

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name COMMERCIAL ROW AT BROADWAY AND MICHIGAN AVENUE

other names/site number Dellenbaugh Block

name of related multiple property listing N/A

2. Location

street & number 163 – 167 Broadway (Route 130) [] not for publication

city or town Buffalo [] vicinity

state New York code NY county Erie code 029 zip code 14204-1442

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [] entered in the National Register
[] see continuation sheet
- [] determined eligible for the National Register
[] see continuation sheet
- [] determined not eligible for the National Register

[] removed from the National Register

[] other (explain) _____

Signature of the Keeper

date of action

Name of Property

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location
- C** a birthplace or grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

Areas of Significance:

(Enter categories from instructions)

- ARCHITECTURE
- COMMERCE/TRADE
- SOCIAL HISTORY

Period of Significance:

ca. 1840 - 1922

Significant Dates:

ca. 1840; 1884; ca. 1891; 1899; 1922

Significant Person:

N/A

Cultural Affiliation:

N/A

Architect/Builder:

Swan & Falkner (1884 commercial building);
Bacon & Lurkey (1922 garage)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested. **NPS #35792; 35791**
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by historic American Building Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: _____

Commercial Row at Broadway and Michigan Avenue

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10. Geographical Data

Acreage of Property 0.35 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: **42.886628**

Longitude: **-78.867054**

2. Latitude:

Longitude:

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kerry Traynor [Edited by Jennifer Walkowski, NYSHPO]

organization kta preservation specialists date 4/01/2024

street & number 422 Parker Avenue telephone 716.864.0628

city or town Buffalo state NY zip code 14216

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with SHPO or FPO for any additional items)

Property Owner (Complete this item at the request of the SHPO or FPO)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

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The Commercial Row at Broadway &
Michigan Avenue

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Narrative Description

The Commercial Row at Broadway and Michigan Avenue (“Commercial Row”) is a mixed-use building made up of three interconnected buildings. The row was constructed as three separate buildings: a three-story Italianate style mixed-use brick building constructed in 1884; a two-story 1922 automobile garage and service building interconnected to a former 1840s residence with a ca. 1899 commercial addition, and a ca. 1891 stable that once served the 1840s residence (see details below). The original buildings were connected over time and as part of a recent rehabilitation using historic preservation tax credits. As currently configured, a parking garage and commercial space are located on the first floor, and apartments are located on the upper floors. The block is bound by Michigan Avenue to the east, Nash Street (formerly Potter Street) to the west and Broadway to the north.¹ Michigan Avenue and Broadway are not perpendicular to one another resulting in the block being trapezoidal in plan. (Photos 1, 2, 3)

The property is located less than half-a-mile east from the city center, in an area known as the Michigan Avenue Heritage Corridor, with the city skyline visible to the west along Broadway. To the east, at the northeast corner of Nash Street and Broadway is the Buffalo Department of Public Works. To the north at the corner of Michigan Avenue and Broadway is a vacant lot. There are some late nineteenth and early twentieth century commercial buildings visible in the neighborhood, although many of the period buildings have been demolished, resulting in a high concentration of vacant lots. To the south, along Michigan Avenue, many of the lots are vacant with the exception of the Michigan Avenue Baptist Church, constructed for an African American Congregation in 1845 (NR listed 1974) and the Reverend J. Edward Nash House (NR listed 2007), at the corner of Nash Street and Arsenal Place.

Though currently interconnected, the commercial row historically consisted of three separate buildings: 1.) a three-story Italianate style mixed-use brick building constructed in 1884 (Photo 6); 2.) a two-story 1922 automobile garage and service building interconnected to a former 1840s residence with a ca. 1899 commercial addition (Photos 4, 5, 12, 11), and 3.) the ca. 1891 stable that once served the 1840s residence (Photo 10). The buildings are identified on Figure 1 below. The three-story brick, mixed-use commercial building located at 163 and 167 Broadway is detailed with a bracketed cornice and features a large retail space on the first floor, and apartments on the second and third floors. (Photos 3, 6, 7, 14, 21) The two-story brick garage was added to the west in 1922. The first floor elevation along Broadway is defined by three large storefront windows and a pedestrian entrance accessing stairs to the second floor. (Photo 5) The mixed-use building features parking to the south and a commercial storefront to the north on the first floor, and apartments on the second floor. The

¹ Broadway was known as Batavia Street before 1878 and is shown on Joseph Ellicott’s 1804 *Map of the Village of New Amsterdam*, published by the Holland Land Company. The street is noted in city directories as early as 1832. Nash Street, to the east of the block was known as Potter Street until the 1950s.

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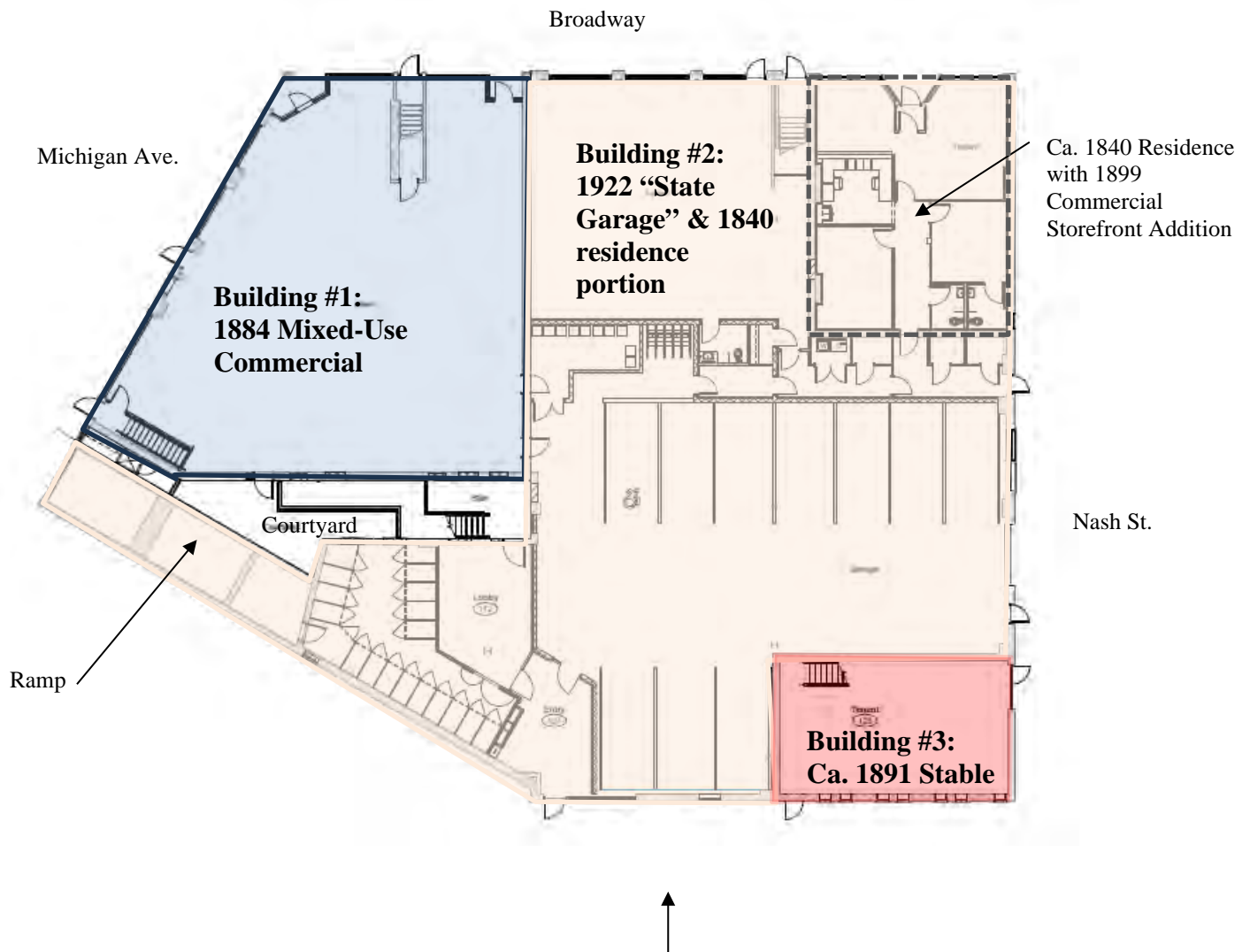
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ramp, off Michigan Avenue, which originally provided vehicular access to the second floor has been incorporated into an apartment. (Photos 7, 15, 23 & 27) The mixed-use commercial building at the corner of Broadway and Nash Street that is made up of a ca. 1840 residence and 1899 storefront addition along Broadway features first floor retail space and apartments on the second floor. (Photos 4, 11, 12 & 16) The east elevation of the two-story residence remains visible to the east along Nash Street. This building is identified as 173 Broadway. The stable and carriage house constructed at 64 Nash Street at the southeast corner of the property features a large arched carriageway along Nash Street and windows in the upper portion of the first floor at the south elevation where horse stables were accommodated. (Photos 8 & 10) A court space is located to the south between the garage ramp and the 1884 commercial building, and at the second floor to the east between the two buildings. (Photo 22)



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Figure 1. First floor plan showing individual buildings.

The Commercial Row at 163 – 167 Broadway (“Commercial Row”) consists of the following interconnected resources. For ease in description, each is being described separately.

