

SURVEY OF HISTORIC CULTURAL RESOURCES
NIAGARA STREET BETWEEN BUSTI STREET AND FOREST AVENUE
CITY OF BUFFALO
Erie County, New York



Prepared for
Vision Niagara & Buffalo Neighborhood Stabilization Company
by
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Looking northwest toward 1100 Niagara Street, Curtis Company Malt House. USN 02940.025580; NRE. Refer to Photo 235 for a view from the Belt Line and Photos 230 and

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- Photo 50** Niagara Street between Albany and West Ferry Streets.
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Looking east along Robert Rich Way toward intersection of Niagara and West Ferry Streets from Haggart Alley. Note brick paver road and pedestrian walk connection between 1160 and 1200 Niagara Street.

Photo 62

Robert Rich Way and Haggart Alley

Viewshed

Looking west along Robert Rich Way toward Ferry Street bascule (lift) bridge over Black Rock Canal. Note brick paver road. Refer to Photos 227 and 228 for views from Black Rock Canal.

Photo 63

Robert Rich Way and Haggart Alley

Viewshed

Looking east along Haggart Alley toward Gull Street from Robert Rich Way Note brick paver road along Robert Rich Way. 1160 Niagara Street is to the east.

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Niagara Street between Albany and West Ferry Streets.

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Looking southeast along Niagara Street from intersection of West Ferry Street, Robert Rich Way and Niagara Street.

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Niagara Street between Albany and West Ferry Streets.

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Niagara Street between West Ferry and Breckenridge Streets.

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Looking northwest along Niagara Street from the intersection of West Ferry and Niagara Streets.

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Niagara Street between West Ferry and Breckenridge Streets.

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Looking northeast along Niagara Street from the intersection of Robert Rich Way and Niagara Street.

Photo 68

Niagara Street between West Ferry and Breckenridge Streets.

East Side

Looking east toward 1195 Niagara Street. Note the parcel occupies most of the block between West Ferry and Breckenridge Streets. Surface parking is located to the north and south. Determined to be NRE in this report.

Photo 69

Niagara Street between West Ferry and Breckenridge Streets.

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Looking east toward the residence at 1215 Niagara Street.

Photo 70

Niagara Street between West Ferry and Breckenridge Streets.

West Side

Looking northwest toward 1170 and 1200 Niagara Street. 1170 Niagara Street is parking for Rich Products. 1200 Niagara Street consists of a number of building periods connected.

Photo 71

Niagara Street between West Ferry and Breckenridge Streets.

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Looking northwest toward 1200 Niagara Street. Building is attached to later constructions

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- Photo 81** Historic District
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- Photo 82** Historic District
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- Photo 109** Niagara Street between Auburn and Lafayette Avenues
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- Photo 110** Niagara Street between Auburn and Lafayette Avenues
Niagara Street – East Side
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- Photo 111** Niagara Street between Auburn and Lafayette Avenues
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- Photo 113** Historic District
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Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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- Photo 117** Historic District
Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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- Photo 119** Historic District
Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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- Photo 120** Historic District
Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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Looking west along Auburn Avenue toward railroad bridge and Black Rock Canal. 1270 is

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- Photo 122** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
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- Photo 124** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
 Niagara Street – West Side
 Looking northwest toward 1280 and 1294 Niagara Street. Note change in fenestration at first floor of 1280 Niagara Street. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.
- Photo 125** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
 Niagara Street – West Side
 Looking southwest toward 1294 Niagara Street showing partial west elevation. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.
- Photo 126** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
 Niagara Street – West Side
 Looking west toward 1294 Niagara Street showing partial west elevation. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.
- Photo 127** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
 Niagara Street – Viewshed
 Looking east along Niagara Street from Lafayette Avenue.
- Photo 128** Historic District
 Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.
 Niagara Street – Viewshed
 Looking west along Niagara Street from Lafayette Avenue. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 and 221 for views from Black Rock Canal.
- Photo 129** Niagara Street between Lafayette Avenue and West Delevan Avenue.
 Viewshed

Looking east along Lafayette Avenue from Niagara Street.

- Photo 130** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking northwest along Niagara Street from Lafayette Avenue.
- Photo 131** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking northeast along Niagara Street from Lafayette Avenue.
- Photo 132** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking northeast toward 1329 Niagara Street.
- Photo 133** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking east toward 1343 Niagara Street
- Photo 134** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking northeast toward 1351 Niagara Street.
- Photo 135** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking northeast toward 1357 Niagara Street.
- Photo 136** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking east along Penfield Street from Niagara Street.
- Photo 137** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking northeast toward 1379 and 1383 Niagara Street.
- Photo 138** Niagara Street between Lafayette Avenue and West Delevan Avenue.
East Side
Looking southeast toward 1383 Niagara Street
- Photo 139** Niagara Street between Lafayette Avenue and West Delevan Avenue.
West Side
Looking west toward 1330 Niagara Street
- Photo 140** Niagara Street between Lafayette Avenue and West Delevan Avenue.
West Side
Looking west toward Brace Street
- Photo 141** Niagara Street between Lafayette Avenue and West Delevan Avenue.
West Side
Looking west along Brace Street toward Belt Line.
- Photo 142** Niagara Street between **Lafayette** Avenue and West Delevan Avenue.
West Side
Looking northwest toward 1360 Niagara Street. Building has been determined NRE in this

report. Refer to Photos 212 and 213 for views from Black Rock Canal.

- Photo 143** Niagara Street between **Lafayette** Avenue and West Delevan Avenue.
West Side
Looking southwest toward 1360 Niagara Street. Building has been determined NRE in this report. Refer to Photos 212 and 213 for views from Black Rock Canal.
- Photo 144** Niagara Street between Lafayette Avenue and West Delevan Avenue.
West Side
Looking northwest toward 1398 Niagara Street.
- Photo 145** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking southwest along Niagara Street from West Delevan Avenue.
- Photo 146** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking southeast along Niagara Street from West Delevan Avenue.
- Photo 147** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking east along West Delevan Avenue from Niagara Street.
- Photo 148** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking west along West Delevan Avenue from Niagara Street.
- Photo 149** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking west along West Delevan Avenue toward railroad tracks from sidewalk along Niagara Street.
- Photo 150** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking northwest along Niagara Street from West Delevan Avenue. Refer to Photo 211 for a view from Black Rock Canal.
- Photo 151** Niagara Street between Lafayette Avenue and West Delevan Avenue.
Viewshed
Looking northeast along Niagara Street from West Delevan Avenue.
- Photo 152** Niagara Street between West Delevan and Potomac Avenues.
East Side
Looking northeast toward 1407 Niagara Street.
- Photo 153** Niagara Street between West Delevan and Potomac Avenues.
East Side
Looking northeast toward 1415 Niagara Street.
- Photo 154** Niagara Street between West Delevan and Potomac Avenues.
East Side
Looking southeast toward 1433 Niagara Street.
- Photo 155** Niagara Street between West Delevan and Potomac Avenues.

East Side
Looking east toward 1455 Niagara Street.

Photo 156 Niagara Street between West Delevan and Potomac Avenues.
East Side
Looking northeast toward 1469 Niagara Street.

Photo 157 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking northwest toward 1400 Niagara Street, Great Lakes Pressed Steel. Refer to Photo 211 for a view from Black Rock Canal.

Photo 158 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking northwest toward 1400 Niagara Street, Great Lakes Pressed Steel. The building has been determined NRE in this report. Refer to Photo 211 for a view from Black Rock Canal.

Photo 159 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking west toward Sloan Street from Niagara Street.

Photo 160 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking west along Sloan Street toward railroad tracks from sidewalk along Niagara Street.

Photo 161 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking northwest toward 1418 Niagara Street. Building has been determined to be NRE in this report.

Photo 162 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking northwest toward 1432 Niagara Street.

Photo 163 Niagara Street between West Delevan and Potomac Avenues.
West Side
Looking northwest toward 1460 Niagara Street.

Photo 164 Niagara Street between West Delevan and Potomac Avenues.
Viewshed
Looking southeast along Niagara Street from Potomac Avenue.

Photo 165 Niagara Street between West Delevan and Potomac Avenues.
Viewshed
Looking southwest along Niagara Street from Potomac Avenue.

Photo 166 Niagara Street between West Delevan and Potomac Avenues.
Viewshed
Looking east along Potomac Avenue from Niagara Street.

Photo 167 Niagara Street between Potomac and Bird Avenues.
Viewshed
Looking northwest along Niagara Street from Potomac Avenue. Building has been determined to be NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line

and Photos 197 and 201 for views from Black Rock Canal.

- Photo 168** Niagara Street between Potomac and Bird Avenues.
Viewshed
Looking northeast along Niagara Street from Potomac Avenue.
- Photo 169** Niagara Street between Potomac and Bird Avenues.
East Side
Looking northeast toward the residence at 1473 Niagara Street.
- Photo 170** Niagara Street between Potomac and Bird Avenues.
East Side
Looking northeast toward the residence at 1473, 1475 and 1481 Niagara Street.
- Photo 171** Niagara Street between Potomac and Bird Avenues.
East Side
Looking northeast toward 1491 Niagara Street. The building has been determined NRE in this report.
- Photo 172** Niagara Street between Potomac and Bird Avenues.
East Side
Looking southeast toward 1511 Niagara Street.
- Photo 173** Niagara Street between Potomac and Bird Avenues.
East Side
Looking southeast toward 1527 Niagara Street. Refer to Photos 150, 157 and 158 for views from Niagara Street.
- Photo 174** Niagara Street between Potomac and Bird Avenues.
West Side
Looking northwest toward 1502 Niagara Street. Building has been determined NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.
- Photo 175** Niagara Street between Potomac and Bird Avenues.
West Side
Looking southwest toward 1502 Niagara Street. Building has been determined NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.
- Photo 176** Niagara Street between Potomac and Bird Avenues.
West Side
Looking southwest toward 1502 Niagara Street. Building has been determined NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.
- Photo 177** Niagara Street between Potomac and Bird Avenues.
West Side
Looking northwest toward 1516 Niagara Street.
- Photo 178** Niagara Street between Potomac and Bird Avenues.
Viewshed
Looking southeast along Niagara Street from the intersection of Niagara Street and Bird Avenue.

- Photo 179** Niagara Street between Potomac and Bird Avenues.
Viewshed
Looking southwest along Niagara Street from the intersection of Niagara Street and Bird Avenue.
- Photo 180** Niagara Street between Potomac and Bird Avenues.
Viewshed
Looking east along Bird Avenue from Niagara Street.
- Photo 181** Niagara Street between Bird and Forest Avenues.
Viewshed
Looking northwest along Niagara Street from the intersection of Niagara Street and Bird Avenue.
- Photo 182** Niagara Street between Bird and Forest Avenues.
Viewshed
Looking northeast along Niagara Street from the intersection of Niagara Street and Bird Avenue.
- Photo 183** Niagara Street between Bird and Forest Avenues.
East Side
Looking northeast toward 1531 Niagara Street.
- Photo 184** Niagara Street between Bird and Forest Avenues.
East Side
Looking east toward 1555 Niagara Street.
- Photo 185** Niagara Street between Bird and Forest Avenues.
East Side
Looking northeast toward 1569 Niagara Street.
- Photo 186** Niagara Street between Bird and Forest Avenues.
East Side
Looking northeast toward 1583 Niagara Street.
- Photo 187** Niagara Street between Bird and Forest Avenues.
West Side
Looking northeast toward 1531 Niagara Street.
- Photo 188** Niagara Street between Bird and Forest Avenues.
West Side
Looking northeast showing partial west elevation of 1531 Niagara Street.
- Photo 189** Niagara Street between Bird and Forest Avenues.
West Side
Looking southeast toward 1531 Niagara Street.
- Photo 190** Niagara Street between Bird and Forest Avenues.
Viewshed
Looking southwest along Niagara Street from the intersection of Niagara Street and Forest Avenue.
- Photo 191** Niagara Street between Bird and Forest Avenues.

Viewshed

Looking southeast along Niagara Street from the intersection of Niagara Street and Forest Avenue.

- Photo 192** Niagara Street between Bird and Forest Avenues.
Viewshed
Looking east along Forest Avenue from Niagara Street.
- Photo 193** Black Rock Canal and Belt Line Railroad
Viewshed
Looking north along Belt Line toward railroad bridge over Scajaquada Creek.
- Photo 194** Black Rock Canal and Belt Line Railroad
Viewshed
Looking south along Belt Line from railroad bridge over Scajaquada Creek.
- Photo 195** Black Rock Canal and Belt Line Railroad
Viewshed
Looking east from Black Rock Canal toward Scajaquada Creek. Note bike path bridge in viewshed. Truss of railroad bridge visible beyond bike path bridge.
- Photo 196** Black Rock Canal and Belt Line Railroad
Viewshed
Looking south along Black Rock Canal. Niagara Street and the Belt Line are located to the east.
- Photo 197** Black Rock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1502 and 1491 Niagara Street. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.
- Photo 198** Black Rock Canal and Belt Line Railroad
Viewshed
Looking south along Belt Line. 1516 and 1502 Niagara Street are located to the east.
- Photo 199** Black Rock Canal and Belt Line Railroad
Viewshed
Looking north along Belt Line. 1590 Niagara Street is located to the east.
- Photo 200** Black Rock Canal and Belt Line Railroad
Viewshed
Looking northeast toward 1502 Niagara Street from Belt Line. Note 1491 Niagara Street in viewshed. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.
- Photo 201** Black Rock Canal and Belt Line Railroad
Viewshed
Looking west toward 1502 Niagara Street from Black Rock Canal. West elevation retains a high level of integrity. Building has been determined to be NRE in this report. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.
- Photo 202** Black Rock Canal and Belt Line Railroad
Viewshed
Looking east from Belt Line toward the intersection of Niagara Street and Potomac Avenue. 1469 Niagara Street is located to the south and the residences at 1473, 1475 and 1481

Niagara Street are located to the north.

- Photo 203** Black Rock Canal and Belt Line Railroad Viewshed
Looking north along Belt Line. 1502 Niagara Street is located in the viewshed to the northeast. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.
- Photo 204** Black Rock Canal and Belt Line Railroad Viewshed
Looking south along Belt Line. 1432 and 1418 Niagara Street are located to the east.
- Photo 205** Black Rock Canal and Belt Line Railroad Viewshed
Looking east from Belt Line toward Sloan Street. 1400 Niagara Street is located to the south.
- Photo 206** Black Rock Canal and Belt Line Railroad Viewshed
Looking northeast along Belt Line. 1418, 1432 and 1400 Niagara Street are located in the viewshed to the north and east.
- Photo 207** Black Rock Canal and Belt Line Railroad Viewshed
Looking northeast from Black Rock Canal. 1400 Niagara Street and 1360 Niagara Street are located in the viewshed to the northeast.
- Photo 208** Black Rock Canal and Belt Line Railroad Viewshed
Looking southeast from Black Rock Canal. 1400 Niagara Street and 1360 Niagara Street are located in the viewshed to the northeast.
- Photo 209** Black Rock Canal and Belt Line Railroad Viewshed
Looking east from Black Rock Canal toward 1400 Niagara Street. Building has been determined NRE in this report.
- Photo 210** Black Rock Canal and Belt Line Railroad Viewshed
Looking east from Black Rock Canal toward 1400, 1398 and 1360 Niagara Street.
- Photo 211** Black Rock Canal and Belt Line Railroad Viewshed
Looking northeast from Black Rock Canal toward 1400 Niagara Street. Building has been determined NRE in this report. Refer to Photos 150, 157 and 158 for views from Niagara Street.
- Photo 212** Black Rock Canal and Belt Line Railroad Viewshed
Looking southeast from Black Rock Canal toward 1360 Niagara Street. Building has been determined NRE in this report. Refer to Photos 142 and 143 for views from Niagara Street.
- Photo 213** Black Rock Canal and Belt Line Railroad Viewshed
Looking northeast from Black Rock Canal. 1360, 1400 and 1502 Niagara Street are in the viewshed to the northeast. Refer to Photos 142 and 143 for views from Niagara Street.

- Photo 214** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking northeast from Black Rock Canal toward proposed Historic District: 1294, 1270
Niagara Street and 20 Auburn Avenue and 42 Breckenridge Street are in the view shed to the
southeast. USN 02940.019528. No Determination.
- Photo 215** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking south along Belt Line. 1294 Niagara Street is located to the east. Refer to Photos 122,
124, 125, 126, 128 for views from Niagara Street.
- Photo 216** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking north along Belt Line. 1294 Niagara Street is located to the east. Refer to Photos 122,
124, 125, 126, 128 for views from Niagara Street.
- Photo 217** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking south along Belt Line. 20 Auburn Street is located to the east. Refer to Photo 93 for a
view from Mason Street and Photo 95 for a view from the intersection of Mason Street and
Auburn Avenue.
- Photo 218** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking southeast from Belt Line toward 1270 Niagara Street and 42 Breckenridge Street.
Note extant railroad bridge in the foreground. Refer to Photos 88 and 91 for view from
Mason Street and Photos 114, 115, 116, 117, 118 and 119 views from Niagara Street.
- Photo 219** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking southeast from Belt Line toward 1270 Niagara Street and 42 Breckenridge Street.
Refer to Photos 88 and 91 for view from Mason Street and Photos 114, 115, 116, 117, 118
and 119 for views from Niagara Street. USN 02940.019528. No Determination.
- Photo 220** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking southeast from Belt Line toward 42 Breckenridge Street and 1270 Niagara Street.
Note Ferry Street Bascule (lift) Bridge and Peace Bridge (NRE) in viewshed. Refer to Photos 82
and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from
Auburn Avenue. USN 02940.019528. No Determination.
- Photo 221** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking east from Black Rock Canal toward 1294 Niagara Street and 20 Auburn Avenue. Refer
to Photo 93 for a view from Mason Street and Photo 95 for a view from the intersection of
Mason Street and Auburn Avenue. Refer to Photos 88 and 91 for view from Mason Street and
Auburn Avenue. Refer to Photos 120, 122, 124, 125, 126 and 128 for views from Niagara
Street.
- Photo 222** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking southeast from Black Rock Canal toward 20 Auburn Avenue 1270 Niagara Street and
42 Breckenridge Street. Note railroad bridge in viewshed at the base of Auburn Street. Refer

to Photos 88 and 91 for view from Mason Street and Photos 114, 115, 116, 117, 118 and 119 views from Niagara Street.

- Photo 223** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking southeast from Black Rock Canal toward 42 Breckenridge Street. Refer to Photos 82 and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from Auburn Avenue. USN 02940.019528. No Determination.
- Photo 224** Black Rock Canal and Belt Line Railroad
Historic District - Viewshed
Looking southeast from Black Rock Canal toward 42 Breckenridge Street and 1200 Niagara Street. Note 1200 Niagara Street is not located within the historic district. Refer to Photos 82 and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from Auburn Avenue. USN 02940.019528. No Determination.
- Photo 225** Black Rock Canal and Belt Line Railroad
Historic District – Viewshed
Looking northeast from Black Rock Canal toward viewshed along Niagara Street showing 1360, 1400, 1294 and 1270 Niagara Street, 20 Auburn Avenue and 42 Breckenridge Street.
- Photo 226** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1200 Niagara Street.
- Photo 227** Blackrock Canal and Belt Line Railroad
Historic District – Viewshed
Looking south from Black Rock Canal toward Ferry Street Bascule (lift) bridge at the base of Robert Rich Way. Refer to Photo 62 for views from Niagara Street and Robert rich Way.
- Photo 228** Blackrock Canal and Belt Line Railroad
Historic District – Viewshed
Looking north from Black Rock Canal toward Ferry Street bascule (lift) bridge at the base of Robert Rich Way. Refer to Photo 62 for views from Niagara Street and Robert rich Way.
- Photo 229** Blackrock Canal and Belt Line Railroad
Viewshed
Looking northwest from Black Rock Canal toward Ferry Street bascule (lift) bridge and Broderick Park.
- Photo 230** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1114, 1112 and 1100 Niagara Street. Note historic limestone wall at water edge. 1114 Niagara Street has been determined NRE in this report. 1100 Niagara Street, Curtis Company Malt House, USN 02940.025580, has been determined to be NRE. Refer to Photos 49, 50 and 51 for views of the Curtis Malt House from Niagara Street and Photo 52 for a view of 1114 from Niagara Street.
- Photo 231** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1112 and 1100 Niagara Street. Note historic limestone wall at water edge. 1100 Niagara Street, Curtis Company Malt House, USN 02940.025580, has been determined to be NRE. Refer to Photos 49, 50 and 51 for views from

Niagara Street.

- Photo 232** Blackrock Canal and Belt Line Railroad
Historic District – Viewshed
Looking south from Black Rock Canal toward 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note historic limestone wall at water edge. Refer to Photo 35 for view from Niagara Street.
- Photo 233** Blackrock Canal and Belt Line Railroad
Historic District – Viewshed
Looking south from Belt Line toward 1114 Niagara Street. Note Peace Bridge in viewshed.
- Photo 234** Blackrock Canal and Belt Line Railroad
Historic District – Viewshed
Looking northeast from Belt Line toward 1144 and 1112 Niagara Street. Note limestone retaining wall.
- Photo 235** Blackrock Canal and Belt Line Railroad
Viewshed
Looking northeast along Belt Line toward 1100 Niagara Street, Curtis Company Malt House. USN 02940.025580; NRE. Note railroad bridge over Albany Street. Note railroad bridge over Albany Street. Refer to Photo 38 for view down Albany Street from Niagara Street. Refer to Photos 49, 50 and 51 for views of the Curtis Company Malt House from Niagara Street.
- Photo 236** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast along Belt Line toward 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note Peace Bridge in viewshed. Refer to Photo 35 for view from Niagara Street.
- Photo 237** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Belt Line toward 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note change in grade at north elevation. Refer to Photo 35 for view from Niagara Street.
- Photo 238** Blackrock Canal and Belt Line Railroad
Viewshed
Looking south along Belt Line Note Peace Bridge, Black Rock Canal and Bird Island Pier in viewshed.
- Photo 239** Blackrock Canal and Belt Line Railroad
Viewshed
Looking northeast from Black Rock Canal toward 1100, 1112 and 1144 Niagara Street. Note railroad bridge in viewshed at Albany Street.
- Photo 240** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1050 Niagara Street, Niagara Lithograph Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note limestone wall and water edge and break in wall

Photo 251 Blackrock Canal and Belt Line Railroad
Viewshed
Looking north from Peace Bridge (NRE) along Black Rock Canal.

with corrugated metal infill at Albany Street.

- Photo 241** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 1050 Niagara Street. Note limestone wall at water edge and break in wall with corrugated metal infill at Albany Street.
- Photo 242** Blackrock Canal and Belt Line Railroad
Viewshed
Looking east from Black Rock Canal. Note limestone wall at water edge.
- Photo 243** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 990, 996 and 960 Busti Avenue. Note limestone wall at water edge and historic electric tower carrying lines from Fort Erie, Ontario, Canada.
- Photo 244** Blackrock Canal and Belt Line Railroad
Viewshed
Looking east from Black Rock Canal toward 990 Niagara Street, and 996 and 960 Busti Avenue, Terminal Station B. Note historic electric tower carrying lines from Fort Erie, Ontario, Canada.
- Photo 245** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 990 Niagara Street, and 996 and 960 Busti Avenue, Terminal Station B. Note historic electric tower carrying lines from Fort Erie, Ontario, Canada. Buildings have been previously inventoried with no determination made. Determined NRE in this report.
- Photo 246** Blackrock Canal and Belt Line Railroad
Viewshed
Looking east from Black Rock Canal toward 990 Busti Avenue. Terminal Station B Complex. USN 02940.004582; no determination. Determined NRE in this report. Refer to Photo 12 for view from Niagara Street.
- Photo 247** Blackrock Canal and Belt Line Railroad
Viewshed
Looking southeast from Black Rock Canal toward 960 Busti Avenue. Terminal Station B Complex. USN 02940.004581; no determination. Determined NRE in this report. Refer to Photo 10 for view from Niagara Street.
- Photo 248** Blackrock Canal and Belt Line Railroad
Viewshed
Looking northeast along Black Rock Canal toward 958, 960, 996 and 990 Busti Avenue.
- Photo 249** Blackrock Canal and Belt Line Railroad
Viewshed
Looking northeast along Black Rock Canal toward 958 Busti Avenue, Water Pumping Station.
- Photo 250** Blackrock Canal and Belt Line Railroad
Viewshed
Looking north from 958 Busti Avenue, Water Pumping Station along Black Rock Canal.

INTRODUCTION

In June and July 2014 kta preservation specialists conducted an Architectural Reconnaissance Survey of Niagara Street between Forest Avenue to the north and Busti Street to the south, with a specific focus on the block bounded by Interstate 190, the Black Rock Canal, and the Belt Line rail line to the west; Niagara Street to the east, Lafayette Avenue to the north and Breckenridge Street to the south. The project area is located in the City of Buffalo (MCD 02940), Erie County, New York. The goals of this study were to assess associated structures and properties for their National Register potential.

Project Description

The project area is 2.25 km (1.4 mi) in length. The project width is about 146.3 m (480 ft.) from Niagara Street to the east and the Belt Line rail bed to the west. The width is variable, dependent upon the alignment of the shore edge at the Black Rock Canal. The project encompasses an area of approximately 32.9 ha (81.3 a). The project limits are shown on the Project Area Map (Appendix C: Figure 6). Photos 1 – 251 provide representative views of the project area and depict the setting at the time of fieldwork (Appendix D).

The work scope and limits of the project area were defined in consultation with Vision Niagara and the Buffalo Neighborhood Stabilization Company. The work scope was defined to include an Architectural Reconnaissance Survey of the general project area and focus area. The project is funded through a grant from Vision Niagara and the Buffalo Neighborhood Stabilization Company.

Project Location

The project area is located in Erie County in western New York State (Figure 1). Figure 2 shows the project area on the USGS 7.5 minute Buffalo NE, Buffalo NW, New York Quadrangles of 1965. A detailed map of the project area is presented in Appendix C (Figure 6).

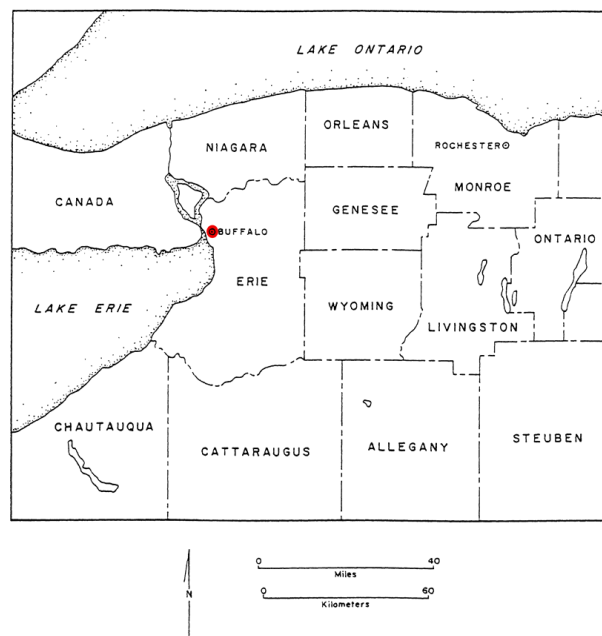


Figure 1. General location of the Project Area in western New York State.

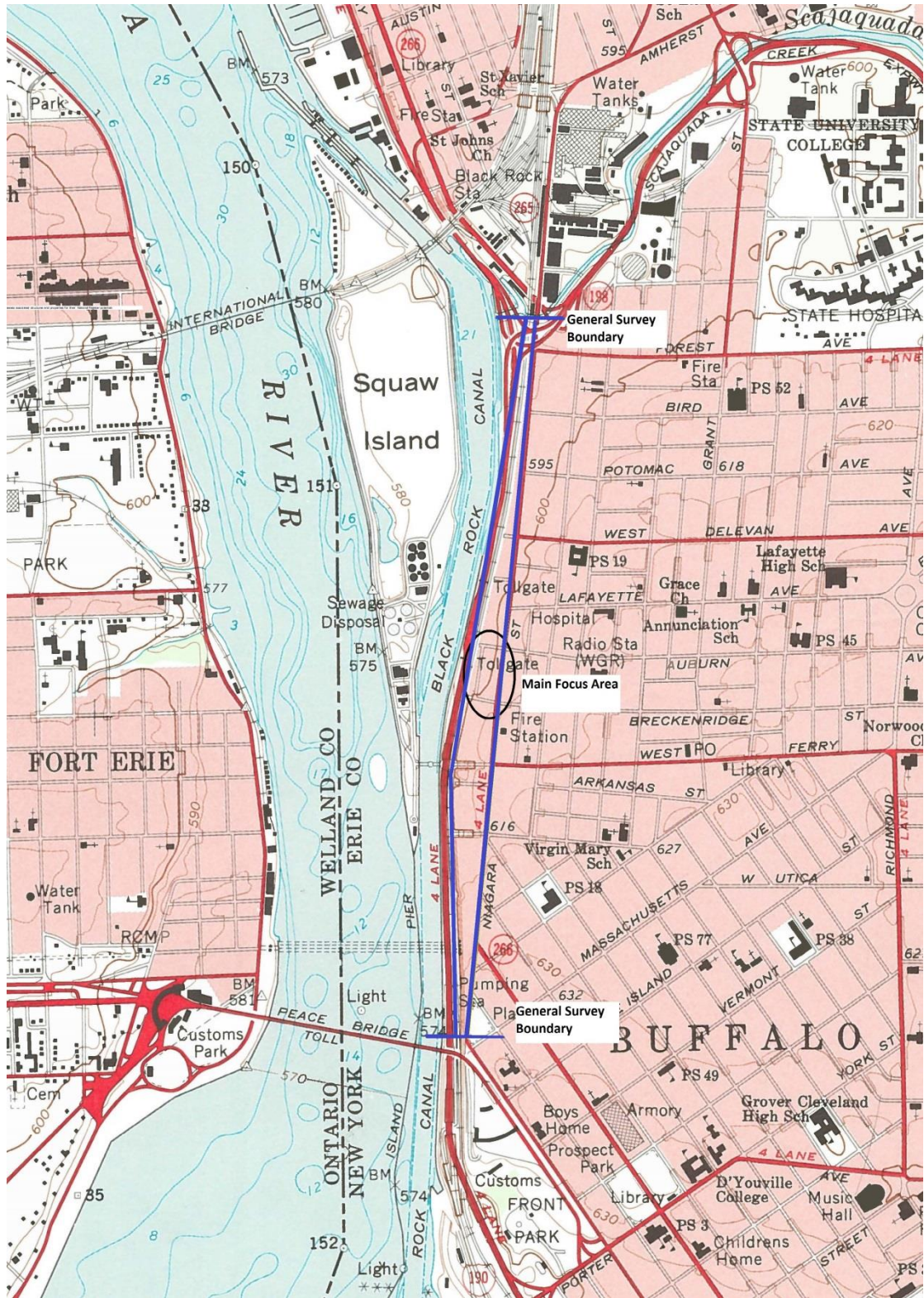


Figure 2. Overview map of the project area on the 1965 Buffalo NE and 1965 Buffalo NW, New York USGS 7.5 Minute Series Quadrangles

BACKGROUND RESEARCH

Historic Context

This section of the report includes a general history of the project area and a description of settlement and land use patterns in the project area as reflected in historic maps.

Site File Search. An OPRHP Site File/Structure Inventory and NR Search for the survey project area along Niagara Street located within the City of Buffalo (MCD 04540), Erie County, New York indicated that there are currently no National Register Listed Historic Districts (NRHP-LD), four (4) National Register eligible buildings, and one (1) structure within the project area.¹ Twenty-six (26) properties have been inventoried and no determination made. The inventoried structures/properties on file within the project are summarized in Table 2.² The Black Rock Canal, Peace Bridge, and Bird Island Pier, all adjacent to the project area, are National Register Eligible.

Table 2 list those properties within the project area that have been previously determined eligible for listing on the NRHP. Properties that have been previously inventoried and are on file at the NYS-OPRHP, though eligibility for the NRHP has not been determined, are listed in Table 2. The complete boundaries are described on the Niagara Street Survey Project Area Maps, Figure 6 in Appendix C.

Historic Trends and Themes. This section of the report includes a general history of the area as well as a description of the development of the project area documented by historic maps. Archaeologists and historians generally accept 1600 CE as the beginning of the Historic period in northeastern North America (Ritchie 1952: 136; White 1971: 19). Iroquoian-speaking Wenro, Neuter, and Erie nations occupied western New York at that time (White 1971: 23). In the 17th century European missionaries, traders, and soldiers arrived in the Great Lakes region. Widespread epidemics and wars followed the introduction of European diseases and the fur trade.

Early History

Missionaries and traders were the first Europeans to visit the Niagara Frontier. French and English fur trades competed with one another in the business of trading fur with Native Americans. The various tribes trapped and traded beaver in exchange for guns and iron kettles. The desire to trade with the Europeans in order to acquire weapons and other goods resulted in the beaver almost being hunted to extinction in these territories. In addition to “modern” material goods, the Europeans also brought disease and, as a result, the Iroquois Confederacy, a defense league of nations whose combined territory in the early part of the 17th century stretched from the Mohawk River Valley west through the Finger Lakes to the Genesee River in central New York, saw its population diminish. “The Iroquois desired beaver and the hunting lands that yielded them, and they wanted captives to replace their dead, or to atone at the torture stake for their loss. The coupling of the demands of the fur trade with Iroquois cultural imperatives for prisoners and victims created an engine of destruction that broke up the region’s peoples” (White 1991: 1). With guns and powder supplied by the Europeans, the Senecas, westernmost nation of the Iroquois Confederacy, attacked and defeated or drove into exile most of the people in western New York, western Pennsylvania, and the Ohio River Valley. By the middle of the 17th century, the Erie, Wenro, and Neuter nations no longer existed as cohesive units; members were killed, dispersed, or adopted by the invading Senecas (White 1991: 1). Western New York became the fur-trapping and winter hunting grounds of the conquerors until the end of the 18th Century (Karas 1963:11).

¹ OPRHP Site File/Structure Inventory and NR Search for Niagara Street Survey City of Buffalo (MCD 02940), Erie County, New York

² A few discrepancies exist between the street address provided for inventoried properties and the street address as documented by Erie County GIS Mapping of tax addresses. Refer to <http://gis2.erie.gov/GC/ErieCountyNY/>

The French and English battled for sovereignty over lands of the Iroquois (Smith 1884 Vol. 138-40). The Treaty of Ryswick in 1696 settled some of the territorial disputes between the French and English. The French eventually became the dominant European power in the Niagara Frontier and established better relationships with the Indians than did the English. Chabert Joncaire was the first white man to establish a settlement within the present limits of the city of Buffalo. The Seneca allowed him to construct a house, barn, blacksmith shop, store houses, and sheds near the mouth of Buffalo Creek in 1758. The settlement was destroyed in 1759 during the French and Indian War (1754-1763) (Bingham 1931: 36, 40). The Senecas sided with the French during the war. The British were granted a 4-mile-wide strip of land along the eastern shore of the Niagara River from Lake Ontario to Fort Schlosser as a portage route around the falls in the 1764 treaty that officially ended the hostilities between the Seneca and British. The British had gained political and military power in the region.

The Iroquois generally sided with the English in the struggle for domination of the fur trade in the 17th and 18th centuries. Most of the Confederacy swore allegiance to the British during the American Revolutionary War. Their involvement in several notorious massacres on the frontier resulted in the Sullivan Campaign of 1779. Dozens of Seneca settlements were burned. Many Senecas fled west, to the Buffalo area, Fort Niagara, and Canada while others made their way south along the Allegheny River (Congdon 1940: 622-623). The 1783 Treaty of Paris ended the war between Britain and America, however it did not make provisions for the Indians.

The Seneca nation made peace with the new United States of America in 1784, when they signed the Treaty of Fort Stanwix (Laux 1960: 3). New York and Massachusetts settled their claims to preemption rights in western New York, with New York gaining legal jurisdiction and Massachusetts gaining the right to purchase from the Senecas. Massachusetts sold that right to Phelps & Gorham. The two speculators went bankrupt and sold the right back to Massachusetts; who in turn sold them to Robert Morris, who would lose all of his money in land speculation. Morris sold to the Holland Land Company, organized by Dutch bankers in 1797, just before he went off to debtor's prison (Bingham 1931: 145).

