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ALBANY WAREHOUSE DISTRICT HISTORIC RESOURCES SURVEY

INTENSIVE-LEVEL SURVEY REPORT

CITY OF ALBANY
ALBANY COUNTY, NEW YORK 12204

PREPARED FOR:
CITY OF ALBANY PLANNING & DEVELOPMENT DEPARTMENT

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EASTONARCHITECTS

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Cover Image: The southern portion of the Warehouse District in 1876, as illustrated in the *City Atlas of Albany,* Plate H, published by G.M. Hopkins (*Library of Congress*)

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EXECUTIVE SUMMARY

The City of Albany Planning and Development Department retained Easton Architects to undertake an intensive-level architectural survey of the historic resources within the Albany Warehouse District. The survey was funded by a Certified Local Government grant awarded by the New York State Office of Parks, Recreation and Historic Preservation (grant identifier PRK01-CLG20-2020-00008). The goals of the Albany Warehouse District Historic Resource Intensive-Level Survey are to record the architectural heritage of the neighborhood and to provide the City of Albany, the City's Planning and Development Department and its residents with a tool to inform future planning decisions.

The neighborhood known as the Albany Warehouse District is a comprised of small and large industrial structures dating from the late 19th and early 20th centuries. The area contains industrial building fabric and context that is integral to the development of the city of Albany and is a testament to the city's rich industrial past establishing Albany as an epicenter of commercial and political significance. Industrial trades including lumber, various types of manufacturing and brewing all contributed to the vitality and importance of this district.

The intensive-level survey included an evaluation of eligibility for listing on the New York State and National Registers of Historic Places. Buildings were evaluated for individual eligibility and as contributors to a potential historic district. A recommended historic district was identified as potentially significant under Criteria A and C for its associations with 19th and 20th centuries industries and manufacturing and transportation-related themes that influenced Albany's historic development, and for its representations of 19th and 20th century industrial architecture. The neighborhood's industrial character and surviving buildings merit recognition as the last physical embodiment of the neighborhood's significant role in Albany's history.

The recommended historic district could be termed the Albany Lumber and Industrial District or could continue to use the neighborhood's common name of the Albany Warehouse District. The recommended period of significance begins in 1853, when the oldest existing industrial building was constructed (the Boardman & Gray Piano Factory at 883 Broadway), and ends in 1972 when the majority of demolition and construction for Interstate-787 was complete and Schaefer Brewing's historic brewery complex was demolished. The recommended historic district unites the individually listed resources and eligible resources already recognized in the survey area; each has its own significance founded in the same significant transportation and industrial themes of the district.

SURVEY AREA

The survey area is located in the northeast section of the City of Albany. The survey area is generally bounded by Emmet Street to the north, Erie Boulevard and Interstate 787 to the east, Colonie Street to the south, and sections of North Pearl Street, Tivoli Street, and Loudonville Road to the west. The south and west boundaries follow the railroad right-of way from Water Street to U.S. Route 9. Broadway and North Pearl Street are the main north-south corridors in the survey area.

METHODOLOGY

The objective of this intensive-level survey is to survey the properties within the Albany neighborhood commonly known as the Warehouse District. The neighborhood has a concentration of 19th and 20th century manufacturing and commercial buildings representative of Albany's industrial heritage. The goals of the survey are to document the existing buildings and evaluate potential eligibility for listing on the New York and National Registers of Historic Places. The survey methodology included a detailed visual field survey, historic research, and geospatial analysis.

The survey area was one of twenty-one identified in Albany's *Historic Preservation Plan* (2019) as an area for future survey. The *Plan* included an initial survey area boundary around most of the parcels in this neighborhood, which provided the basis for the survey description in the City's Request for Proposals for this intensive-level survey. Parcels of both sides of the boundary streets are included in the survey area.

After consulting with the City of Albany Planning & Development Department and with James Finelli at the New York State Office of Parks, Recreation, and Historic Preservation, the survey area was refined to exclude the residential properties on Emmet Street. Residential properties were excluded from intensive survey, unless they were functionally related to historical industrial and manufacturing activities in the neighborhood.

Easton Architects collected field data in March 2022. Six surveyors, in three teams of two surveyors, walked the full survey area. The teams worked together to collect quantitative and qualitative data about each property. Each building was documented in a narrative and photographs. Surveyors identified the architectural style or stylistic influences, exterior materials, potential character-defining or unique features, evidence of alterations, general condition, and use. Field surveyors also confirmed the street address(es) of each building correlated with tax assessment parcel data.

Historic research was conducted prior to and after the field survey to develop the industrial and architectural historic context of the neighborhood. Historic map analysis was a key avenue of investigation to reveal the eras of development over time, landscape interventions, circulation routes and the interaction of the street grid with railroad and water transportation routes, and the impacts of demolition. Historic newspapers, city directories, historic aerial photography, and parcel-level tax assessment data were also important resources. Research was conducted at repositories and archive collections including, but not limited to, the Library of Congress, Albany Public Library, Historic Albany Foundation, New York State Archives, and New York Heritage Digital Collections, and New York Public Library,

Easton Architects reviewed existing documentation of identified historic buildings within the survey area, including four buildings already listed in the State and National Registers and three eligible properties.

The team also reviewed previous architectural historic resource surveys and archaeological surveys that overlapped geographically with the survey area.

The products of this survey are building-level information entered into CRIS and this companion Survey Report. The project scope also included a Public Information Session to explain the purpose of historic resource surveys, this survey's objective and products, and what potential eligibility or future listing means for a property owner. The Public Information Session was held by the City of Albany Planning & Development Department and Easton Architects. A few property owners attended and asked questions about the history of their buildings that were incorporated into Easton Architects' research.

DEVELOPMENT OF THE WAREHOUSE DISTRICT

The Albany Warehouse District emerged during the 19th and 20th centuries as an industrial neighborhood north of downtown Albany. The neighborhood's history is tied to the history of Albany's earliest development and the forces that shaped into a major commercial and political center in the early 1800s. Albany's early colonization and the formative ownership of the Van Rensselaer family established the roots of the spatial patterns in the neighborhood today. Historically, the area facilitated the growth of the state capital in conjunction to the Albany Lumber District and housed several large industries that dominated the economy of the city.

I. Patroonships & Early Broadway (1630-1810s)

It is important to note that the land of present-day Albany was originally inhabited by the Iroquoian Mohawks, or Kanien'kehaka "People of Flint," and the Algonquin Mahicans, or Muhhekunneuw "The People of the Continually Flowing Waters" long before the arrival of Dutch, English, and French colonizers.[1] Colonization established Albany's importance in New York trade and industry, stemming from its key location on the Hudson River as a trading post. Here, a Dutch West India Company settlement called Fort Orange was built in 1624, alongside the adjacent village of Beverwyck. Later, the two would be consolidated as Beverwyck. Fort Orange was located south of present-day Madison Avenue along the Hudson River, south of the survey area.[2]

Beverwyck became the largest Dutch fur trade center, with impermanent fur traders expecting to return to Europe.[3] In 1629, a feudal system was put in place by the Dutch West India Company in which the land was leased to tenant farmers and traders by "Patroons" for more permanent residence. The Patroonship of the Van Rensselaer family amassed a vast estate, including the land of the survey area, although it is believed that they never obtained a title to the land from the Indigenous peoples of the area.[4] The Van Rensselaer estate remained sparsely populated until the late 1700s, as the area functioned as an agricultural settlement. In 1664, all Dutch lands in North America were surrendered to the English. At this time, Beverwyck was renamed Albany. In 1686, the city of Albany was chartered by the English colonial governor. A 1698 survey map completed for the English monarchy shows a fortified wall around Albany, with few tenant homes in the survey area within larger parcels (fig. A-1).

A map of the area from 1758 also shows the wall surrounding the main town, farms to the south, and a single road lined with buildings running north, which became Broadway (fig. A-2). After the Revolutionary War and Albany's established as the permanent capital of New York, the city grew at a modest pace. The city's former north limit, after 1815, was located just south of Patroon's Creek, dividing the City of Albany from the Town of Watervliet, and fell within the survey area. The city remained a comparable size to the early fortified town, although when the new country's first census was prepared in 1790, Albany was the tenth largest city.[5]

1 "The Mohawks and Mahicans in New Netherland: A Look at their History and Architecture." *Historic Albany Foundation*.
2 Tenney, Jonathan., Howell, George Rogers. *Bi-centennial History of Albany: History of the County of Albany, N.Y., from 1609 to 1886* (Vol 2). United States: W. W. Munsell & Company, 1886; pp.2.
3 Opalka, Anthony. "Albany: One of America's First Cities." Albany Institute of History & Art, (n.d.).
4 Bielinski, Stefan. "Rensselaerswyck." *New York State Museum*, 20 June 2017. Tenney, Jonathan; pp.816. Anti-Rent Movement." *The Capital Region in 50 Objects*. Albany: Albany Institute of History & Art, 2015.
5 Tenney, Jonathan; pp.507-508.

II. The Erie Canal & the Rise of the Albany Lumber District (1810s-1910s)

The city's proximity to the Hudson River situated it as a trading center, expanding from the fur trade established by the Dutch. From here, the economy encapsulated industries like milling and brewing. By the late 1700s, the city had cultivated a small lumber market of a half-dozen wholesale lumber merchants, clustered just south of the survey area around Columbia Street and present-day Clinton Avenue.[6] It was the completion of the Erie Canal in October 1825 that initiated a surge of commercial growth in the capital region, particularly the establishment of the Albany Lumber District.

Patroon Stephen Van Rensselaer was a commissioner on the establishment of the Erie Canal, through the project acting as the president on various boards and commissions. The head of the Erie Canal was a small basin located at the south corner of Lawrence and Montgomery Streets (fig. A-3). Denoted in contemporary documents as the Basin, Canal Basin, the Erie Basin, and the Little Basin, this small waterway connected to the long Albany Basin and the Hudson River. Present-day Erie Boulevard follows the path of the Erie Canal where it cut inland and ran north, parallel to the Hudson River. Immediately north of the Erie Basin, two private basins were also constructed on the Van Rensselaer estate. These private basins were the first of many slips between the Hudson River and Erie Canal. Improvements and expansions to the Erie Basin and the Canal evolved as commercial traffic grew exponentially. Early changes and additions to the infrastructure occurred into the 1850s. Locks and a bridge separated incoming from outgoing boats at the entrance into the Erie Basin would be constructed by 1856 (fig. A-4, image 02). A weigh lock branched off the Erie Basin and a Weighmaster's office was accessible by another bridge at Lawrence Street (image 03). Most of the leased lumber slips off the canal's east side were excavated by 1857 and the rest were in present by 1876 (figs. A-4, A-5). A series of bridges continued to be built over the canal near the old city line, including at North Ferry Street (image 04) and Bridge Street. A predominantly Irish immigrant neighborhood, also known as "The Basin," grew around the Erie Basin as industrial and residential construction boomed.[7]

Between the river and canal, the estate of the Van Rensselaers established thirty-three parallel slips, which became collectively known as the Lumber District; this name appears on maps as early as the 1850s (fig. A-4).[8] The estate's contribution to the canal, and excavation between the river and canal brought about Albany Lumber District, bounded by North Ferry Street to the south and spanning approximately a mile from the Erie Basin to the North Albany neighborhood (fig. A-4). The Erie and Champlain Canals facilitated a grand channel of communication with the western United States and Canada, while the Hudson River provided ease in barging lumber to and from New York City and gave access to foreign markets.[9] With low handling costs and great speed, lumber was exclusively barged until the construction of the Hudson River Railroad (image 05).[10]

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6 *The Albany Lumber Trade: Its History and Extent*. Albany: The Argus Company Printers, 1872; pp.5.
7 McEneny, John J. *Albany Capital City on the Hudson: An Illustrated History*. United States: American Historical Press, 2006; pp 96.
8 Weise, Arthur James. *The History of the City of Albany, New York: From the Discovery of the Great River in 1524, by Verrazzano, to the Present Time*. Albany: E. H. Bender, 1884; pp.480.
9 *The Albany Lumber Trade: Its History and Extent*; pp.8-10.
10 Defebaugh, James Elliot. *History of the Lumber Industry of America* (Vol 2). Chicago: The American Lumberman, 1907; pp.408-430.

The lumber trade brought immense wealth to several landowners and lumber firms in Albany, most notably Stephen Van Rensselaer, whose inherited land made up nearly half of the Lumber District through the 1870s.[11] The 1876 *City Atlas of Albany* also shows the family manor house at the approximate location of present-day Manor Street (image 06). With little development spreading north or west of the lumber yards, the building could be seen from the canal (image 07). The manor house was dismantled in 1895 due to the encroaching railroad and the Van Rensselaer family's departure from the area, although they retained ownership of much of the land.[12] The firms occupying grounds of the Van Rensselaer estate in the Lumber District leased from the family, in the same fashion as farmers had with Patroons.

The 1870s were the economic peak of the lumber industry in Albany. The numbered slips were leased by many different companies; one map published in 1876 names thirty-five different companies occupies halves of each slip (fig. A-6). The Lumber District's physical character was a mix of canal slips, open lumber lots and yards, wood-frame support buildings, and larger planning mills. No physical landscape remains of the lumber slips or the open lumber lots, as the slips were infilled and parcels developed into new industrial buildings in the early 20th century. Originally, lumber yards were used as a pile from which local contractors could buy.

With increasing industrialization during the end of the century larger mills could now ship directly to builders. Often, the owners of such lumber lots operated mills in other areas of the United States and Canada. Distribution was further decentralized from such lumber lots by the increased operation of railroads throughout the country and ease in rail shipping.[13]

Notable local companies were the Callender & Mason Lumber Lot (approximately 29 North Ferry Street; recommended non-contributing), which dealt spruce, hemlock, and pine; G.H. Hunter & Son Lumber Lot (approximately 11 North Ferry Street; recommended non-contributing), which dealt in Florida Southern pine, used for floors and car sills; Blakeslee Lumber Company (approximately 981 Broadway; recommended contributing); and Hubbell and Hill Lumber, later C.T. Hubbell (extant c.1935-1951 warehouse at 7 Tivoli Street; recommended contributing).[14]

III. Transportation: Railroads, Trolleys, and Canals (1830s-1918)

One of the most significant aspects of the survey area are the transportation paths that shaped the streets and blocks as they are today. A variety of manufactured pathways contributed to the viability of industry in this area of Albany. Through the 19th and early 20th century, the revolutionary growth of technological and industrial knowledge led to rapid growth in transportation infrastructure. The railroads, street railways, and canals of Albany shaped the survey by distributing and receiving products, transporting the labor force, and concentrating industrial development.

Railroads

In 1826, Stephan Van Rensselaer and other patroons in New York established the earliest state railroad charters. Six were constructed, including the Mohawk & Hudson Railroad (Albany & Schenectady) and

11 *The Albany Lumber Trade: Its History and Extent*; pp.10.
12 Jeffers, Matthew. *Van Rensselaer House*. Williams Special Collections, (n.d.).
13 Defebaugh, James Elliot; pp.416.
14 *The Albany Lumber Trade: Its History and Extent*; pp.37-38, 42-43.

the Rensselaer & Saratoga Railroad.[15] The former was consolidated with the Hudson River Railroad and eventually the New York Central Railroad system reaching further into Illinois, Pennsylvania, and Massachusetts. The New York Central Railroad tracks crossed Broadway and North Pearl Streets, originally following the Patroon's Creek, parallel to Tivoli Street. The Rensselaer & Saratoga Railroad coincided with Rathbone Street, an industrial throughway cut between Montgomery Street and Learned Street (fig. A-9). The railroad was leased to the Delaware & Hudson Canal Company in 1871, which later consolidated into the Delaware & Hudson Railroad in 1945. The railroad ran parallel to the Erie Canal north towards Canada and to the southwest towards Scranton, Pennsylvania. The two railways met at a train table south of the intersection of Montgomery and Lumber Street (present-day Livingston Avenue), immediately south of the survey area. Both railroads became heavily tied to the industrial centers present on Tivoli Street and around the Erie Basin in the survey area (image 08).

Railroads faced pushback in 1877, as national strikes commenced over urban track safety and lack of compensation to railroad laborers. In West Albany, laborers began to strike and gather following the pay cuts from the Delaware & Hudson Canal Company and some of the strike's events occurred in the southern part of the survey area. A gathering at Capitol Park led laborers up the tracks to the company's freight houses and compelled work to cease.[16] They continued to the roundhouse on Lumber Street and crossed the Hudson to East Albany to disrupt the trains. Later gatherings, plagued with militiamen sent to keep the peace, were sited on Van Woert Street, where oncoming locomotives were stoned.[17] Despite the strikes, the railroads remained a powerful commercial force and infrastructure expanded throughout the waterfront and nearby neighborhoods.[18]

Trolleys

The horse-railway system of Albany in the survey area was operated by the Watervliet Turnpike and Railroad company. Following the company's incorporation, a line from South Ferry Street to the North Ferry Street by route of Broadway was proposed, to be completed in 1863. The first horse car would run this route the same year. Albany Railway Company, a competitor of Watervliet Turnpike and Railroad, would extend their routes in 1866, from State Street to Van Woert Street along North Pearl Street. There were two major barns for streetcar steeds, one in South Albany and one just north of the survey area at the intersection of Erie Street and Broadway.[19] By the late 1880s, electric streetcars were introduced following their debut in Virginia, and all horse-drawn vehicles were discontinued in 1890.[20] Electric streetcars would dominate local public transportation for the rest of the century; streetcar lines served the Lumber District into the 20th century, but were not electrified. The Watervliet Turnpike and Railroad Company, Albany Railway Company and Troy City Railway merged into United Traction Company in 1899, servicing the survey area with connections within the greater Albany and Troy area.[21]

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15 Whittemore, Henry. *Fulfilment of Three Remarkable Prophecies in the History of the Great Empire State Relating to the Development of Steamboat Navigation and Railroad Transportation, 1808-1908*. Michigan: University of Michigan, 1909; pp.43.
16 Stowell, David O. "Albany's Great Strike of 1877." *New York History* 76, no. 1 (1995): pp43.
17 Ibid, pp 48.
18 McEneny, John J; pp21.
19 Tenney, Jonathan; pp.519.
20 McEneny, John J; pp20-21.
21 Czernecki, Erin, New York State Office of Parks, Recreation and Historic Preservation, in consultation with Author.

Canals

While the Erie Canal system was an engineering marvel at the time of its construction, its four-foot depth and forty-foot width posed issues for larger and heavier vessels as boat construction and steam power evolved. Between 1835 and 1862, the canal was expanded to a seven-foot average depth and seventy-foot average width; it would be outgrown again by the 20th century. In 1909, there were several warehouses and freight houses around and south of the Erie Canal basin and railroad crossings. Between 1905 and 1918, the Erie Canal was replaced by the Barge Canal system. The 19th century Erie Canal and remaining laterals were abandoned in eastern New York State because of their inaccessibility to barges. During the Barge Canal's planning stages, it was found that the various railroad lines, often parallel to the Erie Canal, created problems in terms of corporate responsibility at their crossing points and ownership of the land between the canal and the railways. The engineers of the Barge Canal solved this problem by deviating from former canals.[22] The new canal shifted water traffic back through the Hudson River north past Troy, and northwest through the Mohawk River, utilizing natural waterways (fig. A-7). For the Lumber District, this shift meant the abandonment of its foundational transportation corridor. Its fundamental role in Albany's economic prosperity and industrial development was impacted and the area's relevance shifted towards a reliance on the railroads and established industrial built character.

