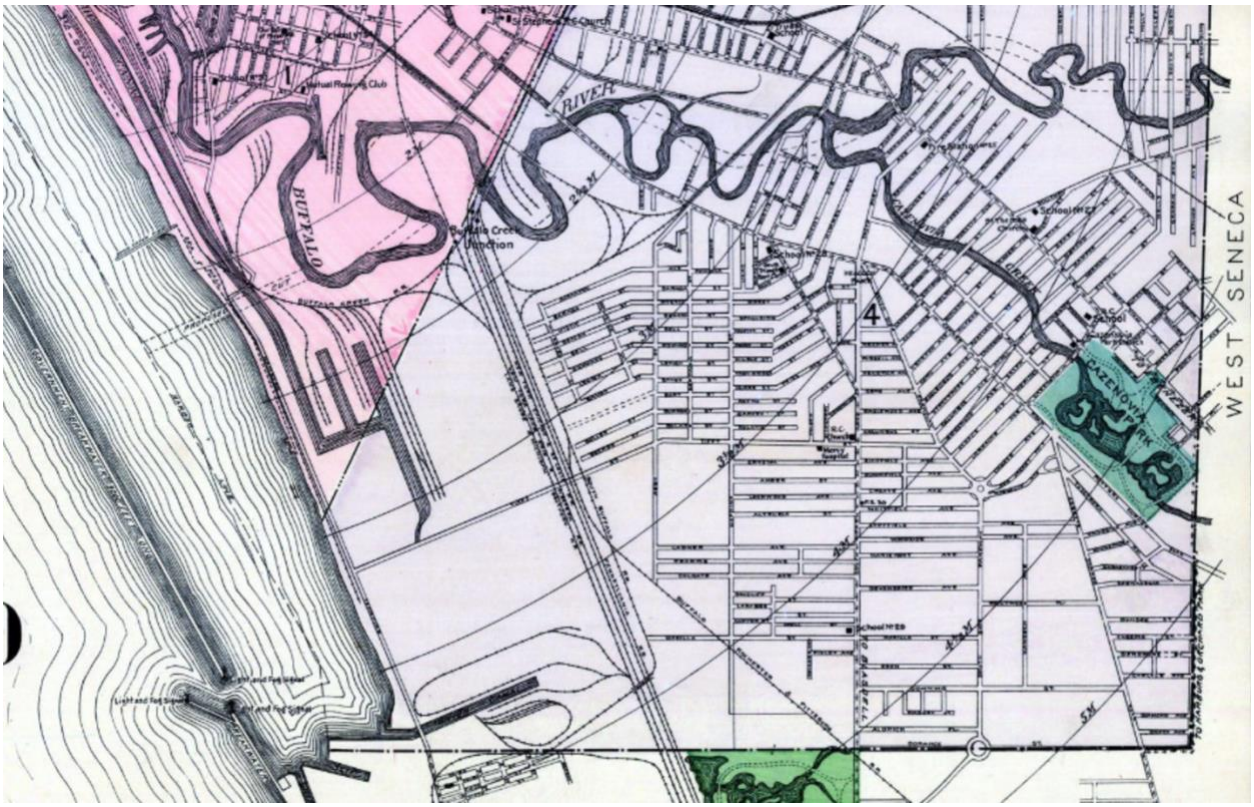
SOUTH BUFFALO RECONNAISSANCE LEVEL HISTORIC RESOURCE SURVEY

PHASE II

City of Buffalo

Erie County, New York



Prepared for the City of Buffalo, Office of Strategic Planning

Funded by:

NYS Parks, Recreation, and Historic Preservation; South District Councilmember Christopher P. Scanlon

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METHODOLOGY AND PROJECT APPROACH

The City of Buffalo Office of Strategic Planning initiated the Reconnaissance Level Survey of South Buffalo in the City of Buffalo. The present survey intends to identify and evaluate historic resources within the area so as they might be considered in future city planning and preservation planning. The Reconnaissance Level Survey of the South Buffalo in the City of Buffalo has been financed in large part by the New York State Department of Parks, Recreation, and Historic Preservation.

The results of this survey were concluded by kta preservation specialists, and in no way reflect the endorsement by these funding entities. The survey activity has been administered by the New York State Office of Parks, Recreation and Historic Preservation. The current survey was conducted by kta preservation specialists, Buffalo, NY. The persons conducting the survey and involved in the historic research are all 36 CFR qualified. The resumes of the principal investigators are included in Appendix 3.

The South Buffalo Reconnaissance Level Historic Resource Survey consists of two phases total, to be inclusive of all neighborhoods south of the Buffalo River. The boundaries of the Phase 2 survey were requested by the client in consultation with kta preservation specialists and have been defined to reflect the unified historical settlement patterns and architectural styles of the area. The survey evaluates and documents the existing conditions of the properties included in the Phase I boundaries: Bounded by the Buffalo River, eastern border of the City of Buffalo, Onondaga Avenue, Dorrance Avenue, Abbott Road, Southside Parkway, and Cazenovia Creek (4,124 parcels with buildings). The first phase, completed in September 2020, was a Reconnaissance Level Survey of the southwestern half of the two phase area. The completed two-phase project surveyed 10,172 improved parcels in total. A map of the two phases is at the end of this section. Most properties in the survey were constructed before 1970, although the survey also considers contemporary properties. The survey was limited to above-ground historic resources. Prehistoric and historic archaeological sites were outside the project scope.

Kta has been conducting reconnaissance and intensive level surveys since 1999. While the technical methodology as described below is consistent with established standards, the approach to each survey is different because each building, each neighborhood, and each city, town or village is different. Our approach considers the character defining features and story that make a building, a neighborhood, a district, and a city, town or village unique. The research and documentation produced for the South Buffalo Reconnaissance Level Historic Resource Survey will be consistent with the requirements of the National Park Service and could also be used to produce National Register nominations at another time.

A reconnaissance level historic resource survey will be the first step in identifying and gathering data on South Buffalo historic resources that may be worthy of preservation. A reconnaissance survey may be thought of as a "once over lightly" inspection of a neighborhood, useful in characterizing resources in an area. The survey process includes planning, research, fieldwork, data organization, evaluation, and reporting. The main goal of a reconnaissance survey is not to gain highly detailed information on every building in the survey area, but to get a general picture of the distribution of property types, architectural styles, and the character of the neighborhood.

Scope of Work

The City of Buffalo has chosen kta preservation specialists to conduct a South Buffalo Reconnaissance Level Historic Resource Survey. The South Buffalo Reconnaissance Level Historic Resource Survey consists of two phases total, to be inclusive of all neighborhoods south of the Buffalo River.

Phase I: Bounded by South Park, Dorrance Avenue, Abbott Road, Southside Parkway, Cazenovia Creek, Buffalo River, New Abby Street, Abby Street, Mystic Street, Germania Street, Beacon Street, and Hopkins Street (6,048 parcels with buildings)

Phase II: Bounded by the Buffalo River, eastern border of the City of Buffalo, Onondaga Avenue, Dorrance Avenue, Abbott Road, Southside Parkway, and Cazenovia Creek (4,124 parcels with buildings)

This RFP has hired the professional services of kta preservation specialists for both Phase I and Phase II. kta preservation specialists has ensured that the Historic Context Statement covers the geographic area identified as both Phase I and Phase II, while the remainder of the work in this submission will focus solely on Phase II.

The first phase included a Historic Context Statement for all of South Buffalo, plus a Reconnaissance Level Survey of all properties located on the west half of the neighborhood around South Park (boundaries described above). The second phase includes a Reconnaissance Level Survey of the eastern half of the neighborhood around Seneca/Cazenovia (boundaries described below). The completed project surveys 10,172 improved parcels in total. The Historic Context Statement has been updated to include more specific information addressing new significance identified in Phase II.

The consultant has worked the Office of Strategic Planning and SHPO staff to conduct background research on South Buffalo and a reconnaissance survey of all readily observed buildings, structures, sites, and objects constructed prior to 1975. This report includes a historic overview of South Buffalo's development and the existing conditions of its building

stock, an architectural summary establishing context on styles and building types, documentation of properties that are individually eligible for the State/National Registers and City of Buffalo landmark status, and recommendations for National Register and City of Buffalo historic districts. Completed surveys will be submitted electronically to the State Historic Preservation Office's Cultural Resource Information System (CRIS). Survey submissions consist of two parts: 1) a PDF of the narrative survey report; and 2) basic building-specific survey data.

Technical Methodology

The South Buffalo Reconnaissance Level Historic Resource Survey has been conducted using a methodology in accordance with the methodology and criteria used to evaluate properties are codified in the *Code of Federal Regulations, Title 36: Part 60* and reprinted in the National Park Service Publication *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* The guidelines followed for the evaluation and identification of National Register Eligible properties/districts are contained in the National Park Service Publications *Standards and Guidelines for Evaluation*; *Standards and Guidelines for Identification*; and *Guidelines for Local Surveys: A Basis for Preservation Planning*. Consultation with the Survey and National Register Coordinator at the New York State Office of Parks Recreation and Historic Preservation (NYSHPO), the City of Buffalo Office of Strategic Planning and other stakeholders and interested parties will be ongoing throughout the process to identify guidelines and criteria of specific relevance to the history of the properties in the South Buffalo area of the City of Buffalo. By applying the strict rigor of the Department of the Interior (National Park Service), in addition to state and local criteria for evaluation, a South Buffalo Reconnaissance Level Historic Resource Survey will be produced for this area.

The Phase II portion of the survey for the South Buffalo area includes 4,124 improved parcels with buildings dating mostly from the 1830s -1960s. This area is bounded by Buffalo River, eastern border of the City of Buffalo, Onondaga Avenue, Dorrance Avenue, Abbott Road, Southside Parkway, and Cazenovia Creek. The historic context statement prepared in Phase I applies to this area as well, but any additional research required to amend the statement for this area will be completed if necessary. These buildings will be researched holistically, with special care to identify potentially eligible properties, important themes and stylistic trends. If necessary, the Phase I historic context statement will be amended to include Phase II context to the highest standards and government requirements so that it can be used in future preservation planning efforts such as Multiple Property Documentation Forms, individual and district National Register nominations, and local nominations.

Historic Resources Survey

The historic resources survey of the properties was conducted in the field during pedestrian surveys, windshield surveys, archival and literature searches, and historic map analysis. The intent is to identify guidelines and criteria of specific relevance to the history and property types in the study area. By applying the strict rigor of the Department of the Interior (National Park Service), in addition to state and local criteria for evaluation, a comprehensive architectural survey of the study area has been produced.

The South Buffalo Reconnaissance Level Historic Resource Survey (Phase II) will be conducted in reference to findings in the Historic Context Statement prepared in Phase I, with a thorough study and analysis of the historic trends and themes that influenced social, cultural, economic, political, and industrial growth and development in the study area on a local, state, national, and international level.

In addition to extensive historic research, the in-field study consisted of a "windshield" survey of the neighborhoods to determine broad patterns in the built environment as they relate to the historic trends and themes identified, followed by a pedestrian survey of the Phase II project area. The study and analysis of historic trends and themes, in conjunction with on-site investigation of the properties in the defined project area provides the information necessary to evaluate the properties applying all of the National Register Eligibility Criteria to determine both individually potentially eligible properties, and the potential for a historic district.

Color Coding System- A Methodological Tool

In order to organize the large amount of data that resulted from the individual analysis of each of these properties, a color-coding system was utilized in conjunction with the National Register criteria. A rating system was established to provide a basis of comparison for the relative merit of properties on a survey area-wide, city-wide, and regional context. The architectural significance – locally, regionally, and nationally; the architectural integrity; the integrity of the setting or context, and the historic significance – locally, regionally, and nationally were all considered when evaluating a property. It should be noted that a local resource might be given a higher rating despite a loss of integrity if the resource is rare and not well represented in the area. The application of this color-coding system was intended as a methodological tool used to examine thousands of properties both individually and, when mapped, in conjunction with one another to identify any potential clusters of properties that retain sufficient integrity to be considered as a potential NRE district. When mapped, this color- coding provided an important method of identifying areas that could be recommended as potential National Register eligible historic districts that exhibit a particularly strong grouping of properties with historic significance and substantial architectural integrity according to this system and the National Register criteria. Note that not every resource in the 6000+ property survey area of Phase I has been color-coded-

efforts were focused on the eastern portion of the area and other pocket areas, based on pedestrian and windshield surveys of the area overall. The eastern portion of the survey area retained a stronger level of architectural integrity overall, and therefore the majority of the properties that were color-coded are located in that portion.

Many of the properties in the survey area have been assigned one of the following color codes:

BLUE — The highest level of architectural and/or historic significance. These properties would likely meet the criteria to be considered individually National Register Eligible or have already been determined as such. Blue coding indicates the highest level of significance or architectural integrity. Retaining a high percentage of material fabric, overall massing conveys historic meaning, a high level of architectural integrity, or historic significance. It may indicate a locally significant district or property or a resource that is rare and lacks individual distinction. Blue properties are the most likely to be determined individually National Register eligible or are the strongest candidates for listing within the context of a potential historic district. Blue properties should be considered as contributing to a potential recommended National Register district.

GREEN — Above average architectural and/or historical significance. May have some alterations that compromise the integrity of the building such as replacement windows or siding, but in context provides a good example of an architectural style or form, massing and/or ornamentation. Would possibly meet the criteria to be considered National Register eligible in the context of an overall district, but perhaps not at an individual level. Green properties should be considered as contributing to a potential recommended National Register district.

YELLOW — Moderate architectural and/or historical significance. Has been altered in terms of massing and/or material fabric, but may still retain sufficient historic fabric to convey historic meaning. Potentially an important local resource. Would likely not meet the criteria to be considered National Register eligible. May be out of the defined period of significance for the area. Yellow

properties should be considered as non-contributing to a potential recommended National Register district.

Mapping and Documentation

As a final component of the survey, a large sampling of historic resources was identified on the accompanying maps and identified by color code. This was accomplished by using Arc GIS to create the maps with parcel data downloaded from the Erie County GIS and City of Buffalo GIS database. The data populates the addresses in the GIS program accordingly some of the properties on the maps have '0' for an address. This mapping, in conjunction with the color-coding methodological tool, was used to translate data for thousands of properties into an overview of the survey area for further analysis and as a future preservation planning tool.

Survey Data in CRIS

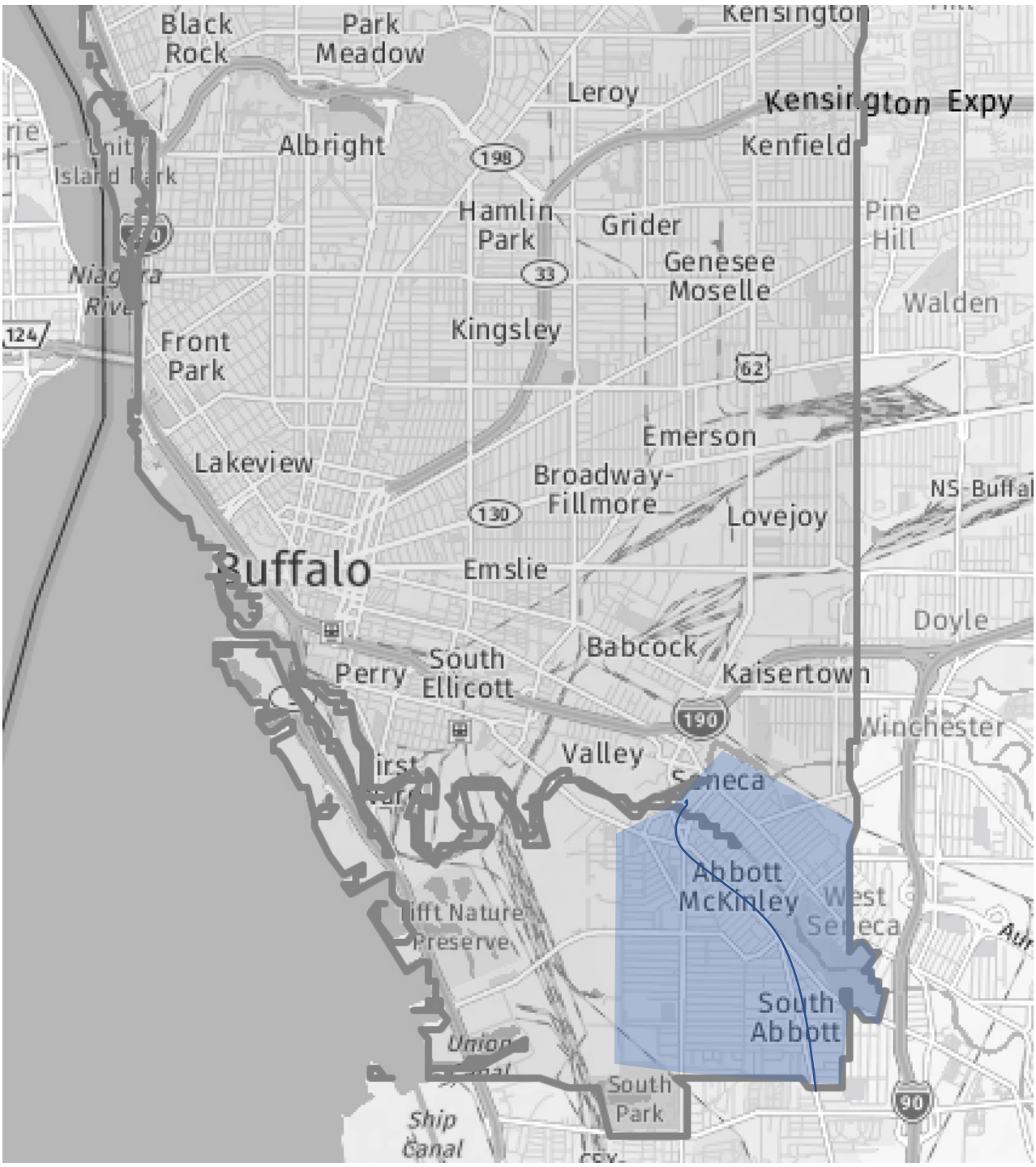
In addition to preparing an annotated list of NRE-I properties in the PDF report (see Appendices), all basic property data for potentially eligible individual properties (that is, properties that appear to individually meet the National Register criteria) were entered into SHPO's CRIS database using the Trekker app. The reconnaissance level data to be entered in CRIS for individual properties included:

§ Location on GIS map in CRIS
§ Building address
§ Resource type (building, structure, object, site)
§ Approximate date of construction
§ Outbuildings or landscape features: yes/no.
§ Current use
§ Brief physical description
§ Brief significance statement
§ Digital photograph (JPEG) of exterior

Since one potential historic district was identified, kta has delineated the historic district boundaries in the CRIS geo-spatial layer and uploaded into CRIS a JPEG of the proposed district map(s). The map illustrates the boundaries of the proposed historic district, street numbers and street names, north arrow, scale, and non-contributing buildings. The base map is a tax or other parcel map as requested. Kta has included a brief narrative description and statement of significance explaining how the potential historic district meets the National Register criteria. Drawing on facts about the history of the district and the historic trends (local, state, or national) that the district reflects, kta has made the case for the district's historic significance and integrity and include streetscape photographs (JPEG) of the district. The inventory form for the proposed historic district that was generated in CRIS is available in Appendix 2.

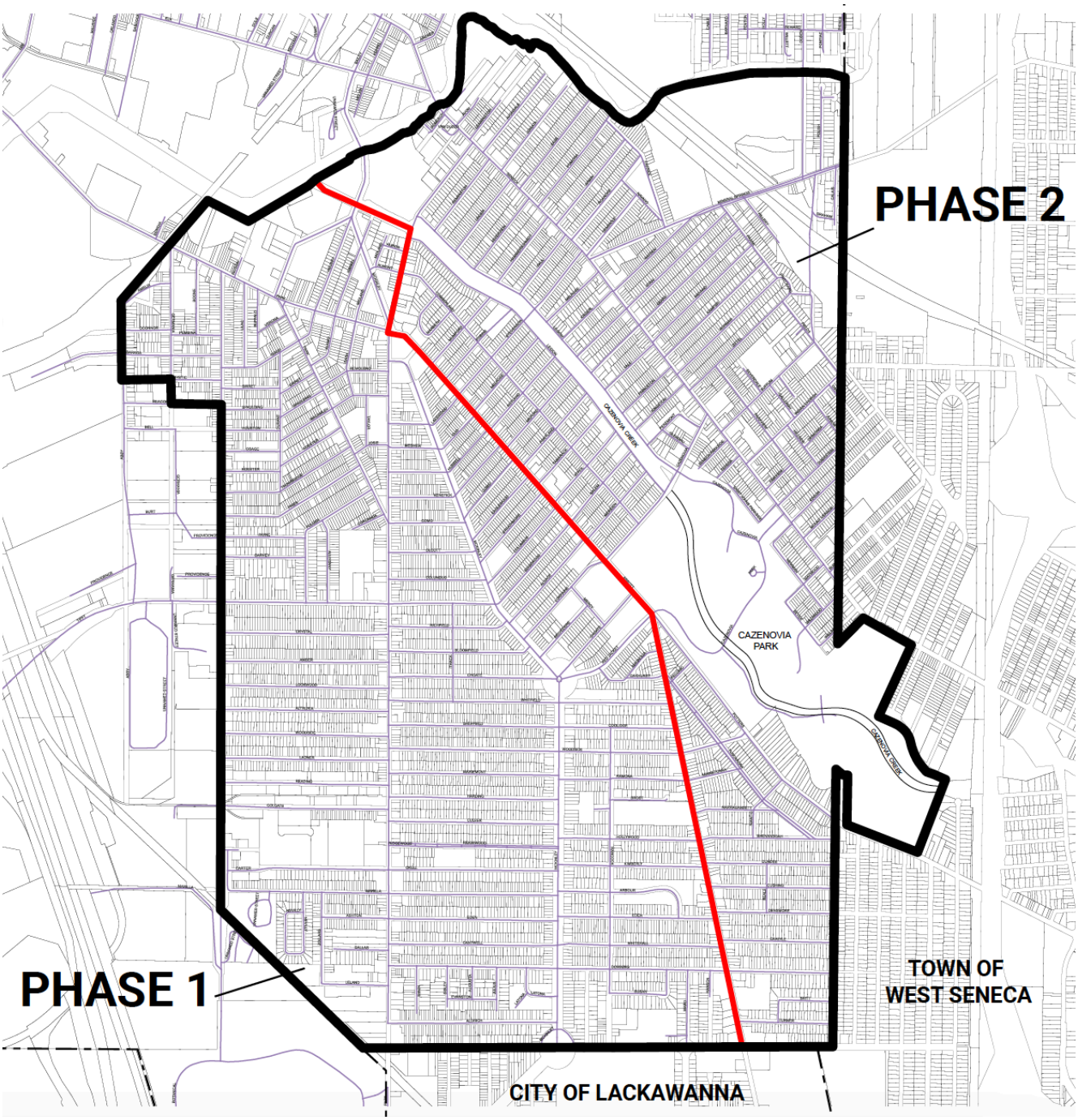
As this is a reconnaissance survey, kta preservation specialists has not entered data for all of the buildings that fall within the district boundaries but has focused instead on an extensive sampling of the pre-1970 properties, sufficient to identify those with historic or architectural significance. This is consistent with the requirements of the RFP and Contract provided by the client as well. However, an extensive selection of properties within the proposed district have been submitted through CRIS nonetheless, to assist in future determinations.

Location of Survey Area within City of Buffalo
Thick outer lines indicate city boundaries.
Shading indicates approximate Phase I and II survey area.
Solid line divides Phase I and Phase II.



Two-Phase Project Map

This report concerns Phase II, boundaries identified on this map.



HISTORIC CONTEXT

Overview

The survey area is located in the south portion of the City of Buffalo in Erie County, New York. This area is inclusive of all neighborhoods south of the Buffalo River to the city line, which is primarily residential with a few commercial corridors as well. This Historic Context was prepared for the City of Buffalo in September 2020 and updated in September 2021 to cover the areas outlined in Phase I and Phase II, bounded roughly by the Buffalo River to the north, the eastern border of the City of Buffalo, Dorrance Avenue to the south, and Hopkins Street to the west. The total area surveyed includes over 10,000 improved parcels in total and spans approximately 4.5 square miles.

This section of the report broadly illuminates a general history of the area and patterns of development and growth as demonstrated by surviving historic resources in South Buffalo today. as well as a description of the development of the project area documented by historic maps and images. As this Historic Context details, the survey area was first a Native American settlement and formed the Buffalo Creek Reservation, then experienced a relatively rural settlement pattern comprised of farmers when the land was included as part of a large land grab by the City of Buffalo in the mid-nineteenth century.

The area was not significantly developed until the turn of the twentieth century, however, when a combination of transportation improvements, population pressures in the city to the north, and the establishment of several large industrial plants in the vicinity drew working-class and middle-class citizens to the area, particularly an Irish-American community that migrated southwards from the First Ward. The majority of development occurred from 1900-1940, with many different developers constructing dozens or even hundreds of houses at a time as new streets were laid and improved to accommodate this demand for growth. Developers began subdividing lots, constructing modest single-family bungalows and two-family houses to accommodate the thousands of residents that were suddenly drawn to the area for its proximity and accessibility to the employment opportunities at nearby plants. The development began in keeping with nationwide patterns of streetcar suburb styles of settlement, where residential streets were laid out between commercial corridors where public transportation was available to access places of employment and other parts of the city. As the automobile gradually replaced the streetcar, both public transportation methods shifted as well as making an impact on the built environment of the area evident in the presence of driveways and garages in areas built during the 1920s-1940s. After World War II, additional houses were built in popular midcentury styles wherever the available vacant land remained to build them, particularly in the southern portion of the survey area. By the 1960s, development in the area was complete and resembles the historic context of this settlement pattern in the built environment and cultural landscape that exists there today.

History before 1854

Native American Settlement, pre-1854

Prior to European settlers, what is now South Buffalo was home to many Indian Nations including the Erie, Wenro, Neutral, and Seneca. The Seneca Nation is one of six Native American nations that comprised the Iroquois Confederacy or Six Nations a democratic government that pre-dates the founding of the United States. The Seneca Nation occupied this area of Western New York State long before the Europeans arrived, and for many years after they continued to live on the land as well.

The U.S. War of Independence took its toll on the Six Nations and led to increased settlement in the area that later became known as South Buffalo.[1] When the devastating Clinton-Sullivan Campaign occurred to the east of the survey area in 1779, many Seneca fled the violence and moved westward to Buffalo Creek. Panic-stricken by Sullivan's brutal tactics, they sought the protection of their British allies who maintained control of the Niagara Frontier. This was evident in the arrival of the Seneca Chief Old Smoke and his followers in 1780. In the late summer of 1779, the displaced people arrived at Fort Niagara where the British commander, Col. Guy Johnson, gave them refuge. The refugees spent the winter of 1779-1780 camped near the fort and saw many of their own perish because of the exceptionally harsh weather.

The Seneca persisted, however, and settlement of the Buffalo Creek area began to stabilize in the following year. In the spring of 1780, the remaining Seneca, under the leadership of "Old King" (Siangarochti) and with British assistance, took up residence in the woodlands south of Buffalo Creek and on the rich, flat bottomland east of what came to be known as Martin's Corner (the juncture of the present Abbott Road and Southside Parkway). When Col. Johnson visited the pioneer settlement in the summer of 1780, he reported that it was "increasing fast" and that 1,200 people had already settled there.[2] They had cleared land, planted corn, built log huts, and resumed hunting. The community lived mostly peacefully and unharmed by American troops during the remainder of the Revolution into the 1780s.

Buffalo Creek emerged as the epicenter of Iroquoian culture in the region by that time and the land represented the heart of their connection to one another, to their cultural traditions and to the earth itself. Some locations, like the Seneca Indian Park located at the corner of Buffum Street and Fields Avenue, attest to the importance of this land to the Seneca. Also known as the Buffum Street Cemetery, this was used as a sacred burial ground during the Seneca's ownership of the land. A few famous Seneca leaders and chiefs, such as Red Jacket

[1] The Six Nations included the Seneca, Cayuga, Onondaga, Oneida, Mohawk, and Tuscarora.
[2] H. W. Hill, *Municipality of Buffalo: A History, 1720-1923* (New York: Lewis Historical Publishing Co., 1923), 50.

and Mary Jemison, are thought to be buried there. The Seneca Mission church was built along Indian Church Street, a block away from the cemetery, but Indians converted to Christianity were buried in consecrated church land instead. Over the years, the land sat untouched, vacant, and peaceful. Much later in 1909, John D. Larkin purchased the burial ground and donated it to the city to become a public memorial park. He ordered more than seven hundred remains to be reburied elsewhere, such as Forest Lawn Cemetery and Letchworth State Park.[3]

Like many other Native American nations, the Seneca frequently found themselves entangled in precarious disputes and maneuvers to obtain title to their lands, owing to popular expansionist philosophies and insatiable land speculators. Immediately after the war, the State of New York and Massachusetts were feuding over the ownership of lands west of the former New York colony. The dispute was finally resolved in 1768 when New York agreed to give Massachusetts pre-emptive rights (that is, the right of first purchase from the Seneca) in exchange, New York would hold political sovereignty over the land.[4]

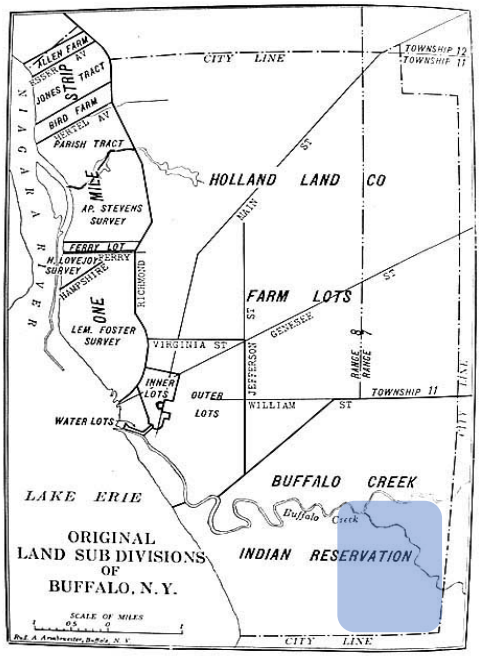
Seneca residents of the Buffalo Creek settlement played an important role in negotiations as they continued after the War of Independence. Old King represented the Seneca against the victorious United States, along with Cornplanter and Red Jacket, two other residents of the Buffalo Creek settlement. They represented the Seneca at Fort Stanwix in 1784, which extinguished Indian claims to all the future midwestern lands and secured the vital portage route around Niagara Falls free of Indian control. In 1791, as a result of initial failed attempts to purchase by Oliver Phelps and Nathaniel Gorham, the pre-emptive right to lands west of the Genesee River was eventually bought from the Commonwealth of Massachusetts by Robert Morris, financier, and land speculator. Morris then, between 1792 and 1793, sold the lands to a company of Dutch financiers, in what became known as the Holland Purchase. The twelve financiers, who later formed the Hollandsche Land Compagnie, more commonly known as the Holland Land Company (HLC), appointed Theophile Cazenove as their first General Agent, who took up office in the United States, whilst the proprietors remained in Europe. In 1795, the members officially incorporated to form the Holland Land Company.[5]

Seneca ownership of extensive property in Western New York was quickly disappearing in the context of encroaching European settlers. Once Morris had purchased the land in the Holland Purchase, he attempted to sell it to the Holland Land Company. However, this transition did not go smoothly or quickly. Before the Holland Land Company paid Morris, they required that he first obtain a land title from the Native Americans. This did not occur

[3] "The Ceremony at Seneca Indian Park," *Buffalo Courier-Express* (October 1940); "On This Day," *Buffalo Express* (June 1912), 29.
[4] L. M. Hauptman, *Conspiracy of Interests: Iroquois Dispossession and the Rise of New York State* (Syracuse, NY.: Syracuse University Press, 2001).
[5] J. Kennedy, *Robert Morris and the Holland Purchase* (Batavia, NY: J.F. Hall Publisher, 1894).

until September 15, 1797 with the Treaty of Big Tree, when the Seneca were coerced to relinquish the claim to large areas of their land. Over the objections of Red Jacket, the council agreed to a treaty that cleared the way for the acquisition of much of their reservation in the following year by the white settlers. Once Morris obtained title to the land, he then transferred them to the HLC, and this sale resulted in the Company owning a 3.3-million-acre tract of land, excluding Native American holdings and a milewide strip along the Niagara River.

Simultaneously, in 1794 the United States established the Buffalo Creek Indian Reservation, land that included much of the land in the survey area. This was an important moment in the early history of the survey area, representing the transition of ownership of this land along the Buffalo Creek from the Seneca to the new American settlers. The Seneca Nation would retain ownership of less than one-eighth of the initial holdings they possessed at the start of negotiations. The Seneca retained over three hundred square miles of land for themselves, notably the 130- square-mile Buffalo Creek Reservation that included the survey area, south of Buffalo Creek stretching to the city line.