1.) **Italianate Commercial Building** (ca. 1884)

163 - 167 Broadway, corner of Broadway and Michigan Avenue

Exterior:

The Commercial Building at 163 - 167 Broadway is a three-story brick building, with a stone foundation and flat roof, designed by Swan & Falkner in the Italianate style and constructed in 1884. (Photos 3, 6 & 7) The building turns the corner at the southeast intersection of Broadway and Michigan Avenue. The north elevation, facing Broadway, is three bays wide, with two windows at the outer bays flanking the central bay containing a stairwell lighted by a wide window consisting of paired windows with wood mullion on the second and third floors. The windows are all one-over-one double-hung aluminum clad wood units, with stone sills and brick segmental arches at the heads. Stone shoulders and keystone contrast the red brick, a subtle decorative articulation. Pilasters mark each corner, and the center bay projects slightly beyond the wall plane of the adjacent bays.

A metal cornice with modillions sits on top of a corbelled frieze band. The corner pilasters and center bay are accentuated by paired brackets. The brackets to the west turn the corner at Michigan Avenue; the pilaster does not. A marble street marker is set into the corner, level with the meeting rails of the second floor sash. Gas pipettes emerge from the building proximate to the marker. The first bay along Michigan Avenue, which features a single one-over-one aluminum-clad wood sash window on the first and second floors, is defined by paired brackets at the cornice. Each of the paired brackets sits on top of a corbelled shelf, a detail absent on the north elevation. Eight more windows, similarly articulated on the first and second floors, define the west elevation. The modillioned metal cornice continues along the elevation and is terminated by paired brackets and corbelled shelf.

The storefronts along Broadway consists of a door with transom, centrally located and defined by cast-iron pilasters leading to stairs accessing the second floor. The retail space to the east is accessed by a recessed entrance, while to the west a cast-iron bracketed column defines and turns the corner, with the storefront entrance set back on the diagonal. The aluminum storefront system consists of large display windows with transoms above. The entablature consists of a signage band with modillions supporting a cornice above. Two storefront windows are located to the north along Michigan Avenue, and a third, with signage band and

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bracketed cornice, is located to the south. A door centrally located provides a secondary entrance into the commercial space, while the door to the south accesses stairs leading to the second floor.

To the south the elevation returns for a single bay, with narrow windows at the second and third floors. The first floor abuts the ramp of the 1922 state garage. As illustrated on the 1889 Sanborn Map, a single-story building existed at this location prior to the construction of the garage. The elevation returns slightly to align itself parallel with Broadway. A court space is formed at this location by the south elevation of the 1884 building and the 1922 state garage. The court space is accessed from the first floor of the commercial space. The windows in the court space are two-over-two double-hung aluminum-clad wood sash. Access to the basement occurs at this location via stone stairs.

Interior:

First Floor Commercial Spaces

The interior consists of large commercial spaces on the first floor and apartments on the second and third floors. The upper floors are accessed at the central bay off Broadway and at the bay to the south along Michigan Avenue. The commercial space is trapezoidal in plan with the north wall running parallel to Broadway and the west wall parallel to Michigan Avenue. (Photo 14) The space is open with fluted Corinthian cast-iron columns defining the space. The walls are exposed brick, some of which have been painted. There is no evidence of nailing strips that would suggest the walls were finished. An enclosed stair is centrally located in the space, accessing the second floor from Broadway. To the south is a door which accesses the courtyard formed by the ca. 1884 commercial building and the 1922 garage. Five one-over-one aluminum-clad wood windows open to stairs that were constructed in the courtyard when the buildings were interconnected. Doors along the east wall access storage space, a corridor, and the parking garage.

Apartment Units

The entrance off Broadway leads to wood stairs accessing the second and third floors. (Photos 17 & 18) Both floors occupy the entire plan of the storefronts below. The wood stairs feature simple square baluster rails and a simple newel post. Beaded wood wainscot lines the wall of the wood stair. A broad corridor, which also features beaded wood wainscot, accesses apartment units facing Broadway to the north and Michigan Avenue to the west on the second and third floors. (Photos 20 & 21) A wood stair to the south of the corridor on the second floor accesses the third floor. This stair, which also features simple wood baluster rails and beaded wood wainscot, is open, landing between floors before turning the corner to continue up to the third floor. (Photo 19) A non-historic stair located within the courtyard formed by the state garage and the 1884 building connects both

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buildings internally and to a vestibule and lobby space at the first floor of the state garage, before exiting to the south. (Photo 22)

The walls throughout are gypsum board, and the floors in the corridors are covered with carpet tile. The apartment units feature broad plank hardwood. Simple wood casing, stools, and aprons are located at each window.

2.) State Garage

Dr. Frederick Dellenbaugh ca. 1840 residence with ca. 1899 commercial storefront and 1922 State Garage, Southeast corner of Broadway & Nash Street

Overview:

The Dr. Frederick Dellenbaugh House and State Garage appear as distinct entities from the exterior; however, when the garage was added in 1922 the properties were connected at the first floor. Dr. Frederick Dellenbaugh's house is a two-story brick building constructed ca. 1840. (Photos 2, 4, 12) The east elevation of the house remains visible along Nash Street. (Photo 12) In 1899 Dellenbaugh's family added a two-story, brick storefront addition to the north elevation of the residence and converted the second floor to an office and apartment spaces.² In 1922 the state garage was constructed. The two-story brick garage building is essentially a "T" shaped plan that wraps around the ca. 1840 residence located to the northeast at the corner of Broadway and Nash Street and then turns the corner to the southwest to wrap around the 1884 commercial building at Michigan Avenue where a ramp connecting the street level and second floor is located. (Photos 2, 5, 11, 13) The 1899 storefront and 1922 garage elevations along Broadway are visually and aesthetically distinct from each other. (Photos 4, 5) The first floor of both house commercial tenants facing Broadway, while to the south the space continues to function as a parking garage. The ramp has been terraced and incorporated into an apartment unit. (Photo 23)

Exterior:

Dr. Frederick Dellenbaugh Residence, ca. 1840 (with 1899 front addition)

Dr. Dellenbaugh's residence is a two-story brick building with raised limestone foundation and watertable. The brick wall and limestone foundation of the residence remain visible to the east along Nash Street. (Photos 2, 12) The roof of the residence is pyramidal, visible from the flat roof of the garage. The only window on the first

² Dellenbaugh died in 1891, however, the property remained in the family through the early twentieth century.

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floor is a two-over-two aluminum-clad wood sash, located at the south corner of the east elevation. Paired one-over-one double-hung aluminum-clad wood windows remain at the bay to the south on the second floor and a single one-over-one sash is located at the bay to the north. The south and west elevations are hidden by and have become interior walls within the 1922 garage building.

The storefront elevation added to the north of the residence ca. 1899 faces Broadway at the corner of Nash Street. (Photo 4) The addition is slightly taller than the residence and the brick is a slightly darker shade of red. The masonry tooting at the point of connection is visible on the east elevation. The north elevation features four one-over-one double-hung aluminum clad wood windows on the second floor, each with a stone lintel and sill. The storefront is defined by brick masonry piers at the corners and cast-iron columns defining the main recessed storefront entrance. The piers are detailed with sandstone string courses at the midpoint and just below the signboard. An aluminum storefront system, with bulkhead and transoms is located between the cast-iron and masonry piers and to the east along Nash Street where the storefront turns the corner. A corbelled frieze completes the composition.

1922 State Garage

Constructed in 1922, the State Garage is a two-story brick-faced steel-frame building with concrete slab floors designed by Buffalo architects Bacon and Lurkey. It is slightly shorter in height than the two-story building to the east. The building was constructed in the void created by the other buildings on the block and, as a result, has a complex form with an elevation facing Broadway, Michigan Avenue, Nash Street and the vacant lot to the south. (Photos 5, 7, 8, 11 & 13) The primary elevation faces Broadway and is four bays wide with an ABCB rhythm. (Photo 5) Although the building was constructed to serve a utilitarian function it is detailed with subtle classical references. Two broad brick piers extend from the ground to the roof coping, framing the main three bays. Each bay historically had a garage door and now features an aluminum storefront system with horizontal and vertical mullions referencing the former function. Brick piers, flush with the wall plane, separate bays. The center bay is flanked by brick pilasters with limestone capitals supporting a flattened limestone pediment over a tympanum designed to accommodate a sign. Spanning the three openings is a continuous jack arch, topped with a header course. Above the spandrel in the bays to the east and west are three paired casement windows with transoms. The center bay features two paired casement windows with transoms. A continuous jack arch and stone sill spans across the bays. The composition is terminated by a corbelled frieze band and stone coping. To the east is a narrow bay with a pedestrian door and transom on the first floor and a casement window with transom on the second floor. The detailing above the door on the first floor and at the window on the second floors is similar to the bays to the west.

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The west elevation along Michigan Avenue consists of a large opening that was historically a garage door accessing a vehicular ramp to the second floor. (Photo 7) An aluminum storefront system with vertical and horizontal mullions are located in the opening, referencing the previous function as a garage door. The south elevation, at the ramp, slopes from a single story at Michigan Avenue to two stories towards the east. Six-light industrial sash windows are located along the ramp and at the second floor level. (Photo 13)

The east elevation along Nash Street fits between the ca. 1891 stable/carriage house to the south and Dr. Dellenbaugh's ca. 1840 residence to the north. (Photos 9, 11) The windows are all industrial metal sash with steel lintels and precast sills. An overhead garage door is located to the south of center on the first floor. Hollow metal doors with transoms are located at the bays to the north and south. A sixteen-light industrial sash, with eight-light center vent is located to the north of the garage door. A portion of the original window opening has been infilled with brick and a louvered vent. There are three window openings on the second floor. A tripartite industrial sash is located to the south. Each sash consists of sixteen lights with center vent. Paired sixteen-light industrial sash with center vents are located in the middle bay, while a twelve-light industrial sash is located at the bay to the north.