During the Barge Canal's construction, the City of Albany was awarded contracts for freight handling machinery and permanent warehouse structures constructed with a steel framework and reinforced concrete siding.[23] Like other New York cities, Albany filled sections of the old canal over the following decades, culminating in the paving of Erie Boulevard in tandem with waterfront beautification efforts during the early 20th century.

IV. Industrial Growth (1830s- 1960s)

Albany's initial economy centered around fur trade, milling and, brewing. It eventually expanded to the lumber trade, which spurred the construction of industrial sites near the Erie Basin between Broadway and Montgomery Streets. The canal infrastructure, and the railroads and trolleys that followed it, drew industrial manufacturers to the area who could benefit from the easy transportation of raw materials and goods. From the mid to late 1800s, ironworks and breweries dominated in the area between the Erie Canal and Broadway up to Thacher Street, the southern boundary of the Van Rensselaer estate. By the 1870s, new factories for Albany Architectural Iron Works, Marshall & Wendell Piano Factory, Thacher Looking Glass Factory, and Rathbone, Sard, & Company Stove Works encroached on the Van Rensselaer's property from the south, and residential streets and the municipal gas works hemmed it in from the north.

The new railroads and Rathbone Street functioned as the major transportation lines for manufacturing facilities, and streetcars began to run from South Ferry Street to the Lumber District in June 1863 on Broadway.[24] The neighborhood grew into a mix of established companies that were anchors of the neighborhood and smaller industrial sites and buildings that were frequently adapted to new uses. Three major industries emerged: stove manufacturing, iron manufacturing, and brewing.

22 Williams, Frank Martin. Whitford, Noble E. *History of the Barge Canal of New York State*. United States: J.B. Lyon Company, printers, 1922; pp. 254, 276.
23 Ibid, pp 265.
24 Weise, Arthur James; pp. 490.

Stove Manufacturing

In 1833, the *Albany Daily Advertiser* declared Albany the best producer of coal-burning cast-iron stoves, namely because of the high percentage of pure iron, exceptional quality ore, and superior quality molding sand used in the stoves produced throughout the city. Three prominent manufacturers were headquartered in the survey area.[25] Over the next century, the city would gain global recognition for expertly crafted stoves.

Originally founded in 1830, Rathbone, Sard and Company became the largest stove manufacturer in Albany.[26] Rathbone, Sard and Company, was the dominant business on Rathbone Street in both reputation and production, coinciding with the Rensselaer & Saratoga Railroad, which intersected their Stove Works and Salesroom on North Ferry Street. On Learned Street, the company housed their Stove Foundry (Foundry #2 at 20 Learned Street and mounting shop at 15 Learned Street remain extant; recommended contributing). The multi-building complex was one of the earliest factories in the area (fig. A-9). The existing buildings are typical late 19th century, industrial (and generally utilitarian) brick buildings; most were taken over by later companies and lasted well into the 20th century. By 1909 the complex had expanded their foundries and materials storage into new masonry and wood-frame buildings (fig. A-10). *The Metal Worker Journal* from 1894 notes that their extensive Albany operation comprised of five cupola furnaces for casting iron, which turned out a "very large stove product," and that the company held two patents for the design and construction of the Acorn radiator and the issuing of the Acorn ranges in several styles and other "circulars" for cooking and vapor stoves.[27] Unionization and competition with the Midwest branches of Albany stove manufactures saw to the end of most foundries by 1900, and Rathbone, Sard and Company closed their Albany facilities in 1925.[28] A number of Rathbone, Sard & Company trading cards and postcards featuring the famously ornate stoves are still in circulation today.

The survey area also included the sites of Littlefield Stove Company, founded in 1854, and the Albany Stove Company, founded in 1868. The former originally had a foundry on Montgomery Street (demolished) but moved their operations to North Pearl Street in 1871, as the site was taken over by the New York Central and Delaware & Hudson Railroads.[29] Littlefield Stove Company's plant spanned approximately three acres from the corner of North Pearl and Pleasant Streets (only small extant storage portion remains at 402 North Pearl Street; recommended non-contributing due to alterations). The Albany Stove Company was sited at the head of Tivoli Hollow (now Tivoli Street) and employed forty to sixty molders at a time at a two-acre complex (demolished).[30] Albany's stove works market included fifteen stove manufacturers by 1875, and the proximity of three stove works in the survey area reflects the large number of stove manufacturers in the city.[31]

25 McEneny, John J; pp. 90.
26 Peirce, Josephine H. "New York State Stove Manufacturers." *New York History*, Vol. 32, No. 4 (October 1951), Ithaca: Cornell University Press; pp. 452-460.
27 "Stove Trade Notes." The Metal Worker: A Weekly Journal of the Stove, Roofing, Cornice, Tin, Plumbing and Heating Trades. New York: David Williams Company, 1894; pp.48-49. *Catalogue and Price List of Acorn Stoves & Ranges*. US: Rathbone, Sard. & Company, 1890; pp. 5-8.
28 McEneny, John J; pp91.
29 *The City of Albany, New York: Her Industries, Growth, Advantages, Railways, Transportation Facilities and Commerce: Statistical and Descriptive Review*. United States: Evening Journal, 1888; pp. 25.
30 Tenney, Jonathan; pp. 568.
31 McEneny, John J; pp. 91.

Iron Manufacturing

Iron manufacturing has historically been one of the most consistent industries in the survey area, as the iron industry was founded in Troy, New York and quickly extended to Albany under the leadership of Erastus Corning Sr. from 1837 onward. On the north and south ends of the city and facilitated by the new canal system, iron foundries emerged, particularly around immigrant neighborhoods like that of The Basin. This led to generations of immigrants serving as iron founders, stove molders and puddlers.[32] In addition to cast iron stoves, products ranged from railroad car parts to agricultural equipment.

George H. Thacher, former mayor of Albany, established his own iron foundry and works on Thacher and Learned Streets in 1852. The George Thacher & Company Car Wheel Foundry exclusively produced wheels for steam and electric railroad cars.[33] Thacher expanded into a vacant Rathbone Stove Works building to the north to use as a second foundry and leased the building's four-story core to the Hudson River Electric Power Company (extant at 11-13 Thacher Street; recommended contributing). After a fire damaged the original plant, it was reconstructed in 1917.[34]

James McKinney & Son was another iron foundry of note. Founded as McKinney & Mann in 1857, and later also known as the Albany Architectural Iron Works, the firm had the largest and oldest facility in Albany. Originally on Livingston Avenue, the foundry moved to 18-20 Dewitt Street (not extant) because of the construction of the Upper Hudson River Bridge.[35] They moved again in 1872, this time to the large brick building located at 925-927 Broadway (extant; recommended contributing), needing larger facilities for manufacturing columns, girders, ornamental iron, and machinery castings (fig. A-10).[36] The four-story machine shop and pattern-making shop still stands, alongside the gable-roofed foundry on Common Place (occupying the same parcel as 927 Broadway). A plaque on the former machine shop, to the right of the Broadway entrance reads: "Jas. McKinney & Son Albany Architectural Iron Works Established 1857."

Another architectural iron works, founded in 1890, was Harry E. Campbell Architectural Iron & Steel at 405 North Pearl Street (extant; recommended contributing). The existing brick building, used for forges and a machine shop, sports an iron truss roof and wooden rafters, and maintains its original footprint. They also operated a foundry half a block north at the intersection of Tivoli and North Pearl Streets (not extant), comprised of an irregular group of brick and wood-frame volumes (fig. A-11). This plant ran on orders from the boroughs of New York City and became the first to build large fly wheels from steel plates—solving the industry danger of building large wheels with cast iron.[37]

Haight & Clark Iron, founded in 1881, had a three-story brick building and one-story foundry at Dewitt Street (not extant) until moving to their Pleasant Street facility above North Pearl Street (not extant) in 1885.[38] Later known as the John W. Clark Iron and Brass Foundry, the complex was south of Pleasant

32 McEneny, John J; pp. 88, 92.
33 O'Connor, D. W. "Albany, N.Y., and it's Iron Foundries- Jobbing Foundries." Iron *Molders' Journal 38*. United States: Iron Molders' Union of North America, 1920; pp. 69.
34 "What the Foundries are Doing: Activities of the Iron, Steel, and Brass Shops." *Foundry* Vol 45-46. United States: Penton Publishing Company, 1917; pp 139-140.
35 O'Connor, D. W; pp. 66.
36 *The City of Albany, New York: Her Industries, Growth, Advantages, Railways, Transportation Facilities and Commerce: Statistical and Descriptive Review*. United States: Evening Journal, 1888; pp. 19.
37 O'Connor, D. W; pp. 69.
38 *The City of Albany, New York...;* pp28.

Street and abutted the New York Central rail line. The foundry closed in the early 20th century and was demolished by the 1930s (fig. A-12).[39] Clark's former Dewitt Street foundry was taken over by Huber & Hartnett in 1890 and used through the 1930s.[40]

On Tivoli Street, P.K. Dederick Sons Agricultural & Machine Works operated a large complex, from which several buildings survive (70, 118, 128, and 129 Tivoli Street remain extant; recommended contributing). Founded in 1860, the foundry produced steam engines, boilers, and their patented hay bailing presses.[41] The complex was built up from the 1870s through 1900; it extended west on Tivoli Street and backed onto Patroons Creek, comprised of long and narrow masonry and wood buildings. Fire destroyed several of the eastern storage buildings at the turn of the 20th century (fig. A-13). A railroad siding called the Albany Terminal Railroad ran the length of Tivoli Street, transporting materials and goods from the Dederick factory and Albany Stove Company to the main Delaware & Hudson track and the Erie Canal.

By 1925, the *Albany City Directory* lists several new foundries within the survey area. The United American Iron & Steel Company had taken over two lumber yards between Mill Street and the railroad tracks, and McArdle Iron & Metal was also sited on Mill Street. No buildings remain from either company. In 1922, Albany Steel & Iron Supply Company, which started as General Mill & Contractors Supply, took over a small facility at 899 Broadway (not extant), north of Ferry Street and near the Boardman & Gray Piano Company. A year later, their manufacturing operation of steel reinforcing bars moved to the former facility of Peter Planz & Son Blacksmiths, at 900 North Broadway (undetermined if extant or reconstructed in place), until they again outgrew their facilities in 1929.[42]

On Tivoli Street, the Claussen Architectural Iron Company built a facility just west of North Pearl Street, comprising of three buildings and a large warehouse and structural yard (extant at 36 Tivoli Street; recommended contributing) (fig. A-14). Here, the company manufactured materials for some of the region's significant buildings, including the Delaware & Hudson Building (now SUNY Plaza) in 1915. Claussen Architectural Iron Company would be purchased and integrated into Albany Steel & Iron Company in the decades following 1925. Along with the consolidation of these already large manufacturers, several military contracts brought a greater need for ironworks, and Albany's iron manufacturers ramped up production in the early 1940s.

Brewing

Brewing was a significant industry since Albany's early history, as early Dutch settlers established a dozen breweries by 1650s.[43] Breweries, malteries, and distilleries proliferated as the city grew. The industry continued to prosper with the opening of the Erie Canal and construction of major railroads. The survey area includes the former sites of Andrew Kirk Brewing, originally founded in 1838; Quinn & Nolan Brewing Company founded in 1845; Beverwyck Brewing and Schaefer Brewing Companies; and several smaller facilities of other brewers, maltsters, and distillers that operated in the 19th and early

39 O'Connor, D. W; pp. 68.
40 Ibid, pp. 69.
41 *The Albany Directory*. Albany: Sampson, Davenport, & Company, 1874; *The City of Albany, New York...;* pp. 18.
42 Buell, Bill. *Historic Albany: City & County*. San Antonio, TX: Historical Publishing Network, from the Albany County Historical Association; 2012; pp. 38-41. *Albany Directory, The*. Albany: Sampson & Murdock Company, 1925; pp209.
43 Whish, John D. *Albany Guidebook*. United States: J.B. Lyon, printers, 1917; pp. 39.

20th centuries. The industry crashed with the ratification of the Prohibition amendment in 1919.[44] Of the breweries operating in Albany prior to Prohibition, only three opened following the repeal in 1933, one of which was Beverwyck Brewing.

The property at today's 904 Broadway/393 North Pearl Street (recommended contributing) held several companies in the same industry consistently through the 19th century. Originally the site of Andrew Kirk's brewery established in 1838, it was developed and inherited by subsequent breweries Kearney & McQuade, Wilson & Company, and Smyth & Walker who are believed to have constructed the current building as their Brewery and Malthouse in 1874 at 904 Broadway.[45] Smyth & Walker remained until the formation of Fort Orange Brewing Company in 1882. The brewery would continue to change in ownership, becoming Municipal Brewing Company before the turn of the century, then closing under Prohibition.[46] The building was renovated by George Spalt & Sons, a cabinetry and architectural woodwork company, believed to have added the current Dutch Revival style facade. Today, the building is once again occupied by a brewery.

The Quinn & Nolan Brewing Company, started by James Quinn in 1845 and continued through the partnership of Terence Quinn and Michael Nolan, was the largest producer of lager beer in the city.[47] Nolan was the city's first Irish Catholic mayor, and his participation in the company continued the city's ties between politicians and breweries, many in the southern industrial region of the capital region.[48] Quinn & Nolan's large facility occupied most of the block between North Ferry and Lawrence Streets and between the railroad tracks and the start of the Erie Canal (demolished). Nolan also founded the Beverwyck Brewery and constructed an equally monumental brewery west from Quinn & Nolan across the Rathbone Street railroad tracks (demolished). Nolan opened this brewery to focus specifically on lager beers, and with the two breweries he dominated local production. Quinn & Nolan company was listed as one of the best-known local breweries in the 1917 *Albany Guidebook*.[49] The same year, the company was consolidated into Beverwyck Brewing. Many buildings were torn down following Prohibition.[50] In 1947, the company built a new bottling plant (remains existing at 8 Erie Boulevard; recommended contributor) and four-story stock house (demolished). Designed with steel framing, concrete, and brick exteriors and emphasizing aluminum and glass, the company advertised these two buildings as a modern complement to the historic complex (image 13). In 1951, the Beverwyck Brewery buildings were purchased by the F. & M. Schaefer Brewing Company, which continued the tradition of brewing here and distributing to regional, national, and international markets. The company was known for its all-night beer fountain serving workers returning home.[51] By 1972, they had transitioned their facilities to Allentown, Pennsylvania and anything left from the Beverwyck Brewery was leveled in a process that ended up taking months.[52] The large brick and concrete block building at 8 Erie Boulevard between Lawrence and

44 "Albany Ale." *Albany Institute of History & Art*, (n.d.).
45 Malette, Matt. "Albany Archive: City Breweries of Days Gone By." *Spectrum News 1,* Capital Region, NY; 01 October 2016.
46 McLeod, Alan, Gravina, Craig. *Upper Hudson Valley Beer*. United States: Arcadia Publishing Incorporated, 2014; pp. 112.
47 Tenney, Jonathan; pp. 556-558.
48 McEneny, John J; pp. 87-88.
49 Whish, John D; pp. 40.
50 McLeod, Alan; pp. 112.
51 McEneny, John J; pp. 87-88.
52 McLeod, Alan; pp. 114.

North Ferry Streets and the brick warehouse at 20 Learned Street appear to be the only buildings of the Beverwyck/Schaefer brewing complex that remain intact (both recommended contributing); through their connection to Schaefer recalls these blocks' brewing industry history as the former landmark sites of Quinn & Nolan Brewery and Beverwyck Brewery (fig. A-15).[53]

Other breweries once located in the neighborhood include Uri Burt & Company, Carroll & McDonald, and Columbia Distilling Company. Uri Burt & Company, Brewers of Ale & Porter, started a small brewery in a dwelling house at the corner of Colonie and Montgomery Streets (not extant).[54] The brewery of James K. Carroll and Duncan McDonald which was established at 900-912 Broadway (not extant) included a two-story structure with an annual capacity of 30,000 barrels.[55] Columbia Distilling Company appears in the 1909 *Sanborn Fire Insurance Maps* at 924-926 Broadway (demolished for addition to Consolidated Car Heating Company Complex) (fig. A-12).

Other Notable Industries

Although facilities with heavily specialized equipment, like brewing, were infrequently adapted by different manufacturing ventures, many more general industrial sites changed ownership and shifted uses from the late 1800s to mid-1900s. Influential industries were pianos, construction materials, and paper. Minor industries in the area included ice works, cold storage and food distribution, enameling works, coal yards, tobacco storage, and—in more remote parcels—oil and axle grease plants, animal fat rendering plants, and chemical processing. Buildings were often adapted between production and storage uses.

Wholesale grocery storage and distribution warehouses occurred in a few locations adjacent to railroads, although they were not a dominant industry, such as the Great Atlantic & Pacific Team Company warehouse at 13 Manor Street and Tivoli Street (remains extant; recommended contributing) and 11-13 Thacher Street (remains extant; recommended contributing). Food distribution in the 19th and 20th centuries relied on railroads to cut down transportation times, even before the 19th century advent of refrigerated railcars and later cold-storage buildings. The technological development of cold storage in the early 20th century before household refrigerators and ice boxes were common, and the architectural shifts toward concrete and building electrification, is exemplified in the Central Warehouse building at 143 Montgomery Street completed in 1927 (remains extant; recommended contributing). The history of cold storage technology has wide-ranging economic, scientific, and social implications, and specific connections to Albany's regional agricultural and dairy production history.[56] However, the warehouse at 143 Montgomery Street is the only building identified in this survey with known associations with this industrial theme.

In 1915, the aptly named Industrial Building at 1031 Broadway (remains extant; recommended contributing) was erected in hopes of attracting smaller industries to the city, which already boasted having the largest factories car-heating apparatuses and stationery, as well as the original perforated paper plant.[57] A small row of film exchanges for storing and distributing film reels would emerge in the 1920s at 1050 to 1060 Broadway (remain extant; recommended contributing).

53 Bender, Matthew. *Albany Architecture: A Guide to the City*. Albany: Mount Ida Press, 1993; pp.249.
54 Tenney, Jonathan; pp. 556-558. *Albany Directory, The*. Albany: Sampson & Murdock Company, 1861; pp. 18.
55 Tenney, Jonathan; pp. 556-558.
56 Friedburgh, Susanne. *Fresh: A Pershiable History*. Cambridge, MA: Harvard University Press, 2009.
57 Whish, John D; pp 119.

