

Niagara Gorge Corridor

***Robert Moses Parkway Removal
Main Street to Findlay Drive
Niagara Falls, NY***

Design Report/ Environmental Assessment

Appendix G - Historic and Cultural Resources

- G.1 Phase 1A Cultural Resource Survey**
- G.2 Phase 1B Cultural Resource Investigation**
- G.3 Draft Section 106 Finding Documentation**
- G.4 Consulting Parties Consultation & Correspondence**

PIN 5761.90

July 2016

In cooperation with:

**New York State Department of Transportation
New York Power Authority
USA Niagara Development Corporation
The City of Niagara Falls, NY**



G.1 Phase 1A Cultural Resources Survey



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PHASE 1A CULTURAL RESOURCES INVESTIGATION FOR THE PHASES I-IV PRELIMINARY DESIGN AND DESIGN APPROVAL DOCUMENT

FOR THE ROBERT MOSES PARKWAY– NORTH SEGMENT

**NIAGARA FALLS STATE PARK,
CITY OF NIAGARA FALLS,
NIAGARA COUNTY, NEW YORK**
PIN 5757.121
(OPRHP Project Review 15PR04311)

Prepared for:
New York State Office of Parks, Recreation and Historic Preservation
Division of Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, New York 12188

Under contract to:
Parsons Transportation Group of New York, Inc.
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Sponsored by:

**The New York State Department of Transportation
And the Federal Highway Administration**

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August 2015

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August 2015

Management Summary

PIN/BIN: PIN 5757.121

SHPO Project Review Number: 15PR04311

DOT PROJECT TYPE AND FUNDING: Locally administered, federally funded.

CULTURAL RESOURCE SURVEY TYPE: Phase 1A Cultural Resources Reconnaissance Survey

LOCATION:

Route: Robert Moses Parkway – North Segment
Minor Civil Division: City of Niagara Falls (MCD 06340)
County: Niagara

SURVEY AREA:

Length: Approximately two miles
Width: Varies
Study Area: Approximately 268 acres
APE: Approximately 76 acres

U.S.G.S. 7.5' MINUTE QUADRANGLE MAP: Niagara Falls, NY-Ont. 1995

SURVEY METHODOLOGY:

Number of shovel test pits: Not applicable
Number of units: N/A
Surface survey (yes/no): N/A

Phase 1A Investigation. Archival, documentary and historical map research, a site reconnaissance, site and structure files and literature searches, prehistoric and historic background research, a reconnaissance level architectural survey, a review of State and National Registers of Historic Places, cultural resource sensitivity assessment, and past disturbance evaluation of the area of potential effect (APE).

RESULTS OF ARCHAEOLOGICAL SURVEY:

Prehistoric Sensitivity. Much of the APE parallels a traditional portage linking the upper and lower Niagara River. The lack of potable water and other resources suggests that any precontact settlement along the gorge would have been characterized by low-impact and short-term activities associated with the portage. At the same time, these sites could occur anywhere within the APE. Thus, the unqualified prehistoric/precontact archaeological sensitivity of the APE is moderate to high.

Historic Sensitivity. Historic period archaeological sensitivity occurs at a number of particular locations, which are primarily associated with the locations of map-documented structures. Because of the relocation of Whirlpool Street to the east to accommodate construction of the parkway, the locations of structures that had once faced Whirlpool Street now lie beneath it. Other areas of sensitivity include the backyards of map documented structures along the west side of Whirlpool Street, primarily at the north end of the APE.

Recommendations. With regard to the reconstruction of Whirlpool Street; if the depth of disturbance resulting from the reconstruction does not exceed the original construction depth, there should be no concerns regarding that part of the project. If the vertical APE exceeds the present disturbance, measures may need to be taken based on consultation and may include construction monitoring. To address the relocation of portions of Whirlpool Street to the west, it is recommended that shovel testing be conducted in sensitive areas along the west side of the street, where feasible. It is also recommended that sensitive portions of the APE also be shovel tested to address the impacts of trail construction, removal of the parkway overpass over the Whirlpool Bridge and landscaping. The original parkway construction was highly destructive and was built largely on a rail bed with multiple tracks. As a result of this prior disturbance and the natural shallowness of the soil, no archaeological testing is recommended for the area occupied by the parkway. Mechanical trenching may be undertaken if the shovel testing indicates the need.

RESULTS OF ARCHITECTURAL SURVEY:

Number of buildings/structures in project area: 414

Number of known National Register (NR)-listed/eligible buildings/structures:

Four individual NR-Listed resources:

- Old Customs House (90NR01962), 2245 Whirlpool Street
- Niagara Falls Public Library/Carnegie Building (90NR01965), 1022 Main Street
- James G. Marshall House (04NR00709), 740 Park Place

Two individual NR-Listed historic districts:

- Park Place Historic District (10NR06113)
- Chilton Avenue-Orchard Parkway Historic District (10NR06119)

One National Historic Landmark:

- Niagara Reservation (90NR01961)

29 Individual NR-Eligible resources

Recommendations.

Number of recommended eligible buildings/structures: **23 individual properties and one historic district.**

With one exception, there are no National Register Listed or Eligible buildings that will be directly affected by the proposed project. No additional architectural survey work is recommended. The railroad bridge over Whirlpool Street that is part of the approach to the unused rail bridge over the gorge may be removed as part of the project. While the bridge over Whirlpool Street is not individually eligible for the S/NRHP, it may contribute to the eligibility of the bridge over the gorge. This issue can be resolved through consultation with NYSHPO.

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DATE: August 2015

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1.0 Introduction

Panamerican Consultants, Inc., was contracted by Parsons Transportation Group of New York, Inc., Buffalo, New York, to conduct a Phase 1A cultural resources investigation of the Robert Moses Parkway—North Segment, City of Niagara Falls, Niagara Falls, New York (Figures 1.1-1.3). Project sponsors include the New York State Office of Parks, Recreation and Historic Preservation (OPRHP); Empire State Development Corporation – USA Niagara Development Corporation; the City of Niagara Falls (City); the US Department of Transportation; the New York State Department of Transportation (NYSDOT); and the New York Power Authority (NYPA).

Major components of the proposed construction project include:

- Removal of the Robert Moses Parkway from Main Street to Findlay Drive;
- Reconstruction of Whirlpool Street, as an at-grade, park-like road to provide north-south road access;
- Restoration of the landscape/habitat on reclaimed lands along the Niagara Gorge rim with native species; and
- Incorporation of pedestrian/bicycle trail improvements and other associated amenities in the project corridor.

The purpose of this Phase 1A investigation was to identify all previously recorded cultural resources within the project study area. The cultural resources investigation included archival and historical map research, a site file and literature search, preparation of the prehistoric/precontact and historic background of the project study area, examination of properties listed in the New York State and National Registers of Historic Places (S/NRHP), assessments of cultural resource sensitivity and past disturbances of the project area, an intensive walkover reconnaissance and photographic documentation.

Figures 1.4/1.5 is typical of the alternative configurations that may ultimately be accepted and the differences between the various alternatives are minor with respect to their potential effect on cultural resources. The study limits as shown in Figures 1.1 through 1.3 and in other figures in this report does not represent the area of potential effect (APE). This broader area (approximately 268 acres) is being used for the studies being conducted in support of the Environmental Assessment. For this larger study area, an architectural reconnaissance survey and background research was conducted. The purpose of the architectural reconnaissance survey was to determine the presence of existing properties that are listed or eligible for listing in the S/NRHP. The survey took a closer look at buildings that have not been previously evaluated and recommendations are made regarding the S/NRHP eligibility of those properties. It does not appear that buildings or structures east of Whirlpool Street will be directly affected by the proposed construction.

Ground disturbing construction activities which represent the project's direct APE will be generally restricted to Whirlpool Street and areas west of Whirlpool Street to the Niagara Gorge, approximately 76 acres (Figures 1.6 and 1.7). The removal of 2 miles of the Robert Moses Parkway between Main Street and Findlay Drive, the reconstruction and westward relocation of Whirlpool Street and the construction of paved multi-use trails in previously undisturbed areas

are the primary activities which have the potential to affect prehistoric/precontact and historic archaeological sites. Thus, archaeological sensitivity was estimated for the direct APE only, and is based on the presence of known sites, topography and environment, the extent and severity of previous disturbance, and, for historic period sensitivity, the presence of map documented structures (MDSs). MDSs are buildings depicted on historic maps but no longer exist. Early structures that are still standing may have important archaeological components but they are not MDSs.

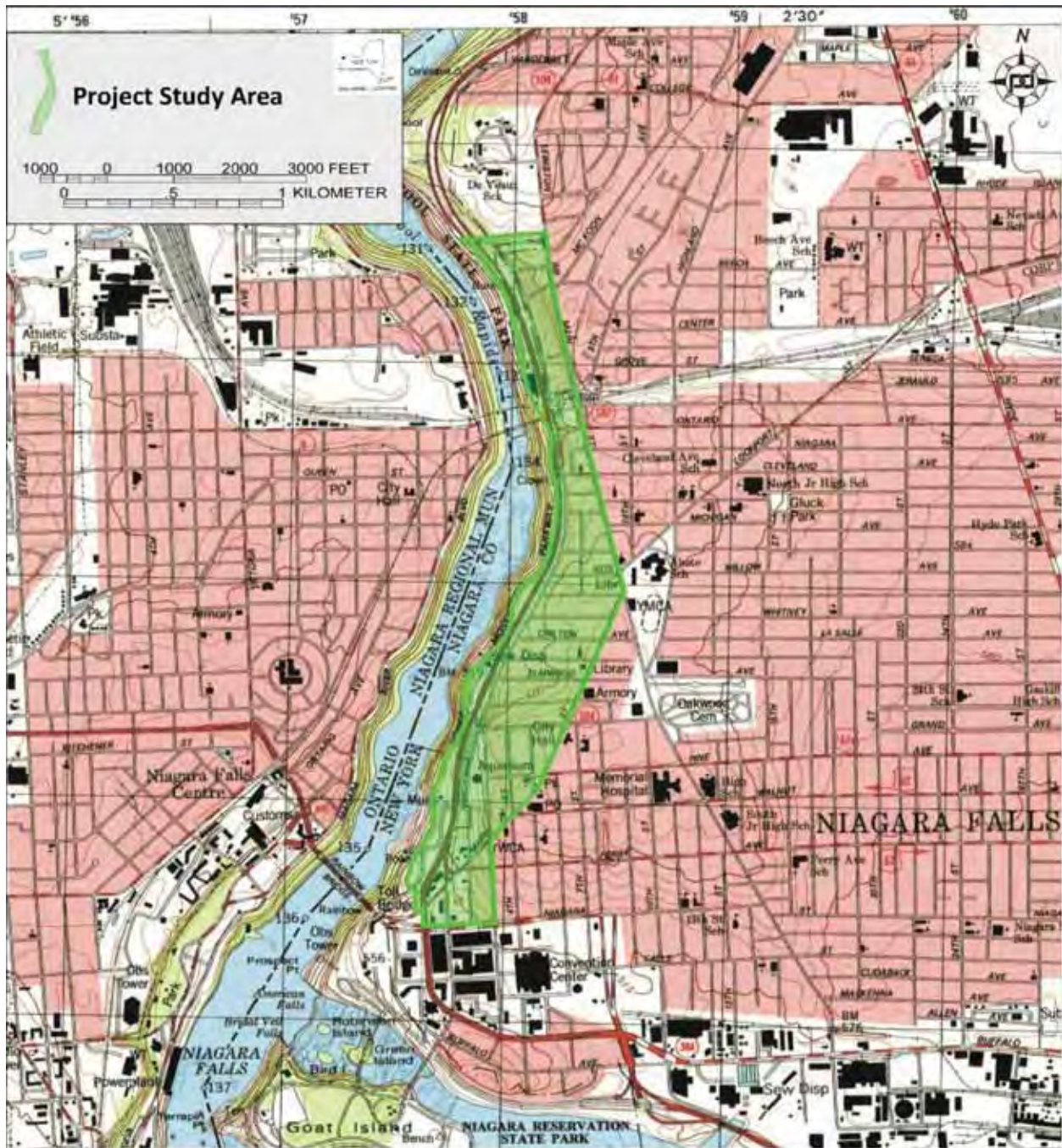


Figure 1.1. Location of the project study area in the City of Niagara Falls, Niagara County, New York (USGS 7.5' quadrangle, Niagara Falls, NY-Ont. 1995).



Figure 1.2. Southern portion of the project study area depicted on a recent aerial photograph (after Google 2014).



Figure 1.3. Northern portion of the project study area depicted on a recent aerial photograph (after Google 2014).



Figure 1.6. Direct Area of Potential Effect in the southern portion of the project area depicted on a recent aerial photograph (after Google 2014).



Figure 1.7. Direct Area of Potential Effect in the northern portion of the project area depicted on a recent aerial photograph (after Google 2014).

This Phase 1A cultural resources investigation was conducted in compliance with:

- The requirements for the protection of the nation's cultural resources as mandated by Section 106 of the National Historic Preservation Act of 1966, the amended Procedures for Historic and Cultural Properties as set forth in 36 CFR Part 800 and associated guidance, the National Environmental Policy Act of 1969, Executive Order 11593, the Archaeological and Historic Preservation Act of 1974, the New York State Historic Preservation Act, the New York State Environmental Quality Review Act,
- The current *New York State Education Department Cultural Resources Survey Program Work Scope Specifications for Cultural Resource Investigations on New York State Department of Transportation Projects* (New York State Museum 2004).
- The current Cultural Resource Survey Report format as well as the New York Archaeological Council's *Standards for Archaeological Investigations* (NYAC 2000) and New York State Historic Preservation Office (NYSHPO) guidelines.

All project staff performing or supervising cultural resource survey work qualify under the appropriate professional qualification standards set forth in the Secretary of the Interior's Professional Qualification Standards (48 CFR Part 44738-9).

Fieldwork was conducted in the summer of 2014 and spring of 2015. Dr. Frank Schieppati served as project manager and co-principal investigator, Ms. Christine M. Longiaru, M.A. served as co-principal investigator and project architectural historian, and Mr. Mark A. Steinback, M.A., was project historian. Photograph depicting the general characteristics and conditions of the project study area follow. Photograph locations and view angles are shown in Figures 1.8 and 1.9. Additional photography conducted as part of the architectural reconnaissance appears in Section 4.



Figure 1.8. General area and setting photograph locations and angles of view for the southern section of the Robert Moses Parkway—North Segment project study area (base aerial: Google 2014).



Figure 19. General area and setting photograph locations and angles of view for the northern section of the Robert Moses Parkway—North Segment project study area (base aerial: Google 2014).



Photograph 1.1. View along the gorge rim walkway at the southwestern edge of the study area, facing northeast (Panamerican 2014).



Photograph 1.2. View of construction excavation activity at the southwestern portion of the study area, facing northeast. The activity appears to have uncovered foundations of earlier structures (Panamerican 2014).



Photograph 1.3. View of construction excavation activity at the southwestern portion of the study area, facing southeast (Panamerican 2014).



Photograph 1.4. View along the gorge rim walkway at the southwestern edge of the study area toward the Discovery Center parking lot, facing northeast. The head-house for the gorge elevator is on the left (Panamerican 2014).



Photograph 1.5. View of the Robert Moses Parkway toward the Discovery Center, facing northeast (Panamerican 2014).



Photograph 1.6. View of the Robert Moses Parkway toward the footbridge from the Discovery Center, facing north-northeast (Panamerican 2014).



Photograph 1.7. View of the Robert Moses Parkway from a point west of the aquarium and Pine Avenue, facing north-northeast (Panamerican 2014).



Photograph 1.8. View of the Robert Moses Parkway from a point west of the Cedar Avenue terminus, facing northeast (Panamerican 2014).



Photograph 1.9. View of the Robert Moses Parkway from a point north of the Elmwood Avenue terminus, facing northeast (Panamerican 2014).



Photograph 1.10. View of the Robert Moses Parkway toward the Whirlpool Bridge overpass from a point west of the Willow Avenue terminus, facing northeast (Panamerican 2014).



Photograph 1.11. View of the Robert Moses Parkway toward the Whirlpool Bridge overpass from a point west of the Chasm Avenue terminus, facing south-southeast (Panamerican 2014).



Photograph 1.12. View of the Robert Moses Parkway toward Findlay Drive from a point west of the Chasm Avenue terminus, facing northwest (Panamerican 2014).



Photograph 1.13. View of the Robert Moses Parkway from Findlay Drive, facing southeast *(Panamerican 2014).*



Photograph 1.14. View of the north end of Whirlpool Street from Findlay Drive, facing southeast *(Panamerican 2014).*



Photograph 1.15. View of Findlay Drive toward the north end of Whirlpool Street and the Robert Moses Parkway, facing west (*Panamerican 2014*).



Photograph 1.16. View of Lewiston Road/Main Street from the Findlay Drive intersection, facing south (*Panamerican 2014*).



Photograph 1.17. View of Lewiston Road/Main Street from the Gillett Court intersection, facing south (Panamerican 2014).



Photograph 1.18. View of the Whirlpool Rapids Bridge, Robert Moses Parkway overpass, restored Custom House and site of the new train station, presently under construction, from Lewiston Road/Main Street, facing southwest (Panamerican 2014).



Photograph 1.19. View of Lewiston Road/Main Street toward the railroad bridge from north of Bath Avenue, facing south-southeast (Panamerican 2014).



Photograph 1.20. View of Main Street from Ontario Street, facing south-southwest (Panamerican 2014).



Photograph 1.21. View of Main Street and the railroad bridge from Ontario Street, facing northwest (Panamerican 2014).



Photograph 1.22. View of Main Street from just south of Ontario Street, facing south-southeast (Panamerican 2014).



Photograph 1.23. View of Main Street from Michigan Avenue, facing south-southeast *(Panamerican 2014).*



Photograph 1.24. View of Main Street toward Willow Avenue from the Niagara Falls Public Library, facing northwest *(Panamerican 2014).*



Photograph 1.25. View of Main Street toward Pierce Avenue from the Niagara Falls Public Library, facing southwest (Panamerican 2014).



Photograph 1.26. View of Main Street from just south of Chilton Avenue, facing northeast (Panamerican 2014).



Photograph 1.27. View of Main Street from the Elmwood-Spruce alley, facing northeast toward the former Carnegie Library at center (Panamerican 2014).



Photograph 1.28. View of Main Street from toward Cedar Avenue from the Niagara Falls City Hall, facing north (Panamerican 2014).



Photograph 1.29. View of Main Street from toward Pine Avenue from the Niagara Falls Main Post Office, facing north-northeast (Panamerican 2014).



Photograph 1.30. View of Main Street and Park Place from the Niagara Falls Main Post Office, facing north-northwest (Panamerican 2014).



Photograph 1.31. View of Main Street toward Third Street from Whirlpool Street, facing northeast (Panamerican 2014).



Photograph 1.32. View of Main Street from Whirlpool Street, facing southwest, with Niagara Falls, Canada in the background (Panamerican 2014).



Photograph 1.33. View of Whirlpool Street from Main Street, facing north (*Panamerican 2014*).



Photograph 1.34. View of Whirlpool Street from Walnut Avenue, facing north. The Robert Moses Parkway is to the left (*Panamerican 2014*).



Photograph 1.35. View of closed section of Whirlpool Street from Cedar Avenue, facing south-southwest. The Robert Moses Parkway is to the right (*Panamerican 2014*).



Photograph 1.36. View of Whirlpool Street from Cedar Avenue, facing north-northeast. The Robert Moses Parkway is to the left (*Panamerican 2014*).



Photograph 1.37. View of Whirlpool Street from Chilton Avenue, facing northeast
(Panamerican 2014).



Photograph 1.38. View of Whirlpool Street from Willow Avenue, facing northeast
(Panamerican 2014).



Photograph 1.39. View of Whirlpool Street from Lincoln Place toward Cleveland Avenue, facing north (*Panamerican 2014*).



Photograph 1.40. View of Whirlpool Street from Ontario Avenue toward the Whirlpool Rapids Bridge and showing the Robert Moses Parkway overpass, facing north-northwest (*Panamerican 2014*).



Photograph 1.41. View of Whirlpool Street from Bellevue Avenue toward the Whirlpool Rapids Bridge and showing the Robert Moses Parkway overpass, facing south (Panamerican 2014).



Photograph 1.42. View of Whirlpool Street from Bellevue Avenue, facing north-northwest (Panamerican 2014).



Photograph 1.43. View of Bellevue Avenue toward Whirlpool Street, facing west-southwest (*Panamerican 2015*).



Photograph 1.44. View of Cleveland Avenue toward Whirlpool Street, facing west (*Panamerican 2015*).



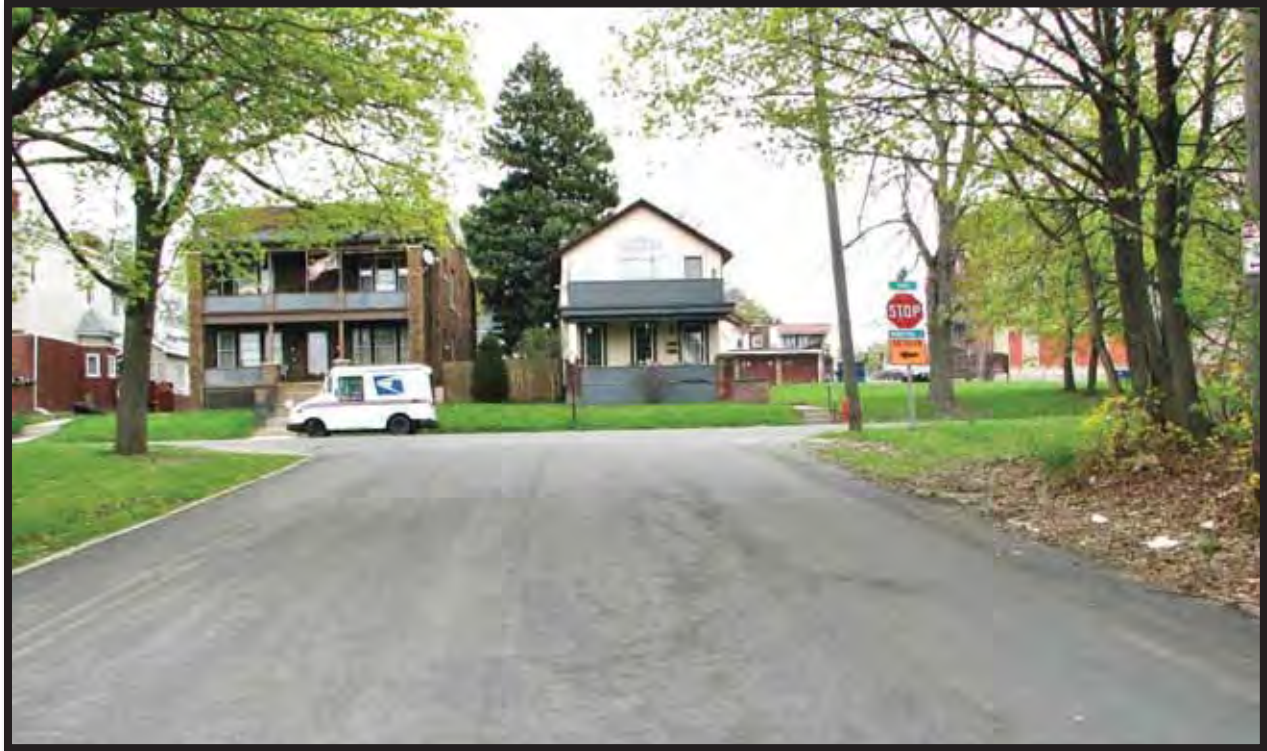
Photograph 1.45. View of Ashland Avenue toward Whirlpool Street, facing west
(Panamerican 2015).



Photograph 1.46. View of Cedar Avenue toward Whirlpool and Third streets, facing west
(Panamerican 2015).



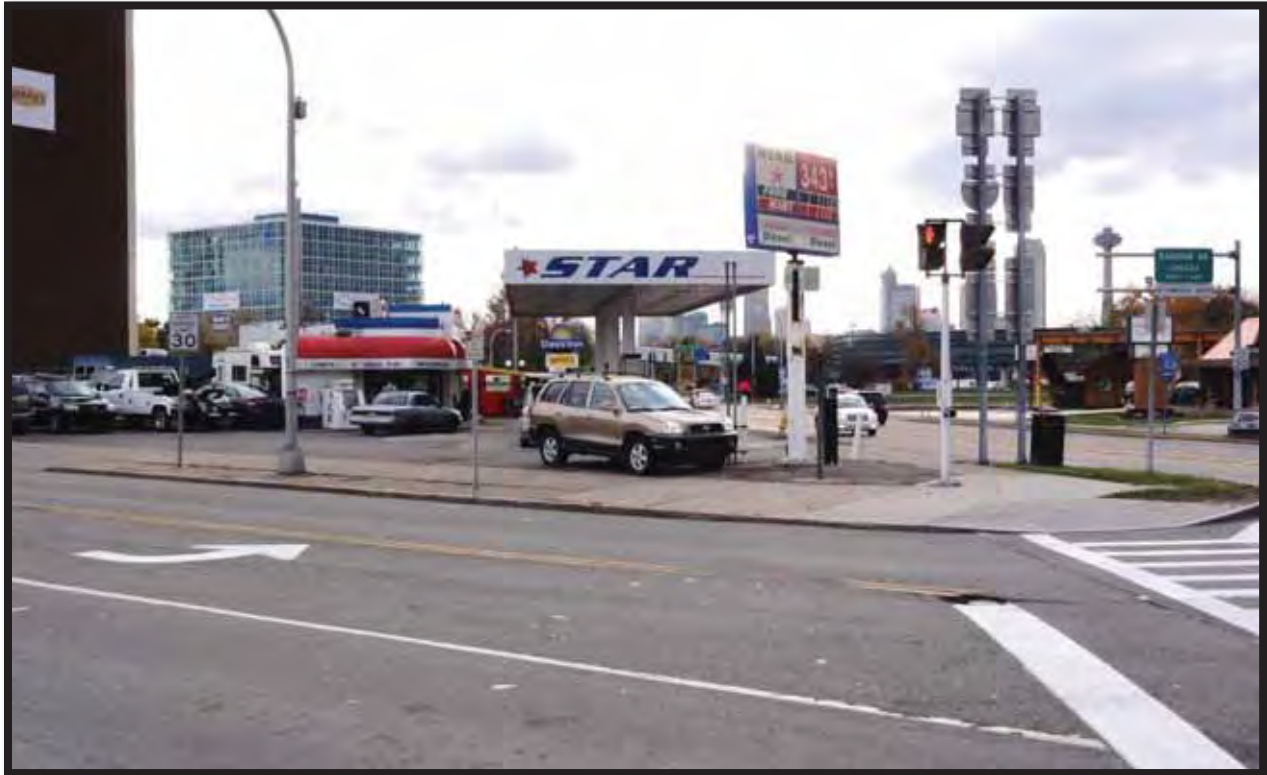
Photograph 1.47. View of Walnut Avenue toward Whirlpool Street, facing west (Panamerican 2015).



Photograph 1.48. View of Walnut Avenue toward Third Street, facing east (Panamerican 2015).



Photograph 1.49. View of the Robert Moses Parkway entrance from Main Street and Ferry Avenue, facing west (Panamerican 2015).



Photograph 1.50. View of Main and First streets, facing southwest (Panamerican 2015).



Photograph 1.51. View of Main Street near the southwestern edge of the study area, facing northeast (Panamerican 2015).



Photograph 1.52. View of Main Street from Niagara Street, facing north (Panamerican 2015).



Photograph 1.53. View of Niagara Street from Main Street, facing east (*Panamerican 2015*).



Photograph 1.54. View of Niagara Street from First Street toward the Rainbow Bridge, facing west (*Panamerican 2015*).



Photograph 1.55. View of across Second Street from Niagara Street, facing northwest (Panamerican 2015).



Photograph 1.56. View of Third Street toward Niagara Street from Ferry Avenue, facing south (Panamerican 2015).

2.0 Background Research

This section provides a summary of the cultural context for the Robert Moses Parkway North Segment project area in the City of Niagara Falls, Niagara County, New York.

2.1 ARCHAEOLOGICAL SITE FILE REVIEW

A review of the archaeological site-file database through the New York State Cultural Resource Information System (CRIS) and previous reports filed at the NYS OPRHP identified one site within the APE and 18 additional sites within one mile (1.6 kilometers [km]) of it (Table 2.1). The site within the APE is the Niagara Reservation State Park. Fifteen of the sites within one mile of the APE are historic Euro-American, all of which date to the mid-to-late nineteenth century into the twentieth century, including the National Register Listed (NRL) DeVeaux School Historic District, located immediately adjacent to the north end of the project area. Three of the sites are undetermined prehistoric/precontact, and one site is prehistoric and refers to burials reputedly located on what is now Goat Island. The site was identified by Arthur C. Parker (1922).

Early archaeological surveys by Squier (1851), Beauchamp (1900), Houghton (1909), and Parker (1922) also were consulted. Later archaeological investigations by Ritchie (1980) and Ritchie and Funk (1973) do not report the presence of archaeological sites in the project area.

Table 2.1. Archaeological Sites within One Mile of the APE.

OPRHP #	Additional Site #	Distance to APE (ft [m])	Time Period	Site Type
06340.000238	Rainbow II (SUBi-1519)	90 (295)	Mid-19th-early 20th centuries	Dwellings
06340.000239	Rainbow III (SUBi-1520)	0 (0)	1875-1915	Dwelling
06340.000237	Rainbow I (SUBi-1518)	250 (76)	Mid-to-late 19th century	Dwellings
06340.000006	Edward Dean Adams Power Plant	5,610 (1,711)	1896-1966	Power Plant
	NYSM 4079 (ACP NGRA 10; UB 310)	2,900 (885)	Unidentified prehistoric cemetery Goat Island	Burials
06340.000220	The Whirlpool Brewery I Site	578 (176)	Mid-19th to 20th centuries	Commercial
06340.000221	McMahon Site (SUBi 1441)	330 (101)	Mid-19th to 20th centuries	Dwelling
06340.000222	Whirlpool Rapids I Site (SUBi 1440)	250 (76)	Mid-19th to 20th centuries	Dwelling
06340.000223	Whirlpool I Site (SUBi 1439)	165 (50)	19th century	Dwelling
06340.000224	Lockport Road Railroad Freight Complex Site (SUBi 1437)	3,715 (1,133)	Late-19th-early 20th centuries	Industrial
06340.000225	Suspension Bridge Railroad Depot (SUBi 1438)	1,650 (503)	Mid-19th to 20th centuries	Industrial
06340.000226	Thirteenth Street Site (SUBi 1443)	2,900 (885)	Late-19th century	
06340.000227	Centre Street I Site (SUBi 1436)	3,055 (932)	Mid-to-late-19th century	Dwelling

OPRHP #	Additional Site #	Distance to APE (ft [m])	Time Period	Site Type
06340.000228	Grove Street I Site (SUBi 1435)	2805 (856)	Mid-to-late-19th century	Dwelling
	UB 2979	578 (176)	Undetermined Precontact	No information
	UB 2978	500 (153)	Undetermined Precontact	No information
	UB 2974	2,230 (680)	Undetermined Precontact	No information
	Niagara Reservation State Park (UB 3182)	0 (0)	Historic and unidentified prehistoric components	
	DeVeaux School Historic District	660 (201)	NRHP Reference #74001281	Educational

The Niagara Reservation, in the APE, and DeVeaux School Historic District, adjacent to the APE, have been listed in the S/NRHP. In addition, the Niagara Reservation is a National Historic Landmark (NHL). There are, however, no structures within the APE that are listed in the S/NRHP. Structures that have been determined eligible for NRHP listing and are in proximity to or within the APE are listed in Table 4.1.

Previous Surveys. A review of cultural resource investigations recorded in the files of the OPRHP revealed that at least seven reports have been submitted for areas within one mile of the Robert Moses State Parkway project area (Scott and Scott 1983; Kieber and Aldenderfer 1983; Wurst 1997; Hoeman and Hartner 2000; Hartner et al. 1998; Kastl 2005; Abel 2005; Longiaru et al. 2005; Kowsky and Wachadlo 2007). Several of these reports note the existence of additional reports discussing areas in proximity to the project area, but these referenced reports were not available in the files of the OPRHP.

2.2 ENVIRONMENTAL SETTING

Topography. The project area is located within the Huron Plain, part of the Erie-Ontario Lake Plain physiographic province. The fairly level and uniform Lake Plain surface slopes gently upward from west to east and is punctuated by irregular ridges (Ritchie 1980; Higgins et al. 1972:191). Most of the project area is flat to slightly sloping. Elevation of the project area ranges from approximately 550-600 ft (168-183 m) above mean sea level. Slopes generally rise from west to east away from the river and the western edge of the APE lies on the Niagara River gorge.

Geology. Primary bedrock formations in Niagara County include the Queenston shale, Lockport dolomitic limestone, and the Rochester shale. The soils of Niagara County are formed from glacial till and are also strongly influenced by the bedrock formations upon which they rest. Large amounts of lake sediments including reddish colored glacial till (comparable to Munsell Soil Color Chart description “strong brown”) were deposited when the area was covered by glacial Lake Lundy during the Pleistocene Epoch (Higgins et al. 1972:190-191). The last deglaciation of New York began approximately 17,000 years ago, and occurred relatively quickly, as glacial ice had retreated beyond the Niagara Escarpment sometime prior to 12,000 BC and lasting no longer than one thousand years. The project area was inundated by the waters of glacial Lake Tonawanda during the recession of the last (Wisconsin) glacier, where

olive and brownish sediments were left behind (Muller 1977:223; Miller 1973:9; Calkin and Miller 1977:302; Van Diver 1985:42; D'Agostino 1958).

Soils. A soil survey of the project area has not been conducted by the U.S. Department of Agriculture (USDA). The Web Soil Survey of the USDA Natural Resources Conservation Service (NRCS) and the *Soil Survey of Niagara County, New York* (Higgins et al. 1972) present the project location as “Unsurveyed Area” (Ua). However, the broader area that includes the study area is within Odessa and Rhinebeck areas. Both of these series consist of deep, level and somewhat poorly drained, moderately fine and medium textured soils. Rhinebeck soils consist of silts and clays while Odessa soils are mostly clay. Both occur in the basins of old glacial lakes, however, most areas of Odessa soils occur south of the Lockport limestone foundation.

Vegetation. The project area is covered with typical urban flora, including mowed grass, shrubs, and trees.