Together, the acquisition of former Indian lands by the Holland Land Company and the establishment of the Buffalo Creek Indian Reservation was to mark the beginning of the Euro-American settlement period in Western New York. This wealthy corporation of Dutch land speculators was responsible for the establishment of Buffalo, a place that the company called New Amsterdam, and for the settlement of the region. In 1799, the directors employed Joseph Ellicott to survey the future site of the city of Buffalo; five years later, Ellicott mapped streets on the model of Pierre L'Enfant's Washington and began the division the land into building lots.

The Holland Land Company moved quickly to survey their allotment, beginning in March 1798. Joseph Ellicott first worked to delineate the boundaries of reservations and subdivide the HLC's newly acquired property to form towns of six miles square. During his surveys, while working near the Buffalo Creek Reservation, he wrote proudly described how he had successfully excluded the east end of Lake Erie from the Reservation for the benefit of the Company. He concluded his work in October 1800, and his meticulous report highlighted how valuable the lands were. Described by Ellicott in great detail, he noted topography and

locations best suited for human settlements. At the survey's conclusion, Ellicott was promoted as the first Resident Agent of New York state.[6]

Meanwhile, as Ellicott surveyed and attempted to sell plots of land before and after the War of 1812, the Seneca struggled to preserve the ownership of their reservation land. In the 1810s, they encountered persistent attempts by another developer, David A. Ogden, owner of Ogden Land Company, to remove them from their lands in the Buffalo Creek Reservation. Ogden had previously been retained as the HLC's legal counsel, but by 1810 had formed his own land company and purchased HLC's pre-emptive right to the Iroquois Reservation for fifty cents per acre. His next step was to convince the Seneca to sell. His nephew, Ogden-Wheeler, described David Ogden as one who engaged his profession with "eminence and success" and having a "fine presence and high character." However, this description belied the questionable tactics he and his firm used to expel Native Americans from Western New York, seemingly by any means necessary. He engaged in an ongoing campaign to portray Native Americans as a threat to American society and national security, even petitioning the Secretary of War John C. Calhoun and President James Monroe in 1819 to gain support for his purposes.[7]

In the 1820s, under Red Jacket's leadership, the Seneca had fought off an attempt by the Ogden Land Company to dispossess them of their Western New York lands. In 1820, after land speculators tried to buy the Reservation and relocate the Seneca to the Wisconsin Territory, a few chiefs wrote to Calhoun, as the War Department was responsible for "Indian affairs," to voice their concerns. They had not received their annual allowance of trade goods, nor had they received their money as agreed under the Treaty of Big Tree. This meant the Seneca was unable to hire legal counsel to thoroughly present their concerns. Furthermore, the Reservation was further stressed by surrounding settlers who pilfered or hunted on their reservation and chopped trees without permission. To further their cause, in 1823, three Seneca chiefs, Red Jacket, Cornplanter, and Chief Jack Berry, traveled to Washington to present their case to the War Department directly. In response, Calhoun encouraged them to move west to the Wisconsin Territory. He noted their reluctance to this, however, and assured them the Government would not use coercion. Despite this, Calhoun's assurances did not put an end to tenacious appeals, and still one fraudulent deal after another was made persuading the Seneca to sell.

As the emerging City of Buffalo grew just north of the Buffalo Creek Reservation during this time, development pressure had increased on the native residents of the Buffalo Creek Reservation to essentially give up their land. In 1836, the Ogden Land Co. presented to the Senate a fraudulent treaty, allowing them to pay $211,000 for approximately 118,000 acres

[6] William Chazanof, *Joseph Ellicott and the Holland Land Company: The Opening of Western New York* (Syracuse, NY: Syracuse University Press), 1970.
[7] Chazanof, 1970.

of the Reservation. Attached to the treaty was an agreement from the Seneca for the sale of all their lands. Ogden's agents had used bribery and other schemes to sway negotiations in their favor. However, Chief Big Kettle appealed to the Senate claiming that some signatures on the treaty were forged or illegaly obtained. Upon further investigation, the Senate found the treaty to be flawed and had it amended and sent back to the Seneca for proper approval. Eventually, it took the intervention of U.S. President John Quincy Adams to negate an unfair treaty that had been negotiated between the Indians and the land company.

President Adams' decision only delayed their loss of the reservation land. As Buffalo historian Mark Goldman has commented, in the age of Andrew Jackson the national attitude toward native Americans was to see them removed from the path of expanding Euro-American settlement. Western New York was no exception. "Under the pressure of rapidly growing population in the city of Buffalo," notes Goldman, "there was little sympathy for the few thousand Seneca still living along the Niagara Frontier."[8] In 1838, the federal government submitted a draft treaty that required some 2,000 Seneca to sell their land and be relocated to Kansas. In the summer and fall of 1838, the Indians (now without Red Jacket, who had died in 1832) met in council at Buffalo with government agents to discuss the proposal. Henry Dearborn was present at the council as a government representative, and he later expressed sympathy for the Seneca but felt that the government's offer of compensation and transportation to the West was very generous. He questioned the motives of those who advised the Indians to resist. "Mr. Heacock, a wealthy man but a great blackguard," wrote Dearborn, "had the effrontery to harangue the Indians and spectators, yesterday in the Council House. . .This infamous man, the owner of a canal which runs through the Indians' lands, is fearful if the treaty is confirmed he will be obliged to pay a just price for the use of it to the pre-emptioners instead of the paltry sum of $30 per year to the Indians." On the other hand, Dearborn recorded that Heacock, who "had traded with the Indians for many years," owned a large amount of property adjoining the reservation that would greatly increase in value if reservation land were sold to Euro-Americans.[9]

Reuben Heacock (1784-1854), a banker and a prominent figure in the fledging city, had been influential in the establishment of the nearby Hydraulics. This glorified mill race utilized water from the Buffalo Creek in an attempt to power the first manufacturing district in the city. His goal was to create a mill community loosely modeled after Lowell, Massachusestts, but it never managed to come to fruition. Whether Heacock was a scoundrel or a friend to the Seneca, his association with the survey area is remembered in Heacock Park, a 4-acre plot of ground at the juncture of the present Abbott Road, Southside Parkway, and McKinley Parkway.

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[8] Mark Goldman, *High Hopes: The Rise and Decline of Buffalo, New York* (Albany: SUNY Press, 1983), 32.
[9] "Journals of Henry A. S. Dearborn," *Publications of the Buffalo Historical Society* VII(1904), 116; 123.

Using any means necessary, Ogden's agents worked tirelessly to have the amended treaty signed with no success, and negotiations ended in December 1838.[10] Within a few years of this, the Seneca would reluctantly sell the title to their lands to the Ogden Land Company, as attempts to keep speculators at bay proved unsuccessful. With the signing of the Compromise Treaty of 1842, the Seneca on the Buffalo Creek Reservation were permitted to remain on their lands until 1846. At that time, the Buffalo Creek Reservation lands were sold to the Ogden Land Company, but the Seneca retained the Allegheny and Cattaraugus reservations. This signaled the end of the Native American reservations in Buffalo.[11]

Early European-American Settlers, ca.1800-1854

Some early European-American settlers had begun to establish rudimentary roads and homesteads in the survey area during the early 1800s, even while it was still the Buffalo Creek Reservation at the time. Overall, the lack of roads and frequent flooding of the creeks and rivers in the area prevented white settlers from establishing more permanent homesteads, aside from a few hardy early settlers who predate the sale of the Buffalo Creek Reservation land in 1842. In 1809, Abbott Road was constructed along an older Indian trail there, built by Samuel and Seth Abbott. The Abbotts had moved to the area from Vermont in 1807, settling in the area that came to be known as Abbotts Corner, near South Park avenue today. In 1833 Abbott Road was more formally surveyed, but it remained relatively isolated in terms of road connectivity from the city to the north.

A handful of other early settlers established small, relatively isolated farms in the survey area during the early 1800s. Timothy Hopkins is reputedly the first to settle in the survey area, purchasing a large portion of land that he later sold to farmers David Bell and George Washington Tifft.[12] Bell, a Scottish immigrant, played an early role in Great Lakes shipping in the development of the iron propeller steamer. His farm was located in the northwestern corner of the survey area, where Bell Street originally ran through his farm. Tifft moved to the west end of the survey area in 1827, where he purchased a large farm in the area where Tifft Street runs today. In addition to his business ventures in the milling industry and the operation of the Tifft House on Main Street in Buffalo, he ran one of the largest dairy farms in the survey area.

In 1838, Charles Hammerschmidt arrived from Hesse, Germany and settled in the survey area, constructing the first major private house on the east end of the survey area. Constructed by an unidentified German architect, the house at 1849 Seneca Street, perhaps

[10] F. J. Lankes, "The Senecas on Buffalo Creek Reservation," (West Seneca, NY: West Seneca Historical Society, 1964).
[11] F. J. Lankes, "The Senecas on Buffalo Creek Reservation," (West Seneca, NY: West Seneca Historical Society, 1964).
[12] Francis Kowsky and Clinton Brown Company Architecture, "Triangle Neighborhood," Historic Resources Intensive Level Survey (City of Buffalo, May 2004).

the first to be insulated in the city, was situated on Hammerschmidt's land that ran from the creek to Mineral Springs Road, where he raised cattle and poultry.[13] Another settler, Reuben Heacock, invested in land quite early in the survey area, purchasing a large plot near the center of the survey area surrounding what later became Heacock Park. He purchased the land for his family from the Ogden Land Company shortly after the 1842 Compromise Treaty had obtained it from the Seneca.

Aside from these few farms near the edges of the survey area, the vast majority of the land was owned and occupied by the Seneca as the Buffalo Creek Reservation until it was sold to the Ogden Land Company in 1842. When the Seneca vacated the land by 1846 according to the agreement ratified by the U.S. Senate, speculators began clearing the land for development by 1850.[14]

Nineteenth-Century Transportation and Industries

Industry and transportation helped play a key role in shaping the settlement and development of South Buffalo. The establishment of several industries during the nineteenth century also helped to encourage settlement in the survey area. The completion of the Erie Canal in 1825 created an economic boom in and around Buffalo overall, acting as a catalyst for the future development of Buffalo. The canal created hundreds of jobs, therefore a cluster of people lived and worked along the waterways and throughout Buffalo. The canal system was highly profitable to businesses along the canal and harbor in Buffalo. The need for more dock space instigated further expansion of canals and a series of breakwaters extending from the river.

With the arrival of the Erie Canal in 1825, Buffalo became a transportation and industrial hub with the incoming midwestern grain and northern lumber being transferred from Great Lakes ships to canal boats.[15] By 1847, the Erie Canal was hauling 1,744,283 tons of goods from Buffalo to New York City. This was a thirty percent tonnage increase from 1830 to 1849, and the value of these goods was approximately $5 million.[16] When the city was incorporated in 1832, the population was approximately 10,000, nearly quadruple the population of 1825 when the canal opened. Buffalo, by 1860, was home to 81,000 people from all over the world. Irish, German, and Americans all gathered in Buffalo to take advantage of the economic and employment opportunities at the time. The construction of the Erie Canal set the stage for Buffalo's tremendous growth throughout the nineteenth century.

[13] James Napora, "Houses of Worship: A Guide to the Religious Architecture of Buffalo, New York," Unpublished Master's Thesis (University at Buffalo: School of Architecture, 1995).
[14] Mark Goldman, *High Hopes: The Rise and Decline of Buffalo, New York* (Albany: SUNY Press, 1983), 32.
[15] Goldman, 32.
[16] James L Barton, *Commerce of the Lakes, and Erie Canal*, 1851.

The canal dominated the transportation industry for about two decades until the railroad was established in the Buffalo region in the mid-nineteenth century. In 1855, multiple individual rail lines were consolidated to form the New York Central and Hudson River Railroad companies. Eventually, the Pennsylvania Railroad shared the same terminals as the New York Central and the Hudson River lines. With rail companies came freight and passenger depots, bringing increased development and settlement of the population along those points on the railways. These depots increased residential and commercial development across Buffalo. Buffalo rail transported over 7,600,000 head of livestock, and 7,250,000 tons of coal yearly. It may "thus be justly regarded as a central and head-quarters point for the coal, lumber, livestock and railroad interests of the country."[17] The development of railroads allowed manufacturers, distributors, and other businesses to move further inland, away from the water, where the land was cheaper for business owners and residents, including to the survey area to the south.

Several rail companies operated railroad lines that formed the outer edges of South Buffalo, somewhat circling the area and distinguishing it from the rest of the city to the north. Sanborn Fire Insurance Maps illustrate South Buffalo's railroads, brickworks, steamworks, packing houses, sawmills, gristmills, coal, iron, steel, and other industries (see Appendix). The New York Central & Hudson River Railroad along with the Delaware Lackawanna Railroad runs parallel through the northern portion of South Buffalo**.** Lehigh Valley Railroad held rail houses, car repair shops, machine shops, and roundhouses along Dingens Street between Bailey Avenue and Cambria Ave, on the north and eastern borders of South Buffalo. The Buffalo Railway Company was located on Seneca Street between archer Ave and Bailey Ave, along Buffalo Creek. From the 1850s to 1950s, multiple rail companies were located in South Buffalo for operations and maintenance purposes. New York City and Hudson River Railroad, Lehigh Valley Railroad, Buffalo Railway Company, and South Buffalo Railroad all established headquarters in South Buffalo. These businesses not only increased the import and export of goods to and from the City but also contributed to the growth and development of the immediate survey area, South Buffalo.

The industrial development spurred by the canal and availability of rail lines began to encroach inward to the survey area, bringing with it a need for residential accommodations for the hundreds of workers affiliated with these industries. While many of these workers settled in the First Ward or other areas north of the survey area, the population of the city continued to grow and developers began eyeing the sparsely settled land of South Buffalo in the late nineteenth century.

[17] Quoted in Kerry Traynor and Urban Design Studio students, "Bringing New Form to Old Fabric: A Neighborhood Infill Development Proposal," Unpublished Design Studio report (University at Buffalo: School of Architecture and Planning, December 2013).

Expansion of Buffalo: 1854

The mid-nineteenth century was a period of tremendous growth in the City of Buffalo and throughout the region. The year 1854 in particular marked a turning point in the citty's history, once that directly affected the survey area. In 1854 the City of Buffalo limits were expanded to include the survey area, absorbing the former Buffalo Creek Reservation land. This occurred as part of a broader massive land grab that also occurred as the city spread its boundaries in virtually all directions to accommodate growth. Initially bounded by Porter Avenue and North Street on the north, Jefferson Avenue to the east, and Lake Erie and Buffalo River on the south and west, the city boundaries expanded at an exponential rate, with the largest acquisitions occurring in 1854. Between 1832-1854, the City of Buffalo grew from 4.5 square miles to roughly its present area of 42 square miles. This massive jump in size reflected the optimism and foresight that resulted from the booming transportation-oriented industries, the success of the Erie Canal and early railroads, and the population growth that was already occurring. With this acquisition, the city presented its aims to become a major urban center, emerging from its small settlement-era roots. The downtown business district area remained essentially the same size and shape through this time, and the newly acquired land would be developed in multiple phases, radiating further beyond the downtown core, primarily as residential and streetcar-suburb style communities during the nineteenth and early twentieth centuries.

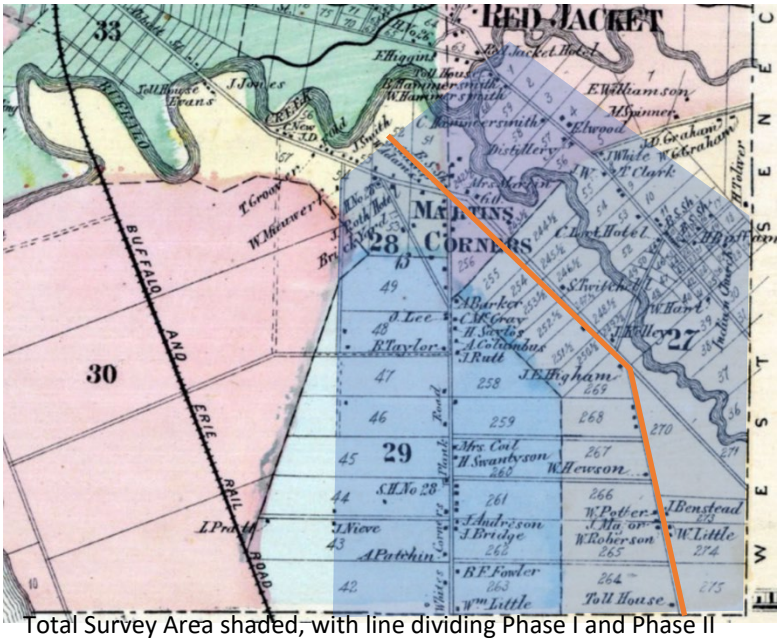
As part of this land expansion, South Buffalo was incorporated into the city boundaries as part of this massive expansion of the city boundaries in 1854, giving the area access to municipal services and funds. Locations to the north of downtown, to the north of South Buffalo, were more immediately primed for development. The survey area presented topographical difficulties, frequent flooding from the Buffalo River, as well as a lack of reliable roads to connect the area to the city's downtown to the north. Due to this, development in the 1860s and 1870s focused instead on the newly acquired land to the north of the city rather than to the south. While this 1854 boundary expansion led to a few improvements in the survey area, development was still relatively slow to occur until major transportation improvements occurred in the late nineteenth century. The survey area remained relatively rural for a while, due largely to the lack of roads and persistent flooding of Cazenovia Creek and the Buffalo River.

With South Buffalo now within the city boundaries, a few road improvements conducted by the city aided in the early settlement of the survey area. In 1855, the city constructed Triangle Street between what was then White's Corners Plank Road and Abbott Road, so traffic could avoid Martin's Corners. However, this improvement did little to connect the area to the city to the north, which occurred only at a bridge tollgate established at the northwest edge of the survey area in 1848. From 1848-1898, the tollgate was privately owned and run by George W. Briggs, who charged six cents for each horse to cross the bridge, making the

connection across the river quite slow.[18] Settlement around the bridge was relatively sparse, although Weimert's Tavern, located on Seneca near Cazenovia, was the first establishment that travelers would encounter on their way into the city. This bridge was the only reliable means to reach Buffalo from the survey area, as the pathway via roadways did not efficiently occur until the 1890s. Until that time, settlement patterns tended to resemble a relatively rural area, with large swaths of land being purchased for use as farms or homesteads, primarily by immigrant families during the 1850s-1880s.

While the area today is well known for its Irish-American population, many of the earliest white settlers were immigrants from Germany who purchased and ran farms in the vicinity. In 1855, Alexander Aldrich began operating a large farm at the south edge of the survey area, on the land bordering the current city line. There, he grew celery, black walnuts, and flowers. Later, he constructed a greenhouse on South Park and sold flowers to those going to the cemeteries on Limestone Hill.[19] Another early settler, John E. Beale, a Canadian by birth, operated a farm on the east side of Abbott Road. From his residence at Abbott and Dundee, his holdings stretched back to Cazenovia Creek. In 1862, the German immigrant John Knoerl purchased ten acres of land adjoining Hammerschmidt's in the northeast portion of the survey area, planting a cherry orchard there. In 1866, George Leonard Unger, a cattle farmer from Collins, purchased the property through which Unger Street now runs for use as a stopping point during cattle drives. The property remained in the Unger family until being subdivided in 1910.

During the mid-nineteenth century, the survey area still resembled only a small rural settlement of farmers. As the adjacent 1866 Stone and Stewart map indicates, the land had been divided into large lots suitable for farming or homestead purposes, and very few roads crisscrossed the area. These long, large lots were initially laid out by the Ogden Land Company and corresponded to the few roads in the vicinity, stretching between



Total Survey Area shaded, with line dividing Phase I and Phase II

[18] Francis Kowsky and Clinton Brown Company Architecture, "Triangle Neighborhood," Historic Resources Intensive Level Survey (City of Buffalo, May 2004).
[19] Kerry Traynor and Urban Design Studio students, "Bringing New Form to Old Fabric: A Neighborhood Infill Development Proposal," Unpublished Design Studio report (University at Buffalo: School of Architecture and Planning, December 2013).

roads that were still at quite a distance from one another. With the only consistent connection to the resources of the city to the north occurring on the toll bridge crossing near the northeast end of the area, development remained quite sparse until the area waterways were tamed by dredging and new roads were laid in the late 1800s.

During the mid-to-late nineteenth century, growth occurred in spurts as streets were laid out to accommodate some of the industrial workers in the area. A comparison of maps from 1880, 1887, and 1894 illustrates the trends of growth in the area, wherein the portions to the northeast and northwest were laid out before the central south portions of the survey area. By 1880, the Beers map shows the center of the survey was distinguished by only a few roads, including White's Corners (South Park Ave), Abbott Road, Triangle Street, Hopkins Road, Downing Road, and Woodside Road. Relatively large lots characterized the area, particularly near the east and west ends, with the densest and smallest lots clustered around the intersections in the Triangle neighborhood to the north. This map also shows the Toll Gate crossing the Buffalo River towards Buffalo to the northwest, which remained the only major crossing to connect the area to the rest of the city until the 1890s. The 1887 Matthews-Northrup map similarly depicts the area, illustrating little change from 1880 in terms of roads. About ten streets stretch between Parnell and Tifft Street of the west near the rail tracks, about nine streets stretch northeast towards Cazenovia Creek from Abbott Road, and an additional group of six just south on the other side of the Creek towards Seneca Street. Aside from these few clusters of residential streets extending from the main roads of Abbott Road, South Park, Seneca Street, and Mineral Springs Road, there was little other development in the area, evidenced in the lack of roads.

In the late nineteenth century, a combination of municipal services and private developers began to encourage more settlement in South Buffalo. As the city was laying out additional roads, private developers purchased lots and subdivided them for sale and construction. Many of the streets that are found in the Triangle neighborhood at the north-central portion of the survey area today were opened by the city in conjunction with private developers between 1891 and 1895. Bailey Avenue was extended southward across the Buffalo River to Abbott Road in 1891, aiding in the cross-river connection between the survey area and areas north in the city. This encouraged the laying of additional streets, which could newly be accessed from the north, and henceforth encouraged development. Streets filled in the irregularly shaped area formed by South Park Ave, Abbott Road, Hopkins, and Tifft Street, where residential streets such as Trowbridge Road and Pries Road were prepared for development.

A sense of community likely emerged among these mid-nineteenth-century settlers, with churches and stores constructed to serve the population. Small commercial storefronts emerged along main corridors, although none of these buildings from the mid-nineteenth century remain today. Although the area today is largely affiliated with the Irish-American

population, some of the earliest developers in the nineteenth century were German immigrants. In general, Buffalo's earliest major immigrant group were the Germans, who came over in the 1840s due to social and religious unrest in Germany, so this is perhaps unsurprising. William Duerstein, for instance, was a German member of the former Buffalo Creek Reservation Land Company and was amongst the first to develop the land for residential use in the northeast portion of the survey area in the 1880s-1900s. After the area was surveyed in 1888, Duerstein constructed a large number of homes on land adjacent to the city line, creating a tight-knit German community surrounding St. Paul's Reformed Church. A few other entrepreneurs were already selling empty, newly subdivided lots in that area by the early 1890s, such as Edward Newell, and the firm of Kiss and Weyend. The south portion of the survey area remained mostly undeveloped and sparsely settled at that time but continued infrastructural improvements such as the laying and paving of new roads and the increased access to public transportation occurred in the years surrounding the turn of the century.

Catalysts for Development: 1880s-1899

By the 1890s, development was significantly encouraged by the introduction of three major elements into the survey area. First, from 1887-1895, the establishment of a park system by Frederick Law Olmstead, designed as an extension of that to the north in Buffalo, spurred the settlement of the region as a residential area. Secondly, in 1897, the first streetcar line was put into the Triangle neighborhood, running along Abbott, South Park, and Hopkins. Greatly increasing the accessibility of the area through public transportation, this led to the settlement of many more businesses along these streets and the residential settlement in the side streets adjacent. Thirdly, in 1899, the area received a great deal of new attention from prospective developers again, when the Lackawanna Iron and Steel Company announced it would construct its mill on prime waterfront land nearby. Although located outside the geographic boundaries of the city, the influx of workers to the mill resulted in high demand for housing in the vicinity, particularly in the survey area. Combined, these three factors set the stage for the rapid growth of the area that would occur in the early twentieth century.

Parks, Parkways, and Sites in South Buffalo: 1880s-1895

The establishment of several parks and parkways in the survey area began to spur developers' interest in the land to the south of the Buffalo River, but this did not occur in any major sense until the late nineteenth century. Before the large-scale development of the area, the 1872 Hopkins atlas and 1880 Beers map show that South Buffalo remained mostly rural and sparsely settled by farmers and residents on large lots, with a handful of smaller lots and storefronts along intersections such as Martin's Corners. Given that the lot sizes, particularly on the west side of the survey area, were still quite large, there were not dedicated park spaces at that time. One exception occurred in January 1854, however, when Reuben

Heacock deeded the property at the intersection of South Park Avenue and Abbott Road to the city. This empty lot, soon known as Heacock Park, then became dedicated park space, making it one of Buffalo's earliest public green spaces.[20] Aside from this park, there were no other park spaces created in the area until the 1880s.

Similar to the northern portions of Buffalo, South Buffalo greatly benefitted from the establishment of major parks and parkways which encouraged settlement in the region. In the city to the north, the establishment of one of America's first coordinated system of public parks and parkways in the 1870s had a positive effect on the community and directly encouraged development. It occurred much the same in South Buffalo, although this did not occur until much later, when South Buffalo added three outer ring parks in the 1890s: Riverside Park, South Park, and Cazenovia Park.[21] During the 1850s, "city beautification" became the priority for most major cities, and Frederick Law Olmsted was a significant supporter of this movement.[22] From 1869 to 1873, Olmsted and Calvert Vaux created Buffalo's system of parks and interconnecting parkways. The first phase consisted of three public elements: a large 350-acre park featuring a naturalistic landscape called The Park (now Delaware Park), a large meadow park with 120 acres called The Front (now Front Park), and a parade ground in the inland area called The Parade (now MLK Park). All three grounds were connected by broad, green parkways, separating the different modes of transportation common at the time, such as pedestrians, horses and buggy, and bicyclists.[23] Green corridors were formed to connect the three public parks and extended the scenic, aesthetic experience throughout the city.

In 1887, the citizens of South Buffalo successfully petitioned the Common Council to extend the Olmsted park system south through to South Buffalo and the Lake Erie shoreline. They hoped for the day when new parkways would structure the growth of residential neighborhoods in South Buffalo, the way they had decades earlier in North Buffalo.[24] In 1888, however, Olmsted and his son John C. Olmsted stated several major hindrances that prevented the work from being completed at that time, particularly emphasizing the area's frequent flooding, poor drainage, and difficult access. Frequent rain in the spring months often led to the flooding of the Buffalo and Cazenovia Creeks. Additionally, with rail lines

[20] Francis Kowsky and Clinton Brown Company Architecture, "Triangle Neighborhood," Historic Resources Intensive Level Survey (City of Buffalo, May 2004).
[21] Buffalo Olmsted Parks Conservancy, "Cazenovia Park," The Urban Design Project. Retrieved 21 September 2013 from http://urbandesignproject.ap.buffalo.edu/project/cazenovia_park.pdf
[22] Charles A., Birnbaum, FASLA, and Robin Karson. *Frederick Law Olmsted Sr. National Association for Olmsted Parks* (New York: McGraw-Hill Companies, Inc, 2000). Retrieved 18 September 2013 from http://www.olmsted.org/the-olmsted-legacy/frederick-law-olmsted-sr
[23] C.S. Sargent, *The Buffalo Park System: Sept. 1881* (Buffalo, New York: Printing House of Matthews, Northrup & Co., 1881).
[24] David Schuyler, "Cityscape and Parkscape," in F. Kowsky (ed.), *The Best Planned City: The Olmsted Legacy in Buffalo (*Buffalo: Burchfield Art Center, 1992), 6-17.

crisscrossing the area, travel to and from the city center to the north was nearly impossible. The Olmsteds observed the difficult conditions for development in South Buffalo at the time:

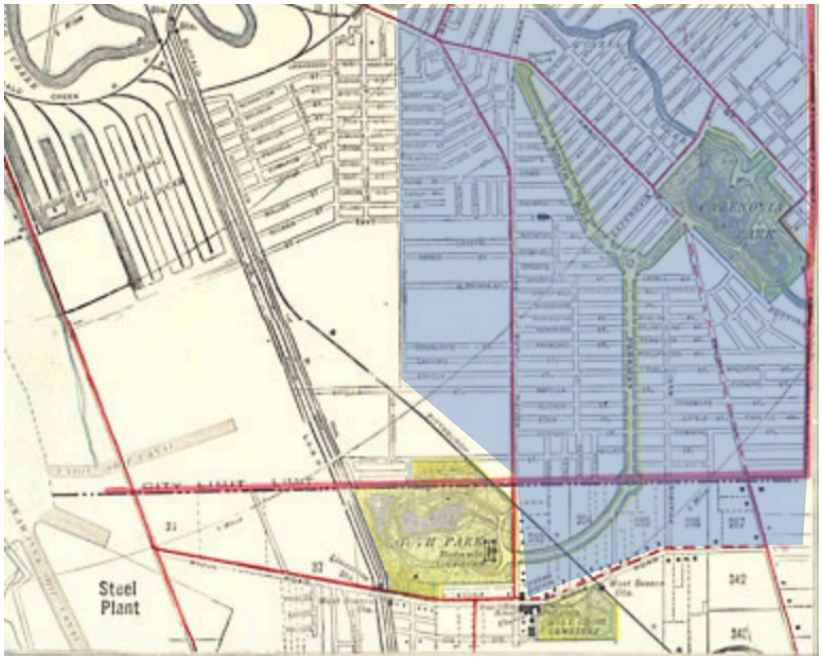
> The value of real estate in the southern outskirts of the city is much less than in the northern outskirts…[this] is largely due to the fact that between these southern outskirts and the main body of the city there is a district so crossed by railroads, creeks, canals, and swamps, that communication across it by ordinary street conveyances can only be had in a way which, to those who have not become habituated to it, is frightfully perilous, besides being extremely tedious and disagreeable. At times, even such communication as has been characterized is impossible because of floods.[25]

Recommending that the city make some infrastructural improvements in the form of new roads, the Olmsteds identified the major need to connect the area to the central business district to the north.

To encourage future development, traffic needed to easily cross the network of railroad lines that formed a barrier between the northern and southern parts of the city. The Olmsteds stated, "If a single road could be made which by sufficient causeways and bridges on almost any line that would provide good, safe passage across this intermediate district, all property over a large space to the southward of it would be greatly benefited."[26] Specifically, they recommended that a direct approach from the central parts of town to the southeast through a viaduct over the intervening railroad tracks. The route would then lead southward through what is now the Triangle neighborhood to the new scenic park on the southern border of the city. "As to the plan and courses of this thoroughfare," the Olmsteds advised that "it be given the general character of Fillmore Avenue; that its breadth be nowhere less than ninety nor more than a hundred and twenty feet; that its centerline shall follow the center lines of Abbott's Corners Road, Triangle Street, White's Corners Road (the name was changed in 1893 to the present South Park Avenue) and Ridge Road to the entrance to the park at Hamburg turnpike."[27]

[25] Frederick Law Olmsted and John C. Olmsted. "The Projects Park and Parkways on the South Side of Buffalo "(Buffalo: City of Buffalo, Park Commission, 1888), in S. B. Sutton (ed.), *Civilizing American Cities: A Selection of Frederick Law Olmsted's Writings on City Landscape* (Cambridge, MA: The MIT Press, 1979), 145.
[26] Shuyler, 19.
[27] Shuyler, 149.

In 1894, Buffalo's park commissioners commissioned Olmsted to design two new parks, South Park and Cazenovia Park. The design for 155-acre South Park was underway in 1894, with the 76-acre Cazenovia Park to the east in 1896. Olmsted proposed an earlier version of the design for South Park in 1892, envisioning a smaller, inland park full of densely wooded thickets, a concert area, playground, baseball field, athletic track, and small pools. Buffalo's park commissioners accepted the proposal but also insisted on adding a large water feature, expanding the arboretum, and creating a true botanical garden. The Lord and Burnham Conservatory was completed in 1898. The extensive collection of plants supported many exhibits and events, also helping attract thousands of residents and visitors. This is part of what makes South Park unique and has helped it survive over the years.



Detail of Olmsted's plan for the South Buffalo park system, with total survey area shaded.

Some of the original aspects of South Park were later changed, a phenomenon that occurred in other Olmsted parks in Buffalo. At South Park, the meadow was replaced with a golf course in 1915, disrupting the arboretum and plantings, and restricting access to the public meadows. In 1940, owing to suburbanization and mass car ownership, an auto-centric entrance was added to the park along Hopkins Road, causing drivers to pass through South Park's ring road and thus avoiding the surrounding, busy streets. The annexation of a portion of the southeast corner near the conservatory for homes and bus access has cut off the park from other historic parts of Lackawanna, such as the Our Lady of Victory Basilica. Today the lake is shallow and tangled with vegetation, and the unique, numerous plants have been undermined or removed. Despite these alterations, about ninety-percent of South Park remains original and still offers plenty of public park space for nearby residents.