Interior:

Dr. Frederick Dellenbaugh Residence, ca. 1840 (with 1899 addition)

The first floor of the Dellenbaugh residence and 1899 storefront addition house commercial space and feature small offices and a conference space. (Photo 16) An apartment is located on the second floor. The apartment is accessed via a short stair in the corridor of the garage space. (Photo 25)

1922 Garage

As the last building built on the parcel, the garage was constructed in the void formed by the ca. 1840 Dellenbaugh residence to the northeast, the ca. 1891 stable to the southeast, and the 1884 commercial building to the northwest. The brick elevations of these buildings were incorporated into the interior of the garage. (Photo 15) To the north, the first floor of the garage features a large open commercial space. A stair to the east, accessed off Broadway connects to the second floor. A corridor to the south runs east-west connecting an entrance along Nash Street to the Dellenbaugh Residence commercial space, and the commercial space in the 1884 building. This corridor also connects to the garage space located to the south. The overhead door on the east elevation facing Nash Street provides vehicular access to the garage. An entrance at the south elevation of the garage accesses an entrance vestibule and lobby which connects to a stair in the courtyard space. This stair

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leads to the upper floors of the 1884 commercial building and the second floor of the garage building. The vehicular ramp located at the southwest corner has been terraced and houses a multilevel apartment. (Photo 23)

The second floor is accessed from the exterior along Broadway via stairs with metal riser, treads and baluster rails at the northeast corner. (Photo 28) The metal newel post at the second floor features a simple ball cap. At the top of the stairs, a double-loaded corridor with apartment units on either side runs north-south, before turning to run west at the south end. (Photo 24, 25) A stair to the southwest in the courtyard connects the 1884 commercial space and the garage. A second courtyard is located to the west between the garage and the 1884 commercial space, allowing for light to enter the apartment units in both buildings. (Photo 22) The apartments feature wide plank hardwood floors, gypsum, and exposed brick walls. The concrete and steel structural system remains visible in the apartments. (Photos 26, 27)

3.) **Stable/Carriage House** (ca. 1891)

64 Nash Street (former Potter Street)

Exterior:

The former stable/carriage house is a two-story brick building with stone foundation. The main entrance into the building is through a round-arched carriageway located off Nash Street on the east elevation. (Photos 9, 10) The carriageway is the only fenestration on the first floor of the east elevation and features an arched wood door. Above the carriage door is an arched opening with paired historic wooden doors, likely providing access to what was the hay loft. The stone sill of the opening is at floor level. To the south of the doors on the second floor is a round-arched window opening featuring a six-light aluminum-clad wood sash.

At the first floor level on the south elevation are seven small two-over-two double-hung wooden sash windows with segmental heads and stone sills. The windows are located at the upper portion of the floor suggesting the location of horse stalls behind. There is one window opening on the second floor, located to the west of center. (Photo 8)

The north and west elevations are hidden by and have become interior walls within the 1922 garage building.

Interior:

The first floor of the stable is open and features brick walls and a concrete slab floor. A simple wood stair accesses the second floor, which is also open. (Photos 29, 30)

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Statement of Significance:

The Commercial Row at Broadway and Michigan Avenue (“Commercial Row”), also known as the Dellenbaugh Block, consists of three interconnected buildings that span the development history of Broadway, an early and primary artery through the City of Buffalo, Erie County, New York. The building encapsulates Broadway’s origins as an early residential area on the outskirts of the city of Buffalo, through its evolution as a major commercial artery as the city grew and prospered. The parcel on which the component parts of the building were constructed was owned by Dr. Frederick Dellenbaugh during the period of significance from 1840 to 1922 and, following his death in 1891, his estate into the early twentieth century. The significant components that make up the building were all constructed or altered during this time. These components are: Dellenbaugh’s own residence and office (ca.1840); the brick stable/carriage house (ca. 1840, constructed; ca.1884 demolished; ca. 1891 reconstructed); a three-story brick masonry Italianate commercial building (1884); a masonry storefront addition on the north side of the residence (ca.1899), and a garage (1922) constructed on the void formed by the earlier buildings.³ The completion of the garage in 1922 marks the commercial row’s complete transition to the auto-centric development that characterized the surrounding neighborhood by this time. The development and evolution of this one historic parcel of land encapsulates the story of this important thoroughfare in Buffalo, reflecting the growth and changes along Broadway during this transformative era in the city’s history.

The Commercial Row at Broadway and Michigan Avenue is significant under Criterion A in the area of Community Development for its association with the transformation of urban settlement patterns experienced in this neighborhood during the period between 1840 and 1922. Not only did Dr. Frederick Dellenbaugh make several significant contributions to the German community and city of Buffalo throughout his life, but the buildings originally constructed by himself and his estate reveal a much larger history of transition in the neighborhood from 1840-1922. The commercial row evolved alongside the surrounding neighborhood during this period, which transitioned from a relatively quiet residential setting in 1840 to the bustling, commercial corridor that incorporated streetcars and then automobile traffic by 1922. After this time, particularly from the mid-late twentieth century onwards, many of the buildings in the surrounding neighborhood suffered from neglect, dilapidation, or demolition, and therefore the buildings that compose the commercial row represent a rare remaining collection of historic architecture in this neighborhood context.

The Commercial Row is significant under Criterion C in the area of Architecture as a relatively rare collection of associated buildings dating from the mid-nineteenth through early twentieth century that embody the urban

³ As illustrated on historic maps, including the 1850 Emslie map, a brick stable was located at the southeast corner of the site. The stable does not appear on the 1884 Hopkins Atlas or the 1889 Sanborn Map suggesting that it had been destroyed. A brick stable reappears on the 1891 Hopkins Atlas occupying the same footprint as the previous building.

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and social development of the neighborhood during the period of significance, from 1840-1922. The residence constructed by Dr. Dellenbaugh in 1840 is a rare example of an extant building from this time period in Buffalo. The 1884 commercial building is a good example of the Italianate style. The garage, which was constructed to serve a utilitarian function, is detailed with subtle classical references. As the commercial row grew and transformed during these years, alterations and additions to the buildings reflected a range of architectural styles appropriate to the period in which they were constructed. Serving as a microcosm of the neighborhood's physical and social transformations at large, the commercial row contains examples of residential and commercial architecture as it evolved over time in the neighborhood.

The Establishment of the Ellicott Plan, Broadway and the German Community in Buffalo, 1804-1840

Initially known as Batavia Street, Broadway was established as part of Joseph Ellicott's original plan for the City of Buffalo in 1804, functioning as one of the primary streets to radiate outwards from Lafayette Square. In July of 1797, surveyor Joseph Ellicott was contracted by Theophilus Cazenove, agent for the Holland Land Company, to serve as chief surveyor of the Holland Purchase. Ellicott had previously assisted his brother Andrew in surveying and platting the city of Washington, D.C. in 1791-92. During this time, the Mile Strip Reservation along the Niagara River was also surveyed by Ellicott at the expense of the Holland Land Company, and its boundaries established and clarified.⁴ Along with the assistance of his brother Benjamin, Joseph Ellicott completed the survey of the Holland Purchase by 1800.⁵ Ellicott secured the ideal site for the new settlement on the Buffalo Creek and took the first steps toward creating the overall plan for Buffalo that would enable the development of the Commercial Row at Broadway and Michigan Avenue in the coming decades. Envisioning a community he called "New Amsterdam," Ellicott laid out what would be the future city of Buffalo and was eager to begin establishing the settlement. The Holland Land Company authorized Ellicott to commence his survey for "New Amsterdam," which he completed in 1804.⁶

⁴ H. Perry Smith, *History of the City of Buffalo and Erie County with Biographical Sketches of Some of Its Prominent Men and Pioneers* (Syracuse, NY: D. Mason, 1884), 78.

⁵ *Municipality of Buffalo, New York a History, 1720-1923*, 81.

⁶ *Municipality of Buffalo, New York a History, 1720-1923*, 92-101.