The Senecas gave up title to most of western New York at the signing of the Big Tree Treaty in 1797. Joseph Ellicott, an agent for the Dutch bankers, began surveying the area in the same year. The Dutch company developed its holdings, planned town sites, and sold the lands on liberal terms directly to settlers. The Seneca who lived in the area did not like Ellicott and called him Skin-in-do-shah, Mosquito, because they said he was always buzzing in their ears for more land. One of the tracts of land left to the Senecas was the Buffalo Creek Reservation, a few miles southeast of the project area (Thompson 1984:1-15). The reservation covered an area of 83,557 acres and was the largest of the original 11 Five Nation Reservations. Most of the settlers on the Reservation were Seneca but Cayuga and Oneida refugees, whose Villages had been destroyed during the Sullivan Campaign in the Revolutionary War, had already built Villages there. A 1792 census of the Buffalo Creek Reservation reported 1,014 residences (Karas 1963:66). The last of the Buffalo Creek Reservation lands were sold in 1842 as a result of internal dissension within the Indian community and under heavy pressure from Euro-American land speculators. The Iroquois then moved to other Reservations in western New York (Lankes 1964: 30-36).

Legislation passed in 1802 gave New York State possession of a mile-wide strip of land along the Niagara River. The strip was surveyed in 1803 and 1804. The areas to the north and south of Scajaquada Creek were divided into farm lots. The Ferry Lot extended east from the Niagara River to the New York State Reservation line. Below the Ferry Lot was a triangular piece of land, bounded by Hampshire Street to the south that was intended for military purposes. The remaining area between the military site and the Village of Buffalo was reserved for the Village of Black Rock (Barton 1879:161-162; Smith 1885 Vol. 1153; Norton 1879:99-100).

The Village of Black Rock

The Village of Black Rock derived its name from an irregular triangle of black limestone, approximately 100-feet wide and 300-feet long, with a level surface that rose approximately 4-feet above the water level of the Niagara River. This rock was located just west of the present intersection of Niagara and Hampshire Streets. The rock created a small natural harbor, an eddy, and was a favorite fishing spot of the Indians. The natural harbor, with its relatively calm water provided a port for docking, loading and unloading vessels. The rock was also used as a slip for a ferry that traveled to Canada from as early as the Revolutionary War until its demolition in 1825 when the Erie Canal was constructed (Norton 1879:98, 112; Severance 1912:250 and 255). The rock is no longer extant and is located below what is now Interstate 190.



Figure 3. The 1804 Holland Land Company Map showing the Great Central Trail/Buffalo Road/Main Street, just east of the Project Area (general location of the Project Area outlined in red). The Buffalo Creek Indian Reservation lies in the bottom right half of the map.

In 1802 the project area was located in two separate land districts: The New York State Mile Strip and the Holland Land Company Farm Lots (Figure 4). The western half of the project area lies in two tracts within the Mile Strip –the “AP Stevens Survey” and the “Parrish Tract”. The eastern half of the project area is contained within the Holland Land Company Farm Lots.

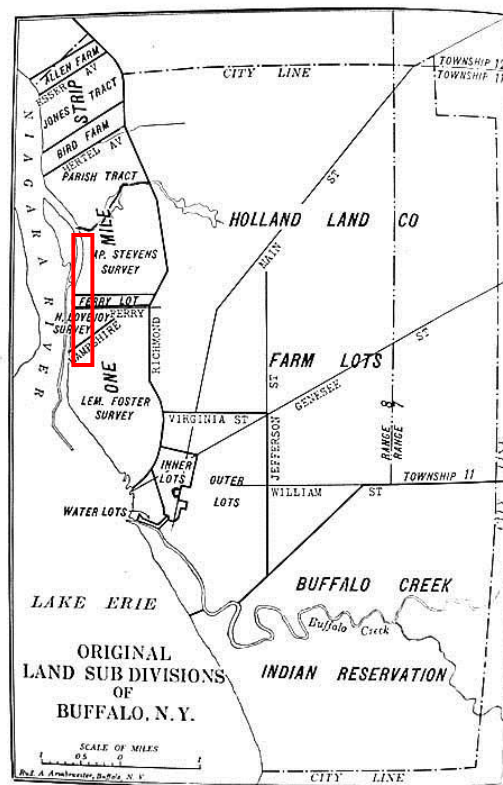


Figure 4. From a Map Showing Original Land Sub-Divisions of Buffalo in 1802, Compiled by Buffalo Bureau of Engineering, Department of Public Works, 1905 (general location of the Project Area is in red).

New York State purchased the Mile Strip from the Seneca Indians in 1802. “As early as the Revolution the old Black Rock Ferry plied to and from the Canadian shore” (Bingham 1931: 209). By 1807, the first structures in the future Village of Black Rock were established near the mouth of Scajaquada Creek.

The name of the creek has varied from Scoy-gu-quoi-des to Scajaquada –the name that survives to this day: “Kenjockety creek was so called by early settlers from an Indian family living on it. John Kenjockety, its head, was said to be the son of a Kah-kwa Indian, and lived on the creek a little east of Niagara Street. His Seneca name was Sga-dynh'-gwa-dih, according to Marshall, or Sken-dyough-gwat-ti, according to Asher Wright, meaning beyond the multitude. French gave the creek's name as Scajaquady, and in a treaty it appeared as Scoy-gu-quoi-des, flowing into Niagara River east of Grand Island. The present name is a corrupt form” (Beauchamp 1907: 65-66).

In 1812 the United States declared war with England and the Niagara Frontier became a major battleground. Regular artillery duels took place between American gunners at Black Rock and British gunners across the river in Erie during the War of 1812 (White 1898: 250; Ketchum 1865: 281). The newly incorporated Village of Buffalo was burned to the ground on New Year's Eve in 1813 by British and Indian soldiers in retaliation for the American destruction of Newark, across the river. Buffalo and Black Rock recovered quickly and, just a few years after the war ended, Buffalo had constructed over one hundred new homes (Laux 1960: 9-11). Buffalo and Black Rock's future growth would be a direct result of transportation.

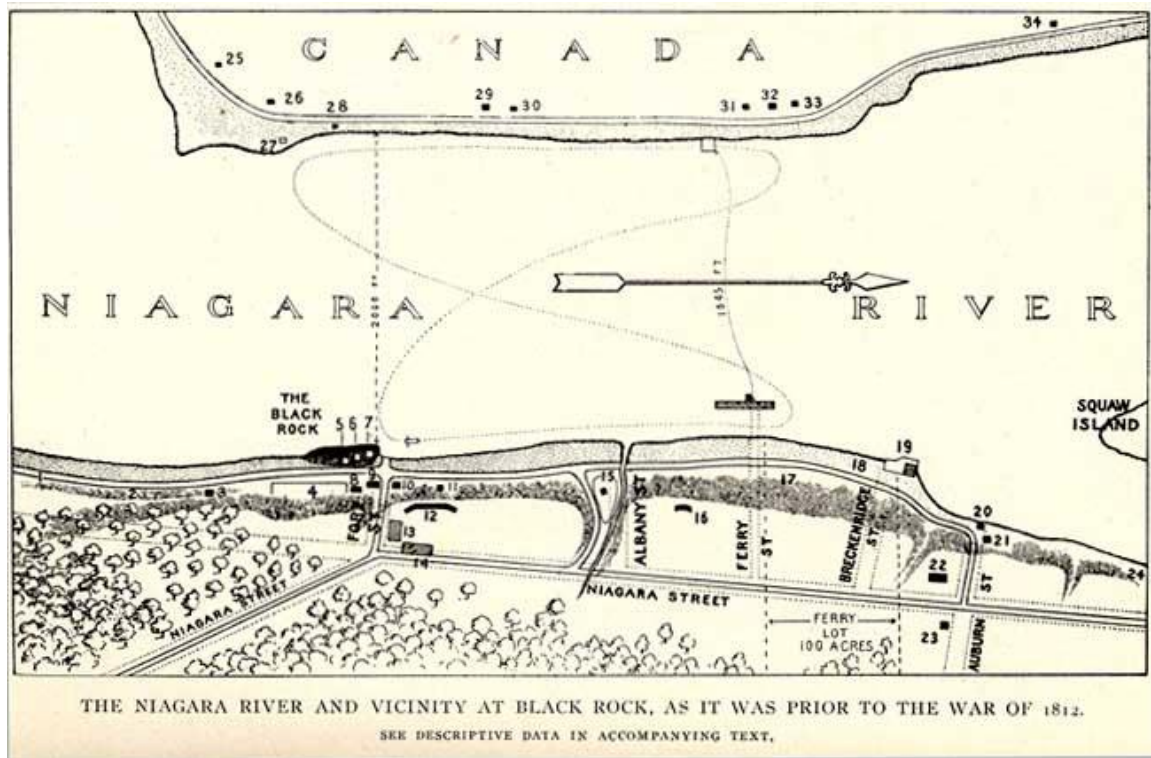


Figure 5. Map showing Black Rock Prior to the War of 1812. Note that the area shown is directly within the project area. (Source: Severance, *The Picture Book of Earlier Buffalo*).

The Village of Black Rock and Transportation

Written histories suggest that the project area has long been important for transportation, communication, commerce, and other uses. Before Europeans arrived in North America, Native Americans had constructed trails in the area, many of which became early Euro-American settler trails and roads. The Guide Board Road was a Native American trail that was improved to a wagon road in 1798. It started at Main Street in Buffalo and followed the current alignment of North Street until it turned north and went through the current location of the Connecticut Street Armory. It ended at the original location of the Black Rock ferry near the current intersection of Hampshire Street and Niagara Street.³

Most of Western New York was sparsely populated before the 1800s. However, Senecas maintained some settlements in the Niagara Frontier and probably were active in the project area.⁴ When the first Euro-American settlers arrived, the area around the Peace Bridge, just south of the project area, was found to have been cleared of trees, probably by Senecas for raising crops. Early histories describe a large outcropping of black limestone in the Niagara River, which would give the area the name “Black Rock”. It was located just south of the project area and was a popular fishing location for Senecas as well.⁵

Europeans recognized the importance of the Niagara River for transportation, control of the fur trade, and communication with outposts in the Great Lakes region. The river’s importance was amplified

³ Leonid I. Shmookler, Daniel M. Cadzow, and Natasha B. Snyder, *Appendix E: Phase 1A Cultural Resource Investigation, Peace Bridge Expansion Project* (Lancaster, New York: Ecology and Environment, 2007), 5-4, 5-7. Carolyn Pierce, *Stage 1A Cultural Resource Investigation for the Peace Bridge Plaza and Connecting Roadway System Design Phases I-IV, PIN 5753.58 City of Buffalo, Erie County, New York* (Williamsville, New York: Pratt & Huth, 1996).

⁴ Frederick Houghton, The Indian Occupancy of the Niagara Frontier and Indian Village, Camp & Burial Sites Along the Niagara Frontier, *Bulletin of the Buffalo Society of Natural History*, Vol. 9, No. 3, 1909.

⁵ H.P. Smith, *History of the city of Buffalo and Erie County with biographical sketches of some of its prominent men and pioneers, Volumes 1 and 2* (Syracuse, N.Y.: D. Mason, 1884), Vol 1: 23, Vol 2: 54. Shmookler et al., *Appendix E*, 5-4, 5-7; Pierce, *Stage 1A Cultural Resource Investigation*.

by the lack of decent roads in the region. The first Europeans to set foot in the area were probably the men associated with the construction and launching of the Griffon, a small French sailing ship financed by LaSalle in 1679. It was probably anchored for a short period of time in the section of the Niagara River lying in the project area. One source claims that the “Black Rock” at the south end of the project area protected it, but another source describe it at anchor at Squaw Island, in the north end of the project area.⁶

The British began building sailing vessels on the Niagara River about one hundred years later, foreshadowing one of the important early industries in the area.⁷ The neighborhood was the scene of a skirmish between British soldiers and French-allied Seneca warriors in 1763, during the French and Indian War. Between 1784 and 1797 a number of treaties were signed by the Seneca and the United States that removed the Senecas from most of Western New York. This was also the period of time when a ferry was established at the black rock to transport people and goods across the river.⁸

By the end of the first decade of the 19th century the New York State Reservation, a one-mile wide strip of land along the entire length of the Niagara River formerly held for the Senecas, was surveyed into lots and sold to settlers and speculators by the State. The project area lies within this former reservation.⁹ Niagara Street was only 40 feet wide when it was laid out from the Village of New Amsterdam (later Buffalo) to as far as Scajaquada Creek between 1803 and 1806.¹⁰ It was not much used until after the War of 1812.¹¹

The ferry, and a warehouse owned by Porter, Barton & Co., a few houses, and a tavern formed the nucleus of the Village that was officially incorporated in 1813 (Bingham 1931: 211). This Village would later compete with Buffalo for the terminus of the Erie Canal. Although the Village of Black Rock lost its struggle with Buffalo to be chosen as the terminus of the Erie Canal, the northern part of the Village, below Scajaquada Creek, did get a canal lock at the foot of Austin Street. The power generated by that lock attracted factories and flour mills.

The area contained a generally flat but densely wooded terrain in the early 1800s. However, the ground west of Niagara Street was fairly cleared, presumably by Indian farmers in the 18th century. Steep-sided ravines cut into the sandy bluff above a narrow sandy beach. A small stream flowed into the Niagara River near the modern intersection of Niagara Street and Albany Street. Over time, these features were filled in or leveled. The black limestone that gave the Village of Black Rock its name was a triangular outcropping that jutted about 300 feet into the river just west of the intersection of Hampshire Street and Niagara Street. It had a level surface about four feet above the fast Niagara River and offered a natural harbor and eddy. Squaw Island is shown at the northern end of the project area.¹²

The area between the Village of Buffalo and Scajaquada Creek was known locally as Upper Black Rock while the area north of Scajaquada Creek was known as Lower Black Rock. The project area lies within the Upper Black Rock area. Ship building was an important industry at Scajaquada Creek and Upper Black Rock developed quickly into a trading and transportation hub for the region. The area’s initial development occurred because the Black Rock Ferry was a busy transportation link between the eastern and western shores of the Niagara River.¹³

⁶ Robert W. Bingham, *Cradle of the Queen City: A history of Buffalo to the incorporation of the city*, (Buffalo, New York: Buffalo Historical Society, 1931). A.W. Spear, *The Peace Bridge: 1927-1977 and Reflections of the Past*, (Buffalo, New York: Buffalo and Fort Erie Public Bridge Authority, 1977), 9.

⁷ Spear, *The Peace Bridge*, 9.

⁸ Shmookler et al., *Appendix E*, 5-2-4.

⁹ William Ketchum, *History of Buffalo* (Buffalo: Rockwell Baker and Hill, 1865).

¹⁰ Lockwood R. Doty (ed.), *History of the Genesee Country* (Chicago: S.J. Clarke Publishing Co., 1925).

¹¹ Smith, *History of the City of Buffalo*.

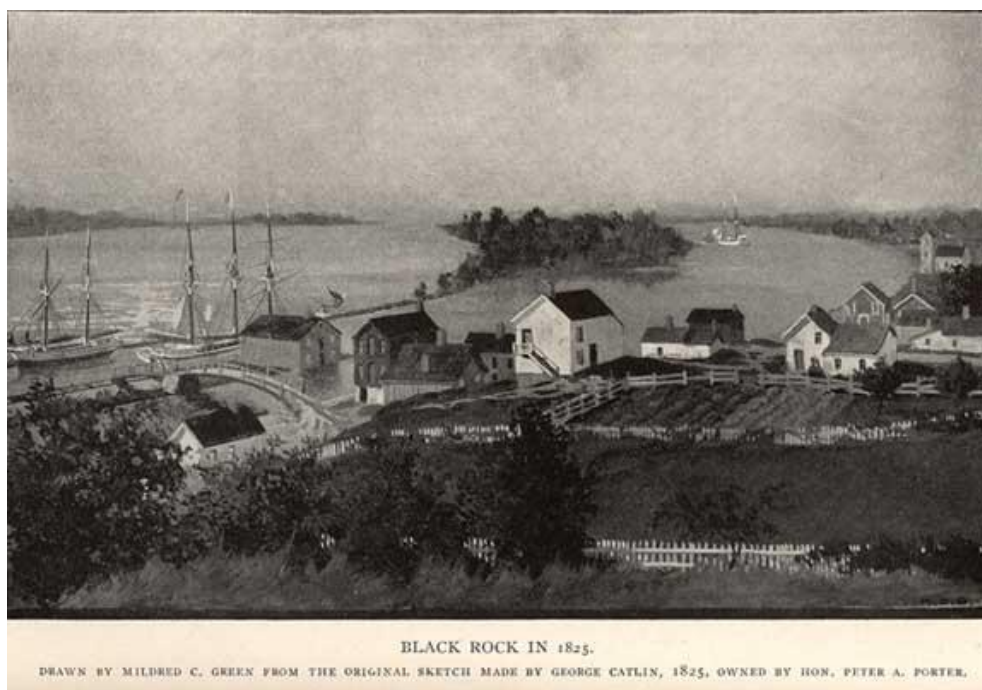
¹² Severance, *The Picture Book of Earlier Buffalo*, 251-261.

¹³ Severance, *The Picture Book of Earlier Buffalo*, 251-261. Shmookler et al., *Appendix E*, 5-4.

Fort Street led down the embankment from the current intersection of Hampshire Street and Niagara Street to the ferry at the black rock. Other paths or roads from Niagara Street to the river included a path just south of a stream on the alignment of Albany Street and a path on the alignment of Auburn Avenue. All of the streets emanating from Niagara Street were connected by a path or road on the beach along the river. That early road, which began at Buffalo, was cleared along the sandy beach at the base of the bluff and roughly followed the future alignment of the Erie Canal.¹⁴ By the 1810s the project area contained several taverns and boarding houses, the ferry station, warehouses and docks, general and grocery stores, military barracks, and several log houses.¹⁵

During the War of 1812 development in the project area was halted except for the construction of small fortifications, several of which were within the project area. Over the course of the war, British and American artillery exchanged fire across the river and battles were fought in the area because the black rock was strategically important for loading and unloading boats. Most of the buildings near the black rock were destroyed during the war.¹⁶

The Village of Black Rock initially recovered faster than Buffalo after the War of 1812 because of its natural harbor at the black rock. The Bird Island Pier was constructed in 1822, connecting Squaw Island to the Bird Island Reef farther south. The pier calmed the waters of the Niagara River and made the Black Rock Harbor more navigable.¹⁷ However, when Buffalo was chosen for the terminus of the Erie Canal, Black Rock's fate was fairly sealed.¹⁸ In 1825 the black rock was removed during the construction of the Erie Canal, the ferry operation was moved north to the present foot of Ferry Street in the next year, and the Village's development slowed as canal boats were towed past the area to be unloaded at Buffalo. Some important businesses in Upper Black Rock moved south to Buffalo while others moved north to take advantage of the water power generated by a lock just north of Scajaquada Creek.¹⁹



Historic Image 1. Black Rock in 1825

¹⁴ Shmookler et al., *Appendix E*, 5-7.

¹⁵ Severance, *The Picture Book of Earlier Buffalo*, 251-261.

¹⁶ Severance, *The Picture Book of Earlier Buffalo*, 251-261. Shmookler et al., *Appendix E*, 5-12, 13.

¹⁷ H.W. Hill. *Municipality of Buffalo, New York – A History: 1720-1923* (New York: Lewis Historical Publishing Co., 1923), 263.

¹⁸ Whitford, Noble E., and Minnie M. Beal. *History of the canal system of the state of New York, together with brief histories of the canals of the United States and Canada*, (Albany: Brandow printing Company, 1906).

¹⁹ Shmookler et al., *Appendix E*, 5-13, 17, 22.

Financial problems associated with the construction of the Erie Canal led to the incorporation of part of Black Rock Harbor in its natural state into a section of the canal. Erie Canal traffic passed through the project area and consisted of hundreds of thousands of settlers bound for the expanding western frontier of the United States and millions of tons of freight heading in both directions.

Buffalo was incorporated as a city in 1832 and grew at a phenomenal rate because of the canal terminus and the construction of major railroads through the city. The Village of Black Rock became the Town of Black Rock in the same year and developed slowly as business and commerce gravitated to the south at Buffalo and to the north at the Lower Black Rock canal lock and Scajaquada Creek area. Black Rock was absorbed into the City of Buffalo in 1853.²⁰

The project area was mainly rural farmland in the first half of the 19th century. Most of the improvements at that time were transportation-related: Niagara Street was declared a public highway in 1826, the Black Rock ferry was moved and improved, the Erie Canal was enlarged, and the area saw the construction of the first railroads in Buffalo.²¹

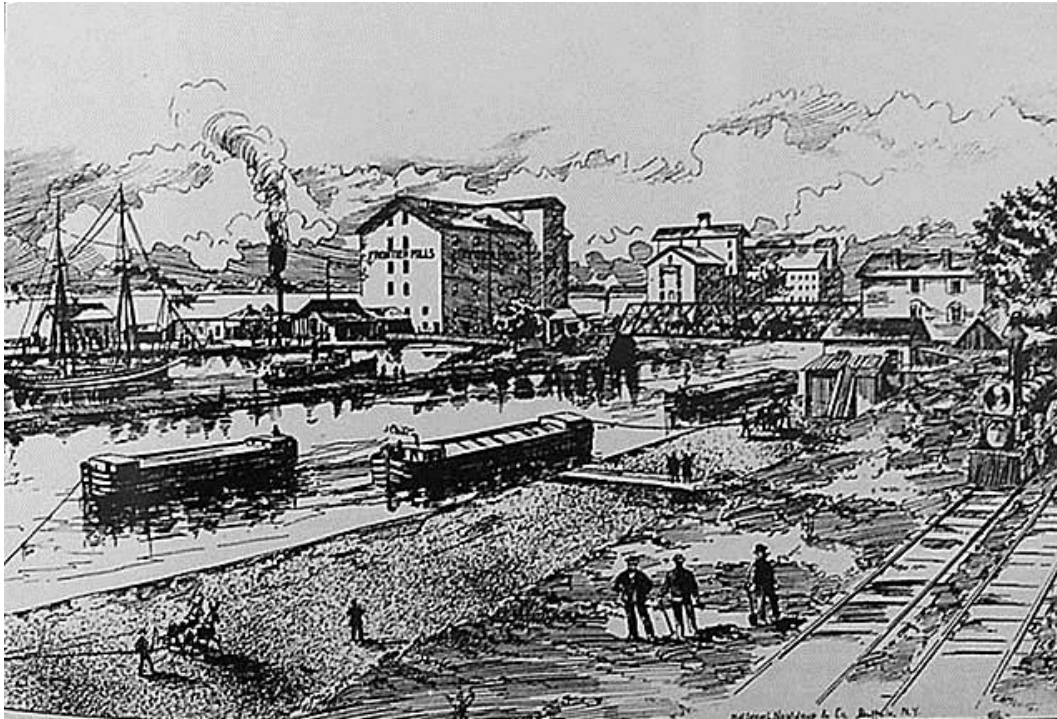
The Buffalo and Black Rock Railroad was constructed along the beach between Buffalo and the Black Rock ferry station at the foot of the current Ferry Street. It began operating in 1834. A horse-drawn railcar was pulled along a three mile long railroad consisting of four-inch thick wood rails covered with a thin strip of iron.²² The railroad was running regular trains through the project area past Scajaquada Creek on the current alignment of Niagara Street by 1836. It was the first railroad in the area to use steam locomotives. By 1853, it was part of the New York Central Railroad system and the tracks were moved off of Niagara Street closer to the river and canal.²³ In 1883 New York Central Railroad constructed a railroad that encircled the City of Buffalo and connected to the main railroad network. The Belt Line, as it was called, was a 15-mile loop that transported people and goods around the city, and provided connections to the larger railroad system that connected Buffalo to the rest of the country. Industry and neighborhoods developed along the loop. Black Rock saw the growth of factories and working class neighborhoods, while neighborhoods such as Parkside provided a suburban living environment for its upper middle class inhabitants. The Belt Line was in operation for approximately thirty-years, gradually fading out of existence due to competition from trolley lines and automobiles.

²⁰ Spear, *The Peace Bridge*, 12-21.

²¹ Bureau of Engineering. *Index to Records of Streets, Public Grounds, Waterways, Railroads, Gas Companies, Water Works, etc. of the City of Buffalo from 1814 to 1896* (Buffalo: The Wenborne Sumner Company, 1897). Hopkins, Griffith Morgan. *Atlas of the City of Buffalo, Erie Co., New York: from actual surveys & official records*, (Philadelphia: G.M. Hopkins, 1872.

²² Shmookler et al., *Appendix E*, 5-19.

²³ Pierce, *Stage 1A Cultural Resource Investigation*, 5-25.



Historic Image 2: Sketch showing the relationship among industry, the rail road and Black Rock Canal.

The second half of the nineteenth century saw Buffalo continue to grow out toward its city limits. The Buffalo Street Railway Company was formed in 1860 and Niagara Street was one of the first streets in Buffalo to acquire tracks. The first cars were small and were drawn by horses. The rails were cast iron and were laid with tie rods between them to prevent the tracks from spreading apart. By the end of the 1860s, the streetcar lines were reaching the sparsely settled areas of the city. A car house, stables, and office were built near the intersection of Niagara and Albany Streets in 1862.²⁴

Improvements and expansions of utilities like sewers, corduroy and otherwise paved streets, gas lines, and the introduction of streetcar lines allowed citizens to move farther away from the city center. Within the project area residences, commercial buildings, and industry followed the construction of parks, streetcar lines, and utilities. Notable industries included a number of milling companies located on Bird Island Pier at Squaw Island.²⁵

Most of the large properties along Niagara Street were subdivided and built upon. Urbanization took hold along Niagara Street. This took the form of a growing and much denser stock of residences, with shops and other commercial buildings erected to serve the increasing population. A few small and large manufacturers moved in among the mostly-residential southern half of the project area.²⁶

The northern half of the project area, stretching from about Ferry Street to Scajaquada Creek was more industrial than the southern half with several large companies predominating among scattered dwellings. Much of the project area was devoted to transportation structures and facilities like the Black Rock Harbor, Black Rock Ferry, Erie Canal, and numerous railroads. Generally, the eastern side of Niagara

²⁴ William Reed Gordon, *90 Years of Buffalo Railways, 1860-1950, International Railway Company*, (Buffalo, New York: Ms. on File. Buffalo and Erie County Public Library, 1990), 68-72, 99.

²⁵ Smith, *History of the City of Buffalo*, 251-252.

²⁶ Hopkins, *Atlas of the City of Buffalo*.

Street was more residential and the western side was more industrial and transportation-oriented.²⁷

A Niagara Street power plant for the streetcars was built in 1891. It was fueled by coal until 1896 when the power started coming from Niagara Falls.²⁸ The International Railway Company took possession of the local streetcar companies in 1902 and by 1908 the cars were longer and heavier and required better rails. New and stronger rails were laid and were supported by steel ties embedded in concrete.²⁹

At the beginning of the 20th century the smaller single-family homes and smaller businesses were giving way to large industry and apartment buildings. The project area's character was shifting from a fairly even mix of residential, commercial, and industrial development to more industry, including heavy industry. West of Niagara Street, the project area's industrial character was shifting from light and medium industry to more medium and heavy industry. The eastern side of Niagara Street was moving from residential and commercial to more industry and larger buildings mired in with single-family dwellings.³⁰ With the rise of improved public transportation, especially the automobile, it was no longer necessary for workers to live close to their place of employment; after the 1900s, places of business or industry were not always surrounded by worker cottages or apartments.

Transportation elements were undergoing change as well. Between 1905 and 1924 the federal government made improvements to Black Rock Harbor and Bird Island Pier. The work created the Black Rock Canal and Lock, a channel between Buffalo and Tonawanda for deep-draft vessels.³¹ The section of canal in Buffalo was abandoned by 1918 upon completion of the Erie Barge Canal, which terminates in Tonawanda.³²

Massive bridges across the Niagara River are prominent features near the project area. The International Railroad Bridge was opened in 1873 with one set of tracks and a pedestrian walk. It is located just north of the project area. The Peace Bridge was built for automobile traffic between 1925 and 1927. The Peace Bridge is located just south of the project.³³

Buses took over the electric streetcar routes between the 1930s and 1950s. Rails were gradually taken up and the streets were repaved by the International Railway Company. The company was dissolved in 1950 and the removal of tracks and poles was completed in the 1960s.³⁴ Most of the remaining residential buildings on Niagara Street were being converted for commercial purposes like restaurants and shops. The Buffalo Sewer Authority dominated Squaw Island, displacing dozens of shacks and boat houses.

Two transportation features that lie directly adjacent to the project area include the I-190 (Niagara Thruway) and I-198 (Scajaquada Expressway). The I-190 was built in the early 1960s over the former bed and towpath of the Erie Canal in parts of the project area. It runs north-south between the Black Rock Harbor and Niagara Street. The I-198 was built later in the 1960s and connects with the I-190 via a series of ramps that extend over the northern end of the project area.³⁵

Buffalo's population peaked in the 1950s and began a steady decline as large companies started leaving the area. War industries scaled back or closed altogether. Small local companies could not compete with national corporations and the opening of the St. Lawrence Seaway allowed shipping to

²⁷ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).

²⁸ Gordon, *90 Years of Buffalo Railways*, 68-72, 99.

²⁹ Gordon, *90 Years of Buffalo Railways*, 39.

³⁰ Sanborn Map Company, *Fire Insurance Map of Buffalo*.

³¹ Hill, *Municipality of Buffalo, New York – A History*, 264.

³² Shmookler et al., *Appendix E*, 5-20, 21.

³³ Spear, A.W. *The Peace Bridge: 1927-1977 and Reflections of the Past*, (Buffalo, New York: Buffalo and Fort Erie Public Bridge Authority, 1977).

³⁴ Gordon, *90 Years of Buffalo Railways*, 39.

³⁵ Clinton Brown Company, 2010. Accessed online, August 3, 2014: <http://buffaloah.com/surveys/br/Hist.pdf>.

bypass Buffalo. The construction of the interstate highway system and inexpensive Federal new-home loans sparked an exodus from the city. All of these factors accelerated the general loss of industry and population in the project area in the second half of the 20th century.³⁶

Historic Map Analysis

Available historic maps provide visual documentation of the Niagara Street project area between 1812 and the present. More detailed information was gathered from the Proceedings of the Common Council of the City of Buffalo, Annual Reports of the Buffalo Park Commissioners, Department of Streets, Sewers, Engineers, and other city bureaus and departments, a comprehensive historical literature review, and historic photographs. Maps used in this analysis include early 19th century through 20th century maps and atlases by G.M. Hopkins, Sanborn Map Company, and other maps showing development and improvements within the project area. A review of historic maps helps researchers understand the changes that have occurred over time in the project area. The historic maps consulted are located in Appendix A.

Circa 1812 Map

A map drawn in 1863 showing the project area's condition during the War of 1812 is found in *The Picture Book of Earlier Buffalo*.³⁷ The map is labeled: "Compiled and drawn from recollection and actual surveys and information furnished by Captain James Sloan, Lester Brace, Col. William A. Bird and E. D. Efner, Esq., by Henry Lovejoy, Surveyor, who was familiar with the location from 1810 to the present time." Accompanying the map were numbered notes pertaining to events, buildings, and features drawn on the map. It is probable that there were more structures in the project area in the 1810s than were drawn and described on this map.

The map shows a project area that appeared to be densely wooded east and south of Niagara Street in the 1810s. The ground west of Niagara Street was drawn free of trees, presumably cleared by Indian farmers in the 18th century. Several streams and ravines are depicted east to west above a narrow sandy beach. A small stream flowed into the Niagara River near the modern intersection of Niagara Street and Albany Street. The black limestone that gave the Village its name is depicted as a triangular outcropping that jutted into the river just west of the intersection of Hampshire Street and Niagara Street. Squaw Island is shown at the northern end of the project area.³⁸

Fort Street led down the embankment from the current intersection of Hampshire Street and Niagara Street to the ferry at the black rock. Other paths or roads from Niagara Street to the river included a path just south of a stream on the alignment of Albany Street and a path on the alignment of Auburn Avenue. All of the streets emanating from Niagara Street were connected by a path or road on the beach along the river. That early road, which began at Buffalo, was cleared along the sandy beach at the base of the bluff and roughly followed the future alignment of the Erie Canal.³⁹ By the 1810s the project area contained several taverns and boarding houses, the ferry station, warehouses and docks, general and grocery stores, military barracks, and several log houses.⁴⁰ During the War of 1812 development in the project area was halted except for the construction of small fortifications, several of which are depicted and were within the project area.⁴¹

1834 Erie Canal Map

An 1834 map consulted for this study is entitled *Erie Canal, from a survey made in conformity with*

³⁶ Shmookler et al., *Appendix E*, 5-39.

³⁷ Frank H. Severance, *The picture book of earlier Buffalo*, (Buffalo, New York: Buffalo historical Society, 1912), 252.

³⁸ Severance, *The Picture Book of Earlier Buffalo*, 251-261.

³⁹ Shmookler et al., *Appendix E*, 5-7.

⁴⁰ Severance, *The Picture Book of Earlier Buffalo*, 251-261.

⁴¹ Severance, *The Picture Book of Earlier Buffalo*, 251-261. Shmookler et al., *Appendix E*, 5-12, 13.

*Sec. IV, Art. I, Chap. IX, Title IX, of the revised statutes of the State of New York by Holmes Hutchinson.*⁴² It is possible that the map maker concentrated his efforts on canal-related features and may have ignored or missed some buildings, roads, and other developments away from the Niagara River shoreline, east of the canal. However, drawings of buildings near the canal are highly detailed, including roof shape and ground plan.

Streams shown include the Niagara River, Scajaquada Creek at the north end of the project area and a small stream flowing from where Albany Street intersects Niagara Street down to the canal. Topography is shaded in and shows where bluffs and higher ground descend to the beach and Niagara River shoreline.

The 1834 map shows the alignment of the Erie Canal, Bird Island Pier, and Black Rock Harbor. Bridges, locks, and individual buildings are shown in the project area. Some of the 1834 maps show the alignments of streets. Niagara Street was referred to as Main Street and Ferry Street (Robert Rich Way) is also named on the map. Streets drawn on the maps but not named were, from south to north, Gull Street, Breckenridge Street, Auburn Avenue, Brace Street, and Sloan Street.

Evidence of the black rock's removal and the gradual abandonment of Upper Black Rock at the old ferry location can be seen in the 1834 canal maps. The old ferry, Fort Street, and the black rock, were all gone by 1834. Only one building remained in the vicinity of the old ferry location. Small clusters of buildings were located near the stream at Albany Street, at the post-1825 ferry location at Ferry Street, Breckenridge Street, and Auburn Avenue.

1872 Hopkins Atlas Map

The 1872 Hopkins Atlas map does not show environmental features like small streams and topography. However, its scale and detail is useful in illustrating the types and concentrations of development in the project area. The Hopkins map shows individual property lines that, when compared to later maps, shows how the project area was being subdivided over time for more dense development.

By the 1870s the dominance of the Erie Canal as a mode of transportation was being threatened by railroads. The 1872 map depicts the New York Central Railroad and Niagara Falls Railroad. The Buffalo Street Railway Company was formed in 1860 and Niagara Street was one of the first streets in Buffalo to acquire tracks. A car house, stables, and office were built near the intersection of Niagara and Albany Streets in 1862.⁴³ Interestingly, the streetcar is not shown on the map.

On the 1872 map, although most of the project area was at least lightly developed, concentrations of various types of buildings are located at the southern end of the project area where Busti Avenue intersects Niagara Street, in the middle of the project area at Ferry Street, and at the northern end of the project area at Scajaquada Creek. Notable buildings include milling operations on the Bird Island Pier near the ferry, a brewery, street car service buildings, and factories at the mouth of Scajaquada Creek. In between these several large buildings were interspersed a few substantial homes and numerous smaller workman's cottages. About 185 structures are drawn on the map.

Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps from the 19th and 20th centuries are highly-detailed maps that show building footprints, describe the use of the building as either dwelling, shop, or industrial, and show property lines, street lines, and some utilities like water. The Erie Canal is clearly illustrated on the Sanborn

⁴² Hutchinson, Holmes. *Erie Canal, from a survey made in conformity with Sec. IV, Art. I, Chap. IX, Title IX, of the revised statutes of the State of New York by Holmes Hutchinson* (1834), (Albany, N.Y.: New York State Library), Accessed online July 11, 2014: <http://iarchives.nysed.gov/PubImageWeb/getCollectionImagesServlet?id=67542>.