From its first design proposal in 1892, Cazenovia Park was the most complexly designed park of the Buffalo system. As seen in the adjacent image, Olmsted created a lake-and-island system, connecting with the existing Cazenovia Creek and intertwining among the trees and grasslands. The lake was constructed in 1896, contained islands, and an uneven shoreline created inlets and promontories. There was also a dam to keep the water deep enough for boating and ice skating. Visitors could do more than just enjoy the scenery of the lake. This water system was the central feature, and visitors meandering through the open and wooded spaces would have a view of the lake from anywhere within the park.[28]



During the early 1900s, other amenities and structures were added to the park with permission from and in collaboration with Olmsted. In 1925, Cazenovia Park, at the southeastern edge, grew by eighty acres. Additionally during this time, under the supervision of Olmsted's son, a grassy field, a baseball diamond, and tennis courts were added. A grand entrance was created at the park's northeast corner leading to the carriage concourse, and the boathouse. Both were utilized for civic occasions. A picnic grove, formal gardens with over 15,000 varieties of plants, and a concert bandstand for visitors accompanied the athletic fields and civic amenities. All of these features allowed for varied activities in the park, both for relaxation and quiet, recreation, and play. Residents and outsiders were able to escape city life. A woman spoke about growing up in the park in the 1950s as a child, saying, "…we are all winners in Caz… it was a good place to grow, learn and experiment."[29] Today, Cazenovia Park has been altered from Olmsted's original vision and design. In 1925, the park grew by 80 acres at its southeastern edge. Other valuable features added to the Park include the Buffalo Public Library branch (1925), an ice skating rink, golf course (1925), a community center (1971), and parking lots.[30] The lake was later drained and filled in, as it posed problems with siltation and occasional flooding.

[28] Robert G Shibley, and Lynda H. Schneekloth, "Olmsteds Park and Parkways in Buffalo, 1914 (January 2008). Retrieved 18 September 2013 from http://library.buffalo.edu/maps/buffalownymaps.php
[29] M. B. Warn, "Remembering Caz." *Buffalo News* (June 1989).
[30] Buffalo Friends of Olmsted Parks. *Cazenovia Park: 100 years of park life.* Buffalo, New York (1991).

The Olmsteds also designed two new parkways and circles to be laid out to link the southside parks to parkways and streets in the northern part of the city and one another. From 1894 -1895, the designs and construction for these parkways and circles occurred concurrently with South Park. These two new parkways, known today as McKinley Parkway (originally known as South Side Parkway) and Red Jacket Parkway, would join South Park and Cazenovia Park to each other and the northern part of the city. These parkways are wide, majestic, tree-lined roadways with large green medians. Originally, parkways were for pedestrians and horse-drawn buggies, but as automobiles became more popular, they became open to more traffic. Beginning at Heacock Park, McKinley Parkway (former South Side Parkway) ran southwest to McClellan Circle (former Woodside Circle) where it met Red Jacket Parkway coming from Cazenovia Park to the northeast. From McClellan Circle, McKinley Parkway curved in a southeasterly direction to South Park. Olmsted's plan for joining McKinley Parkway to Fillmore Avenue through a grand viaduct over the Buffalo River and adjacent railroad tracks never came to be. The southern parkway system effectively terminated at Heacock Park, although in the 1930s the city laid out a northward extension of McKinley Parkway as far as Bailey Avenue. Most of South Side Parkway has been renamed "McKinley Parkway," honoring United States President William McKinley, assassinated in 1901 at the Pan American Exposition in Buffalo. South Parkway Circle was also renamed after the President, becoming McKinley Circle. Woodside Circle is now known as McClellan Circle after George B. McClellan, a General of Union forces during the United States Civil War. Despite these name changes, the physical parkways remain largely intact.

The Olmsted Park System had a direct influence on the development of the survey area in the late nineteenth century. During the 1890s, as the park system was being put in place in South Buffalo, several new streets were laid out and extended in the survey area, preparing the way for the first major wave of development.

The Streetcar Arrives in South Buffalo: 1897

Another important factor that spurred the widespread development of South Buffalo was the expansion of Buffalo's streetcar system in the 1890s. South Buffalo provides a good example of a streetcar suburb, particularly towards the northern end of the survey area.

Since the middle of the nineteenth century, Americans had been seeking out locations in the suburbs for domestic life. Olmsted and Vaux's 1868 design for Riverside, Illinois, became a model that many later residential suburbs were to follow. In 1870, the same landscape architects had proposed that Buffalo layout Parkside as a similar residential neighborhood adjacent to the new park system in North Buffalo. Like Riverside, Parkside's streets were to be gently curving, tree-lined, and provided with pedestrian sidewalks. Housing in the Triangle neighborhood and other streetcar suburbs provided, in the words of social historian Dolores Hayden, "a cut-rate version of the verdant residential ideal expressed in the

picturesque enclaves" such as Parkside.[31] This was a nationwide pattern, and it applied quite clearly to the early twentieth-century development of the survey area that was made possible by the introduction of the electric streetcar.

At the end of the nineteenth-century, the electric streetcar system began replacing the horse car, eventually transforming urban landscapes around the country. Buffalo installed its first major streetcar line in 1880, but it was not until 1897 that South Buffalo's first streetcar line ran along Seneca Street, from downtown Buffalo (Swan and Washington Street) to the city line. Major stops on the streetcar line included Bailey Avenue, Abbott, and South Park of the Triangle Neighborhood. New lines soon followed the original Seneca line, South Park Avenue (Swan and Washington to Ridge and Lackawanna border), and Abbott Road (Swan and Washington to Woodside), both lines stopping at the Triangle. Until 1919, Buffalonians rode the streetcar system for five cents, it was then changed to seven cents.[32]

In South Buffalo, streetcars greatly impacted where people chose to live, property values, what type of people lived in the neighborhood, and how people commuted to work. Many potential homeowners specifically stated the importance of the ability to access the residential lots in the survey area from both downtown Buffalo to the north and the employment opportunities in the industries located to the south and west. Much of the survey area, particularly in the northern portion around the Triangle neighborhood, was developed as a typical "streetcar suburb" where most breadwinners worked in nearby industries.

Dozens of streets were laid by the city and lots improved by developers in the survey area in the first few years of the 1900s to accommodate the influx of new factory workers and their families. These many new residential streets became lined with small, closely spaced single-family houses or two-story, double family flats. Able to travel to places of employment by streetcars, local residents, like thousands of their counterparts in other cities, could enjoy the pleasures of home life away from the immediate proximity of commerce and industry.

Residential subdivisions in South Buffalo were typical of turn-of-the-twentieth-century planning efforts to create controlled suburban neighborhoods within city boundaries. Residents of the new streetcar suburb of South Buffalo, specifically the area around Cazenovia Park, desired a direct line of street railway communication with the steel plants and other factories. This district rapidly filled up with men employed at the Stony Point factory. A short line from Cazenovia and Seneca Streets to the steel plant would have reduced

[31] Dolores Hayden, *Building Suburbia, Green Fields and Urban Growth, 1820-2000* (New York: Pantheon Books, 2003), 71. For Parkside, see the National Register for Historic Places historic district nomination.
[32] William R Gordon, *90 Years of Buffalo Railways* (Buffalo: Buffalo Historical Society, 1970).

the travel time by two-thirds. Hayden's description of a typical streetcar suburb aptly describes the northern portion of the survey area:

> Served by the . . . electric streetcar, these new buildouts began as linear real estate developments along the expanding transit lines. Sometimes they were adjacent to urban or suburban industries. Owners of large tracts of land subdivided and marketed lots to many second-generation Americans, children of immigrants who had grown up in inner-city tenements. Subdividers sometimes organized construction of houses, but more commonly small builders took over, or the owners built themselves. Houses were usually on a modest scale. They included single-family, two-family, and three-family dwellings, plus some commercial and apartment structures.[33]

The development of streetcar suburbs, like the northern portions of South Buffalo, was not possible without increased transportation. Areas of high traffic or accessibility to the streetcar dictated the location of developing communities. While the transportation method shifting from streetcars in the 1900s-1920s to automobiles and bus transportation beginning around the 1920s, the settlement pattern remained consistent with other locations in the city and nation, wherein streets were developed piecemeal by multiple developers simultaneously to provide accommodations for a new community of working and middle-class residents employed at industries nearby.

Lackawanna Iron and Steel Company: 1899

The establishment of the Lackawanna Steel plant was another major factor that contributed to the rapid development of South Buffalo around the turn of the twentieth century. When the Lackawanna Iron and Steel Company purchased 400 acres to the west of the survey area in 1899, development of the survey area began to occur at an unprecedented pace at the turn of the century. This steel company, founded in Scranton, PA in 1840, was already one of the largest steel companies in the nation by the time they expanded their operations to the Buffalo region. Drawn to the area's convenient access to the Great Lakes shipping networks by both waterways and railways, the company's decision to move their main plant to a location south of Buffalo had a great impact on the area. To avoid land speculation, the company hired John J. Albright, then president of the Ontario Power Company, to purchase land on its behalf. Covertly exploring several sites in March 1899, by the end of the month, Albright chose an undeveloped shoreline area on Lake Erie in what was then the western part of the Town of West Seneca, west of the survey area. Albright began purchasing land on April 1, 1899, and by the end of that month had obtained nearly all the required property for

[33] Hayden, 70.

the low price of $1.1 million.[34] Albright was often accompanied on his purchasing visits by John G. Milburn, President of the Pan-American Exposition, and many property owners assumed the land purchases were for the Exposition.[35] Construction began on the plant in early 1900 and was completed at a rapid rate that enabled the company to begin turning out steel at the new plant in 1903.

The impact of the steel plant on the settlement of the region was tremendous. When the company was reorganized into the Lackawanna Steel Company in 1902, it was the largest independent steel company in the world at that time.[36] With about 6,000 workers at the plant on opening day, 2,000 of which had relocated from Scranton, the company had attracted thousands of new employees to the area virtually overnight. These workers needed affordable housing within proximity to the plant. The company initially attempted to provide housing near the plant in Lackawanna, creating extensive tracts of housing. This housing was substandard, however, which subsequently led to public health problems such as outbreaks of cholera, typhoid, and influenza.[37] As the plant was technically located within the town of West Seneca at the time, the demand on public utilities was too high to supply, so the town proposed separating the area around the steel mill as its own incorporated municipality, to be known as Lackawanna. Lackawanna Steel initially opposed the incorporation of the proposed municipality, but it relented in 1909 after the two-year-long Panic of 1907 nearly bankrupted the Town of West Seneca and imperiled the company's operations.[38]

As the plant was being constructed and established in the early 1900s, private developers began establishing residential tracts aimed at plant workers who could commute to nearby areas within reach of the streetcar or walking distance. Suddenly, the survey area in South Buffalo, which had previously been disconnected from the city's places of employment, was in high demand for the hundreds of new workers that were looking to live near their place of employment. With Bailey Avenue providing a new connection across the Buffalo River to the north, a streetcar line already in place, and the area providing plenty of room for large scale residential development in proximity to the new park system, it soon became one of the most active construction regions in the city of Buffalo. Soon multiple steel companies were located within the region, significantly influencing the development of the survey area as an adjacent community. Nearby industries such as the Lehigh Valley Railroad, Lackawanna Iron and Steel Company, the Buffalo Structural Steel Company, the Seneca Iron and Steel Company, National Aniline, and the Goodyear Rubber Company brought many working-class families to live on the land that had once been the Buffalo Creek Reservation.

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[34] Joseph Larned, *A History of Buffalo: Its Men and Institutions, Biographical Sketch of Leading Citizens* (Buffalo: Haubreuer-Jones, 1908).
[35] "J.J. Albright Dead," *The New York Times* (August 21, 1931).
[36] "New Steel Plant Started," *The New York Times* (December 24, 1902).
[37] Mark Goldman, *High Hopes: The Rise and Decline of Buffalo, New York* (Amherst, NY: Prometheus, 1984).
[38] "82 Years of History in Lackawanna," *The New York Times* (December 28, 1982).

By 1904, almost 7,000 people had relocated to the new neighborhoods in the survey area to be closer to their place of employment at the steel companies, indicating the scale of development had already shifted from the relatively quiet, pastoral settlement patterns of the nineteenth century by this time. This led to the rapid construction of streets, subdivisions, and sale of new lots and construction of hundreds of new houses in the region beginning in 1899-1900, marking a new era for the survey area.

Early Twentieth-Century Development: 1900-1930s

After the introduction of the Olmsted parks system, streetcar and Lackawanna Steel plant all occurred in the late-nineteenth century, the rapid development of South Buffalo began in earnest in the early twentieth century. Development began to increase in the survey area immediately following the announcement of the Lackawanna Iron and Steel plant to be located to the west. New streets were laid out by the city, with east-west residential streets being laid out generally moving from north to south between larger preexisting streets such as Abbott Road, South Park Avenue, Seneca Street, and Hopkins Street. While some streets had already been laid out in the northern portion of the area, particularly around Cazenovia Creek and the Triangle neighborhood, the pace of these new improvements was unprecedented in the area. For instance, Lockwood Avenue, Como Avenue, and Kenefick Avenue were all improved in the year 1900, with scores of dwellings constructed there by William H. Burke.[39] Marilla Street received several improvements in 1902 when it was paved, had a sewer and water main added, as well as illuminated gas mains. At that time it was not possible to secure natural gas mains in the street, but newspapers assured: "the houses will be equipped for the use of that fuel so that connections can be made as soon as the mains are placed in the street."[40] Over the next three years, contractor William Hurley constructed about fifty houses just on Marilla Street alone.[41] This pattern of development was repeated on most streets in the survey area, wherein the streets would be laid out and improved, utility services would be added, and lots and houses would be constructed and sold at a rapid rate.

The frequent flooding of both Cazenovia and Buffalo Creeks was a well-known problem in the early 1900s and continued to hinder development somewhat despite the high demand for housing near the Lackawanna Steel plant. In 1906, flood abatement greatly improved this issue, when the creeks were dredged and straightened. This significantly dissipated the problem, and both developers and customers were far more inclined to consider the potential of the area after that time.

[39] "Fox Opens New Tract," *Buffalo Courier* (March 22, 1925), 8.
[40] "Boom in South Park Building," *Buffalo Courier* (February 25, 1902), 8.
[41] "Boom in South Park Building," *Buffalo Courier* (February 25, 1902), 8.

Overall, multiple developers, contractors, and realtors were involved in the settlement of the survey area after the establishment of the park system, streetcar, and Lackawanna Iron and Steel plant occurred in the 1890s. Given the large size of the area, it was not controlled by a single entity or firm, but rather was sold, improved, and resold piecemeal over time, with the bulk of new construction occurring before World War II. Typically, a developer would focus their efforts on a single block or group of blocks at a time, with multiple developers working in proximity to one another simultaneously. Lots would be sold vacant, particularly in the early 1900s, and there were also many opportunities to buy a newly constructed house. A few large-scale developers made sweeping impacts on the area by selling hundreds of lots and/or constructing hundreds of residences, but dozens of smaller-scale individuals would build about five to twenty houses on a few adjacent streets overall. Occasionally the developers would name their subdivisions, such as 'Parkview Heights', 'Abbott Terrace', or 'Southdale', but more often they would simply emphasize the pleasant qualities of the street in which lots were available.

Generally, these developers were selling modestly sized lots, around 32 x 100 feet. The houses they constructed were aimed to accommodate working- or middle-class residents, many of whom were employed by the nearby Lackawanna Steel plant. Bungalows, small one- or two-story single-family houses, and two-story 'Buffalo double' style multi-family houses were the most common residential types, designed to be affordable and comfortable for the plant's employees and families. These were not intended to rival the grand mansions of Delaware Avenue or even the Queen Anne style upper-middle-class houses in the city to the north but aimed instead to provide the opportunity for middle-class citizens to own a smaller house at a price comparable to renting one. Many advertisements emphasized the affordability of these houses, offered competitive prices and mortgages, as well as actively promoting the proximity to the steel plant for the convenience of workers.

As the survey area experienced significant development in the early twentieth century, the new residents were overwhelmingly of Irish descent. Many of the residents purchasing houses in the survey area at this time were of Irish descent or Irish immigrants, a pattern that continued for several decades and still characterizes the area today. The largely Irish population was drawn to the survey area due to the proximity of the steel plant, where many were employed. Over the next few decades, the increased presence of the Irish community would manifest in the establishment of community centers, Roman Catholic churches and commercial storefronts. Separated by railroad tracks to the west, the survey area offered a refuge that was still quite near the large steel and iron industries, encouraging the growth of the survey area as a working-class and middle-class residential community.

Developments and Subdivisions: 1900-1920s

One of the first small subdivisions to occur was announced in 1906, when 'Parkview Heights' was developed east of South Park Avenue. Promoting the area's "proximity to the great iron and steel industries," the developer Louis Philip Adolph Eberhardt emphasized that "its accessibility and convenience assures its success."[42] Eberhardt was one of the major founders and developers of Kenmore to the north of the city, but his involvement in South Buffalo occurred before that time, and Parkview Heights was his only major contribution to the survey area. He frequently cited the convenient location of Parkview Heights even before it opened, stating "It is served by two trolley lines [Orchard Park line and Ridge Road Trolleys] and is perfectly easy of access from the Lackawanna Steel plant and the heart of the city, besides being beautifully located with reference to the South Park system."[43] Only 'half an hour distance from the heart of the city in Buffalo' on these public transportation lines, Parkview Heights contained 357 lots, which opened for sale in April 1907 at the outdoor real estate office Eberhardt set up on the site. Given the recent 1906 flood abatement improvements still loomed large in the public media, Eberhardt assured prospective homeowners that "it is absolutely outside of the flood district and is in every respect the best tract for homes."[44] Emphasizing the dry, high ground of the lots in the name of Parkview Heights itself, Eberhardt stated that "as the name implies, the ground is high, 51 feet above surrounding lands, and commands a view of the beautiful South Buffalo park system."[45] Today the name Parkview Heights is no longer used and the exact boundaries of the subdivision are unknown, although the name of Parkview street suggests that the subdivision focused on the area around that street near the northeast end of the survey area.

A few developers made a particularly large impact during these first few years of the 1900s, constructing dozens of houses that were sold to the newly employed workers at the nearby plant. William Burke, William Hurley, and William Fitzpatrick each constructed over 50 in the survey area during the early 1900s. William Burke worked initially with his brother John in the firm William H. Burke and Brother from 1900-1911, where they developed Lockwood, Como, and Kenefick, constructing "scores of dwellings" there.[46] When the firm dissolved in a nasty lawsuit between the brothers in 1911, John Burke continued to develop lots and build houses in the area into the mid-1920s. Working on New Como, New Kenefick, Englewood, and Edgewood Avenues, Burke is credited with building over 500 total houses in the area, typically building to suit the customer with an "up-to-date style of home known as the bungalow."[47]

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[42] "Attention will be Attracted," *Buffalo Courier* (February 23, 1907), 10.
[43] *Buffalo Courier* (December 11, 1906), 12.
[44] "Wait for the Opening" *Buffalo Courier* (December 9, 1906), 48.
[45] "Wait for the Opening" *Buffalo Courier* (December 9. 1906), 48.
[46] "Fox Opens New Tract," *Buffalo Courier* (March 22, 1925), 8.
[47] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22, 1925), 8-9.

Developer William Hurley had his office at 372 South Park Avenue and focused his efforts on Marilla Street running from South Park to Tifft, where he constructed about 50 houses between 1900-1905. These houses were a mixture of "flats and one and two-family structures…all fitted with modern improvements and cost in the neighborhood of $2000."[48] Newspapers took note of Hurley's early efforts in the area. After he constructed the first seven houses, it was accurately predicted "these are but starters in a big house-building boom. Others will be put up as soon as the first seven are started. Mr. Hurley will soon have 30 or 40 houses under construction. They will be built in Marilla St with a view to the improvement of that thoroughfare."[49] Like many other developers, Hurley advertised his ability to work with customers in constructing their homes, stating, "Prospective purchasers can have their choice of the structures and any changes that are asked will be made in the present plans for the houses."[50] Of course, any major alterations to the typical pattern plans that were offered would cost extra, and few were likely to decide to make large changes. However, this option to build to suit was attractive to many buyers.

Bursts of construction occurred throughout the 1900s-1910s, with several more developers joining in the activity. Many of the developers operating in the early 1900s tended to be German immigrants or of German descent, with later developers such as Fitzpatrick representing the Irish population as it soon dominated the area. William Duerstein, for instance, moved to Buffalo in 1881 from Baden, Germany and had a tailor shop at 799 Seneca Street for almost twenty years, during which time he was also a member of the Erie County Board of Supervisors (elected 1894). In 1900, he sold the tailor shop, entered the real estate and insurance business, and moved to Duerstein Street, later named after him. Building on McKinley Parkway, Cumberland Avenue, Maurice Street, Clifford, and Bloomfield, he sold primarily single-family houses and house insurance while living on 30 Duerstein Street into the 1920s. Adolf Langendorfer was another German developer working in the area from c.1915-1921, building about 60 houses total near South Park High School on Alamo, Macauley, and Remoleno, Most of these buildings were two-story houses costing about $2250. William Klas, of German descent, sold two-family houses and single-family bungalows on Mineral Spring Road, Unger, Armine, and Hammerschmidt Street in the 1920s. While other parts of the survey area to the south and west hosted an influx of Irish-American residents, a small pocket of a German community remained in the northeast portion across Cazenovia Creek, somewhat nearby Kaisertown where a larger German population was located to the northeast outside the survey area boundaries.

William Fitzpatrick was one of the most important developers of the survey area, as his long career had a major impact on South Buffalo as it grew during the early twentieth century.

[48] "Boom in South Park Building," *Buffalo Courier* (February 25, 1902), 8.
[49] "Boom in South Park Building," *Buffalo Courier* (February 25, 1902), 8.
[50] "Boom in South Park Building," *Buffalo Courier* (February 25, 1902), 8.

Often called "the builder of South Buffalo," Fitzpatrick's involvement in the area spanned several decades from about 1897-1930.[51] Born in 1865, he was raised on a dairy farm at Seneca and Bailey, established by his Irish father Jeremiah. His entrepreneurial spirit emerged at a young age when he started peddling milk with his father, soon becoming the first Buffalonian to regularly bring milk to the city from outlying farmers for distribution. His passion for South Buffalo was closely linked to his business savvy. In the mid-1890s, he went into the contracting business as William H. Fitzpatrick and Sons. With the motto 'We believe in South Buffalo,' Fitzpatrick's firm focused its development efforts on the survey area almost exclusively.

As one of the earliest large scale developers to work in the area, Fitzpatrick "laid out streets in cow pastures and was instrumental in building up the business section."[52] Working with William J Summers and Charles Mosher, the firm started by building houses on Hopkins Street and Lilac Street. He also worked with the city to improve the streets, such as in 1904 when he got a permit to extend Seneca Parkside by about 170 feet to the south, putting in the pavement, sidewalks, and a sewer. Soon he had built and sold "hundreds of homes" on multiple streets, yet reputedly never foreclosed on a mortgage on any of them.[53] As an influential developer, his Irish heritage aided in encouraging new Irish-American residents to settle in the area. A large number of Irish families moved into the area from the old First Ward after the turn of the century, taking up residence in houses constructed and sold by Fitzpatrick.[54] Attracting an Irish community in particular, he built and sold most of the houses in the Roanoke and Seminole sections, as well as in the Butler Park area, Seneca Parkside area, and on Stephenson, Ryan, Geary, Hopkins, Lilac, Theresa Place, Heussey, Kinden and Norway Parkways. He planted most of the trees on the latter two streets, from which they take their names. He also laid out and developed Paul Place, naming the street after his son. Continuing to develop the area into the 1920s, he also gained an interest in politics. He was Chairman of the Democratic Party in Erie County for almost 25 years, and also became a vociferous supporter of the construction of the New York Central Terminal on the city's East Side, campaigning for the passage of the needed legislative approval before its construction in the late 1920s.[55]

While Fitzpatrick developed, constructed, and sold houses throughout the survey area from ca.1897-ca.1930, other figures such as Albert Fox specialized primarily in real estate sales. Known as 'a pioneer realtor' in the area, Fox had an office at 4 Triangle Street which later

[51] "Paul Place Named for Son by Builder, When Boy was But 11," *Buffalo Courier-Express* (December 15, 1940), 12.
[52] "Fitzpatrick's Body Arrives from New York," *Buffalo Courier-Express* (January 8, 1932), 10.
[53] "Paul Place Named for Son by Builder, When Boy was But 11," *Buffalo Courier-Express* (December 15, 1940), 12.
[54] Napora, "Houses of Worship: A Guide to the Religious Architecture of Buffalo, New York." Unpublished Master's Thesis. University at Buffalo: School of Architecture, 1995.
[55] Napora, 1995.

moved to 1807 South Park Avenue.[56] Working in the area from about 1903 into the late 1920s, Fox was instrumental in connecting customers to developers and contractors through many waves of construction occurring in the early twentieth century. Advertising that he "works in South Buffalo exclusively," he was "of great assistance to builders, advised on many homes and has assisted in the sale and financing of many more homes."[57] He established his business in the early 1900s, and by the time the survey area was experiencing subsequent waves of development in the 1920s he had already "opened and successfully operated many subdivisions, among them Maple Hill, Abbott Road-South Park, and Seneca Street-South Park."[58] The term 'subdivision' was used loosely here, as there is no indication these areas had formal names, restrictions, or clear boundaries, but regardless this attests to Fox's involvement in the sale of many properties throughout the survey area over an extended period of time. Fox seemed to have believed that his investments in this area would only lead to more investments, once stating he was "so optimistic of the future growth of South Buffalo that he is opening a new sub-division in the McKinley Parkway district, consisting of about 250 lots."[59] This was certainly at least one factor in the growth of the survey area at the time, combined with its accessibility to nearby employment opportunities at the Lackawanna Steel plant and in the central business district across the Buffalo River to the north.

By the 1910s, the demand for both vacant lots and improved property in South Buffalo had become quite competitive. At that time, newspapers reported, "South Buffalo vacant property, especially in the vicinity of the new South Park high school, is gradually becoming more in demand. Building construction is becoming more active each day."[60] Many prospective homeowners wanted to be able to live near the South Park High School in the Triangle neighborhood, and for many, they needed to be able to purchase a house in a location where they would not need to also purchase a car. While automobiles were becoming more affordable in the late 1910s, many still could not afford to purchase, maintain, and store a car at that time, and instead relied on walking and public transportation. Given that many of these houses were designed to attract a working-class and middle-class population, "the elimination of carfare is an important consideration in the purchase of homes has been emphasized latterly in the inquiries for desirable residence or vacant properties in the South Buffalo territory."[61]

Partly in response to this demand, Triangle Street (now South Park Avenue) emerged as a commercial street, offering a walkable community that also offered connections to other locations on the streetcar line. As the *Buffalo Evening News* observed, "South Buffalo

[57] "Fox Prepared to Aid In Purchase of Land in South Buffalo," *Buffalo Courier-Express* (June 3, 1929), 18.
[58] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22 1925), 8-9.
[59] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22 1925), 8-9.
[60] "South Buffalo Land Grows in Demand," *Buffalo Evening News* (November 20 ,1915), 21.
[61] "No Car Fare Big Factor in Buying of Homes," *Buffalo Evening News* (April 8 1916), 2.

development is indicated by the conversion of Triangle Street into a live business thoroughfare, with all kinds of business, and the land value raising considerably this season."[62] Similarly, Seneca Street became a commercial hub around this time, with numerous storefronts and entertainment centers such as Shea's Seneca emerging to serve the growing residential population.

Due to the high demand for land and housing around the Triangle neighborhood in the 1910s, development soon crept southward to provide more accommodations still within walking distance of the businesses and high school. In 1919, for instance, Whitfield Avenue was newly paved, and construction began immediately as multiple developers built bungalows on the street. Promoted for its location within walking distance of Cazenovia Park as well as South Park High School, Whitfield Avenue was praised by developers in advertisements: "The buildings are set well back from the street line, this giving nice large front yards and afford a very pleasing effect. Each lot has room for a garage and driveway; the bungalows are complete in every respect and have all the modern improvements. Material and workmanship are first class. The popularity of this street is shown by the fact that these bungalows are being bought before they are complete."[63] The quick sales of these houses demonstrated the pace and demand for development in the area, as by the mid-1910s these "single houses and flats are now so scarce in the South Park high school district that the purchase of a home or a lot on which to build is almost compulsory for those who are anxious to reside in the developing and fine section within convenient distance of the high school, the conservatories and the parks at South Buffalo."[64]

Cazenovia Park Colony

The first large subdivision to develop in the Phase II survey area was the Cazenovia Park Colony area. Bound by Cazenovia Street, Abbott Road, Mumford Avenue, and the Cazenovia Creek, this large land tract was purchased by Wilton C. Lindsey by 1912. Working with a builder named O'Connors, Lindsey developed hundreds of lots in this subdivision over the next fifteen years. Naming the area based on its proximity to Cazenovia Park to the south, Lindsey emphasized the park-like setting through plantings and street layout as well. Cumberland Avenue ran north-south down the center of the subdivision, a "wide, handsome, asphalted boulevard running directly toward the Park."[65] The street layout was in place by 1912, with Cumberland Avenue running parallel to Abbott Road and east-west side streets running directly to the Cazenovia Creek. The city had laid out many of the streets before Lindsey's development activity, around the time Cazenovia Park was established at the turn of the twentieth century. A 1909 map illustrates this street plan was in place by that time,

[62] "No Car Fare Big Factor in Buying of Homes," *Buffalo Evening News* (April 8 1916), 2.
[63] "South Buffalo Development," *Buffalo Courier* (September 10, 1919), 7.
[64] "No Car Fare Big Factor in Buying of Homes," *Buffalo Evening News* (April 8, 1916), 2.
[65] "In Cazenovia Park Colony," Buffalo Times (July 6, 1913), 38.

although notable South Legion Drive was not in place. It would be added many years later, after Lindsey's development.

By 1912, Lindsey had purchased the land and began subdividing lots and constructing houses on a massive scale. In preparation, paving and other improvements were made to the streets and lots, adding "beautiful shade trees, handsome grass, granolithic walks, trunk sewer, water, gas, electricity, and a most delightful atmosphere of artistic refinement."[66] Lindsey subdivided and sold 100-200 lots at a time. Lots along Cazenovia Street faced the park and were, therefore, more expensive than those to the north. Lots on the streets to the north were priced lower, available at rates of between $5-10 a month. Compared to lots facing Delaware Park in the city to the north, however, lots on Cazenovia Street were competitively priced to attract middle-class homebuyers. While lots on other parks and parkways were around $200 a foot at the time, lots on Cazenovia Street were sold for $500-$600 total. Priced more affordably than other Olmsted park adjacent areas in Buffalo, the Cazenovia Park adjacent lots were designed to take advantage of the setting within a reasonable commute to other parts of the city.

The Cazenovia Park Colony offered a convenient location with easy access to public transportation, stores, schools, and churches. The Abbott Road trolley line, improved in 1914, ran along the west end of the subdivision, where businesses catered to residents' needs. A short walk or ride across the Cazenovia Creek to the east brought residents to Seneca Street, where schools, stores, and churches were located. The Seneca and South Park trolleys were also within reach of the area, making it possible for citizens unable to afford a car to reside in the subdivision. There, "the home buyer of moderate means who is looking for all the charm and beauty of the country combined with the comfort and conveniences of city life."[67]

Cazenovia Park Colony cultivated an air of modest distinction through its design and advertising. Newspapers stated that Lindsey "has truly accomplished a splendid combination of the artistic and the practical..the aim of the Cazenovia Park Colony is to meet the artistic appreciation of the cultured mind and refined taste."[68] This 'refined taste' appears to have been rooted in a sense of visual consistency. Like many subdivisions, all the houses were set back from the street at a unform distance, "so that the thoroughfares will be beautiful."[69] Greenery and views of the park or parklike setting were heavily promoted, as advertisements emphasized Lindsey's aim "to preserve the atmosphere of the park

[66] "Cazenovia Park," *Buffalo Courier* (August 21, 1912), 10.
[67] "Cazenovia Park," *Buffalo Enquirer* (July 5 1919), 3.
[68] "Cazenovia Park," *Buffalo Courier* (August 21 1912), 10.
[69] "In Cazenovia Park Colony," *Buffalo Times* (July 6, 1913), 38.

throughout," assuring homebuyers, "from the broad verandas of the bungalows the view will be magnificent- the sparkling lake, the vistas of great trees."[70]

Deed restrictions ensured the visual consistency of the Cazenovia Park Colony, as well as bringing along financial stipulations with racial implications. Some of the restrictions focused on stylistic qualities, requiring uniform setback as well as heights, massing, and costs of houses to be constructed. Bungalows were the most popular style, as well as other popular early twentieth-century styles such as Colonial Revival or American Foursquare. Restrictions also stipulated the costs of buildings in the entire subdivision, "preventing the erection of saloons, stores, barns, or houses costing less than $3500."[71] Given that nearly all of the houses at the time cost under $3000, this placed a high price on new construction from outsiders.