Pianos

Boardman & Gray was the oldest piano-forte manufacturers in the country, founded in 1837. They moved their major manufacturing plant to Albany after a catastrophic fire at their original facility. In 1853, Boardman & Gray acquired the 883 Broadway lot and built an L-shaped factory building (remains extant; recommended contributing), close the Albany Lumber District for ease in obtaining various wood styles for piano manufacturing.[58] The facilities were described in depth in *Godey's Lady's Book* in January 1854: the complex was comprised of a four story brick main building on a high basement-story and a two story brick drying shed for lumber, as much of the operation relied on the treatment and finishing of lumber pieces.[59] A fire occurred in the building in 1860 and the factory was severely damaged.[60] Over the next two years, the building would be quicky reconstructed and repaired, to be inherited by Gray's brother-in-law William McCammon, who began the McCammon Piano Company and used the space as his manufacturing facility.[61] By 1866, Boardman & Gray permanently moved to a facility at 239 North Pearl Street (remains extant; outside of survey area).[62] The building at 883 Broadway then housed several different industries, typical of the area's shifting industries. The apparel industry moved in, with the Troy League Shirt and Waist Company from 1893 to 1895, and the Regent Shirt Company and Hygienic Laundry from 1895 to 1911. The use shifted to printing with the Brandow Printing Company, later Fort Orange Press, from 1918 to the 1950s (fig. A-10, fig A-15, and fig A-16).[63]

Another piano factory located in the survey area was the Marshall & Wendell Piano Forte Factory at 915-923 Broadway (remains extant; recommended contributing). Originally, their plant was located on State Street, but they constructed a new facility on the Broadway site in 1872, consisting of a five-story brick building to serve as a factory and principal office. The building, which was filled with the best machinery in piano manufacturing, was 145 feet long and forty feet in depth, with two 40-foot wings (fig. A-9).[64] Smaller masonry and wood-frame additions were built off the rear wings in the next decades. In later decades, the building was a warehouse and factory for tobacco products and a store fixtures and general storage warehouse (fig. A-10).

Construction Materials

Complementing the prevalence of lumber yards and ironworks, other manufacturers in the construction industry were historically located around the Erie Basin and the railroad routes. Architectural wood and millwork companies continued the legacy of the lumber trade's dominance during the Erie Canal's peak activity. These companies included:

- George Spalt Cabinets & Architectural Woodworks shop at 904 Broadway/393 North Pearl Street, along Kirk Place (remains extant, recommended contributing) (fig. A-14);

58 *The City of Albany, New York…*; pp. 18. "Everyday Actualities. - No. XV." *Godey's Lady's Book*, Volume 48, Philadelphia, January 1854.
59 Ibid.
60 Kennedy, Karen, "Boardman and Gray Piano Company," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 2022). "Extensive Fire in Albany.; Boardman, Gray & Co.'s Piano Factory Destroyed." The *New York Times*. 08 September 1860.
61 *Edward McCammon's Illustrated Catalogue*. McCammon; Albany, New York, 1880.
62 Tenney, Jonathan; pp.600.
63 *The Albany Directory*. Albany: Sampson & Murdock Company, 1918. *Hathi Trust Digital Library*: Web. 25 July 2022.
64 *The City of Albany, New York…*; pp. 18.

- Feeney & Sheehan Construction between Montgomery and Rathbone Streets and 26-38 Dewitt Street (not extant) (fig. A-17);
- Ramsdill and Company Woodworking between North Lansing and Colonie streets, east of Montgomery Street (not extant);
- William H. Burton Company Architectural Woodworks (not extant), between North Lansing and Colonie Streets, west of Centre Street;
- William Taaffe's Son's Planning and Sawmill (not extant), between North Lansing and Colonie Streets, east of Centre Street;
- John Robinson & Co. Lumber Yards (not extant), between the Erie Basin and the New York Central Railroad Viaduct;
- Iroquois Millwork Corporation at 22 Mill Street (brick warehouse remains extant, recommended contributing), midblock between Tivoli and Bridge Streets.

Brick and stone masonry was an early and enduring product for the survey area. The Palmer & Newton brickworks (not extant) was among the earliest factories built in the area, located between the Erie Canal and the Delaware & Hudson Railroad tracks on Rathbone Street as early as the 1850s (not extant). The company operated under varying names, including Newton & Company and the Palmer, Newton & Co. Salamander & Albany Fire Brickworks. They produced the fire bricks used in furnaces, supplying both their neighboring factories and the markets reachable by the Erie Canal and the railroads.

Other masonry companies the Adam Ross Cut Stone Company at 1003 Broadway (alternatively addressed as 1001-1009 Broadway, remains extant; recommended contributing) (fig. A-20) and Riberdy Brothers Masonry on Van Woert Street (not extant). The Adam Ross Cut Stone Company greatly expanded during a 1910s and 1920s construction boom on northern Broadway. They had maintained a modest group of wood-frame stone mill and sheds, a brick stable, and a one-story wood-frame office on Broadway at the turn of the 20th century. In 1927, they expanded their stone mill and wood-frame buildings, reconstructed (or significantly renovated) the office into a two-story brick building, and built a two-story steel frame building with large multi-lite monitor windows with a large traveling crane extending east over the railroad tracks (image 11).

A few glass factories operated in the survey area, adjacent to the canal route and in the upper section of Tivoli Street. The most prominent was the Pittsburgh Plate Glass Company (not extant). They took over a Rathbone stove warehouse at North Ferry Street, between the Rathbone Street railroad tracks and Erie Canal, and remained through the 1950s.

Other construction-related manufacturers included the James Ackroyd and Sons roofing and sheet metal works at 962-966 Broadway office and workshops (remain extant; recommended contributing) and John T. D. Blackburn Inc. Building Materials complex on the blocks between the Erie Basin and Centre Street (not extant).

In the 20th century, the rise of kit houses, pre-fabrication, and mail-order commerce also influenced the types of factories operating in the survey area. Companies such as the Iroquois Millwork Corporation fabricated interior products and distributed windows, doors, and a wide of pre-fabricated building components, and distributed them to customers across the country using the existing railroads and growing road networks. Department stores became involved in the construction industry through their mail-order systems, especially in residential construction. Montgomery Ward, one of the dominant retailers of the era, used the original A.P.W. Paper Company Building at 150 Montgomery Street (remains extant; recommended contributing) as a storage and distribution warehouse through the 1950s. This warehouse supported the massive Montgomery Ward store built in Menands in 1929.

Toilet Paper, Paper Products, & Printing

Albany and its surrounding region produced a significant portion of the United States' paper goods in the 19th and early 20th century. The abundant forests in upstate New York had long provided necessary natural resources and solidified the region as a paper industry center.[65] The types of paper-related industries that developed in Albany and in the survey area included paper product manufacturing, manufacturing of related products and equipment (such as felt for paper presses), printing and lithographs, storage and distribution sites, and company offices. The paper products ranged from perforated toilet paper to stationery, from paper cups to greeting cards.

Toilet paper was another industry that acted as a major player in the survey area. Albany businessman Seth Wheeler invented the modern perforated toilet paper in 1871, and six years later incorporated the Albany Perforated Wrapping (A.P.W.) Paper Company.[66] The original home of the company stands at 150 Montgomery Street (remains extant; recommended contributing) (fig. A-7).[67] In 1917, a larger factory was sited north of the survey area, at 1271-1293 Broadway (not extant). This complex consisted of a two-story building containing approximately three acres of floor space, accessible by the Broadway trolley lines. A later plant, constructed as a paper mill for toilet paper and paper towels was constructed in stages from 1918 to 1922 at 19 Erie Boulevard (remains extant; recommended contributing) on the slips that once led from the Erie Canal (fig. A-18). The plant's construction eradicated the last two lumber yards in the original Lumber District. The A.P.W. Paper facility included a sprawling one-story structure that covers nearly 10-acres, and was designed by George F. Hardy, internationally known architect predominantly focused on paper mills.[68] The new paper mill operated here until 1964.[69]

There were several printing plants and one notable paper manufacturing plant in the survey area. Listed on the 1935 *Sanborn Fire Insurance Maps,* the Albany Card & Paper Manufacturing Company was located at 1040 Broadway (remains extant; recommended contributing). Peerless Paper Corporation operated a paper warehouse at 403 North Pearl Street prior to 1935 (remains extant; recommended contributing) (fig. A-14). The Brandow Printing Company, later Fort Orange Press Printing and Binding,

65 Johnson-Schmidt, Elise, "Albany Felt Company Complex," National Register of Historic Places Nomination (Washington, DC: U.S. Department of the Interior, National Park Service, 2013), pp. 10-12.
66 --. "Perforated Toilet Paper." *Albany Institute of History & Art*, (n.d.). Web 16 August 2022. Malette, Matt. "Now You Know: Perforated Toilet Paper was Created in Albany." *Spectrum News 1*, Capital Region, NY; 30 Nov 2018.
67 Bender, Matthew; pp.249.
68 "To Begin Work on First of New Buildings," *Times Union*, 23 March 1918.
69 "Albany Perforated Wrapping Paper Company," National Register of Historic Places Nomination Inventory Information, New York State Cultural Resource Information System, #21NR00093, 2021.

took over 883 Broadway (remains extant; recommended contributing) from the Regent Shirt Company and Hygienic Laundry. Hudson Valley Paper Company also ran a storehouse facility at 985 Broadway (now addressed at 981 Broadway, remains extant; recommended contributing). The Argus Press Building at 1031 Broadway (remains extant; recommended contributing) built in 1915 by Marcus T. Reynolds as the Albany Industrial Building, housed the company's extensive printing and lithographic presses (fig. A-20). *The Argus* newspaper operated until 1921 but the Argus printing business continued well into the 20th century; their exact tenure in the Industrial Building is unknown, although the existing building has become known as the "Argus Press Building" in recent decades. The Argus Company also had offices at 981 Broadway, which they shared with the Hudson Valley Paper Company in the 1940s.

V. 20th Century Planning & Architectural Transitions (1900s-1970s)

City Planning & Industry Shifts

By 1910, an interest in "beautifying" the city of Albany had spurred from the creation of a downtown plaza on State Street and growing sanitary concerns associated with the city's waterfront. Mayor James B. McEwan secured architects Arnold W. Brunner and Charles Downing for replanning portions of the city including its entrance, pier, and waterfront.[70] Brunner notes in *Studies for Albany*, "The Albany waterfront had long been given up to commerce. Railways, steamships, factories, and warehouses had seized it and ruined it."[71] He continued to discuss a new city plan for the waterfront which would see the construction of bridges and viaducts to screen railroads from view by elevating them. In terms of street planning, Brunner suggested a districting system to restrict factories from sprawling throughout the city.[72] The industries that kept the city of Albany prosperous became seen as blight.

The "Albany Beautiful Movement" spurred demolition of older neighborhoods, particularly around downtown Albany.[73] As demolition occurred elsewhere in the city, the railroad corporations remained interested in the waterfront land in the survey area, as their rails followed the path of the old Erie Canal, and they needed space for coaling, warehousing, track, and yards. To obtain these areas, the New York Central Railroad proposed a funding plan for the construction of sewers and docks, which would be approved by the city.[74] The new sewer was completed in August 1915, extending from the north end of the city at Tivoli Street and Broadway three and a half miles south to prevent industrial runoff from polluting the Hudson River.[75] Waterfront demolition in downtown Albany in the early 20th century pushed commercial and manufacturing activities into the existing industrial neighborhoods in North Albany and South Albany.

Recognizing the economic necessity and potential profits of keeping industrial factories in the city, albeit in more concentrated areas, the city crafted plans for attracting manufacturing companies and building out industrial areas developed in the 1910s and 1920s. The north area of the city (the survey area) was a focus of this planning, as well as South Albany and West Albany areas. A concerted effort was made

70 Whish, John D; pp. 9.
71 Brunner, Arnold W, Downing Lay, Charles. *Studies for Albany*. Ithaca; Arnold Brunner. 1914; pp. 39.
72 Ibid, pp. 75.
73 McEneny, John J; pp. 24.
74 Pipkin, John S. ""Chasing Rainbows" in Albany: City Beautiful, City Practical 1900-1925". *Journal of Planning History* 7, No. 4 (November 2008), United States; Sage Publications; pp. 332-333.
75 Whish, John D; pp. 120.

to draw new companies to Albany, lead by the Chamber of Commerce and private investor groups. The Albany Industrial Building completed in 1915 at 1031 Broadway (extant; recommended contributing) was the pioneering result of this endeavor. Built intentionally to house multiple small and mid-size manufacturers on each floor and designed with unique diamond-pattern brickwork and tall towers, it projected a vision for a new era of industrial progress. A 1919 newspaper article—titled "Factory Boom Coming Soon to North Albany"—describes how the Chamber of Commerce was encouraging construction in the remaining undeveloped parcels on "North Broadway," which was being repaved and improved as a thoroughfare between downtown Albany and Troy. The plan involved railroad expansion, road improvements, and sewer and water infrastructure.

The article quoted the Chamber of Commerce president Charles Winchester predicting future growth of both factory construction and automobile-based transportation:

> "Now that North Broadway is being improved, we hope soon to see both sides of the street from Pleasant Street north to the city line lined with factories. The advantages of the region as a place for industries is indicated by the improvement and additions made recently in the plants already located there. With the completion of the work on North Broadway, all the factories will have an excellent avenue of communications, permitting rapid shipments to and from them by motor truck."[76]

The article supported this prediction by listing the factories already established on this corridor, half of which are located in the survey area:

> "The A.P.W. Paper company [19 Erie Boulevard, extant, recommended contributing], the Albany Industrial Building [1031 Broadway, extant, recommended contributing] containing numerous manufacturing concerns, the American Meter company [991 Broadway extant, recommended contributing], the American Papeterie company [1315 Broadway, north of survey area], the Albany Felt company [Menands, north of survey area; National Register listed], the Eastern Tablet company [1315 Broadway, north of boundary], the McKinney Ironworks [925-927 Broadway, extant, recommended contributing], the Simmons Machine company [Menands, north of survey area], the C.T. Hubbell Lumber company [7 Tivoli Street, extant building c.1935-1951, recommended contributing], the Municipal Gas company [1125 Broadway, recommended non-contributing], and the Crane Valley company [Broadway, north of boundary]."[77]

Available land in this corridor was still mostly owned by the Van Rensselaer estate, which was soon subdivided and purchased for private construction. Several multi-story factories and offices were built in the following decades; smaller industrial operations constructed on the northernmost stretch of Broadway, extending outside of the city limits. A consistent typology of one- and two-story brick and concrete buildings on Broadway remains intact as a result of this construction boom.

Industrial expansion continued throughout this corridor between Albany, Menands, Watervliet, and Troy. This development was facilitated by the legacy of the Erie Canal system and established north-south

76 "Factory Boom Coming Soon to North Albany," *The Argus*, 17 August, 1919, pp. 17.
77 Ibid.

transportation routes. The campaign of road improvements echoed the transportation and commercial impacts of the United Traction Company's consolidation of trolley routes in 1899 connecting greater Albany and Troy.

The city's promotion of industry continued into the 1930s, evidenced by the Chamber of Commerce publishing brochures advertising Albany's advantages and room for construction.[78] Comparison of the Sanborn Fire Insurance Maps published in 1909 and 1935 north of Pleasant and Manor Streets (figs. A-19, A-20) illustrates the success of these efforts and how new industries capitalized on existing transportation infrastructure and the concentrated factories and warehouses in the southern blocks. In 1909, the area was sparely developed, especially compared to the dense blocks of factories and residences to the south, and the west side of Broadway between Loundenville Road and Emmett Street was not even recorded. Anchoring warehouses and factories that are extant today were the Albany Terminal Warehouse Company (9 Manor Street/12 Tivoli Street; recommended contributing), the American Meter Company (991 Broadway; recommended contributing), and the James Ackroyd & Sons metalworks and office (962-966 Broadway; recommended contributing). Influential buildings in the 1910s were the Albany Industrial Building in 1915 (1031 Broadway; recommended contributing) and the A.P.W. Paper Company in 1979 (19 Erie Boulevard; recommended contributing), followed by a wave of buildings completed in the 1920s. By 1935, most of the buildings that remain extant had been constructed and the massing, rhythm, and physical character of the streetscape was established.

Albany, particularly the survey area, remained a major player in steel and iron production through the World Wars and the Great Depression. During the wars, most factories transitioned to war effort production. Warehouses strategically located on railroads served as distribution centers or were temporarily operated by the government, as was the case for the Albany Terminal Warehouse Company buildings (9 and 13 Manor Street). In 1941, the city boasted the largest machine tool repair facility in the United States and its diverse industries, which produced paper goods, agricultural chemicals, baseballs, pianos, textiles, and automobile equipment distributed across the globe.[79] Much of this production happened in the survey area.

After the war, midcentury production booms in commercial goods and economic, cultural, and technological developments continued to influence the built character of the area (image 14). The two new Beverwyck Brewery buildings in 1947 and the F. M. Schaefer Brewing Company's purchase of the factory complex reinforced the prominence of the local brewing industry. Many of the larger companies built additions during this period, including the Hudson Valley Paper Company warehouse expansion in 1959 (981 Broadway) and the Consolidated Car Heating Company Complex in 1965. The original American Meter Company building at 991 Broadway, a four-story reinforced concrete building constructed in 1905-06, was renovated for use by the RTA company, an appliance company that specialized in the RCA record company's products. RCA's Nipper Statue overlooking Broadway—perhaps the current Warehouse District's most recognizable landmark—was installed on the roof in 1958.[80] The activity in the survey area

78 City of Albany Chamber of Commerce, "Industrial Albany," (Albany, NY: Albany Chamber of Commerce, 1930).
79 McEneny, John J; pp. 28.
80 "The Capital Region in 50 Objects: Nipper," *Albany Institute of History & Art*, (n.d.). Web 16 August 2022. Lafrank, Kathleen, "991 Broadway/Nipper," New York State Office of Parks, Recreation and Historic Preservation Inventory Form, 1977.

belied the overall decline of manufacturing in Albany. Echoing national trends, most industries moved out of New York to the Midwest where manufacturing and labor costs were lower. By 1958, only 168 factories remained in Albany, collectively employing around 4,900 workers.[81]

Architectural Shifts

The existing buildings in the survey area demonstrates the architectural transitions in industrial buildings that occurred from the 19th century into the 20th century. New construction materials and technology made new stylistic trends possible. Shifting industrial needs to balance natural light with building electrification and accommodate new machines and products also influenced appearance. The design of buildings reflected their functionality, more so than most architectural styles of the era.

19th century industrial architecture was predominantly characterized by brick masonry, with load-bearing masonry walls and wood framing. Large floor plates maximizing open space and tall floor-to-floor heights accommodated factory equipment. Lots of windows were used to bring in natural light, although the size was limited by brick construction methods. These construction methods lasted into the 1910s. Brick masonry construction did not disappear entirely in the 20th century but declined in popularity and was typically used for smaller buildings and in conjunction with concrete products.

Emerging in the 1900s and rapidly adopted in the 1910s and 1920s, reinforced concrete and steel technology became the most prevalent building materials. This new style was still characterized by open floor plates and tall floor heights, yet these were accentuated by the larger window openings allowed by the steel and concrete structure. Multi-lite steel windows became one of the most ubiquitous character-defining features of the industrial typology. Advancements in other building technologies often reconfigured interior and exterior features: electricity that supplemented daylight provided by large windows and skylights; elevators and mechanized hoists, and circulation cores at building exteriors rather than interiors; and refrigeration technology for food distribution warehouse. The National Register-listed Consolidated Car Heating Company Complex (413 North Pearl Street; recommended contributing) is an excellent example of the stylistic transition at one property, through its series of 1893, 1906, 1913, 1920, and 1965 sections.[82]

One appeal of the new materials was their superior "fireproof" composition. Fireproof buildings had long been of interest, especially in industrial areas that were vulnerable to fire and where economic stakes were high. The survey area experienced several fires that destroyed factories. The wood frame buildings that were common in the 19th century were easily damaged and even most brick masonry factories relied on wood structural framing and floors. One example was the P.K. Dederick agricultural implements factory complex (partially extant on Tivoli Street, recommended contributing) that lost many of its buildings in fires in the 1890s and in 1905.