⁴³ William Reed Gordon, *90 Years of Buffalo Railways, 1860-1950, International Railway Company*, (Buffalo, New York: Ms. on File. Buffalo and Erie County Public Library, 1990), 68-72, 99.

maps, along with its tow path, bridges over the canal, and docks and other canal-related structures.⁴⁴

The 1889 Sanborn Fire Insurance Map shows about 400 buildings in the project area, more than double the number shown on the 1872 Hopkins Atlas map and the highest number of buildings shown on available historic maps. Since 1872 most of the large properties along Niagara Street were subdivided and built upon. Urbanization was taking hold along Niagara Street. This took the form of a growing and much denser stock of residences, with shops and other commercial buildings erected to serve the increasing population. A few small and large manufacturers moved in among the mostly-residential southern half of the project area; companies like Weisbauer Manufacturing, The Favorite Manufacturing, Frontier Canada Malting House, Walkam, Dohn, and Fischer Planning Mill.

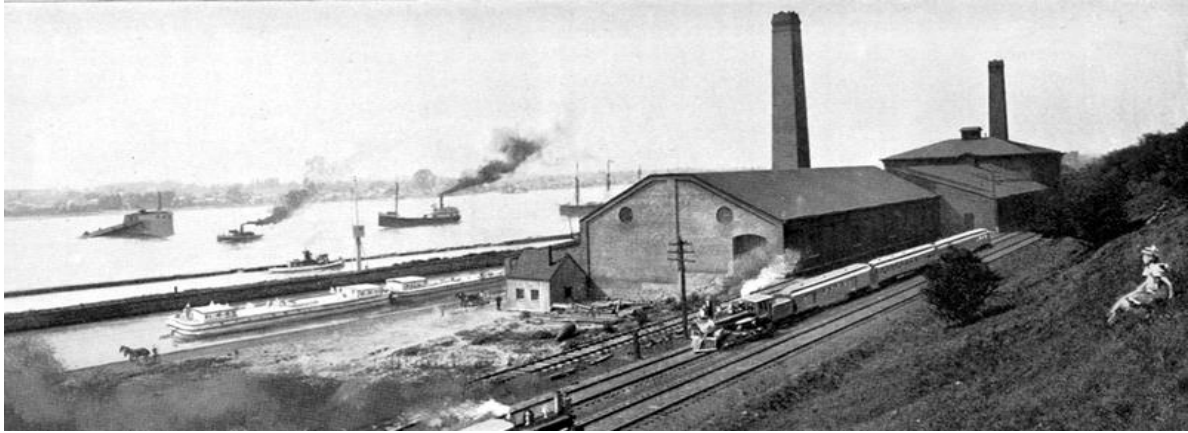
The northern half of the project area, stretching from about Ferry Street to Scajaquada Creek was more industrial than the southern half with several large companies predominating among scattered dwellings. Examples include Shepard Hardware Company and New York Car Wheel Works. Much of the project area was devoted to transportation structures and facilities like the Black Rock Harbor, Black Rock ferry, Erie Canal, and numerous sets of railroad tracks. Generally, the eastern side of Niagara Street was more residential and the western side was more industrial and transportation-oriented.

The 1899 and 1900 Sanborn Fire Insurance Map shows about 350 structures in the project area. The decrease from the 400 found on the 1889 map can be attributed to the transformation of the project area in terms of the size of buildings. The smaller, single-family homes and smaller businesses were giving way to large industry and apartment buildings. The project area's character was shifting from a fairly even mix of residential, commercial, and industrial development to more industry, including heavy industry. West of Niagara Street, the project area's industrial character was shifting from light and medium industry to more medium and heavy industry. The eastern side of Niagara Street was moving from residential and commercial to more industry and larger buildings mired in with single-family dwellings. The 1899 and 1900 maps are the last maps to show the Erie Canal separated from the Black Rock Harbor by a canal wall.

The 1916 and 1925 Sanborn Fire Insurance Maps show about 300 buildings in the project area. The decrease in number of buildings from the 1899 map shows a continuation of the trend described previously, the character shift from mixed use, with a heavy emphasis on single family residences to a more industrial setting. Transportation elements were undergoing change as well. The section of canal in the area was abandoned by 1918 upon completion of the Erie Barge Canal, which terminated in Tonawanda, New York.⁴⁵ Most of the remaining residential buildings on Niagara Street were being converted for commercial purposes like restaurants and shops. The Buffalo Sewer Authority dominated Squaw Island. The number of buildings in the project area declined significantly between the 1920s and 1950s, from about 300 to less than 200.

⁴⁴ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).

⁴⁵ Shmookler et al., *Appendix E*, 5-20, 21.



Historic Image 3. An 1897 painting showing the location of the future Peace Bridge. Note the busy transportation-related activities. (Source: Buffalonian.com).

Table 1. Chronology of Developments in the Project Area.

Date	Feature/Improvement
c1790s	Black Rock ferry in operation within project area
c1801	A triangular lot was set aside for U.S. Military. It would eventually be the site of War of 1812 fortifications, Fort Porter, part of Front Park, and the Peace Bridge Plaza.
1807	Niagara Street was surveyed. Other early roads nearby included the Guideboard Road from Main Street to the ferry and a road along the river from Black Rock to Buffalo.
1812-1815	War of 1812 fortifications, encampments, and battles all fall within the project area.
1825-1826	The Erie Canal was built through the project area and the Black Rock ferry moves out of the project area to the foot of Ferry Street.
1834	The Buffalo and Black Rock Railroad was constructed along the canal and river and the Buffalo and Niagara Falls Railroad was constructed on Niagara Street and Busti Avenue.
1843-1847	Additional land was purchased near the U.S. Military reserve and Fort Porter was built.
1849	The Buffalo City Water Works Company was incorporated.
1853	Buffalo and Niagara Falls Railroad becomes New York Central and its rails are moved off of Niagara Street and Busti Avenue and are rebuilt along the Erie Canal, to the west. This occurs as a result of growing residential development in the area.
1860	First street railway installed on Niagara Street. The Buffalo Railway Company used small cars powered by horses.
1860s	Temporary barracks buildings are erected on the grounds of Fort Porter during the Civil War.
1870s	Front Park/Prospect Park are constructed
1880s	Most sewers were installed during this decade.
1883	Busti Avenue was the first street in the project area to be paved with asphalt. Others followed in the 1890s but some residential streets were not paved until 1929-1931.
1891	New street railway tracks and overhead electrical wires were installed.

Date	Feature/Improvement
1902-1908	The International Railway Company buys Buffalo Railway Co. and lays down heavier tracks in Niagara Street.
1918	The Erie Canal was abandoned and the bed filled in.
1925-1927	Peace Bridge and the first customs plaza were built at Fort Porter. The bridge opened in 1927.
1925-1953	Fort Porter was demolished.
1930, 1935, 1952-1958	The Peace Bridge Plaza and the approach to the bridge were enlarged. Consequently, Front Park was reduced in size by at least eight acres.
1930s-1950s	Street car railroad tracks were taken up as buses replaced street cars.
1953-1956	New York State Thruway was constructed through the Project area and the old waterworks were demolished.

ARCHITECTURAL RECONNAISSANCE SURVEY

Methodology

The architectural reconnaissance survey of was completed in June and July 2014. The project area is located in the City of Buffalo, Erie County, New York (MCD 02940). The project limits and focus area are shown on the Project Area Maps (Appendix C). Buildings adjacent to the project area were photographed and mapped in relation to the project area boundaries following the New York State Education *Department's Guidelines for Gathering Architectural Field Data* (1998). Information collected on any structure that pre-dates 1964 that is not National Register eligible or listed, and has not been previously inventoried would include documenting the architectural details, modifications, integrity and associated outbuildings and landscape features.

Those buildings that appear to exhibit the appropriate qualities required for eligibility to the National Register were identified and a Building/Structure Inventory Form was completed for each.⁴⁶ Guidelines for the identification of National Register properties 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*.

In addition to field investigation, sources reviewed by kta to identify previously recorded historic properties located within the project area were

- consultation with the New York State Office of Parks, Recreation and Historic Preservation (NYS-OPRHP);
- the State and National Register of Historic Places (S/NRHP);
- the on-line SPHINX data base and Building-Structure Inventory maintained by NYS-OPRHP and,
- previous cultural resource survey reports and historic property evaluations.

Site file searches were conducted at the Office of Parks, Recreation and Historic Preservation. The results of the site file search are located in Table 2.

This study photo-documents sixty-seven (67) pre-1964 primary properties associated with the project area. Currently there are no National Register Listed districts (NRHP-LD), four (4) National Register Eligible buildings (NRHP-E) and one (1) National Register Eligible structure in the project area. The Black Rock Canal and Bird Island Pier, adjacent to the project area, are National Register Eligible. Twenty-six (26) properties have been previously inventoried and no determination made. This report provides eligibility determination documented in Table 3. The buildings were evaluated under Criterion A: Association with Events, and Criterion C: Design Construction. As defined in the *National Register Bulletin, 15* in the application of Criterion A "Properties may be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history". In the application of Criterion C "Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction". Buildings must retain a sufficient degree of integrity of location, design, setting, materials, workmanship, feeling and association to be considered eligible. Criterion B and D were not applicable in this project area. Criterion B applies to those properties that are significant for their

⁴⁶ The criteria used in evaluating the project area are found in the National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation*, U.S. Department of the Interior National Park Service Cultural Resources, Interagency Resource Division.

associative value or linkage to persons important to the past, while Criterion D applies to those properties that derive their significance for their ability to yield important information about prehistory or history.⁴⁷

Maps used in this analysis include early 19th century through 20th century maps and atlases by G.M. Hopkins, Sanborn Map Company, and other maps showing development and improvements within the project area. A review of historic maps helps researchers understand the changes that have occurred over time in the project area. The historic maps consulted are located in Appendix A. Other sources referenced included the Black Rock Multiple Property Nomination (13MPDF00116); the Grant-Ferry-Forest, Buffalo, NY Intensive Level Historic Resources Survey and the North Prospect Hill Historic Resources Survey. These surveys investigate the historic context to the north, south and east of the project area.

Results

The project area was surveyed to determine which buildings and structures are National Register Eligible (NRE). Thirty-five (35) properties and one Historic District (Table 3) are nominated as such in this report. The table itemizes each building according to its street location. It also indicates National Register status, National Register eligibility, and whether or not a building is more than fifty years old. Inventory Forms were completed for the properties determined to be National Register Eligible and are included the Inventory Forms section of this report. Inventory Forms were not completed for properties that have been previously inventoried.

Table 2. Summary of NYSOPRHP Site File/Structure Inventory/NR Search for Properties in or adjacent to Project Area.^{48, 49}

PROPERTY NAME	PROPERTY ADDRESS	OPRHP USN/ NRHP#	HISTORIC STATUS	COMMENTS
	Niagara Street – East Side			
	1315	02940.020916	No determination.	Property identified on tax map as 1303-1315.
	1303	02940.020916	No determination.	Property identified on tax map as 1303-1315.
	1287	02940.020915	No determination.	Property identified on tax map as 1287-1289
	1279	02940.020914	No determination.	
Art Moderne Gas Station	1073	02940.015033	NRE	North Prospect Hill Survey, 2010
	1065	02940.015032	No determination	North Prospect Hill Survey, 2010
	1063	02940.015031	No determination	
	1061	02940.015030	No determination	
	1057	02940.015029	No determination	
	1053	02940.015028	No determination	

⁴⁷ The Criteria for Evaluation require that in addition to requiring districts, sites, buildings, structures, and objects to possess integrity of location, design, setting, materials, workmanship, feeling, and association, Criterion B requires

⁴⁸ USN (Unique Site Number for inventoried properties on file at the NYS-OPRHP); NRHP# (NYS-OPRHP reference number for NRHP-Listed properties)

⁴⁹ Historic Status: NRHP-L (Listed on the National Register of Historic Places); NRHP-I (Individually Eligible for Listing on the National Register of Historic Places); NRHP-LD (National Register Listed Historic District)

PROPERTY NAME	PROPERTY ADDRESS	OPRHP USN/ NRHP#	HISTORIC STATUS	COMMENTS
	1051	02940.015027	No determination	North Prospect Hill Survey, 2010
	1047	02940.015026	No determination	
	1043	02940.015025	No determination	Property identified on tax map as 1045 Niagara Street.
	1041	02940.015024	No determination	North Prospect Hill Survey, 2010.
	1039	02940.015023	No determination	
	995	02940.014913	No determination	Property identified on tax map as 987 Niagara Street.
	981	02940.014911	No determination	
	979	02940.014910	No determination	Property not identified on tax map.
	975	02940.014909	No determination	Property not identified on tax map.
Niagara Street – West Side				
Curtiss Company Malt House	1100	02940.025580	NRE	
	1068	02940.015113	No determination	
	1050	02940.024567	No determination	North Prospect Hill Survey, 2010
	1048	02940.015032	No determination	North Prospect Hill Survey, 2010 Property is listed as 1032 on tax map
	1032	02940.023528	NRE	Tax map includes property identified in other studies as 1048 Niagara Street.
Buffalo Street Railway Powerhouse/Q-R-S Music Rolls Inc.	1026	02940.004583	No determination	North Prospect Hill Survey, 2010. Listed on tax map as 1016 Niagara Street.
	1010	02940.015112	No determination	
	996	02940.015111	No determination	Tax map lists this property on Busti Avenue
	986	02940.004582	No determination	Listed on tax map as 990 Busti Avenue.
	980	02940.004581	No determination	Listed on tax map as 960 Busti Avenue
Breckenridge Street				
Sterling Engine Company	342 (42)	02940.019528		Identified in SHPO file as 342 Breckenridge and 42 Breckenridge on tax map. No determination.

PROPERTY NAME	PROPERTY ADDRESS	OPRHP USN/ NRHP#	HISTORIC STATUS	COMMENTS
Union Meeting House - First Presbyterian Church of Black Rock	44	02940.006777	NRE	Property is also a local landmark (9/29/92)
Other Resources				
Black Rock Canal (Lock)		02940.006767	NRE	2006 Ambassador Niagara Bridge Survey
Bird Island Pier		02940.000072	NRE	Niagara River/Black Rock Canal.
West Ferry Street Bridge. Over Black Rock Canal.		02940.006779	NRE	

Table 3. Summary of all Properties by Street Address

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post-1963	COMMENTS
Niagara Street - East					
1591			X		Detached row building
1583				X	
1569			X		Warehouse - Manufacturing - windows covered with non-historic fabric. Potentially NRE if extant fabric remains extant.
1555			X		Manufacturing - windows covered with non-historic fabric. Potentially NRE if extant fabric remains extant.
1531				X	
1527			X		Single story commercial/manufacturing. Replacement windows. Brick has been painted and windows along Bird Avenue infilled with brick masonry.
1511				X	

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1491		X			Brick masonry manufacturing building. First floor, 2 nd and 3 rd floor windows covered with corrugated metal. Historic windows remain extant on south elevation
1481			X		Two family residence. Loss of integrity at fenestration, entrance and non-historic siding.
1475			X		Sufficient loss of integrity of historic fabric.
1473			X		Residential with commercial use. Alterations to first floor; non-historic siding, windows and entrance.
1469		X			Apartment building. Paint first floor.
1455				X	
1433		X	X		Brick masonry commercial building. Undetermined. Storefront and windows covered with board. If historic fabric remains extant beneath covering then potentially NRE. No determination.
1415				X	
1407				X	
1383				X	
1379				X	
1357			X		Auto body. Second floor windows infilled with cinderblock. Alteration at cornice, west elevation.
1351				X	Auto body
1343				X	Sewage metering station
1329				X	USN 02940.020916 Restaurant. Determined not to be NRE in this report. Second empire with mansard roof. Loss of material fabric, alteration to fenestration and replacement siding at walls and roof.
1315				X	USN 02940.020916 Post 1963.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1303			X		USN 02940.020916 Auto body – frame building with clapboard and asbestos siding
1287			X		USN 02940.02901. Determined not to be NRE in this report. Significant alterations to fenestration and entrance.
1279				X	Auto body
1277*		X Proposed District			Residential with commercial use. Contributing to proposed historic district
1273*		X Proposed District			Residential
1255*		X Proposed District			Brick masonry office/manufacturing. Contributing property to proposed historic district.
1245*		X Proposed District			Brick masonry commercial building. Contributing to proposed historic district.
1239*		X Proposed District			Contributing to proposed historic district
1233*		X Proposed District			Contributing to proposed historic district
1225*		X Proposed District			Italianate storefront. Contributing to proposed historic district.
1215			X		Multiple residential
1195		X			Italianate storefront. Retains sufficient integrity despite replacement windows.
1155			X	X	Factory complex with post-1963 properties. Integrity of historic residence that is part of the property has been altered with alterations to the fenestration and additions.
1115			X		Warehouse building. Alterations to fenestration.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1085			X		Loss of integrity with alterations to massing, replacement siding and windows.
1073 Art Moderne Gas Station		X			USN 02940.015033
1065		X			USN 02940.015032 Residence. Retains a high level of integrity retaining original fenestration, and porch. Good example of stick style and residential type that was historically located on this part of Niagara Street.
1063		X			USN 02940.015031 Residence. Retains a high level of integrity. Good example of residential type that was historically located on this part of Niagara Street.
1061			X		USN 02940.015030 Determined not to be NRE in this report. Constructed ca. 1950. Replacement siding and windows.
1057			X		USN 02940.015029 Determined not to be NRE in this report. Loss of integrity with alterations to fenestration and massing.
1053		X			USN 02940.015028 Residence. Retains a high level of integrity. Good example of residential type that was historically located on this part of Niagara Street.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1051		X			USN 02940.015027 Residence. Retains a high level of integrity retaining original fenestration, and porch Good example of residential type that was historically located on this part of Niagara Street.
1047			X		USN 02940.015026 Residence. Determined not to be NRE in this report. Loss of integrity with replacement siding, windows.
1045			X		USN 02940.015025. Residence. Determined not to be NRE in this report. Loss of integrity with replacement siding, windows, non-historic porch.
1041		X			USN 02940.015024. Residence. Retains a high level of integrity retaining original fenestration, porch and siding. Good example of residential type that was historically located on this part of Niagara Street.
1039			X		USN 02940.015023. Significant alteration to fenestration and storefront. Determined not NRE in this report.
987			X		USN 02940.014913. Residence/storefront converted to restaurant. Significant alteration to storefront. Determined not NRE in this report.
981			X		USN 02940.014911. Significant alteration to fenestration. Determined not NRE in this report.
Niagara Street – West Side					

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1590			X		Hohl Machine manufacturing – alterations and additions to building. Covered in non-historic siding.
1516				X	
1502		X			Storage building. Windows on east elevation covered with corrugated metal; historic windows facing Black Rock Canal and Barge Canal remain extant.
1460				X	
1432			X		Windows have been infilled with masonry block or glass block resulting in a loss of integrity.
1418		X			Single story commercial building ca. 1930. Retains original metal windows.
1400		X			Great Lakes Pressed Steel - brick masonry commercial/manufacturing.
1398			X		Manufacturing – alterations to fenestration and storefront
1360		X			Historic manufacturing building. Windows on north and east elevation have been infilled. Windows on Belt Line and Black Rock Canal elevation remain extant. Significant for association with transportation.
1330			X		Commercial property with storefront. Storefront has been significantly altered.
1294*		X Proposed District			Health bldg. Brick masonry warehouse/manufacturing . Retains sufficient integrity to convey historic meaning

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1280*		X Proposed District			Brick masonry warehouse/manufacturing . Retains a high level of integrity. Contributing to historic district
1270*		X Proposed District			Masonry commercial/factory building. Contributing to proposed historic district.
1226*		X Proposed District			Masonry commercial building with storefront. Contributing to proposed historic district.
1200		X			Office bldg. consists of a number of buildings connected. Historic masonry building reads as an independent structure and retains sufficient integrity.
1160			X	X	Office bldg. Consists of old and new construction. Older portion of building faced in new material.
1144			X		Warehouse. Alterations to elevation and fenestration
1114 A.F. Oliver Gear		X			Manufacturing building retaining sufficient integrity to convey historic meaning.
1112			X		Faces Black Rock Canal and Belt Line. Alterations to fenestration result in a loss of integrity.
1106			X		Loss of integrity due to significant alteration to fenestration.
1100 Curtis Malt House		X			USN 02940.025580
1050 Niagara Lithograph Co.		X			USN 02940.023567. Determined NRE in this report for its association with transportation (Black Rock Canal and Belt Line)
1032 Cling Surface Co.		X			Two USNs associated with parcel. 1032 – USN 02940.023528. 1048 USN 02940.015032

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1016 Buffalo Street Railway Powerhouse/Q-R-S Music Rolls Inc.		X			USN 02940.004583. Determined NRE in this report for its association with transportation.
1010				X	USN 02940.015112. No determination. Determined to not be NRE in this report.
996 Electric Terminal Station B Complex		X			USN 02940.015111. Determined to NRE in this report.
990 Electric Terminal Station B Complex		X			USN 02940.004582. Determined to NRE in this report.
960 Electric Terminal Station B Complex		X			USN 02940.004581. Determined to NRE in this report.
Auburn Avenue					
20* Buffalo Gasoline Motor Company		X Proposed District			Brick masonry warehouse/manufacturing Contributing to proposed historic district.
Breckenridge					
42* Sterling Engine Company		X Proposed District			USN 02940.019528. No determination. Brick masonry manufacturing building; contributing to proposed historic district. Note cobblestone road along Breckenridge.
44* Union Meeting Hall - First Presbyterian Church of Black Rock		X Proposed District			USN 02940.006777 Contributing to proposed historic district. Local landmark (added 9/29/92). Note cobblestone road along Breckenridge.
Mason Street					
19*		X Proposed District			Residence. Contributing to proposed historic district.
BLACK ROCK CANAL		X			
BELT LINE RAILROAD		X			
BIRD ISLAND PIER		X			

Table 4. Summary of NRE Properties within Project Area

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
Niagara Street - East					
1491		X			Brick masonry manufacturing building. First floor, 2 nd and 3 rd floor windows covered with corrugated metal. Historic windows remain extant on south elevation
1469		X			Apartment building. Paint first floor.
1433		X	X		Brick masonry commercial building. Undetermined. Storefront and windows covered with board. If historic fabric remains extant beneath covering then potentially NRE. No determination.
1277*		X Proposed District			Residential with commercial use. Contributing to proposed historic district
1273*		X Proposed District			Residential
1255* American Body Company		X Proposed District			Brick masonry office/manufacturing. Contributing property to proposed historic district.
1245*		X Proposed District			Brick masonry commercial building. Contributing to proposed historic district.
1239*		X Proposed District			Contributing to proposed historic district
1233*		X Proposed District			Contributing to proposed historic district
1225*		X Proposed District			Italianate storefront. Contributing to proposed historic district.
1195		X			Italianate storefront. Retains sufficient integrity despite replacement windows.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1073 Art Moderne Gas Station		X			USN 02940.015033
1065		X			USN 02940.015032 Residence. Retains a high level of integrity retaining original fenestration, and porch. Good example of stick style and residential type that was historically located on this part of Niagara Street.
1063		X			USN 02940.015031 Residence. Retains a high level of integrity. Good example of residential type that was historically located on this part of Niagara Street.
1053		X			USN 02940.015028 Residence. Retains a high level of integrity. Good example of residential type that was historically located on this part of Niagara Street.
1051		X			USN 02940.015027 Residence. Retains a high level of integrity retaining original fenestration, and porch Good example of residential type that was historically located on this part of Niagara Street.
1041		X			USN 02940.015024. Residence. Retains a high level of integrity retaining original fenestration, porch and siding. Good example of residential type that was historically located on this part of Niagara Street.
Niagara Street – West Side					

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1502		X			Storage building. Windows on east elevation covered with corrugated metal; historic windows facing Black Rock Canal and Barge Canal remain extant.
1418		X			Single story commercial building ca. 1930. Retains original metal windows.
1400		X			Great Lakes Pressed Steel - brick masonry commercial/manufacturing.
1360		X			Historic manufacturing building. Windows on north and east elevation have been infilled. Windows on Belt Line and Black Rock Canal elevation remain extant. Significant for association with transportation.
1294* Sowers Manufacturing Company		X Proposed District			Health bldg. Brick masonry warehouse/manufacturing . Retains sufficient integrity to convey historic meaning
1280* Buffalo Gasoline Motor Company		X Proposed District			Brick masonry warehouse/manufacturing . Retains a high level of integrity. Contributing to historic district
1270* Sterling Engine Company		X Proposed District			Masonry commercial/factory building. Contributing to proposed historic district.
1226*		X Proposed District			Masonry commercial building with storefront. Contributing to proposed historic district.
1200		X			Office bldg. consists of a number of buildings connected. Historic masonry building reads as an independent structure and retains sufficient integrity.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
1114 A.F. Oliver Gear		X			Manufacturing building retaining sufficient integrity to convey historic meaning.
1100 Curtis Malt House		X			USN 02940.025580
1050 Niagara Lithograph Co.		X			USN 02940.023567. Determined NRE in this report for its association with transportation (Black Rock Canal and Belt Line)
1032 Cling Surface Co.		X			Two USNs associated with parcel. 1032 – USN 02940.023528. 1048 USN 02940.015032
1016 Buffalo Street Railway Powerhouse/Q-R-S Music Rolls Inc.		X			USN 02940.004583. Determined NRE in this report for its association with transportation.
996 Electric Terminal Station B Complex		X			USN 02940.015111. Determined to NRE in this report.
990 Electric Terminal Station B Complex		X			USN 02940.004582. Determined to NRE in this report.
960 Electric Terminal Station B Complex		X			USN 02940.004581. Determined to NRE in this report.
958 Pumping Station		X			
Auburn Avenue					
20*		X Proposed District			Brick masonry warehouse/manufacturing Contributing to proposed historic district.
Breckenridge					
42*		X Proposed District			USN 02940.019528. No determination. Brick masonry manufacturing building; contributing to proposed historic district. Note cobblestone road along Breckenridge.

ADDRESS	NRL (date listed)* (Contributing/Non-Contributing)	NRE	Non-NRE Pre-1964	Post- 1963	COMMENTS
44* First Presbyterian Church of Black Rock		X Proposed District			USN 02940.006777 Contributing to proposed historic district. Local landmark (added 9/29/92). Note cobblestone road along Breckenridge.
Mason Street					
19*		X Proposed District			Residence. Contributing to proposed historic district.
BLACK ROCK CANAL		X			
BELT LINE RAILROAD		X			
BIRD ISLAND PIER		X			

NATIONAL REGISTER ELIGIBLE

**BLACK ROCK CANAL – BELT LINE – NIAGARA STREET
INDUSTRIAL HERITAGE HISTORIC DISTRICT**



Bernadette Castro
Commissioner

HISTORIC DISTRICT INVENTORY FORM

New York State Education Department Cultural Resources Survey Program Work Scope Specifications, Section I.
(January 1998)

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Name of District: BLACK ROCK CANAL – BELT LINE – NIAGARA STREET INDUSTRIAL HERITAGE HISTORIC DISTRICT

County: Erie Town/City: Buffalo Village/Hamlet: _____

DESCRIPTION

Describe the location, physical characteristics (boundaries, topography, street pattern, building setback), building/property characteristics (function, dates of construction, styles, materials) and landscape (trees, sidewalks, street lamps, hitching posts, etc.). Identify whether existing street and landscape features reflect historic improvements, based on historic photographs, postcards, views, maps.

The Black Rock Canal – Belt Line – Niagara Street Industrial Heritage Historic District is bounded by Niagara Street to the east, and the Black Rock Canal and Belt Line Rail Road to the west between Breckenridge Street to the south and Lafayette Avenue to the north. Mason Street runs between Breckenridge Street and Auburn Avenue parallel to, and between Niagara Street and the Black Rock Canal/Belt Line corridor. The Black Rock Canal, a National Register Eligible resource and part of the Erie Canal National Heritage Corridor. Both the east and west sides of Niagara Street are located within the district between Breckenridge Street and Auburn Avenue, and only the west side of the street is included between Auburn Avenue and Lafayette Avenue. There are sixteen (16) primary buildings and one (1) structure associated with the historic district, all are contributing.

The properties on the west side of Niagara Street have two “faces”. Their west elevations face the Belt Line Rail Road and what was historically the New York Central Rail Road (now CSX and Amtrak), and the Black Rock Canal, while their east elevations face Niagara Street. The properties between Breckenridge Street and Auburn Avenue also face a short alley known as Mason Street. The east and west elevations are therefore equally important in their relationship to the historic transportation corridor that defines the historic district. Breckenridge Street between Niagara Street and the Belt Line retains its historic cobbles. A rail road bridge at the foot of Auburn Street remains extant, recalling the historic relationship among road, rail and water transportation. The Interstate 190 follows the path of the historic Erie Canal to the west of the historic district, a contemporary transportation resource. Across the interstate and Black Rock Canal is Bird Island Pier, a National Register Eligible resource and important historic landscape within the viewshed of the proposed historic district. Also within the viewshed are the Bascule Bridge at the foot of West Ferry Street and the National Register Eligible Peace Bridge between Canada and the United States.

The Black Rock Canal – Belt Line – Niagara Street Industrial Heritage Historic District is a collection of properties that are a significant cultural landscape and historic resource along Niagara Street, Mason Street, the Belt Line Rail Road and Black Rock Canal.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmail.com Date July 15, 2014
PIN: 5757.14 Organization: cta preservation specialists

LIST OF INDIVIDUAL PROPERTIES

(List and briefly describe each property in the historic district, including approximate date of construction, architectural style, and whether contributing or non-contributing).

Individual Properties:

The Black Rock Canal –Belt Line – Niagara Street Industrial Historic District consists primarily of industrial buildings with some commercial and residential buildings. The buildings in the district are significant for their relationship to a major transportation corridor defined by the Black Rock Canal; the Belt Line and Niagara Street. The Black Rock Canal is part of the Erie Canal National Heritage Corridor and together with the Belt Line are a significant cultural landscape in the area of industry and transportation.

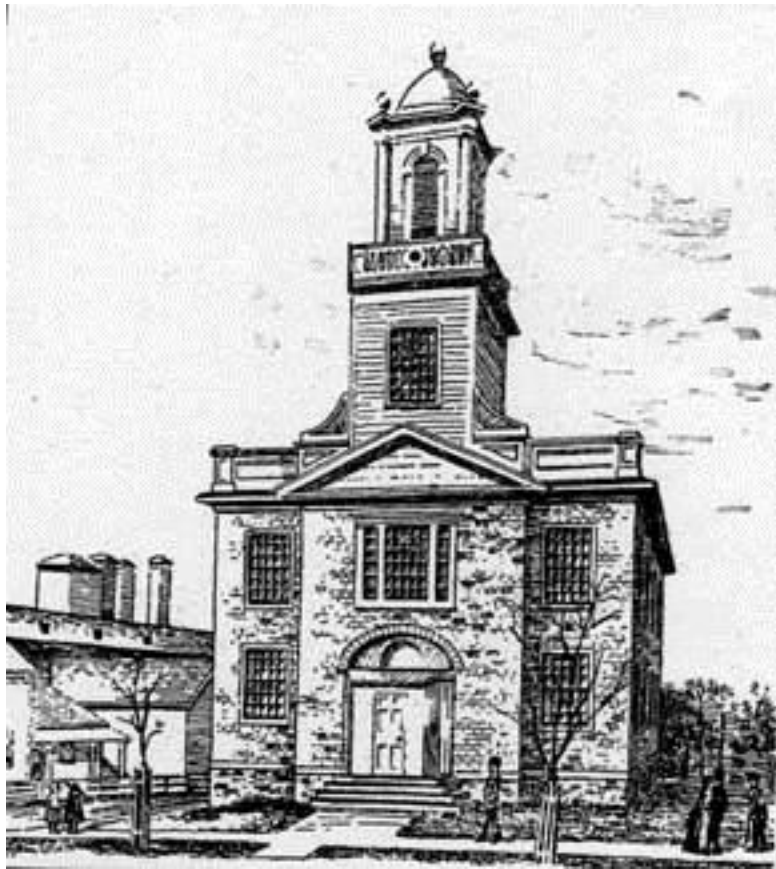
The Union Meeting Hall – First Presbyterian Church of Black Rock. 44 Breckenridge Street at Mason; 1827.**Contributing.**

The Union Meeting House was constructed in 1827 on land donated by Major General Peter Porter, who was the first US Congressman from Buffalo. The street that separated the Union Meeting House and Porter's home received its name in honor of the maiden name of Porter's wife, "Breckenridge." The street retains its historic cobblestones. When constructed the area was rural and the church looked out toward the Niagara River and the Erie Canal. As documented on the 1889 Sanborn Map, the surrounding neighborhood consisted of scattered frame residences.

The Federal Style meeting house served an Episcopalian, Presbyterian and Methodist congregation before being transferred in 1831 to the Presbyterians who founded the First Presbyterian Church of Black Rock. In 1871 when the property of the church was transferred to the congregation. The congregation sponsored \$2000 in repairs (approx. \$38,000 in 2014), and renamed the church Breckenridge Street Presbyterian Church of Buffalo (Church of the Puritans). In August 1883, the church had 172 communicants and 275 students in Sunday school. In the 20th century, the status of the church steadily declined as ownership was passed on to the government. The Breckenridge Street Presbyterian Church of Buffalo later became the Grace Episcopal Church, then a home for the Odd Fellows, then a detention center for Chinese aliens, a detention home and children's court for juvenile delinquents, and eventually a warehouse for the plumbing supply company, Stritt & Priebe. The building is currently vacant.

The two story brick Federal-style building is raised on a stone basement. The main elevation facing Breckenridge Street, which retains its historic cobblestones, is three bays wide. The pedimented center bay projects slightly beyond the wall plain. The tympanum is covered with asphalt roofing material. Elliptical profiles at the cornice and raking cornice remain extant. The bell tower, documented on a 1912 historic image is no longer extant. The main entrance, with paired doors, is set back within a large brick basket-handle arch. Above the main entrance is a large central window opening, flanked by narrow sash windows. The bay to the west features paired windows, with flat brick arch and stone lintels on the first and second floors, while on the bay to the east the second floor window opening has been infilled to accommodate a door. The elevation facing Mason Avenue is four bays wide with paired windows, similar to those on the Breckenridge Street elevation, on the first and second floor of each bay.

The Union Meeting Hall – First Presbyterian Church of Black Rock has been previously inventoried (USN 02940. 006777) and determined to be National Register Eligible. The building is a local landmark (added 9/29/92).



Source: Severance, *The Picture Book of Earlier Buffalo*. 1912



Looking north toward south elevation of The Union Meeting Hall – First Presbyterian Church of Buffalo.



Looking northeast showing west elevation facing Mason Street and south elevation facing Breckenridge Street. The Union Meeting Hall – First Presbyterian Church of Buffalo. Note cobblestone street along Breckenridge Street.

The Sterling Engine Company, 42 Breckenridge Street & 1246 – 1270 Niagara Street
Contributing

The Sterling Engine Company was a dominant presence on Niagara Street, between Breckenridge and Auburn Avenue for much of the 20th century. The company, which manufactured gas engines, constructed a factory building at 1252-1278 Niagara Street in 1907 (currently 1270 Niagara Street). The “semi-fireproof” building featured steel frame, not covered construction with brick walls and concrete floors and roof, and consisted of stock and locker rooms to the south, an assembling room to the north and drafting rooms, stock rooms, machine shops and a testing building. Neighboring properties on the block between Breckenridge Street and Auburn Avenue, and along Mason Street were residential, with the Buffalo Detention Home & Children’s Court located in the former First Presbyterian Church of Black Rock. To the west were the Black Rock Canal, the Belt Line and the Niagara Falls Branch of the New York Central Rail Road.

By 1925, Sterling Engine’s address had expanded to south to include 1246 Niagara Street. More significantly, by 1925 Sterling Engine had usurped the entire residential area on Mason Street and had constructed a second factory building at 42 Breckenridge Street, which ran the entire length of Mason Street adjacent to the rail way lines. On this block of Niagara Street from 1925 until 1951, only 12 structures stood that were not owned and operated by Sterling Engine. Sometime in the late 1950s Sterling Engine was purchased by Phillips Petroleum Company of Bartlesville, Oklahoma. Phillips Petroleum moved Sterling Engine’s production facilities to Paola, Kansas, and left a large gap on Niagara Street.