These restrictions defined the physical characteristics of the subdivision to envision the social qualities of the area. The subdivision was promoted as a place where "refined and quiet loving people are seeking their future homes in a restricted, thoroughly modern district where comfort and beauty can be secured within the reach of the man without great wealth."[72] To prevent middle-class homeowners from feeling uncomfortable in a higher class environment, advertisements reassured customers, "here, snobbery and display are not in evidence. The true democracy of America finds a real expression in genuine neighborliness and kindly association of real people, not in rivalry of foolish extravagances."[73] The developer even played a direct role in generating social life in the subdivision as an added benefit for homeowners. Community sports leagues also served to strengthen social ties within the subdivision. In 1913 Lindsey announced plans to "erect a park club for members of the community and their families. The club will look into the general conditions of purchasers so that no undesirables may creep into the territory. The club will be equipped for parties, dances, and dinners."[74]

While these restrictions led to a beneficial aesthetic unity and cohesive visual quality, it also implied the presence of unwanted people, particularly minorities, was unwelcome. Similar to many suburbs in Buffalo and nationwide, South Buffalo developers like Lindsey referenced, if not also enforced, these restrictions as a subtle but strong way of reinforcing racist policies echoed in redlining practices by the FHA. By restricting architectural style, lot size, and massing for houses in the area, developers attempted to reassure nervous homeowners that their investment would be 'safe' for many years to come. At the Cazenovia Park Colony, buyers were informed that

[70] "In Cazenovia Park Colony," *Buffalo Times* (July 6, 1913), 38.
[71] "In Cazenovia Park Colony," *Buffalo Times* (July 6, 1913), 38.
[72] "Cazenovia Park," *Buffalo Enquirer* (July 5, 1919), 3.
[73] "Cazenovia Park," *Buffalo Enquirer* (July 5, 1919), 3.
[74] "In Cazenovia Park Colony," *Buffalo Times* (July 6, 1913), 38.

"All the lots are restricted, forever assuring the highly desirable characteristics of the property. No objectionable structures are permitted. No lots are sold to objectional people."[75] While not clearly defined, these 'objectional people' typically referred to people of color, certain immigrant communities, LGBTQ individuals, and many other types of people that in some way strayed from the 'norm' of the white, family-oriented, middle-class residential community at the subdivision. Like many twentieth-century subdivisions in America, the Cazenovia Park Colony placed these restrictions to reassure this latter population that "you will have congenial neighbors, high-class houses and nothing that will detract from the value of the property."[76] The Cazenovia Park Colony may have been the first to impose these deed restrictions in the McKinley Parkway Historic District, but it was certainly not the last. This type of development pattern would continue in the area through the entire period of significance.

Even in other areas of the district where developers did not impose deed restrictions, the historic context provided enough consistency to convey a cohesive collection of architecture regardless, attracting similar populations. "No special regulatory body was needed to tell most builders what was appropriate," notes historian Sam Bass Warner, Jr., "the other houses in the area presented them with models… They were a conservative group and sought safety in their operations by restricting themselves to one or two house styles and catering to a limited price range of customer."[77] Although multiple developers built and sold houses on the same streets nearly simultaneously, most of the residences were constructed in a few styles that were popular at the time. Nearly identical bungalows on Whitfield Avenue, Tuscarora Road, and Cumberland Avenue bear witness to Warner's observation.[78]

Post -WWI Development

World War I had barely slowed development in the survey area and another massive wave of construction led to the further settlement of the survey area in the 1920s. Durant Street was created in the 1920s to unite two unmatched ranges of parallel streets platted between Triangle Street and Hopkins Street. In 1920, the extensive sales listed in a single advertisement gives a good indication of the scope of Fox's reach in the survey area: several two-family houses for sale on Pries Road, Sage Road, Strathmore Avenue, Magnolia Avenue, Maurice Street, McKinley Parkway, Macamley Street, Hammerschmidt Road, Abbott Road, Mineral Springs Road, Sheffield Avenue, Amber Street, Hopkins Avenue, Good Avenue, and Sirrett Street; one-family houses on Hopkins Avenue, Alsace Avenue, Alrich Place, Pries Avenue, Leamington Place, Zollars Avenue, Columbus Avenue, Mumford Street, Kenefick

[75] "Cazenovia Park," *Buffalo Courier* (August 21, 1912), 10.
[76] "In Cazenovia Park Colony," *Buffalo Times* (July 6, 1913), 38.
[77] Sam Bass Warner, Jr., *Streetcar Suburbs: The Progress of Growth in Boston, 1870-1900* (Cambridge MA: Harvard University Press, 1978), 76.
[78] Kowsky, 3.16.

Avenue, Hubbell Avenue; and vacant lots on McKinley Parkway, Clio Avenue, Pries Avenue, Trowbridge Street, Downing Street, Bloomfield Avenue, Choate Avenue, and many other streets.[79] In 1922, he subdivided sixteen acres at McKinley Parkway and Downing Street, formerly known as Rose Hill, and also closed out 50 lots in Mariemont Avenue that year.[80] In 1924, he sold twelve residences in that area in just one month, indicating the sheer pace and scale of development in the area that occurred under his guidance.[81]

Fox was not the sole developer in the area at the time and was joined not only by Fitzpatrick working simultaneously, but also developers such as Paul Henrich, Walter Nelson, George Shifferle, the Edwin Lodge Realty Group, and the Park-Abbott Realty Company as well. Like Fox and Fitzpatrick, these entities recognized the great potential of investing in the development of South Buffalo, particularly as the land began to be snatched up at an increasing pace. This competition led to the creation of multiple new lots and the construction of new houses at a rapid rate through the late 1910s and into the 1920s. Henrich constructed more than 1000 houses in the survey area, primarily from 1918-1924. Permits reveal he tended to construct about fifteen houses at a time, constructing bungalows and two-story residences mostly on Edgewood, Sheffield, Amber, Whitfield, Lockwood, McKinley Parkway, Woodside, Abbott, Strathmore, Kenefick, Choate, and Ithaca. Walter Nelson constructed bungalows on Crystal, Sirrett, Folger, Sheffield, Tifft, Como, and Woodside, primarily from 1922-1924.

It was common for multiple developers to build on the same street, as on Crystal Street for instance, where during the early 1920s houses were constructed there by Nelson, the Edwin Lodge Realty Group, and George Schifferle simultaneously. Shifferle, a developer known for building extensively in the University Heights and Cheektowaga areas to the north, was drawn to the investment opportunities available in the survey area in the early 1920s, demonstrating the large-scale building activity there. Multiple developers also built simultaneously on the same street in other locations, such as on Woodside, Englewood, and Sheffield. The Park-Abbott Realty Company was active in the area from about 1916-1925, building on Whitfield Avenue in particular but also dozens of houses on McKinley Parkway, Englewood, Edgewood, Lockwood, Kenefick, and Strathmore.

Although multiple developers built and sold houses on the same streets nearly simultaneously, most of the residences were constructed in a few styles that were popular at the time. There is no firm evidence that any of these developers actually imposed building restrictions about style or setback in their subdivided lots, but the historic context provided enough consistency to convey a cohesive collection of architecture regardless. "No special regulatory body was needed to tell most builders what was appropriate," notes historian

[79] *Buffalo Courier* (May 16, 1920), 31.
[80] "South Buffalo Lot Sales," *Buffalo Evening News (*June 17, 1922), 18.
[81] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22 1925), 8-9.

Sam Bass Warner, Jr., "the other houses in the area presented them with models… They were a conservative group and sought safety in their operations by restricting themselves to one or two house styles and catering to a limited price range of customer."[82] Nearly identical hipped-roofed bungalows at 69, 75, 79, 108, and 112 Crystal Avenue bear witness in the Triangle neighborhood to Warner's observation.[83]

Many developers offered to "build to suit" in their advertisements, presumably working from a range of pattern plans and making adjustments as needed. One described the typical process that customers could undergo in order to build to suit:

> Let us build a home for you in our restricted subdivision. You buy a lot from us and pay for it as you wish, then tell us whether you want a bungalow, single residence or two-family house, size and number of rooms, hard or soft wood trim and floors, steam or hot air heating, kind of bathe and plumbing, etc. We draw the plans for you free and when you have specified just what you want and the plans are satisfactory to you we build the house attractive, snug, and warm and you pay for it as you please, monthly, quarterly, or half-yearly. It is cheaper to build than rent and to have a house just as you would like it is added pleasure.[84]

While these advertisements emphasized the ability to customize a plan, it is far more likely that most developers worked from a set of pre-released pattern plans and edited small elements to better suit the customer. Given that these houses were aimed to be affordable first and foremost, however, these adjustments were often relatively minor and cosmetic. Overall, the survey area conveys a strong consistency of styles that were popular during the 1900s-1920s, and the variations that occur are modest, rather than serving as major aesthetic departures.

The term 'restricted subdivision' refers to deed restrictions, which were often placed on property titles when they were initially purchased. Similar to many suburbs in Buffalo and nationwide, South Buffalo developers referenced, if not also enforced, these restrictions as a subtle but strong way of reinforcing racist policies echoed in redlining practices by the FHA. By restricting qualities such as architectural style, lot size and massing for houses in the area, developers attempt to reassure nervous homeowners that their investment would be 'safe' for many years to come. While this led to a beneficial aesthetic unity and cohesive visual quality, it also implied the presence of unwanted people, particularly minorities, was

[82] Sam Bass Warner, Jr., *Streetcar Suburbs: The Progress of Growth in Boston, 1870-1900* (Cambridge MA: Harvard University Press, 1978), 76.
[83] Kowsky, 3.16.
[84] Unnamed advertisement, *Buffalo Evening News* (October 12, 1916), 13.

unwelcome. The above reference to a 'restricted subdivision' provides just one example of this context amongst many others in South Buffalo, the greater city, and nationwide.

These newly constructed houses were designed and priced to attract a working- and middle-class residential community, many of whom worked in the steel and iron industries which were conveniently located nearby. Developers emphasized the affordability of the single-family bungalows in particular, which they encouraged customers to buy to own a house for nearly the same cost as renting. Larger companies offered mortgages and insisted "All these houses are sold on a reasonable down payment and a moderate monthly payment. By doing this it gives the average man a chance to own a nice modern house and provide a comfortable, cozy home for his family and his children."[85] The typical bungalow was designed to attract this 'average man' who could pay a $300 down payment with the "balance like rent," providing features such as "a reception hall, parlor, dining room, kitchen, 3 bedrooms, bathroom, large clothes closest, hot air furnace, electric lights, stationary tubs, brick fireplace, and hardwood floors."[86] House prices ranged from $2300-5800, depending on the size of the house and whether it was a single-family or multi-family. These prices, equivalent to about $35,000-$87,000 today in 2020, were targeted to the working class and middle-class population that was often affiliated or employed at the nearby industries just beyond the survey area.

For those that were not able to own a house, the survey area contained some rental properties as well. The construction of two-family houses increased in the 1920s, indicating the need for rental income-producing buildings, as well as the growing density and demand for residential space in the area. By 1916, Albert Fox announced the high demand and low supply for rental properties in the area, stating "in my many years' experience in real estate I have never seen so little available renting property offered as this season."[87] He repeated this in 1917, stating he receives "20-30 calls daily for flats or single houses but he has no properties to offer for renters."[88] Developer William Klas built a number of these two-family Buffalo double style flats, stating in 1925, "I am confident that South Buffalo will always be the safest investment for Buffalonians who purchase two-family homes, as the demand for rentals in this locality is far greater than other sections."[89] Many of these two-family houses are located in the vicinity of the Triangle neighborhood, where demand for rental opportunities was the highest at the time.

Other subdivisions emerged in the early twenties, with the Tuscarora Subdivision, Abbott Terrace, and Eden Acres developed at that time. The Tuscarora Subdivision had a slow start.

[85] "South Buffalo Development," *Buffalo Courier* (September 10, 1919), 7.
[86] Advertisement, *Buffalo News* (April 7, 1917), 23.
[87] "No Car Fare Big Factor in Buying of Homes," *Buffalo Evening News* (April 8 1916), 2.
[88] *Buffalo Evening News (*October 12, 1916), 13.
[89] "City Will Spend More than $2,000,000 in Improvements in South Buffalo This Year," *Buffalo Courier* (March 22, 1925), 8-9.

Interest in developing the triangular piece of land bounded by Potters Road, Abbott Road, and Shenandoah Road began in the 1890s, but construction did not begin in earnest until the 1920s. In 1891, a new company organized as the Tuscarora Land and Improvement Company to purchase the large Lot 271, an undeveloped tract of land. Purchased at $1300 an acre, the company spent about $163,00 on the lot. They announced the land would be surveyed and laid out in streets, to be sold in blocks only, in 1892. The project only occurred in fits and starts, however. By 1897, still owning the entire lot, the company sold 30 acres to the northeast to the City of Buffalo as additional land to be included in Cazenovia Park. In the meantime, streets were laid out to define this triangular land, with Tuscarora Road forming the spine meeting Potters Road in the north and Shenandoah linking them east-west to Abbott Road at the south. Smaller streets such as Narragansett, Minnetonka, and Niantic crossed east-west, as well as an eastward bound connecting portion of Woodside Avenue.

In 1907, the Tuscarora Land and Improvement Co. sold the deed for the entire lot to the city. They also included a small piece of land near the center set aside for Sheldon Park. In total, it was about 100 acres of land, all the way from Potters to Shenandoah to Abbott.[90] Now under the city's ownership, the land was subdivided into lots and the streets were improved. Construction was still slow to begin, however, due to a combination of other factors. World War I approached and developers were focused on other areas to the north at the time. Furthermore, there was a sense of general distrust about the irregularity of the Cazenovia Creek at the northeast edge of the land, even after Cazenovia Park was established and became a draw to the area. By 1915, maps indicate only two houses had been constructed in the entire tract, located on the west end of Shenandoah.

The city eventually sold the lots in the Tuscarora Subdivision to two developers. Working independently from one another, developers G.F. Metty and Chris Forbach began to construct houses at a rapid rate beginning around 1921. They boasted that Tuscarora Boulevard, beginning at Abbott Road and concluding at Shenandoah Road, was "one of the new beauty spots in Buffalo… Its location near Cazenovia Park has made it doubly attractive, and within a short time every foot frontage of vacant property will be transferred to residential land."[91] These developers capitalized on the proximity to Cazenovia Park as well as the inclusion of Sheldon Park to convey a bucolic, suburban setting with convenient access to the city on streetcar lines and well-paved roads. Tuscarora Boulevard was frequently emphasized as the core of the district, however, and its grass-planted median ushered in a parklike setting that was simultaneously convenient for vehicular access. Narragansett and Minnetonka had red brick-paved roads, which they still retain today. Offering Dutch Colonials and Bungalows on Tuscarora Boulevard and adjacent streets, there was a cohesive

[90]New York State Court of Appeals, *Records and Briefs* (New York State, 1913), 19.
[91] "Tuscarora Boulevard New Beauty Spot in South Side," *Buffalo Courier* (March 22, 1925), 9.

sense of style with enough minor variation to provide visual interest. These houses, too, were aimed at middle-class residents, like many subdivisions in the district.

Given the initial sale of these lots individually by the city to the developers, they did not place any deed restrictions nor name a cohesive identity for the subdivision. Since they did not own the single large plot of land, they could not market the entire area as one united subdivision. The pattern, however, of selling similar houses on uniform setbacks within a planned residential area, resonated with those of larger subdivisions like Cazenovia Park Colony.

Adjacent to the south of the Tuscarora Subdivision, the Abbott Terrace subdivision was developed almost simultaneously by another developer. In September 1923, Kinsey Realty Company purchased all of the land from Dundee, Densmore, and Cushing, between Onondaga and Abbott Road, for $90,000 from George V. Forman.[92] Kinsey Realty was a large, very well-known real estate company that developed and sold multiple subdivisions throughout all areas of Buffalo. This experienced firm recognized the value of the south portion of the district by the early 1920s, a time when development east of Abbott Road was also occurring on a large scale in the Tuscarora Subdivision to the north.

Kinsey Realty subdivided their large land purchase into 297 building lots, each with between 35-40 feet of frontage. Selling the lots at between $12-$17 a foot based on proximity to the Park and streetcars, the company received interest from buyers even before sales officially began in mid-September 1923. Like many developers, Kinsey set up a branch office on the subdivision, at Abbott and Woodside in this case, a streetcar stop.

Abbott Terrace was located on Abbott Road, just beyond Potters Road, near Cazenovia Park, with lots on Abbott Road, Densmore, Cushing, Onondaga, and Dundee St. Kinsey Realty promoted Abbott Terrace as being located in the "highest, cleanest part of South Buffalo," lending the subdivision its name. With reportedly good drainage, views, and well-paved streets, and all the necessary utility connections, Abbott Terrace was in high demand. The company boasted, "Your first glimpse of Kinsey's Abbott Terrace will impress you. There are many beautiful homes in the immediate vicinity. This property is in a most attractive residential district."[93] It is unknown if actual deed restrictions were placed on the titles, but Kinsey Realty is known to have used them in other locations throughout the city so it is likely. Within about seven years, most of the houses on these streets were constructed and sold, leading to a cohesive collection of styles dating from this period today.

At the same time, a subdivision known as Eden Acres was constructed on the southwest side of the district. In 1924, while construction on the Abbott Terrace and Tuscarora subdivisions

[92] *Buffalo Morning Express* (September 14, 1923), 9.
[93] Advertisement," *Buffalo Evening News* (October 1923).

was underway, another major developer announced his plans for Eden Acres. Developer J. Joseph O'Leary of the International Home Building Company purchased all of Eden Street, shortly after he built the Hamlin Park Historic District in Buffalo (NR 2013). Looking to South Buffalo as his next major investment area, he announced, "We have been long watching South Park and have decided upon it as the scene of our next development."[94] His company installed sewer and water facilities in 1924, and stated: "We are planning to improve the entire section in the same way we did Hamlin Park."[95] Interest among buyers arose even before the subdivision was officially open for business.

The International Home Building Company subdivided lots with 35-foot frontage, already common throughout the district by that time. Selling them at uniform rates of $18- $20 a foot, the developer offered payment plans that allowed $25 down combined with regularly $1.50 payments. Those prices, they stated, "in such a desirable district cannot fail to attract both the home buyer of modest means and the investor with an understanding of South Park values."[96] Half of the lots in Eden Acres were sold within one week of opening.[97]

Like many subdivisions in the district, the location of Eden Acres boasted proximity to parks and was connected by public transportation to industrial employment away from the residential area. Accessed from the South Park and Abbott car lines, which ran directly by it for those without automobiles, the subdivision also offered "well-paved streets that make pleasant riding for motorists."[98] This reflects a transitional era when residents may rely on streetcar transportation or may even be able to afford an automobile. Eden Acres was described as "a quiet, agreeable neighborhood -factories and railroads with their noise and smoke do not intrude on its peacefulness. South Park and Cazenovia Park are within five minutes walk. The air is fresh and clear."[99] Located far enough away from the industrial sector but still within reach of its employment opportunities, Eden Acres was, like all of the district, ideally suited as a residential settlement for working-class and middle-class citizens during the twentieth century.

By 1925, South Buffalo was called "the contented city in itself."[100] The City of Buffalo had spent more than two million dollars in improvement in the area that year, primarily on roads, sewers, water lines, and other utility connections. The value of land had risen considerably, with the newspaper noting, "The prices of land in South Buffalo have been in keeping with the improvements…with lots in McKinley Parkway worth $14 a foot in the early 1900s, now

[94] "Developers In Hamlin Park Open Eden Acres in New South Park," *Buffalo Courier* (August 30, 1924), 12.
[95] "Developers In Hamlin Park Open Eden Acres in New South Park," *Buffalo Courier* (August 30, 1924), 12.
[96] "Developers In Hamlin Park Open Eden Acres in New South Park," *Buffalo Courier* (August 30, 1924), 12.
[97] *Buffalo Enquirer* (September 6, 1924), 9.
[98] "Developers In Hamlin Park Open Eden Acres in New South Park," *Buffalo Courier* (August 30, 1924), 12.
[99] "Lots Go Fast at Eden Acres," *Buffalo Times* (August 31, 1924), 70.
[100] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22, 1925), 8-9.

the same lots today are worth $100 a foot."[101] The availability of vacant lots on which to build was dwindling already by this time, and scores of developers purchased multiple lots to capitalize on this demand. Marveling at the rapid development occurring throughout the survey area, the *Buffalo Courier* stated, "the contractors became too numerous to mention."[102]

Road Improvements: 1920s

Another important improvement project that affected the development of the survey area took place in the 1920s when the city dredged and straightened the Buffalo River and Cazenovia Creek. At the northern edge of the survey area, these two bodies of water had caused widespread annual flooding, and even the 1906 flood abatement efforts had not completely solved the issue. "These two streams wander about the district southeast of the Lackawanna Railroad as though they didn't have any particular place to go and didn't care when they got there," observed a Buffalo resident in the mid-1920s. "They have no purpose in life but to furnish raw material for mud pies," he quipped.[103] To correct this situation and make the area suitable for buildings, the city dug a new channel for the Buffalo River which ever after abandoned the bend that came perilously close to South Park Avenue. The new, straight channel and a similar trench that diverted the waters of Cazenovia Creek from its former meandering riverbed now define the northern boundary of the Triangle neighborhood.

In conjunction with this work, Bailey Avenue was extended from the bridge over Cazenovia Creek southwest to Abbott Road (the present South Park Avenue) at Triangle Street. From here traffic could easily reach Hopkins Street, which the city paved and extended to South Park. A new branch of McKinley Parkway was also created running southeasterly from the Bailey Avenue bridge over Cazenovia Creek to the intersection of Abbott Road and Heacock Park. At the same time, Tifft Street was extended on the east and the west so that it became a major artery for commercial traffic passing through South Buffalo.

These changes were seen as both opening up new areas to development and bringing new tourist dollars to area businesses.[104] In the new age of the automobile, the improvements to Hopkins Street and Bailey Avenue created a new way northward to Niagara Falls that avoided the congested downtown area. "Bailey Avenue straightened out and connected with Hopkins street, running clear through to the city line at South Park," said a local booster, "will mean that fifty percent of the tourists coming to Buffalo from the south will never go near the center of town. They will have an easy, straight thoroughfare out Bailey avenue to the

[101] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22, 1925), 8-9.
[102] "South Buffalo Claims Lead in 1924 New Home Building," *Buffalo Courier* (March 22, 1925), 8-9.
[103] "The Rebirth of South Park," Heacock's, X (September 1924), p. 7.
[104] Kowsky and Clinton Brown Architecture, 3-8.

Niagara Falls Boulevard at the north of the city…this means that all the great transient trade in tourists' supplies, now the exclusive property of the downtown merchants, will belong to South Park dealers . . . [and] that the South Park merchants will live on the fat of the land."[105] Once automobiles began to become more affordable for the middle and even working class in the 1920s and 1930s, the construction of houses extended further south in the survey area, more distant from the city and streetcar lines. Houses built on Crystal Street during the 1920s, for instance, were constructed alongside driveways and with small garages, reflecting the changing transportation technology and patterns of accessibility.

Road conditions continued to spur development in 1926 when the International Railway Company began a project to uniformly pave Seneca Street. In 1927, amidst some delays, the street was also widened from Peabody to Bailey, which "will give south buffalo a fine line of communication with downtown."[106] With work completed the following year, the intersection of Seneca and Cazenovia developed into the commercial center of the neighborhood, enriching the area with much of the character it has today.

In 1929, the expansion of industry in the surrounding area, particularly the Howard Factory Subdivision west of the district, created more demand for housing. One reporter observed, "there must be a demand for South Buffalo real estate in view of the fact that several large industrial plants have recently located in this section of the city and that the Donner Steel Company has purchased considerable property for expansion. The Bethlehem Steel Company is continually constructing new mills and other buildings which necessarily demand more labor and South Buffalo receives the benefit of additional population."[107] Newly paved streets were added that year, including Whitehall, Eden, Hollywood, and Turner.

Albert Fox continued to facilitate the development of the survey area into the late 1920s as well, even as empty available land began to become scarce. In 1928, he even offered to sell land to help extend McKinley Parkway, past South Park, and Abbott.[108] While the city did not capitalize on this deal, Fox likely recognized that this would later assist in the future development of the area. In 1929, he opened another 100 lots on South Park Avenue, Leland Drive, and Norwich Road.[109] To sell these lots, Fox made improvements to the streets, constructing sewers, sidewalks, and water lines installed. He promoted the South Park lots as "especially attractive in size and prices," whereas those on Leland Drive and Norwich Road were "to be sold at bargain prices."[110] Fox's statement that this "is positively the last

[105] "The Rebirth of South Park," Heacock's, X(September 1924), p. 7.
[106] "South Siders Fight for Seneca Paving," *Buffalo Evening News (*June 17 1927), 3.
[107] "Fox Prepared to Aid In Purchase of Land in South Buffalo," *Buffalo Courier-Express* (June 3, 1929), 18.
[108] "Offer Land for Road Extension," *Buffalo Courier-Express* (October 11, 1928), 11.
[109] "Albert Fox," *Buffalo Courier-Express* (April 1, 1929), 11.
[110] "South Buffalo Realty Active Owing to New Industrial Buildings," *Buffalo Courier-Express* (August 19, 1929), 17.

subdivision to be opened in South Buffalo," may not have been completely accurate, but it does indicate that the vast majority of the vacant space that existed in the area just thirty years prior had been sold and occupied by this time.[111]

Within just thirty years, the survey area had been largely developed from a quiet, relatively rural collection of dairy farms and homesteads into a mostly residential collection of single-family houses, bungalows, and two-family houses occupied by Lackawanna Iron and Steel plant workers and other middle-class citizens, mostly of Irish descent. South Buffalo's population more than doubled in size between 1900 and 1910, the Fourth Ward growing from 10,028 to 22,639, and then doubled once again by 1930, with the Fourth and Fifth Wards (reconfigured in 1915) totaling 45,683.[112]

Automobile-Oriented Development: 1930s-1945

By 1930, the local residents of the survey area petitioned the City of Buffalo for a connecting route from the end of Main Street in downtown Buffalo to the southern city line at Ridge Road. Now that the area had become a thoroughly settled group of neighborhoods rather than a mostly rural space, residents had a new sense of agency in continuing to advocate for easier connections to the rest of the city to the north. Although the community had grown substantially over the last three decades, public transportation and road access had not grown at the same pace. As one reporter noted in 1930, "although the population in South Buffalo has greatly increased during the last few years, transportation facilities have decreased… South Buffalo is lagging behind in development and growth because of the dearth of transportation facilities."[113] The lack of crosstown outlets and public transportation in the area was a major problem, as "there are only three crosstown traffic outlets in the area- Smith, Cazenovia and Bailey avenue. Trolley service has been suspended in the latter two thoroughfares, leaving only Smith St as a means of bridging the gap from one section of the vast south side to the other."[114]

Attempts to improve transportation access to the South Buffalo continued in the 1930s. McKinley Parkway was newly paved and extended in 1930, uniting Hamburg and Elk Street.[115] In 1937 the Abbott Road streetcar line was terminated and replaced with a new bus route, reflecting the general shift to automobile usage nationwide, in private and public transportation methods, by that time. By 1939, the city created the new thoroughfare of South Park Avenue. From the end of Main Street, it usurped Abbott Road as far as Triangle

[111] "Albert Fox," *Buffalo Courier-Express* (April 1, 1929), 11.
[112] U.S. Bureau of the Census, *Census of Population: Report by States Nebraska-Wyoming,* 1910 (Washington: Government Printing Office, 1913), 197; U.S. Bureau of the Census, *Census of Population: Report by States Montana-Wyoming,* 1930 (Washington: Government Printing Office, 1932), 326.
[113] "South Buffalo Leaders Want New Bus Line Established," *Buffalo Evening News* (May 7, 1930).
[114] "South Buffalo Leaders Want New Bus Line Established," *Buffalo Evening News* (May 7, 1930).
[115] "Opening of McKinley Extension Due Soon," *The County Republican* (September 18, 1930), 1.

Street, all of Triangle Street, and White's Corners Road. The portion of White's Corners Road between South Park Avenue and Abbott Road then became Southside Parkway, a name that had originally been applied to the present McKinley Parkway. Now, drivers could reach downtown Buffalo from the survey area, Hamburg and Lackawanna, and only have to remember one street's name. This increased and consolidated traffic in the area, encouraging the growth of businesses on these streets while also ensuring the side streets remained residential.

By the onset of World War II in 1939, the survey area had been largely developed and settled as a residential community. Many of the residents worked in the steel, iron, and railroad industries nearby, and their employment remained relatively consistent during this time as factories boomed and converted to wartime production. As many of the area's men left the factories to go into war overseas, these industries began hiring new employees, women amongst them. While a majority of the survey area had been settled by this time, the empty lots that remained were not purchased or built on until after the war ended in 1945. Only then could building materials, finances, and labor be devoted to house construction efforts once again.

Mid-Twentieth Century Development

Postwar Settlement Patterns: 1945-1960

As in many places, midcentury development patterns in South Buffalo differed significantly from those of the early twentieth century. New transportation methods combined with a population boom led to a more sprawled form of settlement pattern than had occurred before World War II. World War II had led to the increased usage of the rail systems not only around South Buffalo but throughout the United States. However, post-World War II government programs and overall development of the United States greatly impacted the use of rail for the transportation of goods and more specifically people. The 1940s and 1950s boomed with personal automobile traffic and increased air travel, therefore leaving the railroad to feel the same decline as the Erie Canal experienced. The businesses were faced with New York State taxes, decreased business due to the war (and ending of the war), and cheaper land prices at larger ports of entry and exit from New York, California, and Florida. Land transportation was becoming more popular and cheaper due to the Federal Highway Act.

The installation of a nationwide highway system was a major contributing factor to postwar development patterns. The Federal Highway Act of 1944 designated 65,000 kilometers of a "National System of Interstate Highways." In April 1956, the House passed a vote of 388 to 19 in support of the Federal-Aid Highway Act, and the interstate system was expanded by 1,600 kilometers to 66,000 kilometers, costing $25 billion. The creation of accessible highways allowed people to move farther from the central city and be able to commute to

the city with ease and rapid speed. Specifically, in South Buffalo, Interstate 190 was built just north of the Buffalo River with a highway entrance at Seneca Street. The I-190 allowed South Buffalonians to commute downtown in just minutes.

In 1950, the final streetcar lines ran in Buffalo, demonstrating the shift to automobile use was complete. For those able to afford their own automobiles, private homeownership outside of the central city grew increasingly attractive by the mid-twentieth century. For those who could not, they were reliant upon bus lines, rather than streetcar lines, to commute. By 1950, the survey area, like most of the city and nation, was dependent on automobile access in both private and public transportation, and cities began to reflect this in the physical and demographic changes that occurred in the mid-twentieth century.

As World War II came to an end and troops began to return home, the First Serviceman's Readjustment Act, more commonly known as the "G.I. Bill," was introduced in January 1944. The Roosevelt Administration used this legislation as a way "to compensate World War II veterans for their service, offering sixteen million veterans government-subsidized loans for homes in the suburbs, unemployment benefits, and a year of school of technical training for those whose education had been interrupted by draft or enlistment."[116] In South Buffalo, one resident explained, "After the war, the physical community had not changed very much. People did though, some never returned home, some went on to school because of the G.I. Bill, or got a job at Bethlehem Steel or the Republic."[117]

Houses built during the post-WWII period illustrate a broad spectrum of diversity from the ordinary two-story, gabled-roof structures. Whilst some were content to continue the old tradition of a comfortable and well-built bungalow, others prefer hipped or low-pitched gable roofs. Plain brick walls, chimneys with minimal exterior decorative elements, and projecting window-walls were also common in construction during this time. Cape Cod Revivals, Ranch Styles, and Split-Level houses became common at this time, in keeping with national building trends. These buildings tended to be designed as single-family houses, typically accommodating a car through a driveway, detached or attached garage, indicating the predominance of personal automobiles amongst the middle and working classes by this time.

A small number of subdivisions emerged after the war as well, occurring on the scale of a single street in three locations. In 1954, the B.W. Morris and Son real estate firm announced plans for a new South Buffalo subdivision in the district, to be known as Marbeth Court.[118] The following year, construction had been completed on this group of "three-bedroom family

[116], Edward Humes, *Over Here: How G.I. Bill Transformed American Dream* (Orlando: Harcourt, 2006).
[117] M.C. Herwood, "All the Old Familiar Places: Memories of South Buffalo" (Buffalo: Buffalo Historical Society, 2007).
[118] "What the Council Did," *Buffalo Evening News (*May 1, 1954), 3.

homes, with two-floor plans, deluxe Youngstown kitchen, large dinette, tile bath, gas heat, copper plumbing, plaster walls, concrete drive."[119] Subdivisions like this one, located off of Cumberland Avenue northeast of Heacock Park, are typical of the cul-de-sac or curvilinear style of development that was prominent in the automobile-dominated built environment of America during the postwar period.