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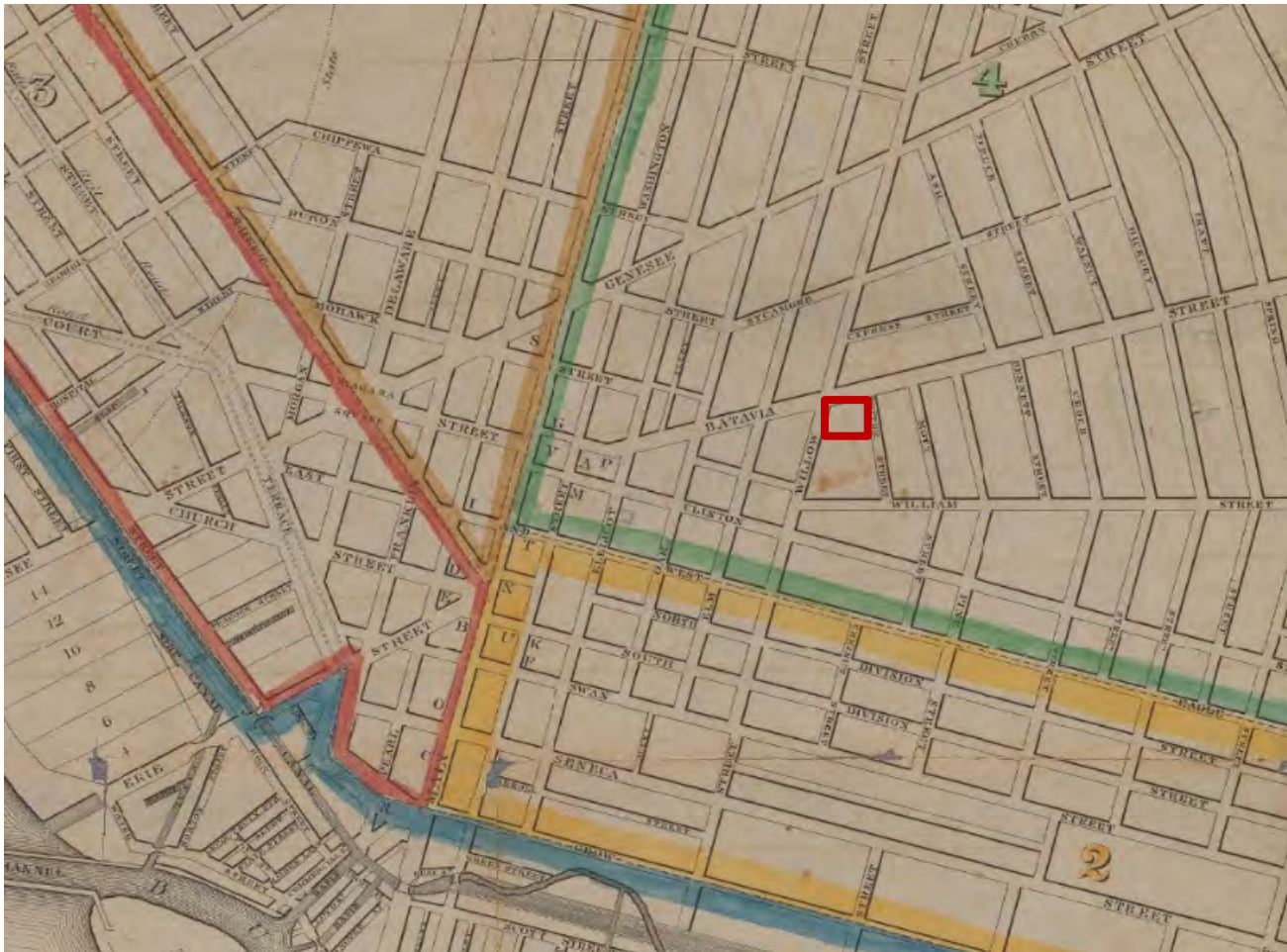


Figure 2. Portion of W.B. Gilbert’s 1836 *Map of the City of Buffalo*.⁷ The Commercial Row at Broadway and Michigan is outlined in red. Note: Broadway was called “Batavia” and Michigan Avenue was called “Willow Street.”

With the grand Baroque-influenced street plan he had helped create for Washington D.C. still fresh in his mind, Joseph Ellicott laid out “New Amsterdam” with a radial street plan overlaid onto a grid pattern, a design that set the stage for the later development of the city and the Commercial Row at Broadway and Michigan Avenue in the coming years. This radial plan was unusual among other early city plans in America created by land companies and developers of this era, as it was easier and cheaper to lay out a simple grid of streets with regular sized lots than it was to plat the angles and curves of Ellicott’s grand design. Ellicott’s plan for Buffalo was intended to stand out as a beautiful, sophisticated community that would attract land sales and encourage

⁷ W. B. Gilbert, *Map of the City of Buffalo* (Buffalo: A.W. Wilgus, 1836).

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settlement, especially in contrast to the mundane grid of the New York State-sponsored Black Rock settlement, just to the west of Buffalo. Ellicott located the center of his plan in close proximity to the mouth of the Buffalo River at Niagara Square, seeing it as the key to the commercial development of the new village.⁸ From Niagara Square and adjacent Lafayette Square, roads radiated outwards towards the countryside. Broadway was one of the earliest major streets originally part of Ellicott's plan, radiating eastward and north from Lafayette Square.

With the opening of the Erie Canal in October 1825, Buffalo began to establish itself as an industrial and commercial center on the Great Lakes. The Village of Buffalo was initially incorporated on April 2, 1813, then reorganized in 1815 and again in 1822, establishing the first official government for the community.⁹ The 1830 federal census recorded a population of over 8,600 residents in Buffalo, marking a dramatic, nearly fourfold increase in only a few short years. Frederick Dellenbaugh was living near the canal district in Buffalo at this time, experiencing the city as it matured beyond the pioneer settlement that had characterized the first few decades of its existence into the official incorporation of the City of Buffalo on April 20, 1832. At this time, the city marked its northern boundary as North Street, with the majority of settlement and commercial activity still centered on Niagara Square.¹⁰

As the Erie Canal was reaching its maximum capacity and the pinnacle of its growth, the region's rail network developed as a complement to the canal system in the 1840s. Perhaps the most important rail line established in this era was the Buffalo and Albany connection, which was completed in early 1843. Coupled with the growth of Midwestern cities such as Detroit and Chicago in the 1840s and the development of Joseph Dart's grain elevator in 1842, Buffalo's national roles as a grain port and transportation hub were just beginning to reach their strides in the 1840s. Joseph Ellicott's small walkable settlement of 1804 grew through the period of canal boats in the 1820s and 1830s to become a continental center of high-speed mechanized transportation systems in service to and from its manufacturing and commodity transfer sites. Already by the mid-1860s, the newly established horse car systems made a significant impact on the settlement patterns of Buffalo. As local Sanford B. Hunt described in 1860, "a very material addition to the comfort and convenience of our citizens has been made by the Street Railroads. They have rendered distant parts of the city readily and cheaply accessible and have correspondingly enhanced the value of lands outside its more settled limits."¹¹ Providing access to neighborhoods located just outside the central business district, public transportation lines enabled citizens to

⁸ Portions of this discussion on Ellicott have been modeled after a similar discussion by Jennifer Walkowski, *Elmwood Historic District (West)*, NR ref. no. 12000996, State and National Registers of Historic Places Nomination (Albany: New York State Historic Preservation Office, 2014).

⁹ John Homer French, "Buffalo City," in *Gazetteer of the State of New York: Embracing a Comprehensive View of the Geography, Geology, and General History of the State, and a Complete History and Description of Every County, City, Town, Village and Locality: With Full Table of Statistics* (Syracuse, NY: R. Pearsall Smith, 1860), 284.

¹⁰ Larned, 41-43.

¹¹ Sanford B. Hunt, *The Manufacturing Interests of the City of Buffalo including Sketches of the History of Buffalo: With Notices of Its Principal Manufacturing Establishments* (Buffalo: C.F.S. Thomas, 1866), 24.

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reside in areas along major corridors such as Broadway, which radiated outwards from the center of the city according to Ellicott's plan.

Able to access Broadway on a short streetcar ride from the center of the city, the substantial influx of European immigrants into Buffalo also made an impact on the development of the neighborhood at this time. Many immigrants settled in Buffalo in the early to mid-1800s, as citizens relocated to the city from places like Germany, Poland, Italy, and Ireland in large numbers, where turbulent politics and famine in these countries drove immigrants to look for work amongst Buffalo's many industrial and commercial opportunities. Often settling in ethnic enclaves that maintained a substantial degree of traditions from their mutual homeland, certain areas of the city became affiliated with particular communities at this time. While Irish communities emerged in South Buffalo, Italians on the West Side, and Polish on the East Side, the area surrounding the Dellenbaugh's property was typically associated with the German community, and Dellenbaugh himself was an integral figure in this population.

The influx of German immigrants to Buffalo began in the 1820s, with John Kuecherer, Jacob Siebold and Rudolph Baer representing some of the earliest recorded arrivals. It is estimated that in 1828 there were approximately seventy-five Germans in Buffalo.¹² Most of the early German settlers came from Alsace and southern Germany, which had been devastated by war and despotic rule. Settlers from northern Germany and Prussia arrived in Buffalo in 1839, a decade later than those from the south. During the early 1800s, the Alsace was under French control and was frequently a hot spot for tension, aggression, and conflict due to several hundred years of changing political control between Germany and France. Because of this political and social tension in the region, many people chose to leave the Alsace region to immigrate to the United States and seek prosperity in a new county. A combination of a rapidly increasing population coupled with a troubled economy due to the loss of valuable trading routes through Alsace, bypassing the politically troubled region for seaports along the Atlantic or Mediterranean, meant food shortages, a lack of housing and a few employment opportunities for younger Alsatians. The emigration out of Alsace to the United States appears to have begun in the late 1820s, with the 1840s and 1850s seeing the peak of this activity. During this period an entire industry for emigration from Alsace flourished; agents traveled throughout the region encouraging people to make the move to America to seek peace and new opportunities. For a fee, Alsatian individuals or entire families could be transported to the coast to board ships bound for the New World.¹³

Aided and encouraged by the opening of the Erie Canal in 1825 and the resulting economic boom, Buffalo became the destination of many Alsatians, and by 1828 the widespread settlement of Germans in Buffalo began in earnest. While many other immigrants were attracted to the industrial employment provided by steel

¹² Hunt, 53.

¹³ Jennifer Walkowski, *The Genesee Gateway Historic District*, National Register of Historic Places Nomination, 2010, 29.

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manufacturing, railroads, and waterfront commerce, very few Germans worked in these sectors. Instead, they typically worked in skilled trades, smaller scale manufacturing, food production, as bookmakers, smiths, butchers, bakers, stonecutters, and notably as brewers. Many were self-employed, owning local grocers, bakeries, taverns, and breweries.