In a 1946 advertisement, Sterling Engine provides three addresses besides their Buffalo location: 900 Chrysler Building in New York City, 806 Evans Building in Washington, D.C., and 855 Board of Trade Building in Chicago. Sterling Engine was producing in every major city in America, including Buffalo. Sterling Engine

prided itself on modernizing old equipment. As early as 1908, Sterling Engine was utilizing interchangeable parts in its marine engine construction. At that time, Sterling Engine's "only goal" was marine construction, but by 1946, the company was producing engines for ships, airplanes, cars, and trains. Sterling Engine produced engines that powered ships, such as the *83 Footer* and landing craft in World War II. In a 1908 issue of the journal *Motorboat*, Sterling Engine claims, "aggressiveness, individuality, and honest endeavor are the principles under which business is conducted."

The two buildings associated with Sterling Engine in the block between Breckenridge Street and Auburn Avenue remain extant. The older building facing Mason and Niagara Streets is a two story brick masonry building. There are three main blocks to the building. The block to the south features five bays, each defined by a window triplet. The bay to the north has an entrance door. While the steel lintels remain extant the window opening has been reduced and infilled with brick. The middle block was also five bays with large window openings that have also been infilled and divided into two window triplets. A continuous steel lintel suggests that the windows were quite large, likely to provide daylight into the manufacturing space. An overhead door is located at the fourth bay. The block to the north at the intersection of Niagara Street and Auburn Avenue is also five bays with large window openings that have been reduced. The original steel lintels and precast sills remain extant in this block. The bay to the north features the main public entrance to the building, classically detailed with precast Doric pilasters and full entablature. The tripartite entrance has a door to the north, with six light transom above. To the south are two six-over-six double hung wooden sash windows. Above the entrance are three six-over-six double hung sash windows, with embellished precast surround, lintel, sill and mullions. The elevation along Auburn Avenue features similar alterations to the window openings. The steel lintel and precast sills remain extant, however the first floor windows have been infilled with block. Three bays of the elevation to the north are two stories in height, while to the south the building is a single story tall and features a large loading bay. The grade drops along Auburn Avenue and, as a result along Mason Street the building varies between three and four stories in height. The south elevation of the building reveals the sawtooth roof profile and skylights.

The three story, brick masonry second factory building constructed between Mason Street and the Belt Line occupies the entire block between Breckenridge Street and Auburn Avenue. The building retains a high level of integrity with the original steel industrial windows remaining extant on all elevations. At some locations on the first floor the windows have been infilled.



The large and well equipped factory where the Buffalo marine engines are built.

Picture published in "Motor Boating" magazine, January 1913

Sterling
PERFORMANCE

THE BOAT SALES CLUB - ALBANY, NEW YORK

STERLING PERFORMANCE

STERLING ENGINE CO. - BUFFALO, N. Y., U. S. A.

Advertisement for "Sterling" in *Motor Boating* magazine. November 1933



Looking northwest from Niagara Street toward the Sterling Engine Company.



Looking northeast from Mason Street toward the Sterling Engine Company.



Looking southeast from the Belt Line toward the Sterling Engine Company Building.



Looking southeast from the Belt Line toward the Sterling Engine Company. Note Belt Line and train bridge.



Looking southeast from the Black Rock Canal showing the Sterling Engine Company Buildings.



Looking southeast from the Black Rock Canal toward the Sterling Engine Company building.

1226 Niagara Street
Contributing

1226 Niagara Street is located on the northwest corner of Niagara and Breckenridge Streets. The three story, three bay brick commercial building was constructed ca. 1885 and is noted as a drug store on the 1889 Sanborn map. John C. Prong lived at 1226 Niagara Street and opened a boot and shoe repair shop in the retail space, a business he maintained at this location for thirty-years. The property has a history of long term tenants. In 1961 a bait store, which remains today, occupied the storefront.

The building is simply detailed. The storefront has been infilled with brick, however the corner cast iron column and signboard remain. An oriel bay window on the south elevation is documented on the 1889 map, and the addition to the west appears by 1916. The simple composition is terminated by a scalloped corbelled frieze.



Looking northwest toward 1226 Niagara Street. Breckenridge Street, with the Union Meeting Hall – First Presbyterian Church and Sterling Engine Company are visible to the west.



Looking northwest toward 1226 Niagara Street.

19 Mason Street
Contributing

The frame residence located at 19 Mason Street is noted on the 1889 Sanborn map and the first resident documented by the city directories was Fred Ledor, a maltster who lived in the house in 1889. The residents in the house did not tend to stay long. In 1900 Sylvester Meyers, a maltster, Robert McComb, a scooper and Philip Hontz a maltster and sidewalk finisher lived in the house. The residents were working class with laborers, carpenters, motor drivers and plasterers listed among inhabitants over the years.

The two story side gable building is three bays wide with center entrance. The residence has been altered with replacement siding and windows, however it is a rare surviving example of the domestic architecture that was located on both sides of Mason Street before the block became the home of Sterling Engine in the early twentieth century.



Looking east toward the residence at 19 Mason Street.

Buffalo Gasoline Motor Company: 20 Auburn Avenue & 1280 Niagara Street (formerly 1280 – 1290 Niagara Street)
Contributing

The manufacturing buildings constructed located at 20 Auburn Avenue and 1280 Niagara Street were constructed by the Buffalo Gasoline Motor Company in two building campaigns. The building at the corner of Niagara Street and Auburn Street was constructed ca. 1903, the year the company is first listed at the Niagara Street address. By 1916 the building to the west facing Auburn Street and the Belt Line was constructed. The company manufactured marine engines.

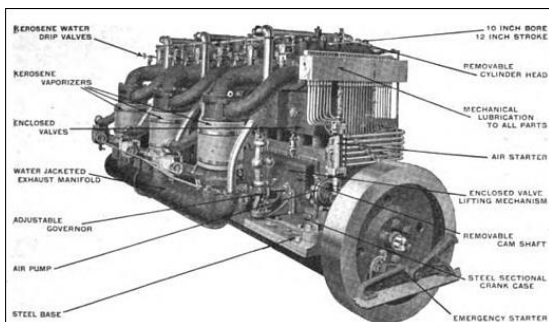
Fedders-Quigan Corporation ran their unit air conditioner division out of the property by 1947. Fedders, which began as a metalworking shop in Buffalo in 1896, making milk cans, kerosene cans for Standard Oil Co. and bread pans for National Biscuit Company. The company converted their metalworking shop over to

radiators in response to the automobile industry. After World War II Fedders merge with Frank J. Quigan to form Fedders-Quigan Corporation. By 1947 the company moved aggressively into room air conditions and electric water coolers. In 1957 the company began making year-round central air conditions for five- and six-room ranch-style houses. At this time the company peaked in sales at \$70.7 million. Sales began to stagnate in the mid-1960s, although the company was still the largest producer of room air conditions. Despite periods of loss and prosperity over the next decades, the company continues to manufacture room air conditioners among other products. <http://www.fundinguniverse.com/company-histories/fedders-corp-history/>

The red-brick masonry building constructed ca. 1903 is three-stories tall and eight bays wide raised on a rough-faced limestone foundation. The fenestration on the first floor shows no regular pattern. The windows in the four bays to the south all have segmental headers, however the one over one sash units vary in width and height. The main entrance is at the fifth bay from the south. The pedimented entrance is simply detailed. North of the entrance are paired, one over one double hung sash units in each of the three bays. The fenestration on the second and third floors is organized with a window triplet in the four bays to the south and paired windows in the four bays to the north. The bays to the north, which have a different window configuration were added after 1916 as indicated on 1916 Sanborn map that shows the lot to the north as a sewer pipe yard for the Seneca Clay Company. The windows on the second and third floor are all headed with an iron lintel. The windows throughout have Medina sandstone sills. While the windows are all older wooden sash units, one pair at the outer bay to the north on the second floor features twelve-over-twelve lights. This is likely the original sash configuration. It is also likely that

The elevation facing Auburn Avenue is six-bays wide. The first floor features a variety of windows with segmental heads and iron lintels on the first floor. There is also a loading dock in the fourth bay from the east. There are paired and triplet units on the second and third floors. The windows at the sixth bay from the east on the first and second floors retain the original multi-light double hung sash. Although only visible along the alley separating 1280 Niagara Street from 20 Auburn Avenue, the window units on the west elevation retain the original multi-light double hung sash.

20 Auburn Street was constructed by 1916 and was historically connected by fireproof passages to the north and south on the second floor. The two story brick masonry building has eight bays along Auburn Street and six bays along the Belt Line. The bays are defined by engaged masonry pilasters. Although the windows have been infilled, construction drawings indicate that the sash were all twelve-over-twelve double hung units. The sash at the second floor, second bay from the east have been restored.



A Word to Manufacturers and Gas Engine Users

TO THE MAN who needs a single engine for his tractor, auto truck or spraying machine we have nothing to sell.

Never the less we have begun an advertising campaign which will cost thousands of dollars, and its sole object is to reach this man.

For we believe we can help him, and in helping him we will benefit ourselves.

We hope to help him by making him "engine wise"—to make him demand real quality in the power plant of his gas-driven machinery. We will profit by building the engine others sell him.

We have been in the gasoline engine business 14 years. Marine engines are the only kind we market directly. We have made them the world's standard, and they will continue so.

We have never sold any but marine engines direct to the user and we do not intend to do so now.

We want a chance to explain why every engine built at the "Buffalo" plant—no matter what kind of work it is designed for,—excels in reliability and economy.

To the Gas Engine User—

Insist that your tractor, plow, ditching machine, or any gas powered machine is powered with a "Buffalo" engine.

You will get it if you insist. At least one manufacturer in each of the lines named makes them part of their regular equipment, and we will gladly tell you who they are.

Here is a contract with you:

If you will insist on having a "Buffalo" engine with the outfit you buy, we will see that you get it, and that you get it at a fair price.

Furthermore, we add our guarantee to that of the man who sells it to you.

To Manufacturer—

We have just completed an addition to our plant which makes it possible for us to supply gasoline and kerosene engines in large or small lots.

We are already supplying engines for tractors, excavators, ditching machines, fire engines, spraying machines, auto trucks and railway cars. Our engines can be adapted to almost any line.

"Buffalo" engines are all of the four-stroke-cycle type—slow speed, medium speed and high speed—3 to 160 h. p.

Let us send you blueprints and specifications.

Contract Department

Buffalo Gasoline Motor Co.

Niagara St. and Auburn Ave. Buffalo, N. Y.

Advertisement from *Gas Power* January 1913

MOST POWERFUL ROOM AIR CONDITIONER



The 1934 **Fidelity** is beautiful outside — powerful inside, proved to be more powerful than many other room air conditioning units! **Fidelity** can handle 7-cup refrigeration give you 23% more cooling area... greater reserve capacity for hot, muggy days. Double filtering and air cleaning area. And you get greater dehumidifying power, too. Be sure you look "under the hood" when you buy a room air conditioner. Look at powerful **Fidelity**!

Advertisement from *Life* magazine, May 10, 1954



Looking northeast toward the Buffalo Gasoline Motor Company from the corner of Auburn Avenue and Niagara Street. The Buffalo Gasoline Motor Company is in the viewshed to the south. 1294 Niagara Street



Looking northeast toward 20 Auburn Avenue and 1280 Niagara Street from Auburn Avenue – Buffalo Gasoline Motor Company.



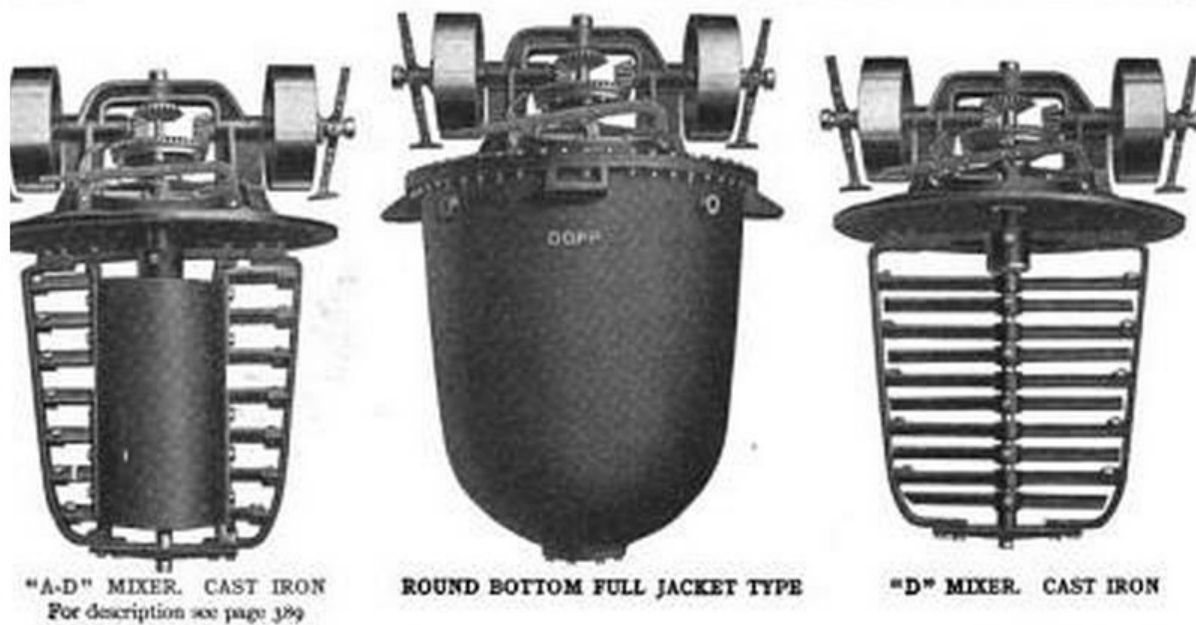
Looking east from the Barge Canal toward the Buffalo Gasoline Engine Company.

Sowers Manufacturing Company: 1294 Niagara Street (1298 – 1310 Niagara Street)
Contributing.

The factory for Sowers Manufacturing Company was constructed in 1914 as documented on the 1916 Sanborn Map. In 1916 the lot to the south was owner by Seneca Clay Company and used as a sewer pipe yard. It is likely that before construction was completed the sewer pipe yard was purchased and the building expanded south given the seamless appearance of the east elevation.

Sowers Manufacturing made “DOPP” equipment for heating – cooling – mixing, including seamless jacketed and single shell kettles, mixers, soap crutchers, vacuum and pressure apparatus and noted in a ca. 1930 product publication. Dopp kettles and pans were constructed out of cast iron and used in the chemical industry. The company remained at the factory located on Niagara Street until 1942 when the property was sold. The 1950 Sanborn map notes the factory building with various occupancies.

The two story, fourteen bay brick masonry building is simply detailed with brick masonry piers that extend beyond the parapet defining each bay. A loading bay is located in the sixth bay from the south with pedestrian entrances in the flanking bays. A second loading bay is located at the northwest corner of the building. The nine bays to the north have cast sills and iron lintels whereas at the five bays to the south the lintel is faced with brick. This detailing is consistent with the 1916 Sanborn map that shows the lot to the south as a storage yard for the Seneca Clay Company. The raised rusticated limestone foundation, medina sandstone water table, engaged pilasters and corbelled, scallop frieze are consistent across the entire façade. There are no windows on the north elevation. The west elevation has been faced with a stucco material.

SOWERS MANUFACTURING COMPANY

Published merchandise from Sowers Manufacturing Company in *Chemical Engineering Catalog, Volume 2*. 1917.



Looking southwest toward the Sowers Manufacturing Company, 1294 Niagara Street.



Looking west toward the Sowers Manufacturing Company, 1294 Niagara Street showing a partial east elevation.



Looking southwest toward the Sowers Manufacturing Company, 1294 Niagara Street.



Looking southeast toward 1294 Niagara Street from Belt Line.



Looking northeast from 1294 Niagara Street from Belt Line.



Looking east toward 1294 Niagara Street and 20 Auburn Avenue from the Black Rock Canal.

1225 Niagara Street
Contributing

The three-story Italianate commercial storefront located at the southeast corner of Breckenridge and Niagara Streets was constructed ca. 1877. John Bowers is noted in the city directory as having a grocery and meat market in the retail space and living in one of the apartments above. In 1905 Emory I Smith had taken over the business that he maintained until 1914 when Edward E. Boylan opened his own grocery store at 1225 Niagara Street. By 1950 the storefront was a restaurant.

The three-bay, three-story brick building features classical Italianate detailing. The storefront retains its original parts defined by cast iron columns and pilasters. The windows at the second floor feature masonry arches with keystone, while a segmental arch heads the windows on the third floor. The original one-over-one double hung sash windows remain extant on the third floor. The broad overhanging eaves, detailed with brackets, turn the corner from Niagara Street to Breckenridge Street. A projecting rectangular bay window is located on the second floor at the second bay in from Niagara Street. The windows, with segmental heads, are functionally located, relative to plan. There are no windows on the north elevation since a building was historically located in the adjacent lot.



Looking northeast toward 1225 Niagara Street.

1233 Niagara Street
Contributing

The property located at 1233 Niagara Street is documented on the 1889 Sanborn map as 1233, 1235 and 1237. The two story storefronts at 1233 and 1235 Niagara Street featured cast iron columns and a central stair accessing living space above. 1237 Niagara Street, also a frame building is noted on the map as being two-and-one-half stories tall, with a front porch. Various enterprises were located in the storefronts including William Logan's plumbing business and Holsa Smith's Bakery. The businesses serviced the residential neighborhood located to the east.

The properties, specifically 1233 and 1235 have been altered with non-historic siding on the elevations and replacement windows. The original storefront parts remain extant, defined by cast iron columns. The two-and-one-half story frame building to the north has similarly been altered with non-historic siding and replacement windows, however the original parts remain extant, including the cast iron at the storefront. The properties are significant to the district as rare surviving examples of retail properties in the industrial neighborhood that would have provided everyday necessities for the working class community.



Looking northeast toward 1233 Niagara Street.

1239 Niagara Street
Undetermined

The building located at 1239 Niagara Street is first noted in the city directory in 1868 as the home of Daniel C. Conger, a carpenter with Frank & Company. While it is possible that the building could be a contributing property to the district the loss of integrity as a result of additions to the exterior masks the historic heavy timber frame residence. More research, specifically investigation of the existing material fabric and history of the property, would be necessary to determine if the extent to which the historic residence remains.



Looking northeast toward 1239 Niagara Street.

1245 Niagara Street
Contributing

1245 Niagara Street was constructed ca. 1910 and the 1911 city directory notes Phelps Auto Top and Trimming as occupying the space. New Method Laundry is listed as a tenant in 1915 and in 1916 Reed Chocolate Company Candy Factory occupies the space. By 1922 Orgasco Inc., manufacturers of Dodge gas burners occupied the space. In 1950 a fire protection equipment warehouse occupied the space.

The commercial/factory brick building is two stories tall and two bays wide. Engaged pilasters and a corbelled frieze define the bays on all elevations. The first floor storefront appears to have been altered as the brick masonry appears to be a slightly darker red tone in locations. In each bay at the second floor are two paired sash windows with precast surround, header and sill. The first two bays on the north and south elevations have windows similar to those on the Niagara Street elevation. The window openings in the bays to the east on the north and south elevations have been infilled. Small, non-historic window openings are located in some of the infilled bays.



Looking southeast toward 1245 Niagara Street.

The American Body Co., Manufacturers of Auto Bodies: 1255 Niagara Street (formerly 1255 – 1267 Niagara Street)
Contributing

The American Body Company produced Model L bodies and other medium-priced auto bodies in aluminum steel and wood. The company's main office was at 1200 Niagara Street, with factories at 1088, 1095, 1200 and 1255 Niagara Street. The company first appears listed at 1255 Niagara Street address in 1911. The company produced bodies for Lincoln and continued that contract until late 1926. The company's experimentation drew the attention of the U.S. Aluminum Company (ALCOA) in the hopes of producing cost-effective stamped aluminum automobile body and, in 1927 American was renamed U.S. Aluminum Co.; Fabrication Division. At this time volume automobile body production ceases and the company focused on producing experimental aluminum bodies in the Buffalo factories through the 1950s. By 1950 the factory at 1255 Niagara Street was no longer manufacturing aluminum auto bodies and lists the various uses in the building as storage on the second floor, used car storage, auto repair and a pattern shop.

The factory constructed for the American Body Company consists of a three story block to the south and a two story block to the north. The three story block is nine rank with no definition of individual bays. Historically offices and a stock room were located on the first floor and assembly space on the second and third floors. The block to the north is eight bay long, with each bay defined by paired windows at the second floor and paired windows of loading docks on the first floor. The windows at the first floor and in the five bays from the south on the second floor are all four over four double hung sash units. The second story windows in the three bays to the north are industrial steel unit. The change in window type might be a reflection of function. In the three bays to the north metal work was performed while in the bays to the south woodworking was done on the first floor and assembling on the second floor. Although the windows in the three story block have been replaced on the first and second floor and infilled on the third the building retains a high level of integrity. The original stone sills remain extant throughout.



Designs by American Body Corporation. Source: "CoachBuilt" www.coachbuilt.com



Looking northeast toward 1255 Niagara Street, American Body Company.

1273 Niagara Street – Residence **Contributing**

The residence located at 1273 Niagara Street first appears on the 1900 Sanborn Map. The Queen Anne style building with gambrel roof is not typical of this section of Niagara Street, which tended to be more industrial in the late 19th century. James Burgess, a real estate agent and his wife Martha lived in the house between 1899 and 1911 when James died. Martha continued to live in the house until 1917. The history of residency in the house after the Burgess' leave is consistent with the working class neighborhood. In 1918 Henry Pyle, a carpenter, lived in the house, followed by John forgetter, a machinist in 1920. The Troglauer family occupied the residence next. Theresa, the mother lived with her three sons, a woodworker, metalworker and machinist, and two daughters who were both clerks. By 1950 the residence has been converted into apartments.

The Queen Anne style residence at 1273 Niagara Street retains a high level of integrity. The fish scale shingle and Palladian window in the gambrel remain extant as does the brackets at the eaves. The original siding remains extant as does the Eastlake detailing at the porch frieze. The posts and rails have been removed. The windows have been covered with plywood, but remain extant in a number of locations. The massing features full and partial story bay windows on the side elevations.



Looking northeast toward the residences at 1273 and 1277 Niagara Street.

1277 Niagara Street
Contributing

The residence at 1277 Niagara Street first appears on the 1889 Sanborn Map. The Stick style building is not typical of this section of Niagara Street, which tended to be more industrial in the late 19th century. Frederick Ogden, who worked at the Banner Milling Company lived in the residence in 1888. Douglas Joyce, a dentist, and his wife Jessie moved into the house in 1894 where they lived until they moved to 142 Englewood Avenue in 1915. The city directory lists a number of occupants in the house in 1917 including John Dedona, a lab worker; Alexander Scott, a molder and Marie Misconde, a widow. In 1920 the residents remain unchanged, however John Dedona's occupation is listed as a grocer with the business located at 1277 Niagara Street. His sons, a soldier, artist, mechanic and trainsman also live in the house. By 1922 the Dedona's had moved out and Thomas Barth, a grocer moved his business and family into the residence. An addition was added to the front of the building and a restaurant opened by 1950.

Despite the later addition to accommodate a restaurant, sufficient historic fabric remains extant to convey the Stick style detailing. The turned posts and frieze at the port remains extant as does the detailing of at the open pediment of the front facing gable dwelling. The clapboard and original windows remain extant.



Looking southeast toward the residences at 1273 and 1277 Niagara Street.

SIGNIFICANCE

Discuss how the historic district meets the National Register eligibility criteria. How does the district fit within the historic context and reflect historic events of the city/Village/town (**Criterion A**). Does the district have association with people important to the history of the city/Village/town (**Criterion B**). Are properties typical or outstanding examples of architecture/design for their respective era, and how do landscape features contribute (**Criterion C**).



View of Black Rock Canal – Belt Line – Niagara Street Industrial Heritage District from Black Rock Canal.

The proposed Black Rock Canal – Belt Line – Niagara Street Industrial Heritage Historic District embodies the relationship between industry and transportation networks on water and land that defines the history of the Village of Black Rock, specifically Upper Black Rock. Transportation related commerce and industry were defining factors in the history of the area. The historic district conveys the industrial history of Upper Black Rock by water, rail and truck along the Black Rock Canal, Belt Line Rail Road and Niagara Street. The industries in the district were directly related to transportation with Sterling Engine, Buffalo Gasoline Motor Company and American Body Company occupying the major factory buildings in the district. The properties in the historic district are primarily industrial/manufacturing, although a house at 19 Mason Street, constructed ca. 1889 and the Union Meeting Hall, First Presbyterian Church of Black Rock, constructed in 1827 at 44 Breckenridge Street, remain extant on the west side of Niagara Street. The properties on the east side of Niagara Street reflect the diversity of functions required in a working class neighborhood. The property at 1225 Niagara Street, constructed ca. 1877 functioned as a grocery and meat market with boarding rooms above. A plumber and baker occupied the storefront at 1233. Two residences dating to the late nineteenth century remain extant on the northeast corner of Auburn Avenue and Niagara Street. The proposed historic district meets Criterion C in the area of architecture and Criterion A for its association with the transportation and industrial history of Upper Black Rock.

One (1) property in the district has been previously inventoried and determined to be National Register eligible: 44 Breckenridge Street, First Presbyterian Church of Black Rock USN 02490.006777. This property is also a local landmark (added 9/29/92). One property in the district has been previously inventoried and no determination made: 42 Breckenridge, USN 02940.019528.

Background:

The Village of Black Rock derived its name from an irregular triangle of black limestone approximately, 100-feet wide and 300-feet long with a level surface that rose approximately 4-feet above the water level of the Niagara River. The rock was located just west of the present intersection of Niagara and Hampshire Streets. The black limestone outcropping created a small natural harbor an eddy, and was a favorite fishing spot of the Indians. The natural harbor, with its relatively calm water provided a port for docking, loading and unloading vessels. The rock was also used as a slip for a ferry that traveled to Canada from as early as the Revolutionary War until its demolition in 1825 when the Erie Canal was constructed (Norton 1879:98, 112; 1912:250 and 255). The rock is no longer extant and is located below what is now Interstate 190.

Written histories suggest that Niagara Street, Black Rock Harbor and the Rail Road have long been important for transportation, communication, commerce, and other uses. Before Europeans arrived in North America, Native Americans had constructed trails in the area, many of which became early Euro-American settler trails and roads. Europeans recognized the importance of the Niagara River for transportation, control of the fur trade, and communication with outposts in the Great Lakes region. The river's importance was amplified by the lack of decent roads in the region. The first Europeans to set foot in the area were probably the men associated with the construction and launching of the Griffon, a small French sailing ship financed by LaSalle in 1679. It was probably anchored for a short period of time in the section of the Niagara River lying in close proximity to the historic district. One source claims that it was protected by the "Black Rock" to the south of the district, but another source describe it at anchor at Squaw Island, to the north.⁵⁰ The British began building sailing vessels on the Niagara River about one hundred years later, foreshadowing one of the important early industries in the area.⁵¹ The neighborhood was the scene of a skirmish between British soldiers and French-allied Seneca warriors in 1763, during the French and Indian War. Between 1784 and 1797 a number of treaties were signed by the Seneca and the United States that removed the Senecas from most of Western New York. This was also the period of time when a ferry was established at the black rock to transport people and goods across the river.⁵²

By the end of the first decade of the 19th century the New York State Reservation, a one-mile wide strip of land along the entire length of the Niagara River, formerly held for the Senecas, was surveyed into lots and sold to settlers and speculators by the State. The project area lies within this former reservation.⁵³ Niagara Street was only 40 feet wide when it was laid out from the Village of New Amsterdam (later Buffalo) to as far as Scajaquada Creek between 1803 and 1806.⁵⁴ It was not much used until after the War of 1812.⁵⁵

The ferry, and a warehouse owned by Porter, Barton & Co., a few houses, and a tavern formed the nucleus of the Village that was officially incorporated in 1813 (Bingham 1931: 211). This Village would later compete with Buffalo for the terminus of the Erie Canal. Although the Village of Black Rock lost its struggle with Buffalo to be chosen as the terminus of the Erie Canal, the northern part of the Village, below Scajaquada Creek, did get a canal lock at the foot of Austin Street. The power generated by that lock attracted factories and flour mills.

The area between the Village of Buffalo and Scajaquada Creek was known locally as Upper Black

⁵⁰ Robert W. Bingham, *Cradle of the Queen City: A history of Buffalo to the incorporation of the city*, (Buffalo, New York: Buffalo Historical Society, 1931). A.W. Spear, *The Peace Bridge: 1927-1977 and Reflections of the Past*, (Buffalo, New York: Buffalo and Fort Erie Public Bridge Authority, 1977), 9.

⁵¹ Spear, *The Peace Bridge*, 9.

⁵² Shmookler et al., *Appendix E*, 5-2-4.

⁵³ William Ketchum, *History of Buffalo* (Buffalo: Rockwell Baker and Hill, 1865).

⁵⁴ Lockwood R. Doty (ed.), *History of the Genesee Country* (Chicago: S.J. Clarke Publishing Co., 1925).

⁵⁵ Smith, *History of the City of Buffalo*.

Rock while the area north of Scajaquada Creek was known as Lower Black Rock. The historic district lies within the Upper Black Rock area. Ship building was an important industry at Scajaquada Creek and Upper Black Rock developed quickly into a trading and transportation hub for the region. The area's initial development occurred because the Black Rock Ferry was a busy transportation link between the eastern and western shores of the Niagara River.⁵⁶

Fort Street led down the embankment from the current intersection of Hampshire Street and Niagara Street to the ferry at the black rock. Other paths or roads from Niagara Street to the river included a path just south of a stream on the alignment of Albany Street and a path on the alignment of Auburn Avenue. All of the streets emanating from Niagara Street were connected by a path or road on the beach along the river. That early road, which began at Buffalo, was cleared along the sandy beach at the base of the bluff and roughly followed the future alignment of the Erie Canal.⁵⁷ By the 1810s the neighborhood contained several taverns and boarding houses, the ferry station, warehouses and docks, general and grocery stores, military barracks, and several log houses.⁵⁸

During the War of 1812 development in the area was halted except for the construction of small fortifications. Over the course of the war, British and American artillery exchanged fire across the river and battles were fought in the area because the black rock was strategically important for loading and unloading boats. Most of the buildings near the black rock were destroyed during the war.⁵⁹

The Village of Black Rock initially recovered faster than Buffalo after the War of 1812 because of its natural harbor at the black rock. The Bird Island Pier was constructed in 1822, connecting Squaw Island to the Bird Island Reef farther south. The pier calmed the waters of the Niagara River and made the Black Rock Harbor more navigable.⁶⁰ However, when Buffalo was chosen for the terminus of the Erie Canal, Black Rock's fate was fairly sealed.⁶¹ In 1825 the black rock was removed during the construction of the Erie Canal, the ferry operation was moved north to the present foot of Ferry Street in the next year, and the Village's development slowed as canal boats were towed past the area to be unloaded at Buffalo. Some important businesses in Upper Black Rock moved south to Buffalo while others moved north to take advantage of the water power generated by a lock just north of Scajaquada Creek.⁶²

Financial problems associated with the construction of the Erie Canal led to the incorporation of part of Black Rock Harbor in its natural state into a section of the canal. Erie Canal traffic passed through the historic district and consisted of hundreds of thousands of settlers bound for the expanding western frontier of the United States and millions of tons of freight heading in both directions.

Buffalo was incorporated as a city in 1832 and grew at a phenomenal rate because of the canal terminus and the construction of major railroads through the city. The Village of Black Rock became the Town of Black Rock in the same year and developed slowly as business and commerce gravitated to the south at Buffalo and to the north at the Lower Black Rock canal lock and Scajaquada Creek area. Black Rock was absorbed into the City of Buffalo in 1853.⁶³

Upper Black Rock was mainly rural farmland in the first half of the 19th century. Most of the improvements at that time were transportation-related: Niagara Street was declared a public highway in 1826, the Black Rock ferry was moved and improved, the Erie Canal was enlarged, and the area saw the

⁵⁶ Severance, *The Picture Book of Earlier Buffalo*, 251-261. Shmookler et al., *Appendix E*, 5-4.

⁵⁷ Shmookler et al., *Appendix E*, 5-7.

⁵⁸ Severance, *The Picture Book of Earlier Buffalo*, 251-261.

⁵⁹ Severance, *The Picture Book of Earlier Buffalo*, 251-261. Shmookler et al., *Appendix E*, 5-12, 13.

⁶⁰ H.W. Hill. *Municipality of Buffalo, New York – A History: 1720-1923* (New York: Lewis Historical Publishing Co., 1923), 263.

⁶¹ Whitford, Noble E., and Minnie M. Beal. *History of the canal system of the state of New York, together with brief histories of the canals of the United States and Canada*, (Albany: Brandow printing Company, 1906).

⁶² Shmookler et al., *Appendix E*, 5-13, 17, 22.

⁶³ Spear, *The Peace Bridge*, 12-21.

construction of the first railroads in Buffalo.⁶⁴

The Buffalo and Black Rock Railroad was constructed along the beach between Buffalo and the Black Rock ferry station at the foot of the current Ferry Street. It began operating in 1834. A horse-drawn railcar was pulled along a three mile long railroad consisting of four-inch thick wood rails covered with a thin strip of iron.⁶⁵ The railroad was running regular trains through the area and the historic district past Scajaquada Creek on the current alignment of Niagara Street by 1836. It was the first railroad in the area to use steam locomotives. By 1853, it was part of the New York Central Railroad system and the tracks were moved off Niagara Street closer to the river and canal.⁶⁶ In 1883 New York Central Railroad constructed a railroad that encircled the City of Buffalo and connected to the main railroad network. The Belt Line, as it was called, was a 15-mile loop that transported people and goods around the city, and provided connections to the larger railroad system that connected Buffalo to the rest of the country. Industry and neighborhoods developed along the loop. Black Rock saw the growth of factories and working class neighborhoods, while neighborhoods such as Parkside provided a suburban living environment for its upper middle class inhabitants. The Belt Line was in operation for approximately thirty-years, gradually fading out of existence due to competition from trolley lines and automobiles.

The second half of the nineteenth century saw Buffalo continue to grow out toward its city limits. The Buffalo Street Railway Company was formed in 1860 and Niagara Street was one of the first streets in Buffalo to acquire tracks. The first cars were small and were drawn by horses. The rails were cast iron and were laid with tie rods between them to prevent the tracks from spreading apart. By the end of the 1860s, the streetcar lines were reaching the sparsely settled areas of the city. A car house, stables, and office were built near the intersection of Niagara and Albany Streets in 1862.⁶⁷

Improvements and expansions of utilities like sewers, corduroy and otherwise paved streets, gas lines, and the introduction of streetcar lines allowed citizens to move farther away from the city center. Residences, commercial buildings, and industry followed the construction of parks, streetcar lines, and utilities. Notable industries included a number of milling companies located on Bird Island Pier at Squaw Island.⁶⁸

Most of the large properties along Niagara Street were subdivided and built upon. Urbanization took hold along Niagara Street. This took the form of a growing and much denser stock of residences, with shops and other commercial buildings erected to serve the increasing population. A few small and large manufacturers moved in among the mostly-residential area to the south of the historic district.⁶⁹

The neighborhood stretching from about Ferry Street to Scajaquada Creek was more industrial than the southern half with several large companies predominating among scattered dwellings. Much of the area was devoted to transportation structures and facilities like the Black Rock Harbor, Black Rock Ferry, Erie Canal, and numerous railroads. Generally, the eastern side of Niagara Street was more residential and the western side was more industrial and transportation-oriented.⁷⁰

A Niagara Street power plant for the streetcars was built in 1891. It was fueled by coal until 1896

⁶⁴ Bureau of Engineering. *Index to Records of Streets, Public Grounds, Waterways, Railroads, Gas Companies, Water Works, etc. of the City of Buffalo from 1814 to 1896* (Buffalo: The Wenborne Sumner Company, 1897). Hopkins, Griffith Morgan. *Atlas of the City of Buffalo, Erie Co., New York: from actual surveys & official records*, (Philadelphia: G.M. Hopkins, 1872).

⁶⁵ Shmookler et al., *Appendix E*, 5-19.

⁶⁶ Pierce, *Stage 1A Cultural Resource Investigation*, 5-25.

⁶⁷ William Reed Gordon, *90 Years of Buffalo Railways, 1860-1950, International Railway Company*, (Buffalo, New York: Ms. on File. Buffalo and Erie County Public Library, 1990), 68-72, 99.