Curvilinear street patterns can also be seen in the south end of the district, where more lots remained available during the postwar period. Streets such as Arbor Lane and Susan Lane are good examples of this type of development as well, wherein a curved street with midcentury houses and garages emphasizes automobiles over pedestrians or public transportation. This type of development is distinct from early twentieth-century developments, resulting from new patterns set in place by FHA standards for subdivisions as they emerged beginning in the 1930s. By the postwar period, curvilinear streets with uniform setbacks, driveways, and garages had become the standard form of suburban residential development. The presence of several examples in the district, particularly towards the southern end, reflects this midcentury wave of development, easily recognizable in the architecture and streetscapes of these areas.

South Buffalo in Power and Decline: 1960-1970

The overwhelming majority of the area had been settled by 1960, and the population remained firmly Irish-American with pockets of smaller German and Italian-American communities in the northeast portion of the survey area at that time. South Buffalo managed to maintain a highly influential position in local politics in the 1960s and 1970s. After World War II, politicians from South Buffalo had, "exercised extraordinary power in local politics, with access to patronage jobs unrivaled by any neighborhood in the city."[120] Since the 1950s, residents of South Buffalo, who also happened to be of Irish descent, held tremendous sway in the Erie County Democratic Party. During the 1960s, the Erie County Democratic Party was led by Peter Crotty followed by Joe Crangle, both born in South Buffalo.[121] Crotty was formerly the President of the Buffalo City Council and was known for his influence in the campaigns of John F. Kennedy for President and Robert F. Kennedy for the US Senate.[122] Chairman Crangle overhauled the party, inviting more young college and law school graduates to join.[123]

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[119] *Buffalo Evening News* (August 8, 1955), 37.
[120] Mark Goldman, *City on the Lake: The Challenge of Change in Buffalo, New York* (Amherst, NY: Prometheus Books, 1990).
[121] Mark Goldman, *City on the Lake: The Challenge of Change in Buffalo, New York* (Amherst, NY: Prometheus Books, 1990).
[122] S. Roberts, "Peter J. Crotty, Democratic Force In Western New York," *The New York Times* (March 4, 1992).
[123] D. Dillaway, *Power Failure: Politics, Patronage, and the Economic Future of Buffalo, New York* (Amherst, NY: Prometheus Books, 2006).

As the former New York State Senator (1967-1977) and City of Buffalo Mayor (1977-1993) James D. Griffin was formerly a resident of South Buffalo's Dorrance Avenue, he recruited many of his constituents from South Buffalo to fill jobs in local government, thus strengthening loyalty amongst voters. As a result, in 1990, Goldman noted, "Today, the halls and offices of City Hall, which has yet to come under an affirmative action ruling, are filled with South Buffalonians in their late thirties and early forties, who, after high school and the service, were unable to find work in any of the traditional places of neighborhood employment."[124] Griffin's devotion to South Buffalo included spending time and attention on the area's infrastructure, improving and maintaining parks, and offering personal and business loans to residents.

As the 1970s approached, however, the city experienced a drastic population decline. While Buffalo's population had been dropping since the end of World War II, the loss during the 1970s was staggering: it went from 462,768 in 1970 to 357,000 in 1980, as 23 percent of the population left the city in favor of the suburbs.[125] In the survey area, the loss of industries had a large impact on the area's residents. By the 1970s, Catholic schools in urban America were facing declining enrollments at that time, and so too, in South Buffalo. Between 1966 and 1986, eight parish schools in South Buffalo experienced a decrease in enrollment by percent. By 1987, St. John the Evangelist, one of the largest schools, was forced to close. Furthermore, a lower birth rate, migration to the suburbs, tuition increases, and the quality of public school education, severely impacted parochial schools. The issues these schools face was indicative of the larger issues faced by the survey area overall as it entered a new era in the 1970s.

In summary, by 1970 an overwhelming majority of the buildings in the survey area had been constructed. From a quiet agricultural community in the mid-nineteenth century, the survey area's population grew dramatically after the establishment of Olmsted's parks and parkways in the area in the 1890s, the 1897 introduction of the electric streetcar line along Seneca Street, and the 1899 announcement that the large Lackawanna Steel plant would employ hundreds of workers nearby. The new accessibility, coupled with the proliferation of industrial jobs available in the vicinity, led to a boom in development, real estate speculation, and new residential construction during the first three decades of the twentieth century. The area's location was marketed as ideal due to its proximity to the Olmsted-designed Cazenovia Park, South Park, and parkways, as well as its newly available transportation connections to the city to the north and the industries to the south and west. As transportation technology improved, early nineteenth-century streetcar suburb style developments in the north portion of the survey area gave way to more automobile-oriented subdivisions to the south, and in the years following World War II the area was almost fully

[124] Goldman, 1990.
[125] Goldman, 255.

developed. Employment in nearby industries continued to provide a stable income for the area's working- and middle-class residents into the 1970s.

The movement of people out of the city's core to this area at the south edge of the city defined the area's trends and attitudes toward architectural design and neighborhood planning. This movement can be traced through a study of historic maps, specifically in the planning of new roads, which in essence define suburban growth. The laying out and paving of roads, improvements in both public and automobile transportation, and the establishment of the multiple large-scale industrial plants nearby set the stage for a boom in speculative real estate development during the 1900s-1930s. Multiple developers purchased several blocks or larger tracts and in conjunction with the city laid roads, installed utilities, and planned communities to be distinctively residential rather than urban. Together, these buildings represent a strong collection of early to mid-twentieth century architectural styles in the survey area.

HISTORIC ARCHITECTURAL DEVELOPMENT

Architectural styles tended to be in keeping with one another in the area, as several of the same styles tend to appear throughout the district due to the developers' imposition of design restrictions. Architecture in the survey area is overwhelming residential but other building types, including commercial, institutional, ecclesiastic, and recreational, were constructed out of necessity to support these developing subdivisions. The survey area is a rich study in the development of a rural agricultural community into a streetcar suburb style and later automobile-oriented community characteristic of early to mid-twentieth-century America.

Nineteenth-Century Residential Styles

Most of the survey area contains architecture that reflects the largest buildout period of the city's history from the 1890s to the 1930s. While the area resembled a sparsely settled farming community during the mid-nineteenth century, few if any of these earlier farmhouses remain, as they were typically demolished to make way for the later, large-scale development of the area. A few enterprising, wealthy citizens did migrate southwards from the city's downtown and establish large residences in South Buffalo in the early 1890s, however, when land was only beginning to be valuable in the area.

Much of the nineteenth century residential architecture still remaining intact today is located in the Phase I area. One of the initial wealthier urbanites to move into the area was William J. Connors. In 1890, Connors, the owner of a Buffalo newspaper and a powerful figure in city politics, erected an imposing brick and stone Queen Anne style residence together with a large carriage barn and a greenhouse on property he purchased at the northwest corner of present-day South Park Avenue and Tifft Street, on the present site of Holy Family Roman

Catholic Church. For many years, Connors' house was the largest dwelling in South Buffalo. Dr. Frederick M. Boyle, a respected physician, lived nearby in another large Queen Anne style house at 1445 South Park Avenue, a house which had earlier been the residence of William H. Fitzpatrick, a man responsible for erecting many of the houses in the area. A third early large dwelling, with stable, still stands at 1737 South Park Avenue. It was built in 1894 by F. C. Pries, whose presence in the area is remembered in the name of adjacent Pries Street. Aside from these grand exceptions, however, large dwellings lived in by influential, well-to-do citizens were not to be common as the area later developed to accommodate working- and middle-class residents. Therefore, the popular styles of their nineteenth-century grand residences are not represented often in the survey area, as there are very few examples remaining today.

The Phase II survey area contains the Buffum House at 49 Buffum Street, which is an important example of a Greek Revival style nineteenth century residence. The building features a cross gable roof, brick chimney, stone foundation, and clapboard siding. Constructed in 1850 and enlarged in 1922, the building may be the oldest surviving in the Phase II survey area, and perhaps even the City of Buffalo at large.

Twentieth-Century Residential Styles

Neither individual nor speculative builders in the survey area employed architects to design their houses. Rather, like most developers in quickly developing areas aimed to attract working- and middle-class residents, they used plans that could be purchased cheaply from various house plan companies. Some may also have built popular mail-order or "kit houses," especially individual owners who would buy complete house units designed to be assembled on the buyer's site. Architectural historian Daniel D. Reiff has identified more than seventy-five companies that between 1883 and 1951 sold house plans through the mail. Builders throughout the country relied on the good-looking plan catalogs from such Chicago companies as the Radford Architectural Company, Sears, Roebuck & Company, and the Chicago House Wrecking Company rather than on professional architects for designs, blueprints, and specifications for buildings they erected. "All this detailed information will [enable you to] . . . estimate almost to the dollar what the building, when completed, will cost," read a typical claim in such literature.[126]

Single-family homes in the survey area are constructed in a limited variety of styles that were popular during the largest wave of construction from 1900-1940. Many of them were purchased as kit houses or built by contractors according to patterns purchased from a plan catalog, erected in a selection of popular styles from the early twentieth century. Several recognizable American architectural styles were represented during the early decades of the

[126] Daniel D. Reiff, *Houses from Books, Treatises, Pattern Books, and Catalogs in American Architecture, 1733-1950: A History and Guide* (University Park: The Pennsylvania State University Press, 2000), 185.

twentieth-century in the survey area, including the American Foursquare, Bungalow, and 'Buffalo Double' style houses. Some residential buildings date from the post-war period, including midcentury Ranch and Cape Cod styles. The styles represented by residential buildings in the project area are briefly summarized below. Generally, the styles below are represented by residential, educational, commercial, and ecclesiastic buildings in the survey area, although this portion focuses solely on residential applications of these styles: American Foursquare, Bungalow, Colonial Revival, Buffalo Doubles and Midcentury Ranch and Cape Cod Revival styles. Visual illustrations of these styles can be found in the Phase I Survey Report.

The American Foursquare style refers more to a massing typology than it does to a stylistic ornamental language. American Foursquare houses are defined by cubic massing, hipped roofs, overhanging eaves, dormers, and full width-front porches. The ornament can reference Craftsman, Prairie, or Colonial Revival styles. The style first appeared in ca. 1890 and was promoted by builder's magazines and catalog companies who sold house 'kits.' The simplified ornamental language gave the buildings a clean, dignified appearance, which appealed to the budget and aesthetic sensibilities of the modern homeowner. The simple massing lent itself to a variety of cladding materials including brick, stucco, clapboard, and shingle.

Many houses in the survey area are based on the hipped-roofed American Foursquare or Prairie Box form that began to appear around the turn of the century in such sources as Shoppell's Modern Houses (1900) and Radford's Modern American Homes (1903). These houses with porches on the front were simple in form, economical to build, and ample in the accommodation they afforded. Furthermore, their square footprint fits nicely onto the long rectangular lot that was standard property type in much of the survey area. Good examples are at 36 Mineral Springs Road, 68 Mineral Springs Road, 65 Seminole Parkway, 86 Pomona Place, 54 Roanoke Parkway and 90 Armin Place. The style often featured details such as columns or corner pilasters and wood brackets or rafter tails, as appear on the house at 36 Mineral Springs Road.

Many single-family houses in the survey area were modeled on the Bungalow style. This style of domestic architecture was influenced by the English Arts and Crafts Movement and was popularized by the writings of Gustave Stickley in such publications as *The Craftsman* magazine. Stickley emphasized simplicity in design and undisguised expression of material in construction.' The style was also promoted to a more general audience in popular periodicals such as *Western Architecture, House Beautiful, Good Housekeeping, Architectural Record,* and *Ladies Home Journal* magazines. The style is characterized by low-pitched, gabled roofs; hipped roofs; wide, unenclosed eave overhangs and exposed rafters; decorative beams or knee braces beneath overhangs; full or partial width porches with square-tapered columns that sometimes extend to the ground level. The exterior wall is sometimes broken

up by the use of different materials. Dormers are common, with exposed rafters and braces. Craftsman style details can be present, especially in the form of brackets beneath the eaves of the front gable. With the narrow end of the house facing the street, they often have a porch across the front.

Good Bungalow examples survive in the Phase II survey area at 117 Potters Road, 239 Potters Road, 28 Shenandoah Road, and 2 Navaho Parkway. The latter building retains its original eave brackets, original 3-over-1 double hung wood sash windows and 2-over-2 wood sash storms. Bungalows with distinctive clipped gable roofs are also numerous, including 303 Potters Road, 325 Potters Road, 49 Tuscarora Road, and 100 Tuscarora Road. Another type of bungalow present in the area is the hipped-roof bungalow. Examples can be seen at 159 Tuscarora Road, 163 Tuscarora Road, 171 Potters Road, and 428 Woodside Avenue. They resemble designs sold by Sears, Roebuck, and Company in its 1922 and 1925 catalogs, demonstrating the application of this style to a pre-designed catalog plan.[127]

The Colonial Revival style was the dominant style for domestic architecture during the first half of the twentieth century, yet it is relatively rare in the survey area in its more typically affluent manifestations. As it is used here, the style refers to a revival in the interest of early Dutch and English (Georgian and Adam styles) houses from the Atlantic seaboard. The Centennial Exhibition of 1876 and the Chicago World's Fair in 1893 sparked a renewed interest in colonial architecture and the colonial period in general. The freestanding single-family Colonial Revival dwelling that was popular in the 1920s in more affluent garden suburbs is relatively rare in the Phase II survey area. Some examples are located at 19 Leamington Place, 36 Tuscarora Road, 60 Tuscarora Road, and 127 Potters Road. The gambrel-roofed "Dutch" Colonial design variation can be seen at 19 Seminole Parkway, 20 Tuscarora Road, 417 Woodside Avenue, and 32 Minnetonka Road.

There are many residences in the survey area, particularly in the northern section, which are two-family flats, also commonly called double houses or simply "Buffalo doubles." A previous survey of the Triangle neighborhood described the typical form and massing of these doubles:

> Typically, these rectangular, two-story with-attic frame dwellings contained distinct apartments on each floor. Invariably oriented with the short side toward the street, they are covered with clapboard siding or wooden shingles. They usually have a simple gable roof or, less often, a hipped roof with a front dormer. A porch (often enclosed) extends across the front of the ground floor, and its roof serves as the floor for a porch for the upper apartment. Entrances are provided on both the

[127] See Reiff, p. 287.Quoted in Kowsky and Clinton Brown Company Architecture, 3.17.

> street front and driveway side. Stylistic elements on these plain but substantial buildings are sparse and generally confined to such details as porch columns or eave brackets.[128]

Residences of this type drew the attention of the *Buffalo Courier* in 1902 when it informed its readers that many of them were to be found in the new neighborhoods in the survey area. "They are all sixteen-room houses," stated the reporter, "nicely decorated, eight rooms to each flat, two stories high and contain all modern improvements, including gas, water, cellar, mantles, and granolithic walks."[129] A dwelling like this brought homeownership within the means of working-class families who would typically rent the upper flat to boarders in order to cover mortgage payments. Now factory workers, noted the *Courier*, "are becoming real estate holders in what is regarded as the most likely section of the city for real estate investment."[130] There are many Buffalo double style buildings in the area, including 55 Mineral Springs Road, which serves as one of many intact examples.



An example of a 'Buffalo Double' style two-family flat at 55 Mineral Springs Rd

While the majority of the survey area was developed before World War II, several houses were constructed in the post-WWII standardized styles that characterized mid-twentieth century residential architecture. These tended to be in the southern portion of the survey area but also scattered throughout the lots that had remained empty as development continued to fill in the dwindling remaining available land.

After World War II, and in response to the GI Bill, many houses were constructed that exhibited a standardized site-plan, and articulation designed to accommodate anew middle-class suburbia. The residences tended to be small, approximately 1000 square-feet, single-story or one-and-one-half story cubic or rectangular structures with a uniform setback, and a broad expanse of lawn. The result was a dynamic rhythm along the street, broken only by the change of entrance parted from center to side. Often a simple, cubic garage is located to the rear or attached to the side of the house. The residence as a single unit is not significant. It is the repetition of a standardized type on

[128] Kowsky and Clinton Brown Company Architecture, 3-15
[129] Qtd in Kowsky and Clinton Brown Company Architecture, 3-15
[130] "New Modern Residences in the Steel Plant District," *Buffalo Courier* (August 10, 1902).

a street with similar setbacks, sidewalks, landscaping, and the relation of the driveway to entry, and entrance path that is significant.

Popular midcentury styles included the Cape Cod Revival style, characterized by a low, broad, single-story frame building with a moderately steep pitched gabled roof, a large central chimney, and very little ornamentation. Several examples are located on Downing Street, and the houses at 39, 43, 47, and 57 Leamington Place also offer some of many examples of the style. Originating in New England in the seventeenth century, the style typically features a central front door flanked by multi-paned windows. The space above the first floor was often left unadorned, with or without windows on the gable ends. The style enjoyed a boom in popularity and adaptation to modern needs in the 1930s-1950s, particularly with Colonial Revival style embellishments, and was again popular as a type of house offered to returning soldiers after World War II.[131]

The Ranch style house was very popular with the postwar middle class of the 1940s-1970s, and there are some examples of this style particularly in the southern portion of the survey area. The style is characterized by its long, close-to-the-ground profile, with a horizontal emphasis and open interior layout. The house style fused modernist ideas and styles with notions of the American Western period of broad open spaces to create a very informal and casual living style. Several examples of this style can be seen scattered throughout the survey area, as well as at 143 Pawnee Parkway and 606 Downing Street.

Commercial Buildings

The influx of residents into the South Buffalo survey area generally spurred the development of commercial structures, churches, and public buildings to meet their needs. Today the survey area retains some examples of these building types, although some have been adapted for new purposes.

Many commercial buildings are found along Abbott Road and Seneca Street, the Phase II area's primary thoroughfares. These commercial strips contain pedestrian-oriented buildings with ground-level shops entered directly from the street. Typically two-stories high, the floor above the street would have apartments or offices. The frame building at 2114 Seneca Street is a well-preserved representative of the type. With wood pilasters dividing the three bays on the ground floor with a recessed entrance, the building features details such as wood brackets, triplet windows, and wood paneling. The building at 2074 Seneca Street provides a brick example of this type of commercial building, with a wood cornice, rafter tails, and triplet windows with wood mullions.

[131] William Morgan, *The Cape Cod Cottage* (Princeton: Princeton Architectural Press, 2006).

The National Register-listed building at 2221 Seneca Street provides an excellent example of a bank from the 1920s. Designed in 1921 as the South Side Bank of Buffalo, the building provides an uncommon example of the Sullivanesque style applied to a bank building, designed by Harold Jewett Cook. The building is also significant for its associations with the South Side Bank, a small independently owned and operated bank in the city.

Another significant commercial building in the Phase II survey area is the National Register -listed building designed by William and Henry Spann at 2178 Seneca Street in 1929. Built for local theater magnate Michel Shea, the commercial building provided a long strip of shops anchored by a theater. The arrival of Shea's Seneca was viewed as another important piece in the expansion of South Buffalo. [132] The commercial and office component constituted an important contribution to the neighborhood center, in addition to the theater. The Shea's Seneca auditorium had the largest seating capacity of any of Shea's community theaters and was equipped with every piece of modern equipment necessary to show 'talkies,' an early name for films with a soundtrack.[133] Neighborhood residents were drawn to the community theater to see movies and took advantage of the shopping opportunities located in the commercial building, creating an active, vibrant community hub. Shea's Seneca is Neoclassical Revival in style, two stories in height, and L-shaped with a brick and steel structure. The double-height theater entry sequence is located in the southernmost bay of the building while, in the ten bays to the north, storefronts occupy the ground floor and offices originally occupied the second floor. The storefront spaces have continued to be active throughout most of the building's history and retain some historic finishes and details such as trim work, display cases, and some mezzanine levels. The second floor has been used variously as offices, a bowling alley, and a nightclub. In the last few years, the building has been rehabilitated and contains lofts, event space, and commercial storefronts that continue to play an active role in the commercial strip of Seneca Street in this part of the survey area.

Religious Buildings

Religious buildings were constructed to accommodate the growing resident population in the late-nineteenth and early twentieth centuries. Several Christian denominations established themselves in the survey area around the turn of the twentieth century. Most of the existing church buildings in the district date from this time and all were designed by local architectural firms.[134]

Several churches were established in the late 1890s. One of the earliest religious groups to erect a church was St. Jude's Episcopal Church, in the Phase I survey area. In 1896, the

[132] **"**New Theater Shows Builder's Confidence in Growing Section," *Buffalo Courier-Express* (January 12, 1930), 1.
[133] Derek King and Preservation Studios, "Shea's Seneca Building," National Register of Historic Places nomination (September 2017).
[134] Napora, "Houses of Worship: A Guide to the Religious Architecture of Buffalo, New York." Unpublished Master's Thesis. University at Buffalo: School of Architecture, 1995.

congregation purchased a site at the northeast corner of Macamley and Dash Streets and constructed a small frame chapel that the local bishop dedicated in the summer of 1896. The congregation grew in size and in 1922 parishioners undertook to erect a new church on the site of the original chapel. After working with one architect, the congregation turned to the well-known Buffalo firm of North & Shelgren, where Robert North was the architect to the Episcopal dioceses of Western New York. They designed a stone church in an updated version of the Early English Gothic parish church style 124 Macamley Street that nineteenth-century Episcopal churchmen had pronounced the best model for modern-day worship. The asymmetrical ashlar building, completed in 1932, has a parish building attached at the rear and an entrance tower nicely punctuating the street intersection.

With the influx of Irish Catholic populations into the survey area from the First Ward in the late-nineteenth century, churches soon arose to serve these Catholic congregations. By the time the first Roman Catholic parish, St. Teresa's, was established in the Phase II survey area, approximately one hundred Catholic families already lived in the area.[135] St. Teresa's Roman Catholic Church, at Mineral Spring and Seneca Street, is a National Register-listed five-building complex containing a church 1898-100; 1926), rectory (c.1880; 1897), school (1907; 1926), parish hall (1959), and garage (1950).[136] The Late Victorian Gothic style church was designed by Albert A. Post and built between 1898 and 1900 in the Gothic Revival style, with a 1926 addition he also designed. When founded in the late 1890s, St. Teresa had large parish boundaries that extended from south of the Buffalo River all the way to the Lackawanna city line and from Lake Erie to the West Seneca line. As the area developed and became home to many more Catholic residents, that parish was eventually was subdivided to include five Catholic churches from those original parish boundaries: Holy Family (1902), St Agatha (1910), St Thomas Aquinas (1920), and St Ambrose (1930).[137]

In 1902, the Holy Family Parish was built on the former William J. Conners estate at Tifft Street and South Park Avenue. It was founded by Msgr. John Nash, a native of the First Ward. The Sisters of Mercy acquired the Rufus P. Choate estate at Red Jacket Parkway and Abbott Road to build a motherhouse and later, in 1904, opened the Mercy Hospital on Tifft Street.[138] Built to serve the many Irish-American and German-American Catholics who had moved into the area, the imposing twin-towered Romanesque-style stone edifice followed designs by Buffalo's Lansing & Beierl. It was constructed, together with the rectory, between 1905 and 1908. Before that time, the congregation had worshiped in the carriage barn and home of William J. Connors, which the church purchased in 1902.

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[135] Sister Mary Gerald Pierce, *Unto His Mercy: The First Hundred Years of the Sisters of Mercy in the Diocese of Buffalo, 1858-1958* (Buffalo: Savage Litho Company, 1976), 201.
[136] Caitlin Moriarty and Preservation Studios, *St. Teresa's Roman Catholic Church Complex,* National Register of Historic Places Nomination form (May 2016).
[137] Moriarty and Preservation Studios, 2016.
[138] Timothy Bohen, *Against the Grain: the History of Buffalo's First Ward (*Buffalo, NY : Petit Printing, 2012).

The congregation of St. Agatha's (formerly All Souls) Roman Catholic Church at the southwest corner of Abbott Road and Good Street dates to 1910, although the present church and school building, designed by Mortimer J. Murphy, were not erected until 1954. The St. Thomas Aquinas Parish, formed in 1920 and constructing its original frame church in 1921, was the second to last Catholic parish formed in South Buffalo. The parochial school was added in 1922 and the rectory was constructed in 1928, both in the Italian Romanesque Revival style. The parish community continued to grow and a new larger church was built in 1949, modeled after Santa Maria in Cosmedin, Rome. In 1956 the parochial school was expanded as well.[139] The buildings in the complex reflect not only a cohesion of religious architectural styles despite their construction over nearly thirty years, but the growth of the community they continue to serve, as the parish is still active. St. Ambrose was the last to emerge, in 1930, to meet the needs of the continually growing Catholic population of residents settling the survey area during those decades of intense development.

Other denominations also built churches around the same time. The St. Thomas Aquinas Roman Catholic Church Complex was constructed in stages from 1922-1956 at 432 Abbott Road. This National Register-listed complex was designed by architects George Dietel and Stickle, Stickle, & Kelly. The Italian Romanesque church complex has additional architectural significance related to the expansion of the parish between 1949-1956, in line with national trends in church construction after World War II and local expansion of parishes across Buffalo during this period as well.

The National Register-eligible St. John the Evangelist Roman Catholic Church Complex at 2315 Seneca Street is significant for its association with the German community of South Buffalo and for its fine Romanesque architecture. The parish was established in 1906 when a group of German immigrant families petitioned the diocese to establish a German language Roman Catholic church in South Buffalo. Located adjacent to Cazenovia Park at the corner of St. Johns Parkside and Seneca Street, the former church complex is composed of four contributing buildings: church (1931), school (1907), rectory (1917) and convent (c.1950).

Other churches in the Phase II survey area were built for other denominations. These include the rare Carpenter Gothic style church at 23 Glendhu Place (1903), the Gothic Revival St. Simon's Protestant Episcopal Church at 200 Cazenovia Street (1925), and the Grace Evangelical Lutheran Church at 174 Cazenovia Street (1908; 1930). Overall, the impact of these churches was far-reaching in the area, not just in religious buildings but also in their affiliations with schools and other public services.

[139] Moriarty and Preservation Studios, 2016.

Civic, Institutional and Educational Buildings

Many of the public buildings emerged in the Phase II survey area during the era of most intense development, from the 1900s-1940s. Several of the earliest schools to be established were affiliated with the neighborhood churches as well. Mercy Academy in 1904, a girl's high school on Abbott Road, in 1908 an elementary school at Holy Family, and another school in the Phase II survey area at St. Teresa's Parish operated by the Sisters of Mercy. Even South Park High School, a public school located in the Phase I area, was heavily influenced by the Catholic tradition.[140] South Buffalo contained the most parish schools in the city. Parish schools were at their peak in the late 1940s and early 1950s. After World War II, the Catholic Church in Buffalo endeavored to add to its existing fleet of schools by constructing high schools. In 1949, Bishop Timon High School was constructed in South Buffalo and opened in the Phase I survey area in 1949.[141]

Many of the public schools are located in the Phase I survey area. The first public grade school was built on the site of a former duck pond at the corner of Triangle Street and Abbott Road. The present Public School No. 28 is the modern-day successor at the site to the original one-and-a-half-story, brick, and stone Colonial Revival style structure.[142] Public grade school education was supplemented by two area parochial schools. In 1915, Holy Family Church erected on land behind the church on Tifft Street a flat-roofed, yellow brick school building designed by Max G. Beierl in a simple Neoclassical style; nine years later George J. Dietel designed a similar building adjacent to it. Both of these buildings continue to function as schools, as does the grade school that St. Agatha's church opened in its new parish building 1954. The largest historic school building is South Park High School, which occupies a spacious site on South Park Avenue bordered by Macamley, Taylor, and Josie Streets. Designed by the prominent local architectural firm of Green and Wicks, the yellow brick and sandstone building is one of the leading of the Neo-Classical style in Buffalo.

In the Phase II survey area, Public School 70/Indian Park Academy is among the most notable school buildings. The building is one of six elementary schools designed by Ernest Crimi between 1922-1930, PS 70 is symmetrically orientated about a U-shaped circulation pattern with a gymnasium centrally located behind the main classroom corridor. The building appears to be significant for its architecture as an example of early-twentieth-century urban school architecture found in Western New York. The school is also significant for representing the response of the City of Buffalo to an expanding school-age population during a period of significant growth.

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[140] Timothy Bohen, *Against the Grain: the History of Buffalo's First Ward (*Buffalo, NY : Petit Printing, 2012).
[141] Timothy Bohen, *Against the Grain: the History of Buffalo's First Ward (*Buffalo, NY : Petit Printing, 2012).
[142] "Out in the Street," *Buffalo Courier* (May 4, 1894).

Public buildings were also erected around the turn of the twentieth century in the survey area to serve the growing number of residents. One of the largest of these was the South Buffalo Market, which was constructed by the city in 1926 on the east side of Bailey Avenue, north of Abbott Road.[143] Today, the sprawling one-story brick building is used by the Board of Education as a transportation facility.

Civic buildings also emerged to promote the health and safety of the newly established population of South Buffalo in the early 1900s. In 1907, the city erected a firehouse for Hook & Ladder No. 10 at 731 Southside Parkway. The pale-toned brick structure, designed by Buffalo city architect Howard L. Beck, is reminiscent of old Dutch townhouses and seems right at home in this residential neighborhood. Its cheerful face is a pleasant addition to the streetscape and a reminder of the days when even modest civic buildings were designed with taste. Closed in 1982, it enjoys renewed life as a small apartment building.

Mercy Hospital was the first hospital established in South Buffalo, emerging to meet the health care needs of the many new residents in the area in 1904. At that time, the Sisters of Mercy purchased the former William J. Connors house at the northwest corner of Tifft Street and South Park Avenue. Before that time, the house had served as the rectory of the Holy Family Church. When the rectory was moved to a new site nearby on Tifft Street, Connors' commodious house became the first Mercy Hospital. Transforming the former conservatory into the operating room and fitting out the first floor parlors as offices, pharmacy, and three private rooms, the Sisters of Mercy equipped the facility with beds to care for fifty patients.[144] The adaptively reused building, however, was demolished in the late 1920s when the institution erected a much larger structure on Ridge Road, outside of the survey area. After the nuns sold the property with 200 feet of frontage on Tifft Street, the present frame dwellings were erected there.

The National Register-listed Cazenovia Branch Library building at 155 Cazenovia Street was constructed in the Phase II survey area in 1923. The building is significant as a good example of a brick Colonial Revival library that contributed to the social and intellectual life of the surrounding neighborhood. The building is one of six built from City of Buffalo funding, and is the most finely detailed. The Masonic Temple at 212 Cazenovia Street, National Register eligible, provided more exclusive meeting space, and was constructed in 1925. The Masonic Temple is significant as an excellent example of a Beaux-Arts masonic lodge designed by architect William Rea.

Together, these residential and non-residential buildings remain intact to provide plenty of insight today into the historic context of the major development periods of the survey area.

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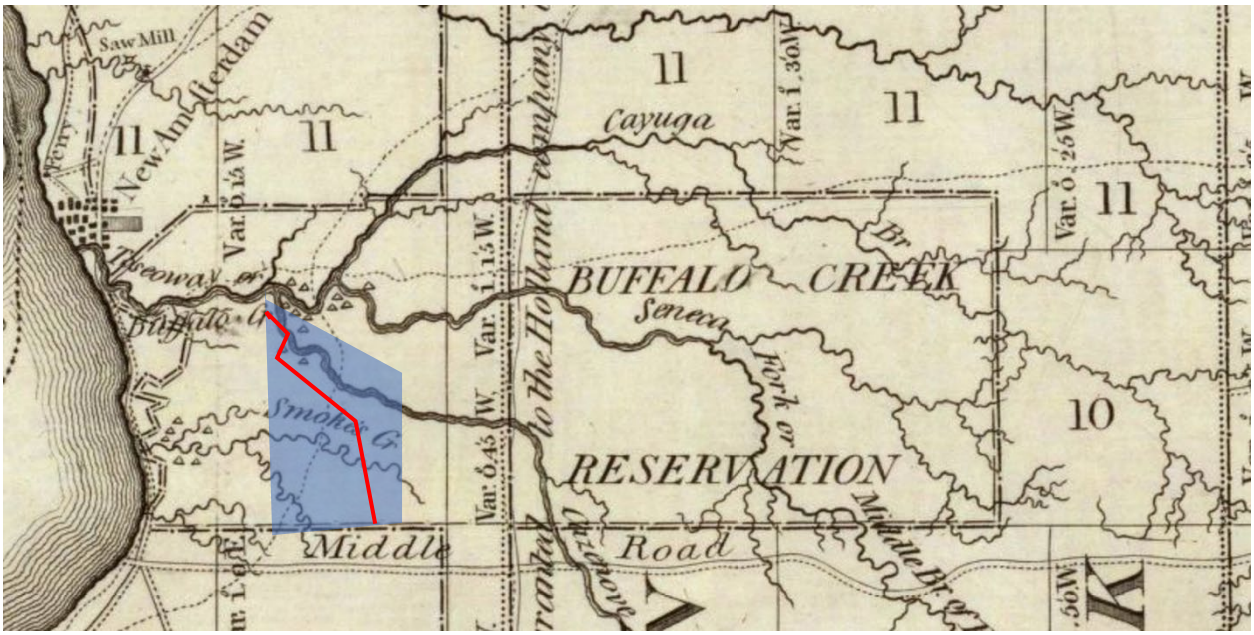
[143] *Proceedings of the Common Council of Buffalo*, 1923, pp. 465-466; 1923, p. 2681; and 1926, p. 164.
[144] "Mercy Hospital Will Open Soon," *Buffalo Express* (July 28, 1904); "South Side's New Hospital," *Buffalo Courier* (August 14, 1904).

