may originally have been a commercial structure. View to southwest.



Photo 26: Old Fort Cemetery. Schoolhouse and other buildings, including an 18th century Dutch barn, seen beyond cemetery have been moved to this located from other areas in Schoharie County. View to northwest.

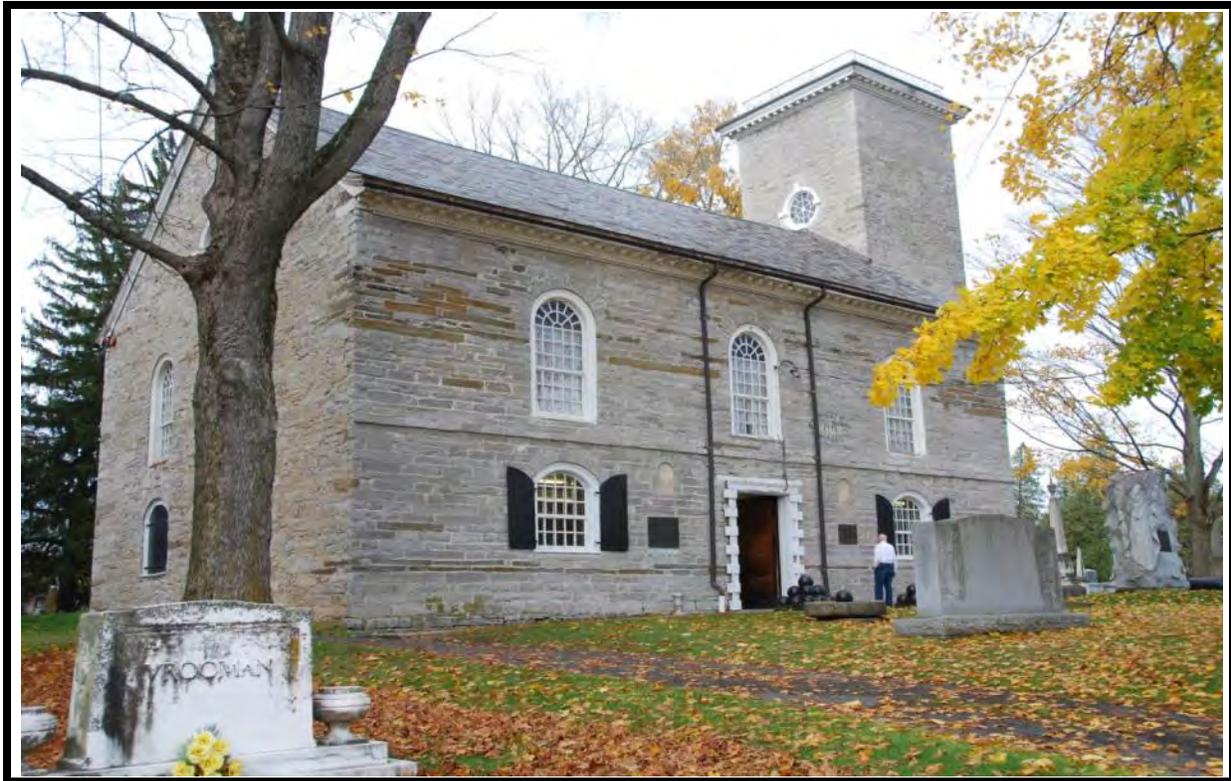


Photo 27: Old Stone Fort Museum. German Reformed Church (built in 1772) was enclosed by wooden stockade in 1777. Known as the “Lower Fort,” it was attacked during Revolutionary War. It served as an Armory in Civil War. View to northeast.