By the mid-1840s, population pressures pushed residential development out from the core of the city. German immigrants settled in the Lower East Side and in what would become known as the Fruit Belt, named for the orchards and vegetable gardens grown in the area in the 1830s. The immigrants sought to retain their distinct German culture by recreating the German lifestyle and sense of community they once knew in their new Buffalo neighborhood. In December 1837, the first German newspaper, called “Der Weltbürger,” was published with the intent of keeping Germans informed about “the growth and prosperity of a country of free institutions; of the character and social and business habits of the people with whom they found themselves associated; the political issues of the time and the laws by which the people were governed, and thus sooner became active, intelligent constituents of the city’s living structure.”¹⁴ In 1841 the German Young Men’s Association of Buffalo was formed to preserve German literature and language, and, in 1848, a German singing society was founded called the *Liedertafel*. In addition to forming societies to preserve German heritage, the community also sought to preserve the German language by having it taught in schools. They successfully petitioned the common council to this end in 1839. German banks and insurance companies were organized, including the German Bank of Buffalo and the German Insurance Company. As was the case with other immigrant groups, the Germans built a number of churches including St. Louis Church, St. Boniface Church, St. Michael’s, St. Anne’s, St. Vincent’s, St. Nicholas’s and St Mary’s Church, all Catholic denominations. The German Protestant churches were Evangelical Lutheran and Old Lutheran, Baptist and Methodist, including the German Evangelical Luther St. John’s Church and the United Evangelical St. Paul’s Church.¹⁵ By 1860, Buffalo’s German population had grown to 75,000 people, which was a little less than one-half of the entire population of the city.¹⁶ Doctor Frederick Dellenbaugh was one of the earliest German immigrants to settle in Buffalo and was therefore integral to the development of Broadway and the German community at this time.

Frederick Dellenbaugh in Buffalo, 1830-1891

Frederick Dellenbaugh was one of the first Swiss-Germans to settle in Buffalo, arriving in 1830.¹⁷ Like many other Swiss German immigrants at the time, Frederick likely moved to Buffalo in order to escape political tensions in his home country and seek new opportunities in Buffalo’s many growing business sectors at the

¹⁴ Walkowski, 154.

¹⁵ There were no German Presbyterian or Episcopalian Churches in Buffalo in the 19th century.

¹⁶ Smith, *History of the City of Buffalo*, 151.

¹⁷ Truman C. White, *Our County and its People: A Descriptive Work on Erie County, New York*. Vol. 1 (Boston: The Boston History Company, Publishers, 1898), 612.

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time. He was born in Canton Bern, Switzerland, on August 5, 1807.¹⁸ His father, Christian, was a prosperous farmer and cheese manufacturer. Christian, along with his eldest son, Samuel, came to the United States in 1824 with the intention of purchasing land and relocating his family. Having purchased land in North Georgetown, Pennsylvania, he enrolled Samuel in school, left him to manage the farm and returned to Switzerland for the rest of his family. On their trip to the United States in 1826 they “lived on the best there was” staying at hotels that cost upwards of \$10.00 a day. The children were all musically trained and entertained hotel guests. Frederick played the cornet. Frederick Dellenbaugh would continue his musical interests and in 1858 served as president of the *Liedertafel*, the oldest musical society in the Buffalo, founded on May 9, 1848.¹⁹ Upon arriving at North Georgetown Christian reestablished his cheese manufacturing business, although the farm was “a side issue” as the family was wealthy.²⁰ Frederick, who had studied medicine, had arrived in Buffalo by 1832 and began his own medical practice. As noted in his obituary, he was a “practitioner during the great cholera scourge here in 1832, and his heroic services during that awful epidemic attracted much attention and won for him deserving praise.”²¹

Dellenbaugh was an influential member of Buffalo’s German community and was active in the military, financial and political realms of the city during his lifetime. His significance as a member of the German community is illustrated by the fact that when historian H. Perry Smith wrote his *History of Buffalo and Erie County* in 1884, he credits the Honorable Philip Becker, Dr. Daniel Devening, and Dr. Dellenbaugh “for their final revisions and approval of the chapter devoted to German interests.”²² He was one of the founding trustees of the first German Protestant congregation, the German Evangelical Lutheran St. John’s Church, organized on February 10, 1832.

Dellenbaugh was also a military leader in the city. On December 29, 1837, during the “Patriots War,” the schooner *USS Carolina* was set on fire, pushed from Schlosser’s dock where the current along the Niagara River took her over the falls. In response, 2,000 militia, known as the “City Guard” was formed to protect

¹⁸ “Death of Dr. Dellenbaugh of Buffalo,” *The Doctor*, Volume 5, Issue 4 (New York: Charles Avery Wells, 1891), 67. Census data from 1880 incorrectly documents his birth year as 1802, which is in conflict with the date published in *The Doctor* and previous census years. The 1850 and 1860 Federal Census lists his birth year as “abt. 1808”; the 1865 New York State Census lists his birth year as “abt. 1807.”

¹⁹ Reomecle & Zesch, *The History of the Germans in Buffalo and Erie County*, trans. Susan Kriegbaum-Hanks (Buffalo: Reinecke & Zesch, 1897), 127; Smith, *History of Buffalo*, 160 and Andrew L. Dillenbeck, D.D and Karl M. Dallenback, Ph.D. eds. *The Dällenbachs in America, 1710 – 1935* (St. Johnsville: The Enterprise and News, 1935), 118. The Philharmonic Society was formed in 1853

²⁰ Dillenbeck and Dallenback, 334-340. The information regarding the family’s immigration to the United States is documented in this genealogical resource.

²¹ “Death of Dr. Frederick Dellenbaugh,” *Buffalo Morning Express* (Buffalo, New York) January 16, 1891, 5.

²² Smith, *History of Buffalo*, 12. Philip Becker was one of Buffalo’s powerful German mayors and Dr. Devening was Dellenbaugh’s business partner and brother-in-law. As noted in his obituary, published in *The Doctor*, Dellenbaugh married Magdalene Devening in 1834.

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Buffalo from attack by Britons in Canada. At the same time the Germans formed the “Steuben Guard,” led by Captain George Zahm. In response to what was still perceived as a threat from the Britons in Canada Frederick Dellenbaugh formed the “Lafayette Guard” and was its captain; he was also captain in the 208th regiment, 47th brigade of infantry.²³ The military companies were also the center of social life for German Americans. After their weekly drills they would socialize and held military balls to celebrate important events during the year.²⁴

Not only did Dellenbaugh take a leading role in military life in Buffalo, but he was also a politician and a businessman. In 1839 Dellenbaugh was elected to the city council as alderman for the Fourth Ward. He was the first German City Council member to be elected. During this election the Germans were advocating for the erection of German Public Schools and the publication of the transactions of the city council in the German language.²⁵ Dellenbaugh’s election to the city council is significant, as he would make a special appeal in the common council in favor of German in the public schools. He was successful and the common council consented to the opening of a school where German was taught.²⁶ Dellenbaugh’s leadership roles in the city extended to financial and banking interests. On May 9, 1846, the Buffalo Savings Bank was chartered. Dellenbaugh, along with Millard Fillmore, was one of the first trustees of the bank.²⁷ The bank was the twelfth savings bank in New York State and the first in Buffalo. Dellenbaugh served on the board until 1860. The first bank book was written in both English and German. Dellenbaugh also owned considerable property in the city during his lifetime.²⁸ In 1888 Dellenbaugh and his wife, Magdalene, deeded land to the city of Buffalo for purposes of a public street to be known as French Street.²⁹ The land is noted as being owned by Dellenbaugh on the 1872 Hopkins Atlas.

Aside from his community engagement activities, Frederick Dellenbaugh had an active practice as both a physician and druggist. John Dellenbaugh, Frederick’s older brother, was trained in medicine and started a practice upon immigrating to the United States from Switzerland. Frederick and his brother Samuel also became physicians after immigrating to the United States. Despite listing his occupation as a physician throughout his life, Frederick was served a warrant in 1884 for “practicing medicine in this city [Buffalo] and county [Erie] in violation of the laws of the State, notwithstanding of notice having been served upon them to desist from so doing.”³⁰ Regardless of his formal education, Frederick was held “...in high repute with his professional

²³ Reomecle & Zesch, 59.

²⁴ Reomecle & Zesch, 60

²⁵ Reomecle & Zesch, 69.

²⁶ Reomecle & Zesch, 78.

²⁷ Smith, *History of Buffalo*, 235 and White, *Our County and its People*, 382.

²⁸ “Obituary,” *Buffalo Courier*, (Buffalo, N.Y.), January 16, 1891.