Over time, these buildings were constructed primarily from the 1890s-1940s, after the area grew from the Buffalo Creek Reservation into a relatively pastoral mind-nineteenth century, and then into an urban residential streetcar suburb and later automobile-oriented set of developments into the mid-twentieth century.

HISTORIC MAPS

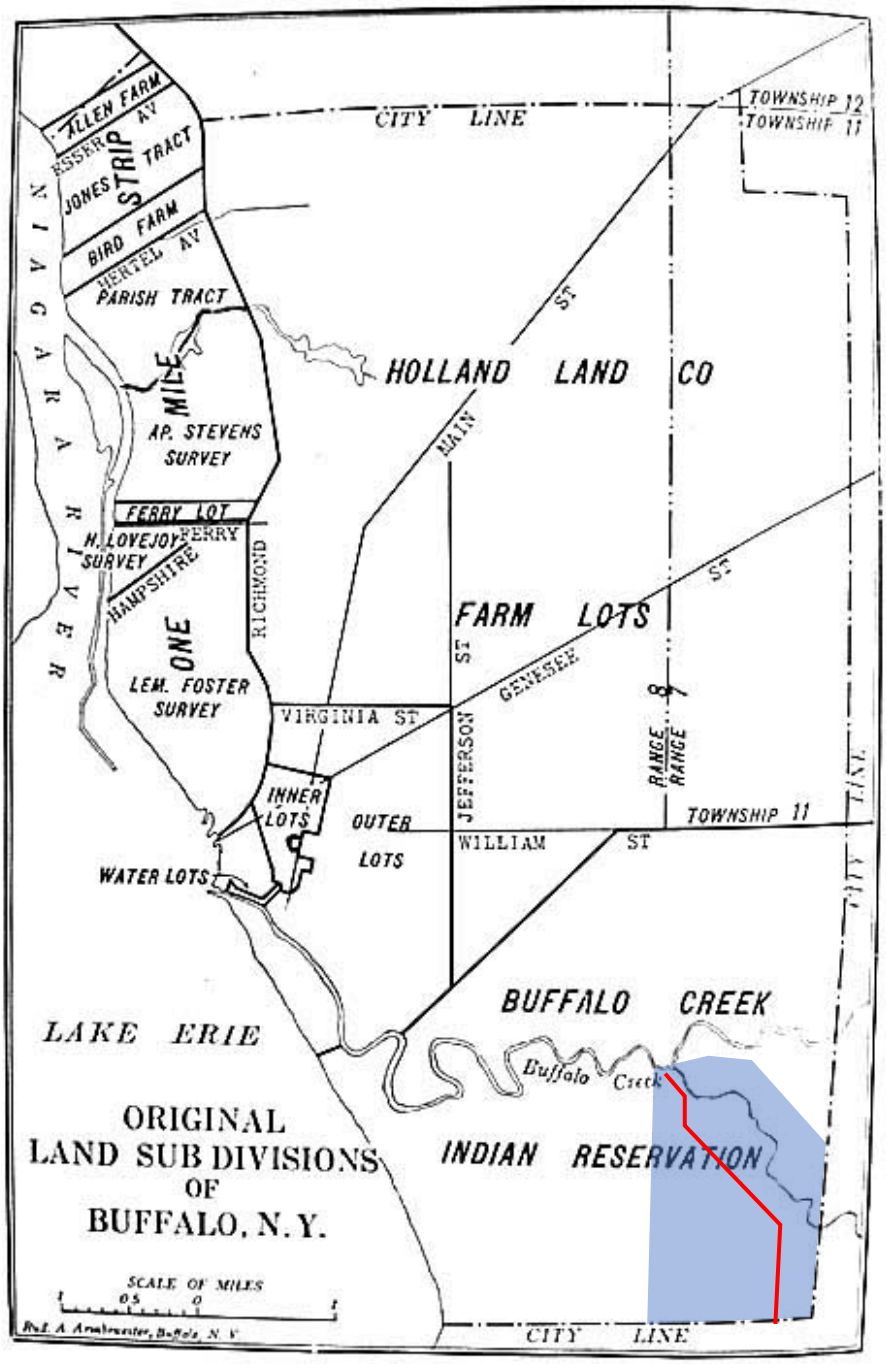
Map 1. The 1804 *Map of Morris' Purchase or West Geneseo in the State of New York* (Ellicott 1804).

Note the entire area was the Buffalo Creek Reservation at this time. The approximate total survey area is shaded, with the dividing line distinguishing Phase I to the southwest and Phase II to the northeast.



Map 1a. The survey area and City of Buffalo as depicted on the 1802 *Original Land Subdivisions of Buffalo, NY (*1802)

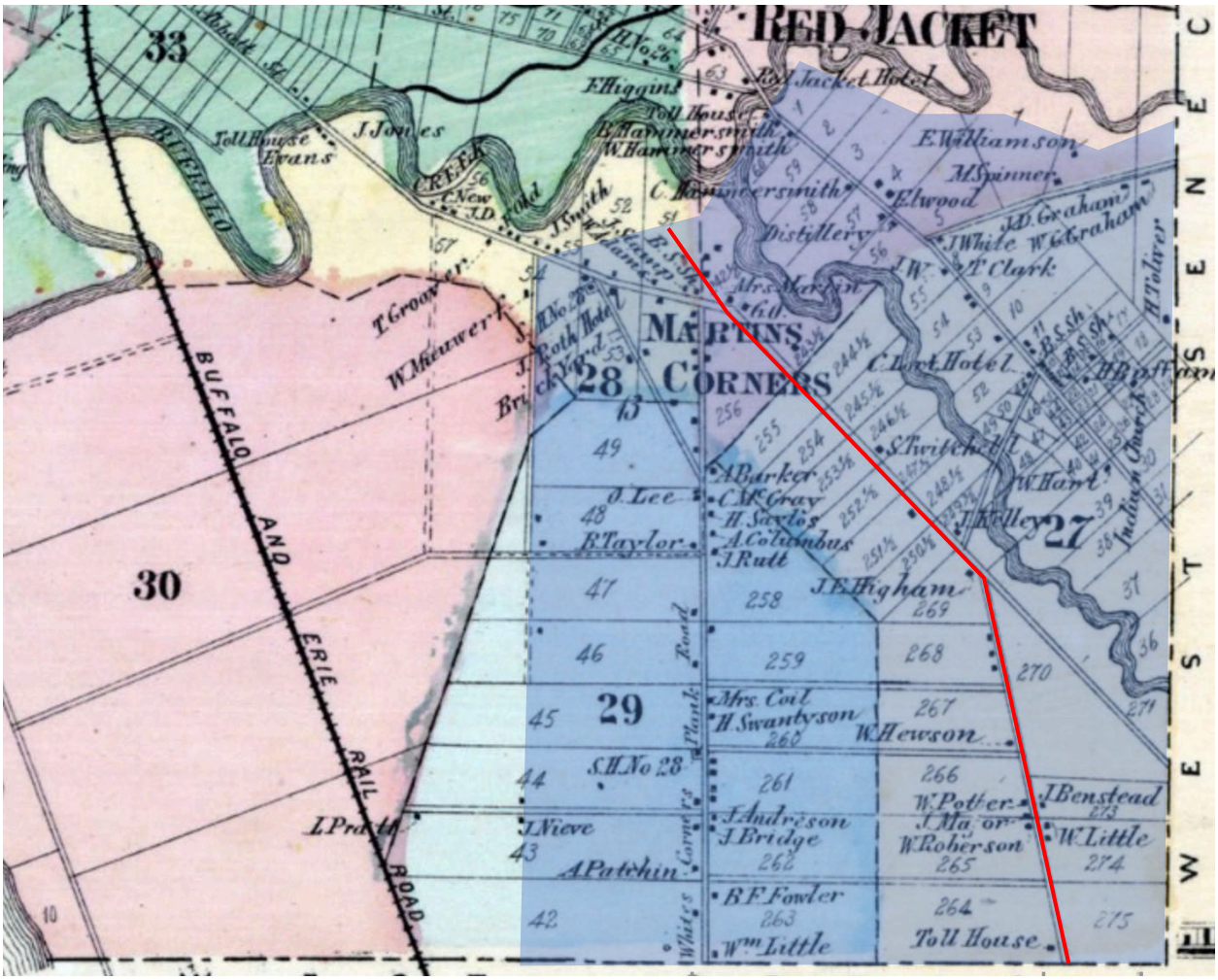
The approximate total survey area is shaded, with the dividing line distinguishing Phase I to the southwest and Phase II to the northeast.



Map 2. The survey area as depicted on the 1866 *New Topographical Atlas of Erie County* (Stone Stewart 1866).

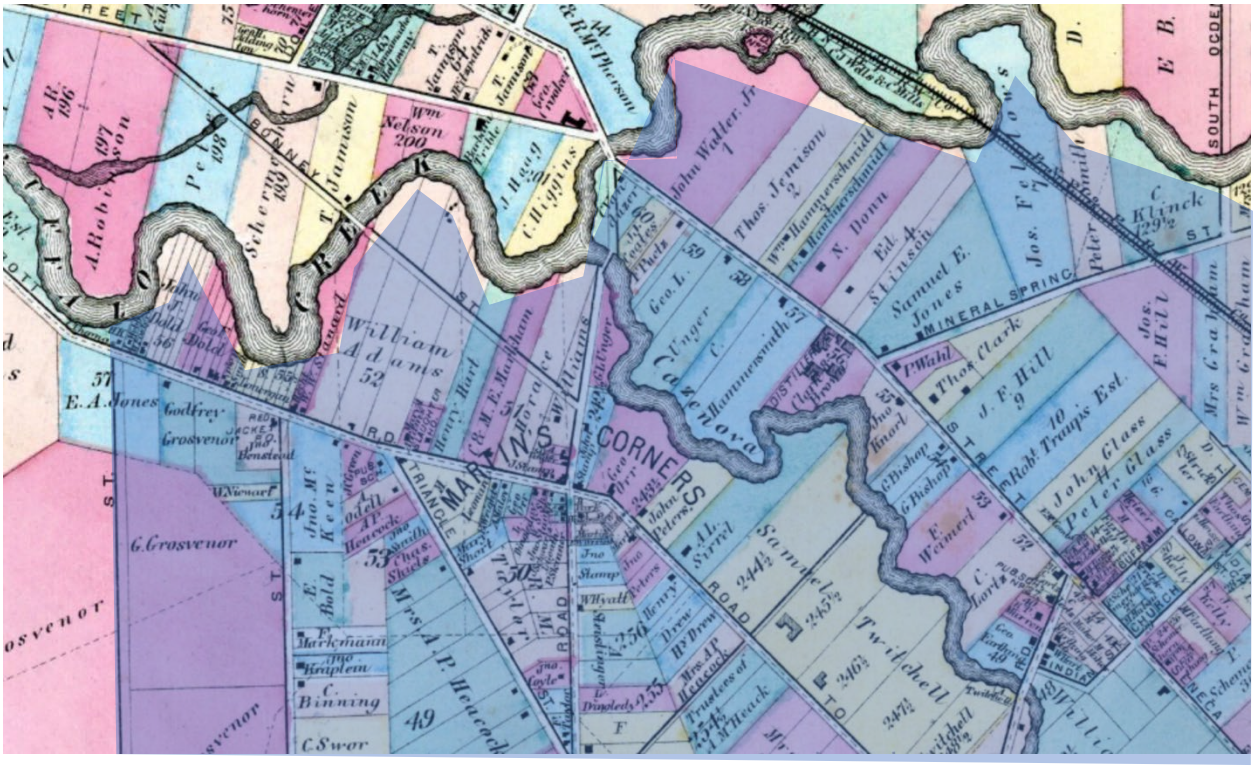
Note several roads have been laid out by this time, including Abbott Road.

The approximate total survey area is shaded, with the dividing line distinguishing Phase I to the southwest and Phase II to the northeast.

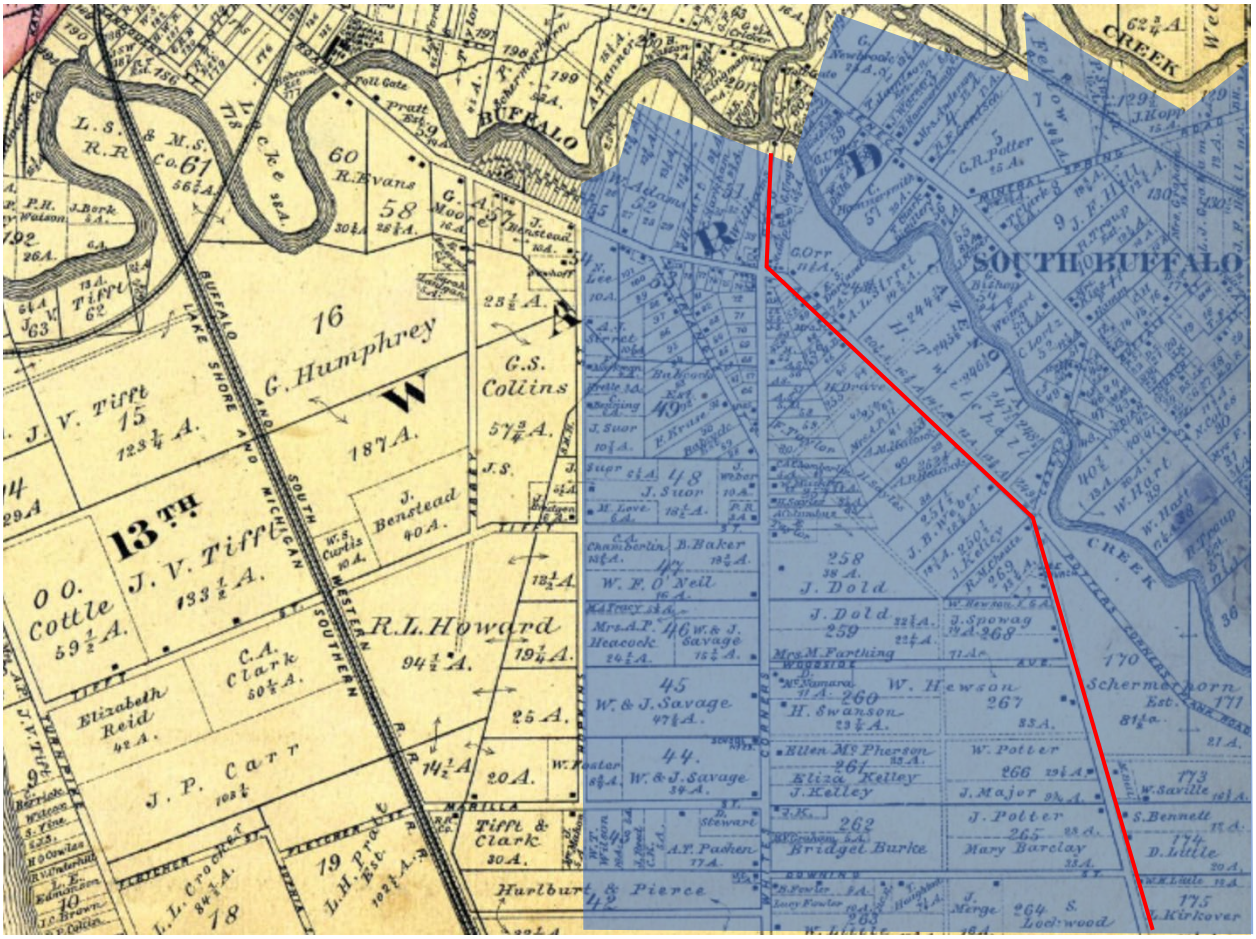


Map 3 and 3a. The survey area as depicted on the 1872 *Atlas of the City of Buffalo* (1872 Hopkins).

Note this map shows property owners and road details. The areas included in the entire survey are shaded.

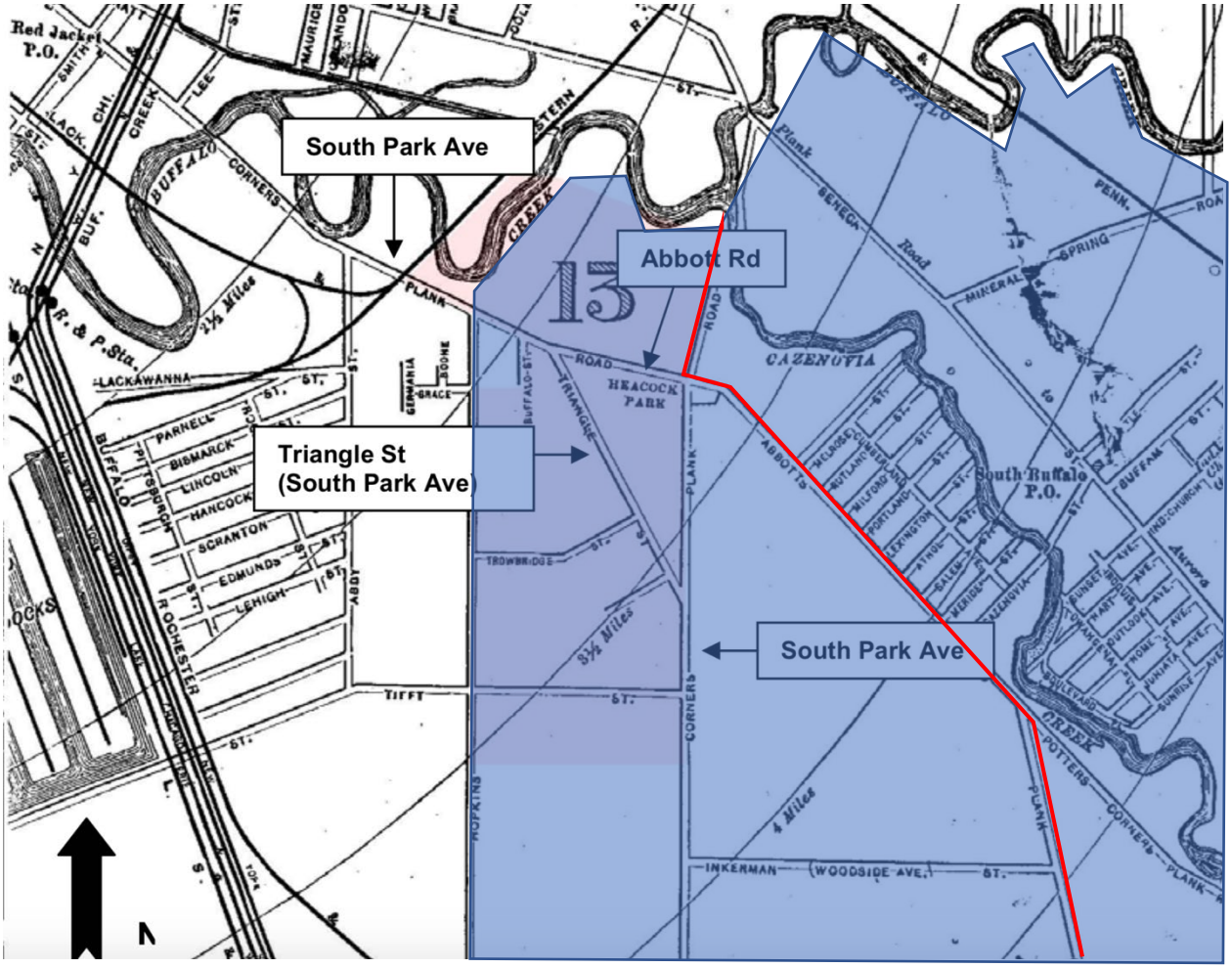


Map 4. The survey area as depicted on the 1880 *City of Buffalo* Atlas (1880 Beers).



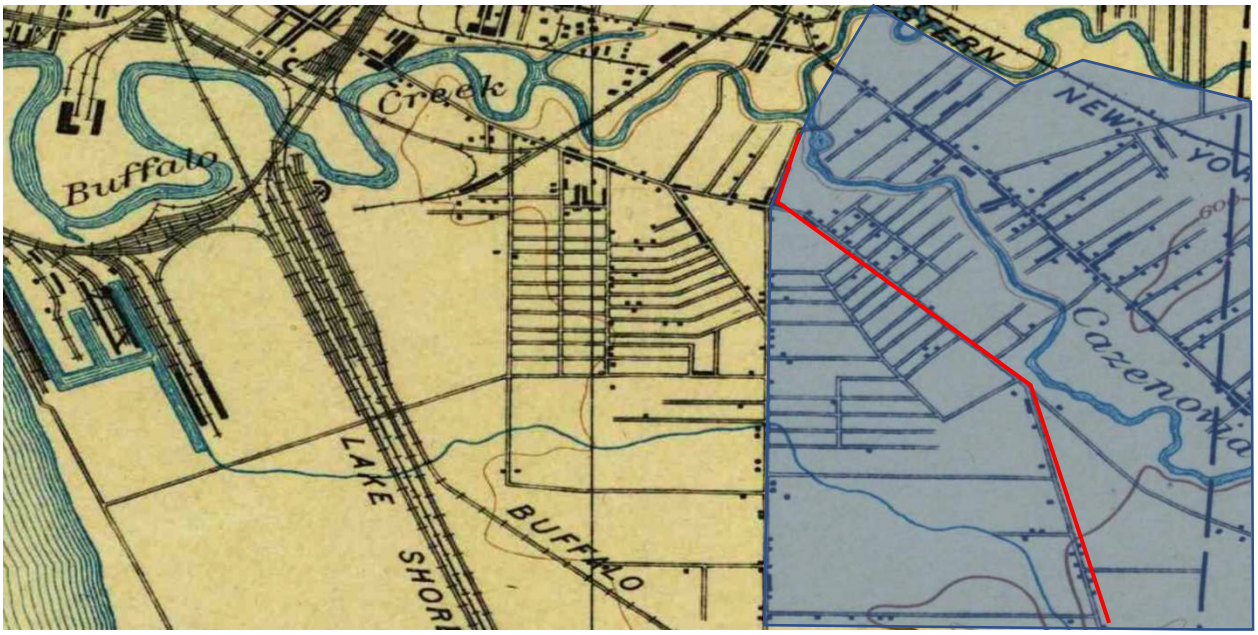
Map 5. The survey area as depicted on the 1887 *City of Buffalo* Atlas (1887 Matthews & Northrup).

Note many of the major roads are in place., and residential roads are beginning to appear. The solid line divides Phase I and Phase II.



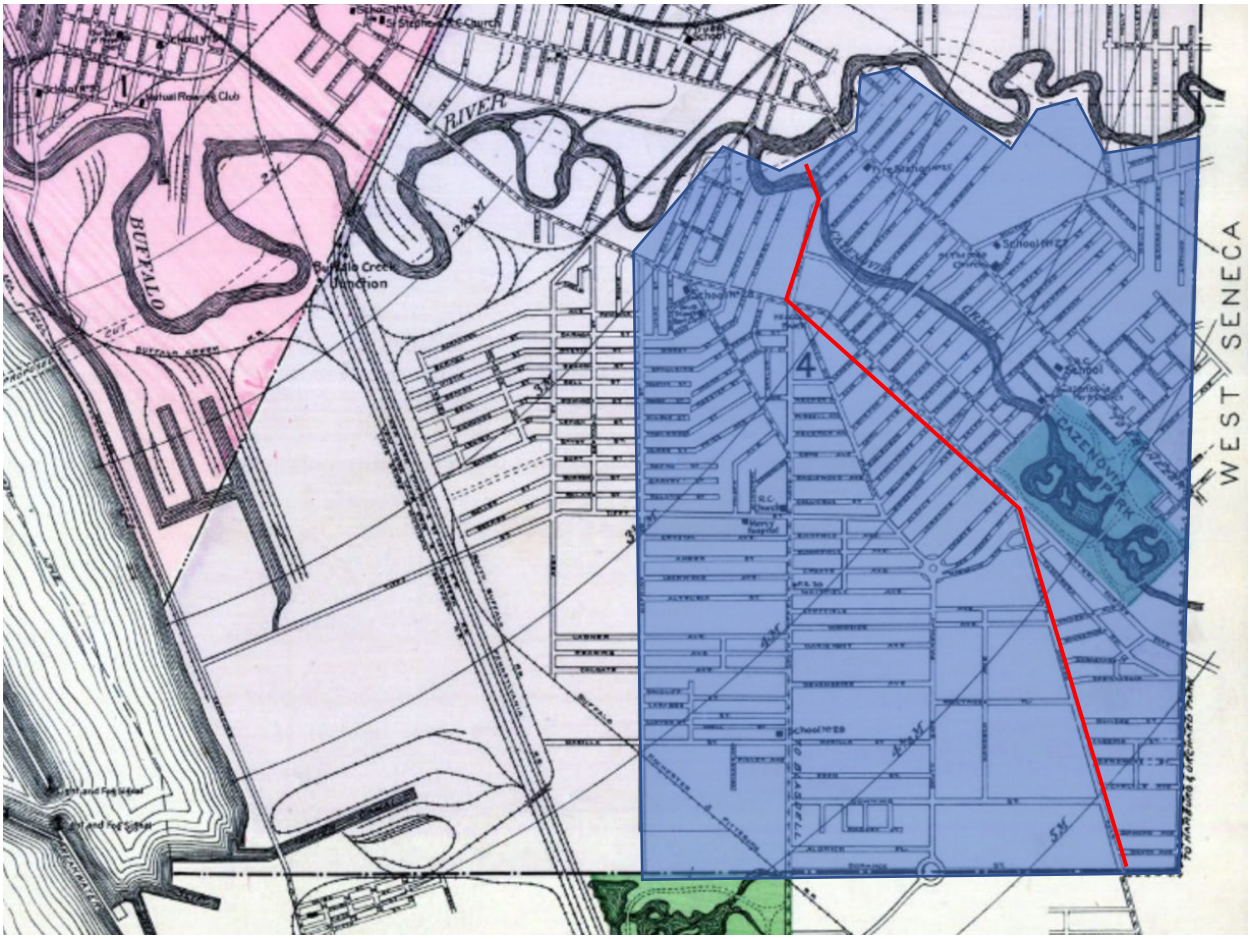
Map 6. The survey area as depicted on the 1894 *Atlas of Buffalo* (1894 American Atlas).

Note the east-west residential streets appear primarily in the north portion of the survey area and have not yet appeared to the south. The solid line divides Phase I and Phase II.



Map 7. The survey area as depicted on the 1909 *City of Buffalo* map. (1909 City Map).

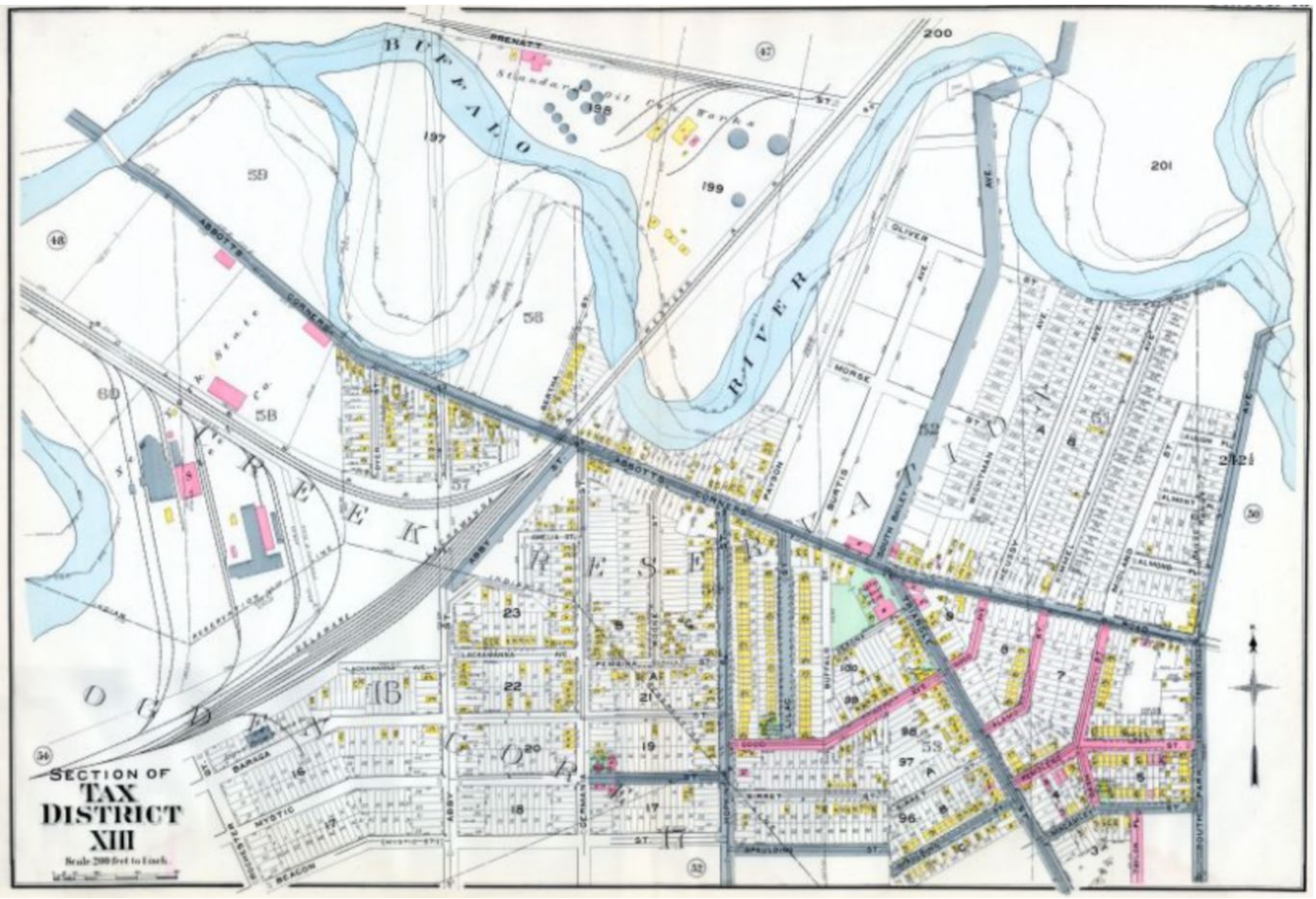
The shaded area is the approximate location of the survey area, line divides Phase I and Phase II. Note several more east-west streets have been laid out for development in the north half of the survey area.

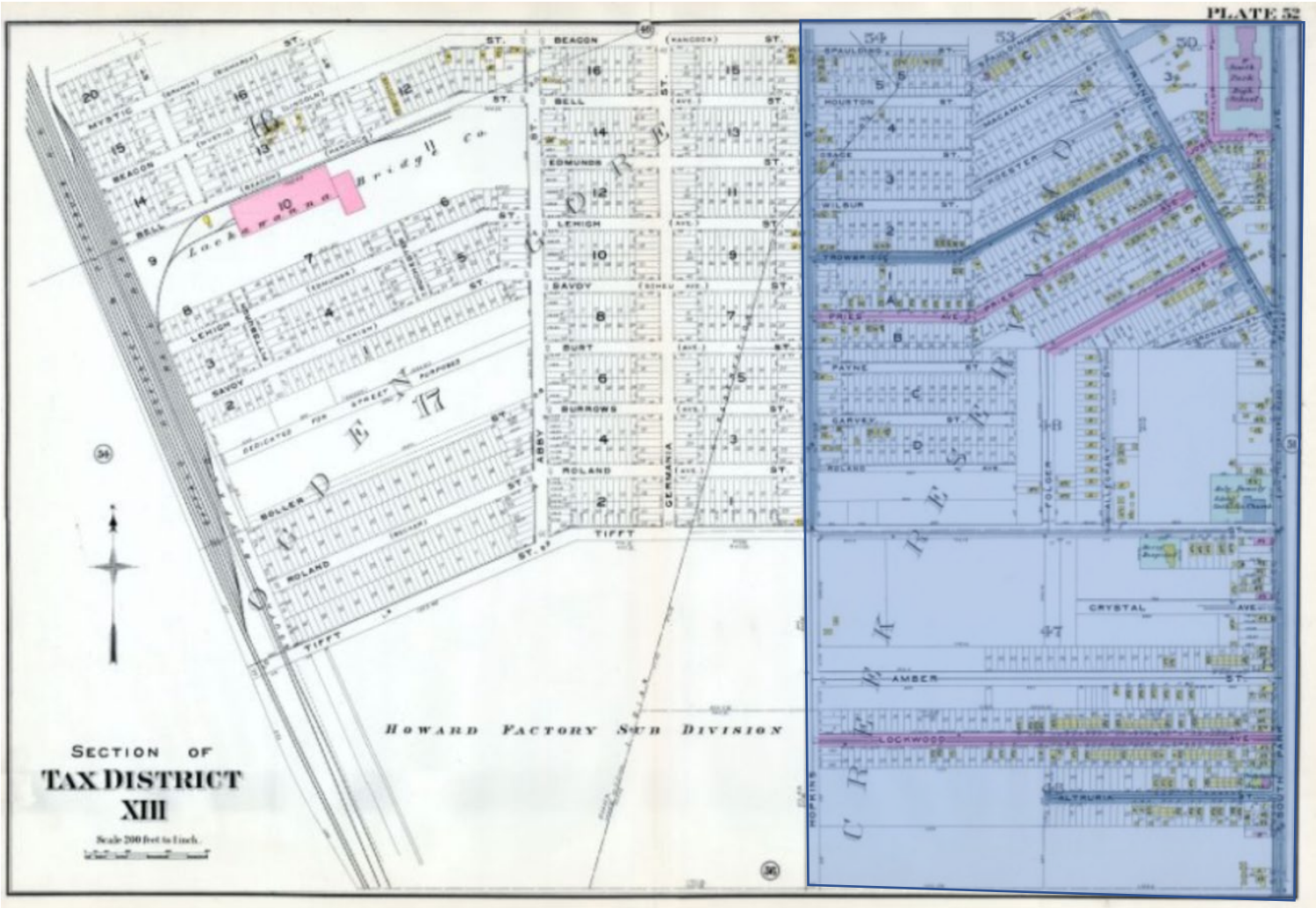


Map 8a-8c. The survey area as depicted on the 1915 *New Century Atlas, Erie County, New York* (1915 New Century).