An early implementation of new 20th century construction methods was the Albany Industrial Building completed in 1915 (1031 Broadway; recommended contributing). The building was profiled in contemporary construction publications for its reinforced concrete floor and roof structure.[83] Other

81 McEneny, John J; pp 30.
82 Schentag, Annie, and Kerry Traynor, "Consolidated Car Heating Company Complex," National Register of Historic Places Nomination (Washington, DC: U.S. Department of the Interior, National Park Service, 2021).
83 "Corr-Plate Floors," (Buffalo, NY: Corrugated Bar Co.,1916), pp. 31.

key buildings reflecting 20th century industrial trends include 13 Manor Street completed in 1922 (and its direct contrast to its 19th century attached warehouse at 9 Manor Street; both recommending contributing), the reinforced concrete Central Warehouse at 143 Montgomery Street completed in 1927 for cold storage (National Register Eligible and recommended contributing), and 991 Broadway completed in 1927 and renovated in the 1950s.

Railroads & Automobiles

A transition from railroad to automobile transportation methods occurred during the midcentury period. Not only did this shift cause infrastructure changes to circulation routes in the survey area and throughout the city, but it also required new buildings to store and maintain the vehicles. The formerly undeveloped Van Rensselaer estate had built out from the 1890s to the 1930s, connecting residential North Albany to the downtown. Shifting commercial distribution and transportation trends influenced its built character. Existing warehouses were adapted to truck freight storage and car part storage, and new garages and service shops were constructed.

The Chamber of Commerce and private companies' emphasis on motor transport in their advertising revealed the rising importance of trucking. The "North" Broadway improvements took over a decade to complete and demonstrated the city's commitment and expectation of automobile transportation's profitability. North Pearl Street was extended in the early 20th century, creating a secondary thoroughfare parallel to Broadway. Previously, an intermediate northern terminus had been located at Tivoli Street and North Pearl Street's path picked up again in the North Albany residential blocks. Underscoring the impact of roadway improvements was the fact that many secondary streets still used uneven bricks or were unpaved railroad tracks; for example, Tivoli Street was still unpaved into the 1920s (image 10).

Despite the rise in automobile use—both personal cars and trucking distribution—the number of railroad tracks, spurs, and sidings also increased in the survey area during the 1910s-1930s period. Comparison of the 1909 and 1935 Sanborn Fire Insurance Maps again shows this simultaneous expansion (figs. A-19, A-20). The most change occurred on Mill Street and the block interior bounded by Tivoli Street, Broadway, Bridge Street, and Mill Street, and in more Albany Terminal Railroad spurs running the length of Tivoli Street. During this period the Lumber District slips were infilled and built over, and new tracks were built, such as those serving the A.P.W. Paper Company factory. Most buildings had their own railroad sidings, include new buildings on Broadway. Even as trucking was touted as a selling point by city promoters, the proximity of railroads continued to be a key advertising strategy. Into the 1920s local businesses advertised having their own railroad sidings; storage companies such as the Albany Terminal Warehouse Company (9 Manor Street) especially emphasized this factor in cotemporary newspaper and city directory advertisements. However, by 1946 development was shifted to West Albany and the street trolleys were put out of commission. The New York Central Railroad moved its shops to West Albany, only to close them in 1954.

Little physical evidence of the railroads remains intact except at the single track parallel to Erie Boulevard. Tracks have been removed or covered. A handful of remnants exist at individual properties, such as the International Harvester Company office building (960 Broadway; recommended contributing) where a short section of track is visible at the Tivoli Street facade. The built evidence remains at the loading docks, elevated platforms, awnings, and similar related features at the existing buildings.

New buildings were constructed for and associated with automobile and equipment manufacturers. These were branch offices and service stations for larger companies headquartered elsewhere but with long histories and national and international reputation, such as the International Harvester Company agricultural equipment and trucks (extant at 960 and 980 Broadway) and the Mack-International Motor Truck Corporation known for automobile and truck technology, military vehicles (extant at 1074 Broadway;). The technological developments in trucking made distribution faster, cheaper, and possible over longer distances; the geographic spread of sales branches and service stations, such as those in the survey area, further reinforced the popularity of trucks over declining railroads.

Highway Construction

One of the defining impacts of the 20th century was the construction of highways and major vehicular routes, and the subsequent destruction of older buildings and facilities, coinciding with the creation of the Albany Urban Renewal Agency in 1960, under Mayor Erastus Corning.[84] Maps of the survey area begin to show a planned four-laned New York Route 32 in 1957; this route coincides with North Pearl Street. Existing state interest in a highway system and the 1956 Federal Highway Act pushed forward construction of portions contributing to a national interstate system, including I-90 and 1-787.[85] Under Governor Rockefeller, in the 1950s and 60s highway construction boomed, with massive land acquisition streamlined by eminent domain and property settlements made by the Public Works District Office.[86] In addition, the construction of Empire State Plaza contributed the scale and location of I-787's development in tandem with automobile convenience to suburban populations.[87] The large civic center, like many urban renewal and development efforts saw the displacement of thousands of residents and demolition of hundreds of structures in the 98-acre property.[88] Similarly, demolition for the interstates followed suit in the 1960s and early 1970s.

The consequences of urban renewal and highway construction within the survey area were razing the southern residential blocks and swaths of older industrial buildings, new arterials that cut the area off from the neighborhoods to the north and south, and landscape interventions at the Hudson River shoreline. The waterway separating Lower Patroon Island from the survey area was infilled in order to construct the north-south commuter interstate I-787 and east-west interstate I-90 (part of the New York State Thruway). Large roadways gave automobiles competitive advantage to trains. I-787 construction began in the late 1960s and completed in the survey area around 1971, motivated by increased traffic to move suburban residents to and from urban centers and to direct truck traffic. The I-90/Thruway section was fully completed in 1975.[89] The cloverleaf of overamps and elevated exists connecting 1-90 to I-787, also known as the Riverfront Arterial, redefined the northeast portion of the survey area (image 15). These commuter routes were important factors in moving people and goods within the region, yet significantly impacted the historical circulation routes of the survey area and its geographic relationship to the waterfront. Ultimately this change made it easier for vehicles to bypass the area and contributed to the decline of industrial development.

84 McEneny, John J; pp. 30.
85 *A Short History of the Origin and Development of the Public Works Concept in the State of New York*. NY, United States; NYS Department of Public Works, (n.d.); pp. 15.
86 Ibid, pp. 19.
87 Farrell Jr., Francis X. "Albany Must Reclaim the Riverfront." Albany, NY; *Times Union*, 19 March, 1989.
88 Grondahl, Paul. "High-Tech Hopes Recall Monumental Dreams for an Empire." Albany, NY; *Times Union*, 9 March, 2003.
89 New York State Department of Transportation, "New York's Interstate System: The Road to Mobility and Commerce," Albany, NY: New York State Department of Transportation, 1996, pp. 38, 49.

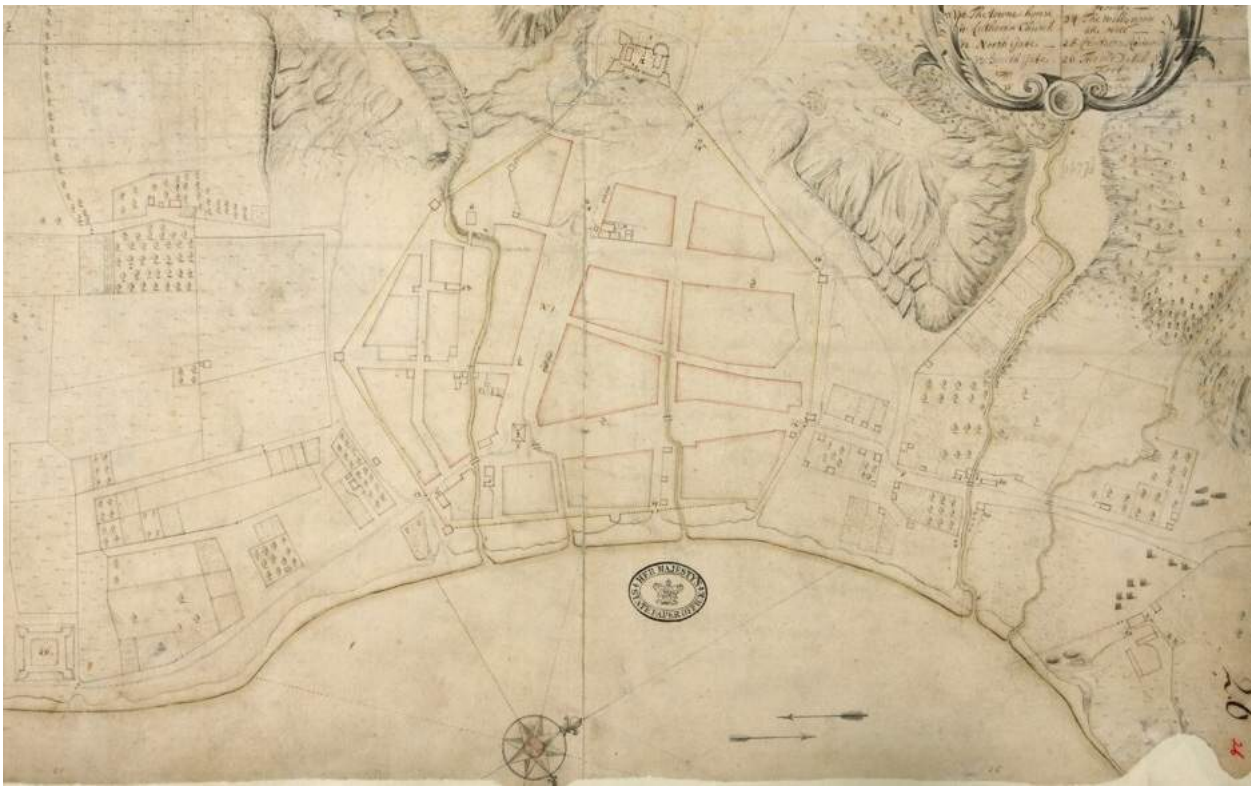


Figure A-1. 1698 Map of the City of Albany, as depicted by John Wolfgang Roemer (*New York State Museum*).

Figure A-2. Plan of Albany as it was in 1758, published in 1759 (*Library of Congress*).

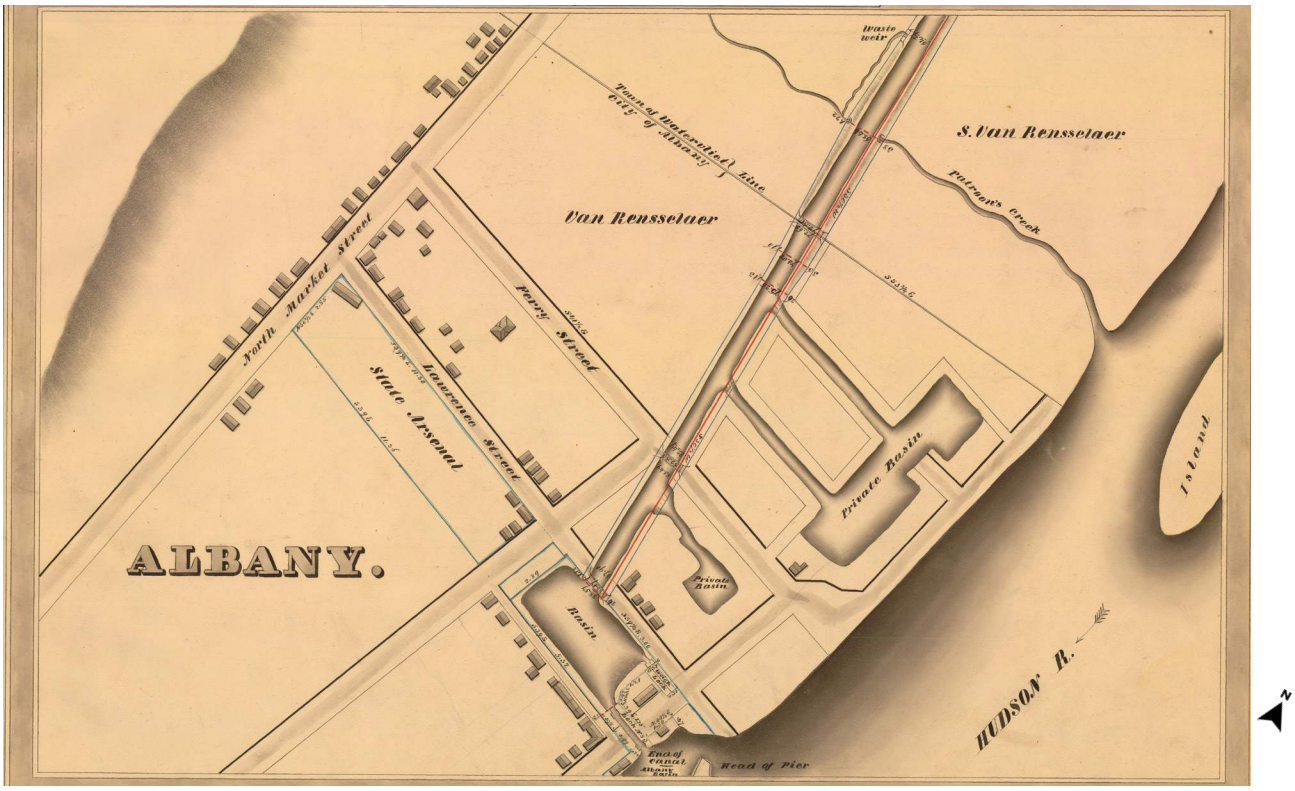


Figure A-3. 1832 Erie Canal Survey Map of the Albany Basin, as depicted by the Canal Commissioners (*New York State Archives*).

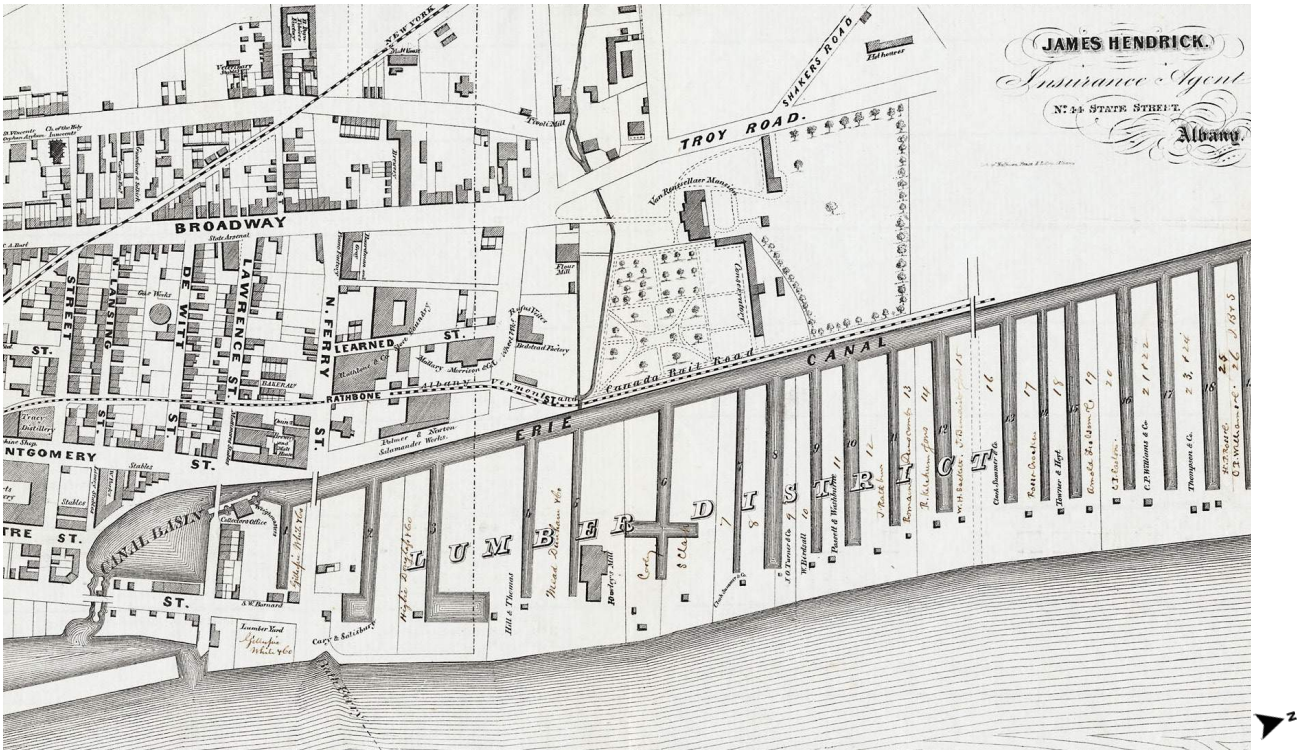


Figure A-4. 1857 map of the Albany Lumber District, extending from the Albany Erie Canal Basin (left). Industrial and residential construction grew around the basin while the Van Rennselaer estate remained undeveloped (right). (*Albany Institute of History and Art Library*).

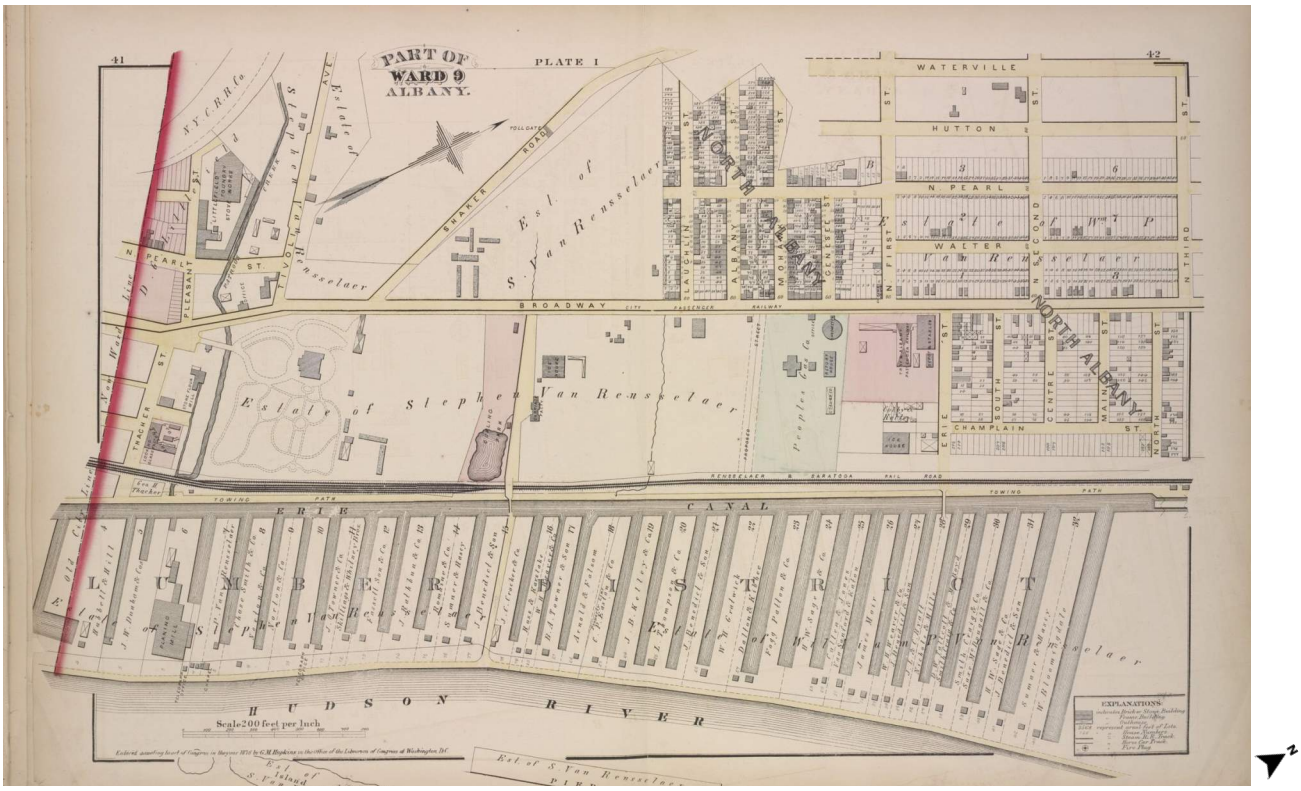


Figure A-5. The Albany Lumber District, as depicted in the 1876 G.M. Hopkins' *City Atlas of Albany, New York* (*New York Public Library Digital Collections*).