⁶⁸ Smith, *History of the City of Buffalo*, 251-252.

⁶⁹ Hopkins, *Atlas of the City of Buffalo*.

⁷⁰ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).

when hydroelectric power started coming from Niagara Falls.⁷¹ The International Railway Company took possession of the local streetcar companies in 1902 and by 1908 the cars were longer and heavier and required better rails. New and stronger rails were laid and were supported by steel ties embedded in concrete.⁷²

At the beginning of the 20th century the smaller single-family homes and smaller businesses were giving way to large industry and apartment buildings. The neighborhoods character was shifting from a fairly even mix of residential, commercial, and industrial development to more industry, including heavy industry. West of Niagara Street, the industrial character was shifting from light and medium industry to more medium and heavy industry. The eastern side of Niagara Street was moving from residential and commercial to more industry and larger buildings mired in with single-family dwellings.⁷³ With the rise of improved public transportation, especially the automobile, it was no longer necessary for workers to live close to their place of employment; after the 1900s, places of business or industry were not always surrounded by worker cottages or apartments.

Transportation elements were undergoing change as well. Between 1905 and 1924 the federal government made improvements to Black Rock Harbor and Bird Island Pier. The work created the Black Rock Canal and Lock, a channel between Buffalo and Tonawanda for deep-draft vessels.⁷⁴ The section of canal in Buffalo was abandoned by 1918 upon completion of the Erie Barge Canal, which terminates in Tonawanda.⁷⁵

Massive bridges across the Niagara River are prominent features in the viewshed. The International Railroad Bridge was opened in 1873 with one set of tracks and a pedestrian walk. It is located just north of the historic district. The Peace Bridge was built for automobile traffic between 1925 and 1927. The Peace Bridge is located to the south.⁷⁶

Buses took over the electric streetcar routes between the 1930s and 1950s. Rails were gradually taken up and the streets were repaved by the International Railway Company. The company was dissolved in 1950 and the removal of tracks and poles was completed in the 1960s.⁷⁷ Most of the remaining residential buildings on Niagara Street were being converted for commercial purposes like restaurants and shops. The Buffalo Sewer Authority dominated Squaw Island, displacing dozens of shacks and boat houses.

Two transportation features that lie in the project area include the I-190 (Niagara Thruway) and I-198 (Scajaquada Expressway). The I-190 was built in the early 1960s over the former bed and towpath of the Erie Canal in parts of the project area. It runs north-south between the Black Rock Harbor and Niagara Street. The I-198 was built later in the 1960s and connects with the I-190 via a series of ramps that extend over the northern end of the project area.⁷⁸

Buffalo's population peaked in the 1950s and began a steady decline as large companies started leaving the area. War industries scaled back or closed altogether. Small local companies could not compete with national corporations and the opening of the St. Lawrence Seaway allowed shipping to bypass Buffalo. The construction of the interstate highway system and inexpensive Federal new-home loans sparked an exodus from the city. All of these factors accelerated the general loss in industry and population in the second half of the 20th century.⁷⁹

⁷¹ Gordon, *90 Years of Buffalo Railways*, 68-72, 99.

⁷² Gordon, *90 Years of Buffalo Railways*, 39.

⁷³ Sanborn Map Company, *Fire Insurance Map of Buffalo*.

⁷⁴ Hill, *Municipality of Buffalo, New York – A History*, 264.

⁷⁵ Shmookler et al., *Appendix E*, 5-20, 21.

⁷⁶ Spear, A.W. *The Peace Bridge: 1927-1977 and Reflections of the Past*, (Buffalo, New York: Buffalo and Fort Erie Public Bridge Authority, 1977).

⁷⁷ Gordon, *90 Years of Buffalo Railways*, 39.

⁷⁸ Clinton Brown Company, 2010. Accessed online, August 3, 2014: <http://buffaloah.com/surveys/br/Hist.pdf>.

⁷⁹ Shmookler et al., *Appendix E*, 5-39.

Black Rock Canal, part of the Erie Canal National Heritage Corridor, is located to the west of the historic. The properties in the historic district are within the view shed of the Canal. Between 1905 and 1924 the federal government made improvements to Black Rock Harbor and Bird Island Pier. This work created the Black Rock Canal and Lock, a channel between Buffalo and Tonawanda for deep-draft vessels⁸⁰. This section of the canal in Buffalo was abandoned by 1918 upon completion of the Erie Barge Canal, which terminates in Buffalo.⁸¹

Although beyond the scope of this survey and report, the Belt Line is a significant resource and cultural landscape in the city of Buffalo. The Belt Line and Black Rock Canal embody the historic relationship among rail and water transportation and the associated industries.

PHOTOS

Provide clear, original color photographs of each property within the historic district. Submitted views should represent each property as a whole and its relationship to the street. Include general setting, outbuildings and landscape features.

MAPS

Provide a quadrangle map or tax map showing the historic district location and boundaries. Project maps included in the survey report will more specifically indicate the locations of individual properties in relationship to streets, intersections or other widely recognized features. Photo angles will be shown on these maps.

SOURCES Typical sources include county and town histories, historic maps and images, historian interviews, previous Cultural Resource Survey Reports and Building Structure Inventories, architecture guide books and census records.

1872 Hopkins *Atlas of Erie County*

1894 American Atlas Company, *Atlas of the City of Buffalo*

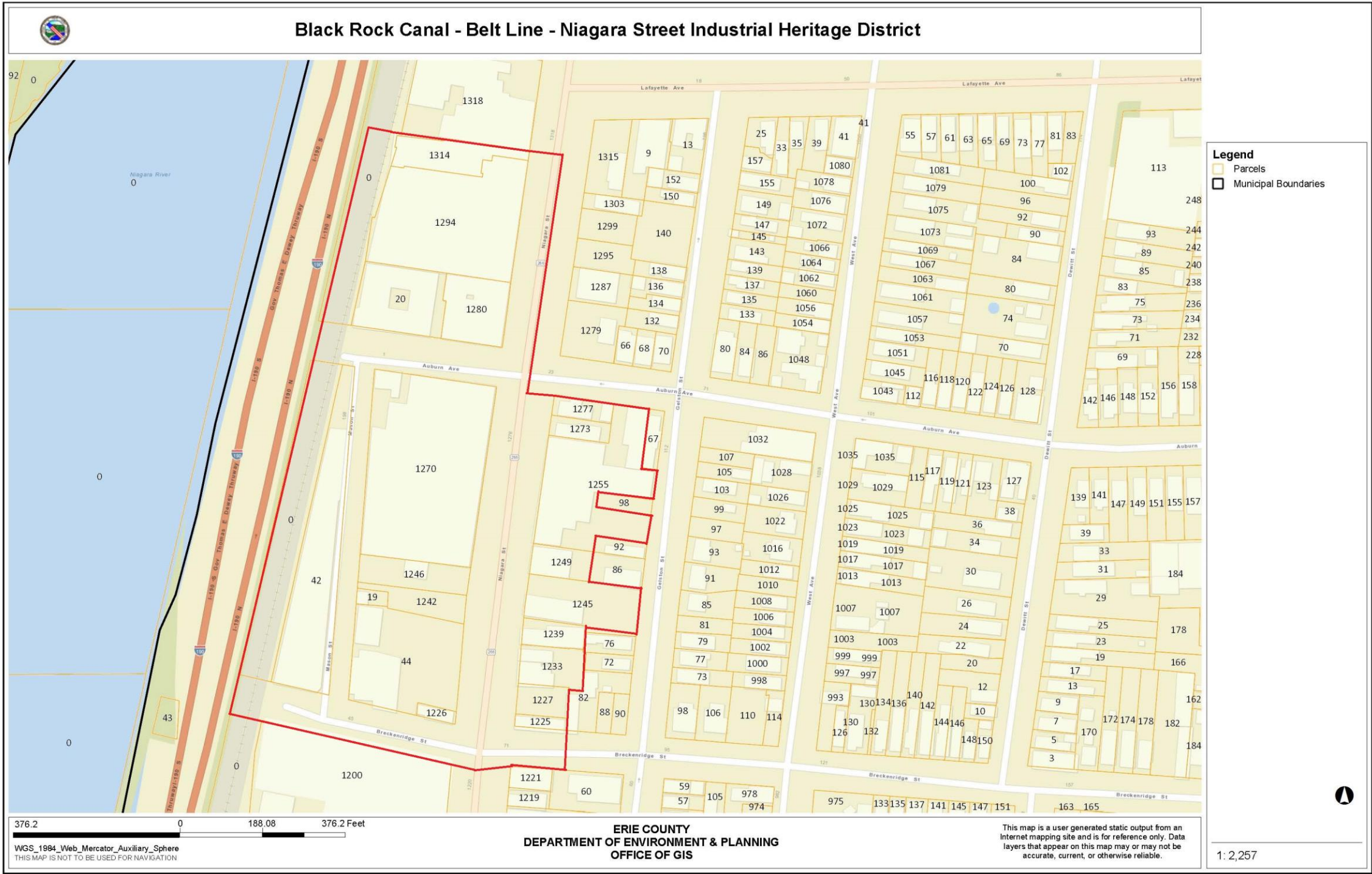
1899 Sanborn Map Company *Fire Insurance Map of Buffalo, New York*

1925 Sanborn Map Company *Fire Insurance Map of Buffalo, New York*

1925 (corrected to 1950) Sanborn Map Company *Fire Insurance Map of Buffalo, New York*

⁸⁰ Hill. *Municipality of Buffalo, New York – A History*, 264.

⁸¹ Shmookler et al., *Appendix E*, 5-20, 21.



Map Showing Proposed Black Rock Canal – Belt Line – Niagara Street Industrial Heritage District.. Properties outlined are all contributing buildings in the historic district.

**NATIONAL REGISTER ELIGIBLE
INDIVIDUAL PROPERTIES NOT PREVIOUSLY INVENTORIED**



HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) A.F. Oliver Gear & Machine Co
Address or Street Location 1114 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner A.F. Oliver Gear Address _____
Original use Manufacturing Current use Manufacturing
Architect/Builder, if known E. B. Green & Sons Date of construction, if known 1931

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

1114 Niagara Street is an industrial building constructed on the west side of Niagara Street between Gull Street and West Ferry Street to the north and Albany Street to the south. The building was designed in 1931 by Edward B. Green & Sons for the A.F. Oliver Gear & Machine Company. The Niagara Street elevation is three bays wide with the entrance centrally located. The flanking bays feature inset panels with streamline "gear" detailing with an Art Deco sensibility. Above the windows is a precast cornice that turns the corner at the north and south elevations. A brick parapet rises above the cornice. To the north and south are buildings.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The A.F. Oliver Gear & Machine Company was founded in 1907 and specialized in the production of custom-made gears. The building is significant as a good example of a mid-twentieth century, architect designed industrial building with a stylized facade. The building is also significant for its association with the industrial history of Upper Black Rock. Oliver Gear remains in business at the Niagara Street factory.





Looking west from Niagara Street toward 1114 Niagara Street.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Rich Products- (E.R. Thomas Motor Company)
Address or Street Location 1200 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner Rich Products Corp Address _____
Original use Manufacturing Current use Office/Manufacturing
Architect/Builder, if known _____ Date of construction, if known ca. 1905

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: Renovation of factory buildings except one at Niagara Date: post - 1950

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The industrial buildings at 1200 Niagara Street were constructed in the first decade of the 20th century for the E.R Thomas Motor Co. The buildings are located on the west side of Niagara Street. Breckenridge Street is located to the north and West Ferry Street to the south. The Belt Line and Black Rock Canal are located to the west. The complex consists of three-story reinforced concrete daylight factory buildings to the rear, constructed ca. 1905-1909, and the brick masonry office and factory building facing Niagara Street constructed in 1901-1902. The factory buildings have been altered with replacement windows. The brick masonry building has not been significantly altered. The Niagara Street elevation is seventeen rank with the entrance occuring to the to the north of center. Above the entrance is an inset panel with the words "E.R. Thomas". The first floor windows are six-over-six double hung sash with brick segmental header and stone sill. The second floor windows also have brick segmental headers and stone sills, but are shorter in height with twelve-over-twelve double hung sash. The north and south elevations are similarly detailed. To the west the brick masonry building is connected to the concrete daylight factory buildings.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The complex located at 1200 Niagara Street is significant for its association with E.R. Thomas Motor Company who were nationally prominent early manufacturers of automobiles and "aeroplane" parts. They produced the "Thomas Flyer" in the Buffalo factory. One of the Thomas Flyers won the first New York to Paris auto race in 1908. Thomas sold the company in 1908. Despite being used for other industrial purposes over the years the building was not significantly altered. The complex is significant for its association with the industrial history of Upper Black Rock and for its association with the E.R. Thomas Motor Company.





Looking northwest from Niagara Street toward 1200 Niagara Street.



Looking southwest from Niagara Street toward 1200 Niagara Street.



Looking northwest into 1200 Niagara Street from across Niagara Street.



Looking southeast toward 1200 Niagara Street from the Black Rock Canal.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Garrett Leather- (The Mentholatum Co Factory Building)
Address or Street Location 1360 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner Garratt Holdings LLC Address _____
Original use Manufacturing Current use Leather Distribution
Architect/Builder, if known _____ Date of construction, if known ca. 1919

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

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Maps

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Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

1360 Niagara Street is located on the west side of Niagara Street between Penfield Street to the north and Lafayette Avenue to the south. Brace Street, an alley running west off Niagara Street, is located to the immediate south. The Belt Line and Black Rock Canal are located to the west.

The structural concrete daylight factory was constructed in ca. 1919 for the Mentholatum Co. The building is eight bays wide on the east and west elevations and five bays wide on the north and south elevations. The north and south corner bay to the east are articulated with heavier pilasters that terminate in a triangular pediment. Otherwise each bay is defined by the vertical structural pilaster and horizontal spandrels that are infilled with red brick. The bays, which would have been glazed, have been infilled.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building located at 1360 Niagara Street is a rare example of an early 20th century daylight factory on Niagara Street in Upper Black Rock. The building is significant to the industrial history of Upper Black Rock. The Mentholatum Company was founded by Albert Alexander Hye in 1889. The company's first factory was constructed in Wichita, Kansas in 1909 and the second in Buffalo, NY at 1360 Niagara Street in 1919. The company moved its headquarters to Buffalo in 1945. The company maintained its operation at the Niagara Street facility until it moved to Orchard Park, NY in 1998. The building is also significant for its association with Hyde and the Mentholatum Company.





Looking southwest from Niagara Street toward 1360 Niagara Street.



Looking south along Belt Line. 1360 Niagara Street is to the east.



Looking southeast from the Black rock Canal toward 1360 Niagara Street.

The Four Plants of the Mentholatum Company With an Annual Output of More Than 20 Million Packages of Mentholatum

Original Home of
MENTHOLATUM
THE
(YUCCA) COMPANY
in Wichita in 1889

ALL of the MENTHOLATUM factories are sunlit, sanitary and spotless, thus providing the most healthful and agreeable surroundings for employees. The machines and equipment are of the most modern type and every facility provided to insure a uniform high quality product. It is very interesting to see the crystals of Menthol taken from hermetically sealed cans and compounded with other ingredients in the glass-lined tanks. Most agreeable odors fill the factories where MENTHOLATUM is put in jars, tubes, and finally boxed and packed for distribution to all parts of the world. The company welcomes visitors to its plants, and competent guides are assigned to show every phase of the making of MENTHOLATUM.

THE HOME OF MENTHOLATUM
Wichita, Kansas
Erected in 1909, this plant serves as distributing headquarters west of the Mississippi River.

THE MENTHOLATUM COMPANY
Buffalo, N. Y.
This spacious plant of brick and concrete construction, built in 1919, has floor space of 80,000 square feet.

The Canadian Plant of
THE MENTHOLATUM COMPANY
Bridgeburg, Canada. Built in 1914

The English Plant of
THE MENTHOLATUM COMPANY
Opened in 1923 at Slough, Bucks,
near London, England.

The four plants of the Mentholatum Company. Source www.forgottenbuffalo.com





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION Property

name(if any) Address or Great Lakes Pressed Steel Corp. (The King Spring Co.)
Street Location County 1400 Niagara Street
Erie _____ Town/City Buffalo Village/Hamlet: _____
Owner Great Lakes Pressed Steel Address _____
Original use Manufacturing Current use Manufacturing
Architect/Builder, if known _____ Date of construction, if known ca. 1884

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

Great Lakes Pressed Steel, formerly King Spring Company is located on the west side of Niagara Street between Potomac Avenue to the north and West Delevan Avenue to the south. Sloan Street, which runs west off Niagara Street is located to the north. The Belt Line and Black Rock Canal are located to the west. The three story brick masonry building was constructed ca. 1885. A storefront, with narrow, cast iron columns remains extant, however the storefront and entry have been covered with corrugated metal. A door accessing the upper floors is located at the northwest corner of the Niagara Street elevation. There are four windows on the second and third floors, each with segmental head and stone sill. The windows have been replaced. "The King Spring Co", though faded, is painted just below the cornice. The north elevation extends west to the Belt Line. Windows are regularly spaced along the elevation and two loading bays are located to the west. The wooden sash windows on the south elevation remain extant. A single story block projects off the second bay from the east of the south elevation. This block appears on the 1889 Sanborn map. A single story building was constructed to the south to accommodate offices in ca. 1945.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building located at 1400 Niagara Street was constructed as a manufacturing building for the King Spring Company in ca. 1885. Job King also owned a carriage and wagon manufacturing company across Sloan Street on the site where the Behr-Manning Company would be constructed in ca. 1945. By 1920 Great Lakes Pressed Steel Corporation had moved their operation into the facility.

The building retains a high level of integrity and is significant as an early example of a manufacturing facility in Upper Black Rock. The building is also significant for its association with industrial history in Upper Black Rock. Great Lakes Pressed Steel continues to maintain their manufacturing operations out of the building.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Buffalo Office Interiors, Inc (Behr-Manning Corporation)
Address or Street Location 1418 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner James Spano Address _____
Original use Warehouse Current use Office
Architect/Builder, if known _____ Date of construction, if known ca. 1945

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

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Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

1418 Niagara Street is a single story , brick masonry warehouse constructed along the Belt Line and New York Central Rail Road, ca. 1945 for the Behr-Manning Corporation. The building is located on the west side of Niagara Street between Potomac Avenue to the north and West Delevan Avenue to the south. Sloan Street, a small alley running west off Niagara Street, is located to the immediate south. The Belt Line Rail Road and Black Rock Canal are located to the west. The building is horizontal in composition. There are two bays to the south of the entrance and five bays to the north. To the south each bay has four metal windows divided by a brick masonry mullion. Surrounding the two window bays is a narrow continuous precast rectangle forming the header, sill and surrounds. The bays to the north are similarly detailed. The four bays to the north of the entrance each have paired windows, while the bay at the northwest corner has a grouping of four windows. A rectangle surrounds the windows forming a continuous head, sill and surrounds. There are two window bays on the south elevation. The bay to the east has four windows and the bay to the west two. There is no precast rectangle surrounding the bays, which each have their own precast sill.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The Behr-Manning Corporation manufactured abrasives for commercial, household and automotive refinishing uses. Examples include coated abrasives and sandpaper. The Behr-Manning facility in Buffalo By the mid-1950s the Behr-Manning Corporation was absorbed into Norton Abrasives and became a division within the company.

The Behr-Manning Corporation had larger facilities in locations such as Troy, New York. The Buffalo facility is significant for its association with Behr-Manning and for its contribution to the industrial and transportation history of Upper Black Rock. The building is also significant as a good example of the small ca. 1945 warehouse building.





Looking northwest from Niagara Street toward 1418 Niagara Street.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____

Address or Street Location 1433 Niagara Street

County Erie Town/City Buffalo Village/Hamlet: _____

Owner Sandra Carpenter Address _____

Original use Commercial/Retail Current use Vacant

Architect/Builder, if known _____ Date of construction, if known ca. 1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: Foundation material not known

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216

Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

1433 Niagara Street is a commercial/retail building constructed in the middle of the block on the east side of Niagara Street between West Delevan Street to the south and Potomac Avenue to the north. The two-story, two bay brick masonry building features a storefront on the first floor and large window openings on the second floor of the west elevation. The storefront parte, with center entrance remains extant but the surfaces have been covered. The windows on the second floor have been covered with corrugated metal, however an industrial steel window remains extant on the north elevation. A corbelled scalloped frieze between the first and second floors and at the parapet cornice are the only ornamental detailing.

There are no windows on the south elevation. There are two windows on the first floor of the north elevation. These have been covered with plywood. An industrial steel window remains extant at the bay to the northeast. A billboard covers the western portion of the north elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The commercial/retail building located at 1433 Niagara Street retains sufficient integrity to convey historic meaning and its contribution to an understanding of the commercial and industrial development of Upper Black Rock.





Looking southeast from Niagara Street toward 1433 Niagara Street.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) _____

Address or Street Location 1469 Niagara Street

County Erie Town/City Buffalo Village/Hamlet: _____

Owner Hurs Realty, Inc Address _____

Original use Apartment Current use _____

Architect/Builder, if known _____ Date of construction, if known ca. 1900

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: Pressed tin

Roof: asphalt, shingle asphalt, roll wood shingle metal slate

Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated

Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216

Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The apartment building located at 1469 Niagara Street was constructed in ca. 1900 at the southeast corner of Potomac and Niagara Streets. When constructed the neighborhood was residential with dwellings located on either side of Niagara Street and apartment buildings along Potomac. The residences along Niagara Street were demolished by 1950 and a gas station and junk yard occupied the lots. This condition remains today. A gas station is located across Niagara Street and an auto dealer is located to the south.

The apartment building is four stories tall. A storefront is located at the northeast corner of the first floor, accessed up a step and through a door at the corner of the building. The storefront parte remains extant, howevr the signboard and windows have been covered. An apartment was located on the first floor to the south. Above the storefront entry is a bay window that turns the corner, extending from the second through fourth floors. The bay is dressed with decorative pressed metal. A similar bay window is located just in from the southeast corner of the Niagara Street elevation and northeast corner of the Potomac Street elevation.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The apartment building located at 1469 Niagara Street retains a high level of integrity of original historic fabric, although it is in deteriorated condition. The building is significant in the area of architecture as a good example of an early 20th century apartment building in Upper Black Rock. It is also significant for its association with residential and industrial development in Upper Black Rock in the late 19th and early 20th centuries.



Narrative Description of Property (continued)

The windows are all one-over-one double hung wooden sash units.

The building is in significantly deteriorated condition.



Looking southeast from Niagara Street toward 1469 Niagara Street.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Aldrick & Ray Manufacturing Company
Address or Street Location 1491 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner Bowmart Niagara LLC Address _____
Original use Manufacturing Current use Manufacturing
Architect/Builder, if known _____ Date of construction, if known ca. 1889

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

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Maps

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Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The property located at 1491 Niagara street is located on the east side of Niagara Street between Bird Avenue to the north and Potomac Avenue to the south. The four-story brick masonry building was constructed ca. 1889 and is four bays wide. The grade slopes slightly down from the east to the sidewalk resulting in the the first floor being slightly raised above the limestone foundation. A medina sandstone watertable extends across the east elevation. The watertable does not extend around the building to the north or south elevations. The main entrance is located at the southeast corner and is accessed by non-historic stairs. The entrance door retains its original frame and transom lights. To the north of the entrance door is what was another door or loading bay. It has been covered with board. The two bays to the north feature broad segmental openings with sandstone sills. The openings have been covered with board. The upper floors are defined by equally spaced window openings with segmental heads and sandstone sills. There are six windows on the second, third and fourth floors. The only ornamental detailing is a a corbelled course between the third and fourth floors and at the parapet.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building located at 1491 Niagara Street was constructed ca. 1889 for the Aldrich & Ray Manufacturing Company who manufactured copper and brass goods. By 1901 Aldrich is no longer listed in the city directories and the company is known as George A. Ray Manufacturing , producers of copper, brass and nickeled goods. The company remained at the Niagara Street factory through the 1950s.

The building is significant for its association with industry in Upper Black Rock and in the area of architecture as a good example of a factory/manufacturing building from the 1880s. It is also significant for its association with George A. Ray and his metalwork company.



Narrative Description of Property (continued)

The south elevation is fourteen bays wide, each bay is defined at the parapet by a short extension of what would be a pilaster, however there are no pilasters visible on the smooth masonry wall. The windows are wider in proportion than those on the west elevation and feature a segmental head and medina sandstone sill. A loading dock is located at the fourth bay from the west. A non-historic metal building has been added to the last two bays to the east.

The north elevation is detailed similarly however there are no window openings on the second and third floors of the four bays to the west.

Most of the windows have been covered with corrugated metal. The original multi-light sash remain extant on a few windows toward the east of the north elevation.



Looking northeast from Niagara Street toward 1491 Niagara Street.





HISTORIC RESOURCE INVENTORY FORM

OFFICE USE ONLY

USN: _____

IDENTIFICATION

Property name(if any) Bison Storage - (F.N. Burt Co Paper Box Factory "C")
Address or Street Location 1502 Niagara Street
County Erie Town/City Buffalo Village/Hamlet: _____
Owner Bison Storage Address _____
Original use Manufacturing Current use Storage
Architect/Builder, if known _____ Date of construction, if known ca. 1911

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls: wood clapboard wood shingle vertical boards plywood
 stone brick poured concrete concrete block
 vinyl siding aluminum siding cement-asbestos other: _____
Roof: asphalt, shingle asphalt, roll wood shingle metal slate
Foundation: stone brick poured concrete concrete block

Other materials and their location: _____

Alterations, if known: Single story addition to the north Date: post - 1950

Condition: excellent good fair deteriorated
Explain: _____

ATTACHMENTS

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn map indicating the location of the property in relation to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Kerry L. Traynor Address 422 Parker Avenue, Buffalo, NY 14216
Telephone: 716.864.0628 Email ktapreservationspecialists@gmailcom Date July 15, 2014

(Continued on reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Bison Storage Building is located on the west side of Niagara Street between Bird Avenue to the north and Potomac Avenue to the south. To the west are the Belt Line Rail Road and Black Rock Canal. The seven story concrete factory was constructed ca. 1911 as a box manufacturing facility for the F.N. Burt Paper Company. The 1916 Sanborn map shows a rail spur running along side of the building.

The windows along the Niagara Street elevation have all been covered with corrugated metal. The windows on the west elevation facing the Black Rock Canal and Belt Line remain extant. The nine bay elevation is defined by the concrete structural system. Pilasters and spandrels define each bay. Six-over-six metal window triplets fill each bay except for the one to the north which is concrete. The openings at the first floor have been infilled with concrete block.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The concrete daylight factory constructed in ca. 1911 for the F.N. Burt Co as their Paper Box Factory "C" is a good and rare example of this building type in Upper Black Rock. It retains a high level of integrity. The windows on Niagara Street have been covered with corrugated metal, however those on the west elevation adjacent to the Belt Line and Black Rock Canal remain extant. The building is also significant for its association with industrial development in Upper Black Rock.



Narrative Description of Property (continued)

A single story addition was added to the north side of the building after 1950. The 1950 Sanborn map does not show the addition. There are two loading bays on the west elevation and four on the east elevation of the concrete block building. The north and south elevations are two bays deep. It does not appear as though there were window openings on the north and south elevations.



Looking northwest from Niagara Street toward 1502 Niagara Street.



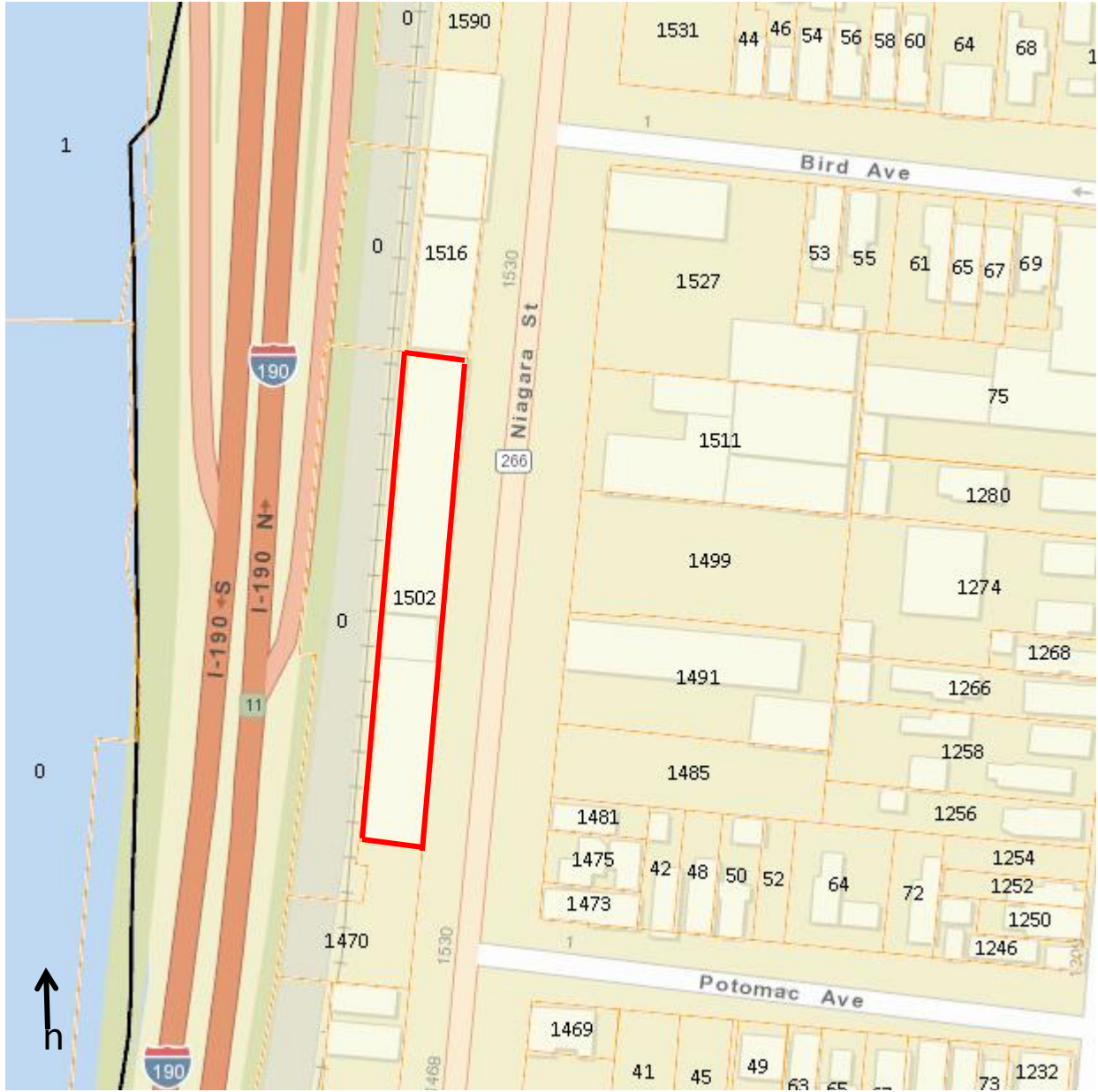
Looking southwest from Niagara Street toward 1502 Niagara Street.



Looking east from the Black Rock Canal toward 1502 Niagara Street.