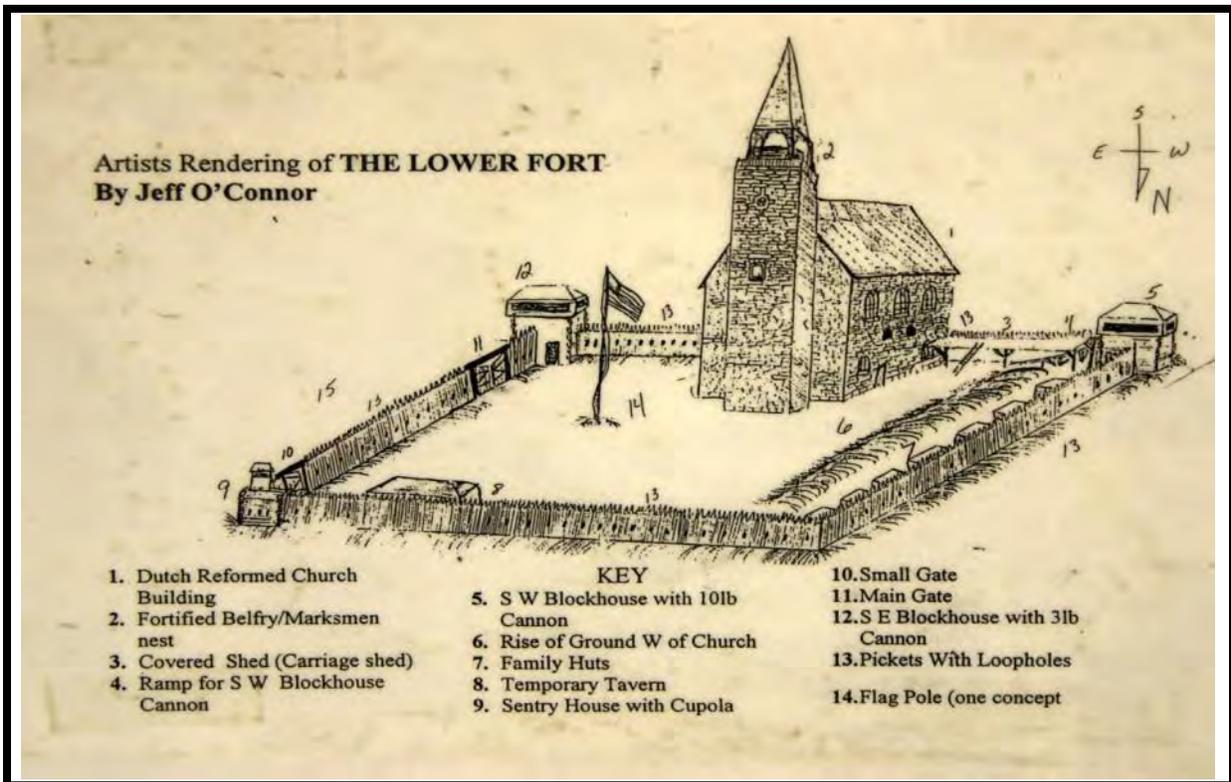


Photo 28: Artist's rendering of The Lower Fort (now Stone Fort Museum) showing appearance c. 1777. View to southeast.



Photo 29: Badgley Annex. Built in 1972 by New York State. View to west.



Photo 30: 152 Fort Road. View to northwest.



Photo 31: 156 Fort Road. Building dates to mid-20th century. View to northwest.



Photo 32: 174 Fort Road. Stone Church Parsonage built for the Reverend Johannis Schuyler, pastor of Stone Church for 31 years. House dates to 18th century. View to west.



Photo 35: Soils on Transects 3 contained a deep layer of fill and gravel.



Photo 36: The central portion of the site, along the driveway shows signs of gravel and larger rocks. View to north east



Photo 39: A gravel and crushed rock parking area takes up much of the eastern section of property. View to east.



Photo 40: Southern side of eastern parking area made of gravel and crushed stones. View to east.



Photo 41: A large area of the eastern most section of the property is marked by wetland flags. View to east



Photo 42: Transect 9/STP 16. The topsoil and subsoil are thoroughly mixed. Black staining can be seen at a depth of 24"

APPENDIX B

SOIL DESCRIPTION AND MAP

Appendix B: Soil Description

Figure 3: Soil Map for Niagara Fire Company Site. (Natural Resources Conservation Service)

Niagara Engine Company No. 6, 114-118 Fort Road, Village of Schoharie, Schoharie County, New York



Appendix C: Soil Descriptions

Phase 1A Literature Review & Sensitivity Analysis

Niagara Engine Company No. 6, 114-118 Fort Road, Village of Schoharie, Schoharie County, New York

Name	Soil Horizon Depth	Texture/ Inclusions	Slope (Percent)	Drainage	Landform
Howard gravelly silt loam (HgA)	Surface: 0-6" (0-15 cm) Subsoil: 6-12" (15-30 cm) Subsoil: 12-47"(30-117.5 cm) Substratum: 47-60" (117.5-150 cm)	Gravelly silt loam Gravelly loam Very gravelly loam Very gravelly sandy loam	0 to 5%	Well Drained	Valley trains and terraces
Schoharie and Hudson silt loam (ShB)	Surface: 0-10" (0-25 cm) Subsoil: 10-44" (25-105 cm) Subsoil: 44-60"(105-160 cm) Surface: 0-9" (0-23 cm) Subsoil: 9-14" (23-35 cm) Subsoil: 14-36"(35-90 cm) Substratum: 36-60" (90-150 cm)	Silt Loam Silty Clay Silty Clay Silt Loam Silt Clay Loam Silt Clay Clay	2 to 6%	Moderately Well Drained	Lake Plains
Schoharie and Hudson silt loam (ShC)	Surface: 0-10" (0-25 cm) Subsoil: 10-44" (25-105 cm) Subsoil: 44-60"(105-160 cm) Surface: 0-9" (0-23 cm) Subsoil: 9-14" (23-35 cm) Subsoil: 14-36"(35-90 cm) Substratum: 36-60" (90-150 cm)	Silt Loam Silty Clay Silty Clay Silt Loam Silt Clay Loam Silt Clay Clay	6 to 12%%	Moderately Well Drained	Lake Plains