Figure A-6. 1857 Map of Albany featuring the Erie Canal and Lumber District yards, as depicted by E. Jacobs. *(New York Public Library)*.

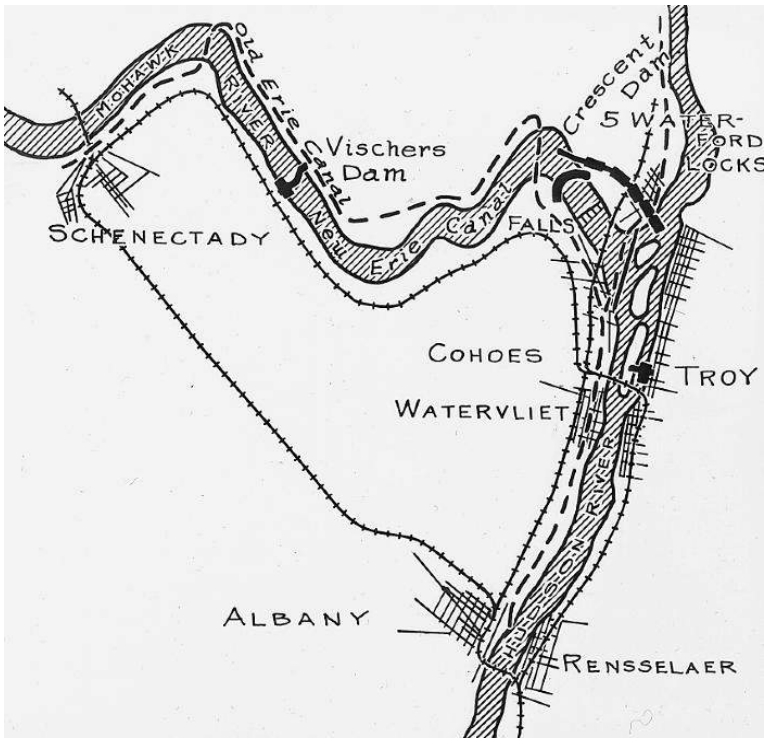


Figure A-7. 1912 depiction of the Barge Canal in the Mohawk Valley, showing both the new and old canal systems (*New York State Archives*).

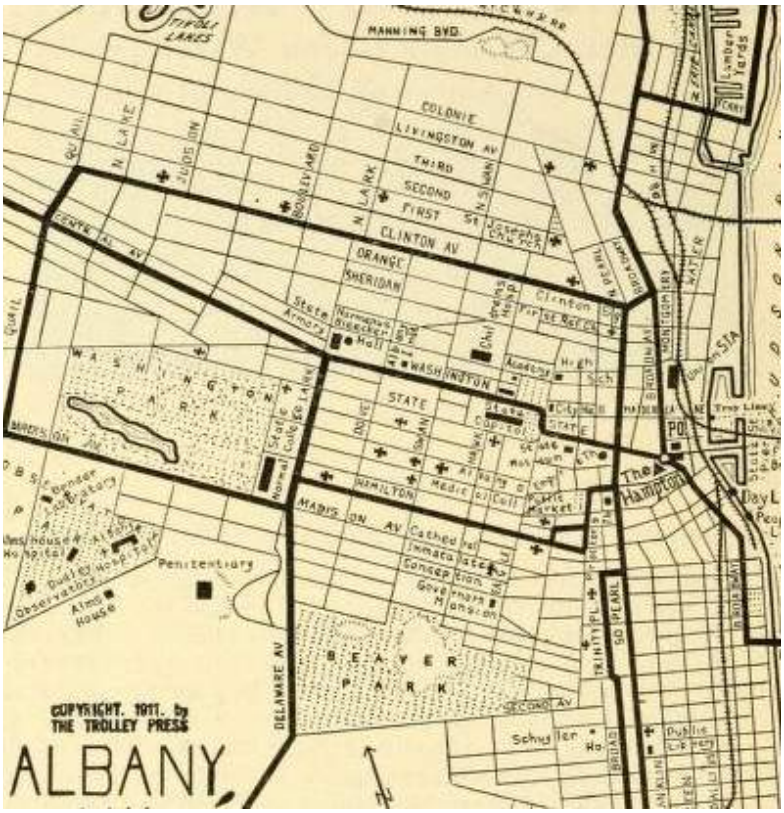


Figure A-8. The 1911 Trolley Map of Albany, NY, as depicted in *Trolley Trips through New England*. Showing the Southern portion of the survey area in the top right corner. (*Fordham University Libraries Digital Collection*)

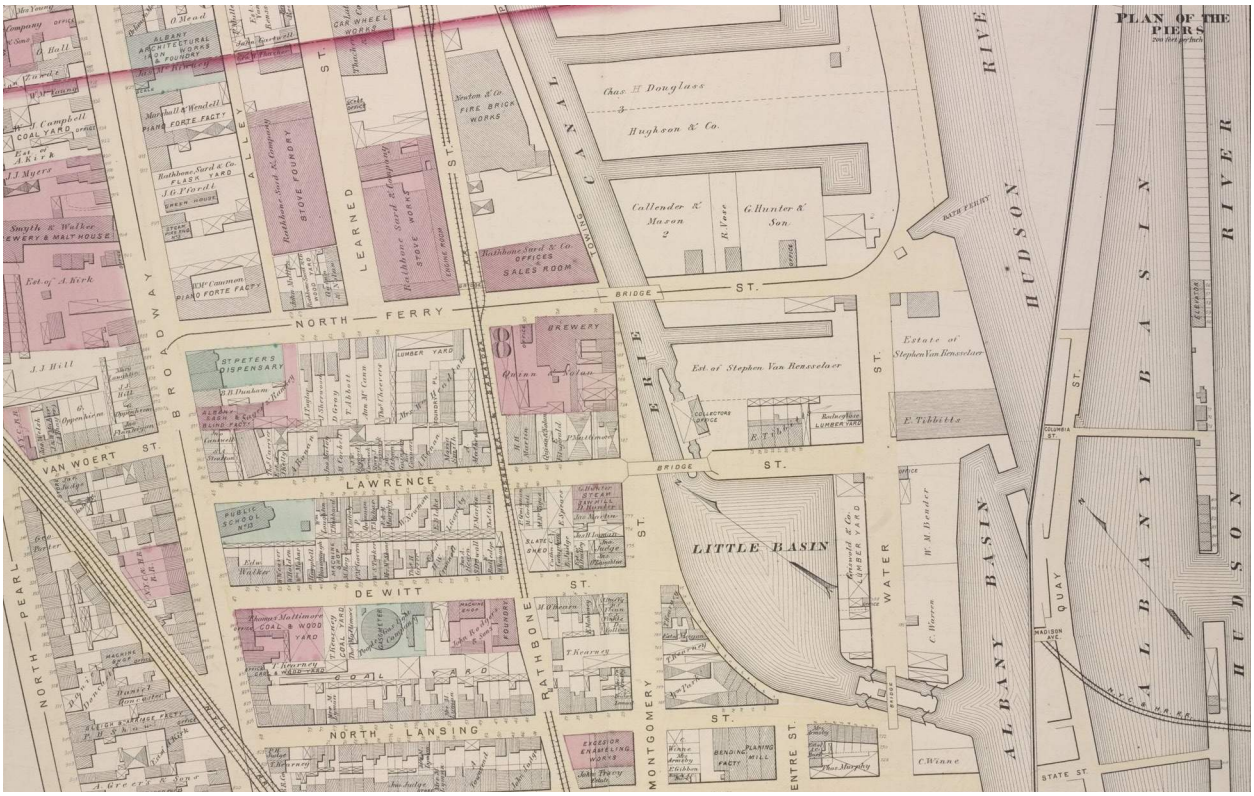


Figure A-9. The southern portion of the survey area in 1876, showing the Marshall & Wendell Piano Forte Factory in the upper right corner, as illustrated in the *City Atlas of Albany,* Plate H, published by G.M. Hopkins (*Library of Congress*)

Figure A-10. Industrial blocks in 1909 including the extensive operation of Rathbone, Sard, and Company Stoveworks, James McKinney & Son Architectural Iron, and George Thacher & Company Car Wheel Foundry, depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

Figure A-11. Tivoli Street and North Pearl Street in 1909 including the operations of Littlefield Stove Company, Harry E. Campbell Iron Foundry, and James Ackroyd and Sons Ironworks depicted in the Sanborn Map Company's *Insurance Maps of Albany. (Library of Congress)*

Figure A-12. Industrial block off of the New York Central Railroad (left) from 1909 including the operations of John W. Clark Foundry, Harry E. Campbell Iron Machine Shop, and Columbia Distilling Company, depicted in the Sanborn Map Company's *Insurance Maps of Albany. (Library of Congress)*

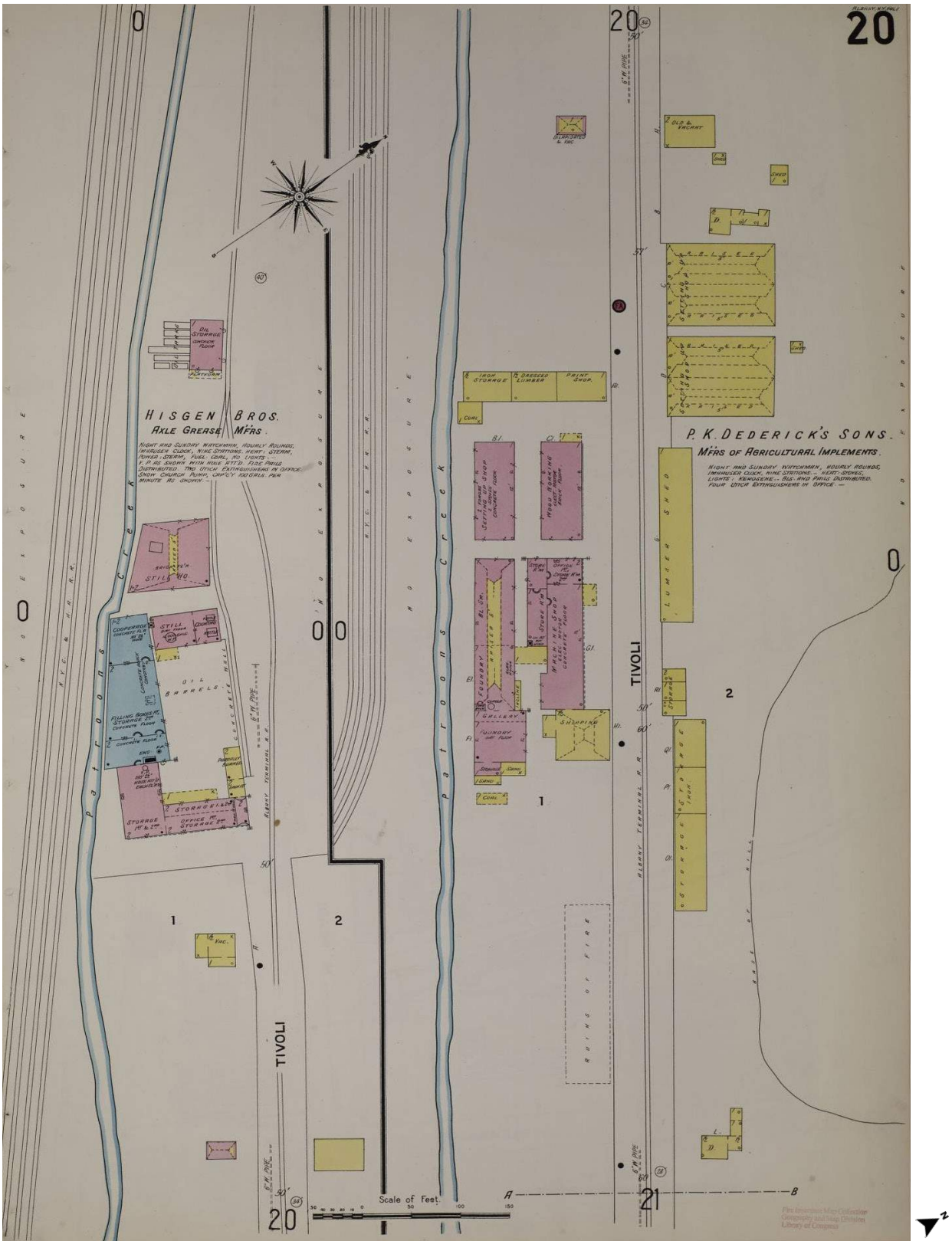


Figure A-13. Industrial Tivoli Street from 1909 including the operations of P.K. Dederick Agricultural Implements and Hisgen Brothers Axle Grease Manufacturers, depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

Figure A-14. The intersection of Tivoli and North Pearl Streets from 1935, showing the Clausen Iron Company, International Harvester Company, Peerless Paper Corp. and George Spalt & Sons Incorporated Architectural Woodworking, as depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

Figure A-15. Block of North Ferry and Lawrence Streets in 1935, showing Beverwyck Brewing Company, Quinn & Nolan Brewing Company and the Fort Orange Press Building (883 Broadway), as depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

Figure A-16. Block of North Ferry and Lawrence Streets in 1951, showing F&M Schaefer Brewing Company and the Fort Orange Press building (883 Broadway), as depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

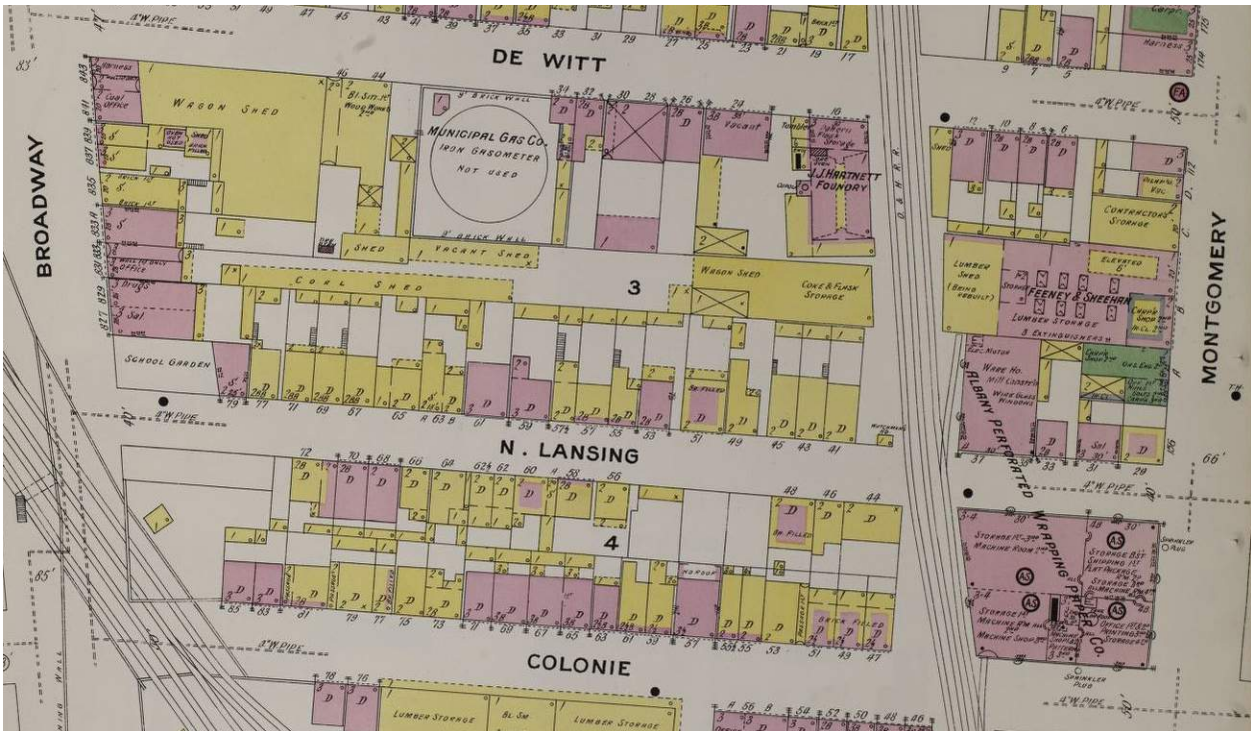


Figure A-17. Original Albany Perforated Wrapping Paper Company office and warehouse (far right), on North Lansing and Montgomery Streets in 1909, as depicted in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

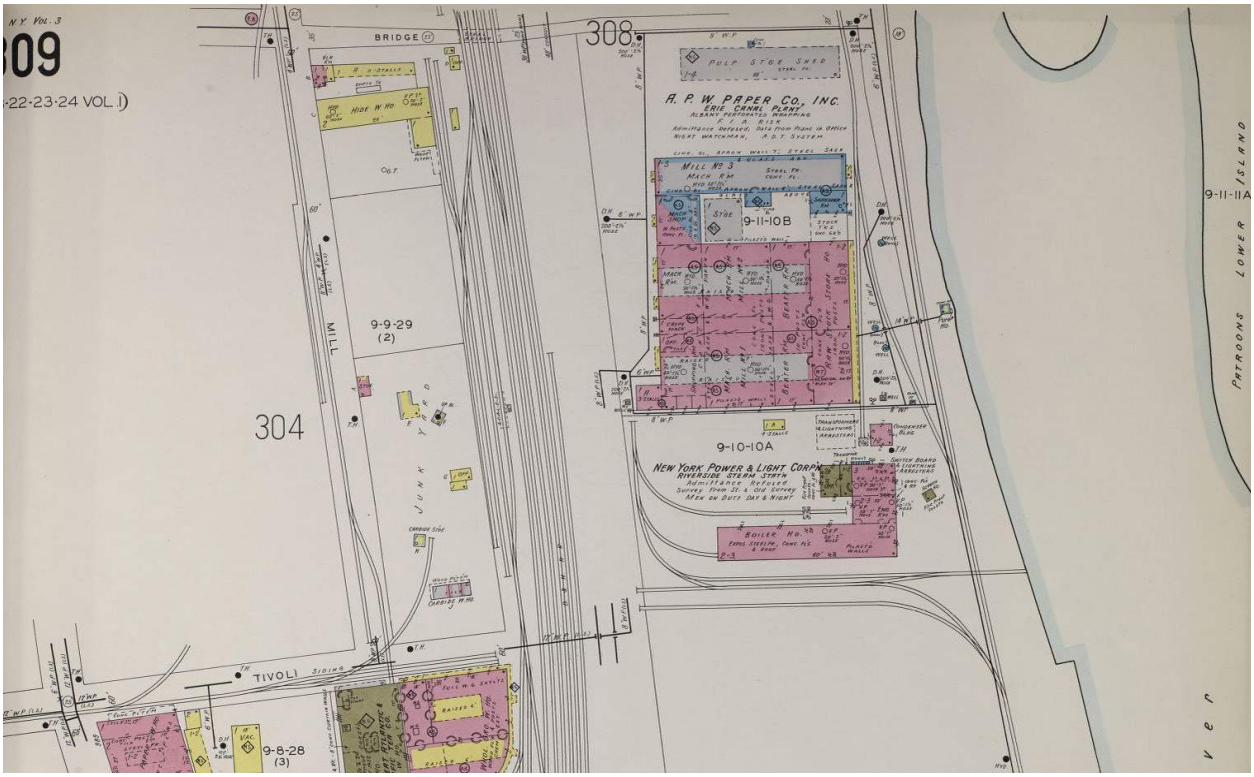


Figure A-18. The new Albany Perforated Paper (A.P.W.) Company Plant built in 1918-22 on the former slips of the Erie Canal, as depicted in 1935 in the Sanborn Map Company's *Insurance Maps of Albany*. *(Library of Congress)*

Figure A-19. Sanborn Fire Insurance Maps published in 1909 show the sparsely developed Broadway corridor north of Pleasant, Manor, and Tivoli Streets. The west side of Broadway between Loudenville Road and Emmett Street was not recorded and presumably had no buildings. (*Library of Congress, complied by author*).