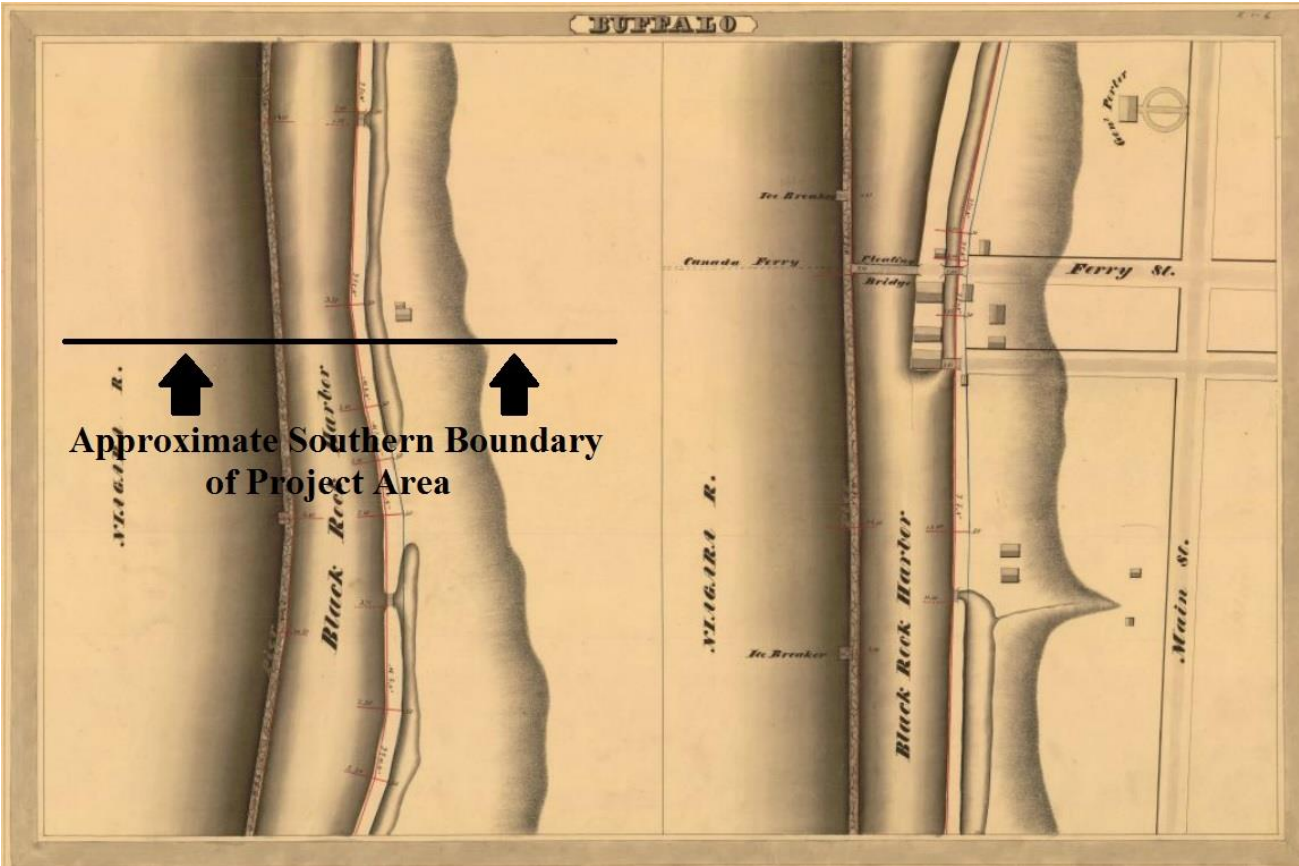
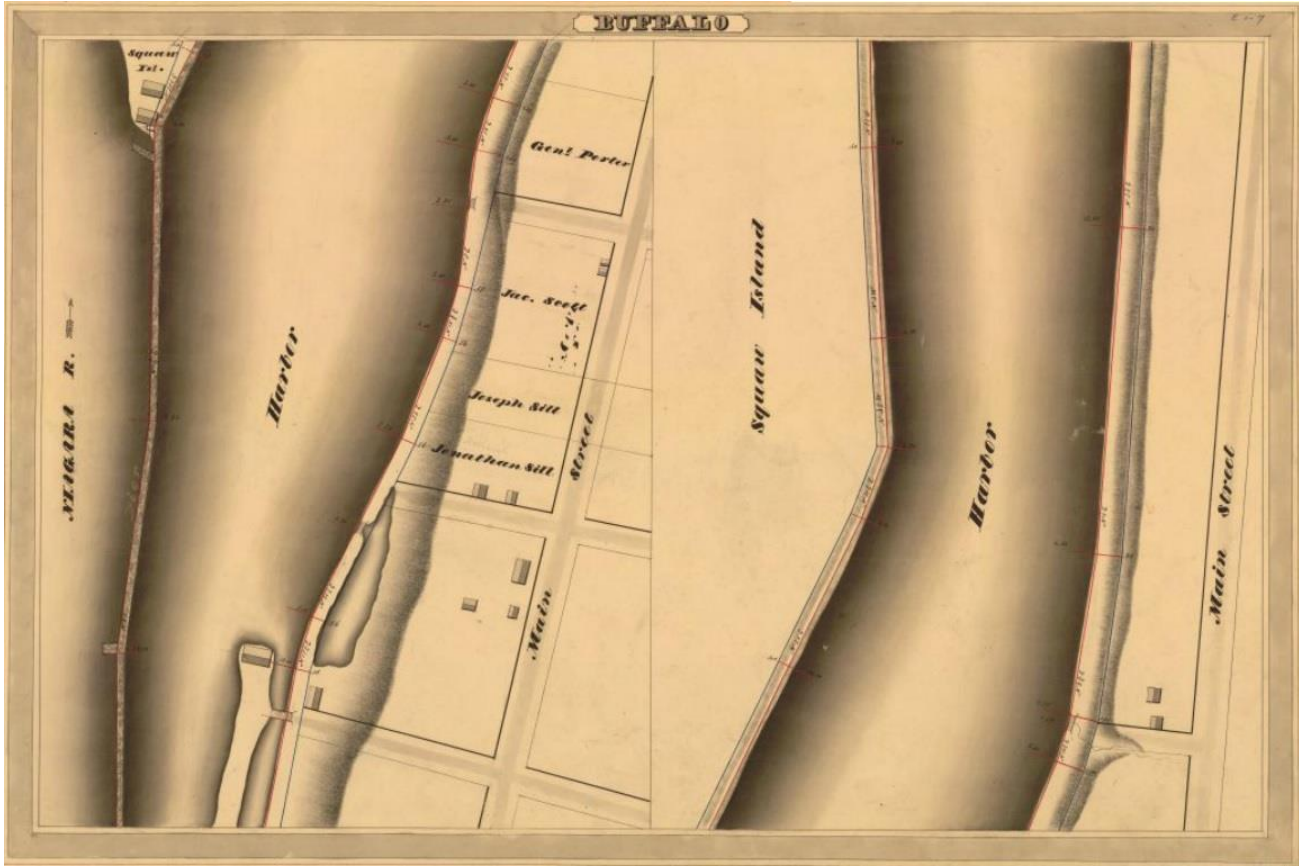
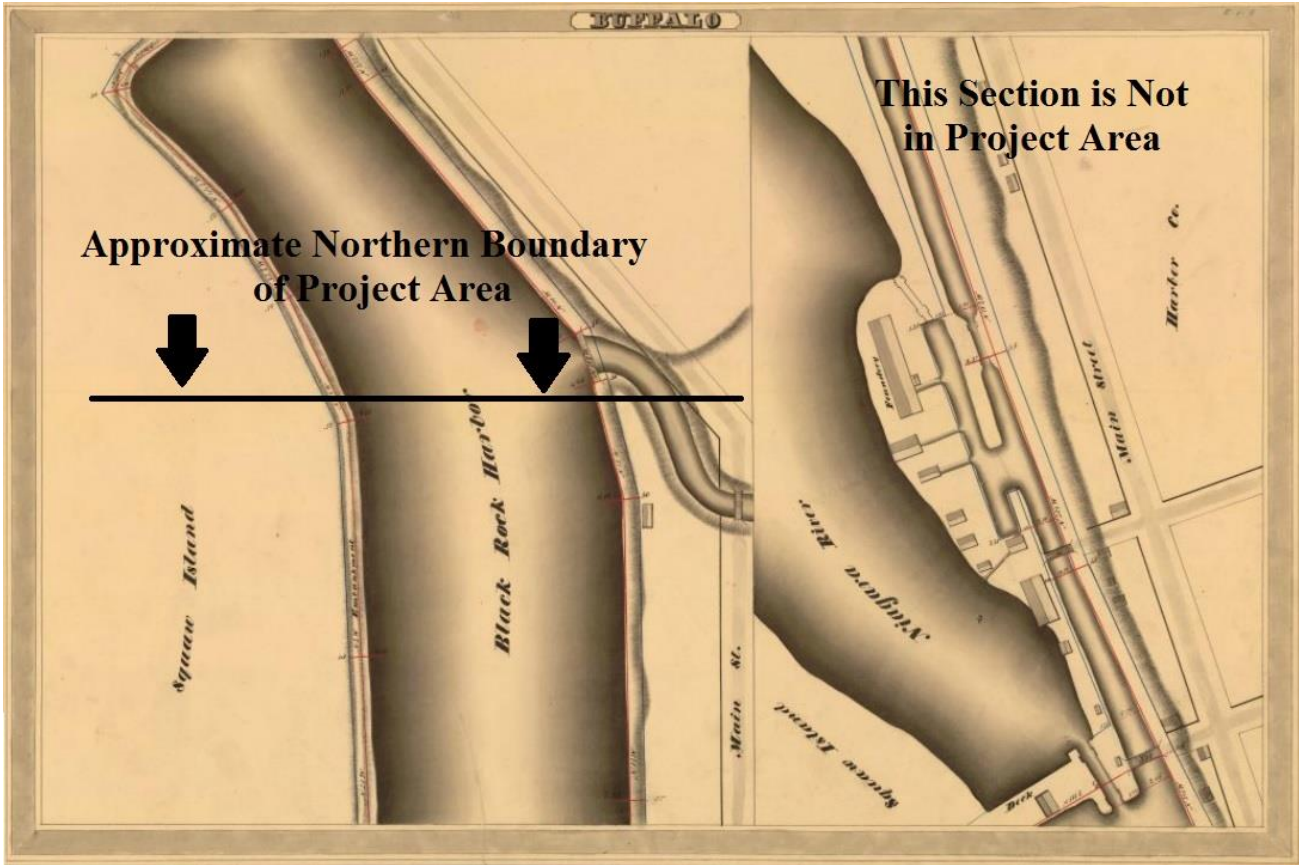


Looking northeast from the Belt Line toward 1502 Niagara Street.



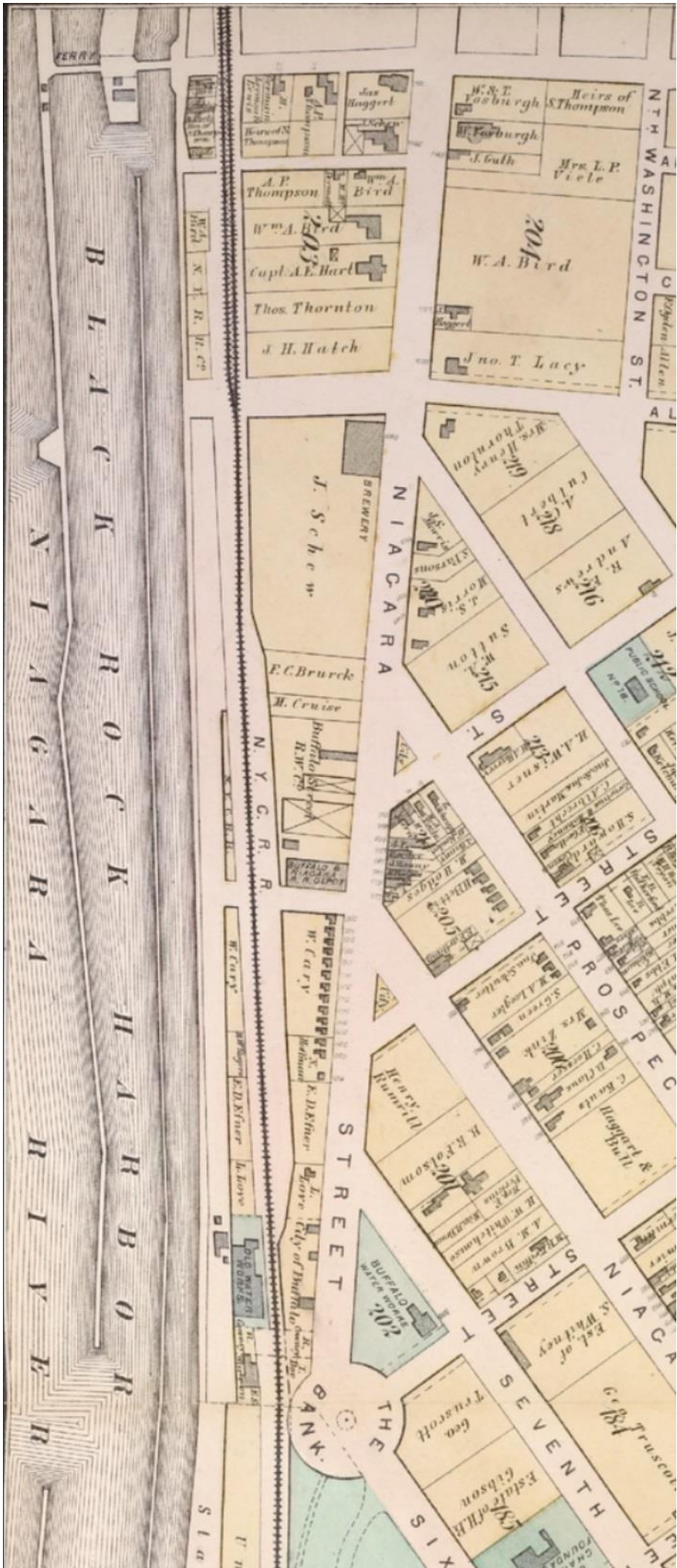
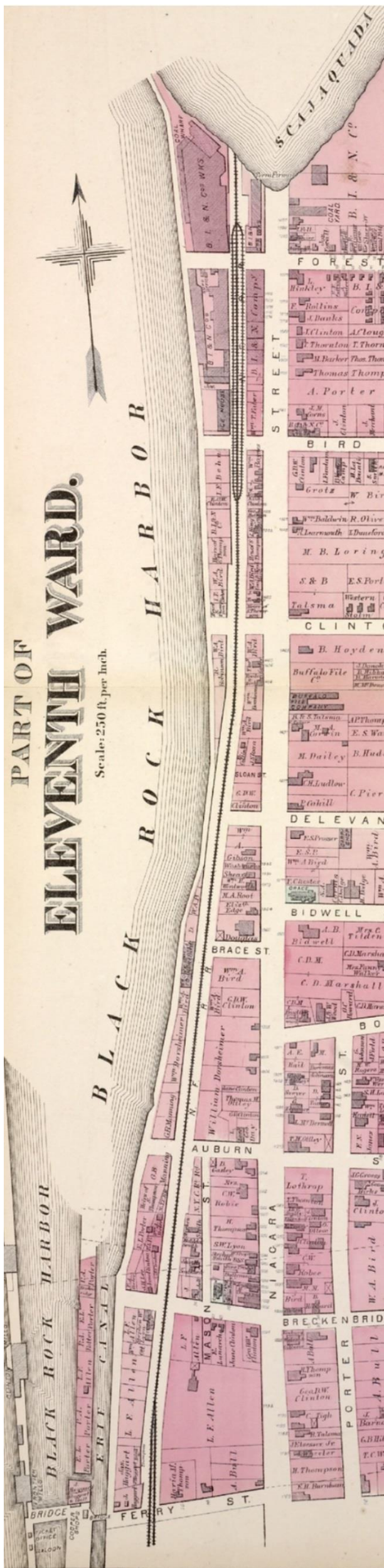
APPENDIX A

HISTORIC MAPS



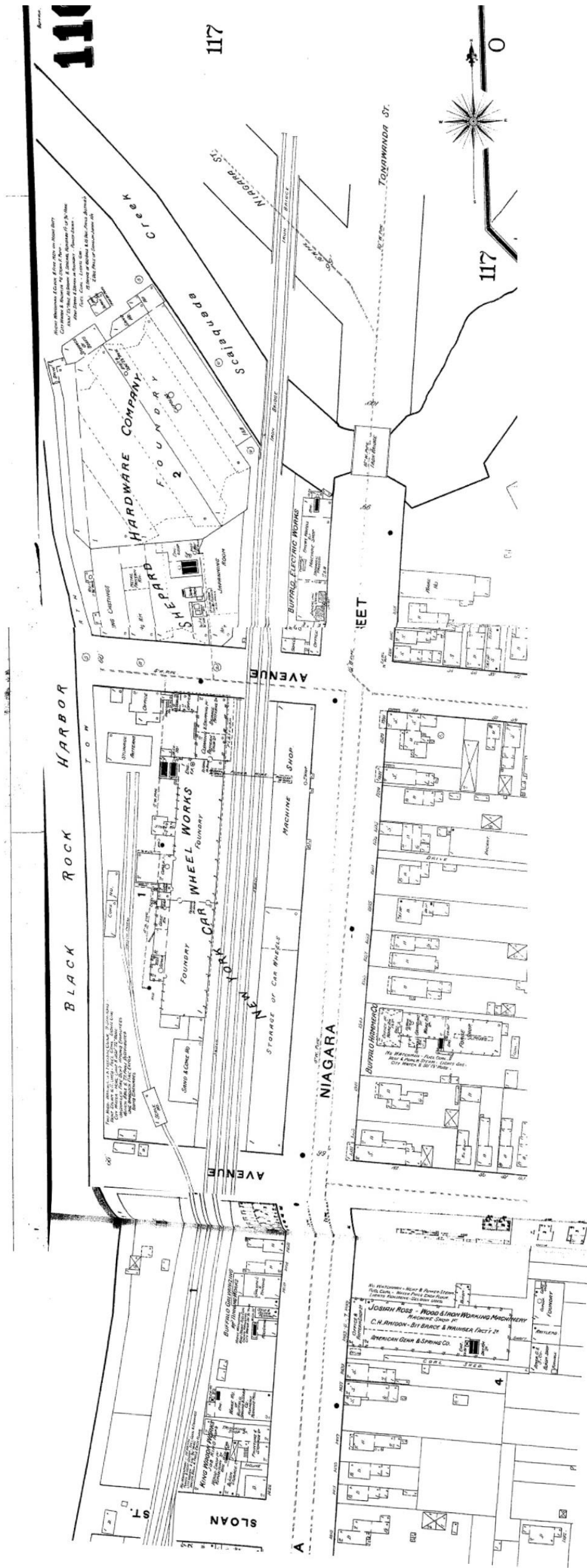
1834 Erie Canal Map.¹ The right half of each plate is the section adjacent to and north of the left half of the plate. Main Street (of Black Rock) is now Niagara Street. Streets drawn on the maps but not named were, from south to north, Gull Street, Breckenridge Street, Auburn Avenue, Brace Street, and Sloan Street.

¹ Hutchinson, Holmes. *Erie Canal, from a survey made in conformity with Sec. IV, Art. I, Chap. IX, Title IX, of the revised statutes of the State of New York by Holmes Hutchinson* (1834), (Albany, N.Y.: New York State Library), Accessed online July 11, 2014: <http://iarchives.nysed.gov/PubImageWeb/getCollectionImagesServlet?id=67542>.



1872 Hopkins Atlas Map of Buffalo.² The left section shows the northern half of the project area and the right section shows the southern half of the project area.

² Hopkins, Griffith Morgan. *Atlas of the City of Buffalo, Erie Co., New York: from actual surveys & official records*, (Philadelphia: G.M. Hopkins, 1872).



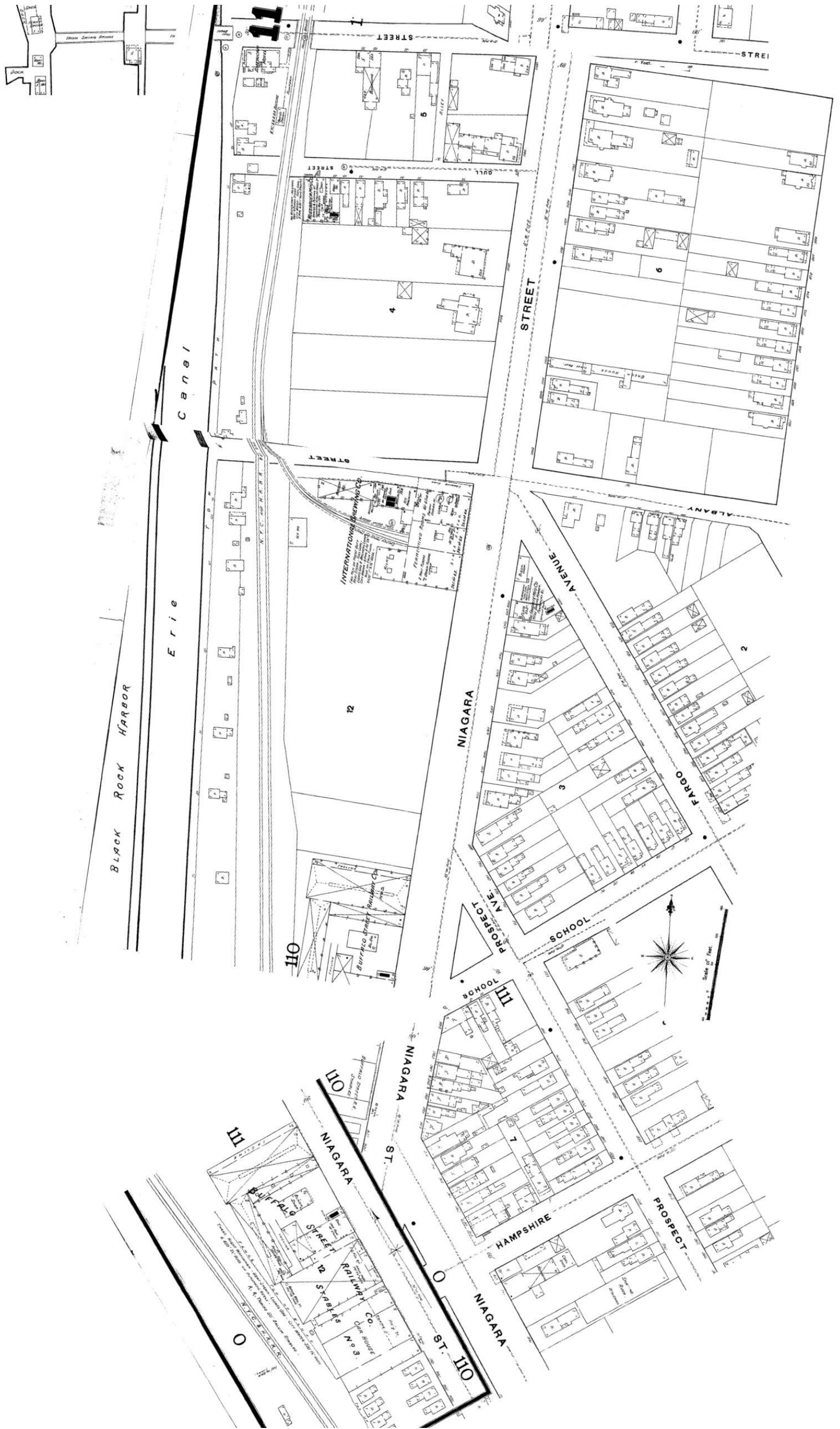
1889 Sanborn Fire Insurance Map.³ Northern portion of the Project Area.

³ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



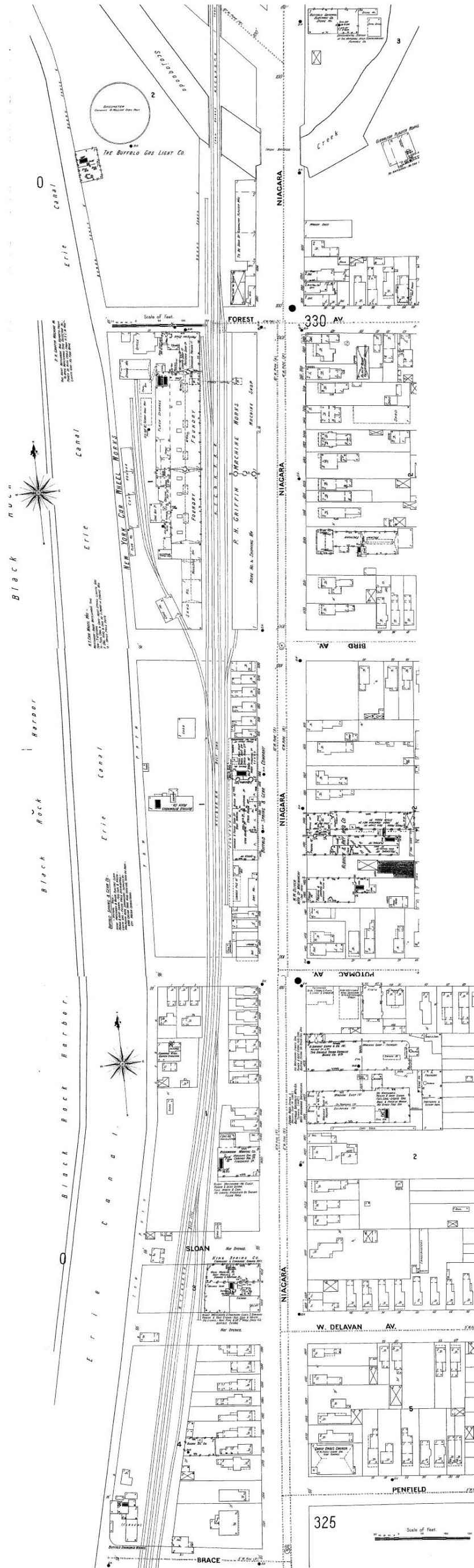
1889 Sanborn Fire Insurance Map.⁴ Middle portion of the Project Area.

⁴ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



1889 Sanborn Fire Insurance Map.⁵ Southern portion of the Project Area.

⁵ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



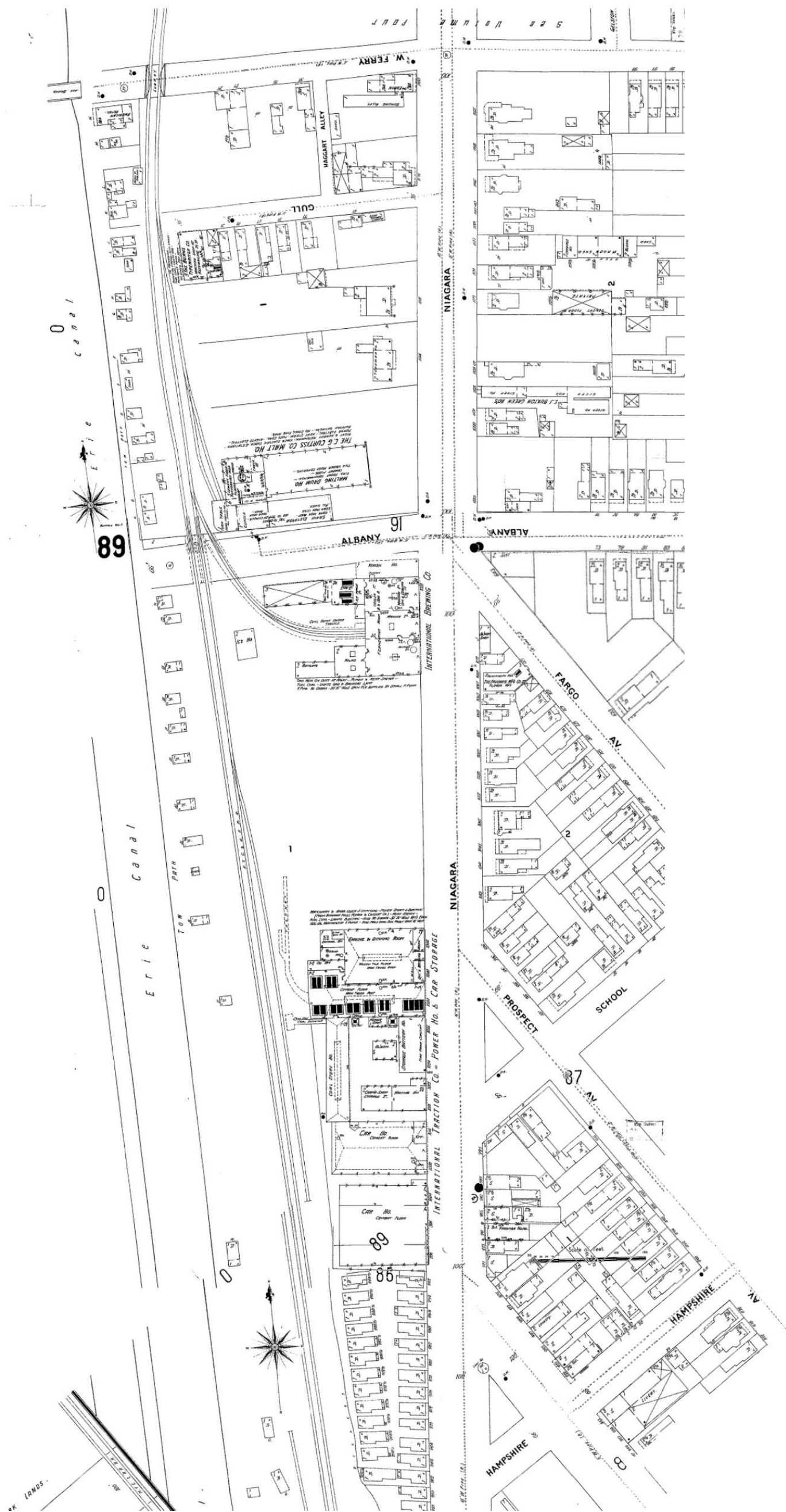
1899-1900 Sanborn Fire Insurance Map.⁶ Northern portion of the Project Area.

⁶ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



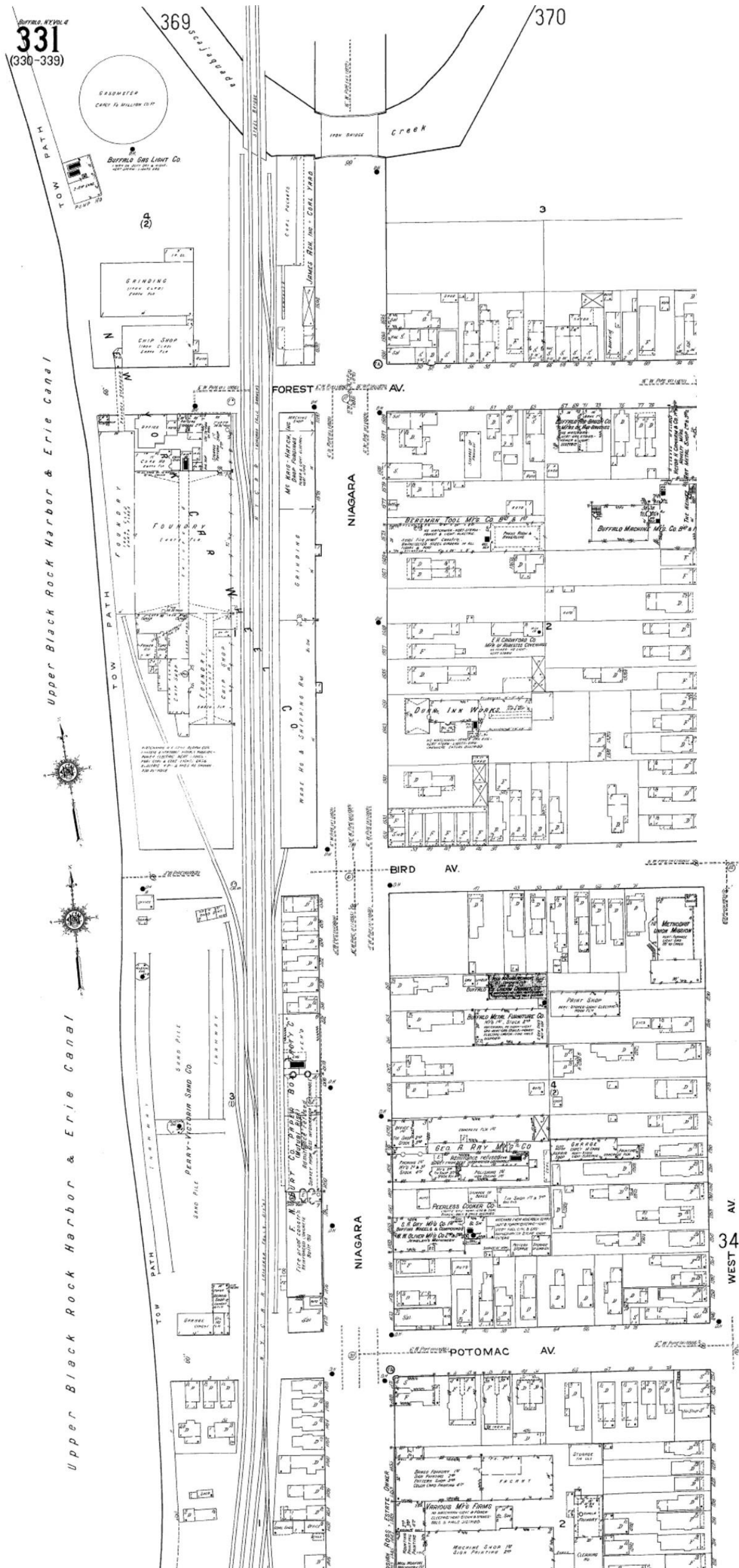
1899-1900 Sanborn Fire Insurance Map.⁷ Middle portion of the Project Area.

⁷ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



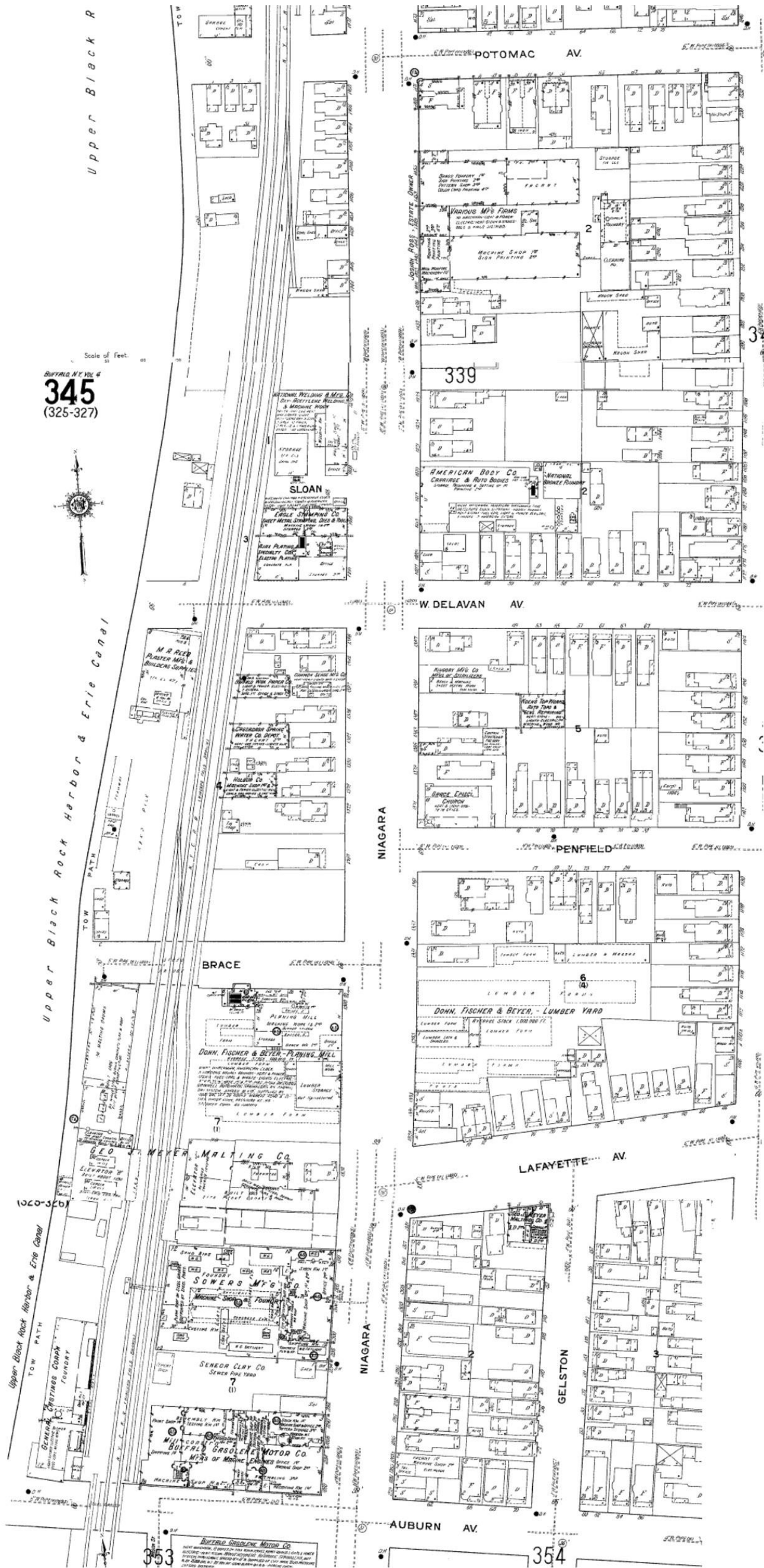
1899-1900 Sanborn Fire Insurance Map.⁸ Southern portion of the Project Area.

⁸ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



1916-1925 Sanborn Fire Insurance Map.⁹ Northern portion of the Project Area.

⁹ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



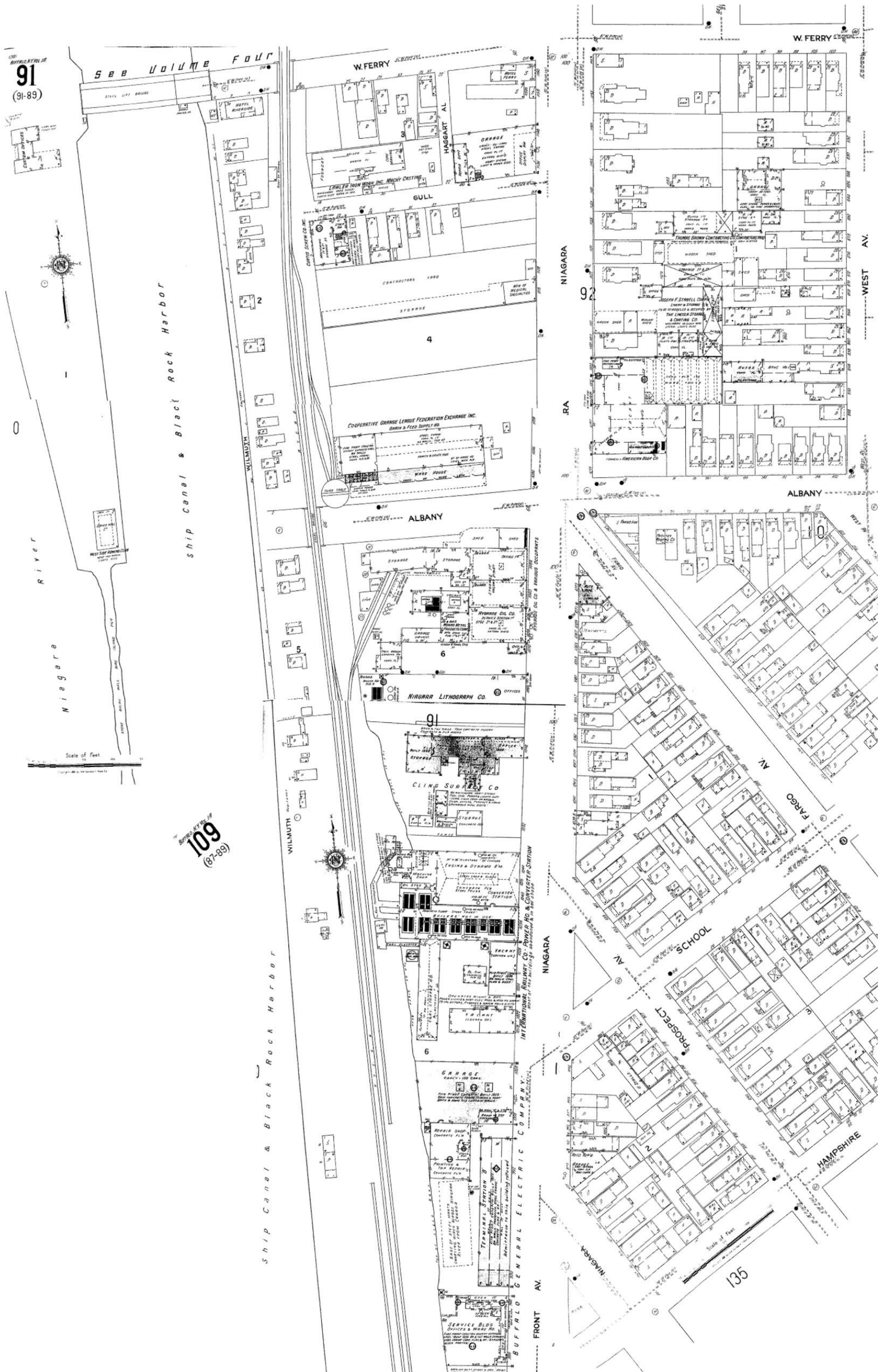
1916-1925 Sanborn Fire Insurance Map.¹⁰ Upper middle portion of the Project Area.