Drainage. The project area is adjacent to the Niagara River, north of Niagara Falls. Drainage across the ground surface runs down and west to the Niagara River unless captured by storm drains.

Manmade Features and Alterations. The APE includes a four-lane parkway with a grassy median completed in the early 1960s as part of the massive construction project that occurred after the collapse of the Schoellkopf power station and which led to the creation of the Niagara Power Project. Much of the parkway was built on a former multi-track rail bed.

2.3 CULTURE HISTORY

2.3.1 Prehistoric Period. The three major cultural traditions manifested in western New York State during the prehistoric era were the Paleo-Indian, Archaic, and Woodland traditions. Cultural evolution of the area can be summarized as a gradual increase in social complexity, punctuated by several important cultural and/or technological innovations. The earliest people were nomadic big-game hunters (ca. 12,000 to 8000 BC); changing environmental conditions required an adaptation of the economy, resulting in a shift to the efficient exploitation of temperate forest resources by Archaic hunter-gatherers (8000 to 1500 BC). In many areas of eastern North America, the Archaic is followed by a Transitional period (1500 to 1000 BC) that bridges the Archaic and the subsequent Woodland period. While it does not represent a departure from Archaic social and economic patterns, important changes do occur in the artifact assemblage and in burial practices (Ritchie 1955; Nichols 1928). The Woodland tradition (1000 BC to AD 1600) is marked by the introduction of pottery, agriculture, and burial mounds, and resulted in a plethora of new and very different social and economic adaptations (Ritchie 1980; Hart 2011).

After about 3,000 years ago, external influences began to have an increasingly greater effect as the area was occupied by groups that later formed the Erie and Neutral confederacies. Culturally, they shared much with groups in southern Ontario, Canada. The introduction of corn horticulture ca. AD 1000 encouraged population growth, village life, and warfare in western New York. The tribes that eventually formed the Haudenosaunee or Iroquois Confederacy evolved from antecedents in the central sub-area between the Genesee River and the Tug Plateau. Prior to the time of European contact Seneca hunting territory comprised an area extending from Lake Ontario to the headwaters of the smaller Finger Lakes and from the Genesee River to Cayuga

Lake. There was very little interchange between these groups and those of the western New York area until the seventeenth century (Tuck 1978a; Tooker 1978; White 1961, 1978b). After AD 1600, the Seneca, aggressively protective of their position as suppliers of pelts, expanded the range of their trading efforts into the traditional areas of other Iroquoian groups. Thus, by the mid-seventeenth century, the Haudenosaunee of New York emerged as a politically, militarily, and economically united confederacy with sole access to both the land and resources surrounding the lower Great Lakes (Abler and Tooker 1978; White 1978a; Trigger 1978).

The arrival of European commercial interests, missionaries and, finally, settlers profoundly changed land-use patterns. The native population was essentially removed from the land following the American War for Independence, and the completion of the Erie Canal, and later the railroads, transformed western New York, especially the cities of Buffalo and Niagara Falls, from a collection of frontier settlements into one of the centers of industry in the nineteenth century.

Paleo-Indian Period (ca. 12,000–8000 BC). The precise date of humans' arrival in North America is still debated in the professional literature. In New York, the last glacial retreat occurred approximately 14,000 years ago, followed by a series of changing environmental conditions. Hunter-gatherer bands of the Paleo-Indian culture were the first humans in New York State after the last glacial retreat. The earliest dated Paleo-Indian site in New York is the Dutchess Quarry Cave in the Hudson River valley (10,580 BC \pm 370 [I-4137]). At this time, Lake Ontario and the St. Lawrence River were locked in ice, but it is possible that the environmental fluctuations that occurred during this early period were conducive to periodic forays by the Paleo-Indian groups into the region when conditions were suitable. As the climate gradually became more temperate, these forays may have become more extended. Prior to 10,000 years ago, the ice had not retreated very far north of the lake and the Lake Ontario basin was still somewhat inhospitable (Fitting 1975:28; Engelbrecht et al. 1993:10).

Technologically, the Paleo-Indian period has been associated with the fluted point industry. These points closely resemble the Clovis point, first discovered in the Southwest, and are generally classified as that type (Funk and Schambach 1964). The points are generally large (2.5 to 10 centimeters [1 to 4 inches] in length), with a flute on each face, produced when channel flakes were struck from the base, facilitating hafting (Snow 1980). Other items in the Paleo-Indian tool kit included leaf-shape and ovate bifacial knives, end-scrapers, often equipped with graving spurs, unifacial side-scrapers, knives, and retouched flakes. Drills, awls, and graters are also diagnostic Paleo-Indian tools. This assemblage is well represented at the Potts site (Oswego County), which is the first known Paleo-Indian tool assemblage in the state (Ritchie 1980:22-30). The artifacts are all fashioned from one type of high-grade chert, possibly from middle-formation Onondaga materials from western New York (Ritchie 1980:26). This supports the hypothesis that Paleo-Indians were mobile and possibly traveled along the margins of former glacial Lake Iroquois.

Adapted to the tundra, Paleo-Indian subsistence strategy has traditionally been viewed as one that emphasized big-game hunting. These species, many of which are extinct, included mastodon, mammoth, caribou, and moose-elk, along with a variety of smaller game (Funk 1972:11; Ritchie 1980; Salwen 1975). Few tool associations have been made with aquatic resources remains. However, it is difficult to imagine these people not utilizing such a diverse and abundantly available food source once water conditions allowed.

Ritchie and Funk (1973:333) have classified Paleo-Indian sites into two main categories: quarry workshops and camps. These categories are further subdivided into large, recurrently occupied

camp, small special-purpose camps, and caves or rockshelter sites. Chert quarrying and the preliminary stages of tool production were carried out at the tool workshops (Gramly and Funk 1990:13). Located near the margin of extinct glacial lakes, many Paleo-Indian sites in the Northeast are situated on elevated areas "where good drainage, meaning a dry living floor, was an important consideration" (Funk 1978:18). These hills or rises also served as loci for monitoring the migratory patterns of game species.

The Paleo-Indian settlement system may have been similar to the subsequent Archaic period system. During seasonal peaks of resources, larger populations occupied strategically located large camps, while during periods of low resource potential, the population dispersed, occupying small camp sites and rockshelters on a temporary basis. A band-level social organization is attributed to Paleo-Indian groups, with each band consisting of 25 or 30 people. These bands were initially "free wandering communities that moved frequently and without restriction, their direction, persistence and territory covered being controlled mainly by game movements and the abundance of other wild food resources" (Snow 1980:150, after Beardsley et al. 1956). As climatic conditions allowed more permanent occupation of an area, this wandering became more restrictive and bands settled into loose territories. This general Paleo-Indian adaptive pattern overlapped the beginning of the subsequent Archaic period, leading some to refer to the earlier periods of the Archaic as a transitional stage.

Archaic Period (ca. 8000–1500 BC). The Archaic period is differentiated from the Paleo-Indian period by a stylistic shift in lithic assemblage, an apparent increase in population, changes in the subsistence strategy, and a less nomadic settlement system (Funk 1978; Tuck 1978b). These changes reflect an adaptation to an improved and more diverse biome (Funk 1972:10). Three subdivisions are generally recognized for the Archaic: Early, Middle, and Late.

Early and Middle Archaic (ca. 8000–4000 BC). Although the Early Archaic began in the eastern United States as early as 10,000 years ago, there is no extant settlement data this early in the Northeast. It has been suggested that the lack of dated sites in the Northeast prior to 10,000 years ago is the result of the low carrying capacity of the postglacial boreal forest environment (e.g., Ritchie 1980; Fitting 1968; Mason 1981).

Most of what is known about the Early Archaic is based on data from outside the Lake Ontario basin. Since the lake level during this prehistoric period was much lower than at present, archaeological deposits left by people drawn to the lake margins would have been obliterated by the rising lake levels—both by erosion and inundation. Although Early Archaic data is scant, it appears that big-game hunting was no longer central to subsistence and band movement was less erratic. It has been suggested that groups began to settle into territories and that camp movement adjusted to a seasonal round (Snow 1980; Engelbrecht et al. 1993:16-19). Floral resources, fish, and other aquafauna began to play a more significant role in subsistence.

A few technological changes, such as the production of ground and polished stone tools, serve to identify the Middle Archaic period. The bannerstone, probably used as an atlatl weight, and the bell pestle were Middle Archaic innovations (Griffin 1967; Funk 1991; Kraft 1986). Changes in the cultural system were not qualitative; more elaborate planning seems to have been devoted to seasonal scheduling. "The ranges of activities carried out on special-purpose sites continued to narrow while the numbers and kinds of such sites utilized within a round continued to increase" (Snow 1980:183). The territorial "settling in" process begun during the Early Archaic continued into the Middle Archaic, stimulating a process of group isolation. Since qualitative changes cannot be seen between the Early and Middle Archaic periods, Mason (1981) does not

distinguish them as separate periods. Instead, he views them as a single transitional period between the Paleo-Indian and the Late Archaic.

Late Archaic (ca. 4000–1500 BC). The Late Archaic is seen as the flowering of preceramic culture in the Northeast (Snow 1980; Mason 1981). The period begins about 6,000 years ago and continues to the advent of pottery around 1500 BC. During this period prehistoric cultures "fully adjusted to the humid Temperate Continental climate which, with its oak-chestnut-deer-turkey biome, persisted to the present day" (Ritchie and Funk 1973). The increased carrying capacity of this richer and more diverse biome is reflected by an increase in the number, size, and kinds of sites documented in the archaeological record.

The relatively diverse and abundant biome provided a subsistence base that was much broader than that of previous periods. Food resources consisted of large game (deer and bear), small game, fish, shellfish, waterfowl, birds, insects, vegetables and fruits. This diversity not only allowed for greater procurement efficiency, it also provided a cushion against seasonal failures of any single resource. The general increase in numbers of milling and fishing tools suggests a shift away from red meat as a preferred resource.

While increased territorialization occurs during the Late Archaic, group isolation decreases. Communication and trade networks that characterize later periods have their developmental roots in this period. Burial ceremonialism, established in northern New England a few thousand years earlier (Tuck 1978b), is conspicuously absent in some areas of New York and well developed in others. In New York, two contemporaneous Late Archaic cultural traditions predominate: the Narrow Point tradition, generally restricted to western and central New York, and the Laurentian tradition, evident through all of New York.

The Narrow Point tradition is recognized as the Lamoka phase. Most Lamoka sites are small, open camp sites, although large near-permanent base camps have also been identified (Ritchie 1980; Ritchie and Funk 1973). As with other Archaic peoples, Lamoka groups relied on hunting, fishing, and gathering. Deer and turkey were the preferred game, while in the floral group, acorns and hickory nuts were impressively evident. The primary orientation of the culture was toward aquatic resources caught generally with nets.

In contrast to the Lamoka, the Laurentian tradition is characterized by a primary reliance on hunting. This tradition, which is associated with the Lake Forest Archaic of eastern New York, Vermont, and New Hampshire (Snow 1980), is represented in this area by the Brewerton phase (3000-1720 BC). While some base camps are known for the Brewerton phase, the majority of sites are small, temporary hinterland camps on streams, marshes and springs. The emphasis on hunting is reflected by assemblages having large proportions of points and hunting gear. Fishing gear and nutting stones are also present, but not in the quantities known from Lamoka sites.

Brewerton and Lamoka peoples occupied similar environments, and contact between the two groups is evident in central New York. Brewerton mortuary customs were somewhat more complex than Lamoka, although neither group featured regular cemetery areas. Grave goods were confined to utilitarian objects and there is no hint of the mortuary ceremonialism of the following Early Woodland Period (Ritchie 1980). In western New York, however, Lamoka and Brewerton sites are found on all landforms and in all environmental zones, and points of both cultures are recovered from the same sites. In addition, identified sites of both cultures in western New York tend to be small and contain few artifacts (Engelbrecht et al. 1993:19).

Small habitation sites such as the Weaver site on Grand Island, small sites along the Niagara River, Rhodes Farm in Clarence, the McKendry site in Hanover [Chautauqua County] and several sites in Leon and Conewango in Cattaraugus County have produced assemblages of chipped stone tools that include not only projectile points, but bifaces, knives, scrapers and varying quantities of chert chipping debris. Ground stone tools include milling stones, hammerstones and celts. Some sites were probably utilized as fishing camps or special food collecting camps [as well as quarry sites ... [Engelbrecht et al. 1993:20].

Transitional Period (ca. 1500–1000 BC). The Transitional period features a continuation of Late Archaic cultural and economic patterns, with only a few innovative traits. Among these are a developing burial/ceremonial complex and, toward the end of the period, the introduction of ceramics. Snow (1980:235) has characterized the period as Terminal Archaic, and "the stage/period was seen as technologically transitional from the preceramic Late Archaic to the ceramic Early Woodland via an episode of soapstone vessel manufacture." In New York, the Transitional period is manifested by the Orient and Frost Island phases. Because of their close association with cultural developments in the Susquehanna drainage, they are known as aspects of the Susquehanna tradition. The primary importance of the Orient phase is in its highly developed mortuary ceremonialism. The Orient phase culture was native to Long Island and generally restricted to the southeastern portion of New York.

On the other hand, Frost Island phase culture was generally situated in central New York with extensions into western and northern New York. Recognized by the Susquehanna Broad point, numerous Frost Island sites have been found throughout this portion of the state, although few have been systematically investigated. Excavations at the Claud 1 Site in the Genesee Valley revealed that 25 percent of the lithic artifacts were made from exotic rhyolite, suggesting long-distance trade (Snethkamp 1974). Frost Island burial practices are not well known. Indirect evidence suggests the practice of cremation, heavy use of red ochre, and deposition of caches of projectile points in graves. Such practices show a wide distribution in the Great Lakes on this general time level and through following centuries (Mason 1981:206).

Ritchie (1980) has characterized the Frost Island settlement system as riverine. This hypothesis was supported in the Genesee Valley where these sites were located no further than one mile (1.6 kilometers) from the river (Trubowitz 1978). This phase has been tentatively dated to 1595-1290 BC. This later date roughly corresponds to the beginning of the Early Woodland, Meadowood phase and to the displacement of steatite vessels by Vinette I pottery.

Woodland Period (1000 BC–AD 1600). While the previous hunting and gathering economy continued as a means of subsistence during Woodland times, native groups became more and more dependent on domesticated plants for food. This gradual shift to domestication is in itself less important than the ramifications of the shift. Agriculture brought with it a score of new problems that required new adaptations, and every aspect of native culture was transformed. With agriculture came settled village life, a general increase in population, technological changes, warfare, and a litany of social and political changes. Early and Middle Woodland sites often contain exotic and numerous trade goods within burials, which suggest the existence of widespread exchange or trade networks.

Early Woodland (1000 BC–AD 1). The onset of the Woodland mode occurred gradually in northeastern United States, and at somewhat different times throughout the region. The Early Woodland period in western New York is generally thought to have begun with the Meadowood

phase about 3,000 years ago. Meadowood sites are found throughout the Northeast, and particularly New York (Engelbrecht et al. 1993:22-23).

Meadowood settlements appear to be year-round, primarily located near large bodies of water, such as the Niagara River. Granger (1978) suggests that the Meadowood settlement system operated on a seasonal fission-fusion cycle. The basic social unit, the local exogamous band, was composed of approximately 150 people occupying a territory of around 390 square miles (1,000 square kilometers). Marriage outside the band produced social linkage to other local bands, resulting in the formation of a regional band composed of around 500 people. In the autumn, winter, and early spring local bands operated from base settlements. In the spring and summer, the local group fissioned into smaller task groups, operating from resource extraction camps. Other specialized Meadowood site types include chert-resource sites and mortuary-activity sites, which were commonly shared by a number of local bands.

The Riverhaven Complex (OPRHP #02914.000015), located along the eastern branch of the Niagara River on Grand Island, represents one of the most important and well-studied Meadowood-phase assemblages (particularly Riverhaven 2) in the Northeast. Riverhaven 2 appears to have been intensively and repeatedly occupied from late autumn to early spring. Several of the Riverhaven sites are located on high knolls adjacent to former marshes.

Meadowood technological innovations included: Vinette I pottery (which made its first appearance during the Transitional period), gorgets, clay and stone tubular smoking pipes, birdstones (which may have served as atlatl weights), and boatstones. Copper was also introduced into New York from the western Great Lakes during this phase. Other typical Meadowood artifacts include thin side-notched projectile points, trianguloid cache blades, bone tools, copper beads, groundstone celts and adzes, and copper adzes. No definitive data exists concerning the nature of Meadowood dwellings, though a postmold pattern at the Scaccia Site in Livingston County appears to be oblong in shape (Ritchie and Funk 1973).

Mortuary ceremonialism, which had its roots in the Archaic and continued to develop through the Transitional period, became more developed during the Early Woodland. Typically, the dead were placed on scaffolds or in charnel houses, and were cremated after decay. Flexed, bundled, and multiple burials also occurred. Grave offerings were numerous, consisting of cache blades (sometimes numbering in the hundreds), smoking pipes, gorgets, birdstones, copper, fire-making kits, and a generous sprinkling of red ochre. Often the grave offerings were purposefully "killed" (broken). Meadowood cemeteries were generally situated on knolls, a fundamental concept which may have been a precursor of the Middle Woodland artificial burial mound.

Cultural manifestations of the latter part of the Early Woodland in New York have been grouped into the early Point Peninsula tradition. This tradition is somewhat vaguely defined and is primarily recognized by the presence of Vinette pottery. In some areas of New York, Point Peninsula traits are found in conjunction with elements of the Ohio Adena tradition, comprising the Middlesex phase in New York.

The Middlesex phase is poorly delineated in New York, and is primarily known from burial sites. Typical Middlesex-Adena burial offerings consist of stone blocked-end pipes, cache blades, copper celts and awls, points, copper and shell beads, amulets, pendants, birdstones, and red ochre. These graves generally contain up to 30 percent Adena-inspired artifacts. Although Middlesex phase components are often found in association with Meadowood phase materials,

the connection between the two is presently unclear. Moreover, explanations regarding the presence of Adena traits in New York are controversial. It has been postulated that Adena burial customs were the result of migrations of Adena peoples from central Ohio, forced from their homeland by the expansion of Hopewell culture (Ritchie and Dragoo 1960, Dragoo 1963). They presumably entered western New York through the Ohio and Allegheny Rivers, Conewango Creek, and possibly, the Genesee River. The question is raised, however, that if these cultural traditions were transmitted "in person," why are they reflected only in grave goods, and not in other kinds of mundane materials? A second hypothesis is suggested by this—that it is easier for an idea to migrate than groups of people. It is assumed that the networks of trade and communication that were established during the Archaic period along major waterways continued to grow during the Woodland period, becoming increasingly efficient (Spence 1967).

It can generally be said that sites farthest away from the Ohio Adena heartland will contain the fewest Adena traits. This concept is borne out by data across the state, with the exception of the Long Sault Island Site in the St. Lawrence River. It is the site of the only known artificial Adena mound in New York, and contains a large number of artifacts manufactured in Ohio (Ritchie and Dragoo 1960).

Middle Woodland (AD 1-700). In western New York, the Middle Woodland period is poorly understood in comparison to the Early Woodland. The Point Peninsula tradition, expressed primarily by ceramic traits, continues throughout the Middle Woodland. Point Peninsula development during this period is characterized by four phases: Canoe Point (AD 2-150), Squawkie Hill (AD 100-300), Kipp Island (AD 300-650), and Hunter's Home (an early Late Woodland manifestation). Point Peninsula ceramics were recovered at the Martin Site (OPRHP #02914.000017; UB 214), on Grand Island and at the NRL Lewiston Mound along the Niagara River (Engelbrecht et al. 1993:25-26).

Known from only a few sites, the Canoe Point phase is vaguely understood and demonstrates little change from the Early Woodland. "Subsistence, seasonality, and the larger settlement unit continued much as previously, although the settlement system was probably more decidedly semipermanent sedentary" (Snow 1980:274). No house structure patterns have been found in New York, but analogous Canadian sites show the presence of rectanguloid structures measuring 10-to-16 ft x 16-to-23 ft (3-to-5 m x 5-to-7 m), and containing single hearths. The single hearth and the house size would seem to indicate a basic household social unit no larger than an extended family.

In western New York, the Canoe Point phase is overlapped by the Squawkie Hill phase, which is marked by the intrusion of the Hopewell burial cult from Ohio. Hopewell can be characterized as a body of material and behavioral traits associated with the burial of the dead. It is not clear whether Hopewell is a manifestation of a true cultural system, or simply a burial cult like the Adena. In the upper Midwest, Hopewell can be seen in its entirety. In New York, however, it is evidenced only by burial mounds, simple and small by comparison to those found in Ohio. New York mounds are generally about 30 ft (9 m) in diameter, and 3 or 4 ft (.9 to 1.2 m) high. Common ceremonial assemblages consist of cured-base platform pipes, copper axes, copper ear ornaments, pearl beads, and mica. Polished stone celts and adzes and red ochre are also found in New York burial mounds, although pottery is not. Burials are generally secondary cremations, and are rarely extended, flexed, or bundled.

The following Kipp Island phase is known from seasonal and semi-permanent camps and cemeteries. Hunting, gathering, and fishing appear to be the main sources of subsistence. While

maize horticulture was well established in the Hopewell heartland prior to this time, it is still not evident in New York. Kipp Island phase burial practices are less elaborate than Squawkie Hill, and indicate continued Hopewellian influence, but in a much attenuated form. Grave offerings often consist of polished stone pendants, several pipe types, barbed bone points, and some of the more common Hopewell artifacts.

The reasons for the eventual decline of Hopewell influence in mortuary ceremonialism can be explained best by the nature of the cult itself. Hopewell burial ritualism was based on elaborate trade networks for obtaining exotic materials, such as obsidian from the Rockies and the Southwest and shells from the Gulf Coast. According to Prufer (1964), the late Middle Woodland period is characterized by a general increase in "unrest" and warfare, evidenced by the fortification of some of the Hopewell heartland centers. The disruption and later destruction of the Hopewell trade networks cut the flow of exotic raw materials and, later, finished goods. Western New York and other peripheral areas were particularly vulnerable. Following the collapse of the Hopewell, local traditions were re-established. In much of New York this was the terminal Point Peninsula tradition, the Hunter's Home phase.

Late Woodland (AD 700–1600). In western New York, the transition between the Middle and Late Woodland periods is marked by the Hunter's Home phase, an aspect of the terminal Point Peninsula tradition and sometimes designated Late Woodland (Mason 1981). According to Ritchie and Funk (1973), most Hunter's Home sites are moderately large with heavy refuse concentrations, storage pits, house patterns, and a wide range of artifacts. The phase, which has been dated as late as AD 1000, is often difficult to distinguish because of the presence of both Kipp Island phase and later Owasco traits. The notched projectile points common in Kipp Island are less popular in Hunter's Home and are generally replaced by the triangular Levanna points, which became commonplace during Owasco times and foreshadow the triangular Iroquois points (Mason 1981).

Another important feature that marks the Hunter's Home phase is a decrease in elaborate mortuary ceremonialism. Both single and multiple in-the-flesh interments and bundle burials occur, but the presence of grave offerings is sporadic. The predominance of secondary burials seems to indicate that corpses were left above ground, possibly in charnel houses, for a considerable time before interment (Ritchie 1980).

Hunter's Home economy can generally be characterized as a hunting-fishing-and-collecting system. Increases in both social complexity and population are evident, leading to the hypothesis that "maize horticulture was already being practiced as an important aspect of the Hunter's Home economy" (Ritchie and Funk 1973:356). This hypothesis is partly founded on Ritchie's contention that some horticulture was practiced in the earlier Kipp Island phase (1980:240). However, most of the evidence for maize horticulture up to this time period is indirect; cultivated plant remains are rarely found archaeologically in New York State because of generally poor conditions for preservation of organic materials (Hart 2011).

Once maize horticulture was significantly incorporated into the economy later in the period, it did not seem to drastically alter existing cultural patterns. For most of the Late Woodland period horticulture served simply as an additional procurement system. It was not until Euro-American disruption of native culture that groups became more fully dependent on horticulture for subsistence.

In Ritchie's chronological framework, the end of the Middle Woodland, which Ritchie argued came around AD 1000 (or shortly thereafter), occurred when people in New York adopted the suite of characteristics he associated with the Late Woodland: primarily agriculture based on maize, beans, and squash; Owasco-style pottery (collarless vessels with elongate bodies, conoidal bases, slightly everted rims, and cord-wrapped-stick impressed exterior decoration confined largely to their necks); and house structures resembling historical Haudenosaunee longhouses. Ritchie believed people adopted these innovations relatively rapidly between AD 1000 and AD 1100. Recent studies, however, have demonstrated that none of these developments occurred at AD 1000, nor did they happen together at any other single time (Hart 1999, 2000, 2011; Hart and Brumbach 2003; Hart et al. 2003; Prezzano 1988; Schulenberg 2002). Moreover, this research has altered how events during the Middle Woodland are interpreted. The direct dating of maize using the accelerator mass spectrometry (AMS) technique, for example, has demonstrated that people in southern Ontario and central New York were growing the crop before AD 700 (Crawford et al. 1997:114-115; Hart et al. 2003:634). Meanwhile, Hart et al. (2003:624-625) and Schulenberg (2002:160-164) have obtained AMS dates from charred residue on the interiors of Owasco vessels that indicate people were manufacturing those pots as early as the seventh century AD (see also Hart and Brumbach 2003:743-744). Beyond this, Hart has demonstrated that people did not construct longhouses in central New York before the beginning of the thirteenth century AD and that they did not likely grow beans until an even later date (Hart 1999, 2000).

The Late Woodland, in Ritchie's scheme for the Northeast, was the period between AD 1000 and the time at which native people traded for or otherwise obtained European goods, the precise timing of which varied throughout the region. In the 1930s, Ritchie (1937) proposed dividing the Late Woodland into two shorter periods: the Owasco and Iroquois (see also Ritchie 1944). At the time, he believed Iroquoian groups migrated to the New York State area and replaced the Algonquian Owasco people already living there (see Tuck 1971:11-14). Although, since the 1950s, researchers have generally accepted that Iroquoian speakers did not immigrate to the Northeast at the beginning of the Late Woodland, the distinction between Owasco and Iroquois periods has remained. Also, with the development of radiocarbon dating, the two have acquired distinct temporal boundaries, with the Owasco lasting from AD 1000 to 1300, and the Iroquois spanning the years thereafter (Hart and Brumbach 2003:747). In terms of material culture, the primary differences between the two entities are related to ceramic vessel form and decoration. While Owasco series pots tend to be collarless, decorated with a cord-wrapped paddle or stick, and have elongate bodies surmounting conoidal and subconoidal bases, Iroquois vessels generally have collars, are decorated with incised designs, and have globular bodies (MacNeish 1952; Ritchie and MacNeish 1949).

Although, as outlined above, some of the cultural developments Ritchie associated with the Late Woodland did not occur between AD 1000 and 1100, some—particularly those related to the development of an agricultural system based on maize, beans, and squash—did happen in the succeeding years. In fact, several developments appear to cluster around AD 1200 to 1300: the earliest evidence for longhouses and multiple-household villages is from the thirteenth century AD and people added beans to their diets around AD 1300 (Hart and Brumbach 2003: 744-746). In addition, Snow (2000:30) notes that groups in central New York began surrounding their settlements with defensive palisades after AD 1200. During the later years of the Iroquois period, people in some areas began clustering their villages within the territories occupied by historically known nations (Snow 2000:46-51). During this time, the techniques people (probably women) employed to decorate pottery diversified across space, probably reflecting concomitant changes in the ways and frequencies with which people interacted (MacNeish 1952; Whallon 1968). Likely in part because of the large amounts of wood consumed during the construction and

maintenance of these settlements, as well as that needed for firewood, inhabitants periodically relocated their villages roughly every 10 to 20 years (Engelbrecht 2003:101-103). In several cases, researchers have reconstructed parts of the resulting sequences of settlements and produced detailed data concerning local culture change and the effects thereon of contact with Europeans (e.g., White 1961). However, as suggested by the results of Engelbrecht's (2004) recent work comparing late prehistoric Jefferson County ceramics with those of other Iroquoian groups indicates, there are many questions regarding New York State's Woodland inhabitants that remain unanswered.

In western New York, the Owasco tradition does not occur in a pristine state. Instead, the prehistoric cultures of western New York developed under heavy influence from the southern Ontario Princess Point Complex. Princess Point subsistence generally consisted of hunting, fishing, gathering and, after about 500, maize horticulture. This represents the first occurrence of maize horticulture in northeastern North America. The corn was of the Northern Flint variety (*Zea mays*) with eight rows of kernels, probably related to a variety cultivated by the Hopewell cultures of Ohio and Illinois (Noble 1975). Sites are generally located on relatively flat, exposed areas near, and not much above, water. Low riverine areas were occupied during the late spring and summer, whereas winter and spring occupations were in hilly areas away from the flood plain and free of seasonal inundation (Stothers 1977). Corn horticulture was not solely equated with village life. Evidence has been found which also associates horticulture with Princess Point riverine camps (Noble 1975).

The Princess Point complex shared many cultural traits with the Owasco to the east. Pottery was manufactured using the paddle and anvil technique as opposed to the coil or fillet method used prior to this time. Most tools were made from Onondaga chert; points were trianguloid, similar to Levanna points. Some antler points and bone awls also have been recovered. Because of its similarity to the Owasco, these cultures have been referred to as Ontario "Owasco" (Stothers 1977). The Martin site (OPRHP #02914.000017; UB 214), an important Hunter's Home/Princess Point site where fishing was an essential method of food procurement, is located along the Niagara River shore, at the southern end of Grand Island. Another important fishing site is the Portage site in Lewiston.

The incipience of the Glen-Meyer branch (Ontario Iroquois tradition) by about 1300 is accompanied by a major shift in the settlement system, the development of settled village life. By 630 years ago (Middleport horizon) villages were located near small tributaries, covering five to six acres and consisting of a number of longhouses surrounded by a palisade (Wright 1964). At this time, the eight-row variety of Northern Flint corn is replaced by the ten-row variety, which proliferated after the introduction of beans and squash. The development of bean and squash horticulture is roughly correlated to a growth in population and village size. By the latter part of the fifteenth century, some longhouses were up to 300 ft (91 m) in length with central hearths spaced 20 to 30 ft (6 to 9 m) apart. In the latter part of the sixteenth century, house length is observed to have decreased to a range of 20 to 90 ft (6 to 20 m) with central hearths 5 to 8 ft (1.5 to 2.4 m) apart, although the number of houses in the villages increased (Noble 1975; Engelbrecht et al. 1993:28-29). Burials are located in and around the villages, and contain little or no grave offerings (Wright 1964).

White (1963) hypothesizes that the introduction of horticulture in western New York led to changes in the settlement system. "When the production of the food resources was controlled by the group through planting, then the limits on the amount of food set by natural seasonal replenishment were overcome" (White 1963:4). Near the beginning of the period (ca. 1100),

groups lived in semi-sedentary villages, occupation was seasonal, and the villages moved periodically. Around 1570, these same groups were living, year-round, in semi-permanent sedentary villages. Like the later Huron (Sykes 1980), these groups moved their villages every 15 to 20 years in response to changing environmental conditions. While the impetus for village movement most often cited is soil exhaustion (Sykes 1980; White 1960, 1961, 1963), other factors such as depletion of game and firewood, refuse accumulation, and chronic warfare may also have contributed. Game depletion, in particular, may have been a strong motivation for movement, since deer provided a resource for both food and clothing (Gramly 1977; see also Engelbrecht et al. 1993:29-30). Just prior to substantial European contact in the early seventeenth century, groups on both sides of the Niagara River and Lake Ontario coalesced into the Neutral Confederacy. The Confederacy existed until decimation by the Seneca in 1650 (Engelbrecht et al. 1993:32-33).

In conclusion, important changes occurring in this period were social rather than techno-economic. The technology of the period is characterized by refinement of the developments of earlier periods with styles and techniques becoming more regionalized. Horticulture, primarily the growing of corn, beans, and squash, was the primary source of plant food for the prehistoric Iroquois, but never totally supplanted the hunting, fishing, and collecting strategy as the most important means of subsistence procurement. The practice of horticulture, however, had other ramifications. Primary among these was that it allowed, even demanded, increased sedentism. Even before this period, the regional demographic situation was in a process of reorganization. With the added premium placed on land in the Late Woodland, territorialism was accelerated.

In the sociopolitical sphere, many later traits were under development in the early part of the period (1000-1300). These included residence rules, formal village arrangement, and, by 1400, clans, which were the extensions of formal lineages, developed during Owasco times (Noble 1975). As warfare increased, an institutional method of control became more desirable. One of the responses was the development of matrilineal social segments. The eventual size and apparent rigidity of structure and integration of these segments can be attributed to two factors: size seems primarily related to the growth of agriculture, while integration was due to the need for making decisions regarding group policy in questions of inter-group relations (Whallon 1968). Changes in the social environment caused by European-American intervention resulted in further adaptive responses, culminating in the formation of the Haudenosaunee Confederacy in either Late Woodland or early Protohistoric times.

Protohistoric/Haudenosaunee Occupation (AD 1500–1650). Native American groups in western and central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. The Protohistoric period conventionally begins in 1534 when the French explorer Jacques Cartier sailed up the St. Lawrence River and met groups of Iroquoian-speaking Native Americans at what is now Québec City and Montréal. However, there is some evidence that Basque, Portuguese, and Breton fishermen were traveling to the Gulf of St. Lawrence-Newfoundland area and making sporadic contacts with native groups somewhat earlier (Hoffman 1961; Brassler 1978; Trigger 1978). This period dates the beginning of the end of traditional Native American cultural patterns due to ever-increasing political, military, religious, and economic interactions with Europeans.

Archaeological evidence suggests that major changes in the spatial distribution of the native population were taking place as early as 1500-1510. Demographic shifts took the form of community amalgamation. Excavations of the early sixteenth-century Draper and Parsons sites (southern Ontario) revealed unusually large villages that appeared to have grown over their

duration through the addition of large population segments. Ceramic remains from these sites indicate that the population influx was from the east.

Ramsden (1978) argues that these changes were correlated with the first appearance of European trade goods in small quantities among these Iroquoian groups and that this supports the hypothesis that a St. Lawrence-Ottawa River-Great Lakes trade and transportation route was in existence prior to the sixteenth century. Furthermore, pre-existing intertribal trading relationships were the mechanism by which European trade goods were channeled into the lower Great Lakes from the Gulf of St. Lawrence area. In addition to the tensions introduced through simple contact with Europeans, trade has been recognized as having a major impact upon traditional aboriginal cultural patterns. The most immediate changes were the result of the introduction of a superior material culture. Once the fur trade was established, assuring a stable supply of these goods, the manufacture of native goods rapidly declined until they were entirely replaced by European manufactured implements.