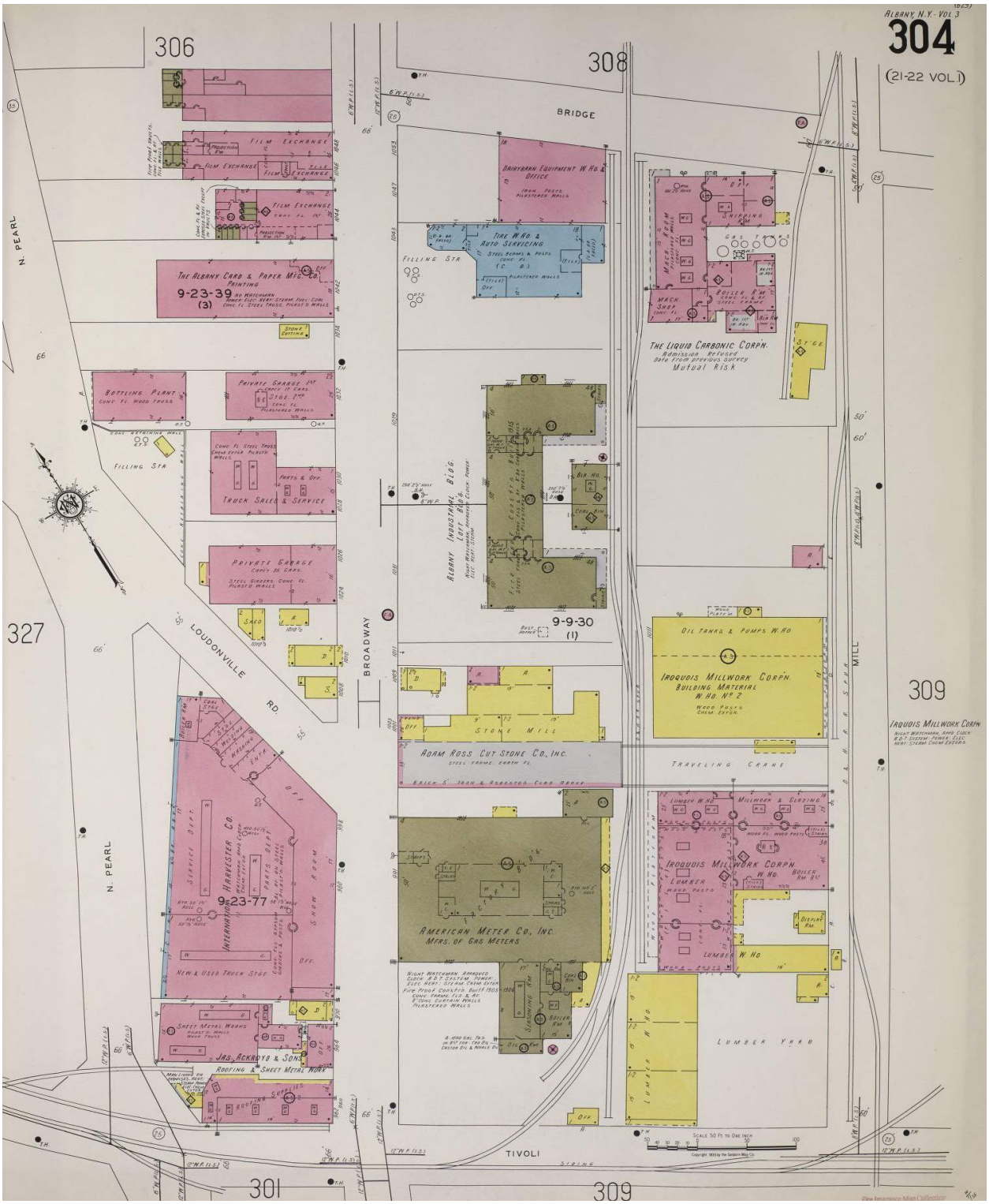


Figure A-20. The same Broadway corridor north of Tivoli Street built out with most of the existing recommended contributing buildings, depicted in the Sanborn Fire Insurance Maps published in 1935, (*Library of Congress, complied by author*).

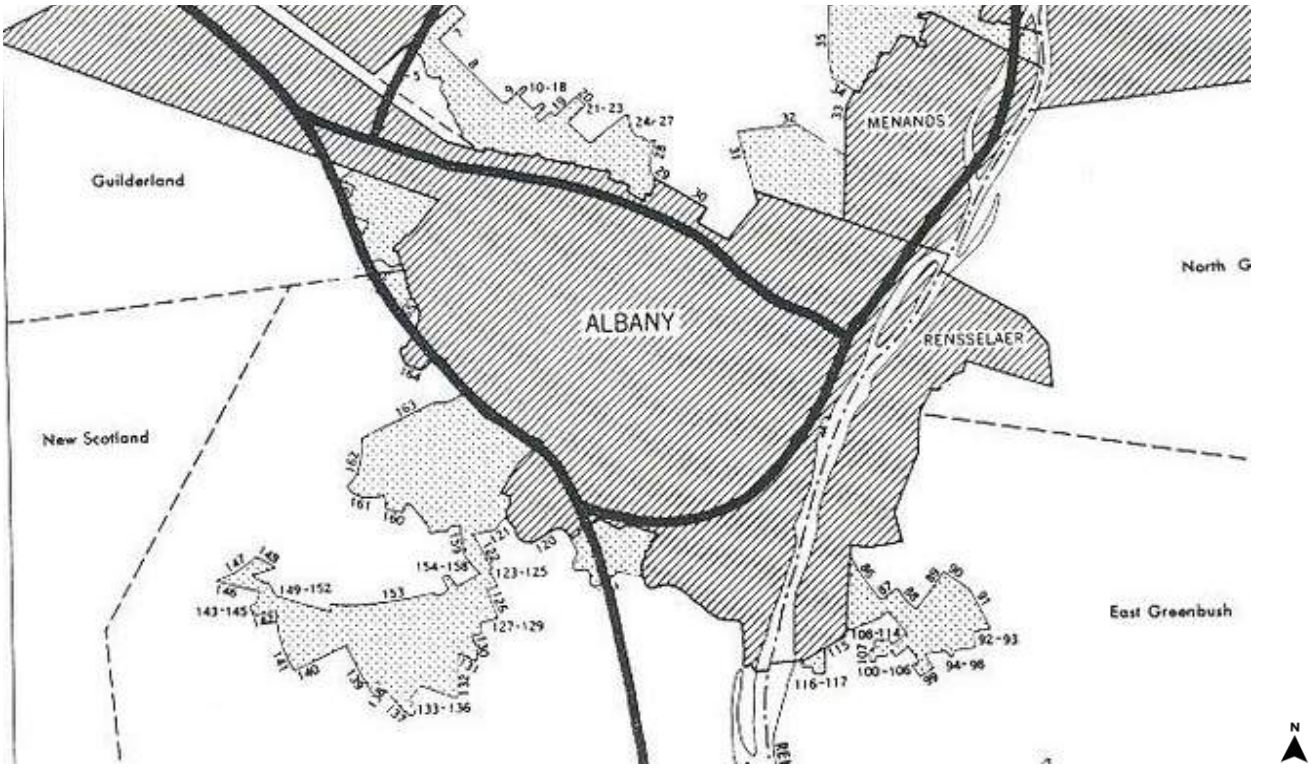


Figure A-21. Proposed highways through Albany published in 1955, showing the plans for I-787 on the riverfront and into the city (*U.S. Department of Commerce Bureau of Public Roads*).

Image 01. Panoramic View of the Albany Canal Basin c. 1910, depicting a section of the former Erie Canal Basin, south of the survey area. The depiction expresses similar concentration and density as the Albany Basin area within the survey area. Large industrial buildings crowd the waterfront, sporting advertisements for breweries. The New York Central & Hudson River Railroad can be seen running parallel to the water. (*Albany Institute of History & Art*).

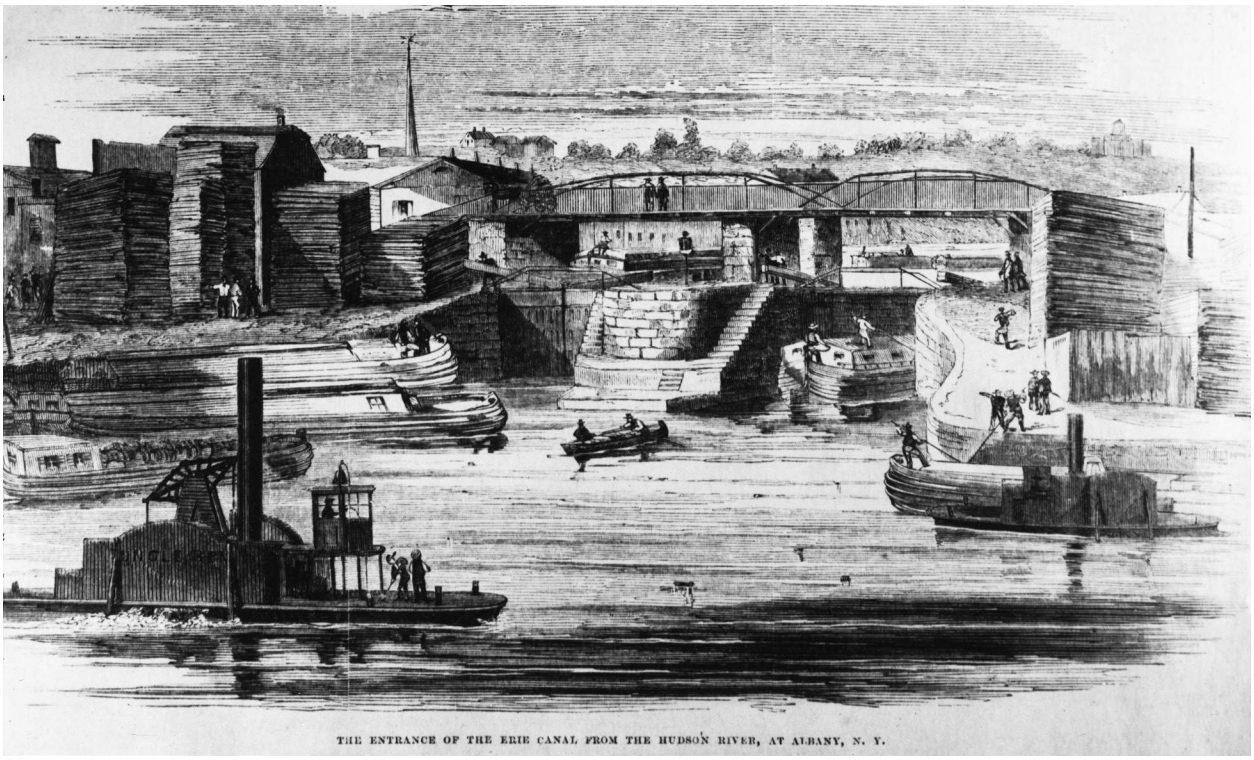


Image 02. "The Entrance of the Erie Canal, from the Hudson River, at Albany, N.Y." from *Frank Leslie's Illustrated Newspaper* in 1856. Depicting the first lock, at the head of the Erie Canal. Lumber sheets can be seen on either side of the bridge. (*Canal Society of New York State*).

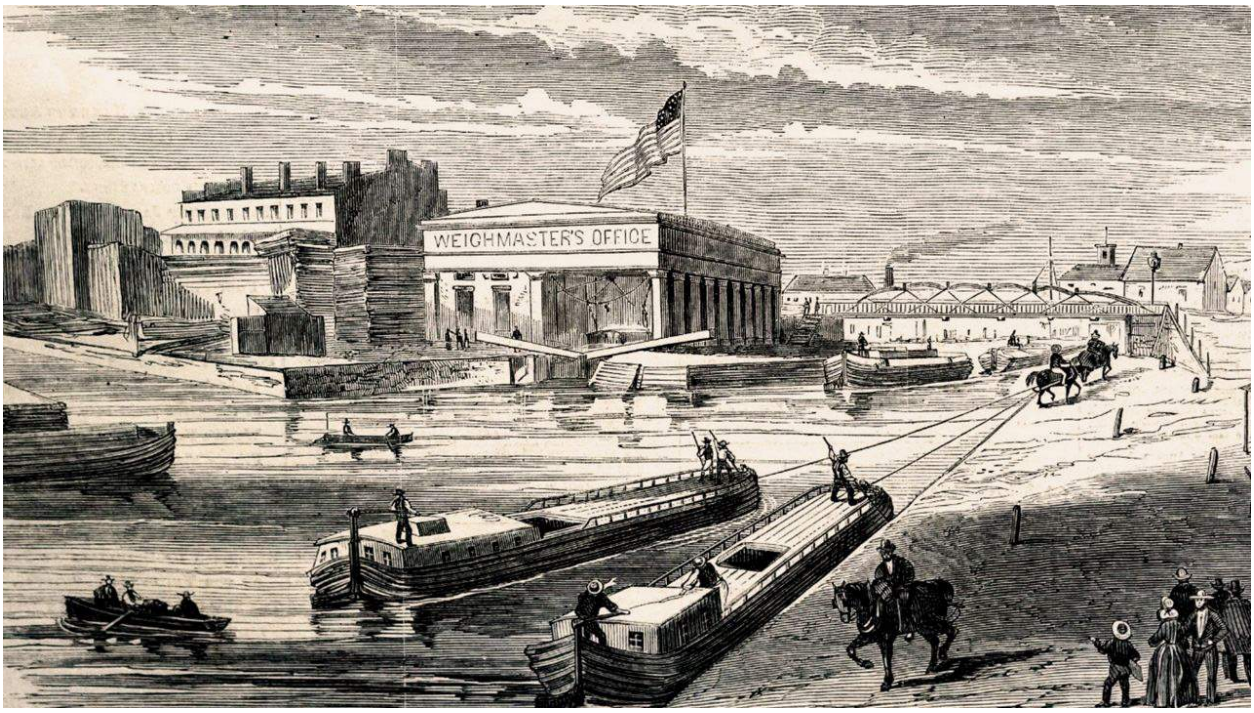


Image 03. "Albany Erie Canal Harbor" from 1855, depicting the weighmaster's office (demolished) and stack of lumber on the far left. (*Albany Institute of History and Art)*.

Image 04. Old North Ferry Street Bridge over the Erie Canal circa 1925, featuring Quinn & Nolan Brewery (right) and Pittsburgh Glass Plating Company (left), as well as horsecar and railroad tracks along Rathbone and North Ferry Streets.(*Albany Institute of History and Art)*.

Image 05. *Frank A Jagger Lumber Boat at Albany Lumber District* circa 1875 featuring the immense lumber stored in the Albany Lumber District. (*Albany Institute of History and Art*).

Image 06. Exterior of the Van Rensselaer Manor House, circa 1890. Since, the building has been de-constructed and moved out of Albany. (*Albany Institute of History and Art)*.

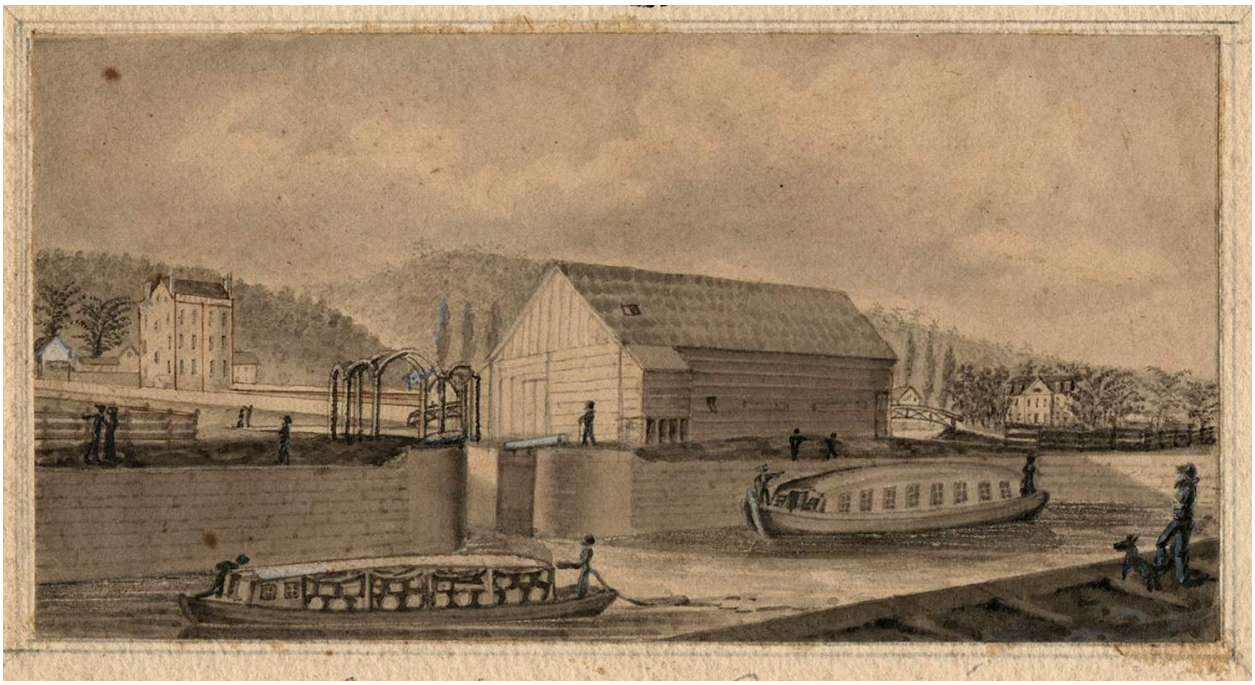


Image 07. "Entrance to the Canal into the Hudson at Albany" illustration from 1823. The Van Rensselaer Manor House is visible on the right. (*Albany Institute of History and Art*).

Image 08. "Albany, New York Commercial Streets, 10 Tivoli Street," actually believed to be looking south between Tivoli and Manor Streets toward 11-13 Thacher Street (recommended contributing) warehouse loading docks with railroad sidings and horse-drawn carts. (*New York Heritage Digital Collections- Albany Commercial Streets Collection)*.