²⁹ *Proceedings of the Common Council of the City of Buffalo* (Buffalo: Haas & Klein, Printers, 1888), 1062. French Street runs between Fillmore Avenue and Moselle Street to the north of Humboldt Park (now Martin Luther King, Jr Park)

³⁰ Thos Lothrop, M.D., A.R. Davidson, M.D and P.W. Van Peyma, M.D., eds., *Buffalo Medical and Surgical Journal, Volume 23* (Buffalo: Joseph Warren & Company, Printers, 1884), 550. It is also interesting to note that Dellenbaugh is not referenced as a

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brethren” and considered to be “the most successful practitioner in Buffalo [and] very popular, especially in German-American circles.”³¹

By 1834 Dellenbaugh was practicing as a druggist, occupying a two-story frame building on Main Street, below Mohawk, close to Court Street.³² At the time he was living in Buffalo’s canal district, as noted in the 1836 city directory, where he is listed as a doctor living at Rock Street and Maiden Lane. At the time the canal district was known for its low moral standards, with numerous taverns, drunks, gamblers, working girls, and rampant disease including syphilis, chlamydia, and whooping cough. When the cholera epidemics struck Buffalo between 1832 and 1834, and again in 1849 Dellenbaugh’s treatment and remedy was in such demand “that it was necessary for him to have an attendant at his office door to wait on the line of patients.”³³ It appears that Dellenbaugh also understood the importance of marketing himself and, in December 1837, he advertised in the first edition of the first German newspaper called “Der Weltbürger.” On the fourth page he offered his services as a “German physician and apothecary.” Other advertisements included the business cards for eight lawyers, A.D.A Miller’s grocery, a dressmaker, dealers in hats and caps, and the editor himself advertising a list of books he had for sale.³⁴

In 1840 Dellenbaugh moved, as noted in the city directory, to “Batavia c Michigan,” part of the “Lower East Side.” It is here that he would build his house. The residence consisted of a brick portion to the north and a frame portion to the south as evident on the 1850 Emslie Map of Buffalo, N.Y. ³⁵ A barn is also visible to the south of the residence on the map. The block, bounded by Batavia (Broadway) Street to the north, Potter (Nash) Street to the east, and Michigan Avenue to the west is noted as being owned by “Frk. Dellenbaugh” on the 1872 Hopkins Atlas Map of Buffalo, N.Y. ³⁶ In 1868 the house number was changed from 87 to 173 Batavia, which it remained, as noted in city directories, between 1868 and 1877. Batavia was renamed Broadway, and the address listed for Dellenbaugh’s residence, beginning in 1878, was 173 Broadway.

Dellenbaugh initially built his residence on Batavia (Broadway) Street in 1840, at a time when the location was still on the outskirts of the city. By the 1860s and 1870s, however, the Commercial Row at Broadway and

physician in Smith’s *History of Buffalo* chapter on “The Medical Professions of Erie County.” Welch in his *Recollections of Buffalo During the Decade from 1830 to 1840* describes Dellenbaugh as an “old school physician” on page 338.

³¹ “Death of Dr. Dellenbaugh”; “Obituary,” *Buffalo Courier*, January 16, 1891.

³² Samuel Manning Welch, *Home History: Recollections of Buffalo During the Decade from 1830 to 1840* (Buffalo: Peter, Paul & Brothers, 1891), 73 and Reomecle & Zesch, 49.

³³ Welch, *Home History*, 340.

³⁴ Reomecle & Zesch, 55

³⁵ Peter Emslie, *New Subdivision Map of the City of Buffalo, Showing All the Canal and Harbor Improvements, Buildings, Etc.* Jewett, Thomas & Co., 1850.

³⁶ Griffith Morgan Hopkins, *Atlas of the City of Buffalo, Erie Co., New York: from actual surveys & official records* (Philadelphia: G.M. Hopkins, 1872; *Buffalo, New York, City Directory*.

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Michigan Avenue was located in an area that had been quickly developed as the city expanded outwards. Where once this area was primarily residential and relatively sparsely settled, the city soon grew around the Commercial Row at Broadway and Michigan Avenue, transforming the neighborhood around Dellenbaugh's property within a span of just two decades. Dellenbaugh maintained his practice at 173 Broadway until 1884 when he retired, although he was still referred to as a physician in the city directories.³⁷ Around this time he began developing the parcel he owned at the northwest corner of Michigan Avenue and Broadway. In 1884 Dellenbaugh constructed a three-story commercial building at the western corner of his property, with storefronts on the first floor and apartments and offices on the second and third floors. His interest in developing a commercial property reflects the transition of the surrounding neighborhood at this time, from an early residential settlement to a newly commercial corridor.

Development of the Commercial Row at Broadway and Michigan Avenue during Dellenbaugh's lifetime, 1840-1891

The Lower East Side

The neighborhood where Dellenbaugh settled and constructed both his residence and commercial building beginning in 1840 was known informally as the Lower East Side. Development in this area began before the 1840s as population pressures pushed residential development out from the core of the city. The Lower East Side was attractive because of its undeveloped character and relatively close proximity to the commercial Seneca Street and Central Business District. Most of the earliest settlers in the neighborhood were German immigrants seeking land away from the densely settled canal district and Main Street areas, but still relatively close to commerce. Commercial and light industrial development in the neighborhood increased after the 1870s, with three- and four-story mixed-use brick buildings going up along Broadway, especially at intersections such Michigan Avenue and Broadway.³⁸

By the middle of the nineteenth century the residential neighborhood contained a mixed population consisting of Germans, Jews, and African Americans. Although more commonly associated with the area's twentieth-century history, African Americans have had a long history in the Lower East Side, residing in the vicinity of the intersection of Broadway and Michigan Avenue as far back as the 1820s. The Michigan Avenue Baptist Church was constructed in 1845. The African American community expanded out from this neighborhood and, by the end of the nineteenth century, African Americans and Jews made up the majority of the neighborhood's population. The 1872 Hopkins Atlas shows St. Mary's Church and school at 221-227 Batavia, a Lutheran Church at 70 William Street and an "Afrn Church," known as the Michigan Avenue Baptist Church at 511

³⁷ "Death of Dr. Dellenbaugh," 67. Batavia Street was changed to Broadway in 1878.

³⁸ Emslie, 1850; Hopkins, 1872; American Atlas Company, *Atlas of the City of Buffalo, NY*. (New York: American Atlas Company, 1894).

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Michigan Avenue, just south of Dellenbaugh's property. The New York State Arsenal, to the east, at the corner of Broadway (Batavia) and Potter (Nash) was constructed in 1858 with a massive addition on the Broadway side of the building added in 1884. The building was used for sporting and other events until about 1940 when the Memorial Auditorium was built.³⁹

Transportation technology and services continued to improve in the late 1800s, directly impacting the development of Broadway as a commercial corridor amongst a residential neighborhood. Streetcar networks crisscrossed the city in the 1880s, becoming more extensive in their coverage while also making frequent stops at prominent intersections. A horse-drawn streetcar line ran along Broadway beginning in 1885, with terminal stops at the Docks and at Emslie. Situated directly between these two terminals on the Broadway line, the area in and around the Commercial Row at Broadway and Michigan Avenue experienced substantial growth during this time. Nearby, Michigan Avenue operated a horse-drawn streetcar line beginning in 1880. The first experimental electric streetcar service was established in Buffalo in 1889 and was noted as being an immediate success.⁴⁰ The entire line of streetcars was converted to electric power beginning in 1891 and progressed quickly in the ensuing years.⁴¹ The new electrified cars provided several benefits to travelers, as compared to the horse-drawn cars. The electric cars travelled more quickly, which meant that people could travel greater distances in an equal amount of time. Electric streetcar service began on Broadway in 1893, bringing increased traffic to the area surrounding the Dellenbaugh's property by the early twentieth century.

The streetcar system played a prominent role in opening up Broadway for further growth and settlement, shaping the character of the Commercial Row at Broadway and Michigan Avenue for several decades. Streetcars made frequent stops at short intervals along their route, creating continuous corridors of growth along the lines as they radiated out from the city core. Commercial businesses frequently developed either at key intersections along the streetcar line, or along the route of the line itself, as the streetcar brought visibility and accessibility to the stores and shops. Apartment buildings also frequently occurred along these routes, providing a less expensive living option with good access to transportation, though closer proximity to the noise of the streetcar. The development of buildings in the Commercial Row at Broadway and Michigan Avenue reflected these broader patterns of urban change, incorporating both residential and commercial spaces on the block in order to evolve alongside the changing character of the neighborhood.

³⁹ Nancy L. Todd, *New York's historic armories: an illustrated history* (Albany: State University of New York Press, 2006). The Buffalo Department of Public Works garage contains remnants of the Arsenal.

⁴⁰ D. David. Bregger, *Buffalo's Historic Streetcars and Buses* (Charleston, SC: Arcadia Pub., 2008), 9.

⁴¹ Larned, Vol 1, 148.

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The Commercial Row at Broadway and Michigan Avenue consists of two buildings directly associated with Dr. Frederick Dellenbaugh. In 1840 Dellenbaugh's address is listed at the corner of Batavia (Broadway) and Michigan Avenue. Around that time, he constructed a two-story red brick residence with hip roof. To the south and attached to the residence was a frame extension on the building, possibly used as a kitchen wing. At the southeast corner of the property was a two-story brick stable. The buildings are noted on the 1850 Emslie Map of the City of Buffalo and the 1872 Hopkins Map of Buffalo. Dellenbaugh lists the building at 87 Batavia Street as his residence, operating his medical and druggist practice on Main Street. By 1859 his business and residence are both located at 87 Batavia (Broadway) Street.

The residence constructed for Frederick Dellenbaugh around 1840 originally included the two-story, brick residence with frame addition to the south, and a brick masonry stable at the southeast corner of the property. Although it is difficult to ascertain a style from extant fabric visible on the east elevation and portions of the south and west elevation, the roof of the 1922 garage, and the exterior walls that are now interior, windows at the frieze band visible from the roof suggest that the building was detailed in the Greek Revival style. When Dellenbaugh, his family, and a servant lived in the house it is likely that an office was located on the first floor, possibly in the wood-frame addition to the house visible on historic maps with the family occupying the remaining spaces.