Note the typical layout of streets has begun in the Triangle Neighborhood by this time, where streetcar-suburb style development occurred.

The map below depicts the north portion of the Phase I survey area, south of the Buffalo River.





The shaded area is the west portion of the Phase I survey area. Note the Howard Factory Subdivision to the west.

RECOMMENDATIONS

The entire survey area was a predominantly agricultural community during the nineteenth-century, developing in the early twentieth century after the introduction of the Olmsted Parks and Parkways system, improved routes connecting the area to the city to the north, and the establishment of major industries such as Lackawanna Steel and several railroad companies in the vicinity. Settlement patterns shifted in the area during the early twentieth century when many working-class families began to commute using public transportation and eventually automobiles to relocate to residential locations away from the downtown area. In the survey area, these residences tended to be located in numerous small subdivisions near Cazenovia Park and in the streets stretching north-south from the primary commercial corridor of Seneca Street. By the early twentieth century, people could commute by electric trolley, and eventually by car, to the city and nearby industries from these residential subdivisions.

From the 1900s-1930s, the process of suburbanization began on a larger scale as developers bought tracts of land, laid out roads, and subdivided the area into residential communities that were designed to be affordable by the working class and middle class. The formerly agricultural landscape defined was becoming defined by a pattern of roads and housing lots that developers laid out as they bought more land, constructed more roads, and marketed to a working-class homeowner. This pattern continued after World War II through the 1960s and by 1970 most of the buildings in the survey area had been constructed.

While the survey area represents a large, broad region with somewhat inconsistent levels of architectural integrity remaining throughout the entire area, the resources along commercial corridors such as Abbott Road, Southside Parkway, and Seneca Street are the most threatened overall. These areas suffered from neglect during the late twentieth century, historically insensitive repairs, and/or dilapidation as a result of disinvestment in the community due to broader demographic changes. These corridors today host several businesses, with a particularly notable resurgence of commercial activity surrounding the Shea's Seneca building on Seneca Street. Activity in other areas should follow this model, wherein historically sensitive rehabilitation becomes the path towards commerce. As activity grows along Abbott Street, for instance, many older buildings are threatened with historically insensitive alterations or even demolition to make way for new construction. These commercial areas contain many cultural resources that may not be in danger of being demolished, however inappropriate alterations to, or replacement of historic material fabric will compromise their integrity.

The survey area, in general, has a rich collection of architectural resources that contribute to an understanding of the area's growth, and an understanding of early twentieth-century streetcar suburban-style growth and midcentury suburban-style construction. The Phase 2

survey has identified 20 proposed NRE-I properties, detailed in the table in Appendix 1. This survey has also identified 265 potentially significant resources within the boundaries of the proposed Butler Park Historic District. The inventory form in Appendix 2 details the significance of this district.

The following recommendations suggest various tools designed to protect and enhance these resources:

1. **Designate historic districts and local landmarks.**

The City of Buffalo's Historic Preservation Ordinance provides for the identification, designation, and protection of historic resources. Multiple sections of Chapter 337 provide an added level of protection that will delay and possibly prevent the demolition of these resources.[145] The survey also determined and proposed to SHPO a total of 20 potentially individually eligible properties for National Register listing. These should also be considered for Local Landmark status. Designating these properties as Local Landmarks would further their protection.

The survey recommends the Local Landmark listing of any or all of the 20 properties this survey has proposed to be National Register eligible. National Register listing of the district identified in this survey. This district emerged from a concise historic context, yet with different individual developers and styles, as detailed in the historic context portion of this document. The boundaries of this recommended district have been drawn to coincide with the specific history of these developments in conjunction with the architectural integrity of the existing conditions. The core of this district, around Butler Park, may also qualify for a local historic district for consideration with the Buffalo Preservation Board.

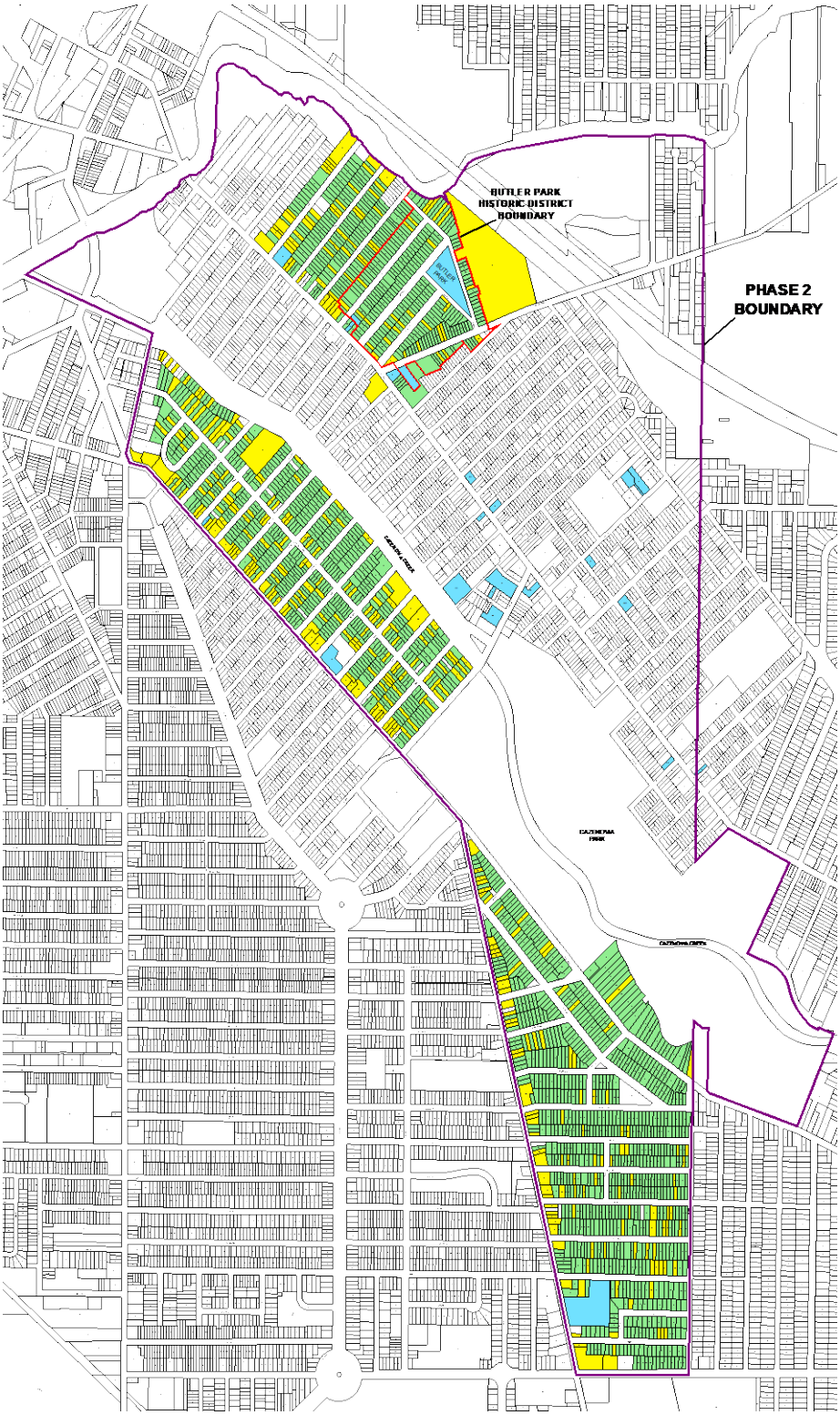
The Buffalo Preservation Board should also consider the thematic designation of individual resources that are linked architecturally and/or historically. The preservation ordinance provides that the Buffalo Preservation Board will review plans for the alteration, construction, removal, or demolition of a landmark, and improvement to a landmark site or a structure within a historic district before a Certificate of Appropriateness is issued. For this reason, it is suggested that the Buffalo Preservation Board designate the McKinley Parkway Historic District and/or the Butler Park Historic District as a local district, since this will help preserve the character-defining features of the area. There is sufficient information regarding the individual developers and builders of the survey area in this document overall, which when combined with the patterns of development identified in the current survey suggests that this district could be designated as a local district with a minimal amount of effort. Depending on property owner interest and community engagement, the local preservation board may want to consider designating only a portion of the NRE proposed

[145] To read this chapter in detail, it can be found here: https://ecode360.com/13624615

Butler Park Historic District. If that is the case, the strongest collection of architectural integrity remains intact around Butler Park and would make a strong, small local historic district.

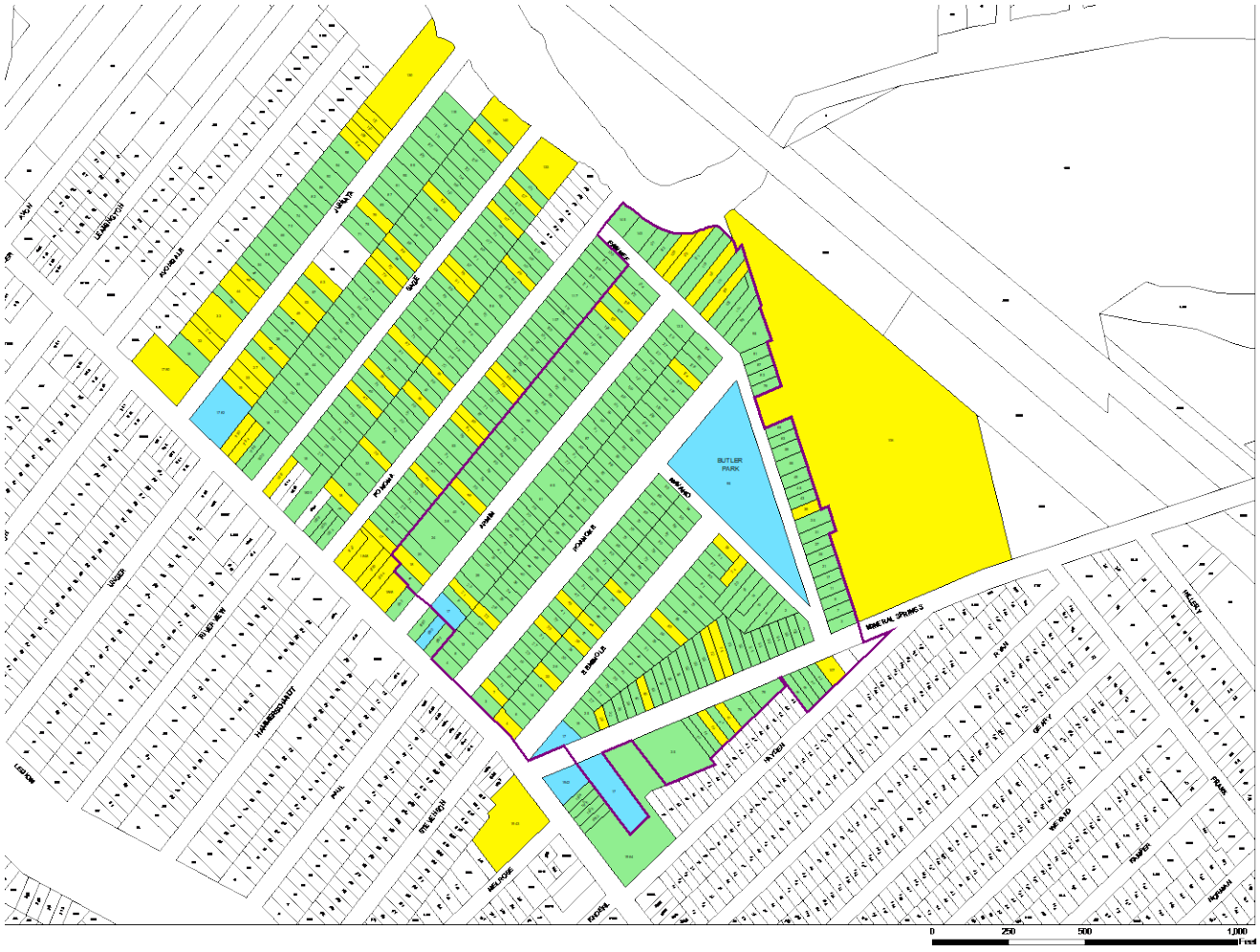
Color Coded Map of Phase II Survey Area

The parcels in blue include already NR-listed and proposed NRE properties recommended by this survey.



Map of the proposed Butler Park Historic District for nomination to the National Register of Historic Places

The properties bounded by the purple line represent the proposed Butler Park Historic District. Information on property color coding is in the methodology section. More information about this district is located in the inventory form in Appendix 2.



Use the information and research from this survey to explore possible National Register listings in South Buffalo.

This document has resulted in the identification of 20 potential NRE-I properties and one potential historic district that is recommended for nomination to the National Register. These are recommendations only. It is the role of the State Historic Preservation Office (SHPO) to determine National Register eligibility based on sufficient documentation.

The proposed district has been identified and bounded by its historic context as well as the architectural integrity of its existing conditions. Within these boundaries, properties color-coded blue and green are considered to be contributing properties, whereas those coded yellow are considered non-contributing. This color-coding applies to the architectural integrity of the existing conditions of each building and is designed to be a tool for analyzing large amounts of data on a map to view and identify the boundaries of the recommended districts at a large scope. Moreover, the historic context forms the base of this district, wherein it formed through a shared settlement pattern, wherein multiple developers who subdivided lots and constructed buildings to attract working-class and middle-class residents to the area.

Based on the historic research and fieldwork conducted regarding existing conditions in the entire survey area, this report recommends the nomination of at least one historic district identified for its historic significance and integrity according to the National Register Criteria for Evaluation. Taking account of both the existing conditions evident in the color-coded maps and the historic boundaries of each development, the following district was identified as a recommended district for National Register listing: the **Butler Park Historic District**.

The boundaries of this district have been drawn to most closely reflect the boundaries of its historic development in conjunction with the strongest groupings of architectural integrity as surveyed by their existing conditions. The district is bounded by Seneca Street to the south, the Buffalo River and railroad tracks to the north and northeast, Mineral Springs Road to the east, and Armin Place to the west. The boundary includes properties along these streets, but not beyond them. This district has been identified and bounded by its historic context as well as the architectural integrity of its existing conditions.

These boundaries were determined in alignment with the original boundaries of developer William H. Fitzpatrick's tract, which also included Butler Park. William Fitzpatrick donated the land for Butler Park and the former Onondaga Park at Seminole Parkway and Mineral Springs Road, and then developed the entire district from about 1915-1939. The boundaries of this district have been drawn to directly align with the boundaries of the area's historic development led by Fitzpatrick, in conjunction with the strongest groupings of architectural integrity as surveyed by their existing conditions. This proposed Butler Park Historic District would include the residential architecture along these streets, as it reflects the core of

architectural development that occurred in the area during the early twentieth century prior to World War II. After World War II, several streets west of the district were developed in another wave of development by different developers. Closer investigation may lead to the slight alteration of the district boundaries based on more specialized individual research, changing the period of significance, and integrity assessments as needed.

Significant under National Register Criterion A for Community Planning and Development and Criterion C for Architecture, the Butler Park Historic District is a good example of the history of residential suburban-style subdivisions in South Buffalo during a period of intense development from 1915-1939. This district maintains more than sufficient architectural integrity to convey the history of its development as a residential subdivision developed by William H. Fitzpatrick within the broader context of the settlement patterns that occurred in this part of Buffalo during the early twentieth century. The entire district was once a single tract of land, owned by Fitzpatrick, a major real estate developer in South Buffalo. In 1915, Fitzpatrick donated two acres of land, designating them as Butler Park and Onondaga Park. Butler Park, a triangular park to the north, was laid out by Green and Wicks in 1915 and improved by landscape architect William E. Harries by 1919. Residential streets surrounded the park and other streets with landscaped medians, such as Roanoke Parkway and Seminole Parkway, radiated south from Butler Park. A smaller park known as Onondaga Park anchored the south end of the district at Seminole Parkway and Mineral Springs Road. At this time, Fitzpatrick also paved and improved these streets. He subdivided lots and, along with William Summers and Charles Mosher, constructed houses in popular styles of the era to attract primarily middle-class homebuyers and renters.

This dense grouping of a diversity of popular residential styles represents a rare contribution to the history of settlement patterns in South Buffalo, wherein a single phase of development can be understood within a well-defined area. The area thus consists of an excellent collection of architectural styles from the early twentieth century, primarily developed by the same developer at the same time. The district presents a concise story of an individual subdivision constructed by an individual developer, providing a sampler of numerous styles aimed to attract a middle-class population during the early twentieth century.

This recommended district was identified in relation to the National Register Criteria for Eligibility as well as the criteria put forth in the National Register Bulletin entitled *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places.* The Bulletin defines a historic suburban residential district as:

> A geographic area that was historically connected to the city by one or more modes of transportation; subdivided and developed primarily for residential use according to a plan; and

> possessing a significant concentration, linkage, and continuity of dwellings on small parcels of land, roads, and streets, utilities and community facilities.[146]

According to these principles, this recommended district can be classified as a historic suburban residential district by this definition. The Bulletin also clarifies that while a suburban district may be outside the official boundaries of the central city, it is defined by this pattern of suburban development more so than the past or present legal boundaries of the city. Following this, the recommended district evolved as a suburban-style residential development even though it is technically inside the official city boundaries.

The district recommended in the present survey was identified for its historic significance in the context of the National Register criteria for Historic Residential Suburbs as put forth in that bulletin. The bulletin states several determinations that must be made in order to consider National Register eligibility in this context, identifying the following:

> How the district illustrates an important aspect of America's suburbanization and reflects the growth and historic development of...where it is located and
>
> Whether the district possesses 1) physical features characterizing it as a historic residential suburb and 2) attributes of historic integrity conveying its association with important historic events or representing significant aspects of its historic design.[147]

In applying these considerations to the survey area, one cohesive potential historic district emerged as part of the recommendations portion of the survey. Using color-coded maps in conjunction with photography, fieldwork, and the historic research outlined in the Historic Context portion of this document, the survey identified one area that maintains sufficient architectural integrity to convey the history of their development as individual residential subdivisions within the broader context of the settlement patterns that occurred in this part of Buffalo from 1915-1939. Following these guidelines, this district maintains the physical features and historic associations required to satisfy the criteria outlined by the bulletin and the National Register Criteria for Eligibility. Significant under Criterion A for Community Development and Planning and Criterion C for Architecture, this district is a good example

[146] David Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs, Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Washington, DC: National Park Service, September 2002), 4.
[147] Ames and McClelland, 7.

of the history of residential suburban-style subdivisions in Buffalo during a period of intense development by primarily one developer from 1915-1939.

There is sufficient historic research completed in this survey to nominate the 20 individual properties and one historic district to the National Register as recommended. This information is located in the Historic Context as well as in Appendix 1 and Appendix 2. It should be noted that not all local landmarks are National Register eligible.

2. **Comply with State and National Historic Preservation Laws**

This survey report provides an excellent resource to expedite NYS-OPRHP review for state- and federally-funded rehabilitation projects and projects that trigger a Section 106, or SEQRA review. Laws governing the review process are:

Section 106 of the National Historic Preservation Act of 1966, as amended, directs federal agencies to consider historic resources in their project planning. New York State has a parallel law for state agencies in Section 14.09 of the State Historic Preservation Act of 1980. Local environmental review for municipalities was initiated under the State Environmental Quality Review At (SEQRA) of 1974.

3. **Develop programs for public education and to promote awareness of the value and treatment of historic resources.**

The attitude the public has concerning the area's cultural resources, including their own property, is vital if the integrity of those resources is to be maintained. An informed public makes better decisions. There are many approaches to increasing a community's awareness regarding the town's historic resources including:

- Preservation Workshops: historic window repair, masonry/mortar, water problems, wood siding, and so on;
- Neighborhood walking tours that provide a history of the area's development;
- Public Meetings and Presentations: people are often unaware of the history in their own backyard;
- Coordinate efforts with local museums: exhibits, workshops, presentations
- Interactive website with a comprehensive town history, historic resources, programs, linked to National Parks resources. Most people just "Google" it.

- All of the above but at the grade school level. A lot of schools have "expedition" learning programs that look for inexpensive ways to expand the learning experience.

4. **Investigate Archaeological Resources**

The topography and settlement patterns in the area suggest a medium to high sensitivity for Archaeological resources (historic and prehistoric). Particularly given the rich, lengthy history of Native American settlement in the region, there may be significant potential for archaeological study. This information is vital in preservation planning, land-use planning, and development.

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APPENDIX 1

ANNOTATED LIST OF NRE-I PROPERTIES

Address	Historical Name	Date of constructio	Description	Significance	Photograph
254 Abbott Road		Ca. 1920	Two-and-a-half story brick mixed use building with offset hip-on-gable and flat asphalt roof. Paired wood brackets under front facing offset hip-on-gable, above triplet window with vinyl one-over-one wood sash in original openings atop stone sill. Overhanging eave divides above second floor. Paired and triplet one-over-one-vinyl sash in original openings with wood mullions on second floor. Brick header row over storefront frame by brick pilasters with stone end caps. Central entry framed by simple wood pilasters. Fixed pane storefront windows, with additional recessed storefront entrance to the north. Wood mullions on storefront, some original windows. Stone foundation.	The two-and-half-story brick building at 254 Abbott Road is significant under Criterion A and C as a good example of an early twentieth century commercial building that once typified the development patterns of this portion of South Buffalo. The ground floor storefront organization has enough architectural integrity to convey its original function, with residential or office space on the upper floors. The storefront served as Cecil's Dress Shoppe during the mid twentieth century. Once common in the area, this type of building is a rare remaining good example of this settlement pattern, wherein a small business would occupy a commercial storefront intended to serve the nearby residential streets.	
1112 Abbott Road	St. Martin of Tours R.C. Church	1958 architects Backus, Crane & Love; enlarged rectory 1983	Two-and-a-half story brick church with front gable asphalt roof and overhanging eave supported by four unadorned wood supports. Two one-story yellow brick wings with flat roof extend north and south from the primary elevation facing west. One-story red brick enclosure with three stained glass rectangular windows and concrete sills in center of primary elevation. Fixed pane windows rise to roofline in center of primary elevation, with wood muntins and mullions, framed by two-story vertical concrete bands. Primary entrance on side elevation. Three story open clocktower with three metal bells, enclosed first story with vertical glass block window. One-story brick school interconnected through brick enclosed walkway, with front gable roof and brick chimney rising above roofline. Rectangular window openings with brick sills. Three overhead garage doors facing east at the rear of the school, facing a large asphalt parking lot.	Significant under Criterion A and C for its religious affiliations and church architecture, St. Martin of Tours Roman Catholic Church is a good example of a midcentury modern church in South Buffalo. The parish was originally established in 1926 by residents in the quickly developing surrounding area, who previously had to travel to St Thomas Aquinas or St John to the north. The Kinsey Real Estate Company, who owned most of the land in the area, donated the site to the new parish for the purpose of building a church be on it. The first church on the site, a frame church designed by architect George Dietel, was constructed in 1926. As the congregation grew, many Irish Catholic families were settling there, encouraged by the church and the school. By the 1950s, the original frame church was too small, as it only held 350 people in a parish of over 1800 families by the time. Allegedly 11 masses were said each Sunday to accommodate the parish. After the approval of Bishop Leo Smith, construction on the new church began in 1958, also reflected in the cornerstone. The building was completed 1959. Today, the church building with attached school is a good example of a midcentury modern brick church that reflects the growth of the parish by the mid-twentieth century.	

Address	Historical Name	Date of constructio	Description	Significance	Photograph
17 Armin Place	Arthur Bedford Residence	1898	Two-and-a-half story brick residence with asphalt Mansard roof and inset brick gabled formers. Asymmetrical primary elevation with offset square mansard turret with metal cresting rising above the roofline. Partial width balcony on second floor with iron balustrade, supported by round wood columns framing offset entrance porch. Offset entrance under stone jack arch. Stone quoins on primary elevation. Stone foundation.	Significant under Criterion C for Architecture as a rare example of a Second Empire style brick residence in South Buffalo. This residence was built in the late 1890s, at a time when the surrounding area had not yet been substantially developed. It predates most of the residences in the area, and is a particularly good and unique example of a brick Second Empire style residence in South Buffalo. Constructed by and for contractor and builder Arthur C. Bedford, the building was designed to showcase the potential of development in the area as it had yet to develop. The building's elaborate brickwork and mansard roof also showcased the professional capabilities of its owner, contractor Arthur C. Bedford.	
49 Buffum St	Horace Buffum Residence	1850; enlarged 1922	Two-story frame Greek Revival style residence with cross-gable asphalt roof and L-shaped plan. Brick chimney, stone foundation, clapboard siding. Primary elevation is three-bays-wide facing west, another bay extending south. Offset entry with three light sidelights and lintel. Sunroom extending west with eight-over-one sash windows in original openings, flat roof, and blind doorway entrance under flat roof supported by square wood columns. Six-over-six double hung wood sash windows in original openings. Recent repairs have rehabilitated the building with historic sensitivity.	The house at 49 Buffum Street is significant under Criterion A and C as a good example of a Greek Revival style residence affiliated with one of the earliest white settlers of South Buffalo. Built by Horace Buffum in 1850, 49 Buffum Street is likely the oldest building in South Buffalo today. Early written accounts of the house, from the Buffum and their grandchildren, describe curious Senecas peeking into the house through the windows. A west sunroom entrance addition was put on the house in 1922, and, despite a fire in 2008, most of the original building remains. The building is a rare surviving example of the earliest white settlement of South Buffalo and has sufficient architectural integrity to convey its style and periods of construction.	
134 Buffum Street	Charles Hermann Residence	1923	Two-story frame residence with side-facing gambrel asphalt roof and inset dormers with front gables with returns. Three bays wide symmetrical primary elevation facing east. Gable peak on second floor above central entrance on first floor. Tripartite windows flank entrance, each with six-over-one and eight-over-one double hung sash windows in original openings with wood mullions. Stone foundation, clapboard siding, brick chimney. Set back substantially on grass lawn with driveway, oak trees, and one-and-a-half story frame garage with paneled wood overhead door.	Significant under Criterion A and C as a good example of an early twentieth century frame residence and garage. Set back substantially on the lot facing Buffum Street to the east, the building's style, materials, and form exemplify the type of settlement patterns that once characterized this area as it was more densely and uniformly developed during the early twentieth century. The building is today a rare surviving example of the nineteenth century settlement of South Buffalo and has sufficient architectural integrity to convey a historic understanding of settlement patterns and style.	

Address	Historical Name	Date of constructio	Description	Significance	Photograph
136 Buffum St	Herbert Strickler Residence	Ca. 1895	Three-story frame Italianate style residence with cross gable asphalt roof. Stone foundation, clapboard siding, side brick chimney. Offset entry with arched transom in wood surround. Single one-over-one double hung wood sash windows in original openings with round arched hoods. First story porch under flat roof with square wood column supports. Triplet window on third floor. Secondary side entrance under one-story flat roof. Rear one-story flat roof addition.	Significant under Criterion A and C as a good example of a late-nineteenth-century Italianate style residence that is among the older ones remaining in South Buffalo. Set back on the lot facing Buffum Street and the former Buffum Street Cemetery to the east, the building's style, materials, and form exemplify the Italianate style and more broadly the type of settlement patterns that once characterized this area before it was more densely and uniformly developed during the early twentieth century. The building is today an excellent, rare surviving example of the nineteenth century settlement of South Buffalo and has sufficient architectural integrity to convey a historic understanding of settlement patterns and style.	
174 Cazenovia	Grace Evangelical Lutheran Church	1908; 1930 (transept addition and school)	Two-and-a-half story Gothic Revival red brick church with asphalt cross gable roof and L-shaped plan. Primary elevation faces Cazenovia Street, three-bays wide under front gable with central entry. Entrance recessed in concrete surround flanked by brick piers, with a single painted arch window set within concrete hood and sill on each side. Three lancets with pointed arch concrete hoods above entrance, divided by brick mullions with concrete caps. Three triplet stained glass windows set within concrete pointed arches and concrete sills on side elevations. Brick piers with concrete caps between each window. Stone foundation visible above grade. Transept protrudes at rear under gable roof. Three story square brick belltower rises above roofline at juncture of L-shaped plan. Addition from 1930 extends south from bell tower and transept. Addition has paired one-over-one sash windows set within concrete lintels and sills. Two story protruding turret with concrete crenellations and bands dividing windows on each story. Concrete belt courses, brick piers with concrete caps. Secondary entrance set within concrete surround. Side facing gable roof with solar panels. One story frame garage on site.	Significant under Criterion A and C as a good example of an early twentieth century church building, the Grace Evangelical Lutheran Church was constructed in 1907 with an addition in 1930. The congregation formally organized on March 17, 1904 as Grace English Evangelical Lutheran Church and began meeting at Kingston Hall on Seneca at Kingston. The following year on April 20 , 1905, they purchased the current site with the intentions of one day building upon it. They broke ground in 1907, where a cornerstone indicates the date. The building cost $!5,000 and was completed in May 1908. The 350-seat building was already too small for the congregation by the mid 1920s. At that time, they added the transept to the original Gothic church, increasing the seating capacity to 600 people. At this time they also added the Sunday School building, completed in 1930. Today the building remains intact with sufficient architectural integrity of form, materials, and function to convey a historic understanding of the church and its parish as the area developed during the early	
200 Cazenovia St	St. Simons Protestant Episcopal Church	1925, architects North & Shelgren	Two-story stone Gothic Revival church with cross gable asphalt roof in L-shaped plan. Primary elevation faces Cazenovia Street with central elevation under front facing gable and twin round arched windows set within limestone round arches, surrounds and sills. Round engaged limestone column divides windows. Central entry with paired wood doors in concrete surround with pointed arch. Concrete water table. Stone foundation. One-story side facing portion with rectangular window openings divided by brick piers. Three-story square brick bell tower with pointed arch entrance, concrete belt course, pointed arch lancet opening and flat roof.	Significant under Criterion A and C as a good example of an early twentieth century Gothic Revival church, the building at 200 Cazenovia Street was constructed to serve the growing population of this part of South Buffalo during the 1920s. The congregation was established in 1903, when they constructed a Carpenter Gothic frame church on Glendu Avenue. By 1917, the congregation had outgrown its church and conducted fund drives for eleven years until they hired architects North and Shelgren to begin construction on the present Indiana limestone church on Cazenovia Street. Completed in 1925, the new church cost $100,000. It is a good example of the English Gothic Revival style.	