Image 09. The Albany Terminal Warehouse Company at 9 Manor Street and the warehouse at 13 Manor Street (both recommended contributing) with active connections to the D&H Railroad and Tivoli Street spur; undated, after the 1922 construction of 13 Manor Street (in background) (*Albany Public Library)*.

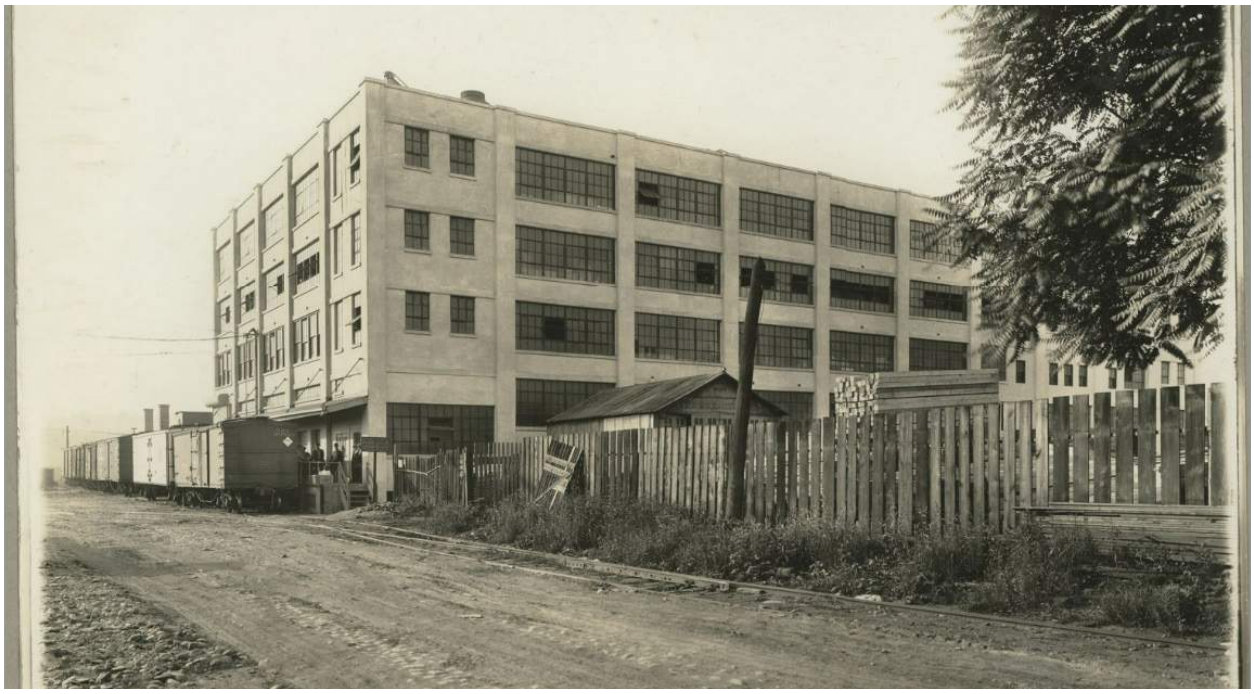


Image 10. The warehouse at 13 Manor Street (recommended contributing), view southeast from Tivoli Street near Broadway. Railcars are lined up at the loading platforms and Tivoli Street was still unpaved; undated, after 1922. (*Albany Public Library*).

Image 11. The Adam Ross Cut Stone Company office and stone mill (1001-1009 Broadway) after 1927 expansion, view northeast on Broadway (recommended contributing) with 1031 Broadway tower visible in the distance (left). (*Albany Public Library*).

Image 12. North section of Broadway, after 1927, looking south. 1024 Broadway (recommended contributing) is at right. Adam Ross Cut Stone Company at 1001-1009 Broadway and 991 Broadway (before Nipper was installed) are in distance at right. (*New York Heritage Digital Collections*).

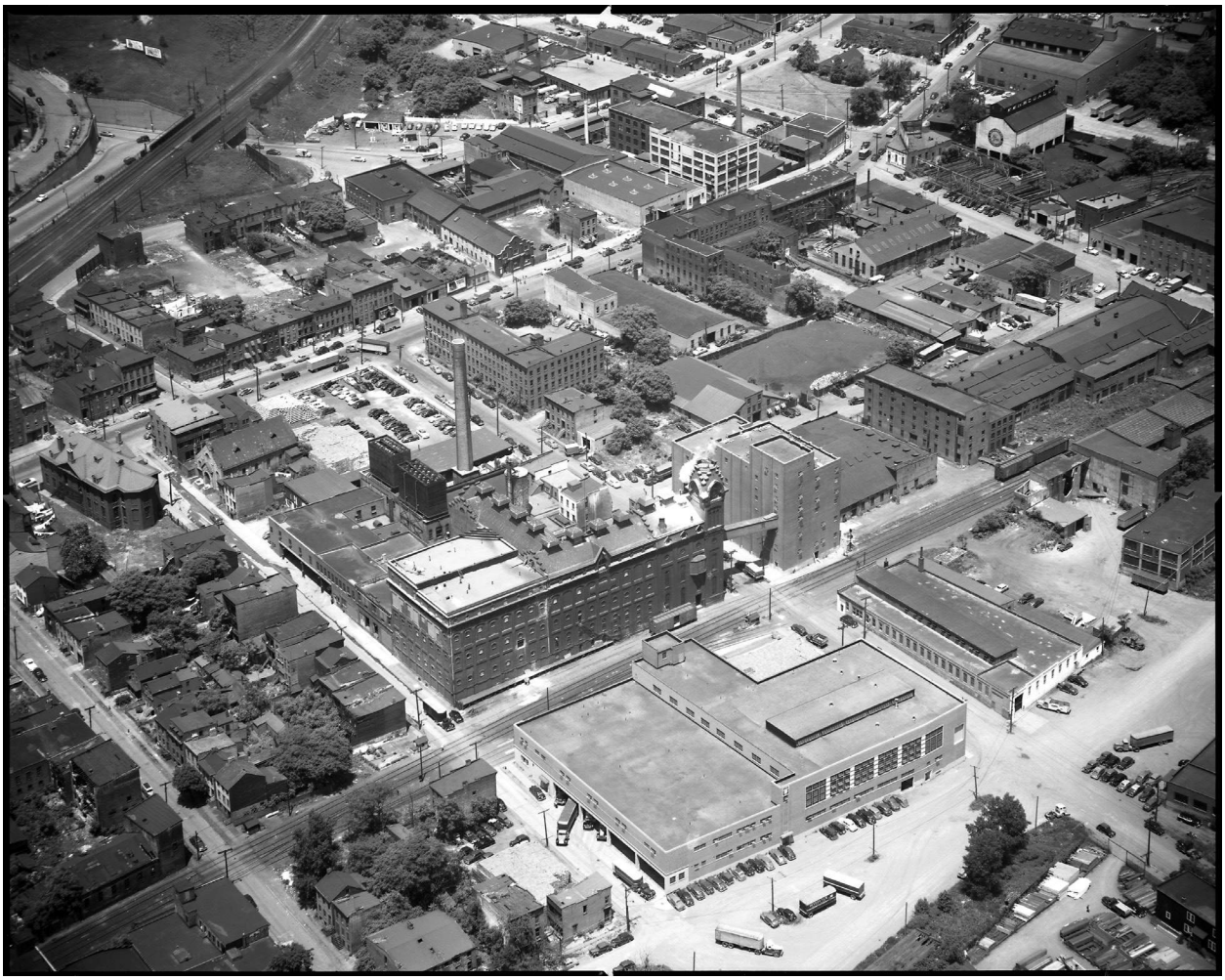
Image 13. Beverwyck Brewery advertising the new additions to the historic factory in 1947. The bottling plant at 8 Erie Boulevard (recommended contributing) is in the foreground (*New York Newspapers: Plattsburgh Press-Republican, Dec. 18, 1947)*.

E. A.

D.

C.

A.



B.

Image 14. Aerial photograph of the F.M. Schaefer Brewery in 1951, view northwest of the survey area and recommended contributing buildigns from above Erie Boulevard. Demolition in the late 1960s to 1972 razed the blocks visible at right. (*New York State Archives*).
Street key: A: Broadway; B: North Ferry Street; C: Thacher Street; D: Manor Street; E: North Pearl Street.

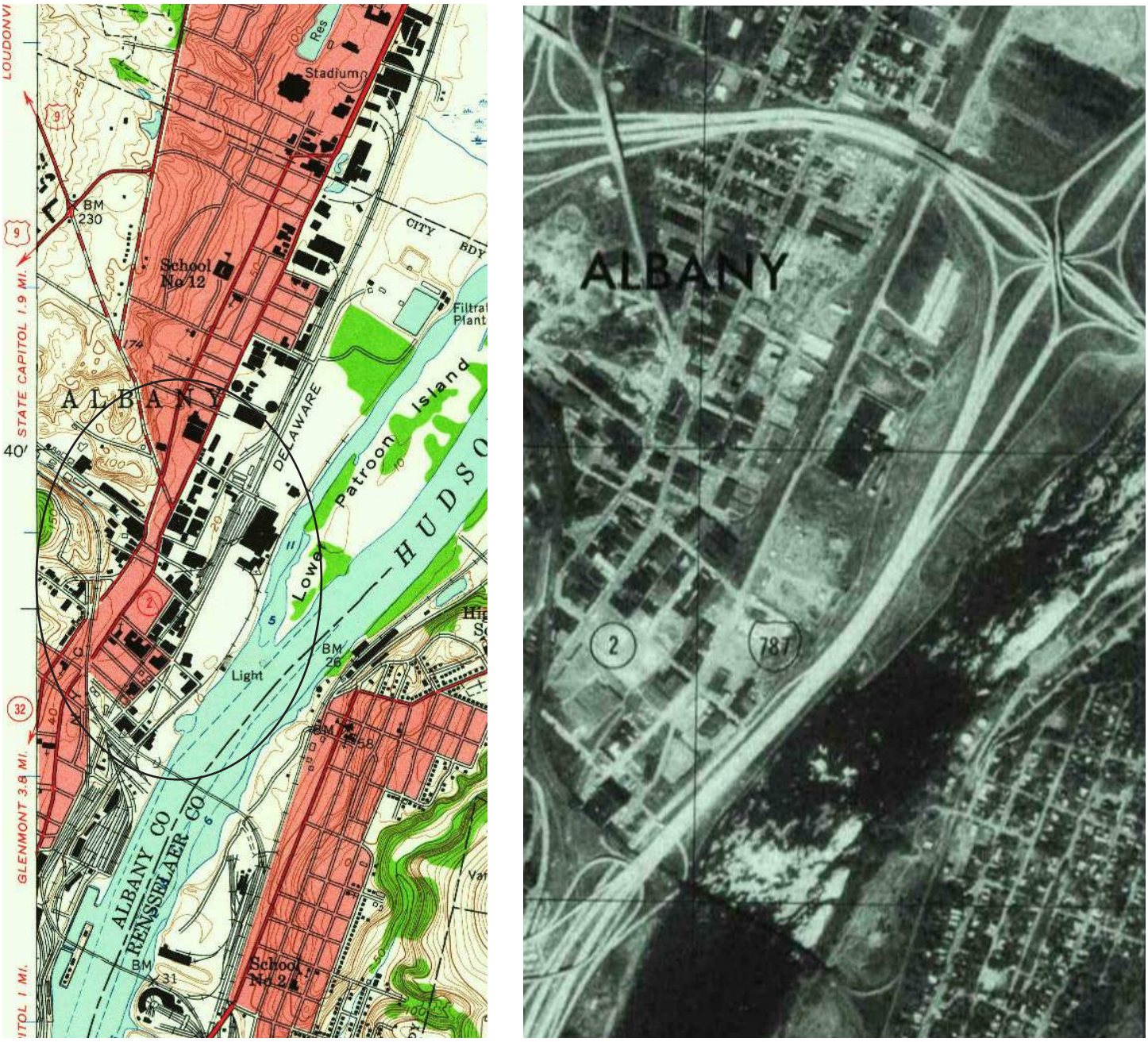


Image 15. Comparison of a 1953 United States Geographical Survey (USGS) map of the survey area (left, area circled) with a 1978 aerial photograph detailing the survey area (right) shows the immense impact of highway construction and large-scale demolition on both the historic buildings and the landscape. (*USGS Topographic Map Viewer*).

EXISTING EVALUATED PROPERTIES

The survey area contains four historic resources that are listed in the New York and National Registers of Historic Places and three properties have been determined to be eligible for listing. Most are significant for their associations with 19th and 20th century industry and transportation history, coinciding with the themes of this survey.

Listed Properties:

- Boardman and Gray Piano Company - 883 Broadway. State Register listed in June 2022, National Register listed in July 2022, under Criterion A, with the Period of Significance of 1860-1911.
- Consolidated Car Heating Company Complex - 413 North Pearl Street. State Register listed in September 2021, National Register listed in November 2021, under Criteria A and C, with the Period of Significance of 1893-1965.
- Albany Perforated Wrapping Paper Company - 19 Erie Boulevard. State Register listed in March 2022, National Register listed in April 2022, under Criteria A and C, with the Period of Significance of 1918-1964.
- Tanpopo Ramen (Miss Albany/Lil's Diner) - 893 Broadway. State Register listed in July 2000, National Register listed in November 2000, under Criterion C, with the Period of Significance of 1941.

Eligible Properties:

- RCA Building [Nipper Statue] - 991 Broadway
- International Harvester Warehouse - 960 Broadway
- Central Warehouse - 143 Montgomery St

"Undetermined" Properties in CRIS:

- 895 Broadway - AFD Engine Co. #3&8
- 150 Montgomery Street - Albany Perforated Wrapping Paper Company Building
- 37 North Lansing Street - Albany Perforated Wrapping Paper Company Warehouse
- 989 Broadway - "Former Paper Company"
- Broadway - City Pumping Station. Demolished during the course of this survey.
- 904 Broadway - "ca. 1840"

Two previous surveys have been conducted in areas that overlap the survey area. The archaeological survey "Phase 1A Survey of Quackenbush Square Development" was completed in 2015 and overlaps the middle of the survey area; no findings from the archaeological survey are available for review. The southernmost streets of the survey area were overlapped by the architectural survey "Cultural Resources

Reconnaissance Survey Report of PIN 1935.49.171: Livingston Avenue Bridge, City of Albany and Rensselaer, Albany and Rensselaer Counties, New York, Volume II: Architecture" in 2011. This survey identified four National Register-eligible properties in Albany, three of which are in the survey area: 150 Montgomery Street, 37 North Lansing Street, and 883 Broadway.

Immediately adjacent to the survey area's south boundary are one listed historic district and four eligible structures. Their histories are closely tied to the themes and events that shaped the survey area. These resources are:

- The Broadway-Livingston Historic District, listed in 1980. The railroad truss bridge above Broadway and Colonie Street is a contributing structure to the district and was individually listed in 1987.
- The Livingston Avenue Railroad Bridge over the Hudson River, determined eligible in 1999.
- Three eligible structures that are part of the Livingston Avenue Railroad Bridge Viaduct are located on the survey boundary. The deck girder bridge at Water Street, the deck girder bridge, at Center Street/Erie Boulevard, and the truss bridge at Montgomery Street were determined eligible in 2010.

RECOMMENDED HISTORIC DISTRICT

The survey identified a potential historic district in the current Warehouse District that represents significant 19th and 20th century industrial and transportation themes in Albany's history. The recommended district is considered significant under Criterion A for its association with several formative eras in Albany's physical development: from the construction of the Erie Canal and railroad networks and to the early 20th century industrial development in the norther corridor between Albany and Troy. Under Criterion A, the recommended district is also associated with patterns of industry and a variety of notable companies and products that gained Albany regional, statewide, and national, and occasionally international recognition. The recommended district is considered significant under Criterion C for its existing examples of 19th century and 20th century industrial architecture that illustrate both the ubiquity of certain character-defining features and the transitional era of materials, construction methods, and design typical of industrial centers throughout the United States. The recommended district could be termed the Albany Lumber and Industrial District—recognizing its 19th century historic name and its more general but enduring industrial significance—or could be recommended to continue using the neighborhood's common name of the Albany Warehouse District, a moniker that has developed within the past few decades and does reflect the historical use of many of the existing buildings. The recommended historic district unites the individually listed resources and eligible resources already recognized in the survey area; each has its own significance founded in the same significant transportation and industrial themes of the district.

Eligibility Criterion A

The recommended district appears to be eligible for listing in the New York and National Registers under Criterion A for its association with Albany's commercial and industrial development in the 19th and 20th centuries. This history is represented in buildings, sites, and circulation routes.

From 1832 to 1918, the area bounded by Lansing, Montgomery, Lawrence, and Water Streets was the Erie Canal Basin—where the Erie Canal system connected to the Hudson River, moving people and goods between the interior United States, New York City, and international markets. The recommended district contains one of the most important intersections of commerce and transportation of the era. However, no built resources remain extant. The irregular street grid and railroad rights-of-way over the infilled Erie Canal and Erie Basin represent the formative transportation routes that enabled Albany's development. These are considered "paths of interest" that communicate the neighborhood's history where physical infrastructure and buildings no longer can. Most of Albany's industrial heritage along the Hudson River has been redeveloped; therefore this neighborhood is an even more rare vestige of the architectural character that once extended farther south.

The district's history demonstrates how transportation networks and industrial activity function as interdependent and mutually reinforcing systems. The Erie Canal fostered the Lumber District. Proximity to distribution routes drew more companies to build their factories in this neighborhood. In turn, the concentration of manufacturers drew more Erie Canal traffic and railroad construction to facilitate delivery of raw materials and shipment of products. More companies meant more movement of products and people, influencing the construction of new roads and the street trolleys. Better access and activity spurred construction of residences, religious, and civic buildings to serve the new workers neighborhoods in and around the industrial area. As Albany's types of industry needs changed, its existing buildings could usually be easily adapted and new companies took advantage of the existing transportation routes. These influences perpetuated the district's industrial character for over a century.

Contributing existing buildings are associated with a rich mix of industries and types of manufacturing, storage, and distribution methods that connect to broader patterns of American commerce, trade, and consumption. Existing buildings represent Albany's long history of breweries. Factories and warehouses were used for the lumber industry, an establishing industry of the neighborhood, and for major 19th industries of stove manufacturing, iron manufacturing, and piano manufacturing. Albany's paper industry provided paper goods to most of the country in the 19th and 20th century, included the inventory of modern toilet paper.

The City of Albany promoted industrial development in the northern stretch of the recommended district at the turn of the 20th century, to draw commercial investment to the city and capitalize on the underdeveloped land in North Albany. The existing concentration of 19th century factories, warehouses, and railroad tracks in the southern section made the northern stretch of Broadway a logical and profitable area for growth. The existing buildings demonstrate the resulting construction boom from the 1910s to the 1930s, and subsequent additions and continued importance of industrial development through the 1950s and into the 1960s.

Buildings in the recommended district produced raw construction materials and architectural details, pre-fabricated items sold through department store mail-order catalogs, metal springs, beds, mattresses, oil, chemicals, tobacco, agricultural equipment, railroad tools and machinery, and baseballs. They stored and chilled food. The factories and warehouse were built here as strategic distribution hubs, using the railroads and burgeoning highway networks to serve commercial enterprises across the country.