¹⁰ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



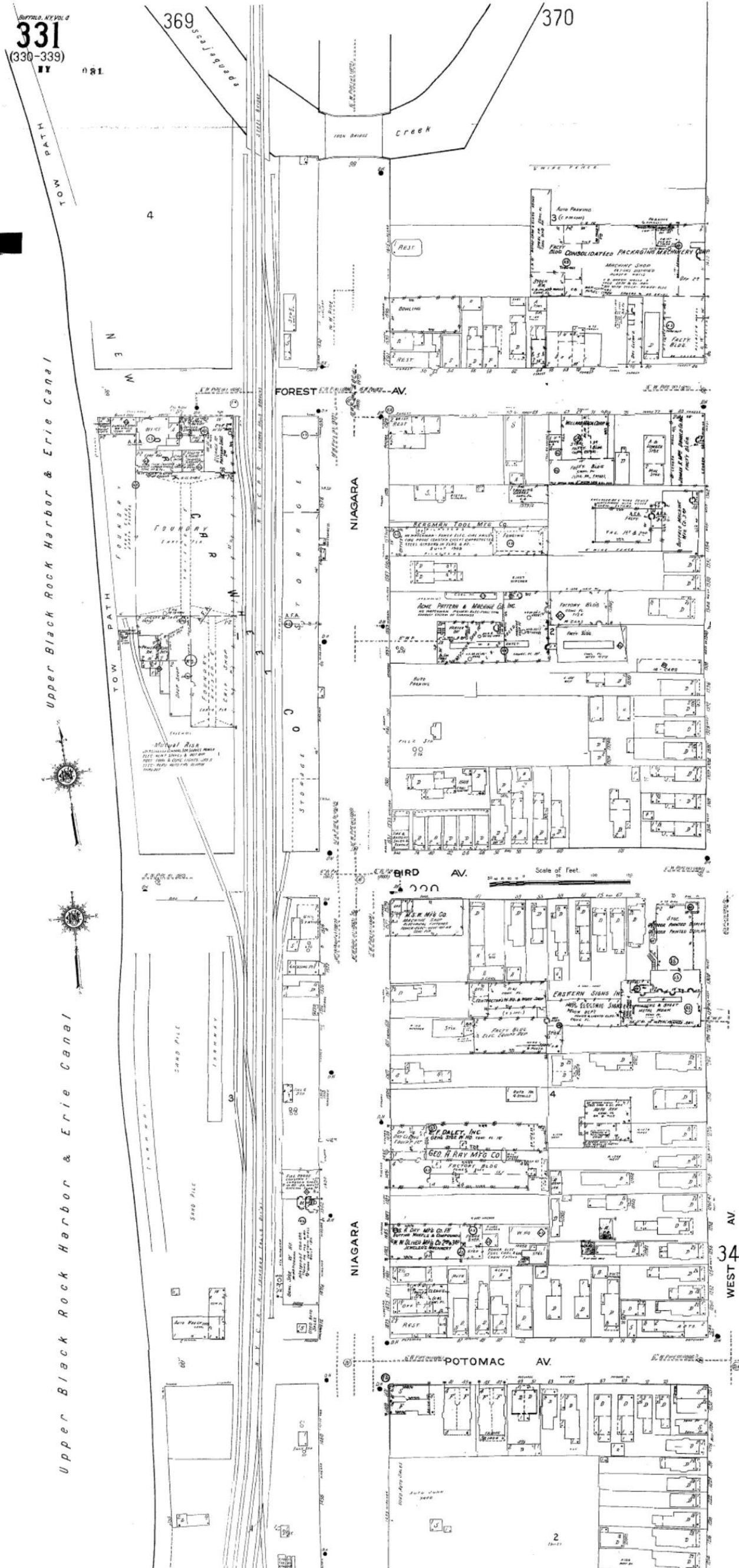
1916-1925 Sanborn Fire Insurance Map.¹¹ Lower middle portion of the Project Area.

¹¹ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



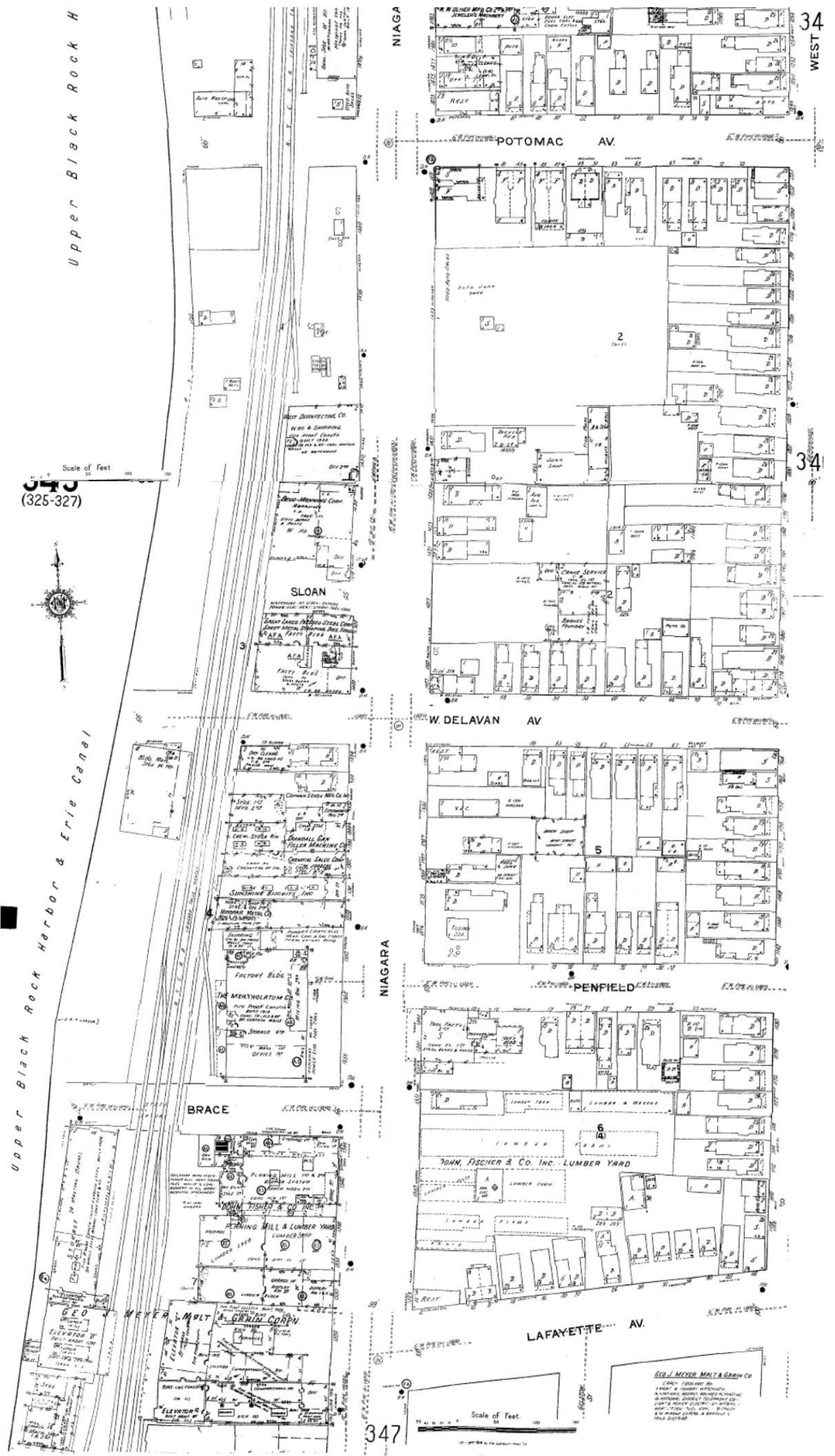
1916-1925 Sanborn Fire Insurance Map.¹² Southern portion of the Project Area.

¹² Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



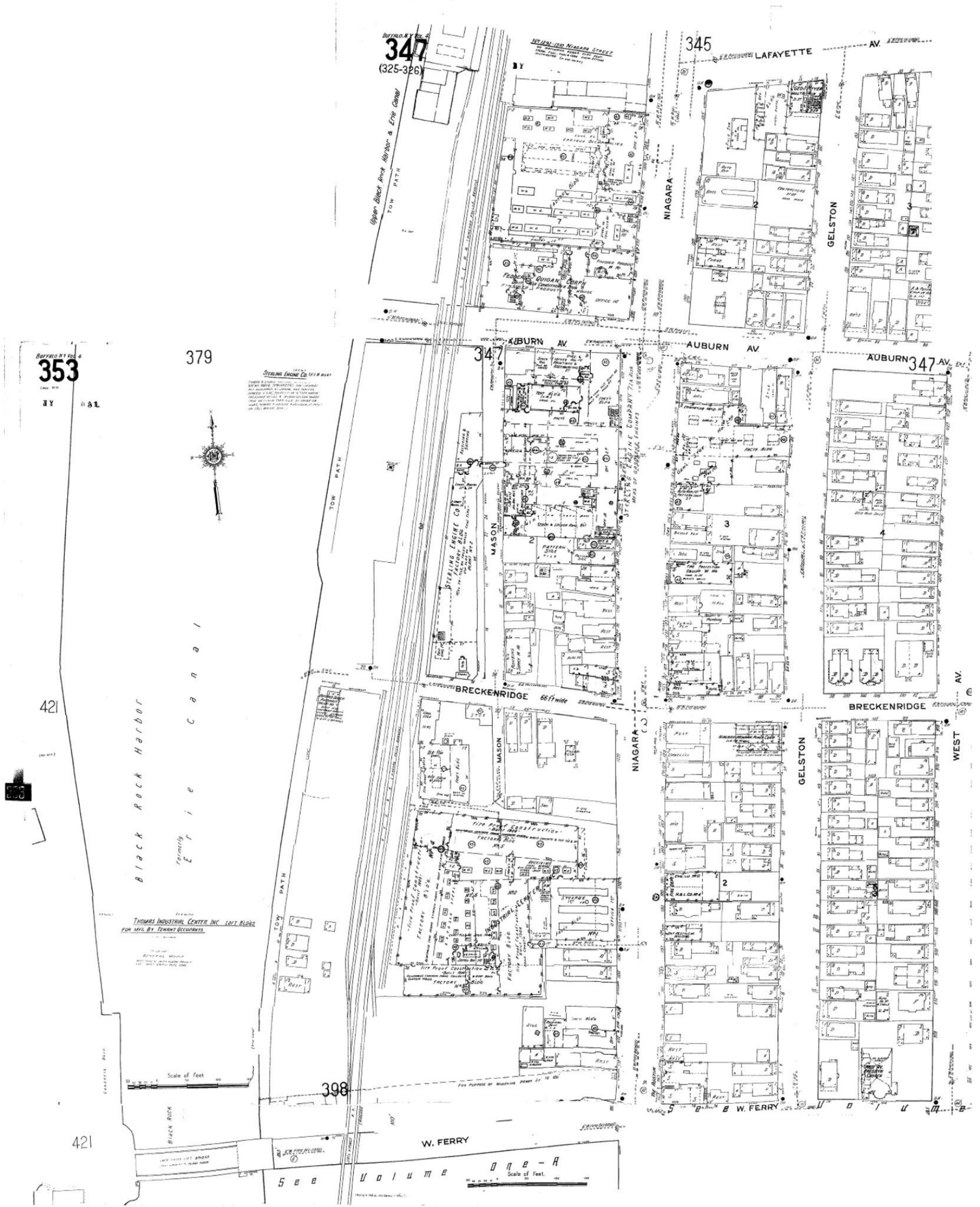
1951 Sanborn Fire Insurance Map.¹³ Northern portion of the Project Area.

¹³ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



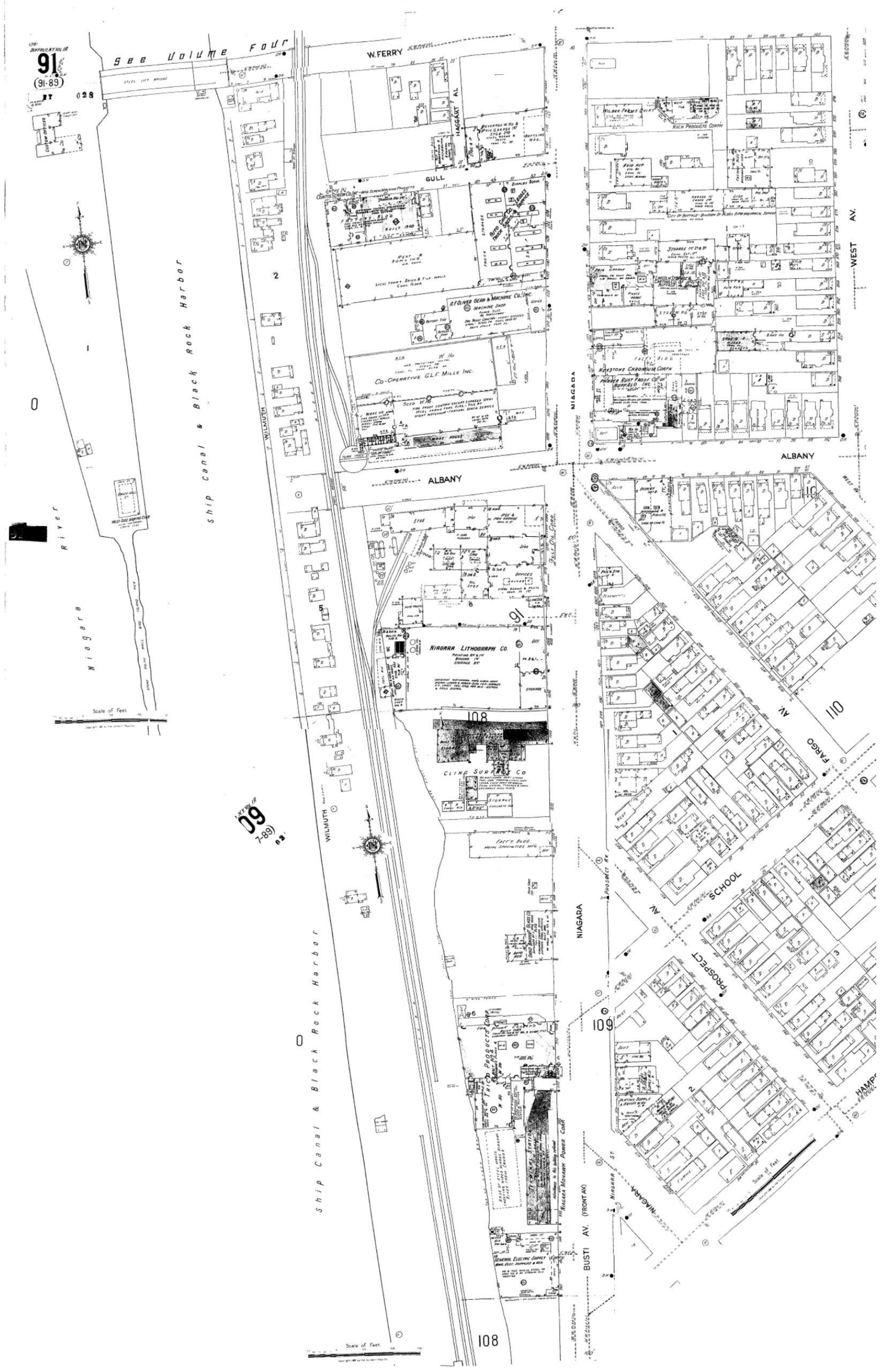
1951 Sanborn Fire Insurance Map.¹⁴ Upper middle portion of the Project Area.

¹⁴ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



1951 Sanborn Fire Insurance Map.¹⁵ Lower middle portion of the Project Area.

¹⁵ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).



1951 Sanborn Fire Insurance Map.¹⁶ Southern portion of the Project Area.

¹⁶ Sanborn Map Company, *Fire Insurance Map of Buffalo, New York*, (Pelham, New York: Sanborn Map Company, 1889-1951).

APPENDIX B

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APPENDIX B: REFERENCES

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APPENDIX C

PROJECT AREA MAPS

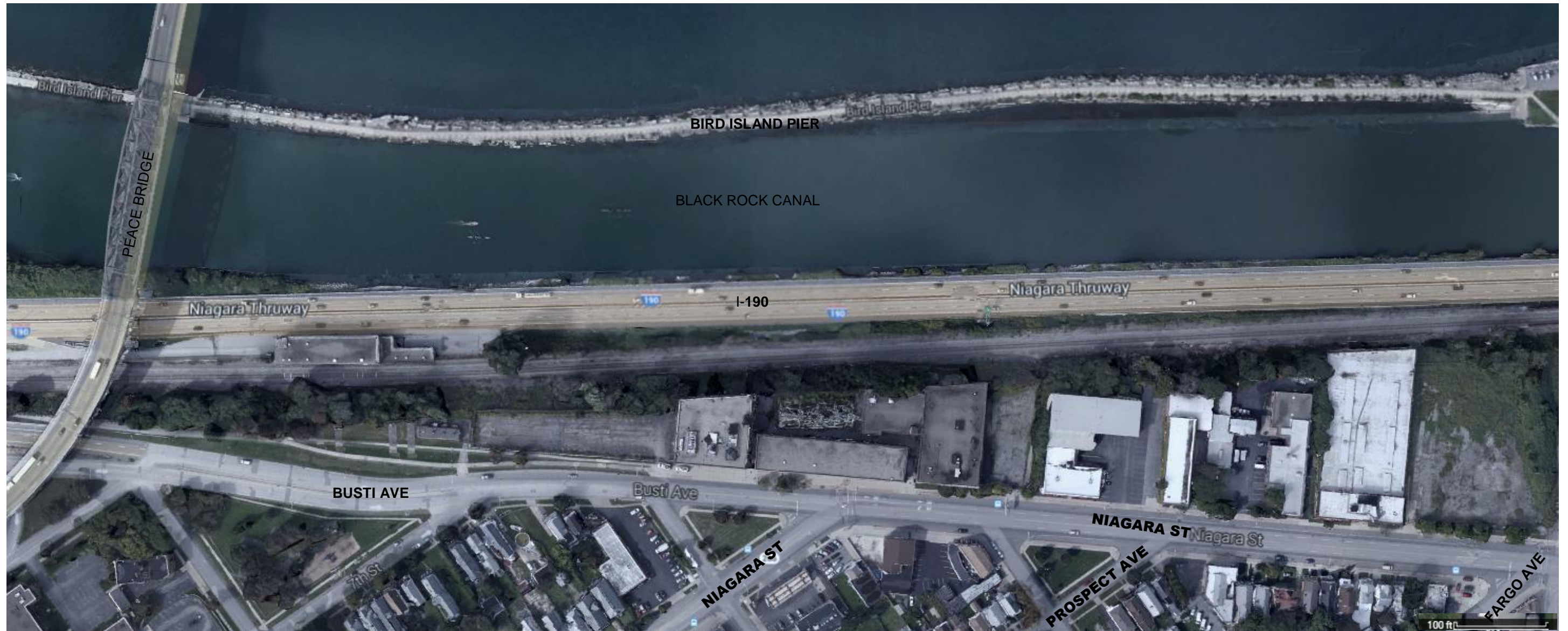


FIGURE 6
PROJECT AREA: Niagara Street between Busti and Fargo Avenues



FIGURE 6:
PROJECT AREA: Niagara Street between Fargo Avenue and Breckenridge Street



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FIGURE 6:
PROJECT AREA: Niagara Street between Breckenridge Street and Lafayette Avenue.

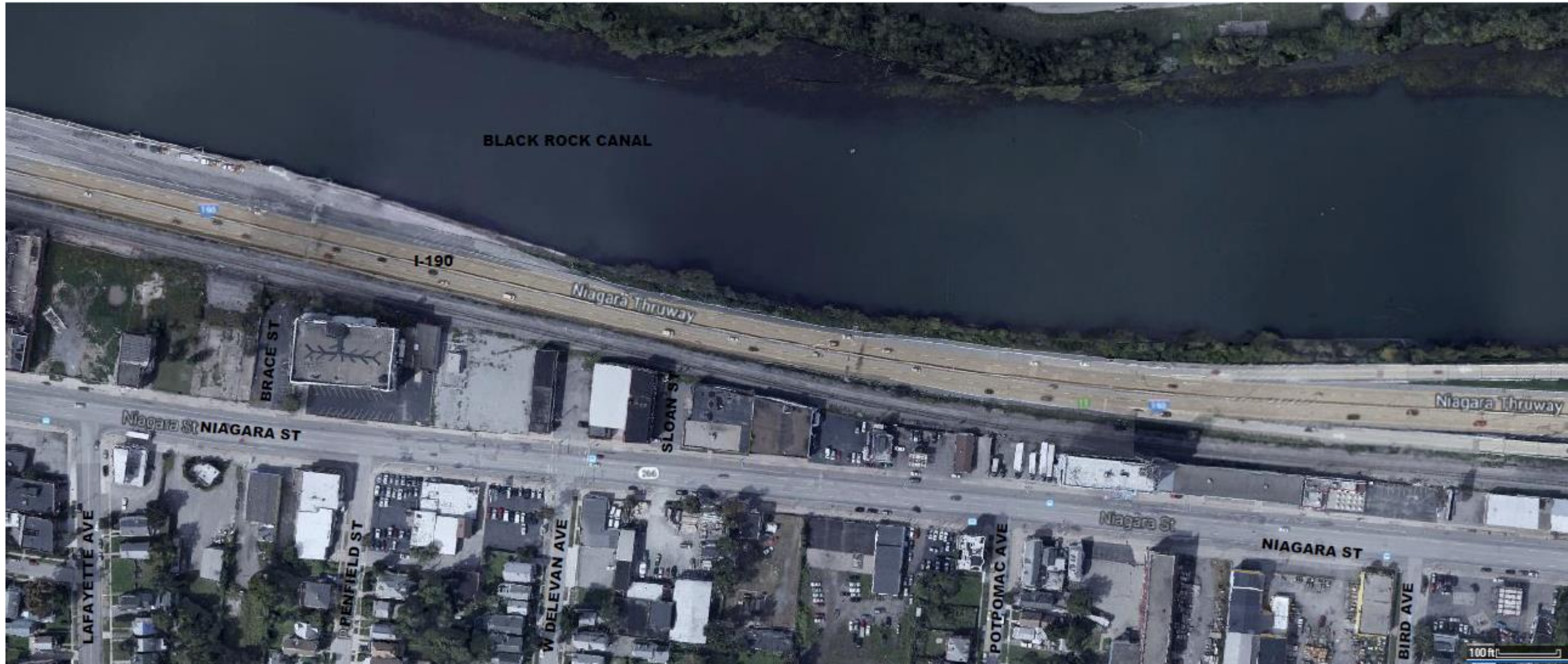


FIGURE 6:
PROJECT AREA: Niagara Street between Lafayette and Bird Avenues.

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FIGURE 6:
PROJECT AREA: Niagara Street between Bird and Forest Avenues.

APPENDIX D

PHOTOGRAPHIC DOCUMENTATION



PHOTO ANGLES: Niagara Street between Busti and Fargo Avenues

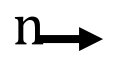
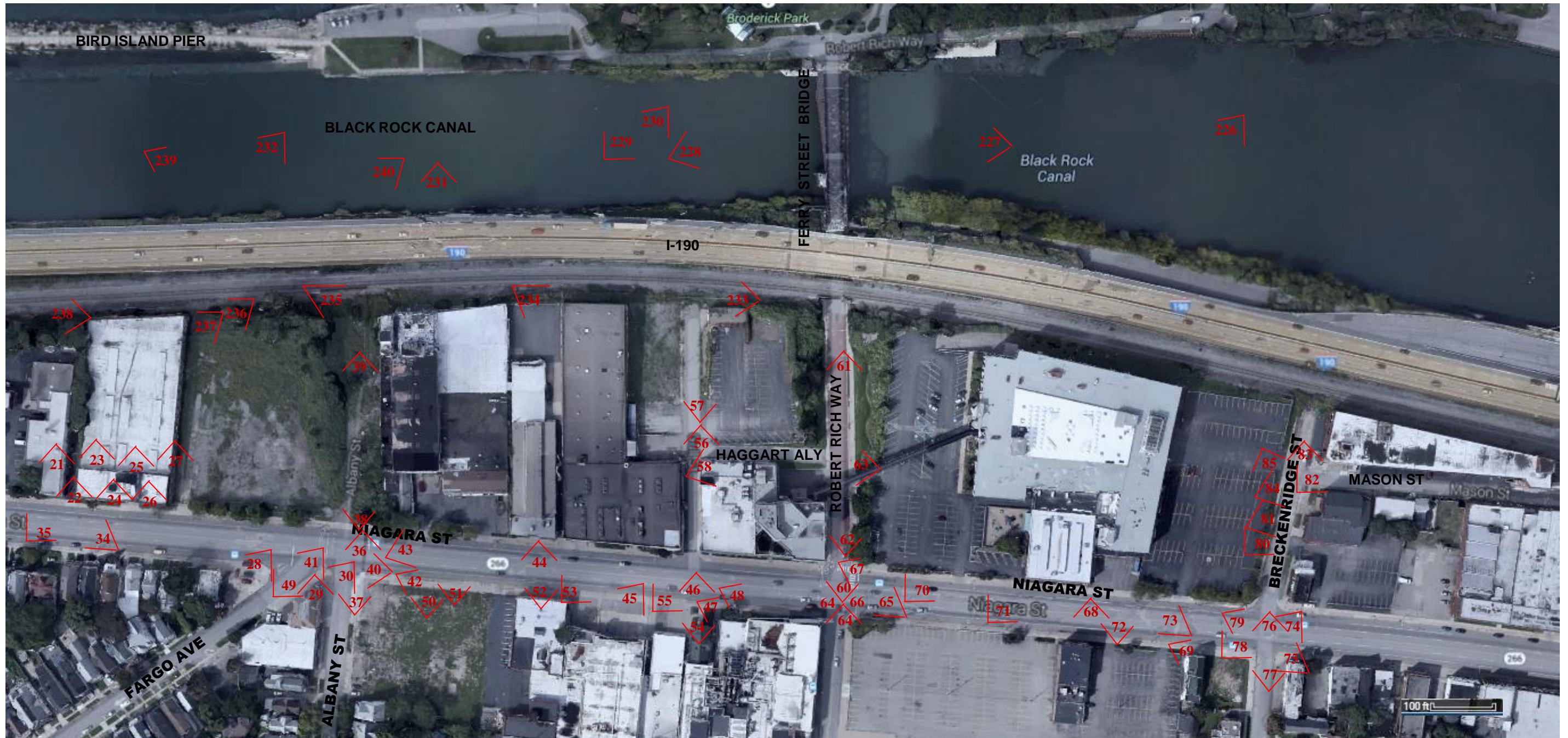


PHOTO ANGLES: Niagara Street between Fargo Avenue and Breckenridge Street



PHOTO ANGLES: Niagara Street between Breckenridge Street and Lafayette Avenue



PHOTO ANGLES: Niagara Street between Lafayette and Bird Avenues



PHOTO ANGLES: Niagara Street between Bird and Forest Avenues



Photo 1

Niagara Street between Busti and Prospect Avenues

View Shed

Looking northeast along Niagara Street from Busti Street.



Photo 2

Niagara Street between Busti and Prospect Avenues

View Shed

Looking northwest along Niagara Street at the intersection of Busti Avenue.



Photo 3

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking southeast along Niagara Street from the intersection of Busti Avenue.



Photo 4

Niagara Street between Busti and Prospect Avenues

East Side

Looking east toward 981 Niagara Street. Previously inventoried. USN 02940.014911, no determination.



Photo 5

Niagara Street between Busti and Prospect Avenues

East Side

Looking northeast toward 987 Niagara Street. Note back elevation of properties along Prospect Avenue. (Building notes address as 995 Niagara Street). USN 02940.014913 (no determination).



Photo 6

Niagara Street between Busti and Prospect Avenues

East Side

Looking southeast toward 987 Niagara Street located at the southeast corner of Niagara and School Streets. (Building notes address as 995 Niagara Street). USN 02940.014913 (no determination).



Photo 7

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking south along Niagara Street from School Street.



Photo 8

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking northeast along School Street from Niagara Street. Note green space at 1015 Niagara Street.



Photo 9

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking northeast toward Prospect Avenue from Niagara Street. Note residences along Prospect Avenue (945, 941 and 935 Prospect Avenue).



Photo 10

Niagara Street between Busti and Prospect Avenues

West Side

960 Busti Avenue looking west. Terminal Station B Complex. USN 02940.004581; no determination. Determined NRE in this report. Refer to Photo 245 and 247 for view from Black Rock Canal.



Photo 11

Niagara Street between Busti and Prospect Avenues

West Side

996 Busti Avenue looking west. Terminal Station B Complex. USN 02940.015111; no determination. Determined NRE in this report. Refer to Photo 245 for view from Niagara Street.



Photo 12

Niagara Street between Busti and Prospect Avenues

West Side

990 Niagara Street looking west. Terminal Station B Complex. USN 02940.004582; no determination. Determined NRE in this report. Refer to Photo 245 and 246 for view from Black Rock Canal.



Photo 13

Niagara Street between Busti and Prospect Avenues

West Side

Looking west toward 1010 Niagara Street. USN 02940.015112; no determination. Determined to not be NRE in this report.



Photo 14

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking southeast along Niagara Street from Prospect Avenue.



Photo 15

Niagara Street between Busti and Prospect Avenues

Viewshed

Looking southwest along Niagara Street showing Prospect Avenue intersection.



Photo 16

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking north east along Niagara Street from Prospect Avenue intersection.



Photo 17

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking northwest along Niagara Street from Prospect Avenue. Note 1016 Niagara Street, Q-R-S Music Rolls Inc. Originally constructed as a power house for the Buffalo Street Railway. USN 02940.004583; no determination. Noted in other studies as 1026 Niagara Street Determined NRE in this report.



Photo 18

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking northeast toward 1039 Niagara Street. USN 02940.015023; no determination. Determined to not be NRE in this report.



Photo 19

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1041 Niagara Street. USN 02940.015024; no determination. Determined to be NRE in this report.



Photo 20

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1045 Niagara Street. 02940.015025; no determination. Property identified in previous studies at 1043 Niagara Street. Determined to not be NRE in this report.



Photo 21

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1047 Niagara Street. USN 02940.015026; no determination. Determined to not be NRE in this report.



Photo 22

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1051 Niagara Street. USN 02940.015027; no determination. Determined to be NRE in this report.



Photo 23

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1053 Niagara Street. USN 02940.015028; no determination. Determined to be NRE in this report.



Photo 24

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1057 Niagara Street. USN 02940.015029; no determination. Determined to not be NRE in this report.



Photo 25

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1061 Niagara Street. USN 02940.015030; no determination. Determined to not be NRE in this report.



Photo 26

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1063 Niagara Street. USN 02940.015031; no determination. Determined to be NRE in this report.



Photo 27

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward the residence at 1063 and 1065 Niagara Street. USN 02940.015032; no determination. Determined to be NRE in this report.



Photo 28

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking southeast toward the Art Moderne Gas Station at 1073 Niagara Street. Constructed for the Goetz Oil Corporation ca. 1950. USN 02940.015033. NRE.



Photo 29

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking east toward 1085 Niagara Street.



Photo 30

Niagara Street between Prospect Avenue and Albany Street.

East Side

Looking southeast toward 1085 Niagara Street located at the southeast corner of the intersection of Niagara Street, Fargo Avenue and Albany Street.



Photo 31

Niagara Street between Prospect Avenue and Albany Street.

West Side

Looking southwest toward 1016 Niagara Street. Q-R-S Music Rolls Inc. Originally constructed as a power house for the Buffalo Street Railway. USN 02940.004583; no determination. Noted in other studies as 1026 Niagara Street Determined NRE in this study.



Photo 32

Niagara Street between Prospect Avenue and Albany Street.

West Side

Looking northwest into 1032 Niagara Street property. Note the parcel consists of two buildings. Previous studies have identified the buildings as 1032 and 1048 Niagara Street. 1032 Niagara USN 02940.023528; NRE. 1048 Niagara USN 02940.015032; no determination.



Photo 33

Niagara Street between Prospect Avenue and Albany Street.

West Side

Looking northwest into 1032 Niagara Street property. Note the parcel consists of two buildings. Previous studies have identified the buildings as 1032 and 1048 Niagara Street. 1032 Niagara USN 02940.023528; NRE. 1048 Niagara USN 02940.015032; no determination.



Photo 34

Niagara Street between Prospect Avenue and Albany Street.

West Side

Looking southwest into 1032 Niagara Street property. Note property identified as 1048 in previous studies. Cling Surface Co. ca. 1905; H. Osgood Holland, architect. USN 02940.023528; NRE.



Photo 35

Niagara Street between Prospect Avenue and Albany Street.

West Side

Looking northeast toward 1050 Niagara Street, Niagara Lithograph Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Refer to Photos 232, 236 and 237 for views from Black Rock Canal and Belt Line.



Photo 36

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking east along Albany Street from Niagara Street.



Photo 37

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking west from the intersection of Niagara and Albany Streets.



Photo 38

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking west from the sidewalk at Albany and Niagara Streets toward railroad tracks and Black Rock Canal. Refer to Photo 235 for view from Belt Line toward railroad bridge.



Photo 39

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking east along access road from railroad tracks toward the intersection of Niagara and Albany Streets.



Photo 40

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking southwest from Albany Street along Niagara Street.



Photo 41

Niagara Street between Prospect Avenue and Albany Street.

Viewshed

Looking southeast from Albany Street along Niagara and Fargo Streets.



Photo 42

Niagara Street between Albany and West Ferry Streets.

Viewshed

Looking northeast from Albany Street along Niagara Street.



Photo 43

Niagara Street between Albany and West Ferry Streets.

Viewshed

Looking northwest from Albany Street along Niagara Street.



Photo 44

Niagara Street between Albany and West Ferry Streets.

East Side

Looking east toward 1115 Niagara Street.



Photo 45

Niagara Street between Albany and West Ferry Streets.

East Side

Looking southeast toward 1155 Niagara Street, a manufacturing facility occupying the northern half of the east side of the block between Albany and West Ferry Streets.



Photo 46

Niagara Street between Albany and West Ferry Streets.

East Side

Looking east toward 1155 Niagara Street, a manufacturing facility occupying the northern half of the east side of the block between Albany and West Ferry Streets.



Photo 47

Niagara Street between Albany and West Ferry Streets.

East Side

Looking northeast toward 1155 Niagara Street, a manufacturing facility occupying the northern half of the east side of the block between Albany and West Ferry Streets. Note the historic residence is part of the property.



Photo 48

Niagara Street between Albany and West Ferry Streets.

East Side

Looking northeast toward 1155 Niagara Street, a manufacturing facility occupying the northern half of the east side of the block between Albany and West Ferry Streets.



Photo 49

Niagara Street between Albany and West Ferry Streets.

West Side

Looking northwest toward 1100 Niagara Street, Curtis Company Malt House. USN 02940.025580; NRE. Refer to Photo 235 for a view from the Belt Line and Photos 230 and 231 for views from the Black Rock Canal.



Photo 50

Niagara Street between Albany and West Ferry Streets.

West Side

Looking northwest toward 1100 Niagara Street, Curtis Company Malt House. USN 02940.025580; NRE. Refer to Photo 235 for a view from the Belt Line and Photos 230 and 231 for views from the Black Rock Canal.



Photo 51

Niagara Street between Albany and West Ferry Streets.

West Side

Looking west toward 1106 and 1100 Niagara Street. Curtis Company Malt House, 1100 Niagara Street, USN 02940.025580; NRE. Refer to Photo 235 for a view from the Belt Line and Photos 230 and 231 for views from the Black Rock Canal.



Photo 52

Niagara Street between Albany and West Ferry Streets.

West Side

Looking northwest toward 1114 Niagara Street, A. F Oliver Gear. Property has not been previously inventoried and has been determined NRE in this study.



Photo 53

Niagara Street between Albany and West Ferry Streets.

West Side

Looking northwest toward 1144 Niagara Street.



Photo 54

Niagara Street between Albany and West Ferry Streets.

West Side

Looking west along Gull Street from Niagara Street. Gull Street runs between Niagara Street and the Belt Line.