Beginning in the last decades of the sixteenth century, the increasingly regular encounters between Europeans and Native Americans incubated a pandemic of European diseases among unprepared native populations, which decimated many native nations. The presence of typhus, smallpox, measles, and others ravaged native communities. Finally, changes occurred in sociopolitical relationships after 1640 as the fur trade intensified and the supply of furs declined. The most important of these changes was the formation of confederations such as the Five Nations Confederacy of New York State, the Neutral Confederacy and the Huron Confederacy.

An important catalyst for these sociopolitical changes was the European policy of supplying guns and ammunition to native groups as part of a strategy to enlist the various tribes and confederacies as proxies in the European struggle for control over the continent. The introduction of firearms in some quantity led to a major adjustment in traditional warfare and upset the traditional balance of power in the region. That the Haudenosaunee of central and eastern New York State were the first to exploit this upset in the balance of power, and eventually proved to be victorious, is thought to be the result of their geographical location (Trigger 1976).

During the late sixteenth century, prior to European contact, three Iroquoian groups occupied Western New York—the Neutral, the Wenro, and the Erie. Located in the Niagara peninsula of Ontario and in the western portion of what is now Niagara County, the Neutral earned their name from their location between the Huron to the north and the Haudenosaunee to the east, and their efforts to remain non-aligned during the incessant warfare between those two groups. A possible Neutral cemetery (the Van Son site) was identified on the northern end of Grand Island and was destroyed during the construction of the Niagara extension of the New York State Thruway (Interstate-190). The Wenro occupied areas in Niagara and Orleans counties, east of the Neutral near Batavia. The Erie were located south of the present City of Buffalo along Lake Erie and utilized areas southeast of the lake that bears their name. The traditional homeland of the Seneca was the area between the Genesee River and Seneca Lake (Engelbrecht 2003; White 1978a:407-409, 1978b:412-413). Unlike their major competitors, the Haudenosaunee were surrounded on all sides by sedentary agricultural groups and, therefore, had no direct access to the fur resources of the interior of the region. The Huron Confederacy geographically straddled the major transportation networks and was able to exploit their hunter-gatherer neighbors' need for agricultural commodities by trading corn and other products for furs, thereby securing the advantage of access to the vast supplies of the interior. The Haudenosaunee wars of the mid-seventeenth century were aimed at eliminating the Huron and

other agricultural groups as middlemen to obtain direct access to fur supplies (Trigger 1976; White 1971; Hunt 1940).

The Seneca were adamant in protecting their position as suppliers of pelts, and as the supply of animal skins diminished within Seneca territory, they expanded the range of their trading efforts into the traditional areas of other Iroquoian groups. Ultimately, Seneca expansion displaced these groups from their lands in the Niagara Frontier. Beginning in 1638 with the Wenro tribe of western New York, and in rapid succession, the dispersals (i.e., extermination and assimilation) began. After the Seneca had secured the resources of the Niagara Frontier, large-scale concerted attacks by the League were directed against the Huron Confederacy (dispersed by 1649), the Petun (dispersed by 1650), the Neutral Confederacy (dispersed by 1651) and, finally, the Erie Confederacy (dispersed by 1655). Thus, by the mid-seventeenth century, the Haudenosaunee (or Iroquois) of New York emerged as a politically, militarily, and economically united confederacy with sole access to both the land and resources surrounding the lower Great Lakes (Abler and Tooker 1978:505-507; White 1978b:414-416; Trigger 1978: 354-356).

2.3.2 Historic Period. For almost all of the seventeenth and eighteenth centuries European activities in the Niagara Frontier involved limited religious, commercial, and military endeavors. The French were the first Europeans to penetrate the valley of the Niagara River and explore the forests of Western New York. As early as the 1620s, Jesuit missionaries and French traders were establishing contacts with the local native groups. These visits to the region, however, were infrequent until the 1660s. For example, Joseph de la Roche Daillon, a Recollét missionary, lived among the Neutrals for three months in 1626, and Jesuit priests St. Jean de Brébeuf and Pierre Joseph Marie Chaumonot visited the Neutrals in 1640-1641. By the 1650s, large-scale, concerted attacks by the Haudenosaunee against their rivals in Western New York had reduced the project area to an unsettled hinterland of the Seneca, subject to hunting and resource procurement (Williams 1921:Chapter I; White 1978a:407-409; Trigger 1978:349-351, 354-355).

In 1678-1679, during general reconnoitering and expeditions by the French in the Niagara valley to organize a Great Lakes trade, men under the direction of René-Robert Cavelier Sieur de La Salle constructed a ship called *Le Griffon* along the Niagara River in the vicinity of Cayuga Island, about three miles east of the project area. After final preparations, this ship would be the first sail vessel to ply the waters of Lake Erie and prosecute the Great Lakes fur trade. La Salle, no doubt, explored the shore areas of la Grande Isle, as the French called Grand Island, prior to selecting Cayuga Island as the site of his shipyard. During this period, Franciscan priest Louis Hennepin became the first European to describe Niagara Falls in writing (Trigger 1978:349-352; Sanford and Co. 1878:56; Johnson 1877:24-26).

Colonial Period. As the fur trade became an imperial concern for the European powers during the seventeenth and eighteenth centuries, the subsequent competition among these powers resulted in the erection of fortified trading posts within the frontier. The Seneca allowed La Salle to build a fortified trading post (Fort Conti) on the site of the future Fort Niagara in 1679, which burned down (possibly intentionally) later that year. Wrangling between the Seneca and the French and their Native American allies for control over the western fur trade erupted in violence when Jacques René de Brisay, Marquis de Denonville, governor of New France (Canada), led an attack against the Seneca in July 1687. The French had great success destroying the ripening corn crop, before retreating to reconstruct the fort at Niagara (renamed Fort Denonville). After a severe winter during which 88 of a 100-soldier detachment died, the French abandoned the isolated fort and the region reverted to Seneca control (Abler and Tooker

1978:506-507; White 1978b:414-416; Trigger 1978:353-356; Tooker 1978:432; Old Fort Niagara 2004; Hauptman 2000:128).

Despite consistent failures in establishing a permanent trading post along the Niagara River, French strategists continued to accept the idea that asserting control over the Niagara River valley offered strategic advantages within their imperial goals. A trader, interpreter, and former soldier, Louis-Thomas Chabert de Joncaire parlayed his years as a captive and adoptee of the Seneca into permission to erect a series of trading posts along the Niagara River and Lake Ontario, to the north, including one at the Lower Landing in what is now the village of Lewiston, ca. 1720. By that time the portage around the falls had been established

“The Niagara portage is two leagues and a half to three leagues [7.5 to 9 miles] long, but the road, over which carts roll two or three times a year, is very fine, with very beautiful and open woods through which a person is visible for a distance of 600 paces. ... From the landing, which is three leagues [9 miles] up the river, four hills are to be ascended. Above the first hill there is a Seneca village of about ten cabins, where Indian corn, beans, peas, and water-melons and pumpkins are raised, all of which are very fine. These Seneca are employed by the French, from whom they earn money by carrying goods of those who are going to the upper country” [Sanford and Co. 1878:84, quoting an unidentified 1718 manuscript].

Finally, in 1726, with the construction of a permanent fortification along the Niagara River—Fort Niagara—the French began to exercise military control of the Niagara valley. His son, Daniel-Marie (or Chabert) de Joncaire de Clausonne, would later erect Fort du Portage (identified as “Fort Little Niagara”) about one-and-one-half miles above the falls ca. 1750. As a result, by the middle of the eighteenth century, the French had created a string of military and trading installations. These forts extended from Fort Niagara along Lake Ontario, south to Daniel de Joncaire’s short-lived trading settlement at Buffalo Creek (la Rivière aux Chevaux), and along the southern shore of Lake Erie to Presque Isle (also known as Fort de la Presqu’ Isle; present-day Erie, Pennsylvania) into the Ohio valley (Sanford and Co. 1878:68, 287-288; Kelleran 1960:8-10; Old Fort Niagara 2004; Ablar and Tooker 1978:506; Tooker 1978:431-433; Quinn 1991).

As the ancient rivalry between the British and the French intensified during the course of the eighteenth century, tensions between the two countries reached a crescendo during the 1750s, when they engaged in another round of warfare. The frontier areas played a larger role during the French and Indian War (1754-1763) than during their previous engagements. By this time, the strategic importance of Western New York as a nexus of trade and transportation was evident to the two kingdoms in their struggle for control over North America. As a result, Fort Niagara, under the command of Captain Pierre Pouchot de Maupas, received considerable renovations in preparation for battle. The fort, as expected, was attacked in July 1759 by British forces under the command of Brigadier General John Prideaux, supported by Haudenosaunee under the direction of Sir William Johnson (Dunnigan 1996:7, 13-18).

While British soldiers prepared for the assault on Fort Niagara, other detachments advanced to the Niagara River south of the fort, where they sought to control the portage road between Fort Niagara and Niagara Falls and Fort Little Niagara, under the command of Lieutenant Chabert de Joncaire de Clausonne. The French razed Fort Little Niagara during their evacuation during this campaign (Dunnigan 1996:28, 35, 43; Lewis 1959). After a 19-day siege ended on July 25, 1759, French forces finally surrendered Fort Niagara, which crippled the French presence in the region (Dunnigan 1996:70-75, 101-105). Prior to the fall of Fort Niagara, French reinforcements sent from the upper Great Lakes to relieve the besieged fort arrived at Navy Island (Isle de la Marine), adjacent to the northwest corner of what is now Grand Island, on July 24 and

established a camp. The following day the main body of French troops left camp only to be routed by British troops at the Battle of La Belle-Famille, approximately two miles downriver from Fort Niagara within the present-day Village of Youngstown (near what is now Bloody Run Creek). The French fleeing the fighting joined the rearguard at Navy Island where they reputedly burned supplies and vessels that they could not take with them. As a result of this incident the creek separating the adjacent Buckhorn Island from Grand Island became known as Burnt Ship Creek. Area farmers reportedly utilized wood and metal culled from the wrecks scuttled in the creek during the late nineteenth century (Dunnigan 1996:88-98; Trubowitz 1976:12; Sanford and Co. 1878:77-80; Old Fort Niagara 2004; Macleod 1969:14-15; Smith 1884:1:45, 426-427). Another account, however, identified a British naval shipyard on Navy Island in 1761, and “that a letter written by Sir William Johnson in 1767 recounts the accidental burning of a British ship there, which is the reason for the [creek’s] name” (Macleod 1969:15).

During this period the British erected Fort Schlosser (ca. 1760) along the Niagara River near where the two water intake towers for the Niagara Power Project are now located (Figure 2.1). As the British began to tighten their grasp around the Niagara River, the portage road between Fort Niagara, Joncaire’s post at the Lower Landing (present-day Lewiston), and Fort Schlosser became more formalized and an important line of supply and communication. Circa 1763, John Stedman was contracted to build a road for the hauling of military supplies. The road, which follows what is now Portage Road in the City of Niagara Falls to present-day Lewiston Road,

commenced at the Lewiston landing, and followed the river until it reached the small depression just north of the present Suspension Bridge [in the vicinity of the current Whirlpool Bridge]. Diverging from this it intersected the river a short distance above the Stedman house, and followed its bank for about forty rods [660 ft (201 m)] to the fort above [Fort Schlosser]. Midway between the house and the fort were a dock, a warehouse and a group of square-timbered, whitewashed log cabins, used by teamsters, boatmen and engagees connected with the portage. ... All along the road between the fort and Lewiston block-houses were erected about a mile apart, to protect the teams from disasters... [Sanford and Co. 1878:85, quoting Marshall de Belle Isle].

Stedman later erected a grist mill on the northern bank of the Niagara above the falls near the spot where Chabert de Joncaire de Clausonne had operated a sawmill in the 1750s, and reputedly kept a small herd of goats on one of the islands in the river (Sanford and Co. 1878:288; Berton 1992:29).

After the French defeat and their loss of North American colonies, some of the western Seneca, remaining loyal to the French, joined Pontiac’s uprising (1763-1766), and harried British-American settlers along the frontier. On September 14, 1763, a party of Seneca stormed a wagon train and its military escorts near Devil’s Hole (now a New York State Park near Niagara University), as part of a coordinated strategy of Native American uprising. This location was a stopping point along the portage between Fort Niagara and Fort Schlosser. Gunshots were heard as far north as Lewiston and a contingent of troops was sent to investigate. The soldiers, upon nearing the site of the initial carnage, also were attacked by the Seneca, meeting a similar fate. At the conclusion of the attack the marauders had killed more than 90 people and tossed their bodies and goods into the gorge. Bloody Run Creek, north of Devil’s Hole, was named as a result of this incident. (The Bloody Run Creek near Niagara Falls is not to be confused with the Bloody Run Creek within the Village of Youngstown, which reputedly was named after the battle of La Belle Famille.) Some suggest this incident was part of Pontiac’s uprising, and others suggest the cause was the British using animals to help portage around the falls, while the French used the local Seneca. For the labor strife argument, the resulting violence was more of

a strike against changing technology and lost wages than the assertion of political unity among the Native nations (Williams 1972:12; Quinn 1991:7-12).

With the general cessation of hostilities in Western New York in 1764, the Seneca were compelled to cede to the British a four-mile swath of land along both sides of the Niagara River. In addition, the Seneca reputedly gave all the islands in the Niagara River to Sir William Johnson either as a gift for assistance in negotiating peace between the Seneca and the British or as reparations for the Devil's Hole massacre. Johnson turned the islands over to the King of England (Abler and Tooker 1978:507; Tooker 1978:434; Sanford and Co. 1878:77-80; Hauptman 2000:129-130; Macleod 1969:15-16; Arcara 2002:35-41). In 1774, Sir John Johnson inherited his father's title and property, but in the turmoil of the Revolutionary War, Johnson's properties were confiscated by the new American republic when he and his Loyalist followers fled to Canada in 1777. After the war, Johnson believed that the islands in the Niagara River, including Navy Island, which was part of Canada, should have been returned to him (Macleod 1969:17; Figure 2.1).



Figure 2.1. The Niagara Frontier ca. 1778. Note: Fort Schlosser is identified as “Fort & Landing Place” (Hutchins 1778).

During the American War for Independence, both the British and the Americans enlisted the aid of individual Haudenosaunee nations. The Haudenosaunee Confederacy itself maintained an official policy of neutrality, but several of the nations (i.e., Mohawk, Onondaga, Cayuga, Seneca) allied with Great Britain and several (i.e., Oneida, Tuscarora) with the Americans. Warfare on the frontier initially remained well east of the region and consisted of raids in the Mohawk, Delaware, and Wyoming valleys. As part of Britain's strategy to cripple the frontier economy by disrupting agricultural activities, the British enlisted their Haudenosaunee allies to participate in these successful raids on isolated farming communities. In 1779, Commander-in-Chief General George Washington ordered Major General John Sullivan to lead a punitive assault into the heart of Haudenosaunee country in an effort to halt the attacks against American settlers. The Continentals, utilizing "scorched earth" tactics through the western

Finger Lakes, destroyed everything in their path from Newtown (the present-day city of Elmira) all the way to Canandaigua and Honeoye up to the Genesee River (Abler and Tooker 1978:507-508; Ellis et al. 1967:116-117; Smith 1884:I:50-51).

Driven from their central New York home, many Haudenosaunee retreated to Fort Niagara where they suffered through a miserable winter of hardship and hunger. Still controlled by the British, Fort Niagara served as the center for Loyalist activities on the frontier in New York and as the headquarters of Colonel John Butler and his Rangers. By 1780, some Haudenosaunee subsequently settled along Buffalo Creek south of what is now the City of Buffalo, which would later be incorporated into the Buffalo Creek Reservation (Niagara Falls Thunder Alley 2009a; Calloway 1995:129). Provisioned and armed by the British, the Haudenosaunee harassed colonial settlements until the end of the war, although the Seneca were no longer a major military threat.

Early National Period. The British and their Loyalist allies were expelled from the new United States after the Treaty of Paris (1783) ended the Revolutionary War, and settled on the west bank of the Niagara River in what was then called Upper Canada. Abandoned by their British allies, the Haudenosaunee were forced to deal as separate nations with the Americans, who aspired to usurp their lands. As a result of the Second Fort Stanwix Treaty (1784), the Haudenosaunee relinquished all their land west of the Niagara River. This treaty, however, was disputed by several groups of Haudenosaunee until 1794, when a treaty was signed at Canandaigua between the United States and the Six Nations. This treaty (named for then-Secretary of State Timothy Pickering) defined the boundaries of Seneca lands and the reservations of the other Haudenosaunee nations (Abler and Tooker 1978:508; Goldman 1983:27-31; Niagara Falls Thunder Alley 2009a). Native American title to the land in western New York was largely extinguished with the Treaty of Big Tree (present-day Geneseo, New York) in 1797, although several areas were reserved for the Native Americans to use and live on, including reservations at Buffalo Creek, Allegany, Cattaraugus, and Tonawanda (Smith 1884:I:74-75, 489, 524; Abler and Tooker 1978:509, 512; Landy 1978:521; Goldman 1983:27-31; Arcara 2002).

Despite the formal end of the American Revolution in 1783, the British failed to vacate Fort Niagara until after the completion of Jay's Treaty (1794). The United States finally took control of Fort Niagara in 1796. Nevertheless, European-American settlement of the Niagara Frontier predominantly dates from the end of the war, although boundary disputes between New York and Massachusetts, both of which claimed the new territory, frustrated the actual, legal sale of these lands. Under an agreement signed in Hartford, Connecticut, in 1786, the land once controlled by the Haudenosaunee came under the jurisdiction of New York State. The Commonwealth of Massachusetts nonetheless maintained the right to sell the land west of Seneca Lake. Large grants of land in western New York would be sold during the next decade to private investors who would attempt to open the land to settlement (Figure 2.2). New York State reserved for itself a one-mile wide strip of land along the eastern bank of the Niagara River beginning just north of Buffalo Creek and extending to Lake Ontario, and including Niagara Falls (Ellis et al. 1967:152-156; Arcara 2002; Abler and Tooker 1978:507-509). After having problems with the land's initial purchasers, a syndicate of land speculators headed by Oliver Phelps and Nathaniel Gorham, the Commonwealth of Massachusetts sold the rights to the unsurveyed portion of the area to Robert Morris in 1791. Reserving a portion of the land for his own purposes, Morris sold the remainder, including the present Erie and Niagara counties, in several deals to a consortium of Dutch investors referred to as the Holland Land Company in 1792-1793 (Ellis et al. 1967:154-156; Smith 1884:I:75; Silsby 1961). The first permanent settler

near Niagara Falls was John Stedman who built a house near Fort Schlosser and Goat Island and later farmed and planted an apple orchard. The area remained undeveloped until after the turn of the eighteenth century as bears and wolves prowled the forests surrounding the Stedman farm (Sanford and Co. 1878:288-290).

Augustus Porter, pioneer of Niagara Falls and Robert Morris's surveyor, reported that in the spring of 1795 "all that part of the state of New York, lying west of 'Phelps and Gorhams's Indian Purchase,' was still occupied by the Indians, their title to it not being yet extinguished. There was of course no road leading from Buffalo eastward, except an Indian Trail, and no settlement whatever on that trail" (Turner 1974[1850]:372; see Figure 2.2). The first roads in the territory were Indian trails that connected the various reservations as well as led to favored hunting areas (Turner 1974 [1850]:62-63; Silsby 1961). In late 1797, the New York State Legislature authorized the creation of a state road from Conewagus (Avon) to the tiny settlement at Buffalo Creek as well as another one to the village of Lewiston; both roads were partially funded by the Holland Land Company.

As a precursor to the settlement of the region, Theophilus Cazenove, Philadelphia-based agent of the Holland Land Company, contracted Joseph Ellicott in July 1797 to survey the company's land in Western New York and divide it into townships. The process of survey began in the spring of the following year. The future City of Buffalo as well as the Village of Lewiston was sited and laid out by Ellicott, who called the village on Buffalo Creek New Amsterdam and named the streets after his Dutch patrons and local Indian tribes (Sanford and Co. 1878: 332-335; Silsby 1961).

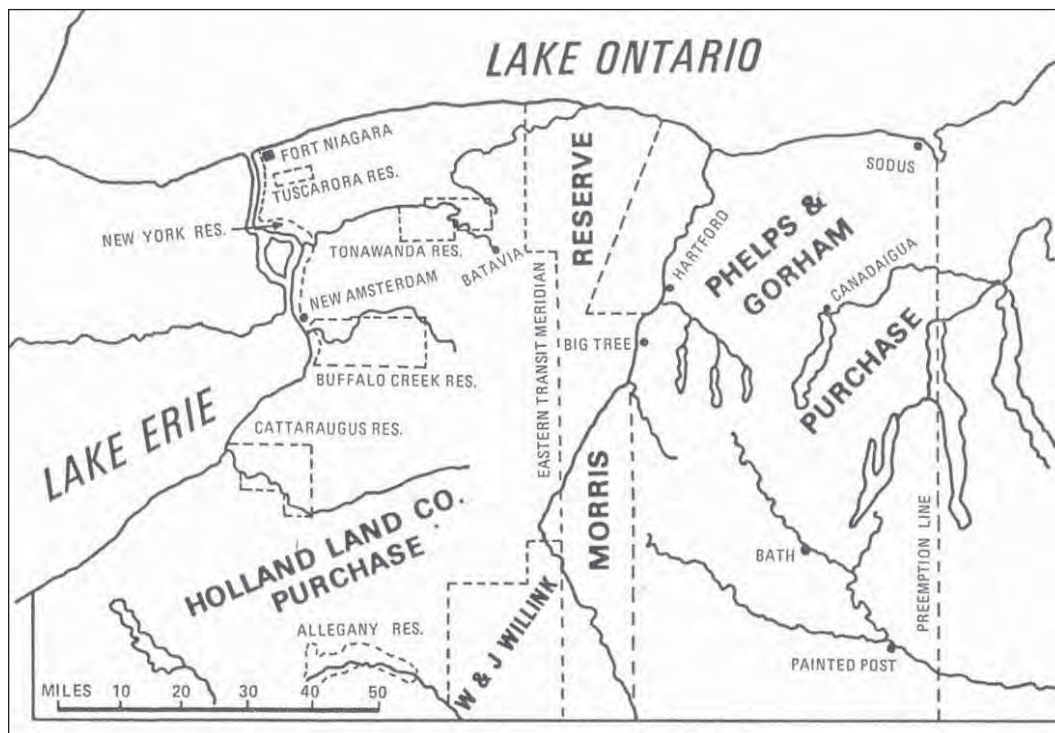


Figure 2.2. Land purchases and Haudenosaunee reservations in Western New York, ca. 1804 (Chazanof 1970:23).

In 1802, all non-Haudenosaunee land west of the Genesee River was incorporated into Genesee County, and all non-Haudenosaunee land west of Ellicott's east transit, excluding Grand Island, was subsumed under the Town of Batavia. Two years later, the Town of Batavia was divided into the towns of Batavia, Willink, Erie, and Chautauqua. Separated by Ellicott's west transit (present-day Transit Road), the towns of Erie and Willink stretched from Lake Ontario to the Pennsylvania border. The Town of Erie contained all land in Ranges VII, VIII and IX, including the project area (Silsby 1961). Niagara County was formed from Genesee County in 1808 and comprised all of what are now Erie and Niagara counties. With New Amsterdam as the county seat, the new Niagara County contained three townships: Cambria, Clarence and Willink (Williams 1921:I:372-373; Genter 2001).

By 1804, New York State had completed laying out lots within the Mile Reservation along the east side of the Niagara River in order to sell them off. Seth Pease surveyed the Mile line and Joseph Annin, Deputy State Surveyor, surveyed the lots within the Mile Reservation. The current Robert Moses Parkway project, from north to south, is located in Mile Reservation lots 34 through 41, with a small part in the northern portions of lot 43 (Figure 2.3; Table 2.2). The largest lot in terms of acreage was Lot 44, which contained 681 acres, and was granted to the heirs of John Stedman. It is located southeast of the current project area. The auction commenced in February 1805 (Quinn 1991:18-22, 32, Plate 1). Many of the lots were purchased by four men who formed Porter, Barton and Company. The partners in the company, Peter Porter (who would live at Black Rock), Augustus Porter (at Manchester), Benjamin Barton (at Lewiston), and Joseph Annin, Barton's brother-in-law, also maintained exclusive portage rights around the falls (Sanford and Co. 1878:289).

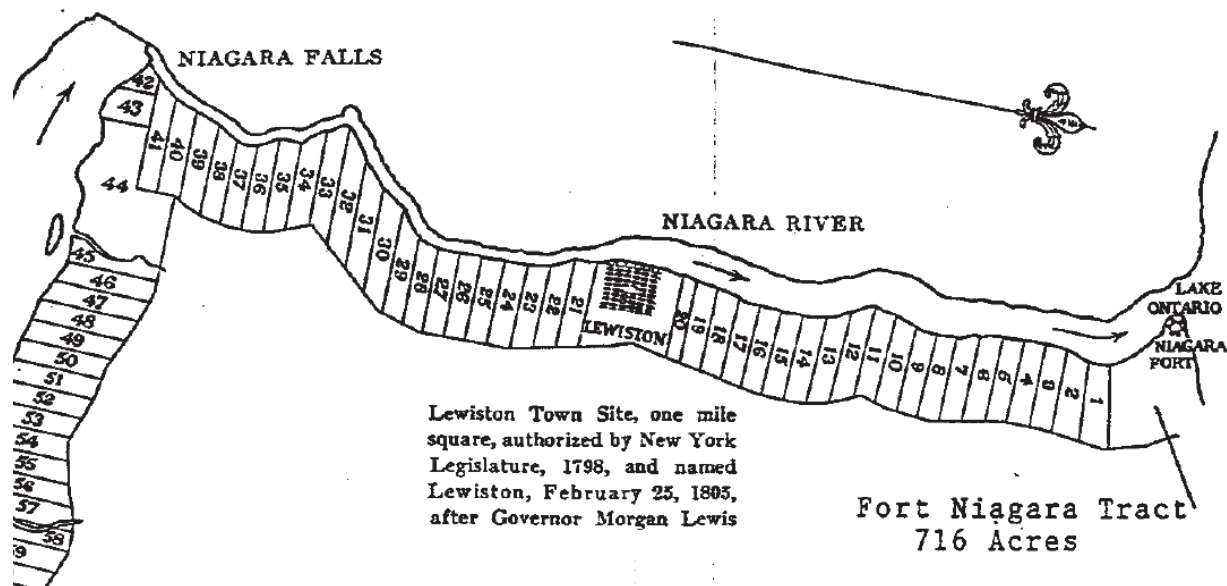


Figure 2.3. Approximate arrangement of the northern lots of the Mile Reservation. The current project area extends approximately from Lot 34 to Lot 42 (Quinn 1991:Plate 1).

Table 2.2. Mile Strip Buyers by Lot (*Quinn 1991:18-22, Plate 1*).

Lot #	Purchaser(s)	Acreage	Price per acre (\$)
34	William Low	166	2.925
35	William Low	159	2.925
36	Peter B. Porter	156	3.375
37	Peter B. Porter for Leonard Stevens	153	3.375
38	Peter B. Porter for Augustus Porter	161	3.375
39	Peter B. Porter for Augustus Porter	158	3.375
40	Joseph Annin	172	3.60
41	Joseph Annin	182	3.60
42	Peter B. Porter & Benjamin Barton	19	18.00
43	Peter B. Porter & Benjamin Barton	100	13.50
44	Stedman Farm	681	Indian grant

Since inland roads at that time, especially in the western portion of the state, were generally poor and difficult to navigate, the use of water during any part of the trip increased efficiency and lowered costs. As a result, the Niagara corridor between the lakes was utilized heavily by the portage industry. After New York State opened the Mile Reservation for private use, Porter, Barton and Company obtained a monopoly of the portage trade around Niagara Falls from Lewiston to Peter Barton’s trading community at Black Rock, near what is now the Peace Bridge. While Joseph Ellicott and Paul Busti, the new Holland Land Company’s Philadelphia-based American agent, endeavored to create a viable village at Buffalo Creek, Porter attempted to form a village within the state’s Mile-strip Reservation north of Buffalo Creek at Black Rock (Grande 1982:2). In 1810, Black Rock contained only four families, Porter, Barton and Company’s store, a tavern, and a ferry house (Grande 1982:5).

Prior to 1801, only one European-American family appears to have settled in what is now Niagara County—the Stedmans near Fort Schlosser (Stedman, a British sympathizer, left the area in 1795, but left supervision of his properties to Jesse Ware). A mail route connected Canandaigua to Fort Niagara via Batavia and what is now Ridge Road in the late 1790s. Early residents of the frontier between the falls and Lewiston were: Augustus Porter, Adoram and James Everingham (millers), Jesse Ware, John Stoughton (a cloth dresser), Joshua Fairchilds (the first tavern keeper), William Miller, William Howell, Jacob Hovey (a carpenter), Stephen Hopkins, Philemon Baldwin, Joshua Fairbanks, Joseph Howell, Gad Pierce (farmer and innkeeper), Erastus Parks, Isaac Colt, and James Murray. Augustus Porter constructed a sawmill and a gristmill on the same site utilized by Joncaire in the 1750s (Sanford and Co. 1878:290; Pool 1897:177-180; Urban Design Group 1991:20).

The village of Manchester (the future City of Niagara Falls) was created as a result of these purchases by the Porters, and in anticipation of developing businesses on them. Moreover, a small community was also coalescing around Fort Schlosser by 1810. Between 1807 and 1812, Porter, Barton, and Company erected two raceways, a gristmill, a “commodious” dwelling, a rope factory, a blacksmith shop, a sawmill, a carding mill and cloth-dressing establishment, a tannery, other dwellings, and a log tavern (Sanford and Co. 1878:289-290; Barton 1879:162-164; Longiaru et al. 2005:3-9). Augustus Porter was the second settler at Schlosser.

The region’s growth was stunted by the War of 1812 when British forces captured Fort Niagara and razed Lewiston, the Tuscarora village, Manchester, Schlosser, Black Rock, and Buffalo in December 1813 (Sanford and Co. 1878:292-293, 301; Ellis et al. 1967:141). Lewiston had been a primary area of engagement during the conflict and served as a staging area for the assault

on Queenston, Upper Canada (e.g., the Battle of Queenston Heights). Homesteaders returned after the diminishment of hostilities, although a true recovery was years away (Ellis et al. 1967:141; Barton 1879; Goldman 1983:21-24). Governor Daniel Tompkins remarked, “The whole frontier from Lake Ontario to Lake Erie is depopulated & the buildings & improvements, with a few exceptions, destroyed” (Hickey 1989:143).

In 1816, Augustus Porter purchased Goat Island, and would later construct bridges from the island to the mainland. He also rebuilt the sawmill and gristmill north of Goat Island. Two years later Stephen and David Chapman (cloth dressers and woolen manufacturers) and William Murray (a carpenter) arrived in the future City of Niagara Falls. Other immigrants after the war included Dr. Ambrose Thomas, Ferris Angevine, Enos Clark (a mason), John Bradner (a shoemaker), Ziba Gay (a blacksmith), Solomon Ware (a tanner), B.H. White (a tailor), and Henry and Charles Clark (papermakers). Judge Samuel DeVeaux opened a mercantile business in the village and Epaphroditus Emmons operated a tavern. General Parkhurst Whitney operated two first-class hotels in Niagara Falls after the war: the Eagle Tavern (founded ca. 1819) and the Cataract House (built in 1825 by David Chapman). Benjamin Rathbun purchased the Eagle Hotel and expanded it into the International Hotel around 1835 (Niagara Falls Thunder Alley 2009a; Sanford and Co. 1878:301-304; Longiaru et al. 2005:3-11).

Originally in the Town of Cambria, the area around Niagara Falls was included in the Town of Schlosser when it was created in June 1812 (the town was renamed Niagara in 1816). The town was later reduced in size by the creation of the towns of Pendleton (1827) and Wheatfield (1836) (Pechuman 1958; Genter 1999; Williams 1921:l:405). In 1821, as pioneers filled the Niagara Frontier, Erie County was removed from Niagara County. The 1820s and 1830s marked a period of expansion for Niagara County, as the village of Manchester became a manufacturing and milling center. Taverns, distilleries, gristmills, sawmills, carding and fulling mills, and asheries appeared as frame houses began to replace log cabins. Beginning in 1823, Bath Island (now Green Island) contained a woolen factory, a forge rolling mill, a nail factory, and a paper mill. The Bath Island paper mill was the largest in the United States at one time. It was erected ca. 1825, burned in 1858 and rebuilt, and burned again in 1882, and rebuilt again. Bath Island was incorporated into New York State Reservation Park in 1885. Other early trades practiced in Manchester included blacksmithing, shoemaking, harness making, and baking, as well as various unskilled occupations related to the docks and warehouses in the vicinity of the river. By 1830, Niagara County had a population of more than 18,000 and the village of Niagara Falls had 1,401 residents (Beers et al. 1875:4; Sanford and Co. 1878:297, 383-385; Pool 1897:197-200; French 1860:455; Niagara Falls Thunder Alley 2009a).

The region received a tremendous economic boost when the path of the Erie Canal was routed through the present-day City of Lockport, where it turned to the southwest before intersecting Tonawanda Creek, and running through the present-day Tonawandas, where the canal exited the creek into the Niagara River. Nevertheless, Peter Porter and others of Porter, Barton and Company, whose livelihoods were tied to the success of the portage around the falls to Lake Ontario through Lewiston, fought for a lake route for the canal, but their efforts were unsuccessful. Begun in 1817, the Erie Canal linked Buffalo and Lake Erie with New York City when it opened October 26, 1825 (Shaw 1990:5-6, 181-187). The presence of the canal, Lake Erie, Lake Ontario, and the Niagara River all provided tremendous opportunities for express merchants (like the present-day United Parcel Service [UPS] or Federal Express shippers of today). Completion of the canal spurred economic growth for western New York. Communities in proximity to the canal prospered, while those, like Niagara Falls, whose economic livelihood was undermined by cheap transportation costs offered by the canal, did not (Sanford and Co.

1878:383-385). The Village of Niagara Falls, however, had the falls, which could attract tourists and travelers, and the river, which could be utilized to power manufacturing operations.