The architectural continuity of the 1920s and 1930s buildings especially connects this recommended district to the broader context of the industrial and commercial corridor between Albany and Troy. Although survey of this corridor was outside the scope of this project, observation in the field and tangential references uncovered during research revealed connections between companies and similar building styles. Although little built evidence remains of the Erie Canal and the extensive railroad connections in the area, this history was foundational to the industrial character of this recommended district and the late 19th and 20th century development that is represented in the extant buildings. The canal and early railroads established this area as a north-south corridor for commerce and manufacturing, enduring into the greater Albany area's mid-20th century industrial development.

Eligibility Criterion C

The recommended district also appears to be eligible for listing in the New York and National Registers under Criterion C for its representation of the transitions in 19th and 20th century industrial architecture. Because of the district's long period of development, the contributing buildings represent both the stylistic shifts in 19th and 20th century industrial architecture and the continuity of materials and features that characterize industrial buildings.

In this period, buildings transitioned from brick construction to concrete and steel. The existing buildings demonstrate technological developments in construction methods. This history is already exemplified on a single-property scale in the National Regsiter-listed Consolidated Car Heating Company Complex, contrasting 1893 and 1906 brick sections with a 1913-14 concrete building, a 1920s garage, and a 1960s addition. The recommended district has examples of both construction methods and, as a district, provides a greater context for the differences. It also reflects industrial features like large open floor plates that remained the same, but used new materials and structural systems to achieve a functional design. Individual buildings like the 1915 Albany Industrial Building (1031 Broadway) are also an example of architecture being used by planners and investors to support a city's economy. It was designed specifically to be leased by multiple tenants, to make use of new reinforced concrete and fireproof techniques, and commissioned by the incorporated Albany Commercial Company. According to a contemporary newspaper account of the public bidding process, all of the contractors selected for construction were local Albany firms.

More than most building types, industrial buildings were designed to be adaptable. The district's remaining buildings largely retain that inherent adaptability and the evidence of many alterations over time is appropriate to this typology. Cycles of buildings reuse, adaptation, demolition, and new construction to suit manufacturing needs are typical of historic industrial neighborhoods.

Character-defining features of 19th and 20th century industrial buildings in the recommended district include:

- Brick masonry construction or "fire proof" and concrete block construction
- Large rectangular massing and suggestions of interior open floor plates
- Irregular massing resulting from a series of additions over time or multiple functions within a complex (such as foundries, materials storage, offices, finishing shops, etc.)

- Mixture of flat and irregular roof types, often with raised monitor roofs and skylights to maximize daylighting
- Multi-lite steel windows, usually fixed or with pivot sections
- Rhythmic fenestration patterns, typically with large openings to maximize daylight to the interior
- Minimal ornament, typically limited to patterned brickwork, stepped parapets, lintels, and cornices
- Large entrances influenced by the time of construction and the dominant method of transportation: elevated platforms accompanied by steel awnings and elevated openings for railroad cars, and grade-level entrances for automobiles.

Although the buildings are spread across a large geographical area, and many have been altered or have modern additions, there is a consistent architectural vocabulary throughout the recommended historic district. Some buildings are recommended as contributors because they may retain historic materials below superficial alterations like sheet metal siding.

Existing building features like loading docks, steel awnings, and elevated entrances illustrate the historic railroad routes that were important to the neighborhood's industrial activity even where there are no longer physical remnants of the tracks. This is particularly evident on Tivoli Street.

The north section of the district is representative of the expansion of industrial activity north from the Erie Basin center, building out the former Van Rennselaear estate, and of the influence of automobile-centric industries and 20th century shifts in architectural style, scale, and materials.

Eligibility Criterion D

The recommend district may be potentially eligible under Criterion D for potential archaeological resources related to the original Erie Basin and the infilling of the Erie Canal after the Barge Canal opened in the period of 1905 to 1918. Evaluation of potential underground resources is beyond the scope of this survey but may be a subject for future study.

Period of Significance

The recommended period of significance begins in 1853, which is the earliest date of construction of the existing buildings. The earliest existing building is the Boardman & Gray Piano Company building at 883 Broadway. Several other buildings remain from this period and are associated with significant companies from the heyday of the Erie Canal, such as 15 and 20 Learned Street surviving from the Rathbone, Sard, and Company factory complex. The period of significance is recommended to end in 1972 when the majority of demolition and construction for Interstate-787 was complete and Schaefer Brewing closed their factory. The subsequent demolition of most of the factory's buildings marked the end of the largest scale brewing activity in the recommended district. Although brewing and alcohol-related industries have experienced a resurgence in recent decades in the district, the demolition of the Schaefer/Beverwyck/Quinn & Nolan buildings altered a distinctive built 19th century feature of the area. The brewing industry predated the lumber industry in local significance, and it was an enduring commercial force throughout the recommended period of significance.

A future nomination may find it appropriate refine the end of the period of significance based on other major companies vacating their factories, if further research demonstrates a sufficient confluence of when these events occurred; this survey did not determine that one industry or company's change rose to such a level of distinction and that the late 20th century demolition signaled the biggest shift in the district's built resources and industrial influence.

Integrity

The extent of demolition in the entire survey area and within the recommended historic district is significant. The area has lost most of its mixed-use character from the demolition of residential buildings and institutions and has lost many of older factory buildings. However, of all the building typologies that survive, the industrial buildings have remained the most intact and this history remains the most visible.

Despite the drastic landscape interventions that have erased most of the Erie Canal and Lumber District's geographic presence, the canal's route is still legible in the district's circulation patterns. The physical landscape of the district has been altered to two campaigns to accommodate changes in transportation: the closing and infilling of the Erie Canal and the alteration of the shoreline for highway construction.

Upon close inspection, the remaining buildings retain character-defining features that trace back to historic transportation themes and industrial architecture heritage. Together with the paths of interest, the contributing buildings knit the neighborhood together. Expected alteration and adaptation can be considered a character-defining feature of industrial architecture, making the layers of change evident in the buildings part of the district's integrity. The district retains integrity of association through its continuous warehousing and commercial activity. Although demolition has significantly impacted the neighborhood's industrial character, the surviving buildings merit recognition as the last physical embodiment of the neighborhood's significant role in Albany's history.

The focus of this survey is industrial and manufacturing uses, and for this reason residential and civic built histories are excluded. Discussion of the residential character of the neighborhood, particularly the south end, and the changes wrought by urban renewal programs and extensive demolition is beyond the scope of this study. However, the cultural and social connections to adjacent neighborhoods, and the social history of disadvantaged communities in proximity to industrial areas, could be a subject of future study.

Contributing/Non-Contributing Properties

Recommended contributing properties are buildings that were constructed in 19th and early to mid-20th centuries and were associated with at least one type of manufacturing, storage, and/or commercial use. Recommended contributors were determined to retain architectural and material integrity, even in cases where clear alterations had occurred or original materials were suspected to remain below later additions. Select recommended contributing properties were determined to be contributing due to their era of construction and association with the 1910s to 1930s growth of the district, such as banks and fire stations, even if they were not directly manufacturing- or warehousing-related uses.

The recommended contributing properties includes those that were already listed in the New York and National Registers of Historic Places, determined to be eligible for listing, or identified in past surveys as

eligible, which were significant for their association with industrial themes. The only listed property not recommended as contributing was Tanpopo Ramen (Miss Albany/Lil's Diner) at 893 Broadway because it is significant as an example of a specific pre-fabricated roadside diner typology and therefore had only a tenuous connection to local industry and rising automobile use.

Recommended non-contributing properties are buildings within the recommended boundary but do not rise to the recommended level of significance. Buildings were determined to be non-contributing resources based on date of construction, use, or extensive alterations such that the building no longer retained integrity, or properties that were not visible from a public right-of-way.

The recommended contributing properties include the following addresses:

- 413 N Pearl Street / 930 Broadway
- 883 Broadway
- 895 Broadway
- 904 Broadway
- 915 Broadway
- 942 Broadway
- 962 Broadway
- 966 Broadway
- 980 Broadway
- 981 Broadway
- 991 Broadway
- 1003 Broadway
- 1024 Broadway
- 1028 Broadway
- 1031 Broadway
- 1040 Broadway
- 1043 Broadway
- 1046-1048 Broadway
- 1050-1052 Broadway
- 1053 Broadway
- 1054-1056 Broadway
- 1058-1060 Broadway
- 1074 Broadway
- 1080 Broadway
- 925-927 Broadway
- 10 Dewitt Street
- 8 Erie Boulevard
- 19 Erie Boulevard
- 15 Learned Street
- 20 Learned Street
- 34 Learned Street
- 45 Learned Street
- 9 Manor Street/ 12 Tivoli Street
- 13 Manor Street
- 24 Mill Street
- 38 Mill Street
- 143 Montgomery Street
- 150 Montgomery Street
- 164 Montgomery Street
- 10 N Ferry Street
- 393 N Pearl Street
- 400 N Pearl Street
- 405 N Pearl Street
- 407 N Pearl Street / 960 Broadway
- 438 N Pearl Street
- 441 N Pearl Street
- 443 N Pearl Street
- 445 N Pearl Street
- 446 N Pearl Street
- 448 N Pearl Street
- 452 N Pearl Street
- 454 N Pearl Street
- 456 N Pearl Street
- 33-37 N. Lansing Street
- 11-13 Thatcher Street
- 16 Tivoli Street
- 25 Tivoli Street
- 36 Tivoli Street
- 44-46 Tivoli Street
- 70 Tivoli Street
- 118 Tivoli Street
- 128 Tivoli Street
- 129 Tivoli Street

Boundary Description

The recommended boundary generally follows the parcel lots line, railroad tracks, and streets as the formal legal boundaries within the survey area (image 10). It begins at the intersection of the railroad and Water Street and continues west and north along the railroad track to N. Ferry Street. It turns west to Broadway, extends south to the listed railroad bridge, and back north to Van Woert Street. It runs northwest along the railroad and the rear parcels of Tivoli Street. It cuts north to include 128 and 129 Tivoli Street, and then continues southeast along the rear parcel lines. At N. Pearl Street it cuts north to Loudonville Road and continues northwest to the rear parcel lines of Emmet Street. It run east to Broadway, south to Bridge Street, and east to Mill Street. It continues south to Tivoli Street and crosses east over Erie Boulevard to follow the 19 Erie Boulevard parcel lines. Back at the intersection of Erie Boulevard and Tivoli Street, it runs south until N. Ferry Street, where it cuts east to the edge of Interstate-787. It continues south to Colonie Street. At Colonie Street it cuts west one block to Centre Street, where it continues south and east to the starting point.

Boundary Justification

The recommended boundary follows the buildings, sites, and paths that relate to the district's transportation and industrial significance. The southwest boundary follows the railroad towards Tivoli Street, cutting out the blocks where extensive demolition has removed all historic integrity. The boundaries on Tivoli Street and Loudonville Road encompass the buildings that were constructed during the period of significance. The north boundary is defined by the residential properties on Emmet Street, which were not functionally related to industrial activities and were excluded from this survey, but does include the smaller industrial and commercial buildings on North Pearl Street and Broadway. The National Grid property at the northeast corner is excluded because is not a recommended contributor. Erie Boulevard acts as the southeast boundary as the historic route of the Erie Canal. It does not include all of the former lumber slips area due to the significant landscape alterations, with the exception of the 19 Erie Boulevard property which is representative of continued industrial development in the 20th century.

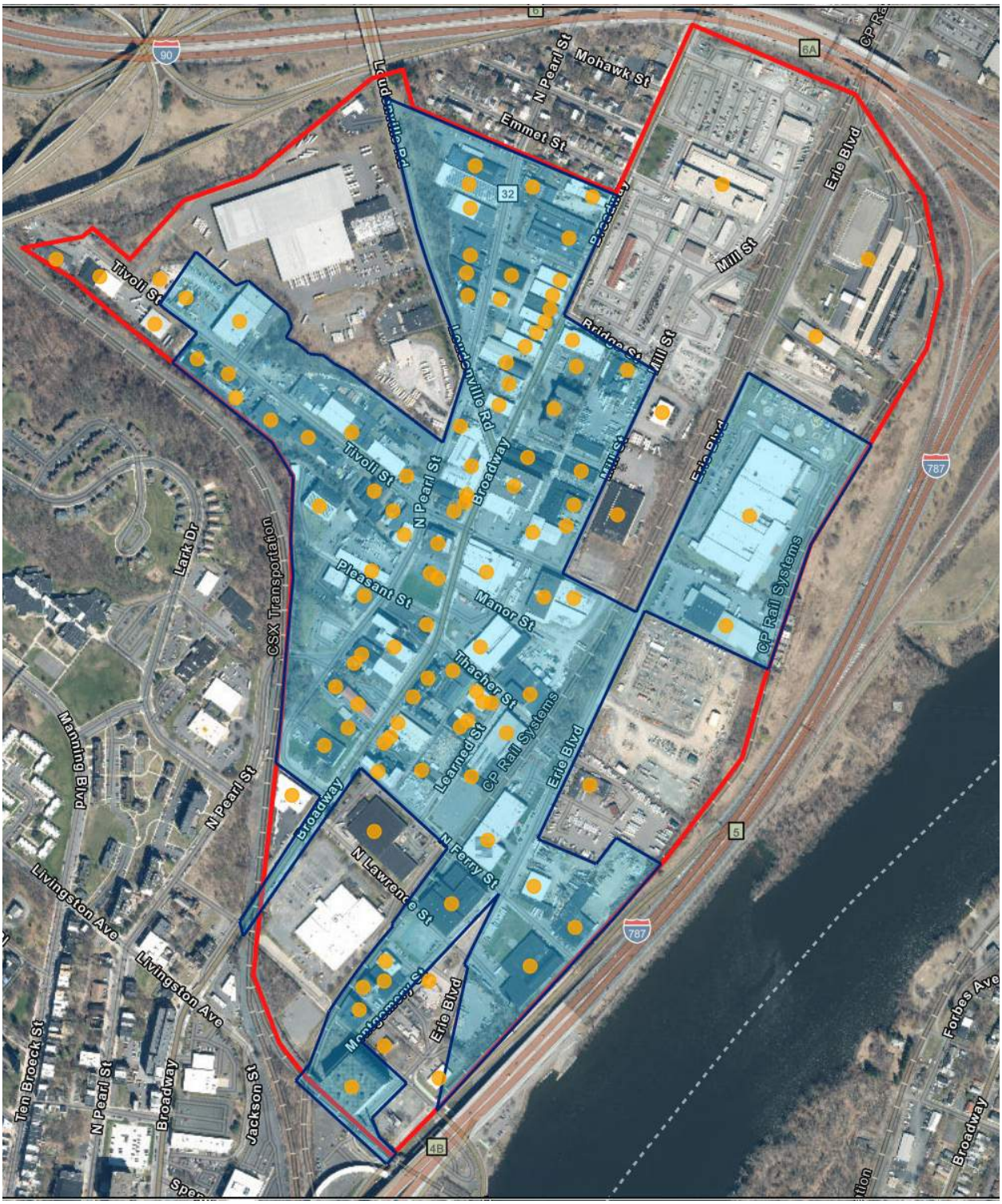


Image 16. Potential boundary for recommended historic district. The recommended boundary encompasses recommended contributing properties and historic transportation routes where applicable (*NYS CRIS Trekker; Author*).

Image 17. Map denoting recommended contributing and non-contributing buildings within the survey area (noted in red). The potential recommended boundary is noted in blue (*Base Map: NYS CRIS; modified by Author*).

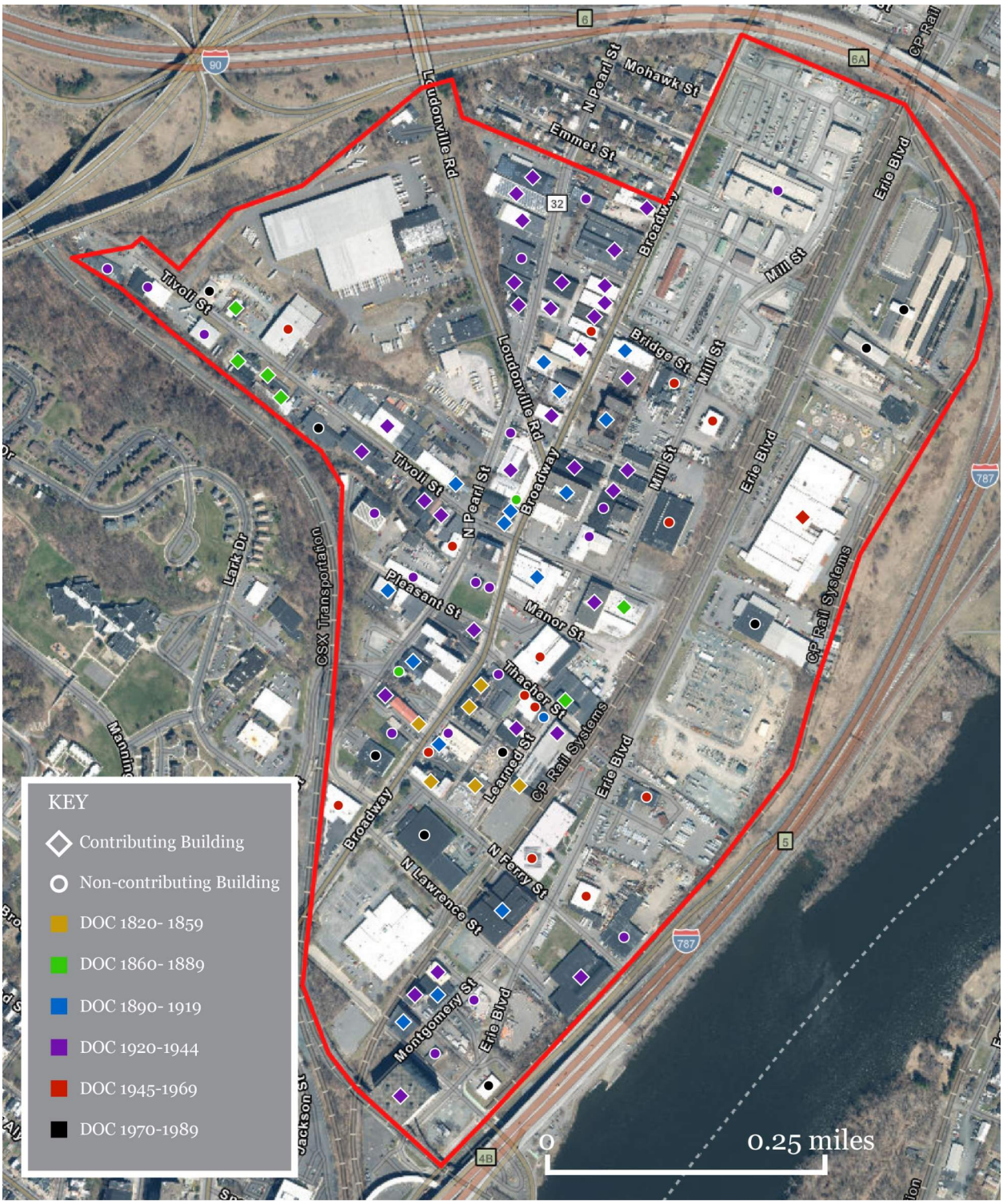


Image 18. Map of buildings in survey area denoting date of construction ("DOC) by time periods, and denoting recommended contributing and non-contributing properties (*Base Map: NYS CRIS; modified by Author*).

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