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In 1884, the Great Japan and China Tea Company headquarters moved into 527 Michigan Avenue. A branch of the company also occupied 163 Broadway. William Rassman ran a saloon out of 527 Michigan Avenue. Green and Co., Andrew and Miss Annie Green, had a “Tailors and Drapers” business at 165 Broadway and lived in an apartment above. Charles Temple, a millwright, and George H. Murdick also lived “over 165.”⁴⁴



Figure 4. 1884 Hopkins Atlas of the City of Buffalo, NY.⁴⁵

A Sanborn map produced in 1889 shows “Kimball Stock Farm Dairy” at 527 Michigan Avenue and labels 163 and 165 Broadway as “shops.” The 1890 city directory lists occupants of 527 Michigan Avenue as “H. Kimball & Son, Henry M. Kimball and Frank Kimball.” Both men lived at 163 Broadway. Another listing described “Cook & Kimball (W.A. [Wesley A.] & F [Frank]) grocery and meat market, 163 Broadway and 527 Michigan.” A number of residential tenants are listed as living “over 163 Broadway,” including carpenters, laborers, and clerks, among others. Other tenants at 165 Broadway include a janitor and other working class

⁴⁴ *Buffalo, New York, City Directory.*

⁴⁵ Hopkins, 1884.

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residents.⁴⁶ The shop at 165 Broadway was associated with R. Sternsdorff & Co. Boonekamp and Capitol stomach bitters. The owner, Rudolph Sternsdorff, also lived at 165 Broadway. The large number of people who both lived and worked at the Commercial Row at Broadway and Michigan Avenue, or in close proximity to it, reflects the transitional nature of the neighborhood during this period, from the 1840's through the 1880s. While the area originated as a primarily residential area, commercial activity began to increase as transportation networks became more prevalent in the region. During this time, Dellenbaugh's property and its vicinity straddled these two realms, operating simultaneously as a residential setting while also transitioning into a major commercial street.

It is probable that either Swan or his architectural partnership was involved in the design of the original Dellenbaugh residence. Two popular Buffalo history and architecture websites suggest that either Charles Day Swan or his partnership, Swan & Falkner, designed the building; however, they do not cite sources for the attribution.⁴⁷ As one suggests, "In 1880 Swan got married to Helen Maud Woehnert and set up his own practice. Swan tested his skills designing a large store on Main Street for his wife's grandfather, Dr. Frederick Dellenbaugh."⁴⁸ A listing in the 1881 edition of *American Architect and Building News* confirms the design for Dellenbaugh's medical building on Main Street was indeed designed by 'architect, C.D. Swan,' and no partner is listed.⁴⁹ Helen Woehnert was Dellenbaugh's granddaughter, so it is plausible that Swan, either by himself or with his partner, John F. Falkner, designed the building at the corner of Broadway and Michigan Avenue circa 1883.⁵⁰ Given the family connection, coupled with Swan's reputation as a very successful architect in Buffalo, having designed numerous homes, churches, schools, and other buildings in the city, it seems likely that the building may be attributed to Swan.

The original stable building would have had horse stalls to the south as evidenced by the "horse windows" on the elevation and a hay loft on the second floor. With the advent of the automobile the need for a stable would have diminished resulting in the space being used for commercial functions. The stable and carriage house that was part of the Dellenbaugh residence ca. 1840 does not appear on the 1884 Hopkins Atlas or the 1889 Sanborn Map, suggesting that it had been demolished by then. The stable constructed by Dellenbaugh around 1840 was destroyed and a new one was constructed on the same footprint around 1891. A brick stable reappears on the 1891 Hopkins Atlas occupying the same footprint as the previous building. The stable has carriage openings on

⁴⁶ *Digital Sanborn Maps 1867-1970; Buffalo, New York, City Directory.*

⁴⁷ *The Campaign for Greater Buffalo History, Architecture & Culture*, "Campaign Landmarks East Side Block." Accessed online February 22, 2016: http://greaterbuffalo.blogs.com/gbb/2005/12/campaign_landma.html; "Buffalo Architecture and History". Accessed online, February 23, 2016: <http://buffaloah.com/h/broad/corb/source/4.html>.

⁴⁸ Christopher N. Brown, *Buffalo as an Architectural Museum*, "Designs of C.D. Swan, 19th century society architect, still delight". Accessed online, February 23, 2016: <http://buffaloah.com/a/archs/swan/bro/index.html>. The brick building was located on Main Street between Huron and Chippewa Streets and cost \$10,000.

⁴⁹ *American Architect and Building News* (1881), 10.

⁵⁰ Dellenbaugh's daughter Julia married George Woehnert, The couple had a daughter named Helen Maud.

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both the east and west elevations to allow through traffic, suggesting that it was possibly used by the various commercial tenants for storage and carting purposes since the Dellenbaugh's no longer resided on the property. However, given that they still owned the land around 1891, they would have constructed the stable and carriage house.

Following the death of his wife ca. 1890, Dellenbaugh moved into his daughter's house at 139 Richmond Avenue, where he died on January 5, 1891.⁵¹ After his death, the property remained in the estate of Dellenbaugh through the early twentieth century. It is likely that the family retained it as an income producing property, as opportunities abounded in the potential conversion of first floor spaces into storefronts.

Development of the Commercial Row at Broadway and Michigan Avenue by the Dellenbaugh Estate, 1891-1922

The Commercial Row at Broadway and Michigan Avenue continued to evolve alongside the surrounding Lower East Side neighborhood in the first decades of the twentieth century. Changes in transportation methods, technology, and settlement patterns became evident along Broadway at this time, particularly as the increased presence of streetcars and automobiles transformed the street into a major commercial corridor. Even though Dellenbaugh himself passed away in 1891, the property remained in the Dellenbaugh Estate through at least 1900. A letter to the common council dated May 31, 1900 regarding the repaving and resurfacing of Broadway was signed by "F. Dellenbaugh Estate, per Anna Rieffenstahl, as exr."⁵² When the storefront addition was added to the north ca. 1899, two storefronts were located on the first floor, and the second floor was rented out to lodgers.⁵³ At this time the north elevation of the house was demolished and the raised first floor of the house lowered to function as an at grade retail space. Changes to the property at this time reflect larger patterns of urban development occurring in Buffalo and nationwide, as new forms of transportation began to transform the way people lived and worked in cities during the first two decades of the twentieth century.

Electric streetcar service was established on Broadway in 1893, and streetcar networks became increasingly extensive in the early twentieth century, bringing increased traffic to Broadway and Michigan Avenue. While horse-drawn streetcars had run along Michigan Avenue as early as 1880, the installation of electric streetcar service on that line in 1912 greatly increased traffic at the intersection of Broadway and Michigan near the Dellenbaughs' property. As streetcar networks became increasingly extensive throughout the city, commercial storefronts like the one added to Dellenbaugh's original residence became commonplace for commuters who would shop in the area along the streetcar lines. This storefront addition to the residence would have been

⁵¹ "Death of Dr. Dellenbaugh," 67-68.

⁵² *Proceedings of the Common Council of the City of Buffalo* (Buffalo: Buffalo Review Company, 1900), 1020.

⁵³ Historic photos dated ca.1930 and 1941 show the storefront.

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constructed by the family, likely as a commercial venture, given they still owned the land in 1899.⁵⁴

As pedestrians traveled along Broadway adjacent to the streetcar lines, many residences were converted into storefronts as was the case with the Dellenbaugh residence. With these storefront conversions, preexisting buildings began to function in multiple ways, often serving as commercial businesses on the ground floor while also providing residential accommodations on the above floors. Following Dellenbaugh's death in 1891, his residence and commercial storefront addition at 173 Broadway contained a mix of residential occupants on the second floor and commercial/retail tenants on the first floor. The 1891 city directory lists 173 Broadway as a saloon operated by Edward Gentilhome. Edward and his wife lived above the saloon. Also found in the directory at the address are John Carlough, a cabinetmaker, and Adolph Jaben, a machinist, suggesting that the property also functioned as a rooming house. The saloon is listed in the directories through 1896, the year it was described as a "saloon-hotel." Between the 1890s and 1910s, residential tenancy appears to have been fairly stable, with laborers, bartenders, cooks, helpers, bookkeepers living there. A few residential tenants are noted in the directories throughout the twentieth century including William J. Cook who had an optician office from about 1899 to about 1921. The addition of a storefront to this residence marks an important transition in the neighborhood, which evolved from a primarily residential community during Dellenbaugh's lifetime into a more commercial corridor along Broadway shortly after his death.

City directories indicate this mixed-use development was common in the area around the Commercial Row at Broadway and Michigan Avenue, as many of the late nineteenth and early twentieth century residents of the building owned or worked in the shops on the first floor of the building. A retail drug store occupied the commercial space in the Italianate commercial building at 163 Broadway for almost for almost a hundred years. Tenants at this same building included a dentist, a tailor, and a bartender. The dentist ran his practice out of one of the storefronts. The 1910 directory listed Buffalo Co-Operative Bottling Works; a paint company, a tobacconist, and a grocer occupying storefronts. Residents, including packers, a bottler, a driver, a paperhanger, and a clerk occupied the apartments. The Bottling Works company remained in the storefront in 1920, and residents included a widow, Daisy Fowler, and a laborer, bartender, helper, and cooks. William Jones continued his shop selling "Confectionery, News, Cigars and Tobacco" in 1920.

The Lower East Side neighborhood continued to change along with new developments in transportation, along with new populations settling in the area in the first decades of the twentieth century. By the early twentieth century, African Americans and Jews began to dominate the majority of the neighborhood's population. The area was increasingly settled by large numbers of Southern African Americans seeking employment, who moved north to cities like Buffalo and settled in large numbers in the Lower East Side.⁵⁵ While Germans

⁵⁴ The 1915 New Century Atlas shows the property, with both buildings, as a single lot.