The Antebellum Period. Tourists had been attracted to Niagara Falls since Louis Hennepin wrote about them in the seventeenth century. The early residents of the village established taverns and larger inns to serve those visitors seeking to view the falls and the cataracts. Parkhurst Whitney, who had lived in the village since 1810, and his son, Solon, owned and operated the Eagle Tavern and later the Cataract House (built in 1825), which became the leading hotels in the village. The general economic circumstances had improved after the War of 1812, and the population of the village increased to 1,897 in 1825 and to 2,013 by 1835. Tourism increased during the middle of the nineteenth century as advances in railroad transportation improved accessibility to the region. By 1850, approximately 80,000 people visited Niagara Falls, while the Village of Niagara Falls had a population of less than 3,000. New hotels, such as the International Hotel completed in 1853, were built near the falls and entrepreneurs opened stores, restaurants, and taverns adding to the amenities of the area. Visitors were attracted not only to the natural wonder of the falls, but also the stunts of daredevils such as Charles Blondin who crossed the gorge on rope strung between the United States and Canada. The New York Central Railroad constructed a new terminal at Falls and Third streets in the village, which serviced the Canandaigua & Niagara Falls Railroad by 1855 (Wellman 2012:25-29).

While the Village of Niagara Falls developed as a commercial and manufacturing node, the rest of the Town of Niagara remained part of a generalized rural, farming community during the nineteenth century as properties within the town were parceled out to individual landowners who established farmsteads or such rural industries as milling or tanning. Agricultural activities consisted mainly of grain cultivation, dairying, cheese making, and general farming. Many farmers cultivated fruit trees, such as apple, pear, and peach, to supplement their incomes (Sanford and Co. 1878:127; Williams 1921:I:393). By 1840, Niagara County had a population of 31,132 and the village at the falls had 1,277 residents (Higgins et al. 1972:194; Sanford and Co. 1878:299). German Lutherans immigrated to Niagara County beginning in 1843. Refugees of religious persecution, these immigrants greatly reinforced the population of the county, establishing such communities as Bergholz, Walmore, St. Johnsburg, Martinsville, and Gratwick (Sanford and Co. 1878:374-376). The Village of Niagara Falls had a population of 2,976 by 1860 and supported five churches, one newspaper, and 11 hotels (Wellman 2012:30).

In the decades prior to the Civil War, the population of Niagara County continued to increase, and areas along the river began to incorporate as villages. In 1845, only two houses were located in the northwestern portion of what is now the City of Niagara Falls (at that time the area was known as Bellevue). These houses were part of the farmsteads of Elihu P. Graves and Orson Childs, two of three landowners of what would be called Niagara City or Suspension Bridge (the third landowner was an Englishman named Williamson) (Sanford and Co. 1878:312; Williams 1921:I:407; Figure 2.4). Ca. 1846, Abram Witmer erected a grist mill along the river near the sulphur spring in Bellevue; his sons took over its operation after Witmer drowned in the river in 1859. It was still in operation in 1878 (Sanford and Co. 1878:298). Additional development occurred when the Bellevue Land Company (a development company, directed by Col. John Fisk, Gen. Charles B. Stuart, John Van Epps Vedder, and Roswell Benedict) founded the original *Maid of the Mist* and operated a ferry across the Niagara River (Sanford and Co. 1878:319-320). The popularity of the sulphur spring and ferry operation led to the construction of several hotels and resorts in the Bellevue section.

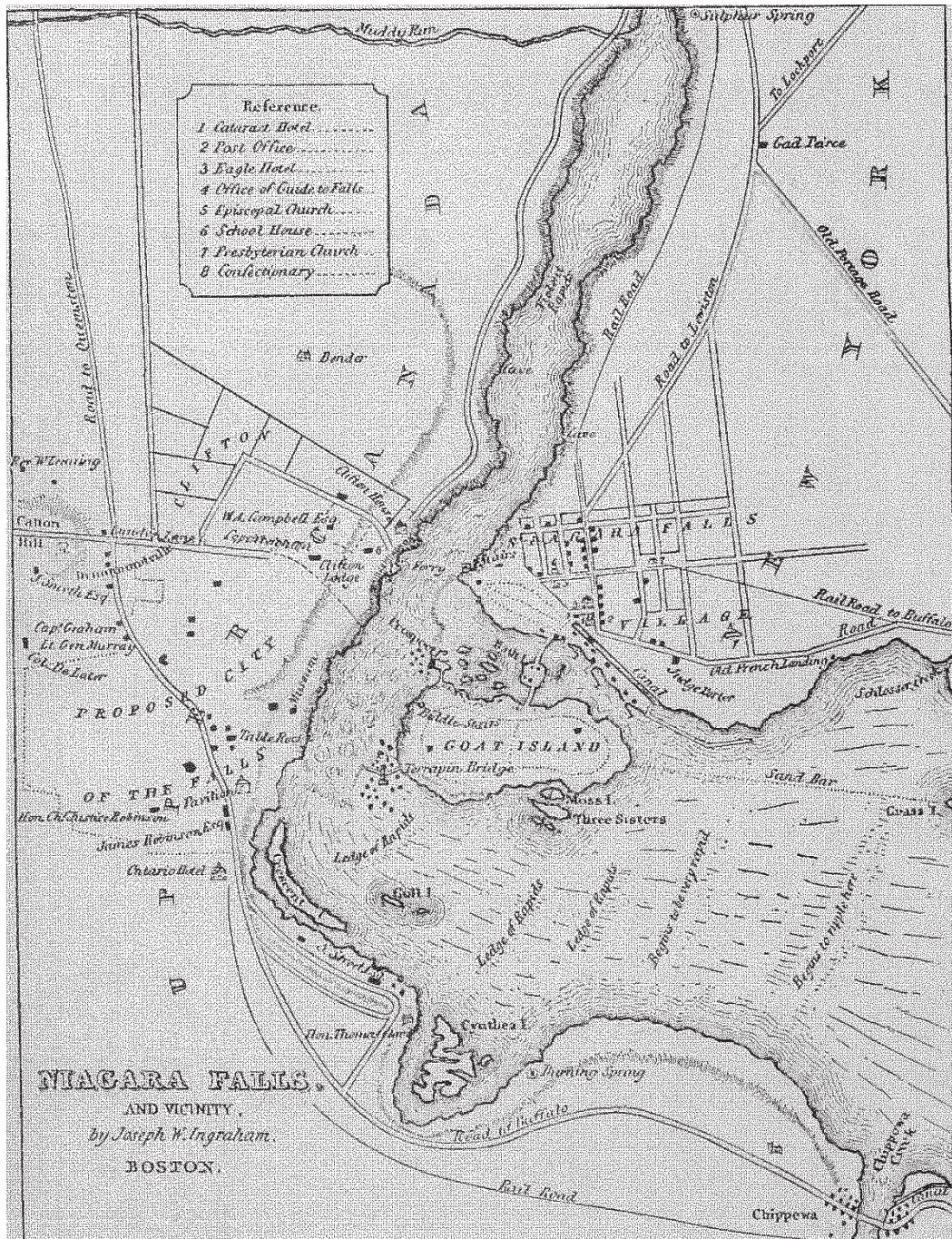


Figure 2.4. The Village of Niagara Falls and the future location of Suspension Bridge (Sulphur Springs at upper right on figure) in 1836 (reprinted from Adams 1927).

Bridging the Niagara Gorge above the Whirlpool Rapids (i.e., the Bellevue section) commenced in 1846 when the Niagara Falls Suspension Bridge Company of Canada and International Bridge Company of New York were formed to jointly construct the project, and commissioned Charles Ellet, Jr. the following year to erect the structure. Completed in 1848, pedestrian traffic commenced in May and carriage traffic followed on July 26. The bridge was eight feet wide and 762 feet long, suspended 220 feet above the Niagara River, approximately two miles from the falls. As a result of the construction effort and subsequent railroad trade with Canada, a small

community emerged along the American side of the structure and became known as “Suspension Bridge” (Sanford and Co. 1878:320). On June 8, 1854, Bellevue (Lots 33, 34, 35, 36, 37 and half of 38 of the Mile Strip) was incorporated as Niagara City with a population of more than 1,200 (Niagara Falls Thunder Alley 2009a; Sanford and Co. 1878:319-320; Pool 1897:192; Williams 1921:I:407-408, II:520-521; Longiaru et al. 2005:3/22-23).

This bridge was removed in 1854 for the creation of an international railroad bridge to facilitate cross-border trade. Between 1851 and 1855, a two-story suspension bridge was erected under the direction of John A. Roebling (who would later design the Brooklyn Bridge) that supported railroad, carriage, and pedestrian traffic. As a result, the area began to be known as the village of Suspension Bridge. By the late 1850s, Niagara City (Suspension Bridge) soon shared with the village of Niagara Falls the recognition of having more hotel accommodations than any other area of equal size in the United States (Wellman 2012:162; French 1860:455). Upon its completion the Roebling bridge served as an important thoroughfare for escaped slaves seeking freedom in Canada, including Harriet Tubman (Wellman 2012:166). In 1860, Niagara City around the suspension bridge had a population of 1,365, a newspaper, six churches, DeVeaux College for Orphans, and 15 hotels. As a result of the increased trade passing through Suspension Bridge, the status of official port of entry was transferred from Lewiston, several miles to the north, to Suspension Bridge, and the federal government constructed a new customs house in 1863. (This structure on Whirlpool Street is listed in the National Register of Historic Places.) Suspension Bridge was incorporated into the City of Niagara Falls in March 1892 (Sanford and Co. 1878:322; Pool 1897:190, 215; Wellman 2012:30). The Roebling bridge was replaced in 1897-1898.

During the nineteenth century, the community at Suspension Bridge/Niagara City was separated from the community at Niagara Falls by a wide area of farmland own by Augustus Porter and Parkhurst Whitney. Both men and their heirs sold of portions prior to 1855. For example, Porter sold Lot 38 to Gad Pierce in 1816 (see Figure 2.4). Pierce in turn sold it to his sons in 1828. In 1835, Parkhurst Whitney owned the southern half of the lot and W.O. Buchanan owned the northern half. Letitia Porter also owned a large parcel in this area, and prior to 1854 sold a portion to Henry Wells Clark, who established a hamlet called “Clarksville.” Ca. 1850 only three farmhouses were located in this area. During the 1870s, settlement increased along the between Clarksville and Niagara Falls, leading the annexation of the area by Niagara Falls in 1887 (Wellman 2012:106, 30; Longiaru et al. 2005:3/19-20).

Other settlements in the town emerged around railroad stops or road intersections. The earliest railroad entirely in Niagara County connected Lockport to Niagara Falls via Lewiston and the Tuscarora reservation paralleling the Niagara River and ran from 1837 until 1850-1851. The horse-drawn Buffalo & Niagara Falls Railway ran two trains a day in 1836. By 1853, these two routes were consolidated into the New York Central. Circa 1854, the short-lived Niagara Falls & Lake Ontario Railroad Company connected Niagara Falls to Youngstown over a narrow cliff between Devil’s Hole and Lewiston. A line from Canandaigua to Niagara was completed in 1853 and was extended to Suspension Bridge the following year (Sanford and Co. 1878:114-115, 258-260; Beers et al. 1875; Williams 1921:I:266-268; Dunn 2000:11-14). By 1875, the Erie Railroad and the New York Central & Hudson River Railroad ran along the route of the present CSX corridor; the New York Central was used for through freight and passenger traffic, while the Erie was used for local tonnage (Meinig 1966:174-175). In 1875, the Town of Niagara had a population of 6,832, the Village of Niagara Falls had 3,006 residents, and Niagara City (the village of Suspension Bridge) contained 2,276 people (Beers et al. 1875:4).

Post-Civil War Industrial Development. While tourism boomed for the Village of Niagara Falls and development as a commercial node centered at Suspension Bridge, industrial activity began to percolate in Niagara Falls as an effort to develop the hydropower of the Niagara River advanced in fits and starts. Adopting an idea proposed by Augustus Porter in 1847, the Niagara Falls Hydraulic Company was incorporated in 1853 to construct a canal diverting water from the upper river through the village to a location along the bluff above the lower river (Figure 2.5). The ambitious project was plagued by a shortage of capital, and the company abandoned the project in 1854. The Niagara Falls Power Company (sometimes referred to as the “Day Company”) subsequently reinvigorated the project under the direction of Horace H. Day. By 1857, water began to flow along the canal and over the gorge, but construction continued for a number of years in attempts to increase its depth. Unable to raise sufficient funds, the company sold the canal to the Niagara Falls Canal Company, which was just as unlucky. The Hydraulic

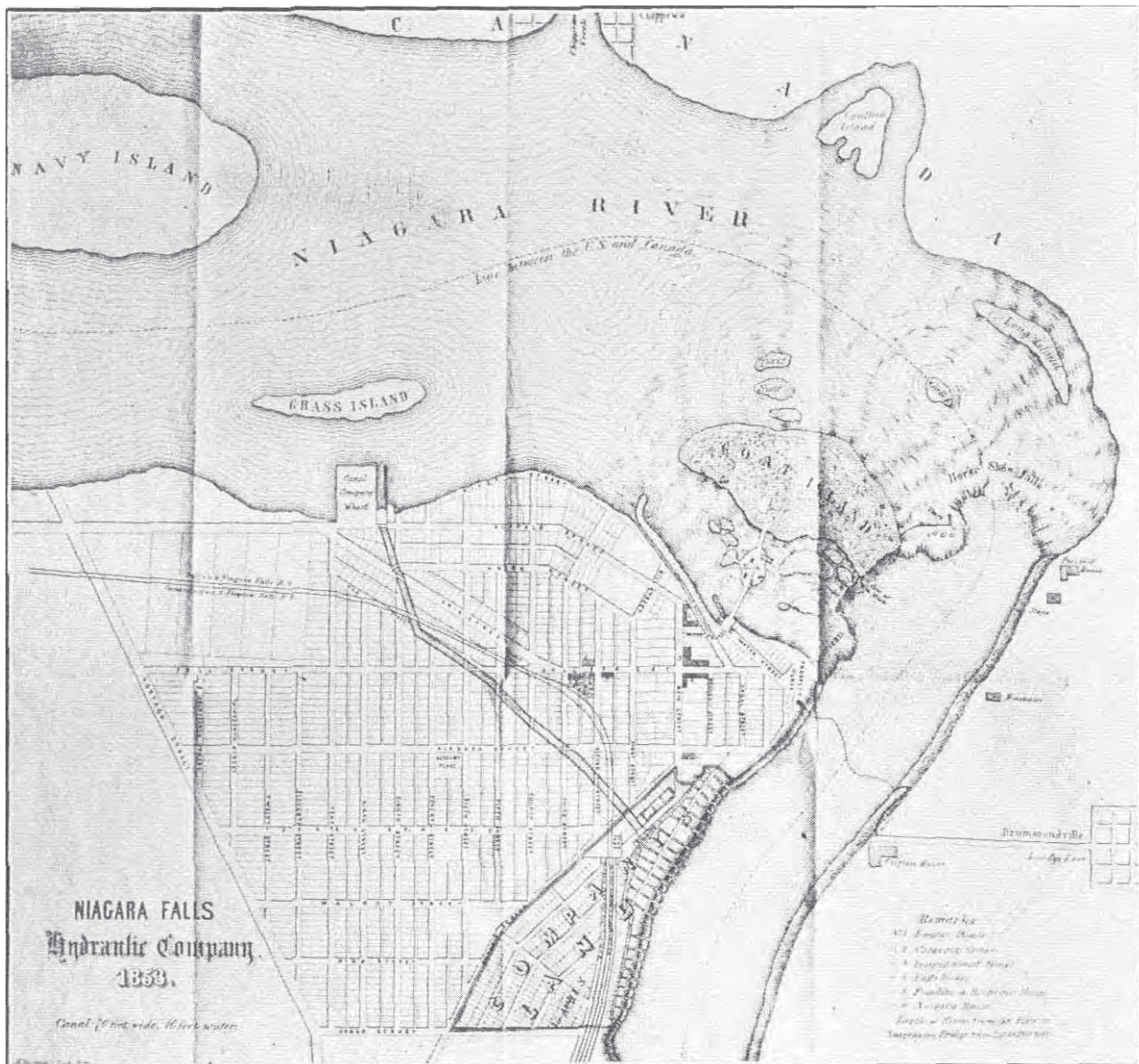


Figure 2.5. 1853 map of Niagara Falls showing proposed location of the Hydraulic Canal. Note millraces north of Goat Island (north is towards the bottom of the page) extending from the upper river into the village (War Department 1921).

Canal was approximately three-quarters of a mile long, 70 feet wide, and eight feet deep. However, water from this canal was not utilized for industrial purposes for nearly two decades (Dumych 1996:63-64; Spieler and Hewitt 1960:5-6).

Prior to this time, mills and industrial plants lined the upper river and rapids, as several mills had done in Augustus Porter's day. Power from the Hydraulic Canal was first utilized for industry in 1875 to run Charles B. Gaskill's flourmill in what would become the High Bank Mill District. The Niagara Falls Hydraulic Power and Manufacturing Company, controlled by Jacob F. Schoellkopf and his associates, purchased the canal, its power rights, and 45 acres along the High Bank in 1877. The first large-scale attempt to provide hydroelectric power, the canal provided electricity for the village's lights by 1882. During the last quarter of the nineteenth century, numerous factories and mills were erected along the gorge and the upstream river bank (Pool 1897:226-230; Williams 1921:I:180, 190; Niagara Falls Thunder Alley 2009a, 2009b; Spieler and Hewitt 1960:6-8; Figure 2.6).

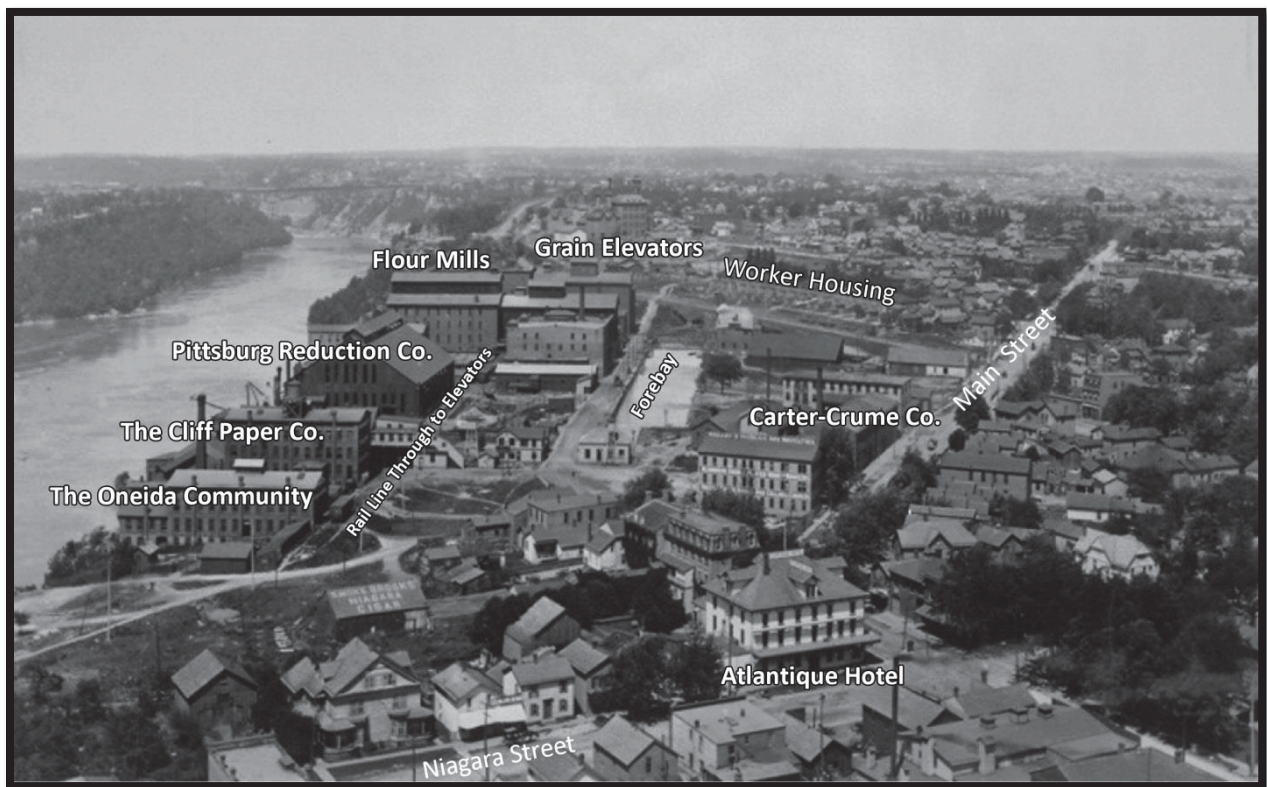


Figure 2.6. Mills along High Bank in 1896. Note Hydraulic Canal basin at center, facing north (courtesy: Niagara Falls Public Library; annotation ours).

While developing the power industry in Niagara Falls, the entrepreneurial Schoellkopf formed the Schoellkopf Chemical and Dye Company in Buffalo. Three years later, in 1882, he erected a powerhouse in Niagara Falls and installed a generator to produce electricity; by that time seven mills had been positioned along the top of the gorge (see Figure 2.6). The Hydraulic Power Company merged with Edward Dean Adams's Niagara Falls Power Company in 1918. The combined company retained the name Niagara Falls Power Company (Niagara Falls Thunder Alley 2009b; Pool 1897:202-204; Williams 1921:I:197; Williams 1972:36; Dumych 1996; Spieler and Hewitt 1960:8-14).

In 1886, Thomas Evershed devised a plan to generate 200,000 horsepower from the river. A company called the Niagara River Hydraulic Tunnel Power & Sewer Company formed to actualize the plan, which involved the digging of a 2.5-mile tunnel beneath the western portion of the Town of Niagara between the upper and lower river. The company was reorganized as part of the Niagara Falls Power Company, under Edward Dean Adams in 1889, and modified Evershed's designs to be more economical. The Edward Dean Adam Station Tunnel ran under the city at a depth of 90-100 feet. All these plans to generate electric power through direct current (DC) were hampered by the inability to transmit electricity more than a couple miles (Niagara Falls Thunder Alley 2009b; Williams 1972:36; Spieler and Hewitt 1960:9-13).

During the last decades of the nineteenth century Nikola Tesla invented a method for transmitting alternating current (AC), which was refined and developed by George Westinghouse. In 1895, the Niagara Falls Power Company contracted the Westinghouse Company to develop and implement a system for long-distance electricity distribution using AC, and, in 1896, power was being transmitted to the City of Buffalo.

The Niagara Falls Power Company began producing power in the world's first alternating current central power station. ... Technologically innovative electrochemical and electrometallurgical [sic] industries were immediately drawn to Niagara. The Pittsburgh Reduction Company was the Niagara Falls Power Company's first company, going on-line [sic] August 26, 1895. By 1914, Pittsburgh Reduction was the largest single user of hydroelectric power in the world. It was here that self-made inventor Edward G. Acheson chose to manufacture Carborundum and artificial graphite, which, quite fortuitously, made excellent electrodes—the heart and soul of electrochemistry and electrometallurgy. The Hooker Chemical Company, which also came into being in Niagara Falls, had among its employees Dr. Leo H. Baekeland, the inventor of Bakelite, and Elmer A. Sperry, the inventor of the gyroscope.... For much of the early twentieth century, Niagara Falls was the world's leading center of electrochemical and electrometallurgical [sic] production [Dumych 1996:7].

About that time the canal was widened to 100 feet and deepened to 10 feet.

During this era, a period of infrastructure improvements to alternate modes of transportation occurred, including the widening and paving of streets and roadways, and the erection of bridges, although these improvements were focused largely in the city and larger villages. By the 1890s, interurban or streetcar systems began to emerge throughout the region, expanding greatly with the advent of electric power from Niagara Falls after 1895. The Niagara Falls & Suspension Bridge Street Railway Company (the horse-drawn trolley line between the two villages) was electrified in 1892, laying the foundation for the International Railway Company, the successor of 25 street railway and bridge companies (Williams 1921:I:180-190, 269). Radiating from the central business district, electric lines were a major factor in promoting growth and suburbanization as the urban population began to trickle away from the urban centers. William Caryl Ely pioneered one of the earliest electric railways in western New York. The original line of the Buffalo & Niagara Falls Electric Railway (BNFR), a double-track electric line primarily constructed for commuters, first began operating in 1895, running parallel to the New York Central Railroad (Gordon 1970:354-355; Dunn 2000:180-183).

Known as DeVeaux College for Orphan and Destitute Children from 1857 to 1917, DeVeaux College was an isolated campus west of Lewiston Road in the northern part of the village of Suspension Bridge (Loker 1989; Niagara Falls Gazette 1954). The school was endowed through the will of Samuel DeVeaux, the first merchant of the Village of Niagara Falls, "for the purpose of establishing, founding and maintaining a benevolent institution, to receive and

support orphans and destitute children; to train them up to industry; to learn them trades and professions; to give them mental and manual, and a social and religious education” (Sanford and Co. 1878:324). Operated as a school for boys under the auspices of the Protestant Episcopal Church, it was located on DeVeaux’s property east of the whirlpool in the Niagara River and comprised 364 acres at one time (Loker 1989; Sanford and Co. 1878:324). In 1927, after the riverfront section of the school was transferred to the state (for Whirlpool State Park) the campus contained just 50 acres (Niagara Gazette 1992; Loker 1989). Niagara Rapids Boulevard ran west of the school. The school closed in 1971 and Niagara University purchased the 50-acre school complex in 1977 from the Episcopal Diocese of Buffalo (Niagara Falls Gazette 1972; Scelsa 1989; Loker 1989; Glynn 1994). Many of the existing buildings were listed on the National Register of Historic Places in 1974, and a portion of the site is operated as DeVeaux Woods State Park.

Between 1892 and 1896, the Niagara Development Company erected a residential complex for employees of the power company called “Echota.” The buildings in Echota were designed by noted architect Stanford White, of the firm McKim, Mead, and White, which also designed the NRL Adams Power Station. Around the turn of the twentieth century, living conditions in the area were improved by the advent of a telephone service, electric street lamps, a reliable water supply, and cheap electricity. The City of Niagara Falls was created on March 17, 1892 with the consolidation of the villages of Niagara Falls and Suspension Bridge and the community of Clarksville. In 1890, Niagara County had a population of 62,491 (Williams 1921:I:180-190, 409-413; Higgins et al. 1972:194). In 1892 the new city had approximately 10,000 residents, and during this period the city witnessed a boom of residential and commercial construction, reflecting the architectural styles of the period (e.g., Queen Anne, Shingle, Colonial Revival, Craftsman, workers duplexes).

Nearly simultaneous with the development of the industrial uses of the falls, efforts to preserve the more picturesque and bucolic aspects of the falls from the encroachment of industry emerged. In July 1885, Niagara Reservation Park was officially opened by New York State and included land along the shore of the upper river as well as Goat Island, Green (formerly Bath) Island, Three Sisters Islands, Bird Island, Luna Island, Chapin Island, the river bed between the mainland and Goat Island, and Prospect Park. During the next several years, 150 buildings in these areas were removed (Pool 1897:197-201). The lengthy campaign to build support from political and business leaders for a park to preserve the falls was underpinned by the persistence and organizational skills of Frederick Law Olmsted. In addition to building the consensus for the park, he and his associate, Calvert Vaux, were commissioned to prepare the layout and planting plan for the Reservation (Hall 1995:179-185; Williams 1972:16-17). “Olmsted and Vaux’s 1887 plan for the Reservation would result in a number of changes being made to the village itself.... The riverfront, roughly from the beginning of the Hydraulic Canal and Quay Street at Port Day to Falls Street[,] now became Reservation land, and together with former River Street that ran along the shore [were] removed from development” (Longiaru et al. 2005:4/14-16; Figure 2.7).

While efforts at industrial and commercial improvements in proximity to the falls were successful, other development initiatives did not pan out. In the 1890s, entrepreneur William T. Love had a plan to promote industrial development of a large area of western Niagara County. Attempting to develop a self-sufficient model city, Love surveyed extensive tracts of land into lots and acquired franchises for unlimited use of water from the Niagara River. Construction began ca. 1892 on the southern part of a canal, which was to extend from the village of LaSalle (now the southeastern portion of the City of Niagara Falls) to the Niagara escarpment near the Tuscarora reservation. Present-day Model City in the Town of Lewiston was the northern terminus for proposed development. However, financial dislocations engendered throughout the

country by the economic panic of 1893 and the advent of cheap electricity from the falls killed the project. The canal was not completed, although a portion of the canal ditch remained (Williams 1921:1:384; Pool 1897:300). The unfinished part of the canal in LaSalle was later purchased by Hooker Chemical and used for an entirely different purpose. The village of LaSalle was incorporated into the City of Niagara Falls in 1927. An additional 540 acres on the north side of Pine Avenue and Niagara Falls Boulevard was annexed by the city in 1955, bringing the city's geographic growth to its conclusion (Urban Design Group 1991:28-30).

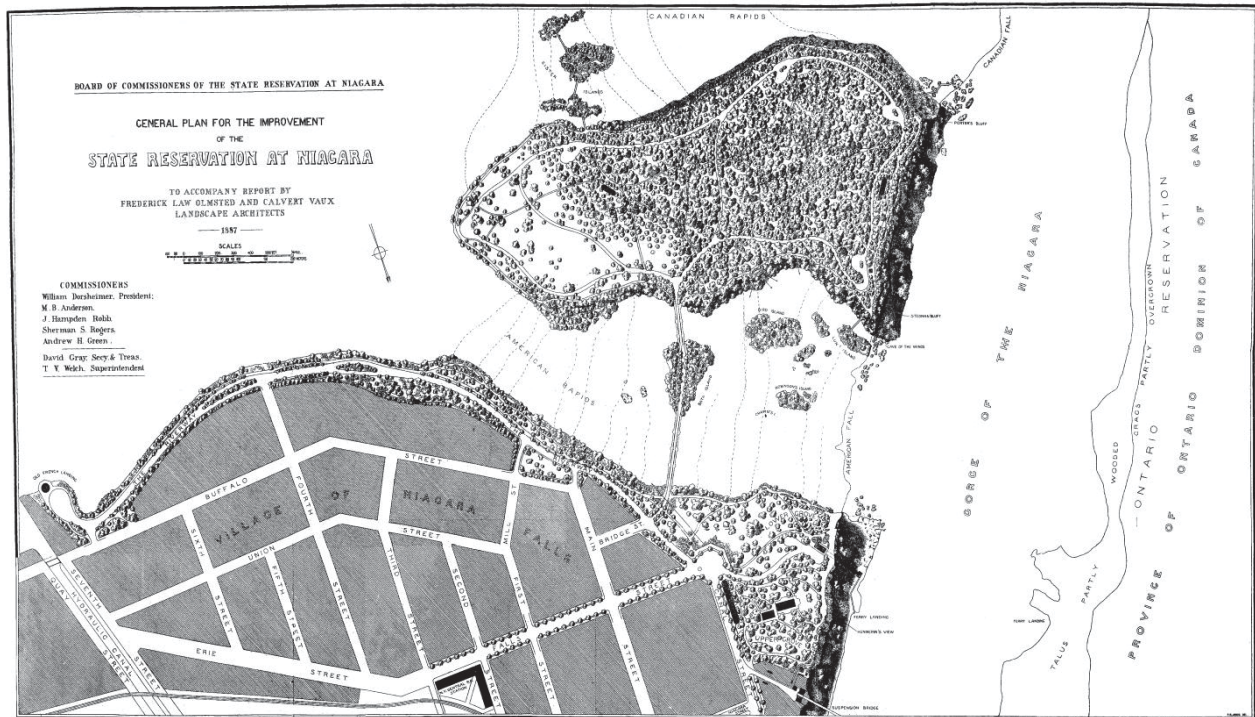


Figure 2.7. Olmsted's and Vaux's Plan for the State Reservation at Niagara 1887
(Commissioners of the State Reservation at Niagara 1887).

The Twentieth Century. By the first decades of the twentieth century Niagara Falls had become one of the primary industrial/manufacturing centers in the United States as well as maintaining its status as a tourist mecca. Building on its abundant hydro-electric power production, the city attracted new immigrant groups from eastern and southern Europe (i.e., Poles, Italians, Jews, Russians, Armenians), as well as African-Americans from the South to work in its burgeoning industries. By 1912, it had a population of 35,000. In 1918, Schoellkopf's Hydraulic Power Company merged with the Niagara Falls Power Company owned by Edward Dean Adams. The Niagara Falls Power Company name was retained. With the Niagara Falls Power Company producing abundant hydroelectric power, the advent of electricity enticed heavy industry to the Falls in the early twentieth century, and included International Paper (and an expansion of the paper industry), the Pittsburgh Reduction Company (later called ALCOA, aluminum), Union Carbide (calcium carbide, carbon products), Carborundum Company (abrasives), the International Acheson Graphite Company (electrodes, circuit breakers), Matheson Alkali Company, the Titanium Alloy Manufacturing Company (TAM), and other chemical companies, as well as other related and unrelated endeavors, such as the Natural Food Company (Shredded Wheat, Triscuits) and Moore Business Forms (Niagara Falls Thunder Alley 2009b; Williams 1972:37; Figure 2.8). Many of these companies located along the river.