Address	Historical Name	Date of constructio	Description	Significance	Photograph
23 Glendhu Place	Original St. Simons Episcopal Church	1903	Two-story frame Carpenter Gothic style church building with asphalt gable roof and L-shaped plan. Stone foundation, clapboard siding. Three story square frame tower rises at south end, with side entrance under paired transom lights and wood surround beneath decorative pointed shingle arch. Single pane fixed windows in roof and tower, original openings. Side elevations feature original pointed arch window openings, currently boarded but may be intact . Original woodwork and wood ceiling intact inside. Rare example of a Carpenter Gothic style church in Buffalo.	Significant under Criterion A and C as a good, rare example of a Carpenter Gothic style church, the building at 23 Glendhu Place was constructed in 1903 as the first location of St. Simon's Episcopal Church. As the parish grew while the surrounding area was increasingly settled during the early twentieth century, the parish later constructed a new church around the corner in the 1920s. Today this church is the only surviving example of a Carpenter Gothic style frame church in South Buffalo.	
49/51 Indian Church Rd	St. Paul's Reformed Church/Berea Church of God in Christ/Parker Academy	1914 architect George A. Setter	Two-and-a-half story brick Gothic Revival church with cross gable asphalt roof and L-shaped plan. Primary elevation faces west and is three bays wide under front gable. Central entry with paired wood doors recessed in concrete surround within brick arch surround. Multi light window above entrance under pointed arch concrete hood. Brick piers with concrete caps flank entrance bay, with single windows under concrete hoods on both sides. Three-story square tower to the south with parapet, concrete cornice. Rear portion extends north and is setback on a grass lawn, with brick piers dividing single windows on both floors. Concrete water table, brick basement level partially visible. Stained glass windows set within concrete hoods and sills on side elevation.	The brick building at 49 Indian Church Road is significant under Criterion A and C as a good example of an early twentieth church that was integral to the settlement of this portion of Buffalo. The building was originally constructed as St. Paul's Reformed Church, which emerged from the Red Jacket Mission Church on Seneca and Juniata. As the original Sunday School increased In 1894, an effort began to organize a church from the Sunday School mission. At this time a disagreement resulted in a split- one group of German heritage went on to form St. Paul's , and the other formed South Presbyterian. In 1895, John M.G. Davis gathered the German members of the Red Jacket school together in an apartment over a grocery store on Seneca at Durstein. Davis, at the time a student seeking to be ordained as a minister, organized the congregation and began to conduct regular meetings there before erecting a small frame chapel on Durstein in 1895 (demolished). The German-speaking congregation experienced rapid growth around the turn of the century, so in 1911 they purchased the current site. On May 6 1914, they broke ground for the present building, completed at a cost of $24000 in 1915. Today the building still functions as a	
520 N. Legion Dr.	Cazenovia Baptist Church	1939 architects: Green & James	Two-story Colonial Revival style brick church with front gable asphalt roof. Central entrance facing south with three wood doors in wood surround with lintel and fan shaped head with keystone motif. Half circle wood opening under gable. Brick quoins. Side elevations have multi-light wood sash windows with round arch and central pivots. Concrete water table wraps around building above multilight wood sash basement windows. Two-story addition extends north under flat roof with round brick chimney. One-over-one sash windows in rectangular openings with brick sills on addition, with secondary entrance at ground level facing south.	Significant under Criterion A and C, the building at 520 N. Legion Drive is a good example of a pre-war church that was constructed to serve the growing residential settlement of this part of South Buffalo. The congregation was formed in 1897, led by Rev. Ballard, when they rented space on the site of current St. John church on Seneca. They moved a few more times before securing property at 201 Cazenovia Street where they built a frame chapel at 201 Cazenovia street. In the late 1920s, the congregation needed to expand. Securing the land across the street, they broke ground in summer 1939, placing the cornerstone that year as well. The church was formally dedicated in 1940, constructed at a cost of $75000 to seat 700 people today.	

Address	Historical Name	Date of construction	Description	Significance	Photograph
1782 Seneca St	South Presbyterian Church Complex (currently Harvest House)	1923	Two-and-a-half story brick church with cross gable asphalt roof in a cruciform plan. Designed in a simple Colonial Revival Style, the church is distinguished by its raised front entrance featuring four Ionic wood columns supporting the portico. A gabled frame entablature with clapboard siding tops the portico. A slate covered steeple and enclosed bell rise above the front gable roofline. Three entrances, framed by the columns, are each set within round arches with transoms. Round arched widow openings with concrete sills are along the side elevations. To the rear, rectangular window openings with concrete sill have six-over-six sash windows. The interior, with its sloping floor, contains a barrel vaulted ceiling with recessed lighting. The auditorium is lined with art glass memorial windows. The vestibule features an exquisite window executed in the style of John LaFarge.	Originally South Presbyterian Church, the brick church building at 1780 Seneca Street is significant under Criterion A and C as an excellent example of a Colonial Revival church building that was established to serve the surrounding parish as the area was settled in the early twentieth century. Before the church was constructed, the parish emerged from the Red Jacket Mission Church on Seneca and Juniata. As the original Sunday School increased, they constructed a frame chapel in 1876. In 1894, an effort began to organize a church from the Sunday School mission. At this time a disagreement resulted in a split- one group of German heritage went on to form St. Paul's, and the other formed South Presbyterian. In 1895 they erected a modest frame house of worship at the present site. They had 325 members by 1911. The congregation outgrew the previous church in early 20th century, and constructed current building in 1923. The church was occupied until 1989, at which time it was purchased and rehabilitated as Harvest House. Today it is a good example of a Colonial Revival church that was established to serve a growing congregation as the area was more densely settled during the early twentieth century.	
2070 Seneca St.		1908	Two-story brick commercial building with flat asphalt roof. Six bays wide, with a first floor storefront extending across the primary elevation and a triplet window in each bay. Storefront has fixed pane windows with original wood millions and recessed entrances. Second floor has set of three on-over-one sash windows in original wood mullions with three light transom in each bay. Wood cornice with rafter tails, tile coping at the flat roofline.	Significant under Criterion A and C as a good example of a brick commercial building that served nearby residents as the area developed during the early twentieth century. The building served as John Morrison's butcher shop in 1909, then as William T. Hughes & Co Plumbing from 1910-1916. In the 1920s it served as John Wheeler's Confectionary and News, and eventually as Busshardt's Delicatessen by 1965. Each of these small, family owned businesses were owned by local residents in the area, with their companies catering to other neighborhood residents. The building today retains sufficient architectural integrity to convey a historic understanding of its original form, materials, and function as a commercial building from the early twentieth century.	
2111 Seneca St	Hook and Ladder Development	Ca. 1900	Three-story frame mixed use Second Empire style building with mansard roof. Shed dormers with paired one-over-one wood sash windows in original openings. Primary elevation faces north to Seneca Street and is three bays wide with central hipped dormer. Second story has paired window in central bay flanked by protruding bay windows, delineated by simple engaged pilasters. First story has central entry flanked by storefront bays. North bay has recessed entrance in original configuration with fixed pane windows. Brick chimney, stone foundation.	Significant under Criterion A and C as a good example of a frame Second Empire style mixed-use building that served residents in the area as it developed during the twentieth century. The ground floor commercial storefront and second floor offices housed many businesses. The building's mansard roof accommodated a third floor apartment, reflecting the anticipation of density.	

Address	Historical Name	Date of construction	Description	Significance	Photograph
2114 Seneca St	Klas Building	1897	Two-story frame commercial building with flat asphalt roof and side brick chimney. Three bays wide with a storefront in each bay, divided by wood pilasters with panel details, on the ground floor. Recessed storefront entrances, fixed pane glass in original openings, wood paneled base. First floor has hipped roof with overhanging eaves and wood brackets. Second story has a single one-over-one sash window in the central bay, flanked by a set of one protruding bay window and one triplet window in the outer bays. Six-over-one and four-over-one sash windows in original openings. Flat roofline with overhanging eave with wood brackets. Building is in good condition and clearly conveys its original function, form and materials.	Significant under Criterion A and C as a good example of a frame commercial building that served nearby residents as the area developed during the late nineteenth century. Built around 1897 for the Klaus brothers. William ran a plumbing business there while Peter had a real estate business there. By 1900, Lawrence Klaus joined as a plumber. By 1909 William Klas also lived above the store, and ran a saloon below in one of the storefronts. By 1922, the saloon was sold to John Deller as a soft drink store. W.P. Klaus ran a major real estate business there into the 1930s, serving as a major center of real estate transactions in the surrounding area. Today the building retains excellent architectural integrity and conveys a clear historic understanding of its original style, form, and function as a family-owned commercial building during the late nineteenth and early twentieth centuries.	
2197 Seneca St	Buffalo Savings Bank	1947; enlarged 1958	One and two story brick bank with flat roof, concrete foundation and distinctive tan marble siding. One story portion to the south has metal overhanging eave over storefront with recessed entrance and sidelights and transom. Fixed pane windows with fluted metal mullions in original rhythm. Two-story portion to the north has offset full height window with wood mullions in tripartite rhythm. Similar metal fluted cornice above two story window.	The building is significant as a good, rare example of a Modern bank building in the area with metal ornamental details.	
2423 Seneca St	Daly's Bar	Ca. 1915	Two-story yellow brick mixed use building with flat asphalt roof and overhanging eaves. Primary elevation faces Seneca Street and is three bays wide. Single one-over-one wood sash window with keystone and sills in each bay on the second floor. First floor storefront with wood mullions and corner recessed entry and single Corinthian column. Offset secondary entrance accesses second floor offices or residences. Stone foundation, two side brick chimneys. 1-story historic addition to the north with storefront, recessed entrance, cast iron column.	Significant under Criterion A and C as a good example of a brick mixed-use building that served nearby residents as the area developed during the early twentieth century.	

Address	Historical Name	Date of constructio	Description	Significance	Photograph
2450 Seneca St	Herman Frietsch Building	1921;	Two-story brick duplex residential building with flat asphalt roof and concrete foundation. Elaborated concrete parapet with corbeling and geometric motifs. Primary elevation is three bays wide facing Seneca Street, with a set of paired one-over-one vinyl sash windows in original openings with wood mullions and concrete hood with keystones in each bay on the second story. Concrete belt course divides floors. First story contains two single window openings with transoms and concrete hood and keystones. Offset twin entrances with transoms united under a concrete hood with keystone.	Significant under Criterion A and C as a good example of a brick duplex residential building that contributed to the increased settlement patterns of the area as it developed during the early twentieth century. Building was constructed and owned by Hermann Frietsch as an investment property, reflecting settlement patterns in the area during the early nineteenth century	

List of Already NRL and NRE-I Properties: All NRL and NRE-I Properties are presumed to be City of Buffalo Landmark Eligible

Address	Historical Name	Date of Construction	Status/ USN	Significance
432 Abbott Rd	St. Thomas Aquinas R.C. Church Complex	1922-1956	NRL/ 02940.027788	St. Thomas Aquinas R.C. Church Complex consists of three buildings and is significant f as a modern interpretation of Italian Romanesque church architecture designed by architects George Dietel and Stickle, Stickle, & Kelly. The complex has additional architectural significance related to the expansion of the parish between 1949-1956, in line with national trends in church construction after World War II and local expansion of parishes across Buffalo during this period as well.
102 Buffum Street	PS 70/Indian Park Academy	1922	NRE-I/ 02940.005908	The former Public School 70 appears to be significant for its architecture as an example of early 20th century urban school architecture found in Western New York. The school is also significant for representing the response of the City of Buffalo to an expanding school-age population during a period of significant growth. The building is One of six elementary schools designed by Ernest Crimi between 1922-1930, PS 70 is symmetrically orientated about a U-shaped circulation pattern with a gymnasium centrally located behind the main classroom corridor.
155 Cazenovia Street	Cazenovia Branch Public Library	1923	NRL/ 02940.005910	The Cazenovia Branch Library is significant as a good example of a brick Colonial Revival library that contributed to the social and intellectual life of the surrounding neighborhood. The building is one of six built from City of Buffalo funding, and is the most finely detailed.
161 Cazenovia	Community Center and Ice	ca. 1969	NRL/ 02940.00385	The Community Center and Ice Rink building is significant as a midcentury modern building that served as a community hub at the edge of Cazenovia Park.
212 Cazenovia Street	Masonic Temple	1925	NRE-I/ 02940.018191	The Masonic Temple is significant as an excellent example of a Beaux-Arts masonic lodge designed by architect William Rea.
1964 Seneca Street	St. Theresa's R.C. Church Complex	ca 1895-1959	NRL/ 02940.027834	St. Theresa's Church Complex is significant as a good local example of ecclesiastic architecture. The 5-building complex consists of a Medina Sandstone Gothic Revival church designed by Albert A. Post in 1895-1900, a Shingle Style rectory built ca. 1895 (1916 addition), a modest Gothic Revival school building built 1910 (1926 addition), a gymnasium building built in 1959 and a garage built ca. 1950. The Complex is also significant for its role as the first Roman Catholic parish established in South Buffalo.
2178 Seneca Street	Shea's Seneca Building	1929	NRL/ 02940.027886	Designed by William and Henry Spann for Michael Shea, the Neoclassical Revival style building is significant for its architecture and for its role as a cultural and commercial hub for the surrounding neighborhood.
2221 Seneca Street	South Side Bank of Buffalo	1921	NRL/ 02940.028690	he building is significant for its architecture as an uncommon example of the Sullivanesque style applied to a bank building, designed by Harold Jewett Cook and built in 1921.The building is also significant for its associations with the South Side Bank, a small independently owned and operated bank in the city.

List of Already NRL and NRE-I Properties: All NRL and NRE-I Properties are presumed to be City of Buffalo Landmark Eligible

Address	Historical Name	Date of Construction	Status/ USN	Significance
2315 Seneca Street	St. John the Evangelist R.C. Church Complex	1907-1950	NRE-I/ 02940.028721	The former St. John the Evangelist R.C. Church Complex is significant for its association with the German community of South Buffalo and for its fine Romanesque architecture. The parish was established in 1906 when a group of German immigrant families petitioned the diocese to establish a German language Roman Catholic church in South Buffalo. Located adjacent to Cazenovia Park at the corner of St. Johns Parkside and Seneca Street, the former church complex is composed of four contributing buildings: church (1931), school (1907), rectory (1917) and convent (c.1950).
Cazenovia Park	Peter J. Krotty Casino at Cazenovia Park	1912	NRL/ 02940.000005	Designed by prominent local architect Esenwein & Johnson, the Peter J. Krotty Casino was built in Cazenovia Park to serve as a recreational center. It originally faced the Cazenovia Park Lake and was later moved to the current location as a result of flooding. It is significant for its architectural contribution to the Cazenovia Park-South Park system.
Various	Cazenovia-South Park System	1894-1897	NRL	The Cazenovia Park-South Park System is part of the Olmsted Parks and Parkways Thematic Resources National Register listing. Designed by Frederick Law Olmsted between 1894 and 1897, the Cazenovia Park-South Park System includes Heacock Park, McKinley Parkway, McClellan Circle, Red Jacket Parkway, Cazenovia Park, McKinley Circle, and South Park.

APPENDIX 2

INVENTORY FORM FOR PROPOSED BUTLER PARK HISTORIC DISTRICT

New York State Proposed Historic District Inventory Form

Report Created: September 13, 2021

Butler Park Historic District

Municipality: Buffalo **# of Properties:** 236
County: Erie **Acreage:** 34.65

Narrative Description

The proposed Butler Park Historic District is a residential suburb located in the south portion of the city of Buffalo, Erie County, New York. The district contains about 263 primary resources and over 150 secondary resources in an area bounded by Seneca Street to the south, the Buffalo River and railroad tracks to the north and northeast, Mineral Springs Road to the east, and Armin Place to the west.

Butler Park forms the core of the district, a triangular grass lawn park with Elm, Oak, and Sycamore trees surrounded by a low stone wall. Laid out by Green and Wicks when Fitzpatrick donated the land in 1915, the park was landscaped and improved by landscape architect and Parks Commissioner William Harries by 1919. Residential streets radiate from this park, with grass medians along Seminole and Roanoke Parkways and tree lined Armin Place creating visual consistency with the park like setting. A smaller piece of land once known as Onondaga Park anchors the south end of Seminole Parkway at Mineral Springs Road. Each street features a similar collection of styles, with rarer, late nineteenth century styles such as Italianate and Second Empire occurring to the south and early twentieth century styles constructed by Fitzpatrick to the north. As development moved northwards from Seneca Street, single-family and two-family residences were built in the Bungalow, Craftsman, Colonial Revival, and vernacular Buffalo Double styles. Typically, these frame or brick residences were sited at a uniform setback on a grass lawn. Driveways, sometimes with one-story frame garages, began to regularly appear with houses constructed in the 1920s, typically towards the north end of the district.

The area was developed on a large scale when local, well known developer William H, Fitzpatrick purchased large swaths of land and subdivided them into individual lots where he constructed houses in large groupings. The pace and scale of development was established in 1915, when he donated two large parcels of land to the city to be used as small parks. The streets were laid out at this time, oriented in relationship to the parks to the north and south. In most cases, Fitzgerald would subdivide a large parcel of land and divide it into individual building lots where he would construct houses on the lots before selling them to homeowners. All of these houses were constructed to maintain a consistent vocabulary of popular architectural styles that were typical of the period, with Bungalow, Craftsman, Colonial Revival, American Foursquare, and Tudor Revival residences aimed to attract middle class residents, with deed restrictions implied if not technically enforced in order to ensure consistency of styles. As most of the houses were constructed in this manner around the same

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time, this lends an overall sense of aesthetic cohesiveness and unity that is common in many early-twentieth-century suburban-style developments. Almost all of the lots in the district had been developed by 1939. Today, the historic district contains an intact collection of built resources that thoroughly represents this type of settlement pattern and range of architectural styles from the early twentieth century.

Statement of Significance

Significant under National Register Criterion A for Settlement Patterns and Criterion C for Architecture, the Butler Park Historic District is a good example of the history of residential suburban-style subdivisions in South Buffalo during a period of intense development from 1915-1939. This district maintains more than sufficient architectural integrity to convey the history of its development as a residential subdivision developed by William H. Fitzpatrick within the broader context of the settlement patterns that occurred in this part of Buffalo during the early twentieth century. The entire district was once a single tract of land, owned by Fitzpatrick, a major real estate developer in South Buffalo. In 1915, Fitzpatrick donated two acres of land, designating them as Butler Park and Onondaga Park. Butler Park, a triangular park to the north, was laid out by Green and Wicks in 1915 and improved by landscape architect William E. Harries by 1919. Residential streets surrounded the park and other streets with landscaped medians, such as Roanoke Parkway and Seminole Parkway, radiated south from Butler Park. A smaller park known as Onondaga Park anchored the south end of the district at Seminole Parkway and Mineral Springs Road. At this time, Fitzpatrick also paved and improved these streets. He subdivided lots and, along with William Summers and Charles Mosher, constructed houses in popular styles of the era to attract primarily middle-class homebuyers and renters.

This dense grouping of a diversity of popular residential styles represents a rare contribution to the history of settlement patterns in South Buffalo, wherein a single phase of development can be understood within a well-defined area. The area thus consists of an excellent collection of architectural styles from the early twentieth century, primarily developed by the same developer at the same time. The district presents a concise story of an individual subdivision constructed by an individual developer, providing a sampler of numerous styles aimed to attract a middle-class population during the early twentieth century.

Boundary Description

The district is bounded by Seneca Street to the south, the Buffalo River and railroad tracks to the north and northeast, Mineral Springs Road to the east, and Armin Place to the west. The boundary includes properties along these streets, but not beyond them.

Boundary Justification

This district has been identified and bounded by its historic context as well as the architectural integrity of its existing conditions. These boundaries were determined by the original boundaries of developer William H. Fitzpatrick's tract, which also included Butler Park. William Fitzpatrick donated the land for Butler Park and the former Onondaga Park at Seminole Parkway and Mineral Springs Road, and then developed the entire district from about 1915-1939. The boundaries of this district have been drawn in order to directly align with the boundaries of the area's historic development led by Fitzpatrick, in conjunction with the strongest groupings of architectural integrity as surveyed by their existing conditions. This proposed Butler Park Historic District would include the

residential architecture along these streets, as it reflects the core of architectural development that occurred in the area during the early twentieth century prior to World War II. After World War II, several streets west of the district were developed in another wave of development by different developers. Closer investigation may lead to the slight alteration of the district boundaries based on more specialized individual research, changing the period of significance, and integrity assessments as needed.

Sources/ Bibliography

Streetscapes





























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List of Properties in District

92	Mineral Springs Rd	Not Contributing
14	Armin Pl	Contributing
17	Armin Pl	Contributing
18	Armin Pl	Contributing
19	Armin Pl	Contributing
20	Armin Pl	Contributing
21	Armin Pl	Contributing
24	Armin Pl	Contributing
25	Armin Pl	Contributing
25	Armin Pl	Not Contributing
36	Armin Pl	Contributing
38	Armin Pl	Contributing
40	Armin Pl	Contributing
41	Armin Pl	Contributing
44	Armin Pl	Contributing
47	Armin Pl	Contributing
48	Armin Pl	Contributing
49	Armin Pl	Contributing
50	Armin Pl	Contributing
51	Armin Pl	Contributing
53	Armin Pl	Contributing
54	Armin Pl	Contributing
56	Armin Pl	Contributing
59	Armin Pl	Contributing
60	Armin Pl	Contributing
61	Armin Pl	Contributing
64	Armin Pl	Contributing
66	Armin Pl	Contributing
70	Armin Pl	Contributing

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73	Armin Pl	Contributing
74	Armin Pl	Contributing
77	Armin Pl	Contributing
78	Armin Pl	Contributing
81	Armin Pl	Contributing
82	Armin Pl	Contributing
83	Armin Pl	Contributing
86	Armin Pl	Contributing
87	Armin Pl	Contributing
90	Armin Pl	Contributing
91	Armin Pl	Contributing
92	Armin Pl	Contributing
95	Armin Pl	Contributing
96	Armin Pl	Contributing
99	Armin Pl	Contributing
100	Armin Pl	Contributing
101	Armin Pl	Contributing
102	Armin Pl	Contributing
105	Armin Pl	Contributing
106	Armin Pl	Contributing
109	Armin Pl	Contributing
110	Armin Pl	Contributing
113	Armin Pl	Contributing
114	Armin Pl	Contributing
117	Armin Pl	Contributing
118	Armin Pl	Contributing
119	Armin Pl	Contributing
120	Armin Pl	Contributing
123	Armin Pl	Contributing
124	Armin Pl	Contributing
127	Armin Pl	Contributing
128	Armin Pl	Contributing
129	Armin Pl	Contributing
132	Armin Pl	Contributing
133	Armin Pl	Contributing
46	Mineral Springs	Not Contributing
28	Mineral Springs Rd	Not Contributing
36	Mineral Springs Rd	Not Contributing
42	Mineral Springs Rd	Not Contributing

48	Mineral Springs Rd	Contributing
52	Mineral Springs Rd	Not Contributing
56	Mineral Springs Rd	Not Contributing
58	Mineral Springs Rd	Not Contributing
62	Mineral Springs Rd	Not Contributing
66	Mineral Springs Rd	Not Contributing
68	Mineral Springs Rd	Not Contributing
72	Mineral Springs Rd	Not Contributing
74	Mineral Springs Rd	Not Contributing
82	Mineral Springs Rd	Not Contributing
84	Mineral Springs Rd	Not Contributing
88	Mineral Springs Rd	Not Contributing
93	Mineral Springs Rd	Not Contributing
94	Mineral Springs Rd	Not Contributing
98	Mineral Springs Rd	Not Contributing
102	Mineral Springs Rd	Not Contributing
113	Mineral Springs Rd	Not Contributing
117	Mineral Springs Rd	Not Contributing
2	Navaho Pkwy	Not Contributing
6	Navaho Pkwy	Not Contributing
10	Navaho Pkwy	Not Contributing
14	Navaho Pkwy	Not Contributing
18	Navaho Pkwy	Not Contributing
20	Navaho Pkwy	Not Contributing
24	Navaho Pkwy	Not Contributing
3	Pawnee Pkwy	Not Contributing
7	Pawnee Pkwy	Not Contributing
9	Pawnee Pkwy	Not Contributing
11	Pawnee Pkwy	Not Contributing
17	Pawnee Pkwy	Not Contributing
21	Pawnee Pkwy	Not Contributing
25	Pawnee Pkwy	Not Contributing
27	Pawnee Pkwy	Not Contributing
31	Pawnee Pkwy	Not Contributing
35	Pawnee Pkwy	Not Contributing
39	Pawnee Pkwy	Not Contributing
43	Pawnee Pkwy	Not Contributing
45	Pawnee Pkwy	Not Contributing
49	Pawnee Pkwy	Not Contributing

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55	Pawnee Pkwy	Not Contributing
59	Pawnee Pkwy	Not Contributing
63	Pawnee Pkwy	Not Contributing
79	Pawnee Pkwy	Contributing
83	Pawnee Pkwy	Not Contributing
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91	Pawnee Pkwy	Not Contributing
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101	Pawnee Pkwy	Not Contributing
105	Pawnee Pkwy	Not Contributing
109	Pawnee Pkwy	Not Contributing
111	Pawnee Pkwy	Not Contributing
115	Pawnee Pkwy	Not Contributing
119	Pawnee Pkwy	Not Contributing
121	Pawnee Pkwy	Contributing
125	Pawnee Pkwy	Not Contributing
129	Pawnee Pkwy	Not Contributing
134	Pawnee Pkwy	Contributing
7	Roanoke Pkwy	Contributing
8	Roanoke Pkwy	Contributing
11	Roanoke Pkwy	Contributing
12	Roanoke Pkwy	Contributing
13	Roanoke Pkwy	Contributing
16	Roanoke Pkwy	Contributing
17	Roanoke Pkwy	Contributing
19	Roanoke Pkwy	Contributing
20	Roanoke Pkwy	Contributing
22	Roanoke Pkwy	Contributing
23	Roanoke Pkwy	Contributing
26	Roanoke Pkwy	Contributing
27	Roanoke Pkwy	Contributing
30	Roanoke Pkwy	Contributing
31	Roanoke Pkwy	Contributing
33	Roanoke Pkwy	Contributing
34	Roanoke Pkwy	Contributing
36	Roanoke Pkwy	Contributing
37	Roanoke Pkwy	Contributing
40	Roanoke Pkwy	Contributing

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41	Roanoke Pkwy	Contributing
44	Roanoke Pkwy	Contributing
45	Roanoke Pkwy	Contributing
46	Roanoke Pkwy	Contributing
47	Roanoke Pkwy	Contributing
50	Roanoke Pkwy	Contributing
51	Roanoke Pkwy	Contributing
54	Roanoke Pkwy	Contributing
55	Roanoke Pkwy	Contributing
58	Roanoke Pkwy	Contributing
59	Roanoke Pkwy	Contributing
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90	Roanoke Pkwy	Contributing
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106	Roanoke Pkwy	Contributing
110	Roanoke Pkwy	Contributing
114	Roanoke Pkwy	Contributing
118	Roanoke Pkwy	Contributing
120	Roanoke Pkwy	Contributing

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124	Roanoke Pkwy	Contributing
128	Roanoke Pkwy	Contributing
132	Roanoke Pkwy	Contributing
134	Roanoke Pkwy	Contributing
31	Seminole	Contributing
83	Seminole	Not Contributing
6	Seminole Pkwy	Contributing
10	Seminole Pkwy	Contributing
14	Seminole Pkwy	Contributing
18	Seminole Pkwy	Contributing
19	Seminole Pkwy	Contributing
22	Seminole Pkwy	Contributing
25	Seminole Pkwy	Contributing
26	Seminole Pkwy	Contributing
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30	Seminole Pkwy	Contributing
34	Seminole Pkwy	Contributing
35	Seminole Pkwy	Not Contributing
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49	Seminole Pkwy	Not Contributing
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55	Seminole Pkwy	Not Contributing
58	Seminole Pkwy	Contributing
59	Seminole Pkwy	Not Contributing
62	Seminole Pkwy	Contributing
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66	Seminole Pkwy	Contributing
68	Seminole Pkwy	Contributing
69	Seminole Pkwy	Not Contributing
72	Seminole Pkwy	Contributing

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73	Seminole Pkwy	Not Contributing
76	Seminole Pkwy	Contributing
77	Seminole Pkwy	Not Contributing
80	Seminole Pkwy	Contributing
81	Seminole Pkwy	Not Contributing
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86	Seminole Pkwy	Contributing
87	Seminole Pkwy	Not Contributing
90	Seminole Pkwy	Contributing
91	Seminole Pkwy	Not Contributing
94	Seminole Pkwy	Contributing
95	Seminole Pkwy	Not Contributing

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APPENDIX 3

CONSULTANT RESUMES

Traynor, Kerry March., MS Architectural History

36 CFR 61 and CFR Part 44738-9 Qualified

Principal Investigator - Architecture | Buffalo, NY

EXPERIENCE PROFILE

Kerry Traynor, principal investigator for historic architecture, has been working in the field, both the public (SHPO) and private sectors for over 25-years. She meets and exceeds the Federal Professional Qualification Standards under 36 CFR 61 (Professional Qualification Standards) and by the Secretary of the Interior (48 CFR Part 44738-9) for History, Architectural History, Architecture and Historic Architecture, and Historic Preservation.

PROJECT EXPERIENCE

Niagara Falls Intermodal Transportation Center | Wendel, City of Niagara Falls| Niagara Falls, NY.

Kerry drafted and provided consultation on all aspects of the project including Section 106 consultation in the restoration/adaptive re-use and new construction at the U.S. Customs House (National Register Listed, 1973-07-16) as part of the Niagara Falls Intermodal Transportation Center. Reviewed and consulted with client and architect on proposed design for an addition to the historic Customs House prior to SHPO submission to ensure compliance with *Secretary of the Interior's Standards*. Preparation of 4 (f) Statement as required by Federal Law. Preparation of Preservation Specifications for historic fabric restoration, including Protection Plan. On-site management of historic material fabric restoration in compliance with Section 106 and *Secretary of the Interior Standards*.

Historic Research for educational and interpretative material relative to historic resources on and adjacent to the site.

The project was completed and opened in 2017.

Buffalo Public Schools 44, 56, 63 Rehabilitation Tax Credit Projects for |Ellicott Development; Carmina Woods Morris| Buffalo, NY

Completion of Rehabilitation Tax Credit applications and consultation to ensure compliance with the *Secretary of the Interior's Standards* for the treatment of historic fabric during the rehabilitation of Buffalo Public Schools 44, 56 and 63. This included a new addition to School 56.

The projects have been reviewed by SHPO and the National Park Service for compliance. Schools 44 and 63 are under construction. School 56 was completed in the Spring 2017.



Company Name

- kta preservation specialists
- Kentucky Heritage Council, SHPO Office

Education

- MArch., SUNY Buffalo, 1991
- MS Architectural History, Mississippi State University, 1993

Registrations/Certifications

- Qualified under Federal Regulations 36CFR 61; Secretary of the Interior Standards 48 CFR Part 44738-9

Affiliations

- Clinical Associate Professor, School of Architecture & Planning, SUNY, Buffalo

Phase 1 and Phase 2 Cultural Resource Survey Albright-Knox Art Gallery AK360 Expansion |Albright-Knox Art Gallery | Buffalo, NY.

This project involved Cultural Resource Screening of architectural and archaeological resources in compliance with Section 106 under SEQR/NEPA to facilitate in determination of the most prudent site for the new addition to the Albright-Knox Art Gallery. The work required a close familiarity with the landscape and historic context of the surrounding neighborhood, as well as conducting photographic documentation and determining potential impact to and from cultural resources within the viewshed of the historic Albright-Knox Campus. The Phase 1 Screening has been submitted to SHPO who have requested more information regarding the proposed design as it becomes available.

Schentag, Annie MUP, Ph.D. Architectural History

36 CFR 61 and CFR Part 44738-9 Qualified

Architectural Historian | Buffalo, NY

EXPERIENCE PROFILE

Annie Schentag brings nearly a decade of preservation experience to the firm. Working in the field in both the private sector and academia for the past nine years, Annie is trained as both an architectural historian and urban planner. She meets and exceeds the Federal Professional Qualification Standards under 36 CFR 61 (Professional Qualification Standards) and by the Secretary of the Interior (48 CFR Part 44738-9) for History, Architectural History and Historic Preservation.

PROJECT EXPERIENCE

Reconnaissance Level Survey of North Tonawanda |City of North Tonawanda, NY.

This project involved a reconnaissance level survey of cultural historic resources in the Sweeney Estate neighborhood, to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The project included research to present a prehistoric and historic overview, photographic documentation and mapping of about 1000 properties, and multiple community meetings. The survey identified, proposed and successfully submitted a residential historic district of 600+ properties for National Register listing.

Cultural Resource Survey of University District| University Heights (UHCDC) | Buffalo, NY.

This project involved a reconnaissance level survey of cultural historic resources in the University Heights neighborhood. In order to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The project included research to present a prehistoric and historic overview, photographic documentation and mapping of over 2000 properties, and multiple community meetings. The survey identified, proposed and successfully listed a residential historic district of 1000+ properties eligible for inclusion in the National Register, listed in 2020.

The Buffalo, New York Outer Harbor as a Cultural Landscape |Our Outer Harbor Coalition| Buffalo, NY.

This Cultural Landscape Report investigates and documents the landscape history and the existing conditions within the study area of the Buffalo, NY Outer Harbor, a site with a long, rich, and evolving history. This report focuses on the development of the area's history, inventories the site's existing conditions, and analyzes the historic and existing conditions in order to evaluate the significance and integrity of the site as a cultural landscape. The land use section provides a Landscape Analysis to include the National Register Status, Statement of Significance, and Landscape Integrity Overview. This report was released by the Our Outer Harbor Coalition in 2018.



Company Name

- kta preservation specialists

Education

- MUP, SUNY Buffalo, 2011
- MA, Architectural History, Cornell University 2012
- PhD, Architectural History, Cornell University, 2017

Registrations/Certifications

- Qualified under Federal Regulations 36CFR 61; Secretary of the Interior Standards 48 CFR Part 44738-9

Affiliations

- Lecturer, School of Architecture and Planning, SUNY Buffalo
- Lecturer, Department of Art and Design, Buffalo State College
- Lecturer, Department of Art, Villa Maria College