Photo 55

Niagara Street between Albany and West Ferry Streets.

West Side

Looking northwest toward 1160 Niagara Street.



Photo 56

Gull Street and Haggart Alley

Viewshed

Looking east along Gull Street toward Niagara Street from the intersection of Haggart Alley.



Photo 57

Gull Street and Haggart Alley

Viewshed

Looking west along Gull Street from intersection of Haggart Alley toward rail road bed and Black Rock Canal.



Photo 58

Gull Street and Haggart Alley

View Shed

Looking north along Haggart Alley toward Robert Rick Way from Gull Street.



Photo 59

Niagara Street between Albany and West Ferry Streets.

View Shed

Looking east along West Ferry Street from Niagara Street.



Photo 60

Niagara Street between Albany and West Ferry Streets.

Viewshed

Looking west along Robert Rich Way toward the Ferry Street bascule (lift) bridge, from the intersection of West Ferry Street and Niagara Street.



Photo 61

Robert Rich Way and Haggart Alley

Viewshed

Looking east along Robert Rich Way toward intersection of Niagara and West Ferry Streets from Haggart Alley. Note brick paver road and pedestrian walk connection between 1160 and 1200 Niagara Street.



Photo 62

Robert Rich Way and Haggart Alley

Viewshed

Looking west along Robert Rich Way toward Ferry Street bascule (lift) bridge over Black Rock Canal. Note brick paver road. Refer to Photos 227 and 228 for views from the Black Rock Canal.



Photo 63

Robert Rich Way and Haggart Alley

Viewshed

Looking east along Haggart Alley toward Gull Street from Robert Rich Way. Note brick paver road along Robert Rich Way. 1160 Niagara Street is to the east.



Photo 64

Niagara Street between Albany and West Ferry Streets.

Viewshed

Looking southeast along Niagara Street from intersection of West Ferry Street, Robert Rich Way and Niagara Street.



Photo 65

Niagara Street between Albany and West Ferry Streets.

Viewshed

Looking southwest along Niagara Street toward the intersection of Robert Rich Way and Niagara Street.



Photo 66

Niagara Street between West Ferry and Breckenridge Streets.

Viewshed

Looking northwest along Niagara Street from the intersection of West Ferry and Niagara Streets.



Photo 67

Niagara Street between West Ferry and Breckenridge Streets.

Viewshed

Looking northeast along Niagara Street from the intersection of Robert Rich Way and Niagara Street.



Photo 68

Niagara Street between West Ferry and Breckenridge Streets.

East Side

Looking east toward 1195 Niagara Street. Note the parcel occupies most of the block between West Ferry and Breckenridge Streets. Surface parking is located to the north and south. Determined to be NRE in this report.



Photo 69

Niagara Street between West Ferry and Breckenridge Streets.

East Side

Looking east toward the residence at 1215 Niagara Street.



Photo 70

Niagara Street between West Ferry and Breckenridge Streets.

West Side

Looking northwest toward 1170 and 1200 Niagara Street. 1170 Niagara Street is parking for Rich Products. 1200 Niagara Street consists of a number of building periods connected.



Photo 71

Niagara Street between West Ferry and Breckenridge Streets.

West Side

Looking northwest toward 1200 Niagara Street. Building is attached to later constructions but reads as an independent structure. Determined NRE in this report.



Photo 72

Niagara Street between West Ferry and Breckenridge Streets.

West Side

Looking west toward 1200 Niagara Street. Later construction on parcel.



Photo 73

Niagara Street between West Ferry and Breckenridge Streets.

West Side

Looking southwest toward 1200 Niagara Street. Note physical separation of historic building from new construction despite internal connection.



Photo 74

Niagara Street between West Ferry and Breckenridge Streets.

Viewshed

Looking southeast along Niagara Street from the intersection of Breckenridge and Niagara Streets.



Photo 75

Niagara Street between West Ferry and Breckenridge Streets.

Viewshed

Looking southwest along Niagara Street from the intersection of Breckenridge and Niagara Streets.



Photo 76

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Viewshed

Looking east along Breckenridge from Niagara Street. 1225 Niagara Street is to the north.



Photo 77

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Viewshed

Looking west along Breckenridge Street from Niagara Street. 1226 Niagara Street is to the north.



Photo 78

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Viewshed

Looking northwest along Niagara Street. 1226 Niagara Street is to the west.



Photo 79

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Viewshed

Looking northeast along Niagara Street from Breckenridge Street toward Auburn Avenue showing east side of street.



Photo 80

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Looking northwest along Breckenridge Street toward 42 Breckenridge Street and 44 Breckenridge Street. Local Landmark (added 9/29/92; 1st Presbyterian Church of Black Rock USN 02940.006777 NRE). Note cobblestone road.



Photo 81

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Looking north toward 44 Breckenridge Street, 1st Presbyterian Church of Black Rock, ca 1927. Local Landmark, added 9/29/92; USN 02940.006777 NRE). Note cobblestone road.



Photo 82

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Breckenridge & Mason Streets

Looking northwest toward 42 Breckenridge Street. Note cobblestone road. Refer to Photo 220 for view from Belt Line & Photos 223 & 224 for view from Black Rock Canal. USN 02940.019528. No determination.



Photo 83

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Breckenridge & Mason Streets

Looking east along Breckenridge Street toward Niagara Street. Note cobblestone road.



Photo 84

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Breckenridge & Mason Streets

Looking north along Mason Street toward Auburn Street from Breckenridge Street.



Photo 85

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Breckenridge & Mason Streets

Looking northeast toward 44 Breckenridge Street, 1st Presbyterian Church of Black Rock, from intersection of Mason Street and Breckenridge Street. Church is a local landmark (added 9/29/92; USN 02940.006777 NRE)



Photo 86

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Mason Street

Looking southeast toward 44 Breckenridge Street, 1st Presbyterian Church of Black Rock from Mason Street. Church is a local landmark (added 9/29/92; USN 02940.006777 NRE) from Mason Street.



Photo 87

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Mason Street

Looking east toward the residence at 19 Mason Street.



Photo 88

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Mason Street

Looking northeast toward 1270 Niagara Street from Mason Street. Refer to Photo 219 for view from Belt Line. Refer to Photo 219 for view from Belt Line and Photo 222 for view from Black Rock Canal.



Photo 89

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Mason Street

Looking north along Mason Street showing 42 Breckenridge Street to the west. Refer to Photo 220 for view from Belt Line & Photos 223 & 224 for view from Black Rock Canal. USN 02940.019528. No determination.



Photo 90

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking south along Mason Street from Auburn Avenue. 1270 Niagara Street is located to the east; 42 Breckenridge Street is located to the west (USN 02940.019528. No determination).



Photo 91

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking southeast toward 1270 Niagara Street from the intersection of Auburn Avenue and Mason Street. Refer to Photo 219 for view from Belt Line.



Photo 92

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking southwest toward 42 Breckenridge Street from the intersection of Auburn Avenue and Mason Street. Refer to Photo 220 for view from Belt Line and Photos 223 & 224 for view from Black Rock Canal.



Photo 93

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking northeast toward 20 Auburn Avenue and 1280 Niagara Street from Mason Street. Refer to Photo 221 for view from Black Rock Canal and Photo 217 for view from Belt Line.



Photo 94

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking northwest toward Belt Line railroad bridge at the foot of Mason Street from the intersection of Auburn Avenue and Mason Street.



Photo 95

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking northeast toward 20 Auburn Street from the intersection of Auburn Avenue and Mason Street. Refer to Photo 221 for view from Black Rock Canal and Photo 217 for view from Belt Line



Photo 96

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking northeast along Auburn Avenue toward 20 Auburn Avenue and 1280 Niagara Street.



Photo 97

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue & Mason Street

Looking southeast from the intersection of Auburn Avenue and Mason Street 1720 Niagara Street.



Photo 98

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Auburn Avenue

Looking east along Auburn Avenue toward Niagara Street.



Photo 99

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking northeast toward 1225 Niagara Street.



Photo 100

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking northeast toward 1233 Niagara Street.



Photo 101

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking northeast toward 1239 Niagara Street.



Photo 102

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking southeast toward 1245 Niagara Street.



Photo 103

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking northeast toward 1255 Niagara Street.



Photo 104

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking northeast toward 1273 and 1277 Niagara Street.



Photo 105

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking southeast along Niagara Street from the intersection of Auburn Avenue.



Photo 106

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking east along Auburn Avenue from Niagara Street.



Photo 107

Viewshed

Niagara Street between Auburn and Lafayette Avenues

Niagara Street – East Side

Looking northeast along Niagara Street from the intersection of Auburn Avenue.



Photo 108

Niagara Street between Auburn and Lafayette Avenues

Niagara Street – East Side

Looking east toward 1279 Niagara Street. USN 02940.020914, no determination.



Photo 109

Niagara Street between Auburn and Lafayette Avenues

Niagara Street – East Side

Looking northeast toward 1287 Niagara Street. USN 02940.020915, no determination.



Photo 110

Niagara Street between Auburn and Lafayette Avenues

Niagara Street – East Side

Looking northeast toward 1303 Niagara Street. USN 02940.020916, no determination.



Photo 111

Niagara Street between Auburn and Lafayette Avenues

Niagara Street – East Side

Looking northeast toward 1315 Niagara Street. USN 02940.020916, no determination.



Photo 112

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1226 Niagara Street.



Photo 113

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – East Side

Looking west toward garage at 44 Breckenridge Street.



Photo 114

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1270 Niagara Street. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 115

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1270 Niagara Street showing detail of south elevation. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 116

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1270 Niagara Street showing partial east elevation. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 117

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1270 Niagara Street showing partial east elevation. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 118

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking southwest toward 1270 Niagara Street showing partial east and north elevation at intersection with Auburn Avenue. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 119

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking southwest toward 1270 Niagara Street from the intersection with Auburn Avenue. Refer to Photos 218 and 219 for views from the Belt Line and Photo 222 for a view from the Black Rock Canal.



Photo 120

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking west along Auburn Avenue from Niagara Street. 1270 is located to the south; 1280 is located to the north.



Photo 121

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking west along Auburn Avenue toward railroad bridge and Black Rock Canal. 1270 is located to the south; 1280 Niagara Street and 20 Auburn Street are located to the north.



Photo 122

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1280 and 1294 Niagara Street from the intersection with Auburn Avenue. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.



Photo 123

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking west toward 1280 and Niagara Street showing partial west elevation.



Photo 124

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking northwest toward 1280 and 1294 Niagara Street. Note change in fenestration at first floor of 1280 Niagara Street. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.



Photo 125

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking southwest toward 1294 Niagara Street showing partial west elevation. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.



Photo 126

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – West Side

Looking west toward 1294 Niagara Street showing partial west elevation. Refer to Photos 215 and 216 for views from the Belt Line and Photos 214 & 221 for views from Black Rock Canal.



Photo 127

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – Viewshed

Looking east along Niagara Street from Lafayette Avenue.



Photo 128

Historic District

Niagara Street between north side Breckenridge Street and south side Lafayette Avenue, including Auburn Avenue west of Niagara Street and Mason Street.

Niagara Street – Viewshed

Looking west along Niagara Street from Lafayette Avenue. Refer to Photos 215 and 216 for views along the Belt Line and Photos 214 and 221 for a view from the Black Rock Canal.



Photo 129

Niagara Street between Lafayette Avenue and West Delevan Avenue.

Viewshed

Looking east along Lafayette Avenue from Niagara Street.



Photo 130

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking northwest along
Niagara Street from Lafayette
Avenue.



Photo 131

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking northeast along
Niagara Street from Lafayette
Avenue.



Photo 132

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking northeast toward 1329
Niagara Street.



Photo 133

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking east toward 1343
Niagara Street



Photo 134

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking northeast toward 1351
Niagara Street.



Photo 135

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking northeast toward 1357
Niagara Street.



Photo 136

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking east along Penfield
Street from Niagara Street.



Photo 137

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking northeast toward 1379
and 1383 Niagara Street.



Photo 138

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

East Side

Looking southeast toward
1383 Niagara Street



Photo 139

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

West Side

Looking west toward 1330
Niagara Street.



Photo 140

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

West Side

Looking west toward Brace
Street



Photo 141

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

West Side

Looking west along Brace
Street toward Belt Line.



Photo 142

Niagara Street between Lafayette Avenue and West Delevan Avenue.

West Side

Looking northwest toward 1360 Niagara Street. Building has been determined NRE in this report. Refer to Photos 212 and 213 for views from Black Rock Canal.



Photo 143

Niagara Street between Lafayette Avenue and West Delevan Avenue.

West Side

Looking southwest toward 1360 Niagara Street. Building has been determined NRE in this report. Refer to Photos 212 and 213 for views from Black Rock Canal.



Photo 144

Niagara Street between Lafayette Avenue and West Delevan Avenue.

West Side

Looking northwest toward 1398 Niagara Street.



Photo 145

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking southwest along
Niagara Street from West
Delevan Avenue.



Photo 146

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking southeast along
Niagara Street from West
Delevan Avenue.



Photo 147

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking east along West
Delevan Avenue from Niagara
Street.



Photo 148

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking west along West
Delevan Avenue from Niagara
Street.



Photo 149

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking west along West
Delevan Avenue toward
railroad tracks from sidewalk
along Niagara Street.



Photo 150

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking northwest along
Niagara Street from West
Delevan Avenue. Refer to
Photos 209 and 211 for views
from Black Rock Canal.



Photo 151

Niagara Street between
Lafayette Avenue and West
Delevan Avenue.

Viewshed

Looking northeast along
Niagara Street from West
Delevan Avenue.



Photo 152

Niagara Street between West
Delevan and Potomac Avenues.

East Side

Looking northeast toward 1407
Niagara Street.



Photo 153

Niagara Street between West
Delevan and Potomac Avenues.

East Side

Looking northeast toward 1415
Niagara Street.

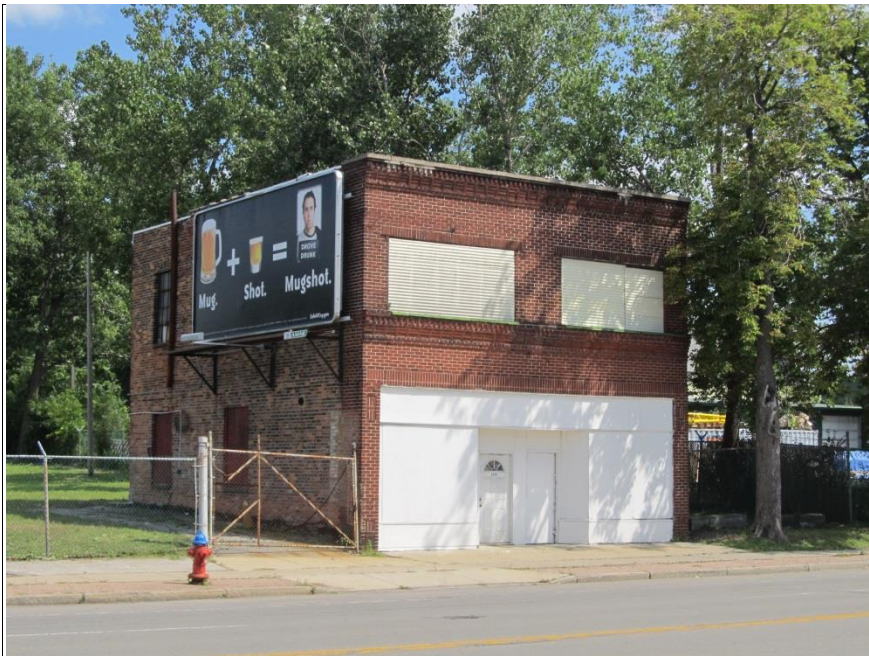


Photo 154

Niagara Street between West Delevan and Potomac Avenues.

East Side

Looking southeast toward 1433 Niagara Street.



Photo 155

Niagara Street between West Delevan and Potomac Avenues.

East Side

Looking east toward 1455 Niagara Street.



Photo 156

Niagara Street between West Delevan and Potomac Avenues.

East Side

Looking northeast toward 1469 Niagara Street.



Photo 157

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking northwest toward 1400 Niagara Street, Great Lakes Pressed Steel. Refer to Photo 211 for a view from Black Rock Canal.



Photo 158

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking northwest toward 1400 Niagara Street, Great Lakes Pressed Steel. The building has been determined NRE in this report. Refer to Photo 211 for a view from Black Rock Canal.



Photo 159

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking west toward Sloan Street from Niagara Street.



Photo 160

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking west along Sloan Street toward Belt Line from sidewalk along Niagara Street.



Photo 161

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking northwest toward 1418 Niagara Street. Building has been determined to be NRE in this report.



Photo 162

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking northwest toward 1432 Niagara Street.



Photo 163

Niagara Street between West Delevan and Potomac Avenues.

West Side

Looking northwest toward 1460 Niagara Street.



Photo 164

Niagara Street between West Delevan and Potomac Avenues.

Viewshed

Looking southeast along Niagara Street from Potomac Avenue.



Photo 165

Niagara Street between West Delevan and Potomac Avenues.

Viewshed

Looking southwest along Niagara Street from Potomac Avenue.



Photo 166

Niagara Street between West Delevan and Potomac Avenues.

Viewshed

Looking east along Potomac Avenue from Niagara Street.



Photo 167

Niagara Street between Potomac and Bird Avenues.

Viewshed

Looking northwest along Niagara Street from Potomac Avenue. Building has been determined to be NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.



Photo 168

Niagara Street between Potomac and Bird Avenues.

Viewshed

Looking northeast along Niagara Street from Potomac Avenue.



Photo 169

Niagara Street between
Potomac and Bird Avenues.

East Side

Looking northeast toward the
residence at 1473 Niagara
Street.



Photo 170

Niagara Street between
Potomac and Bird Avenues.

East Side

Looking northeast toward the
residence at 1473, 1475 and
1481 Niagara Street.



Photo 171

Niagara Street between
Potomac and Bird Avenues.

East Side

Looking northeast toward 1491
Niagara Street. Building has
been determined NRE in this
report.



Photo 172

Niagara Street between
Potomac and Bird Avenues.

East Side

Looking southeast toward 1511
Niagara Street.



Photo 173

Niagara Street between
Potomac and Bird Avenues.

East Side

Looking southeast toward 1527
Niagara Street.



Photo 174

Niagara Street between
Potomac and Bird Avenues.

West Side

Looking northwest toward
1502 Niagara Street. Building
has been determined NRE in
this report. Refer to Photos 200
and 203 for views from the Belt
Line and Photos 197 and 201
for views from Black Rock
Canal.



Photo 175

Niagara Street between Potomac and Bird Avenues.

West Side

Looking southwest toward 1502 Niagara Street. Building has been determined NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.



Photo 176

Niagara Street between Potomac and Bird Avenues.

West Side

Looking southwest toward 1502 Niagara Street. Building has been determined NRE in this report. Refer to Photos 200 and 203 for views from the Belt Line and Photos 197 and 201 for views from Black Rock Canal.



Photo 177

Niagara Street between Potomac and Bird Avenues.

West Side

Looking northwest toward 1516 Niagara Street.



Photo 178

Niagara Street between
Potomac and Bird Avenues.

Viewshed

Looking southeast along
Niagara Street from the
intersection of Niagara Street
and Bird Avenue.



Photo 179

Niagara Street between
Potomac and Bird Avenues.

Viewshed

Looking southwest along
Niagara Street from the
intersection of Niagara Street
and Bird Avenue.



Photo 180

Niagara Street between
Potomac and Bird Avenues.

Viewshed

Looking east along Bird
Avenue from Niagara Street.



Photo 181

Niagara Street between Bird and Forest Avenues.

Viewshed

Looking northwest along Niagara Street from the intersection of Niagara Street and Bird Avenue.



Photo 182

Niagara Street between Bird and Forest Avenues.

Viewshed

Looking northeast along Niagara Street from the intersection of Niagara Street and Bird Avenue.



Photo 183

Niagara Street between Bird and Forest Avenues.

East Side

Looking northeast toward 1531 Niagara Street.



Photo 184

Niagara Street between Bird and Forest Avenues.

East Side

Looking east toward 1555 Niagara Street.



Photo 185

Niagara Street between Bird and Forest Avenues.

East Side

Looking northeast toward 1569 Niagara Street.



Photo 186

Niagara Street between Bird and Forest Avenues.

East Side

Looking northeast toward 1583 Niagara Street.



Photo 187

Niagara Street between Bird and Forest Avenues.

West Side

Looking northeast toward 1531 Niagara Street.



Photo 188

Niagara Street between Bird and Forest Avenues.

West Side

Looking northeast showing partial west elevation of 1531 Niagara Street.



Photo 189

Niagara Street between Bird and Forest Avenues.

West Side

Looking southeast toward 1531 Niagara Street.



Photo 190

Niagara Street between Bird and Forest Avenues.

Viewshed

Looking southwest along Niagara Street from the intersection of Niagara Street and Forest Avenue.



Photo 191

Niagara Street between Bird and Forest Avenues.

Viewshed

Looking southeast along Niagara Street from the intersection of Niagara Street and Forest Avenue.



Photo 192

Niagara Street between Bird and Forest Avenues.

Viewshed

Looking east along Forest Avenue from Niagara Street.



Photo 193

Black Rock Canal and Belt Line Railroad

Viewshed

Looking north along Belt Line toward railroad bridge over Scajaquada Creek.



Photo 194

Black Rock Canal and Belt Line Railroad

Viewshed

Looking south along Belt Line from railroad bridge over Scajaquada Creek.



Photo 195

Black Rock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal toward Scajaquada Creek. Note bike path bridge in viewshed. Truss of railroad bridge visible beyond bike path bridge.



Photo 196

Black Rock Canal and Belt Line Railroad

Viewshed

Looking south along Black Rock Canal. Niagara Street and the Belt Line are located to the east.



Photo 197

Black Rock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1502 and 1491 Niagara Street. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.

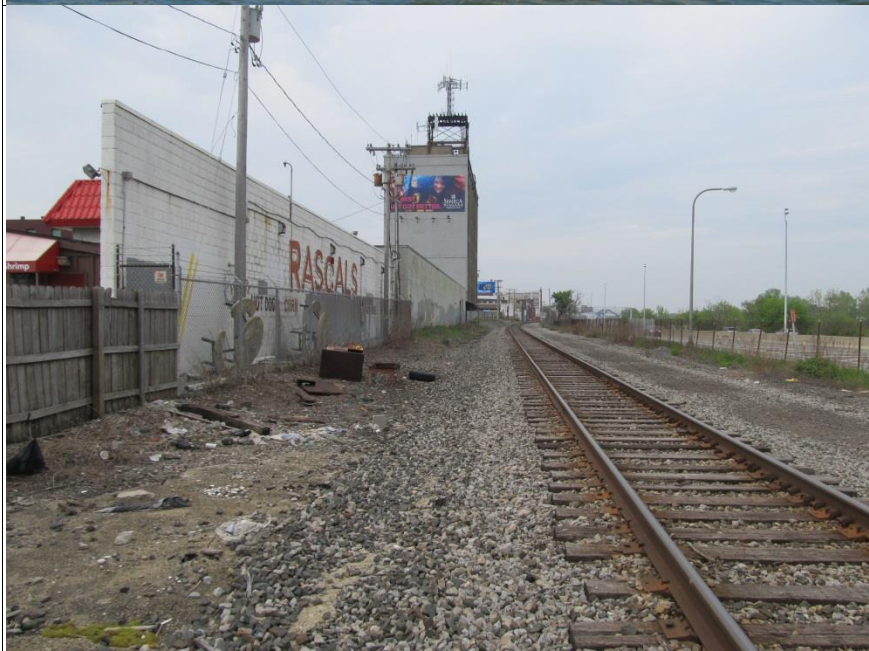


Photo 198

Black Rock Canal and Belt Line Railroad

Viewshed

Looking south along Belt Line. 1516 and 1502 Niagara Street are located to the east.



Photo 199

Black Rock Canal and Belt Line Railroad

Viewshed

Looking north along Belt Line. 1590 Niagara Street is located to the east.



Photo 200

Black Rock Canal and Belt Line Railroad

Viewshed

Looking northeast toward 1502 Niagara Street from Belt Line. Note 1491 Niagara Street in viewshed. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.



Photo 201

Black Rock Canal and Belt Line Railroad

Viewshed

Looking west toward 1502 Niagara Street from Black Rock Canal. West elevation retains a high level of integrity. Building has been determined to be NRE in this report. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.



Photo 202

Black Rock Canal and Belt Line Railroad

Viewshed

Looking east from Belt Line toward the intersection of Niagara Street and Potomac Avenue. 1469 Niagara Street is located to the south and the residences at 1473, 1475 and 1481 Niagara Street are located to the north.



Photo 203

Black Rock Canal and Belt Line Railroad

Viewshed

Looking north along Belt Line. 1502 Niagara Street is located in the viewshed to the northeast. Refer to Photos 167, 174, 175 and 176 for views along Niagara Street.



Photo 204

Black Rock Canal and Belt Line Railroad

Viewshed

Looking south along Belt Line. 1432 and 1418 Niagara Street are located to the east.



Photo 205

Black Rock Canal and Belt Line Railroad

Viewshed

Looking east from Belt Line toward Sloan Street. 1400 Niagara Street is located to the south.



Photo 206

Black Rock Canal and Belt Line Railroad

Viewshed

Looking northeast along Belt Line. 1418, 1432 and 1400 Niagara Street are located in the view shed to the north and east.



Photo 207

Black Rock Canal and Belt Line Railroad

Viewshed

Looking northeast from Black Rock Canal. 1400 Niagara Street and 1360 Niagara Street are located in the view shed to the northeast.



Photo 208

Black Rock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal. 1400 Niagara Street and 1360 Niagara Street are located in the view shed to the northeast.



Photo 209

Black Rock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal toward 1400 Niagara Street. Building has been determined NRE in this report.



Photo 210

Black Rock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal toward 1400, 1398 and 1360 Niagara Street.



Photo 211

Black Rock Canal and Belt Line Railroad

Viewshed

Looking northeast from Black Rock Canal toward 1400 Niagara Street. Building has been determined NRE in this report. Refer to Photos 150, 157 and 158 for views from Niagara Street.



Photo 212

Black Rock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1360 Niagara Street. Building has been determined NRE in this report. Refer to Photos 142 and 143 for views from Niagara Street.



Photo 213

Black Rock Canal and Belt Line Railroad

Viewshed

Looking northeast from Black Rock Canal. 1360, 1400 and 1502 Niagara Street are in the view shed to the northeast.



Photo 214

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking northeast from Black Rock Canal toward proposed Historic District: 1294, 1270 Niagara Street and 20 Auburn Avenue and 42 Breckenridge Street are in the view shed to the southeast. USN 02940.019528. No determination.



Photo 215

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking south along Belt Line. 1294 Niagara Street is located to the east. Refer to Photos 122, 124, 125, 126, 128 for views from Niagara Street.



Photo 216

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking north along Belt Line. 1294 Niagara Street is located to the east. Refer to Photos 122, 124, 125, 126, 128 for views along Niagara Street.



Photo 217

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking south along Belt Line. 20 Auburn Street is located to the east. Refer to Photo 93 for a view from Mason Street and Photo 95 for a view from the intersection of Mason Street and Auburn Avenue.



Photo 218

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Belt Line toward 1270 Niagara Street and 42 Breckenridge Street. Note extant railroad bridge in the foreground. Refer to photos 88 and 91 for view from Mason Street and Photos 114, 115, 116, 117, 118 and 119 for views from Niagara Street. USN 02940.019528. No determination.



Photo 219

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Belt Line toward 1270 Niagara Street and 42 Breckenridge Street. Refer to Photos 88 and 91 for view from Mason Street and Photos 114, 115, 116, 117, 118 and 119 views from Niagara Street. USN 02940.019528. No determination.



Photo 220

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Belt Line toward 42 Breckenridge Street and 1270 Niagara Street. Note Ferry Street Bascule (left) Bridge and Peace Bridge (NRE) in viewshed. Refer to Photos 82 and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from Auburn Avenue. USN 02940.019528. No determination.



Photo 221

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking east from Black Rock Canal toward 1294 Niagara Street and 20 Auburn Avenue. Refer to Photo 93 for a view from Mason Street and Photo 95 for a view from the intersection of Mason Street and Auburn Avenue. Refer to Photos 120, 122, 124, 125, 126 and 128 for views from Niagara Street.



Photo 222

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Black Rock Canal toward 20 Auburn Avenue 1270 Niagara Street and 42 Breckenridge Street. Note railroad bridge in viewshed at the base of Auburn Street.



Photo 223

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Black Rock Canal toward 42 Breckenridge Street. Refer to Photos 82 and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from Auburn Avenue. USN 02940.019528. No determination.



Photo 224

Black Rock Canal and Belt Line Railroad

Historic District - Viewshed

Looking southeast from Black Rock Canal toward 42 Breckenridge Street and 1200 Niagara Street. Note 1200 Niagara Street is not located within the historic district. Refer to Photos 82 and 84 for a view from Breckenridge and Mason Streets, and Photo 92 for a view from Auburn Avenue. USN 02940.019528. No



Photo 225

Black Rock Canal and Belt Line Railroad

Historic District – Viewshed

Looking northeast from Black Rock Canal toward viewshed along Niagara Street showing 1360, 1400, 1294 and 1270 Niagara Street, 20 Auburn Avenue and 42 Breckenridge Street.



Photo 226

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1200 Niagara Street.



Photo 227

Blackrock Canal and Belt Line Railroad

Historic District – Viewshed

Looking south from Black Rock Canal toward Ferry Street bascule (lift) bridge at the base of Robert Rich Way. Refer to Photo 62 for views from Niagara Street and Robert Rich Way.



Photo 228

Blackrock Canal and Belt Line Railroad

Historic District – Viewshed

Looking north from Black Rock Canal toward Ferry Street bascule (lift) bridge at the base of Robert Rich Way. Refer to Photo 62 for views from Niagara Street and Robert Rich Way.



Photo 229

Blackrock Canal and Belt Line Railroad

Viewshed

Looking northwest from Black Rock Canal toward Ferry Street bascule (lift) bridge and Broderick Park.



Photo 230

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1114, 1112 and 1100 Niagara Street. 1114 Niagara Street has been determined NRE in this report. 1100 Niagara Street, Curtis Company Malt House, USN 02940.025580, is NRE. Refer to Photos 49, 50 and 51 for views of the Curtis Malt House from Niagara Street and Photo 52 for a view of 1114 from Niagara Street.



Photo 231

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1112 and 1100 Niagara Street. Note historic limestone wall at water edge. 1100 Niagara Street, Curtis Company Malt House, USN 02940.025580, has been determined to be NRE. Refer to Photos 49, 50 and 51 for views from Niagara Street.



Photo 232

Blackrock Canal and Belt Line Railroad

Historic District – Viewshed

Looking south from Black Rock Canal toward 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note historic limestone wall at water edge. Refer to Photo 35 for view from Niagara Street.



Photo 233

Blackrock Canal and Belt Line Railroad

Historic District – Viewshed

Looking south from Belt Line toward 1114 Niagara Street. Note Peace Bridge in viewshed.



Photo 234

Blackrock Canal and Belt Line Railroad

Historic District – Viewshed

Looking northeast from Belt Line toward 1114 and 1112 Niagara Street. Note limestone retaining wall.



Photo 235

Blackrock Canal and Belt Line Railroad

Viewshed

Looking northeast along Belt Line toward 1100 Niagara Street, Curtis Company Malt House. USN 02940.025580; NRE. Note railroad bridge over Albany Street. Refer to Photo 38 for view down Albany Street from Niagara Street. Refer to Photos 49, 50 and 51 for views of the Curtis Company Malt House from Niagara Street.



Photo 236

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast along Belt Line toward 1050 Niagara Street. 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note Peace Bridge in viewshed. Refer to Photo 35 for view from Niagara Street.



Photo 237

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Belt Line toward 1050 Niagara Street, Niagara Lithographic Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note change in grade at north elevation. Photo 35 for view from Niagara Street.



Photo 238

Blackrock Canal and Belt Line Railroad

Viewshed

Looking south along Belt Line
Note Peace Bridge, Black Rock Canal and Bird Island Pier in viewshed.



Photo 239

Blackrock Canal and Belt Line Railroad

Viewshed

Looking northeast from Black Rock Canal toward 1100, 1112 and 1144 Niagara Street. Note railroad bridge in viewshed at Albany Street.



Photo 240

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1050 Niagara Street, Niagara Lithograph Co., ca. 1903; Lansing & Beierl, architect. USN 02940.024567; undetermined. Building has been determined to be NRE in this report. Note limestone wall and water edge and break in wall with corrugated metal infill at Albany Street.



Photo 241

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 1050 Niagara Street. Note limestone wall at water edge and break in wall with corrugated metal infill at Albany Street.



Photo 242

Blackrock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal. Note limestone wall at water edge.



Photo 243

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 990, 996 and 960 Busti Avenue. Note limestone wall at water edge and historic electric tower carrying lines from Fort Erie, Ontario, Canada.



Photo 244

Blackrock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal toward 990 Niagara Street, and 996 and 960 Busti Avenue, Terminal Station B. Note historic electric tower carrying lines from Fort Erie, Ontario, Canada.



Photo 245

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 990 Niagara Street, and 996 and 960 Busti Avenue, Terminal Station B. Note historic electric tower carrying lines from Fort Erie, Ontario, Canada. Buildings have been previously inventoried with no determination made. Determined NRE in this report.

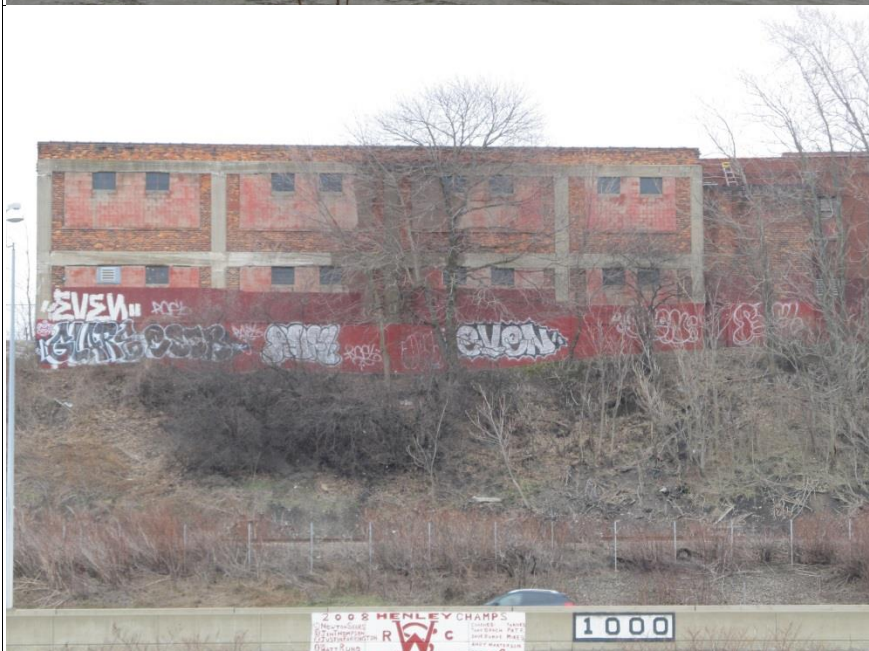


Photo 246

Blackrock Canal and Belt Line Railroad

Viewshed

Looking east from Black Rock Canal toward 990 Busti Avenue. Terminal Station B Complex. USN 02940.004582; no determination. Determined NRE in this report. Refer to Photo 12 for view from Niagara Street.



Photo 247

Blackrock Canal and Belt Line Railroad

Viewshed

Looking southeast from Black Rock Canal toward 960 Busti Avenue. Terminal Station B Complex. USN 02940.004581; no determination. Determined NRE in this report. Refer to Photo 10 for view from Niagara Street.



Photo 248

Blackrock Canal and Belt Line Railroad

Viewshed

Looking northeast along Black Rock Canal toward 958, 960, 996 and 990 Busti Avenue.



Photo 249

Blackrock Canal and Belt Line Railroad

Viewshed

Looking northeast along Black Rock Canal toward 958 Busti Avenue, Water Pumping Station.



Photo 250

Blackrock Canal and Belt Line Railroad

Viewshed

Looking north from 958 Busti Avenue, Water Pumping Station along Black Rock Canal.



Photo 251

Blackrock Canal and Belt Line Railroad

Viewshed

Looking north from Peace Bridge (NRE) along Black Rock Canal.