PLATE 29

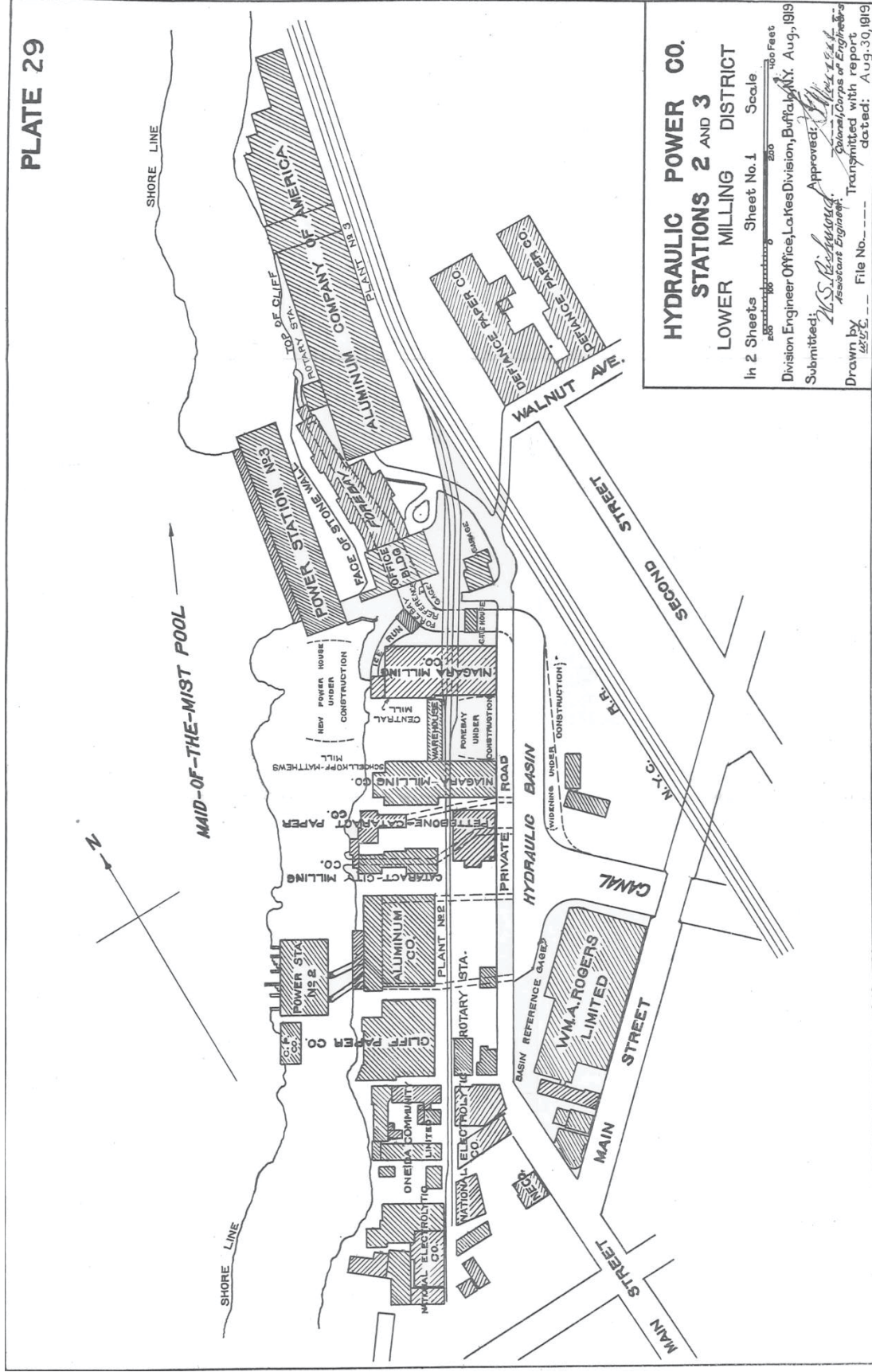


Figure 2.8. Mills located along High Bank in 1919 (War Department 1921).

During the twentieth century tourism remained an essential component of Falls economy. Popular with tourists and commuters alike was the Niagara Gorge Railway. Originally the Niagara Falls & Lewiston Railway, the line constructed tracks for an electric railway along the river's edge in Niagara Gorge near the whirlpool. The railroad was completed in July 1895 and later extended to a connection that crossed the river at Lewiston and extended along the west side of the gorge. The line was discontinued in 1935 after a rockslide from the gorge walls on the American side destroyed the tracks (Dumych 1998), foreshadowing a more dramatic and transformative rockslide 21 years later.

During the middle decades of the twentieth century, Niagara Falls boomed as immigrants continued to flock to the area to take advantage of expanding employment opportunities offered by local industries and construction projects. Italians, Poles, Russians, and African-Americans established ethnic enclaves within the city. By this time, three nodes on industrial activity were located in the city: the High Bank (see Figures 2.6 and 2.8); Buffalo Avenue; and Highland Avenue. Some of these newer companies included U.S. Light & Heat Company, Niacet Chemical Corporation, DuPont, and Hooker Chemical. After the dislocations of the Great Depression, the economy revved up during the World War II era, as the federal government marshaled the industrial might of Niagara Falls. The city's population rose during this period from approximately 75,000 in 1930 to approximately 92,000 in 1950 (Kowsky and Wachadlo 2007; Longiaru et al. 2005:4-26).

Despite the enduring popularity of the falls as a tourist destination, the city began a slow decline economically once the war ended as industries closed, merged, or relocated to different regions in the country. ALCOA ceased operations on High Bank in 1949, and razed its complex of factories three years later (Longiaru et al. 2005:4-26; Figure 2.9).

In 1957 the population of the city was approximately 101,000, supplemented by workers who had arrived to participate in the reconstruction efforts after the 1956 rockslide. On June 7, 1956 a rockslide destroyed the southern two-thirds of the Schoellkopf Power Station at the bottom of the Gorge along the Niagara River. As part of the construction of the new power station and storage reservoir in the Town of Lewiston over the subsequent decade, New York State built what is now the Robert Moses State Parkway, including an interchange to the Lewiston-Queenston Bridge, extended the New York State Thruway into Niagara County, added two spans to the Grand Island bridges, and developed Whirlpool Park and Devil's Hole State Park along the parkway (Figure 2.10; Blanche 1961; Urban Design Group 1991:26-29). The Hydraulic Canal was filled beginning at that time.

Numerous structures and buildings were moved as a result of parkway construction, especially in the northern portion of the city. From Prospect Point in the Niagara Reservation, the north section of Robert Moses Parkway was constructed along the right-of-way of the New York Central railroad to near Cleveland Avenue. At that point the parkway was elevated over the Michigan Central and Whirlpool Rapid bridges to Chestnut Street. The New York Central ceased running in the city in 1963 (Dumych 1998:121; Longiaru et al. 2005:3-39).

Further, failed urban renewal projects in the late 1960s into the 1970s demolished most of the city's business district and created a new convention center (1972; which was converted into the present Seneca Niagara Casino ca. 2002), the Wintergarden (an arboretum, 1977-2003), the "Turtle" (Native American Center for the Living Arts, ca. 1978), and the downtown Rainbow Mall (1982-ca. 2000; now the home of Niagara County Community College's culinary school). The 1980s brought more company closures and downsizing—Nitec Paper Corporation, Tajon, Inc.,



Figure 2.9. The High Bank in 1954; compare to Figure 2.6 (*Dumych 1998:100*).



Figure 2.10. Construction of the Robert Moses State Parkway, South Section, ca. 1959. The remnant of the inlet of the hydraulic canal is visible in the lower left (*courtesy of the New York Power Authority*).

Carborundum Corporation, Union Carbide, Shredded Wheat, International Acheson, and others. Business closures and building demolitions chased more people from the city, whose population fell to 61,840 by 1990 (Galarneau 2000:A/1, 4; Niagara Falls Thunder Alley 2009b).

Sprawl and suburbanization have pushed development farther into the countryside. As a result, businesses and people have relocated from the urban center into suburban and formerly rural areas, such as the towns of Wheatfield, Grand Island, Lewiston, and Porter. The population of the City of Niagara Falls has continued to decline, from 61,840 in 1990 to 55,593 in 2000 to 50,193 in 2010. Despite the decline of the City of Niagara Falls in the second half of the twentieth century, numerous major industries still maintained a presence in and near the city at the close of the century, including Occidental Chemical, Olin Corp/Niaclor, Carbide Graphic Group, DuPont, Bell Aerospace, Carborundum, and Nabisco (Urban Design Group 1991:26-29; Niagara Falls Thunder Alley 2009b; Longiaru et al. 2005:4/26-28).

2.3.3 Historical Map Analysis. A number of historical maps as well as a selection of Sanborn insurance maps were consulted for the analysis of the Robert Moses Parkway–North Segment project study area. These maps included Dawson 1860 (Figures 2.11 and 2.12 [overlay on a 2014 aerial photograph]); Beers et al. 1875 (Figures 2.13 through 2.15); U.S. Army Corps of Engineers 1921 (Figure 2.18 [overlay on a 2014 aerial photograph]); as well as Sanborn maps where coverage was available (1892, 1897, 1914, 1950, and 1955). In addition to illustrating the developmental history of the study area and, in particular, the APE, the primary aim of this portion of the analysis was to determine the presence and location of map-documented structures. As noted, these MDSs are the locations of buildings that appear on historical maps but are no longer extant.

In 1860, most of the residential and commercial development in the southern portion of the study area and associated with the Village of Niagara Falls was occurring southeast of Main (Ontario) Street (Figure 2.11). A small cluster of residences appears north of Spruce Avenue in what is to become the hamlet of Clarksville. In the northern portion of the study area, the Village of Suspension Bridge appears relatively vibrant; likely due to its geographic position as both a border crossing and railway crossroads (Figure 2.12). Whirlpool (Spring) Street terminates at Bellevue where there is a utility building associated with the Monteagle Hotel to the northeast.

By 1875, some growth and increase in density are evident in the Village of Niagara Falls (Figure 2.13). While Gaskill's Mill appears in what will become the Lower Mill District, almost all of the development activity is restricted to the area southeast of Main Street. Some growth occurs in Clarksville (Figure 2.14) and several MDSs are within or west of present-day Whirlpool Street. At Suspension Bridge (Figure 2.15), there is a marked increase in building density and commercial development likely the result of border and railroad activity as evidenced by the number of hotels and taverns.

By the late 1800s, industrial development had accelerated in the Lower Mill District (the Gorge rim between Main Street and Cedar Avenue), spurred by the hydraulic canal (Figures 2.16 and 2.17). The area peaked in the first quarter of the twentieth century when the main product became electricity and culminated with the construction of Power Station No. 3 (a, b, and c). The industrial development continued into the early twentieth century along with increased residential development (Figures 2.18 and 2.19). By the mid-1950, only Bell Aircraft and the hydroelectric plant remained (Figure 2.20). The collapse of the power plant and subsequent construction of the Niagara Power Project down river led to significant changes in the entire APE; most significantly, the construction of the Robert Moses Parkway and relocation of Whirlpool Street to the east.



Figure 2.11. 1860 map overlay on a 2014 aerial photograph of the southern portion of the study area, then the Village of Niagara Falls (Dawson 1860; aerial: Google 2014).



Figure 2.12. 1860 map overlain on a 2014 aerial photograph of the northern portion of the study area (Suspension Bridge) (Dawson 1860; aerial: Google 2014).

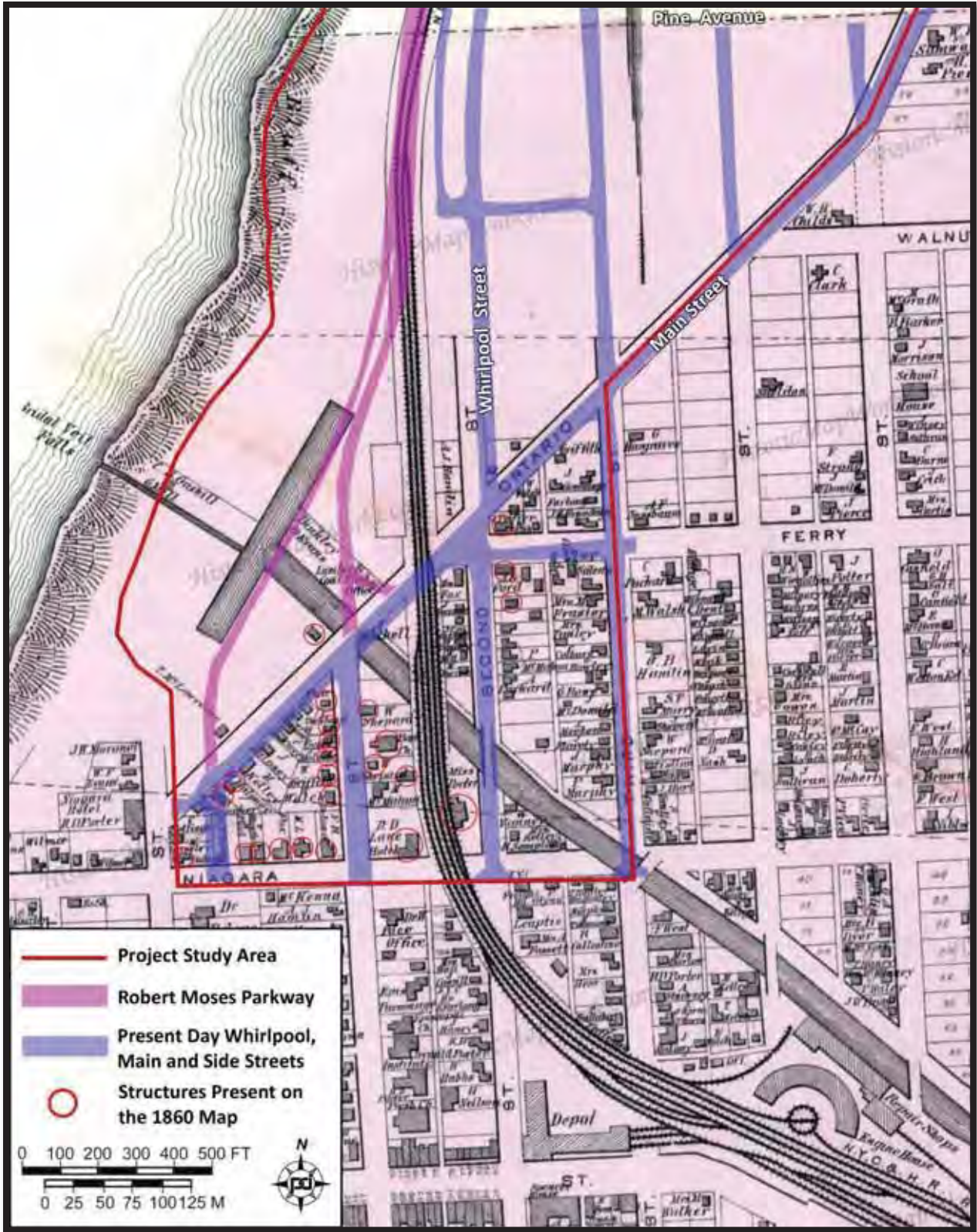


Figure 2.13. 1875 map of the southern portion of the study area (Niagara Falls). Circled structures and locations appear on the 1860 map (after Beers et al. 1875).

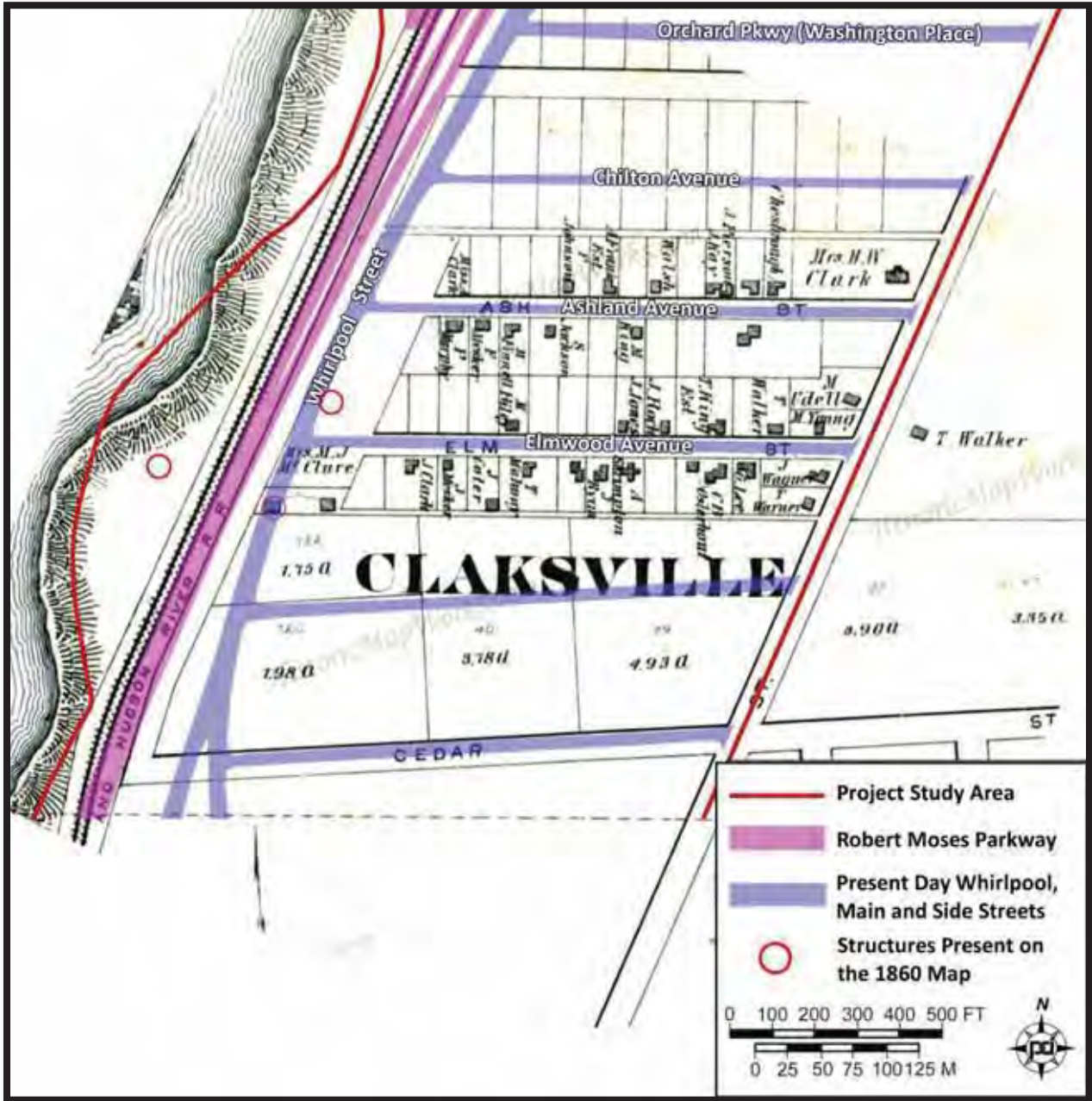


Figure 2.14. 1875 map of the mid-section of the study area (Clarksville). Circled structures and locations appear on the 1860 map (after Beers et al. 1875).

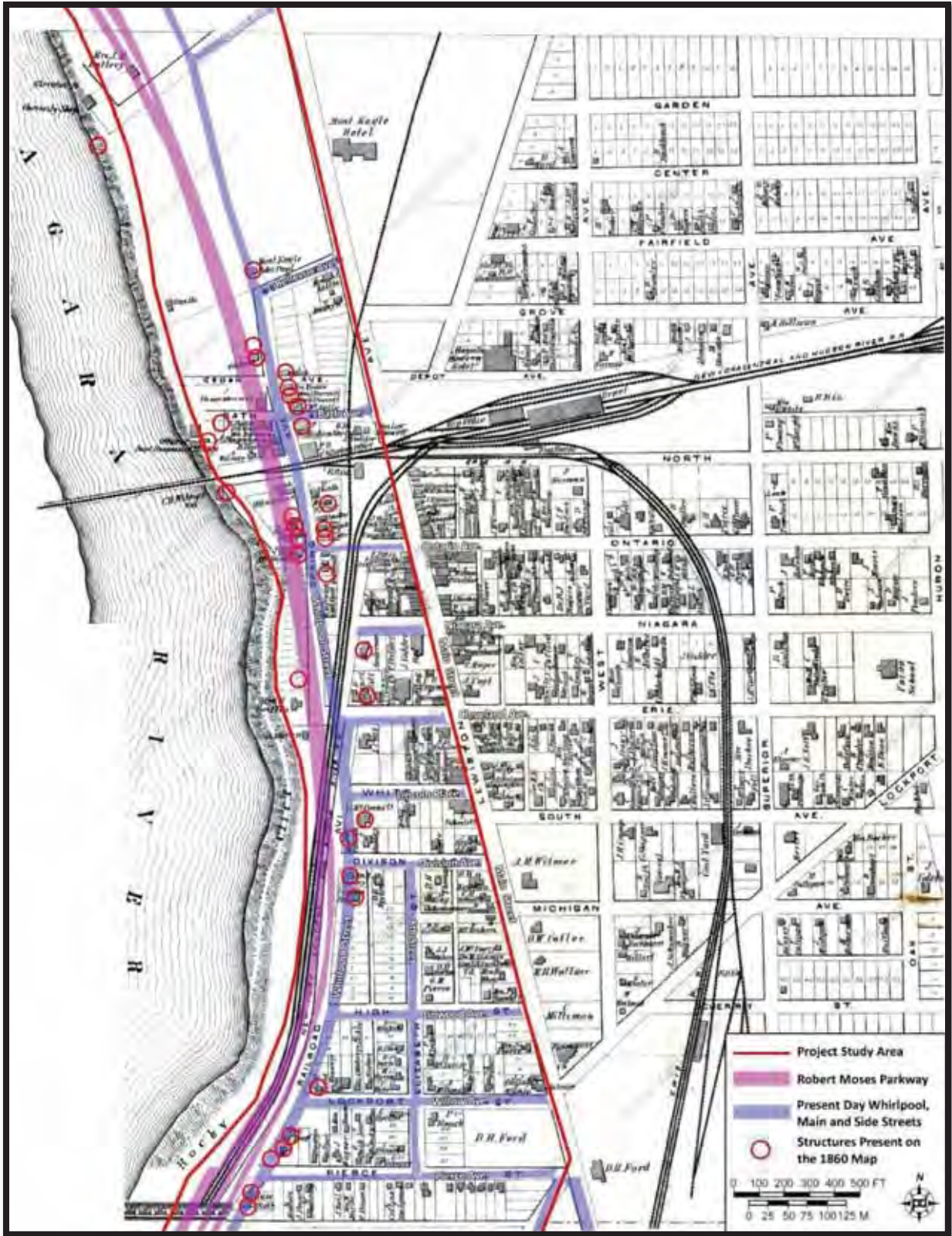


Figure 2.15. 1875 map of the northern portion of the study area (Suspension Bridge). Circled structures and locations appear on the 1860 map (after Beers et al. 1875).

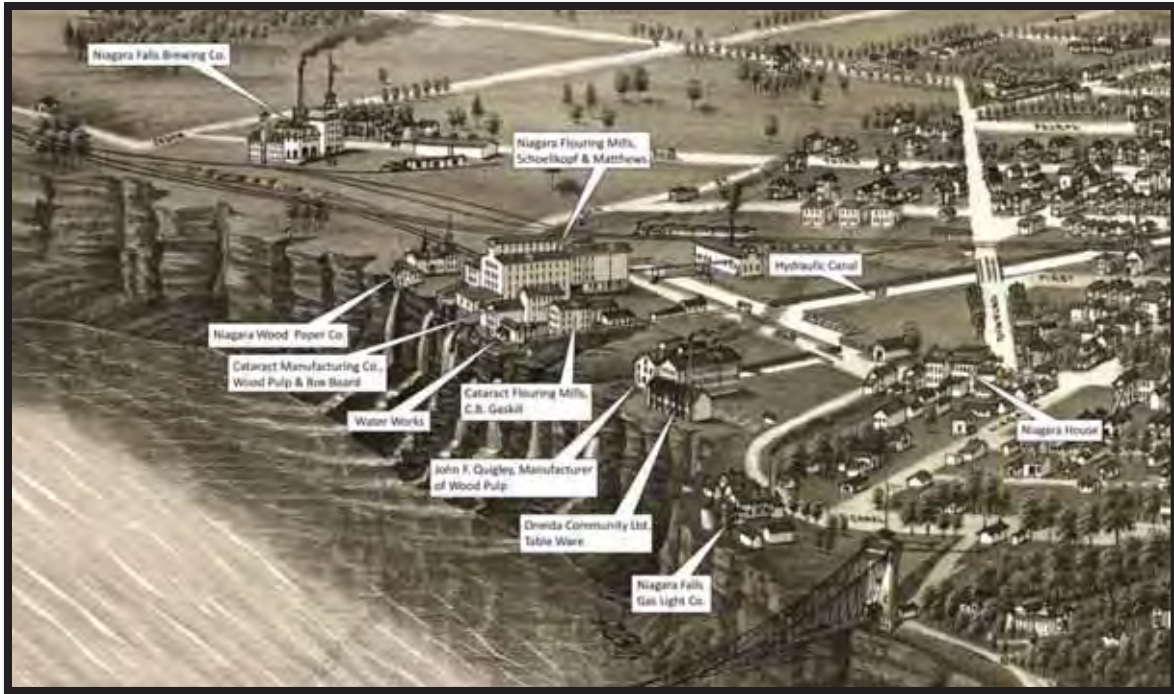


Figure 2.16. 1882 panoramic view of the milling district along the gorge between Niagara Street and Cedar Avenue in southern portion of the study area, with the Village of Niagara Falls on the right (Stoner 1882).

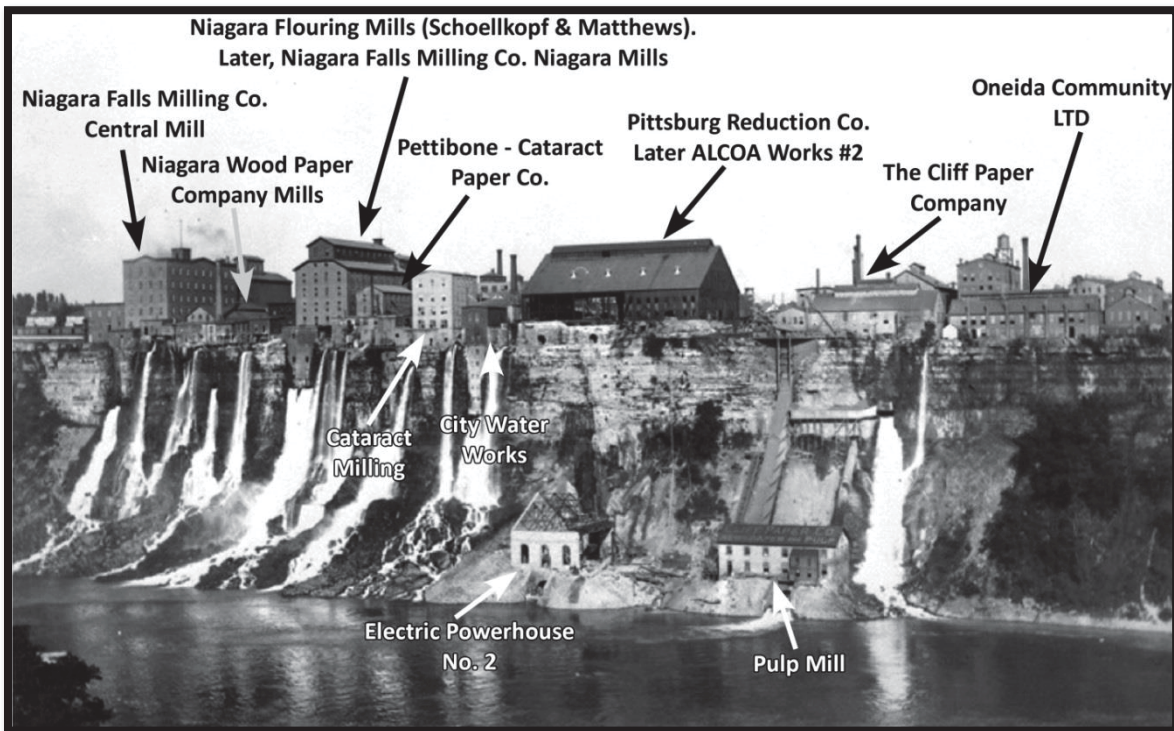


Figure 2.17. ca. 1890 photograph of the milling district along the gorge between Niagara Street and Walnut Avenue in southern portion of the study area (photograph courtesy of NYPA, notation ours).



Figure 2.20. 1958 oblique aerial photograph of what remains of the lower milling district along the gorge (Niagara Street to Cedar Avenue) in the southern portion of the study area (Photograph courtesy of NYPA; notation ours).

Some MDSs within the APE have been identified through use of the 1860 and 1875 maps but the bulk of the process was dependent primarily on information from Sanborn insurance maps. This was done using successive overlays of maps that used the 1914 series as a base and anchored to the 2014 aerial photograph. The results are the location maps depicted in Figures 2.21 through 2.26 which show two groups of MDSs with their historic street numbers; those built prior to and after 1914. Figures 2.24 and 2.25 also indicate the presence of 1860 and 1875 structures as these were the areas where those MDSs occur with any frequency. Finally, the building locations and uses were compared over time using five series of Sanborn maps: 1892, 1897, 1914, 1950, and 1955. This result appears in Table 2.3 which lists each of the MDSs by street, north to south. Note that many of the street numbers, particularly along Whirlpool Street and westward, do not exist because the parcels no longer exist. This MDS location and use data is used to determine the historic period archaeological sensitivity estimate discussed in the Section 3.0.

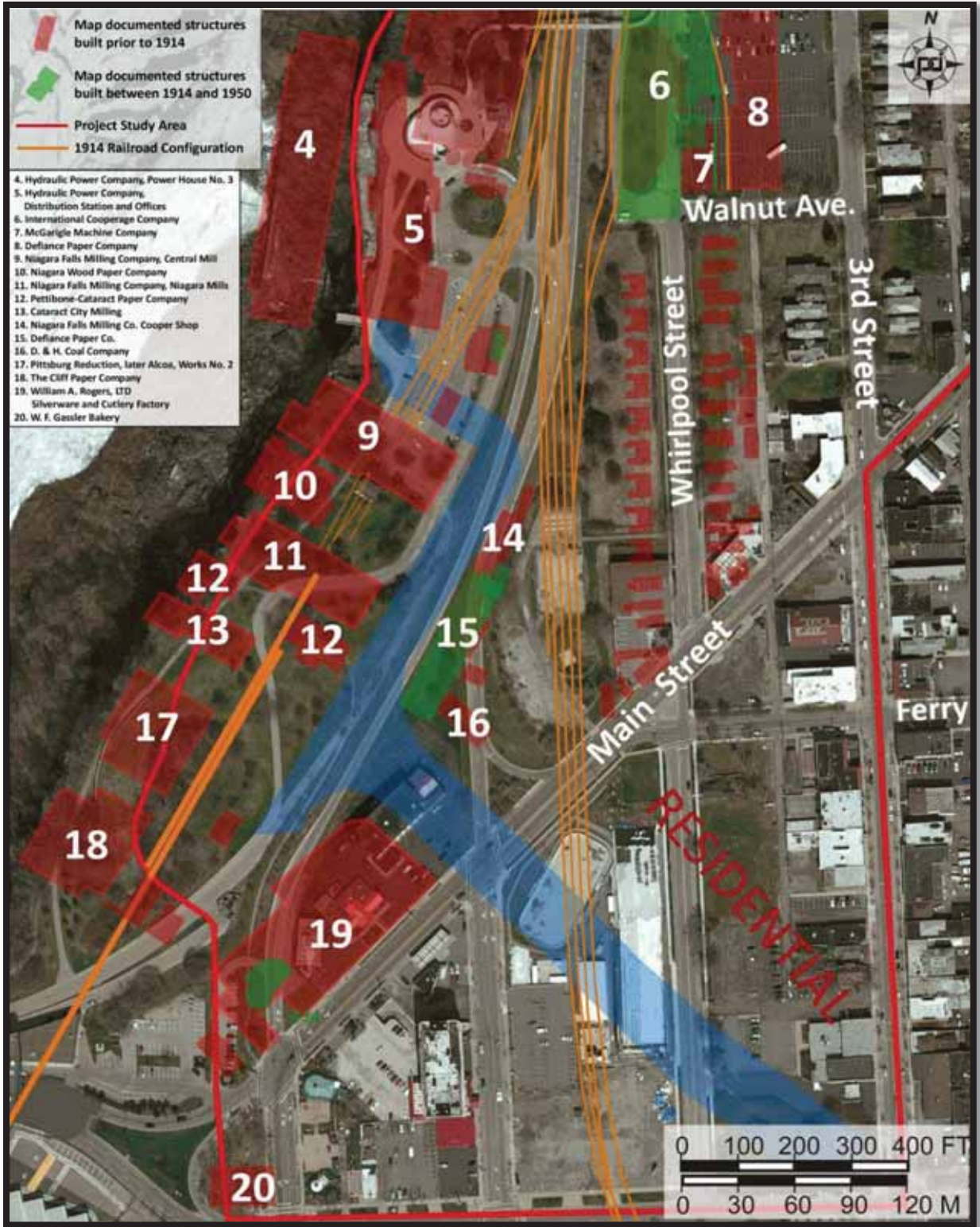


Figure 2.21. Map-documented structures in the southern portion of the APE (Lower Mill District) between Niagara Street and Walnut Avenue (aerial: Google 2014).



Figure 2.22. Map-documented structures in the southern portion of the APE (part of the Lower Mill District) between Pine Avenue and Elmwood Avenue (aerial: Google 2014).



Figure 2.23. Map-documented structures in the mid-section of the APE between Elmwood Avenue and Willow Avenue (aerial: Google 2014).



Figure 2.24. Map-documented structures in the mid-section of the APE between Willow Avenue and Cleveland Avenue including earlier structures (aerial: Google 2014).

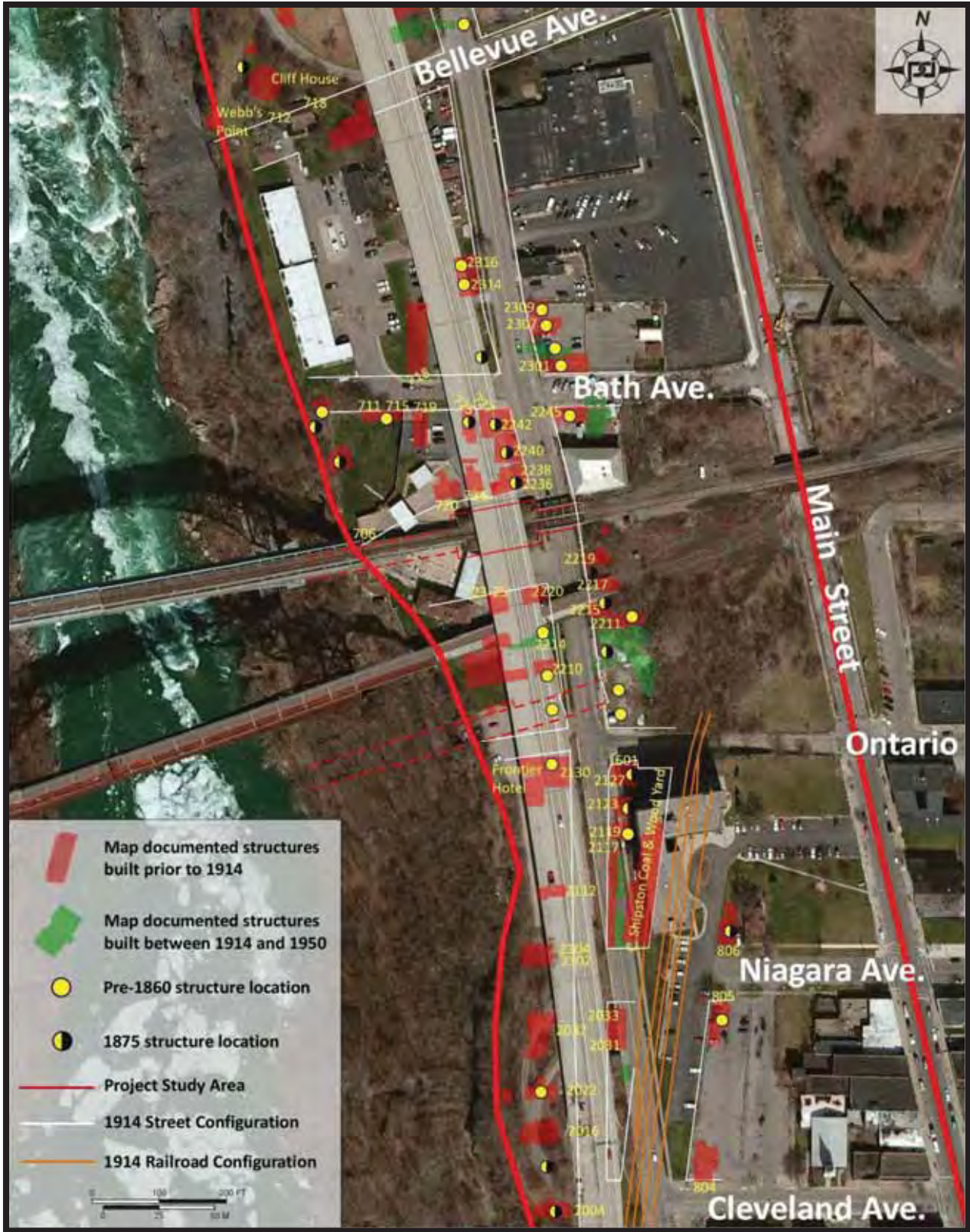


Figure 2.25. Map-documented structures in the northern portion of the APE between Cleveland Avenue and Bellevue Avenue including earlier structures (aerial: Google 2014).



Figure 2.26. Map-documented structures at the north end of the APE between Bellevue and Chestnut Avenues. There are no MDSs north of Chestnut (aerial: Google 2014).

Table 2.3. Map-Documented Structures Determined from Historical Sanborn Maps.

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
Whirlpool Street from Chestnut Avenue to Chasm Avenue (North to South)					
2834	Street not open	Street not open	----	Dwelling	Dwelling
2832	Street not open	Street not open	----	Dwelling	Dwelling
2828	Street not open	Street not open	----	Dwelling	Dwelling
2824	Street not open	Street not open	----	Dwelling	Dwelling
2822	Street not open	Street not open	----	Dwelling	Dwelling
2818	Street not open	Street not open	----	Dwelling	Dwelling
Chasm Avenue					
715	Vacant	Dwelling	Dwelling	----	----
716	Vacant	Dwelling	Dwelling	----	----
722/536	Vacant	Vacant	Dwelling	Dwelling	Dwelling
Whirlpool Street from Chasm Avenue to Bellevue Avenue (North to South)					
2850	Vacant	Vacant	Vacant	----	----
2847	Vacant	Photo Gallery	Vacant	----	----
2809	Vacant	Dwelling	Vacant	----	----
2676	Vacant	Vacant	Vacant	Dwelling	Dwelling
2672	Vacant	Vacant	Vacant	Dwelling	Dwelling
2668	Vacant	Vacant	Dwelling	Dwelling	Dwelling
2664	Vacant	Vacant	Vacant	Dwelling	Dwelling
2660	Vacant	Vacant	Vacant	Dwelling	Dwelling
2658	Vacant	Vacant	Vacant	Dwelling	Dwelling
2656	Vacant	Vacant	Vacant	Dwelling	Dwelling
2652	Vacant	Vacant	Vacant	Dwelling	Dwelling
2654	Vacant	Vacant	Vacant	Dwelling	Dwelling
2648	Vacant	Vacant	Vacant	Dwelling	Dwelling
2634	Vacant	Vacant	Dwelling	Dwelling	Dwelling
(24)2630	Vacant	Niagara Whirlpool Rapids Elevator Co.	Leather Tire Goods Company	Commercial	NYS Parks
2614	Vacant	Vacant	Dwelling	Dwelling	Dwelling
2612	Vacant	Vacant	Dwelling	Dwelling	Dwelling
2608	Vacant	Vacant	Dwelling	Dwelling	Dwelling
(24)2604	Vacant	Lunch Room	Dwelling	Dwelling	Dwelling
Bellevue Avenue					
701		Warehouse (Vacant)		Vacant	Vacant
712	Swimming Pavilion	Swimming Pavilion	Cliff House	Vacant	Vacant
718		----	Dwelling	Vacant	Vacant
Whirlpool Street from Bellevue Avenue to Bath Avenue (North to South)					
2346	Saloon	Club House	Vacant	Vacant	Vacant
2332	Shed/Barn	Shed/Barn	Vacant	Vacant	Vacant

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
2328	Dwelling	Dwelling	Vacant	Vacant	Vacant
2322	Dwelling	Dwelling	Vacant	Vacant	Vacant
2320	Dwelling	Dwelling	Vacant	Vacant	Vacant
2314-16	Vacant	Vacant	Garage (Repair)		
2315	Vacant	Dwelling	Dwelling	Restaurant	Restaurant
2312-18	Vacant	Doran Bros. & Martin Co. (suspenders)	Vacant	Vacant	Vacant
2309	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
2307	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
2303	Vacant	Vacant	Saloon	Apartments	Apartments
2301	Saloon	Saloon	Dwelling	Apartments	Apartments
Bath Avenue					
711-13	Storehouse	Storehouse	Paint Shop	Storehouse	Storehouse
715	Shed/Barn	Office	Paint Shop	Storehouse	Storehouse
716-18	Vacant	Cattle Feed/Paint Works	The Lastic-Air Co. of America	Vacant	Vacant
719	Storehouse	Storehouse	Dwelling	Vacant	Vacant
724	Tenement	Tenement	Vacant	Vacant	Vacant
725	Dwelling	Dwelling	Dwelling	Vacant	Vacant
727	Dwelling	Dwelling	Dwelling	Vacant	Vacant
803				Dwelling	Dwelling
Whirlpool Street from Bath Avenue to Whirlpool Bridge (North to South)					
2246	Vacant	Whirlpool Hotel	Saloon		
2245	Dwelling	Dwelling	Dwelling	Filling Station	Filling Station
2242	Saloon	Saloon	Lodging	Vacant	Vacant
2240	Saloon	Saloon	Lodging	Vacant	Vacant
2238	Dwelling	Boarding	Dwelling	Vacant	Vacant
2236	Saloon	Saloon	Saloon	Vacant	Vacant
North and South Side of Whirlpool Bridge (South and North Mill/Bridge Avenues)					
706	Suspension Bridge Company Office	Dwelling	Dwelling	Vacant	Vacant
716		Office	----	Vacant	Vacant
Foot of S. Bridge	H.E. Woodford Flour Mill	Niagara Rapids Mill	Custom's Office	Vacant	Vacant
720	Dwelling	Dwelling	Dwelling	Vacant	Vacant
724	Dwelling	Dwelling	Dwelling	Vacant	Vacant
723-25	Saloon/Restaurant	Saloon	Lodging	Vacant	Vacant
Whirlpool Street from Whirlpool Bridge to Ontario Avenue (North to South)					
2223	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2220	Bank	Office	Saloon	Vacant	Vacant
2219	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2217	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2215	Saloon	Dwelling	Dwelling	Vacant	Vacant

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
2214	Sheds	Sheds	Dwelling	Saloon	Restaurant
2212	Barn	W. Latta Livery	----	Restaurant	Restaurant
2211	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2210	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2207	Vacant	Vacant	Vacant	Shop/Filling Station	Shop/Filling Station
Ontario Sreet					
(8)601		Saloon	Saloon		
Whirlpool Street from Ontario Avenue to Niagara Avenue (North to South)					
2130	Frontier Hotel	Frontier Hotel	Frontier Hotel	Apartments	Apartments
2127	Dwelling	Dwelling	Dwelling	Filling Station	Filling Station
2123	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2119	Dwelling	Dwelling	Dwelling	Vacant	Vacant
2117	Coal & Wood Yard	C. Shipston Coal & Wood Yard	C. Shipston Coal & Wood Yard	C. Shipston Coal & Wood Yard	Coal & Wood Yard
2112	Ice House	Ice House	Shed	Vacant	Vacant
2102-4	Dwelling	Dwelling/Dplx	Dwelling/Dplx	Dwelling/Dplx	Dwelling/Dplx
Niagara Avenue					
805	Dwelling	Dwelling	Dwelling	Vacant	Vacant
806/8	Dwelling	Dwelling	Dwelling	Shop	Shop
810	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
Whirlpool Street from Niagara Avenue to Cleveland Avenue (North to South)					
2033	Vacant	Ice House	Ice House	Garage/Storage	Garage/Storage
2032	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
2031	Vacant	Ice House	Ice House	Garage/Storage	Garage/Storage
2022	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
2016	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
2004	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1919	Vacant	Dwelling	Dwelling	Restaurant	Restaurant
Cleveland Avenue					
701	Vacant	Outbuildings	Vacant	Dwelling/Dplx	Dwelling/Dplx
804-08	Dwelling	Dwelling	Dwelling	Filling Station	Filling Station
Lincoln Place/South Avenue					
807	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
808	Vacant	Vacant	Dwelling	Dwelling	Dwelling
809	Vacant	Vacant	Dwelling	Dwelling	Dwelling
Whirlpool Street from Lincoln Place to Division Avenue (North to South)					
1809/1815	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
Division Avenue					
701	Vacant	Vacant	Vacant	Dwelling	Dwelling
704/708	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
709	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
Whirlpool Street from Division Avenue to Linwood Avenue (North to South)					
1641	Dwelling	Dwelling	Dwelling	----	----
1637/43	Dwelling	Dwelling	Dwelling	Flats	Flats
1635	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1629	Saloon River House	Dwelling	Dwelling	Dwelling	Dwelling
1625	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
1623	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1621	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1619	Dwelling	Dwelling	Dwelling	Apartments	Apartments
1609	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1601	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
Linwood Avenue					
701-7	Vacant	Apartments	Flats	Dwelling/Dplx	Dwelling/Dplx
707	Vacant	Barn	----	----	----
712	Vacant	Vacant	Dwelling	Dwelling	Dwelling
Whirlpool Street from Linwood Avenue to Willow Avenue (North to South)					
1523	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1519	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1517	----	----	Dwelling	Dwelling	Dwelling
1515	Barn	Barn	----	----	----
1513	Vacant	----	Dwelling	Dwelling	Dwelling
1507	Vacant	----	----	Dwelling	Dwelling
Whirlpool Street from Willow Avenue to Pierce Avenue (North to South)					
1427	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1415	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
1407-09	Dwelling	Dwelling	Dwelling/Dplx	Dwelling/Dplx	Dwelling/Dplx
1403	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
Pierce Avenue					
709	Vacant	Vacant	Dwelling	Dwelling	Dwelling
Whirlpool Street from Pierce Avenue to Orchard Parkway (North to South)					
1321	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
1317	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
1315	Vacant	----	Dwelling	Dwelling	Dwelling
1313	Vacant	Foundation	----	----	----
Orchard Parkway					
601	Vacant	Vacant	Vacant	Vacant	Dwelling
605	Vacant	Vacant	Vacant	Dwelling	Dwelling

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
Chilton Avenue					
602	Vacant	Vacant	Vacant	Dwelling	Dwelling
612	Vacant	Vacant	Vacant	Dwelling	Dwelling
Ashland Avenue					
602	Vacant	Vacant	Vacant	Auto Sales	Auto Sales
603-7	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
Whirlpool Street from Ashland Avenue to Elmwood Avenue (North to South)					
1029	Vacant	Grocery	Shop	Restaurant	Restaurant
1027	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1025	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1023	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1021	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1019	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1017	Vacant	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house	Dwelling/ Row house
1013	Vacant	Stable	Stable	Garage/Storage	Garage/Storage
1011	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
Elmwood Avenue					
402	Vacant	Riverside House	Dwelling	Apartments	Apartments
Whirlpool Street from Elmwood Avenue to Spruce Avenue (North to South)					
935	Vacant	Hotel/Saloon	Saloon	Saloon/Dwelling	Saloon/Dwelling
933-31	Vacant	----	Dwelling	Apartments	Apartments
929-27	Vacant	Horse Shed/Wood Shed	Dwelling	Apartments	Apartments
925	Vacant	Dwelling	Dwelling	Dwelling	Dwelling
911	Vacant	Vacant	Dwelling	Dwelling	Dwelling
909	Vacant	Vacant	Vacant	Dwelling	Dwelling
Spruce Avenue					
307	Vacant	Vacant	Dwelling	Dwelling	Dwelling
Whirlpool Street from Spruce Avenue to Pine Avenue (North to South)					
817	Vacant	Vacant	Dwelling	Dwelling	Dwelling
815		Vacant	Dwelling	Dwelling	Dwelling
813		Vacant	Dwelling	Dwelling	Dwelling
811	Vacant	Vacant	Dwelling	Dwelling	Dwelling
809	Vacant	Vacant	Dwelling	Dwelling	Dwelling
807	Vacant	Vacant	Dwelling	Dwelling	Dwelling
805	Vacant	Vacant	Dwelling	Dwelling	Dwelling
803	Vacant	Vacant	Dwelling	Dwelling	Dwelling
802	Vacant	Dwelling	Dwelling	Dwelling	Dwelling

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
800	Vacant	Vacant	Vacant	Filling Station	Filling Station
758	Vacant	Vacant	Vacant	Filling Station	Filling Station
749	Dwelling	Dwelling	Dwelling	Dwelling	County Building
739	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
735	Vacant	Vacant	Vacant	Dwelling	Dwelling
733	Feed and Livery	Feed and Livery	----	----	----
731	Saloon	Saloon	Saloon	Dwelling	Dwelling
727	Dwelling	Vacant	Vacant	Vacant	Vacant
721-25	Hotel Mayle	Hotel Mayle	Hotel Gilroy	Parke Place Apts.	Parke Place Apts.
717	Dwelling	Dwelling	Dwelling	Dwelling	Dwelling
715	Mayle Hose House	"Old Foundation"	Fireman's Hall	Fireman's Hall	Knights of Columbus
Pine Avenue					
302-04	Vacant	Vacant	Dwelling	Dwelling	Apartments
Industrial Buildings/Complexes					
1		Niagara Falls & Lewiston Electric R.R. Co. Car House	Niagara Gorge R.R. Car Barns	Vacant	Vacant
2	Niagara Falls Brewing Company	Niagara Falls Brewing Company	Niagara Falls Brewing Company	Storage	Bell Aircraft Corp.
3	Vacant	Vacant	Aluminum Company of America (Alcoa) Works No. 3	Aluminum Company of America (Alcoa) Works No. 3	----
4	Vacant	Vacant	Aluminum Company of America (Alcoa) Works No. 3	Aluminum Company of America (Alcoa) Works No. 3	----
5	Vacant	Vacant	Hydraulic Power Company, Power House No. 3	Niagara Falls Power Company, Power House No. 3	Niagara Mohawk Power Corp, Schoellkopf Hydroelectric Station
6	Lumber	Vacant	Hydraulic Power Company, Distribution Station and Offices	Hydraulic Power Company, Distribution Station and Offices	Bell Aircraft Corp.
7		Lumber Yard	McGarigle Machine Company	----	Bell Aircraft Corp.
8		Barber Asphalt Paving Co.	Defiance Paper Company	Vacant	Bell Aircraft Corp.
9	The Central Mills (flouring)	The Central Mills (flouring)	Niagara Falls Milling Company, Central Mill	----	----
10	Niagara Wood Paper Company	Niagara Wood Paper Company	Niagara Wood Paper Company	----	----
11	Niagara Flouring Mills, Schoellkopf & Matthews	Niagara Flouring Mills, Schoellkopf & Matthews	Niagara Falls Milling Company, Niagara Mills	----	----

Address	1892 Sanborn Map	1897 Sanborn Map	1914 Sanborn Map	1950 Sanborn Map	1955 Sanborn Map
12	Pettibone-Cataract Paper Company	Pettibone-Cataract Paper Company	Pettibone-Cataract Paper Company	----	----
13	Cataract City Milling	Cataract City Milling	Cataract City Milling	----	----
14	Glor and Gridley Cooper Shop	Glor and Gridley Cooper Shop	Niagara Falls Milling Co. Cooper Shop	----	----
15	J. Binckley Coal Yard	-----	Defiance Paper Co.	----	----
16	E.O. Haynes Coal Yard	Frank J. Hamlin Wood and Coal Yard	D. & H. Coal Company	----	----
17	Vacant	Pittsburg Reduction	Pittsburg Reduction	----	----
18	The Cliff Paper Company	The Cliff Paper Company	The Cliff Paper Company	----	----
19	Vacant	Carter-Crume Company; Hausman Art Metal Co.; Rodwell Manufacturing & Niagara Silver Co.; Francis Manufacturing; Kelly & McBean Co.	William A. Rogers, LTD Silverware and Cutlery Factory	----	----
20	Shop/Dwelling	Bakery	W. F. Gassler Bakery	----	----

3.0 Archaeological Sensitivity Assessment

3.1 METHODOLOGY

As noted, the aims of this investigation are to identify all previously recorded cultural resources and determine the potential for locating unrecorded cultural resources within the APE of the proposed project. If cultural resources are present, then an assessment is made to determine the potential effect on them by the proposed construction. For the sensitivity assessment, a number of factors were considered and included:

- The results of the map analysis in the preceding chapter indicating the presence of MDSs—the major indicators of historic period sensitivity;
- The presence of major previous construction, such as railroads, bridges or large factories such as the former Alcoa Plant;
- The presence of significant previous disturbance from earth-moving activities;
- Settlement patterns of groups that may have inhabited the area;
- The presence of known sites; and
- The general topography and environment.

3.2 SENSITIVITY ASSESSMENT

The proposed project's ground-disturbing activities include the removal of the parkway, removal of a section of Whirlpool Street between Walnut and Cedar avenues, grading of the area between the parkway and Whirlpool Street, reconstruction of Whirlpool Street and the construction of multi-use trails. Any of these activities could affect archaeological resources. Since little or no field survey has been conducted within the APE, the extent and severity of previous disturbance is unverified. For example, the parkway was built on the former railroad bed for most of its length but it is unknown whether the bed was raised and composed of gravel or cinder; or at grade without a prepared bed. It is also unknown whether the construction of the parkway resulted in the removal of native soils that could potentially contain cultural deposits or whether some of the native soils remain encapsulated below the parkway bed.

Much of the APE parallels a traditional portage linking the upper and lower Niagara River. The lack of potable water and other resources suggests that any precontact settlement along the gorge would have been characterized by low-impact and short-term activities associated with the portage. At the same time, these sites could occur anywhere within the APE. Thus, the unqualified prehistoric/precontact archaeological sensitivity of the APE is moderate to high.

Historic period archaeological sensitivity is more restricted in that it is primarily associated with the locations of map-documented structures. Figures 3.1 and 3.2 indicate the locations where historic period deposits could occur intact. Because of its relocation to the east to accommodate construction of the parkway, the locations of structures that had once faced Whirlpool Street now lie beneath it. Other areas of sensitivity include the backyards of MDSs along the west side of Whirlpool Street, primarily at the north end of the APE.



Figure 3.1. Areas within the southern portion of the APE that are sensitive for the presence of historic period archaeological resources (aerial: Google 2014).



Figure 3.2. Areas within the northern portion of the APE that are sensitive for the presence of historic period archaeological resources (aerial: Google 2014).

4.0 Architectural Survey Investigation

As part of the Phase 1 investigation for the Robert Moses Parkway—North Segment, an architectural reconnaissance was conducted for all buildings and structures in or immediately adjacent to the APE. The purpose of this survey is to identify and assess historic resources according to the State and National Register of Historic Places (S/NRHP) criteria. The results of the survey are reported below. The reconnaissance survey was conducted by a 36 CFR 61 (current National Park Service standards)-qualified architectural historian as required by New York State Education Department Cultural Resources Survey Program Work Scope Specifications for Cultural Resource Investigations on New York State Department of Transportation Projects (New York State Education Department 2004).

The Project's three alternatives have the same improvements associated with them including:

- a. Removal of the Robert Moses Parkway from Main Street to Findlay Drive;
- b. Reconstruction of Whirlpool Street, as an at-grade, park-like road to provide north-south road access;
- c. Restoration of the landscape/habitat on reclaimed lands along the Niagara Gorge rim with native species; and
- d. Incorporation of pedestrian/bicycle trail improvements and other associated amenities in the project corridor.

For this study, the APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” (36 CFR 800.16(d)). This APE, in general terms, can be characterized as the geographical areas adjacent to the potential right-of-way for each alternative as well as an appropriate buffer defined by surrounding topographical features, adjacent neighborhoods, and road network.

The APE (or study area) for the planned construction encompasses an area along the Robert Moses Parkway—North Segment and an adjacent area to the east encompassing approximately 268 acres. The entire study area is bound to the west by the Niagara River, Findlay Drive to the North, the west side of Main Street to the east, and Niagara Street to the south (Figures 4.1 to 4.6; Figures 4.4 to 4.6 are after Section 4.3). The section of the APE south of Main Street includes a multi-block area extending east from the Niagara River to the west side of Third Street. The width of the APE varies according to the alignment of Main Street, which begins to widen south of Division Avenue. The Project APE is a large study area that constitutes the overall area in which effects related to the project are anticipated to occur. This study area contains the full range of alternatives under consideration.

The majority of the APE encompasses blocks of residential housing located north of city's central business district. Commercial properties in the APE are clustered on Main and Third streets. The section of Niagara Falls State Park in the APE was formerly an industrial area and purchased by New York State in the early 1960s for park land and the Robert Moses Parkway. Note, the Robert Moses Parkway—South Segment (USN 06340.000426; built 1961) was previously determined not eligible for listing in the NRHP. To the north of the study area is Whirlpool State Park along the Niagara River. The southern boundary of the S/NRHP-Listed Deveaux School Historic District (90NR01964) is just north of the northern limits (Findlay Drive) of the study area.

The proposed project is located in the Niagara Falls National Heritage Area and the Niagara Falls Underground Railroad Heritage Area. Designated by the U.S. Congress in 2008, the Niagara Falls National Heritage Area stretches from the western boundary of Wheatfield, New York, to the mouth of the Niagara River on Lake Ontario, including the communities of Niagara Falls, Youngstown, and Lewiston. The Niagara Falls Underground Railroad Heritage Area includes the entire municipal limits of the City of Niagara Falls. It is part of the New York State Heritage Area Program which develops, preserves, and promotes the state's cultural and natural resources as an expression of New York's Heritage. The program is administered by the Office of Parks, Recreation, and Historic Preservation.

4.1 METHODOLOGY

Prior to initiation of the field survey, the State Preservation Historical Information Network Exchange (SPHINX n.d.) was reviewed to identify previously recorded historic and architectural resources in the study area (APE). After the formal launch the state's new Cultural Resource Information System (CRIS) in September 2014, the current study collected all requisite building information to meet the new SHPO requirements for online submittal of project information via CRIS. Property information (i.e., SHPO Unique Site Numbers [USN], addresses, and current S/NRHP eligibility status) obtained from SPHINX was cross-referenced with the current information in CRIS. Properties were field verified to clarify street address discrepancies, assess current architectural integrity of resources, and confirm possible demolition of architectural resources.

Relevant local and county histories, as well as numerous historical maps, were examined for information about the architectural history and development of the area covered by the proposed project (see Section 2.0). This review included analysis of historical maps. A walkover survey of the project area was conducted to correlate existing buildings/structures with those illustrated on historical maps (see Section 2.3.2).

In 2005, the section of the APE bound by Pierce Avenue to the north, Main and Third streets to the east, Niagara Street to the south, and Rainbow Boulevard and Whirlpool Street to the west was surveyed as part of the *Intensive Level Historic Resources Survey Downtown Neighborhood, City of Niagara Falls* (Longiaru et al. 2005). The 2005 report identified two historic districts in the Downtown Neighborhood, which were formerly listed in 2010: 1) Park Place Historic District (10NR06113); and 2) Chilton Avenue–Orchard Parkway Historic District (10NR06119). The entire boundaries of each of these State/National Register Listed (S/NRL) districts are within the Project APE (see Figures 4.1 and 4.2). Representative streetscapes were taken of each district (see Section 4.3). Current photographs of individual National Register-Eligible (NRE) resources in the previously inventoried section of the study area are included in Section 4.4. For this Phase 1A survey, the previously inventoried “overlap” area of the 2005 historic resources survey was excluded from new survey work except for the following: 1) resources currently listed in CRIS with an “Undetermined” NRHP status were assessed for their potential eligibility for the NRHP; and 2) two properties (Niagara County Building / Angelo A. Delsignore Civic Building [775 Third Street] and Aquarium of Niagara [701 Whirlpool Street]) were inventoried since they did not meet the 50-year NRHP threshold at the time of the 2005 survey. All properties in the two S/NRL historic districts and individual S/NRL and NRE are presented in Table 4.2.

Panamerican conducted a pedestrian survey of buildings and landscape features in the APE. The survey included visual assessment, site walkover, and photographic documentation of the project area. Buildings/structures were documented and evaluated according to National

Register Criteria for their potential eligibility for listing on the S/NRHP. Representative streetscapes and viewsheds associated with the Project APE are presented in introduction of this report (see Section 1.0). General information recorded for each building and structure included location, function, and an approximate construction date. Other pertinent information collected in the field focused on building materials, architectural features and details, visible exterior modifications, and integrity.

Current street addresses (City of Niagara Falls parcel data) for all properties located in or adjacent to the APE are recorded and enumerated below in the results section (see Table 4.2). The list of properties is arranged in sequential alpha-numerical order by street name. All recommended S/NRHP-eligible (inventoried) buildings/structures are enumerated below (Tables 4.2 and 4.3). Current photographs of NRL and NRE resources are presented in Sections 4.3 and 4.4, respectively. An OPRHP Historic Resource Inventory (HRI) Form was completed for each building/structure recommended as potentially eligible for listing in the NRHP (see Appendix A). A photographic inventory of all properties older than 50 years in or adjacent to the project area, but not recommended as S/NRE is cataloged in Section 4.3 by sequential numerical street address order (Photographs 4.8 through 4.15f). Locations and photograph angles of all buildings/structures and streetscapes in Sections 4.3, 4.4, and 4.5 are plotted on the architectural survey project maps (Figures 4.4 to 4.6).

4.1.1 Selection Criteria. Criteria were based on historic themes and property types established in the historic and existing conditions overviews of the Phase 1 report and the NRHP Criteria for Evaluation (see below).

National Register Criteria. For a building or structure to be considered eligible for listing in the National Register of Historic Places, it must be evaluated within its historic context and shown to be significant for one or more of the four Criteria of Evaluation (36 CFR 60) as outlined in *How to Apply the National Register Criteria for Evaluation (Bulletin 15, National Park Service [NPS] 2002)*. All structures examined as part of this investigation were identified and evaluated in the field with reference to these criteria:

Criterion A: (Event) Properties that are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: (Person) Properties that are associated with the lives of persons significant in our past; or

Criterion C: (Design/Construction) Properties that 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; or

Criterion D: (Information Potential) Properties that have yielded, or may be likely to yield, information important in prehistory or history [*NPS Bulletin 15*, referencing 36 CFR Part 60].

A property is not eligible if it cannot be related to a particular time period or cultural group and thereby lacks any historic context within which to evaluate the importance of the cultural resource. The cultural property (e.g., historic structure or landscape) must also retain the historic integrity of those features necessary to convey its significance. Seven aspects or

qualities of integrity recognized by the National Register are location, design, setting, materials, workmanship, feeling, and association (NPS 2002). Actual determinations of eligibility are made by the OPRHP Field Services Bureau (i.e., SHPO).

4.2 ARCHITECTURAL SUMMARY

The study area encompasses a section of Niagara Falls which has historically included a wide range of resources associated with the city's industry, commerce, recreation, housing, and transportation.¹ Presently, residential buildings are the most predominant type of historic resource in the study area. The project survey area consists of properties with dates of construction for buildings ranging from, reportedly, as early as ca. mid-nineteenth century through present. This section provides a brief summary of building types and architectural styles represented in the study area.

4.2.1 Landscape: Niagara Reservation State Park. The Niagara Reservation is a National Historic Landmark, which opened in 1885 as the nation's first state park. The original Frederick Law Olmsted-designed section of the current Niagara Falls State Park is located to the south of the study area. Encompassing 400 acres of land, the park extends north along the Niagara River. Resources in the state park adjacent to or in the study area include the Niagara Gorge Discovery Center (1970-1971) and the Niagara Gorge Trail Information and Public Restroom. Designed in the shape of a water turbine, the Mid-Century Modern-inspired Niagara Gorge Discovery Center (formerly known as the Schoellkopf Geological Museum) opened on January 2, 1971. It is located on the former site of the Schoellkopf Hydro Electric Generating Station #3 that was destroyed by a rockslide on June 7, 1956.²

Demolition of the remainder of the Schoellkopf Power Station site occurred in 1962 as part of Robert Moses' plans for the Niagara Power Project and the integration of this site within the Niagara Reservation. Moses proposed to link Niagara Falls more strategically with the emerging U.S. interstate system and to attract more visitors to the Falls, the Niagara Reservation, and other nearby state parks via a system of scenic parkways and highways. The landscape design along the parkway, as well as the view of the shoreline from the Canadian side, were integral parts of the overall redesign and beautification of the Niagara Frontier as envisioned by Robert Moses.

4.2.2 Land Port of Entry and Transportation Resources. The U.S. Customs and Border Protection's Whirlpool Land Port of Entry (WHL LPE) is within the Project APE study area at the site of John A. Roebling's 1855 Suspension Bridge.³ The present Whirlpool Rapids area was first known as the village of Bellevue and, later, as Suspension Bridge. In 1845 Charles Ellet, Jr. built the first suspension bridge, a three-foot wide footbridge, between Niagara Falls and Canada at the Whirlpool Rapids crossing on the Niagara River. In ca. 1835 the Lockport & Niagara Falls Railroad was the first railroad to build a right-of-way through the area that became Suspension Bridge. Extant historic resources at the Whirlpool Rapids crossing date from 1863 through the mid-twentieth century.

¹ For an expanded architectural summary of Niagara Falls consult Dr. Frank Kowsky's discussion in the *Intensive Level Historic Resources Survey –Downtown Neighborhood* (Longiaru et al. 2005: Section 4).

² For more information, see *National Register Nomination Form, Schoellkopf Power Station 3 Site, City of Niagara Falls, Niagara County, New York* (Jenkins and Thomas 2012).

³ Information on the WHL LPE was culled from *Building & Structures at the Land Ports of Entry in New York* (Belfast et. al 2007).

The S/NRL U.S. Customs and Post Office building (Old Customs House) at 2245 Whirlpool Street is the oldest extant resource associated with this historically important port of entry. The building is on the east side of Whirlpool Street at Bath Avenue and east of the elevated section of the Robert Moses Parkway. Built in 1863, the two-and-a-half-story building is distinguished by its stone masonry construction of rustic native Lewiston limestone. It served as the Customs House and Post Office from 1863 and 1906. The building served exclusively as a Customs House from 1906 to 1910 and from 1928 to 1962. The Old Customs House is architecturally and historically significant under NRHP criteria A and C. The City of Niagara Falls acquired the building in 2003. The Customs House was recently restored in association with the proposed construction of the International Railway Station/Intermodal Transportation Center (IRS/ITC) on the adjacent parcel.

Whirlpool Rapids Bridge (Lower Arch Bridge; built 1897) is S/NRE. The structure is a double-decked, two-hinged, riveted, spandrel-braced, arch-type bridge. It is 1,080 feet long with a 47.5-foot two-lane roadway. The main span is 547 feet with a rise of 115 feet. The structure consists of riveted girders and I-beams with limestone abutments. Vehicular traffic is carried on the lower deck, which is flanked by cantilevered sidewalk. The upper deck carries one set of railroad tracks currently used by Amtrak and Conrail. On the American side, the bridge rests on the stone abutment of the 1855 suspension bridge. Whirlpool Rapids Bridge is architecturally significant under NRHP Criterion C as an example of an early steel arch bridge which possesses good integrity and for its association with prominent bridge designer Leffert L. Buck.

Whirlpool Land Port of Entry Border Inspection Building (former immigration building [ca. 1914-1940]) is S/NRE. The two-and-one-half-story, brick, Colonial Revival-style building is located west of Whirlpool Street and south of Bath Avenue, on the east side of the Niagara River. The building is flanked by the Canadian Pacific Railroad Bridge to the south and the Whirlpool Rapids Bridge to the north. An elevated section of the Robert Moses Parkway is located on the east side of the building. The building is notable as one of two extant and in use border inspection stations constructed ca. 1920-1940 by a private bridge corporation for use by the federal government⁴.

The S/NRE Michigan Central Railway Bridge (presently Canadian Pacific Railway Bridge) is a steel arch bridge spanning the Niagara Gorge between Niagara Falls, Ontario, and Niagara Falls, New York. The bridge was designed by William Perry Taylor, Chief Engineer J.L. Delming, and Norwegian consulting engineer Olaf Hoff. Construction of the bridge began in 1924, and it opened in 1925. The bridge is no longer in use.

Two other Whirlpool Land Port of Entry buildings constructed in the early-to-mid-twentieth century are not recommended as eligible for listing in the S/NRHP. Both buildings are located west of Whirlpool Street and south of Bath Avenue, just north of the Whirlpool Rapids Bridge. The Niagara Falls Bridge Commission Toll House (ca. 1914-1940) is a single-story, brick building set on a poured concrete foundation. The Niagara Falls Bridge Commission Warehouse (ca. 1950) is a single-story brick building with a loading dock. The warehouse was not constructed in conjunction with the border inspection station or as part of the original Whirlpool Rapids Bridge complex.

⁴ The other border inspection station is located at International Falls, Minnesota.

4.2.3 Residential Buildings: Single and Multiple Dwellings. Residential buildings spanning from the mid-to-late nineteenth century through the mid-twentieth century represent the majority of architectural resources in the study area. Similar to other sections of Niagara Falls, the study area contains examples of modest workers' cottages, larger single-family residences, and duplexes. Residential architectural types and styles include Vernacular, Queen Anne, Craftsman, American Foursquare, Colonial Revival, Minimal Traditional, Post-World War II Cape Cod-type, and Ranch. The Queen Anne style was the most popular style for larger middle class dwellings in Niagara Falls during the late nineteenth century and elements of the style were adapted to turn-of-the-century single and multiple-family residences.

The existing architectural integrity of residential buildings varies from vacant dilapidated houses to largely intact residences. Modifications to most houses in the study area include the following: replacement windows, new siding, replacement roof materials, new porches or porch elements, or additions. Presently, many of the residential blocks in the study area have vacant lots as a result of the demolition of houses beginning in the late twentieth century

The boundaries of two residential S/NRL historic districts (Chilton Avenue-Orchard Parkway and Park Place) are contained within the study area. The western boundary of each historic district is adjacent to the project area along Whirlpool Street. Chilton Avenue-Orchard Parkway Historic District (see Figure 4.1) is significant as a contiguous, largely intact collection of residential buildings from the late nineteenth century and early twentieth century. It contains all residential properties with 81 contributing resources and six non-contributing resources. Representative architectural styles in the district include Craftsman, American Foursquare, and Colonial Revival.



Figure 4.1. Boundaries of the Chilton Avenue-Orchard Parkway Historic District. Note, Whirlpool Street and RMP at left (CRIS 2015).



Figure 4.2. Boundaries of the Park Place Historic District. Note, Whirlpool Street and RMP at left (CRIS 2015).

The Park Place Historic District (see Figure 4.2) encompasses 89 contributing buildings, one contributing site, one contributing structure, and one contributing object. It is principally a residential district built up between 1885 and 1928 representing four distinct periods of residential development in Niagara Falls spanning a 75-year period in a relatively small concentrated area. The dominant architectural styles are Italianate, Queen Anne, Colonial Revival, and Arts and Crafts. A park with a prominent obelisk, known as "The Cenotaph," and a stone fence are also in the district boundaries. The district includes one individual S/NRHP-Listed building, James G. Marshall House.

4.2.4 Commercial Buildings. Main Street is the primary commercial corridor in the study area, which only includes the west side of the street. The earliest commercial buildings in the study area include two examples of mid-nineteenth-century masonry buildings on upper Main Street in the section of the city historically known as Suspension Bridge. In addition to Main Street, the study area includes a section of the city's central business district in an area bound by Third Street (west side only) to the east, Niagara Street to the south, Rainbow Boulevard to the west, and Main Street to the north. Commercial buildings, as well of other types of buildings, in this section of the city were demolished as part of large urban renewal initiative in the 1960s-1970s. New tourist and service-related commercial ventures such as motels, restaurants, and gas stations replaced the late nineteenth-century–early twentieth-century commercial blocks.

The majority of extant commercial buildings in the study area were constructed in the late 1900s through the 1920s. Architectural styles and types in the study area include one-part and two-part commercial blocks, vernacular, Italianate, Early Twentieth Century Commercial,

Neoclassical Revival, Art Deco, and Mid-Century Modern. Common building materials include various types of brick masonry, stone, cast stone, and concrete. Many of the storefronts were modified to incorporate popular mid-twentieth century forms and materials.

The current study identified one potential commercial historic district on Main Street: Upper Main Street Historic District. This possible historic district encompasses resources along the west and east sides of Main Street in the neighborhood historically known as Bellevue/Suspension Bridge/Niagara City in the northwestern section of the City of Niagara Falls. Preliminary boundaries as identified by the current study begin at Michigan Avenue at the district's southern end and extend north to Ontario Avenue. The initial recommendation for the Upper Main Street Historic District includes 23 contributing resources, four non-contributing resources, and three non-contributing vacant parcels (Table 4.1).

The Upper Main Street Historic District consists almost exclusively of commercial buildings constructed from ca. 1855 through the 1930s with the exception of the mid-nineteenth-century First Congregational Church (822 Cleveland Avenue). The proposed district contains one NRE resource, the Art Deco-style commercial building at 1932 Main Street. Six of the contributing resources (833 Cleveland Avenue; 1916, 2002, and 2018 Main Street; 855 Niagara Avenue) in the proposed district are also recommended as potential individual NRE properties. Three resources (1700, 1810, and 1812 Main Street) in the district were previously determined not individually eligible for inclusion in the S/NRHP. Though not recommended as individually eligible, these three resources appear to be contributing resources to the proposed historic district. Three resources in the district presently have an "Undetermined" S/NRHP status; two of which are recommended as potential individual NRE resources and contributing resources (822 Cleveland Avenue and 2002 Main Street).

Development in the hamlet of Bellevue (later incorporated as Niagara City and known as Suspension Bridge) began after the construction of first suspension bridge in 1848. In the mid-nineteenth century, village of Suspension Bridge was one of the most important ports of entry in the state. By the 1870s, the village became a prosperous center for business and industry. With the addition of another railroad bridge at Suspension Bridge in 1883, this section of Niagara Falls became an important railroad and transportation hub. Residential and commercial growth also intensified in the village during this period. The 1875 map shows the density of commercial and residential buildings on upper (or north end) of Main Street (Beers et al 1875). Sanborn Fire Insurance maps ranging 1888 through 1914 (rev. 1950) document the transition of the commercial district on upper Main Street from its nineteenth century village setting with wood frame buildings to a vibrant early-to-mid-twentieth century modern commercial district.

Upper Main Street Historic District is recommended as potentially eligible for listing in the S/NRHP under Criterion C as a largely intact, contiguous collection of late nineteenth-century to mid-twentieth-century, brick commercial buildings (Photographs 4.1-4.7; Figure 4.3). The limestone masonry Colt Block (built 1855) at the southeast corner of Main Street and Ontario Avenue (2127 Main Street) is oldest building in the proposed district. Located outside of the study area, the Colt Block is a significant site in the Niagara Falls Underground Railroad Heritage Area. Another mid-nineteenth-century stone commercial building, the Fink's Block, is located on the southeast corner of Main Street and Niagara Avenue (2025 Main Street); outside of the study area. Architectural styles represented in the district include Italianate, Early Twentieth Century Commercial, Neoclassical, and Art Deco. In general, buildings recommended as contributing retain the majority of their exterior historic fabric. The existing conditions of several of the original storefronts and later mid-twentieth-century storefronts are unknown at

present because the storefronts are either boarded up or covered with non-historic exterior finishes.

The commercial buildings on the north end of Main Street collectively represent a period of intense development and growth in the history of City of Niagara Falls from ca. 1870s through 1950s. Upper Main Street is further significant as one of the last extant cohesive groupings commercial buildings of their type remaining in Niagara Falls. A comprehensive evaluation of the potential Upper Main Street Historic District is beyond the purview of the current study as nine resources (and three vacant lots) are located outside of the limits of the study area on the west side of Main Street. Moreover, this possible historic district is not located in the direct impact area of the Project APE and this section of Main Street is not in the Project viewshed. Further comprehensive assessment of resources in the recommended preliminary boundaries would be required to determine the following: 1) the potential for a historic district on upper Main Street; and 2) eligible for listing in the S/NRHP and/or as an historic district at the local level. Additional investigation should include delineation of the district's boundaries will need to be delineated and the contributing and non-contributing resources need to be identified.



Figure 4.3. Recommended Upper Main Street Historic District.

Table 4.1. Potential Upper Main Street Historic District.			
Address	SHPO Unique Site Number	Current S/NRHP Status	Recommendation
1700 Main Street, Moses Building	06340.001438	Not eligible	Contributing
1708 Main St, Jens's Department Store			Individual NRE/ Contributing
<i>1711 Main Street*</i>			Contributing
<i>1801 Main Street*</i>			Contributing
1802 Main Street, Bowen Building			Individual NRE/ Contributing
1809 Main Street			Contributing
1810 Main Street	06340.001476	Not eligible	Contributing
1812 Main Street, Quinn Block	06340.001475	Not eligible	Contributing
1818 Main Street			Non-contributing
1820-24 Main Street			Non-contributing
833 Lincoln Avenue			Contributing
822 Cleveland Avenue, Church	06340.000018	Undetermined	Individual NRE/ Contributing
1902 Main Street			Contributing
1908 Main Street			Non-contributing
1916 Main Street			Individual NRE/ Contributing
1932 Main Street	06340.001617	Eligible (I)	Contributing
2002 Main Street	06340.001746	Undetermined	Individual NRE/ Contributing
2006 Main Street			Non-contributing
2010 Main Street			Contributing
2018 Main Street			Individual NRE/ Contributing
855 Niagara Avenue			Individual NRE/ Contributing
<i>2019 Main Street*</i>			Contributing
<i>2021 Main Street*</i>			Non-contributing
<i>2025 Main Street*</i>			Contributing
<i>2101 Main Street*</i> – Vacant lot			Non-contributing
<i>2107 Main Street*</i>			Contributing
<i>2109 Main Street*</i>			Contributing
<i>2111 Main Street*</i> – Vacant lot			Non-contributing
<i>2113 Main Street*</i> – Vacant lot			Non-contributing
<i>2119 Main Street*</i>			Contributing
<i>2127 Main Street*</i>			Contributing

*** Properties listed in italics are outside of the Project study area and not included in the final total of surveyed aboveground resources.**



Photograph 4.1. View of the proposed Upper Main Street Historic District from Michigan Avenue, facing northwest (Panamerican 2015).



Photograph 4.2. Buildings outside of study area at 1711-1809 Main Street, proposed Upper Main Street Historic District, facing northeast (Panamerican 2015).



Photograph 4.3. West side of the proposed Upper Main Street Historic District from Division Avenue, facing northwest (*Panamerican 2015*).



Photograph 4.4. West side of the proposed Upper Main Street Historic District from Cleveland Avenue, facing south west (*Panamerican 2015*).



Photograph 4.5. West side of the proposed Upper Main Street Historic District from Cleveland Avenue, facing northwest (*Panamerican 2015*).



Photograph 4.6. The proposed Upper Main Street Historic District from Niagara Avenue, facing south (*Panamerican 2015*).



Photograph 4.7. North end of the proposed Upper Main Street Historic District (2107-217 Main Street [outside of study area]) from Niagara Avenue, facing northeast (Panamerican 2015).

4.2.5 Educational Buildings. The S/NRHP-listed Niagara Falls Public Library (Carnegie Building) at 1022 Main Street is located on the eastern edge of the study area (see Section 4.3 for photograph). Completed in 1902, the École des Beaux-Arts Classical-inspired library is architecturally distinguished as an example of the of City Beautiful Movement civic architecture. Other examples of the Neoclassical style in the city include other commercial, religious and institutional buildings.

The Aquarium of Niagara Falls at 701 Whirlpool Street is an example of Mid-Century Modern design (see HRI Form in Appendix A). When it opened in 1965, the Aquarium was considered a state of the art facility. For the first time in public-aquarium design, technology was applied on a large scale in the preparation, handling and management of synthetic seawater (Aquarium of Niagara Falls 2009). It was the first inland aquarium, or “oceanarium,” for marine animals in the country. The reinforced-concrete building has a circular plan with low pitched dome. A wedge-shaped addition extends from the west side of the dome to the east façade above the entrance. The exterior incorporates articulated bays delineated by exposed concrete columns and a wide, continuous concrete entablature. A formal plaza-like entrance is located on the east façade. It features an outdoor sculpture set on a concrete base flanked by entrance steps. (Note, The Aquarium of Niagara Falls was not previously inventoried in the 2005 Niagara Falls Intensive Level Survey because it had not yet reached the 50-year threshold).

The Aquarium of Niagara Falls is historically significant for its association with innovative aquarium technology that manufactured synthetic sea water for aquariums. Aquarium Systems, the parent company of the Aquarium, began marketing its formula for synthesized salt water to home aquarists, universities, and colleges after the opening of the facility in Niagara Falls. The

formula was developed by the Aquarium Systems staff in 1964 with personnel of the Cleveland, Ohio, Aquarium. In addition to marine research, Roswell Park Memorial Hospital in Buffalo began using samples of dolphin blood for blood research to find better ways of determining rare human blood types. The Aquarium of Niagara Falls is recommended as an individually NRE resource under Criteria A and C.

4.2.6 Religious Buildings. Four religious buildings are located in the study area. The oldest church in the APE is the mid-nineteenth-century First Congregational Church at 822 Cleveland Avenue off of upper Main Street in the Suspension Bridge section of the city. Constructed with Niagara limestone, the Greek Revival-inspired church is distinguished by its tall tower with spire. The three other religious buildings in the study area are contributing resources in the S/NRHP-Listed Park Place Historic District: First Baptist Church at 554 Main Street (built 1900-01); Temple Beth Israel/Seventh Day Adventist Church (built 1919) at 404 Cedar Avenue; and Temple Beth El synagogue (1914; Simon Larke, architect) at 720 Ashland Avenue. Each of these religious buildings was designed in the popular revival styles of the early twentieth century.

4.3 RESULTS

The reconnaissance survey documented 414 buildings/structures in the Project APE study limits, not including four contributing resources in the NRL Chilton Avenue-Orchard Parkway Historic District that have associated property in or adjacent to the proposed road reconstruction along Whirlpool Street (see Table 4.2). The breakdown of resources in the Project APE includes the following: 399 buildings (inclusive of complexes), four structures greater than 50 years old, nine buildings/structures less than 50 years old, one state park, and one parkway.

Niagara Reservation is a National Historic Landmark and State/National Register Listed New York State Park that is partially located in the Robert Moses Parkway-North study area. The parkway extends north from Main Street along the eastern boundary of Niagara Reservation. Three S/NRL Individual properties and two S/NRL Historic Districts are in the study area (CRIS 2015; see Section 4.3):

- Old Customs House (90NR01962), 2245 Whirlpool Street
- Niagara Falls Public Library/Carnegie Building (90NR01965), 1022 Main Street
- James G. Marshall House (04NR000709) 740 Park Place
- Park Place Historic District (10NR06113)
- Chilton Avenue-Orchard Parkway Historic District; 10NR06119

The NRL Old Customs House (90NR01962) at 2245 Whirlpool Street abuts the APE. The Old Customs House does not have a setback from the street. Its east façade and south lawn border the existing concrete sidewalk.

A total of 39 individual State/National Register Eligible historic resources are in the study area (CRIS 2015; see Section 4.4). None of the NRE resources has associated property in the APE on Whirlpool Street. Twelve properties currently have “Undetermined” S/NRHP status (CRIS 2015). The present study identified 16 buildings in CRIS that are no longer extant (Table 4.4). The current S/NRHP status for these demolished resources as listed in CRIS included: five “Eligible” properties; six “Undetermined” properties; and five “Not Eligible” properties.

Upper Main Street Historic District is recommended as potentially eligible for listing in the S/NRHP under Criterion C as a largely intact, contiguous collection of commercial buildings associated with a period of intense development and growth in the history of City of Niagara Falls from ca. 1850s through 1950s (see above section for summary; Table 4.1). This possible historic district encompasses resources along the west and east sides of Main Street in the neighborhood historically known as Bellevue/Suspension Bridge/Niagara City in the northwestern section of the City of Niagara Falls. Preliminary boundaries as identified by the current study begin at Michigan Avenue at the district's southern end and extend north to Ontario Avenue.

The initial recommendation for the Upper Main Street Historic District includes 23 contributing resources, four non-contributing resources, and three non-contributing vacant parcels (see Table 4.1). Upper Main Street is further significant as one of the last extant cohesive groupings commercial buildings of their type remaining in Niagara Falls. A comprehensive evaluation of the potential Upper Main Street Historic District is beyond the purview of the current study as nine resources (and three vacant lots) are located outside of the limits of the study area on the west side of Main Street. Moreover, this possible historic district is not located in the direct impact area of the Project APE and this section of Main Street is not in the Project viewshed. Further comprehensive assessment of resources in the recommended preliminary boundaries would be required to determine the following: 1) the potential for a historic district on upper Main Street and 2) eligible for listing in the S/NRHP and/or as an historic district at the local level. Additional investigation should include delineation of the district's boundaries and identification of the contributing and non-contributing resources.

The present study recommends 23 individual properties as NRE (see Appendix A HRI Forms). Table 4.3 lists each of the recommended NRE properties and includes its contributing landscaping in or adjacent to the project area. Section 4.6 includes photographs of all Buildings/Structures at least 50 years of age not recommended as S/NRE (Photographs 4.55 through 4.198). Refer to architectural survey project maps for photograph angle locations (see Figures 4.4, 4.5, and 4.6).

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE. ⁵									
Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status NHL; S/NR Listed	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
		Niagara Reservation							No
	Robert Moses Parkway: Niagara Street to Findlay Drive	Robert Moses Parkway North Segment					XX		No
	Robert Moses Parkway: Niagara Street to Findlay Drive	Robert Moses Footbridge (BIN 1068210)						XX	No
701	Whirlpool Street	Niagara Gorge Discovery Center						XX	No
701	Whirlpool Street	Niagara Gorge Trailhead Building						XX	No
637	Ashland Avenue		06340.000990	Eligible					Yes
649	Ashland Avenue		6340.000991	Eligible					Yes
670	Ashland Avenue		06340.000992	Eligible					Yes
675	Ashland Avenue		06340.000993	Eligible					Yes
676	Ashland Avenue		06340.000994	Eligible					Yes
701	Ashland Avenue		06340.000995	Eligible					Yes
720	Ashland Avenue	Temple Beth El	06340.000998	Eligible					Yes
404	Cedar Avenue	Temple Beth Israel/ Seventh Day Adventist Church	06340.001042	Contributing	S/NRL Park Place HD				Yes
410	Cedar Avenue		06340.001043	Contributing	S/NRL Park Place HD				Yes
412	Cedar Avenue	Frank G. Koelle House	06340.001044	Contributing	S/NRL Park Place HD				Yes
426	Cedar Avenue		06340.001045	Contributing	S/NRL Park Place HD				Yes
512	Cedar Avenue	George Donahue House	06340.001046	Contributing	S/NRL Park Place HD				Yes
516	Cedar Avenue	Residence	06340.001047	Contributing	S/NRL Park Place HD				Yes

⁵ USN = NY SHPO Unique Site Number; NHL = National Historic Landmark; S/NRL = State/National Register Listed; Recom. = Recommended; NRE = National Register Eligible; ≤50 yrs= resource less than 50 years; 2005 HRS= 2005 Niagara Falls Intensive Level Historic Resources Survey

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
604	Chasm Avenue	Residence					XX		No
605	Chasm Avenue	Multi-unit housing					XX		No
610	Chasm Avenue	Residence					XX		No
611	Chasm Avenue	Multi-unit housing					XX		No
616	Chasm Avenue	Residence, Queen Anne				XX			No
608	Chestnut Avenue	Residence					XX		No
612	Chestnut Avenue	Residence, Cape Cod type					XX		No
613	Chestnut Avenue	Residence					XX		No
615	Chestnut Avenue	Residence					XX		No
616	Chestnut Avenue	Multi-unit housing						XX	No
619	Chestnut Avenue	Residence					XX		No
621	Chestnut Avenue	Residence					XX		No
622	Chestnut Avenue	Residence					XX		No
623	Chestnut Avenue	Residence, Dutch Colonial Revival					XX		No
628	Chestnut Avenue						XX		No
605	Chilton Avenue		06340.001057	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
611	Chilton Avenue		06340.001058	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
614	Chilton Avenue		06340.001725	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
615	Chilton Avenue		06340.000654	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
616	Chilton Avenue		06340.001723	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
619	Chilton Avenue		06340.001059	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
620	Chilton Avenue		06340.001060	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
621	Chilton Avenue		06340.001061	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
626	Chilton Avenue		06340.001062	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
627	Chilton Avenue		06340.000601	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
628	Chilton Avenue	Everett Ramsdell (#630)	06340.001063	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
631	Chilton Avenue		06340.001064	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
634	Chilton Avenue		06340.001065	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
635	Chilton Avenue		06340.001067	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
636	Chilton Avenue		06340.000552	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
639	Chilton Avenue	Lindsay Roy House	06340.001068	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
640	Chilton Avenue		06340.001069	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
643	Chilton Avenue	George M. Herbst House	06340.001070	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
646	Chilton Avenue		06340.001071	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
650	Chilton Avenue	Robert D. McIntyre House	06340.001072	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
653	Chilton Avenue		06340.000449	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
654	Chilton Avenue		06340.001073	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
655	Chilton Avenue		06340.000466	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
659	Chilton Avenue		06340.001074	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
661	Chilton Avenue		06340.001075	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
662	Chilton Avenue		06340.001076	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
666	Chilton Avenue		06340.001077	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
667	Chilton Avenue		06340.001078	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
670	Chilton Avenue	John D. Dewitt House	06340.001079	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
671	Chilton Avenue	Mrs. Fredericka C. Tattersall House	06340.001080	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
672	Chilton Avenue	Dr. Frederick C. Havens House	06340.001081	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
673	Chilton Avenue	Peter Thurecht House	06340.001082	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
674	Chilton Avenue		06340.001083	Non-Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
677	Chilton Avenue		06340.001084	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
681	Chilton Avenue		06340.001085	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
682	Chilton Avenue		06340.001086	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
685 (687)	Chilton Avenue		06340.001087	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
686	Chilton Avenue		06340.001088	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
690	Chilton Avenue		06340.001089	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
691	Chilton Avenue		06340.001090	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
695	Chilton Avenue	Max M. Oppenheim House	06340.001091	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
696	Chilton Avenue		06340.001092	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
699	Chilton Avenue		06340.001093	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
700 (702)	Chilton Avenue	Thomas B. Lovell House	06340.001094	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
705	Chilton Avenue	Walter Greig House	06340.001095	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
706	Chilton Avenue		06340.000467	Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
710	Chilton Avenue		06340.001724	Non-Contributing	SNRL Chilton Avenue-Orchard Parkway HD				Yes
813	Cleveland Avenue						XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
822	Cleveland Avenue	First Congregational Church	06340.000018	Undetermined		XX			No
710	Division Avenue						XX		No
712	Division Avenue						XX		No
723	Division Avenue	Residence, Queen Anne				XX			No
724	Division Avenue						XX		No
726	Division Avenue						XX		No
803	Division Avenue	Residence, Queen Anne				XX			No
811	Division Avenue						XX		No
814	Division Avenue	Residential					XX		No
1404	Eighth Street						XX		No
1408	Eighth Street						XX		No
1409	Eighth Street						XX		No
1411 (1413)	Eighth Street	Residence, Queen Anne duplex					XX		No
1412	Eighth Street	Residence, Queen Anne				XX			No
1420	Eighth Street	Residence, altered Queen Anne					XX		No
1422	Eighth Street	Residence					XX		No
1503	Eighth Street	Residence					XX		No
1507	Eighth Street	Residence					XX		No
1509	Eighth Street	Residence, vacant					XX		No
1511 (1513)	Eighth Street	ca. 1890 residence with backhouse				XX			No
1606	Eighth Street	Residence					XX		No
1610 (1612)	Eighth Street	Residence, duplex					XX		No
1618	Eighth Street					XX			No
1622	Eighth Street						XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
1628	Eighth Street						XX		No
1634	Eighth Street	Residence, Queen Anne duplex	06340.001053	Not Eligible			XX		No
1636	Eighth Street	Residence, Craftsman/Colonial Revival					XX		No
1640	Eighth Street	Residence					XX		No
1643	Eighth Street	La Rose Apartments, 1925				XX			No
408	Elmwood Avenue		06340.001098	Eligible					Yes
413	Elmwood Avenue		06340.000473	Not Eligible					In survey area
467	Elmwood Avenue		06340.001624	Not Eligible					In survey area
608	Elmwood Avenue		06340.001099	Eligible					Yes
611	Elmwood Avenue (609 in CRIS)	Simon Larke House, architect	06340.001100	Eligible					Yes
615 (617)	Elmwood Avenue		06340.001101	Eligible					Yes
621	Elmwood Avenue		06340.001102	Eligible					Yes
627 (629)	Elmwood Avenue		06340.000469	Not Eligible					In survey area
628	Elmwood Avenue		06340.001103	Eligible					Yes
642	Elmwood Avenue		06340.001105	Eligible					Yes
652	Elmwood Avenue		06340.001107	Eligible					Yes
211	Ferry Avenue		06340.000729	Eligible					Yes
221	Ferry Avenue	Telephone Exchange Building (468 Third Street)	06340.001110	Eligible					Yes
223	Ferry Avenue	Commercial (476 Third Street)	06340.001947	Eligible					In survey area

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
333	First Street	Smokin' Joes Native Center						XX	In survey area
604	Fourth Street		06340.001730	Contributing	S/NRL Park Place HD				Yes
610	Fourth Street		06340.001731	Contributing	S/NRL Park Place HD				Yes
612	Fourth Street		06340.000770	Contributing	S/NRL Park Place HD				Yes
616	Fourth Street		06340.001732	Contributing	S/NRL Park Place HD				Yes
617	Fourth Street		06340.001742	Contributing	S/NRL Park Place HD				Yes
618	Fourth Street		06340.001733	Contributing	S/NRL Park Place HD				Yes
621	Fourth Street		06340.001755	Contributing	S/NRL Park Place HD				Yes
622	Fourth Street		06340.001734	Contributing	S/NRL Park Place HD				Yes
624	Fourth Street		06340.001735	Contributing	S/NRL Park Place HD				Yes
625	Fourth Street		06340.001754	06340.001754	S/NRL Park Place HD				Yes
627	Fourth Street		06340.001741	Contributing	S/NRL Park Place HD				Yes
628	Fourth Street		06340.000771	Contributing	S/NRL Park Place HD				Yes
631	Fourth Street		n/a	Non-Contributing	S/NRL Park Place HD				Yes
634	Fourth Street		06340.001736	Contributing	S/NRL Park Place HD				Yes
635	Fourth Street		06340.000772	Contributing	S/NRL Park Place HD				Yes
636	Fourth Street		06340.001737	Contributing	S/NRL Park Place HD				Yes
637	Fourth Street		06340.000773	Contributing	S/NRL Park Place HD				Yes
641	Fourth Street		n/a	Contributing	S/NRL Park Place HD				Yes
645	Fourth Street		06340.001738	Contributing	S/NRL Park Place HD				Yes
646	Fourth Street		06340.001739	Contributing	S/NRL Park Place HD				Yes
647	Fourth Street		06340.000777	Contributing	S/NRL Park Place HD				Yes
650	Fourth Street		06340.001740	Contributing	S/NRL Park Place HD				Yes
704	Fourth Street		06340.000774	Contributing	S/NRL Park Place HD				Yes
706	Fourth Street		06340.000775	Contributing	S/NRL Park Place HD				Yes
710	Fourth Street		06340.000776	Contributing	S/NRL Park Place HD				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE. ⁵										
Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS	
711	Fourth Street	Dr. Frederick Lowe House	06340.000778	Contributing	S/NRL Park Place HD				Yes	
714	Fourth Street	R. Max Eaton House	06340.000779	Contributing	S/NRL Park Place HD				Yes	
715	Fourth Street	Frank C. Bingenheimer House	06340.000780	Contributing	S/NRL Park Place HD				Yes	
717	Fourth Street	James W. Canavan House	06340.000781	Contributing	S/NRL Park Place HD				Yes	
722	Fourth Street	John F. Mahoney House	06340.000782		S/NRL Park Place HD				Yes	
724	Fourth Street		06340.000783	Contributing	S/NRL Park Place HD				Yes	
725	Fourth Street	George B. Clark House	06340.000784	Contributing	S/NRL Park Place HD				Yes	
730	Fourth Street	William M. Harrington	06340.000785	Contributing	S/NRL Park Place HD				Yes	
731	Fourth Street	Ross R. Coddington House	06340.000786	Contributing	S/NRL Park Place HD				Yes	
734	Fourth Street	Dr. John P. Jones House	06340.000787	Contributing	S/NRL Park Place HD				Yes	
735	Fourth Street	Frank A. Cannon House	06340.000788	Contributing	S/NRL Park Place HD				Yes	
736	Fourth Street	Dr. Howard A. Smith	06340.000789	Contributing	S/NRL Park Place HD				Yes	
741	Fourth Street	Arthur A. Batts House	06340.000790	Contributing	S/NRL Park Place HD				Yes	
745	Fourth Street		06340.000791	Contributing	S/NRL Park Place HD				Yes	
748	Fourth Street		06340.000520	Contributing	S/NRL Park Place HD				Yes	
756 (754, 758)	Fourth Street		06340.000792	Contributing	S/NRL Park Place HD				Yes	
757 (755)	Fourth Street		06340.000793	Contributing	S/NRL Park Place HD				Yes	
759	Fourth Street		06340.000794	Contributing	S/NRL Park Place HD				Yes	
760	Fourth Street		06340.000795	Contributing	S/NRL Park Place HD				Yes	
761	Fourth Street		06340.000796	Non-Contributing	S/NRL Park Place HD				Yes	

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
762	Fourth Street		06340.000797	Contributing	S/NRL Park Place HD				Yes
2802	Lewiston Road	Residence, Colonial Revival				XX			No
2808	Lewiston Road	Residence, Queen Anne					XX		No
2816	Lewiston Road	Residence					XX		No
2834	Lewiston Road	Residence					XX		No
2836	Lewiston Road	Residence					XX		No
2836A	Lewiston Road	Residence					XX		No
2848	Lewiston Road	Residence					XX		No
811	Lincoln Place	Residence, Queen Anne				XX			No
812	Lincoln Place	Residence					XX		No
816	Lincoln Place	Residence					XX		No
818	Lincoln Place	Residence					XX		No
819	Lincoln Place	Residence					XX		No
824	Lincoln Place	Residence					XX		No
826	Lincoln Place	Residence	06340.001346	Not Eligible					No
833	Lincoln Place	Commercial, vacant					XX		No
714	Linwood Avenue	Residence					XX		No
716	Linwood Avenue	Residence					XX		No
717	Linwood Avenue	Residence					XX		No
726	Linwood Avenue	Residence					XX		No
737	Linwood Avenue	Residence					XX		No
801	Linwood Avenue	DiCamillo Bakery					XX		No
827	Linwood Avenue	Commercial					XX		No
829	Linwood Avenue	Commercial					XX		No
831	Linwood Avenue	Commercial					XX		No
530	Main Street	Sagamore Apartments	06340.001136	Eligible					Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
550 (552)	Main Street	Cannon Block	06340.001137	Eligible					Yes
554	Main Street	1st Baptist Church	06340.001138	Contributing	S/NRL Park Place HD				Yes
610	Main Street	Niagara Falls Welcome Center, 1940 Gas Station	06340.001139	Contributing	S/NRL Park Place HD				Yes
700	Main Street	Arthur Schoellkopf Estate Stone Fence at Park Place	06340.001141	S/NRE (!); Contributing	S/NRL Park Place HD				Yes
730	Main Street	Paul A. Schoellkopf House	06340.000045	Undetermined			XX		In survey area
742	Main Street	Davy Home	06340.000044	Eligible					Yes
760	Main Street		06340.001145	Eligible					Yes
770	Main Street	Gassler House	06340.000043	Undetermined			XX		In survey area
1022	Main Street	Niagara Falls Public Library (Carnegie Building)	06340.000014	Listed; 90NR01965					Yes
1220	Main Street		06340.001151	Eligible					Yes
1302 (1300)	Main Street	E.A. Kinsey Auto Company	06340.001154	Eligible					Yes
1402	Main Street	Bramer's Tavern	06340.000066	Undetermined		XX			No
1408	Main Street	Commercial					XX		No
1410	Main Street	Commercial	06340.001468	Not Eligible					No
1414 (1416)		Commercial					XX		No
1500	Main Street	Commercial, Lotus Farms						XX	No
1514	Main Street	Commercial					XX		No
1518	Main Street	Commercial						XX	No
1522	Main Street	Family & Children's Service of Niagara	06340.001715	Undetermined			XX		No
1606	Main Street	Commercial, Maytag					XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
1610	Main Street	Commercial, vacant					XX		No
1628	Main Street	Commercial, Slipko's (vacant)					XX		No
1632	Main Street	Commercial, Family Dollar					XX		No
1700	Main Street	Moses Building	06340.001438	Not Eligible					No
1708	Main Street	Former Jens's Department Store				XX			No
1802	Main Street	Bowen Building, Commercial 1929				XX			No
1810 (1808)	Main Street	Commercial	06340.001476	Not Eligible			XX		No
1812 (1814)	Main Street	Quinn Block	06340.001475	Not Eligible			XX		No
1818	Main Street	Commercial					XX		No
1820 (1824)	Main Street	Center City Neighborhood Development Co.	06340.000161	Undetermined			XX		No
1902	Main Street	Commercial	06340.000456	Not Eligible			XX		No
1908	Main Street		06340.001745	Undetermined			XX		No
1916 (1914, 1918)	Main Street	Kresge Building				XX			No
1932	Main Street	Commercial building, 1932	06340.001617	Eligible					No
2002	Main Street		06340.001746	Undetermined		XX			No
2008	Main Street	Commercial infill						XX	No
2302	Main Street; at North Avenue	Railroad Bridge over Main Street					XX		No
2648	Main Street	Commercial, ca. 1960					XX		No
2650	Main Street	Residence, Colonial Revival					XX		No
2658	Main Street	Residence					XX		No
2726	Main Street	Residence					XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
2772	Main Street	VFW Post 54					XX		No
800	Niagara Avenue	Henry E. Wrobel Towers						XX	No
810	Niagara Avenue	Residence, Queen Anne					XX		No
855	Niagara Avenue	Commercial, 2 story				XX			No
26	Niagara Street	Commercial, Punjabi Hut					XX		In survey area
609	Orchard Parkway	Henry Wasnide House	06340.001187	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
615 (613)	Orchard Parkway	Bradley Norton House	06340.001188	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD;				Yes
619	Orchard Parkway	Maggs House	06340.001189	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
620	Orchard Parkway	Herman Hein House	06340.001191	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
622	Orchard Parkway		06340.001191	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
625	Orchard Parkway	John A. Curry House	06340.001192	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
626	Orchard Parkway		006340.001193	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
629	Orchard Parkway	Richard Roudebush House	06340.001194	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
630	Orchard Parkway		06340.001195	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
633	Orchard Parkway	Stephen R. Stilp House	06340.001196	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
635	Orchard Parkway	John J. Rohleder House	06340.001197	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
638	Orchard Parkway		06340.001198	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
641	Orchard Parkway	Tracy G. Levee House	06340.001199	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
642	Orchard Parkway	Dr. Oliver F. Walker House	06340.001200	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
643	Orchard Parkway	Hugo Lauroesch	06340.001201	Contributing	S/NRL Chilton Avenue-				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
		House			Orchard Parkway HD				
646	Orchard Parkway		06340.001202	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
647	Orchard Parkway	Fred W. Frommert House	06340.001203	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
650	Orchard Parkway	Peter V. Keller House	06340.001204	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
653	Orchard Parkway	Max Teller House	06340.001205	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
655	Orchard Parkway	Hall House	06340.001206	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
656	Orchard Parkway	Donald Woodward House	06340.001207	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
659	Orchard Parkway	Wilson & Cudebec House	06340.001208	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
664	Orchard Parkway	Denton A. Fuller House	06340.001209	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
667	Orchard Parkway	Anna D. Meyers House	06340.001210	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
668	Orchard Parkway	Harry Hackenheimer House	06340.001211	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
669	Orchard Parkway	George W. Carnachan House	06340.001212	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
672	Orchard Parkway	John H. Keller House	06340.001213	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
675	Orchard Parkway	Robert LaVan House	06340.001214	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
678	Orchard Parkway	Mrs. Mortimer J. Brown House	06340.001215	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
682	Orchard Parkway	Alexis W. Bearce House	06340.001216	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
683	Orchard Parkway	Elmer A. Bowen House	06340.001217	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
687	Orchard Parkway	Mrs. Barbara Welch House	06340.001218	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
692	Orchard Parkway	Alpheus R. Bearce House	06340.001219	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
693	Orchard Parkway	Henry A. Keller	06340.00122	Contributing	S/NRL Chilton Avenue-				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
		House			Orchard Parkway HD				
696	Orchard Parkway	Lawrence M. Snyder House	06340.001221	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
697	Orchard Parkway	Lawrence M. Snyder House	06340.001222	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
701	Orchard Parkway	R. Clarence Mason House	06340.001223	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
702	Orchard Parkway	Dr. Garland E. Lewis House	06340.001224	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
707	Orchard Parkway	Joseph Kobas House	06340.001225	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
710	Orchard Parkway	Mrs. Catherine F. Giles House	06340.001226	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD				Yes
	Park Place at Main Street	Schoellkopf Estate Stone Fence	06340.001753	Contributing	S/NRL Park Place HD				Yes
640	Park Place	Dr. Alva L. Chapin House	06340.001227	Contributing	S/NRL Park Place HD				Yes
644	Park Place	Residence, Arts & Crafts	06340.001228	Contributing	S/NRL Park Place HD				Yes
645	Park Place	Wright Park	06340.001229	Contributing	S/NRL Park Place HD				Yes
650	Park Place	First Church of Christ (Scientist)	06340.001230	Contributing	S/NRL Park Place HD				Yes
700	Park Place	Commercial, modern office	06340.001743	Non-Contributing	S/NRL Park Place HD				Yes
720	Park Place	Commercial	06340.001231	Non-Contributing	S/NRL Park Place HD				Yes
724	Park Place	Residence, Queen Anne	06340.001232	Contributing	S/NRL Park Place HD				Yes
728	Park Place	Residence, Queen Anne	06340.001233	Contributing	S/NRL Park Place HD				Yes
730	Park Place	Residence, Arts & Crafts with Colonial Revival	06340.001234	Contributing	S/NRL Park Place HD				Yes
732	Park Place	Residence, Colonial Revival with Arts & Crafts	06340.001235	Contributing	S/NRL Park Place HD				Yes
738	Park Place	Residence, Colonial Revival	06340.001236	Contributing	S/NRL Park Place HD				Yes

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
740	Park Place	James G. Marshall House	06340.000554	NRL (!); Contributing	S/NRL Park Place HD				Yes
741	Park Place	Wm. A Pringle House	06340.001237	Contributing	S/NRL Park Place HD				Yes
745	Park Place	John W. Brophy House	06340.001238	Contributing	S/NRL Park Place HD				Yes
751	Park Place	George W. Chormann House	06340.001239	Contributing	S/NRL Park Place HD				Yes
754	Park Place	Residence, Queen Anne	06340.001241	Contributing	S/NRL Park Place HD				Yes
755	Park Place	Wm. H. Williamson House	06340.001241	Contributing	S/NRL Park Place HD				Yes
758	Park Place	A. Goodman House	06340.001242	Contributing	S/NRL Park Place HD				Yes
760	Park Place	Wallace C. Johnson House	06340.001243	Contributing	S/NRL Park Place HD				Yes
765	Park Place	James A. Sherry House	06340.001244	Contributing	S/NRL Park Place HD				Yes
733	Pierce Avenue		06340.000459	Undetermined			XX		In survey area
311	Pine Avenue		06340.001728	Contributing	S/NRL Park Place HD				Yes
315	Pine Avenue		06340.001727	Contributing	S/NRL Park Place HD				Yes
316	Pine Avenue		06340.001729	Contributing	S/NRL Park Place HD				Yes
324	Pine Avenue	Henry P. Lammerts House	06340.001245	Contributing	S/NRL Park Place HD				Yes
408	Pine Avenue		n/a	Non-Contributing	S/NRL Park Place HD				Yes
409	Pine Avenue		06340.001246	Contributing	S/NRL Park Place HD				Yes
416	Pine Avenue		06340.001247	Contributing	S/NRL Park Place HD				Yes
467	Second Street	Second Street Bridge	06340.000750	Eligible					Yes
2655	Spring Street	Queen Anne cottage	06340.000749	Eligible			XX		No
2657	Spring Street						XX		No
2659	Spring Street						XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
2661	Spring Street	Workers' cottage					XX		No
2665	Spring Street	Workers' cottage					XX		No
2672	Spring Street	Workers' cottage					XX		No
2675	Spring Street	Workers' cottage					XX		No
2679	Spring Street	Workers' cottage					XX		No
2681	Spring Street	Workers' cottage					XX		No
318	Spruce Avenue	W.R. Ralston Co.	06340.001310	Eligible					Yes
338	Spruce Avenue		06340.000572	Not Eligible					No
361	Spruce Avenue	Mrs. Catherine O'Donnell House	06340.001311	Eligible					Yes
370 (368)	Spruce Avenue		06340.001312	Eligible					Yes
372	Spruce Avenue	Joseph J. Mechan House	06340.001313	Eligible					Yes
377	Spruce Avenue		06340.001314	Eligible					Yes
378	Spruce Avenue		06340.001315	Eligible					Yes
390	Spruce Avenue		06340.001316	Eligible					Yes
598 (600)	Spruce Avenue		06340.001317	Eligible					Yes
418	Third Street	Old Niagara County Savings Bank	06340.001748	Undetermined		XX			Yes
562	Third Street	Wentz/ Philpot Apartments	06340.000752	Eligible					Yes
603	Third Street		06340.000753	Eligible					Yes
609	Third Street		06340.000754	Eligible					Yes
611	Third Street		06340.000755	Eligible					Yes
623 (625)	Third Street		06340.000432	Not Eligible					Yes
723	Third Street	Hotel Mayle/ Park Place Apartments	06340.000756	Eligible					Yes
775	Third Street	Niagara County Building/ Angelo A. Deisignore Civic Building				XX			In 2005 survey area

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE. ⁵										
Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS	
	Whirlpool Street; South of Bridge Street	Michigan Central RR Bridge	06340.000231	Eligible					No	
2245	Whirlpool Street	Old Customs House	06340.000002	NRL (I); 90NR01962					No	
2250	Whirlpool Street	U.S. Customs & Immigration	06340.000232	S/ NRE (I)					No	
2250	Whirlpool Street	Whirlpool Rapids Bridge	06340.000230	Eligible					No	
2250	Whirlpool Street	NEXUS/Toll Kiosk (NF Bridge Commission Toll House)					XX		No	
250	Whirlpool Street	NEXUS Enrollment House (NF Bridge Commission Warehouse)					XX		No	
701	Whirlpool Street	Aquarium of Niagara				XX			No	
1615	Whirlpool Street	Housing, multiple						XX	No	
1919	Whirlpool Street	Commercial, vacant nightclub					XX		No	
	Whirlpool Street, west side; north of Cleveland Avenue	Utility Building					XX		No	
2315	Whirlpool Street	SGS Can-Am Mailbox, commercial					XX		No	
2351	Whirlpool Street	Unifrax, industrial complex						XX	No	
2600	Whirlpool Street	Mount St. Mary's					XX		No	
2630	Whirlpool Street	NYS OPRHP Whirlpool Regional Maintenance Center					XX		No	
2441	Whirlpool Street	Commercial, converted housing					XX		No	
2647	Whirlpool Street	Residence					XX		No	
2649	Whirlpool Street	Residence					XX		No	

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
2651	Whirlpool Street	Residence					XX		No
2655	Whirlpool Street	Residence					XX		No
2659	Whirlpool Street	Residence					XX		No
2661	Whirlpool Street	Residence					XX		No
2663	Whirlpool Street	Residential-1920	06340.001585	Not Eligible			XX		No
2667	Whirlpool Street	Residence					XX		No
2671	Whirlpool Street	Residence					XX		No
2673	Whirlpool Street	Residence					XX		No
2675	Whirlpool Street	Residence					XX		No
2681	Whirlpool Street	Residence					XX		No
2683	Whirlpool Street	Residence					XX		No
2685	Whirlpool Street	Residence					XX		No
2813	Whirlpool Street	Residence					XX		No
2815	Whirlpool Street	Residence					XX		No
2819	Whirlpool Street	Residence					XX		No
2821	Whirlpool Street	Residence					XX		No
2833	Whirlpool Street	Residence					XX		No
2909	Whirlpool Street	Residence					XX		No
2915	Whirlpool Street	Residence					XX		No
2921	Whirlpool Street	Residence					XX		No
711	Willow Avenue	Residence					XX		No
713	Willow Avenue	Residence					XX		No
715	Willow Avenue	Residence					XX		No
717	Willow Avenue	Residence					XX		No
721	Willow Avenue	Residence					XX		No
729	Willow Avenue	Residence					XX		No
734	Willow Avenue	Residence					XX		No
735	Willow Avenue	Residence					XX		No

Table 4.2. List of Resources in the Robert Moses Parkway-North Segment APE.⁵

Street No.	Street Name	Property Name	USN ⁶	S/NRHP Status	Historic District	Recom. NRE	Not Recom.	≤ 50 yrs	2005 HRS
807	Willow Avenue	Residence					XX		No
808	Willow Avenue	Residence					XX		No
810	Willow Avenue	Residence					XX		No
814	Willow Avenue	Residence, duplex					XX		No
815	Willow Avenue	Residence					XX		No
819	Willow Avenue	Residence					XX		No
820	Willow Avenue	Residence					XX		No
825	Willow Avenue	Residence					XX		No
835	Willow Avenue	Krueger Motor Sales Company, vacant				XX			No

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.							
Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
		Niagara Reservation		NHL; S/NR Listed			Not in Direct APE
637	Ashland Avenue		06340.000990	Eligible			Not in Direct APE
649	Ashland Avenue		06340.000991	Eligible			Not in Direct APE
670	Ashland Avenue		06340.000992	Eligible			Not in Direct APE
675	Ashland Avenue		06340.000993	Eligible			Not in Direct APE
676	Ashland Avenue		06340.000994	Eligible			Not in Direct APE
701	Ashland Avenue		06340.000995	Eligible			Not in Direct APE
720	Ashland Avenue	Temple Beth El	06340.000998	Eligible			Not in Direct APE
404	Cedar Avenue	Temple Beth Israel/ Seventh Day Adventist Church	06340.001042	Contributing	S/NRL Park Place HD		Not in Direct APE
410	Cedar Avenue		06340.001043	Contributing	S/NRL Park Place HD		Not in Direct APE
412	Cedar Avenue	Frank G. Koelle House	06340.001044	Contributing	S/NRL Park Place HD		Not in Direct APE
426	Cedar Avenue		06340.001045	Contributing	S/NRL Park Place HD		Not in Direct APE
512	Cedar Avenue	George Donahue House	06340.001046	Contributing	S/NRL Park Place HD		Not in Direct APE
516	Cedar Avenue	Residence	06340.001047	Contributing	S/NRL Park Place HD		Not in Direct APE
616	Chasm Avenue	Residence, Queen Anne				XX	Not in Direct APE
605	Chilton Avenue		06340.001057	Contributing	S/NRL Chilton Avenue- Orchard Parkway HD		West boundary line along Whirlpool Street: grassy strip, granite curbing, sidewalk, concrete retaining wall, & lawn
611	Chilton Avenue		06340.001058	Contributing	S/NRL Chilton Avenue- Orchard Parkway HD		West boundary line along Whirlpool Street
614	Chilton Avenue		06340.001725	Non- Contributing	S/NRL Chilton Avenue- Orchard Parkway HD		West boundary line along Whirlpool Street: grassy strip, granite curbing, sidewalk, & lawn

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
615	Chilton Avenue		06340.000654	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
616	Chilton Avenue		06340.001723	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
619	Chilton Avenue		06340.001059	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
620	Chilton Avenue		06340.001060	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
621	Chilton Avenue		06340.001061	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
626	Chilton Avenue		06340.001062	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
627	Chilton Avenue		06340.000601	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
628	Chilton Avenue	Everett Ramsdell (#630)	06340.001063	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
631	Chilton Avenue		06340.001064	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
634	Chilton Avenue		06340.001065	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
635	Chilton Avenue		06340.001067	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
636	Chilton Avenue		06340.000552	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
639	Chilton Avenue	Lindsay Roy House	06340.001068	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
640	Chilton Avenue		06340.001069	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
643	Chilton Avenue	George M. Herbst House	06340.001070	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
646	Chilton Avenue		06340.001071	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
650	Chilton Avenue	Robert D. McIntyre House	06340.001072	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
653	Chilton Avenue		06340.000449	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
654	Chilton Avenue		06340.001073	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
655	Chilton Avenue		06340.000466	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
659	Chilton Avenue		06340.001074	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
661	Chilton Avenue		06340.001075	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
662	Chilton Avenue		06340.001076	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
666	Chilton Avenue		06340.001077	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
667	Chilton Avenue		06340.001078	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
670	Chilton Avenue	John D. Dewitt House	06340.001078	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
671	Chilton Avenue	Mrs. Fredericka C. Tattersall House	06340.001078	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
672	Chilton Avenue	Dr. Frederick C. Havens House	06340.001078	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
673	Chilton Avenue	Peter Thurecht House	06340.001082	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
674	Chilton Avenue		06340.001083	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
677	Chilton Avenue		06340.001084	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
681	Chilton Avenue		06340.001085	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
682	Chilton Avenue		06340.001086	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
685 (687)	Chilton Avenue		06340.001087	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
686	Chilton Avenue		06340.001088	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
690	Chilton Avenue		06340.001089	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
691	Chilton Avenue		06340.001090	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
695	Chilton Avenue	Max M. Oppenheim House	06340.001091	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.							
Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
696	Chilton Avenue		06340.001092	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
699	Chilton Avenue		06340.001093	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
700 (702)	Chilton Avenue	Thomas B. Lovell House	06340.001094	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
705	Chilton Avenue	Walter Greig House	06340.001095	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
706	Chilton Avenue		06340.000467	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
710	Chilton Avenue		06340.001724	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
822	Cleveland Avenue	First Congregational Church	06340.000018	Undetermined		XX	Not in Direct APE
723	Division Avenue	Residence, Queen Anne				XX	Not in Direct APE
803	Division Avenue	Residence, Queen Anne				XX	Not in Direct APE
1412	Eighth Street	Residence, Queen Anne				XX	Not in Direct APE
1511 (1513)	Eighth Street	ca. 1890 residence with backhouse				XX	Not in Direct APE
1618	Eighth Street					XX	Not in Direct APE
1622	Eighth Street					XX	Not in Direct APE
1628	Eighth Street					XX	Not in Direct APE
1636	Eighth Street	Residence, Craftsman/Colonial Revival				XX	Not in Direct APE
1640	Eighth Street	Residence				XX	Not in Direct APE
1643	Eighth Street	La Rose Apartments, 1925				XX	Not in Direct APE
408	Elmwood Avenue		06340.001098	Eligible			West boundary line along Whirlpool Street.
608	Elmwood Avenue		06340.001099	Eligible			Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
611	Elmwood Avenue (609 in CRIS)	Simon Larke House, architect	06340.001100	Eligible			Not in Direct APE
615 (617)	Elmwood Avenue		06340.001101	Eligible			Not in Direct APE
621	Elmwood Avenue		06340.001102	Eligible			Not in Direct APE
628	Elmwood Avenue		06340.001103	Eligible			Not in Direct APE
642	Elmwood Avenue		06340.001105	Eligible			Not in Direct APE
652	Elmwood Avenue		06340.001107	Eligible			Not in Direct APE
211	Ferry Avenue		06340.000729	Eligible			Not in Direct APE
221	Ferry Avenue	Telephone Exchange Building (468 3rd Street)	06340.001110	Eligible			Not in Direct APE
223	Ferry Avenue	Commercial (476 Third Street)	06340.001947	Eligible			Not in Direct APE
604	Fourth Street		06340.001730	Contributing	S/NRL Park Place HD		Not in Direct APE
610	Fourth Street		06340.001731	Contributing	S/NRL Park Place HD		Not in Direct APE
612	Fourth Street		06340.000770	Contributing	S/NRL Park Place HD		Not in Direct APE
616	Fourth Street		06340.001732	Contributing	S/NRL Park Place HD		Not in Direct APE
617	Fourth Street		06340.001742	Contributing	S/NRL Park Place HD		Not in Direct APE
618	Fourth Street		06340.001733	Contributing	S/NRL Park Place HD		Not in Direct APE
621	Fourth Street		06340.001755	Contributing	S/NRL Park Place HD		Not in Direct APE
622	Fourth Street		06340.001734	Contributing	S/NRL Park Place HD		Not in Direct APE
624	Fourth Street		06340.001730	Contributing	S/NRL Park Place HD		Not in Direct APE
625	Fourth Street		06340.001754	Contributing	S/NRL Park Place HD		Not in Direct APE
627	Fourth Street		06340.001741	Contributing	S/NRL Park Place HD		Not in Direct APE
628	Fourth Street		06340.000771	Contributing	S/NRL Park Place HD		Not in Direct APE
631	Fourth Street		n/a	Non-Contributing	S/NRL Park Place HD		Not in Direct APE
634	Fourth Street		06340.001736	Contributing	S/NRL Park Place HD		Not in Direct APE
635	Fourth Street		06340.000772	Contributing	S/NRL Park Place HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
636	Fourth Street		06340.001737	Contributing	S/NRL Park Place HD		Not in Direct APE
637	Fourth Street		06340.000773	Contributing	S/NRL Park Place HD		Not in Direct APE
641	Fourth Street		n/a	Contributing	S/NRL Park Place HD		Not in Direct APE
645	Fourth Street		06340.001738	Contributing	S/NRL Park Place HD		Not in Direct APE
646	Fourth Street		06340.001739	Contributing	S/NRL Park Place HD		Not in Direct APE
647	Fourth Street		06340.000777	Contributing	S/NRL Park Place HD		Not in Direct APE
650	Fourth Street		06340.001740	Contributing	S/NRL Park Place HD		Not in Direct APE
704	Fourth Street		06340.000774	Contributing	S/NRL Park Place HD		Not in Direct APE
706	Fourth Street		06340.000775	Contributing	S/NRL Park Place HD		Not in Direct APE
710	Fourth Street		06340.000776	Contributing	S/NRL Park Place HD		Not in Direct APE
711	Fourth Street	Dr. Frederick Lowe House	06340.000778	Contributing	S/NRL Park Place HD		Not in Direct APE
714	Fourth Street	R. Max Eaton House	06340.000779	Contributing	S/NRL Park Place HD		Not in Direct APE
715	Fourth Street	Frank C. Bingenheimer House	06340.000780	Contributing	S/NRL Park Place HD		Not in Direct APE
717	Fourth Street	James W. Canavan House	06340.000781	Contributing	S/NRL Park Place HD		Not in Direct APE
722	Fourth Street	John F. Mahoney House	06340.000782	Contributing	S/NRL Park Place HD		Not in Direct APE
724	Fourth Street		06340.000783	Contributing	S/NRL Park Place HD		Not in Direct APE
725	Fourth Street	George B. Clark House	06340.000784	Contributing	S/NRL Park Place HD		Not in Direct APE
730	Fourth Street	William M. Harrington	06340.000785	Contributing	S/NRL Park Place HD		Not in Direct APE
731	Fourth Street	Ross R. Coddington House	06340.000786	Contributing	S/NRL Park Place HD		Not in Direct APE
734	Fourth Street	Dr. John P. Jones House	06340.000787	Contributing	S/NRL Park Place HD		Not in Direct APE
735	Fourth Street	Frank A. Cannon House	06340.000788	Contributing	S/NRL Park Place HD		Not in Direct APE
736	Fourth Street	Dr. Howard A. Smith	06340.000789	Contributing	S/NRL Park Place HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
741	Fourth Street	Arthur A. Batts House	06340.000790	Contributing	S/NRL Park Place HD		Not in Direct APE
745	Fourth Street		06340.000791	Contributing	S/NRL Park Place HD		Not in Direct APE
748	Fourth Street		06340.000520	Contributing	S/NRL Park Place HD		Not in Direct APE
756 (754, 758)	Fourth Street		06340.000792	Contributing	S/NRL Park Place HD		Not in Direct APE
757 (755)	Fourth Street		06340.000793	Contributing	S/NRL Park Place HD		Not in Direct APE
759	Fourth Street		06340.000794	Contributing	S/NRL Park Place HD		Not in Direct APE
760	Fourth Street		06340.000795	Contributing	S/NRL Park Place HD		Not in Direct APE
761	Fourth Street		06340.000796	Non-Contributing	S/NRL Park Place HD		Not in Direct APE
762	Fourth Street		06340.000797	Contributing	S/NRL Park Place HD		Not in Direct APE
2802	Lewiston Road	Residence, Colonial Revival				XX	Not in Direct APE
811	Lincoln Place	Residence, Queen Anne				XX	Not in Direct APE
530	Main Street	Sagamore Apartments	06340.001136	Eligible			Not in Direct APE
550 (552)	Main Street	Cannon Block	06340.001137	Eligible			Not in Direct APE
554	Main Street	1st Baptist Church	06340.001138	Contributing	S/NRL Park Place HD		Not in Direct APE
610	Main Street	Niagara Falls Welcome Center, 1940 Gas Station	06340.001139	Contributing	S/NRL Park Place HD		Not in Direct APE
700	Main Street	Arthur Schoellkopf Estate Stone Fence at Park Place	06340.001141	S/ NRE (I); Contributing	S/NRL Park Place HD		Not in Direct APE
770	Main Street	Gassler House	06340.000043	Undetermined		XX	Not in Direct APE
1022	Main Street	Niagara Falls Public Library (Carnegie Building)	06340.000014	Listed; 90NR01965			Not in Direct APE
1220	Main Street		06340.001151	Eligible			Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
1302 (1300)	Main Street	E.A. Kinsey Auto Company	06340.001154	Eligible			Not in Direct APE
1402	Main Street	Bramer's Tavern	06340.000066	Undetermined		XX	Not in Direct APE
1708	Main Street	Former Jens's Department Store				XX	Not in Direct APE
1802	Main Street	Bowen Building, Commercial 1929				XX	Not in Direct APE
1916 (1914, 1918)	Main Street	Kresge Building				XX	Not in Direct APE
1932	Main Street	Commercial building, 1932	06340.001617	Eligible			Not in Direct APE
2002	Main Street		06340.001746	Undetermined		XX	Not in Direct APE
855	Niagara Avenue	Commercial, 2-story				XX	Not in Direct APE
609	Orchard Parkway	Henry Wasnide House	06340.001187	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		West boundary line along vacant lot on SEC of Orchard & Whirlpool; grassy strip, granite curb, concrete sidewalk, lawn, mature deciduous tree, and metal chain linked fence.
615 (613)	Orchard Parkway	Bradley Norton House	06340.001188	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD;		Not in Direct APE
619	Orchard Parkway	Maggs House	06340.001189	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
620	Orchard Parkway	Herman Hein House	06340.001191	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		West boundary line along Whirlpool Street; grassy strip, granite curb, concrete sidewalk, lawn, mature trees, and metal chain linked fence.
622	Orchard Parkway		06340.001191	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
625	Orchard Parkway	John A. Curry House	06340.001192	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
626	Orchard Parkway		006340.001193	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.							
Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
629	Orchard Parkway	Richard Roubush House	06340.001194	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
630	Orchard Parkway		06340.001195	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
633	Orchard Parkway	Stephen R. Stilp House	06340.001196	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
635	Orchard Parkway	John J. Rohleder House	06340.001197	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
638	Orchard Parkway		06340.001198	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
641	Orchard Parkway	Tracy G. Levee House	06340.001199	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
642	Orchard Parkway	Dr. Oliver F. Walker House	06340.001200	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
643	Orchard Parkway	Hugo Lauroesch House	06340.001201	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
646	Orchard Parkway		06340.001202	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
647	Orchard Parkway	Fred W. Frommert House	06340.001203	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
650	Orchard Parkway	Peter V. Keller House	06340.001204	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
653	Orchard Parkway	Max Teller House	06340.001205	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
655	Orchard Parkway	Hall House	06340.001206	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
656	Orchard Parkway	Donald Woodward House	06340.001207	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
659	Orchard Parkway	Wilson & Cudebec House	06340.001208	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
664	Orchard Parkway	Denton A. Fuller House	06340.001209	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
667	Orchard Parkway	Anna D. Meyers House	06340.001210	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
668	Orchard Parkway	Harry Hackenheimer House	06340.001211	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
669	Orchard Parkway	George W. Carnachan House	06340.001212	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
672	Orchard Parkway	John H. Keller House	06340.001213	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
675	Orchard Parkway	Robert LaVan House	06340.001214	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
678	Orchard Parkway	Mrs. Mortimer J. Brown House	06340.001215	Non-Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
682	Orchard Parkway	Alexis W. Bearce House	06340.001216	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
683	Orchard Parkway	Elmer A. Bowen House	06340.001217	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
687	Orchard Parkway	Mrs. Barbara Welch House	06340.001218	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
692	Orchard Parkway	Alpheus R. Bearce House	06340.001219	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
693	Orchard Parkway	Henry A. Keller House	06340.001220	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
696	Orchard Parkway	Lawrence M. Snyder House	06340.001221	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
697	Orchard Parkway	Lawrence M. Snyder House	06340.001222	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
701	Orchard Parkway	R. Clarence Mason House	06340.001223	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
702	Orchard Parkway	Dr. Garland E. Lewis House	06340.001224	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
707	Orchard Parkway	Joseph Kobas House	06340.001225	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
710	Orchard Parkway	Mrs. Catherine F. Giles House	06340.001226	Contributing	S/NRL Chilton Avenue-Orchard Parkway HD		Not in Direct APE
	Park Place at Main Street	Schoellkopf Estate Stone Fence	06340.001753	Contributing	S/NRL Park Place HD		Not in Direct APE
640	Park Place	Dr. Alva L. Chapin House	06340.001227	Contributing	S/NRL Park Place HD		Not in Direct APE
644	Park Place	Residence, Arts & Crafts	06340.001228	Contributing	S/NRL Park Place HD		Not in Direct APE
645	Park Place	Wright Park	06340.001229	Contributing	S/NRL Park Place HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
650	Park Place	First Church of Christ (Scientist)	06340.001230	Contributing	S/NRL Park Place HD		Not in Direct APE
700	Park Place	Commercial, modern office	06340.001743	Non-Contributing	S/NRL Park Place HD		Not in Direct APE
720	Park Place	Commercial	06340.001231	Non-Contributing	S/NRL Park Place HD		Not in Direct APE
724	Park Place	Residence, Queen Anne	06340.001232	Contributing	S/NRL Park Place HD		Not in Direct APE
728	Park Place	Residence, Queen Anne	06340.001233	Contributing	S/NRL Park Place HD		Not in Direct APE
730	Park Place	Residence, Arts & Crafts with Colonial Revival	06340.001234	Contributing	S/NRL Park Place HD		Not in Direct APE
732	Park Place	Residence, Colonial Revival with Arts & Crafts	06340.001235	Contributing	S/NRL Park Place HD		Not in Direct APE
738	Park Place	Residence, Colonial Revival	06340.001236	Contributing	S/NRL Park Place HD		Not in Direct APE
740	Park Place	James G. Marshall House	06340.000554	NRL (!); Contributing	S/NRL Park Place HD		Not in Direct APE
741	Park Place	Wm. A Pringle House	06340.001237	Contributing	S/NRL Park Place HD		Not in Direct APE
745	Park Place	John W. Brophy House	06340.001238	Contributing	S/NRL Park Place HD		Not in Direct APE
751	Park Place	George W. Chormann House	06340.001239	Contributing	S/NRL Park Place HD		Not in Direct APE
754	Park Place	Residence, Queen Anne	06340.001241	Contributing	S/NRL Park Place HD		Not in Direct APE
755	Park Place	Wm. H. Williamson House	06340.001241	Contributing	S/NRL Park Place HD		Not in Direct APE
758	Park Place	A. Goodman House	06340.001242	Contributing	S/NRL Park Place HD		Not in Direct APE
760	Park Place	Wallace C. Johnson House	06340.001243	Contributing	S/NRL Park Place HD		Not in Direct APE
765	Park Place	James A. Sherry House	06340.001244	Contributing	S/NRL Park Place HD		Not in Direct APE
311	Pine Avenue		06340.001728	Contributing	S/NRL Park Place HD		Not in Direct APE
315	Pine Avenue		06340.001727	Contributing	S/NRL Park Place HD		Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
316	Pine Avenue		06340.001729	Contributing	S/NRL Park Place HD		Not in Direct APE
324	Pine Avenue	Henry P. Lammerts House	06340.001245	Contributing	S/NRL Park Place HD		Not in Direct APE
408	Pine Avenue		n/a	Non-Contributing	S/NRL Park Place HD		Not in Direct APE
409	Pine Avenue		06340.001246	Contributing	S/NRL Park Place HD		Not in Direct APE
416	Pine Avenue		06340.001247	Contributing	S/NRL Park Place HD		Not in Direct APE
	Second Street	Second Street Bridge	06340.000750	Eligible			Not in Direct APE
467	Second Street		06340.000749	Eligible			Not in Direct APE
318	Spruce Avenue	W.R. Ralston Co.	06340.001310	Eligible			Not in Direct APE
361	Spruce Avenue	Mrs. Catherine O'Donnell House	06340.001311	Eligible			Not in Direct APE
370 (368)	Spruce Avenue		06340.001312	Eligible			Not in Direct APE
372	Spruce Avenue	Joseph J. Mechan House	06340.001313	Eligible			Not in Direct APE
377	Spruce Avenue		06340.001314	Eligible			Not in Direct APE
378	Spruce Avenue		06340.001315	Eligible			Not in Direct APE
390	Spruce Avenue		06340.001316	Eligible			Not in Direct APE
598 (600)	Spruce Avenue		06340.001317	Eligible			Not in Direct APE
418	Third Street	Old Niagara County Savings Bank	06340.001748	Undetermined		XX	Not in Direct APE
562	Third Street	Wentz/ Phillipot Apartments	06340.000752	Eligible			Not in Direct APE
603	Third Street		06340.000753	Eligible			Not in Direct APE
609	Third Street		06340.000754	Eligible			Not in Direct APE
611	Third Street		06340.000755	Eligible			Not in Direct APE
723	Third Street	Hotel Mayle/ Park Place Apartments	06340.000756	Eligible			Not in Direct APE

Table 4.3. National Register Listed/Eligible and Recommended S/NRHP Eligible Buildings / Structures and Districts.

Street No.	Street Name	Property Name	USN	S/NRHP Status	Historic District	Recom. NRE	Contributing landscaping within / adjacent to project area
775	Third Street	Niagara County Building/ Angelo A. Deisignore Civic Building				XX	Not in Direct APE
	Whirlpool Street; S. of Bridge Street	Michigan Central Railroad Bridge	06340.000231	Eligible			Not in Direct APE; main bridge span setback from road
2245	Whirlpool Street	Old Customs House	06340.000002	NRL (I); 90NR01962			Sidewalk, granite curbing
2250	Whirlpool Street	U.S. Customs & Immigration	06340.000232	S/NRE (I)			Building set back from road; entrance & exit access roads, sidewalk
2250	Whirlpool Street	Whirlpool Rapids Bridge	06340.000230	Eligible			Building set back from road; entrance & exit access roads, sidewalk
701	Whirlpool Street	Aquarium of Niagara				XX	Property located between Whirlpool & Third streets; landscaped lawn, grassy strip, mature trees, granite curbing, parking lot, & concrete sidewalk
634	Willow Avenue	Residence				XX	Not in Direct APE
835	Willow Avenue	Krueger Motor Sales Co., vacant				XX	Not in Direct APE

Table 4.4. Demolished Properties in the Study Area Listed in NY SHPO CRIS.

Address	SHPO USN	S/NRHP Status	Comment
627 Ashland Avenue	06340.001343	Not Eligible	
678 (676) Ashland Avenue	06340.001344	Not Eligible	
703-05 Ashland Avenue	06340.000996	Eligible	In 2005 NF HRS; ca. 1920, Tudor Revival, brick duplex
718 Ashland Avenue	06340.000997	Eligible	In 2005 NF HRS; ca. 1870 Vernacular, frame residence
716 Division Avenue	06340.001421	Not Eligible	
808 Division Avenue	06340.001625	Eligible	Residential ca.1890
1614 Eighth Street	06340.001691	Not Eligible	Residential ca.1890
639-41 Elmwood Avenue	06340.001104	Eligible	In 2005 NF HRS; ca. 1890 Queen Anne residence
643 Elmwood Avenue	06340.001106	Eligible	In 2005 NF HRS; ca. 1890 residence
750 Main Street, Edward O. Babcock House	06340.000042	Undetermined	Current site of M&T Bank; 3-story, frame residence built in 1893
2118 Main Street, Silberberg's Men's Furnishings	06340.001746	Undetermined	Commercial, ca. 1887
823 Pierce Avenue, Passage House	06340.000065	Undetermined	Residential ca.1924
555 Third Street, Senglaup Home	06340.000054	Undetermined	3-story frame residence, ca. 1875-85
561 Third Street	06340.001692	Undetermined	
813 Willow Avenue	06340.001345	Not Eligible	