⁵⁵ Mark Goldman, *High Hopes: The Rise and Decline of Buffalo, New York* (Albany: SUNY Press, 1983).

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continued to live in the neighborhood, African Americans became a tangible presence in the community at this time. Nash Street, for instance, was known as Potter Street until the 1950s. The name was changed to honor Jesse Edward Nash Sr., who was one of the City of Buffalo's most prominent Black citizens for the first half of the twentieth century."⁵⁶ An African American population continued to dominate the neighborhood into the late twentieth century, but their demographic presence began to influence the community as early as the 1910s.

In the 1910s and 1920s, the automobile began to have an increased presence in the city as well, changing urban development patterns in fundamental ways. Construction of the state garage, along with the reuse of the original horses stable for industrial purposes at the commercial row, marked the complete transformation of the neighborhood to a more auto-centric community. As a result of the increased streetcar traffic and the growing number of automobiles in the area, Broadway began to transition into a commercially dominant area. Initially, automobiles were incorporated into the streetcar neighborhoods, spurring the conversions of barns or the construction of new buildings to serve as automobile garages. New driveways were installed on properties. However, automobiles and buses quickly began to dominate transportation by the 1920s, and as ridership declined, many streetcar lines were removed and replaced with buses to make routes more flexible. Like the streetcar a half-century earlier, the increased speed of the automobile allowed for further growth and expansion away from city centers, creating new automobile suburbs even more remotely located.

Reflecting the urban development patterns occurring in Buffalo and nationwide on a larger scale, a garage was built at the Commercial Row in 1922 in order to accommodate the automobiles that began to dominate urban transportation networks at the time. The state garage, located at 167 and 169 Broadway was designed in 1922, an early work by the architectural firm Bacon & Lurkey, which had formed in 1922. The project was announced and described in a contractor magazine in 1922: "Garage (state): \$60,000. 2 sty. 85x120. B'way, Potter & Michigan avs. Archt. Bacon & Lurkey, 708 Erie County Bank Bldg. Owner & Bldr. Domenic Liberte, Prospect av., nr. Vermont st. Brk. & steel. Mas. & carp. Wk. by owner. Fdns."⁵⁷ In 1922, Domenic Liberte demolished the frame portion of the residence at 173 Broadway; interestingly, a masonry vaulted basement beneath the frame portion of the residence was not demolished and remains beneath the slab floor of the garage. The state garage was constructed in the void formed by the ca. 1840 residence with the 1899 commercial addition at the northeast corner of the block; the ca. 1891 stable at the southeast corner and the 1884 commercial building at the northwest corner. The design retained the south and west elevations of the ca. 1840 residence and the north and west walls of the stable as interior walls. The east elevation of the residence and the east and south elevations of the stable remain visible on the exterior. A ramp accessing the garage was located

⁵⁶ Angela Keppel, "Nash Street: Buffalo's African American History in the Early 1900s," Accessed online February 22, 2016: <http://buffalostreets.com/2012/08/08/nash-street-buffalos-african-american-history-in-the-early-1900s/>; Nancy Blumenstark Mingus, *Buffalo: good neighbors, great architecture* (Charleston, SC: Arcadia, 2003).

⁵⁷ *Digital Sanborn Maps 1867-1970; Buffalo, New York, City Directory*; "Building and Construction News Section," *The American Contractor* (Chicago: F. W. Dodge Corp., 1922), 45.

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off Michigan Avenue, to the south of the 1884 commercial building. Light courts were formed between the ramp and the south elevation of the commercial building and the garage and the east elevation of the commercial building. When constructed, as documented by a 1941 photo, the garage had an office bay to the west, adjacent to the door accessing the stair to the second floor. The middle bay and end bays were open. Interestingly the end bay has a sign noting that it provided the entrance to the “car wash.” Metal overhead doors are located at the entrances along Broadway; otherwise, the garage building has not been significantly altered and has retained an automobile-related function throughout its history.

By 1922, with the addition of the garage, the Commercial Row at Broadway and Michigan Avenue had been built-out to its full form. Also in 1922, the stable located at the southeast corner of the block (64 Potter Street/Nash Street) was converted into the Buffalo Co-operative Bottling Works, which occupied the building at this time, as noted in the city directories and on the 1925 Sanborn map. This transition in function, from horse stable to light industrial business operations, marks the final moment of transformation on the Commercial Row and the surrounding neighborhood.

Notable Architects

Bacon & Lurkey, Architects

The architectural firm of Bacon & Lurkey was formed in 1922. The principals were Edwin P. Bacon and William C. Lurkey, with offices at Erie County Bank Building, Buffalo, New York.⁵⁸ Edwin P. Bacon was affiliated with the American Institute of Architects from 1926 until his death in 1935. William C. Lurkey was a member of The American Institute of Architects from 1923-1937 and 1944 until his death in 1976.⁵⁹

Swan & Faulkner, Architects

Charles Day Swan worked as a draftsman and received his training in the office of Richard Waite. In 1880 he married Helen Maud Woehnert, granddaughter of Dr. Frederick Dellenbaugh. Swan designed a number of residences in the Allentown area of Buffalo, including the George L. Lewis House at 197 Summer Street and the McFarland House at 409 Linwood Avenue. His designs tended to be in the Queen Anne and Shingle styles. Swan entered into practice with John F. Faulkner, who had previously worked in George Metzger’s office. Together they designed a number of homes, churches, and businesses in Buffalo, claiming “artistic dwellings a specialty” in city directories.

⁵⁸ “Personals,” *The American Architect - the Architectural Review* (New York: Architectural & Building Press, Inc, 1922),16.

⁵⁹ Withey, 1956.

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The Commercial Row at Broadway and Michigan Avenue, 1923-Present

Automobiles fully dominated the transportation networks and streetscapes throughout the city of Buffalo by the mid-1920s, bringing new settlement patterns and community demographics to the neighborhood and to the Commercial Row at Broadway and Michigan Avenue after the period of significance ended in 1922. As illustrated on the Sanborn map, the property had been divided into three parcels by 1925. The Dellenbaugh estate no longer owned the property, and building permit records suggest that Domenic Liberte & Company owned the entire block between 1922 and 1929. Sam Barranco owned it in 1929 and it was in the Levy family between 1949 and 1983. A 1925 Sanborn map also lists Teddy's Hotel over the three shops that made up 527 Michigan Avenue, 163 Broadway, and 165 Broadway. Teddy's Hotel appears in the directory with the address 163 Broadway from 1922 to 1934. The hotel gained some notoriety during Prohibition because of at least two liquor raids conducted there. Theo Wyszatycki lived on the property and also ran a soft drink business out of the address, although the articles describing liquor raids suggest that it was a cover for a speak-easy type of operation. In 1922, Theodore Wyszatycki of 165 Broadway was fined \$200 for selling liquor.⁶⁰ In 1928, Teddy's Hotel was raided again, with liquor, wine and brandy seized. The city directory for 1925 lists a restaurant as the occupant of 527 Michigan Avenue, owned by Michael Ehrlich. The Auditorium Pharmacy was at 163 Broadway, owned by Albert Cohen, from at least 1925 to 1926, when the Roger-Smith Drug Co. replaced it.

Urban Renewal projects of the 1950s and 1960s affected the neighborhood during the mid- to late- twentieth century. During this time, older, sometimes dilapidated, buildings were demolished, and the properties were often left vacant. With the onset of Urban Renewal in the 1960s and 1970s and the movement of people out of the city a number of the buildings became vacant and were demolished, resulting in vacant lots. Many of the addresses on Broadway were described in directories as "vacant" by the 1970s as the population of the Lower East Side began moving away from the area. The Commercial Row at Broadway and Michigan Avenue did not entirely suffer this fate and remained occupied by a series of tenants through the end of the twentieth century.

Throughout the twentieth century, the buildings 171 and 173 Broadway continued to operate as commercial businesses, including a manufacturer of blank books, a tailor, T.V. repair, and for most of the years, a barbershop and various restaurants.⁶¹ Multiple automobile-oriented businesses were operated out of the garage into the 1990s. The 1925 Sanborn map indicates that the garage had a capacity for 150 cars with auto painting on the second floor. By 1939, the building's address was 167-171 Broadway. Automobile-related businesses, including collision shops, auto painting, auto washes, and repair, occupied the building from 1922 to the early

⁶⁰ "Supreme, County Court Terms," *Buffalo Courier* (Buffalo, NY), April 8, 1922.

⁶¹ *Buffalo, New York, City Directory*.

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1990s, when the addresses no longer showed up in the directory. The longest-lasting businesses were Eddie's Auto Service and Bison Auto Wash.⁶²

Between 1960 and about 1975, 163 Broadway contained the Rogers-Smith Drug store and the Downtown Clinical Laboratory. Doctors Benjamin F. Murphy, Henry C. Everett, and Clifford A Brown were locally prominent African American doctors who practiced medicine at the address. Scant information was uncovered about Brown and Everett. "Dr. Benjamin F. Murphy was a physician in Buffalo for half a century and an authority on narcotics addiction. He was known as a doctor who made house calls and treated people who could not pay. He maintained a private practice at Broadway and Michigan Avenue for nearly forty years."⁶³ Once the business closed, the Broadway Prescription center was located at this address until circa 1996. The upstairs floors of 163 Broadway contained around twenty furnished rooms until at least the 1950s. A restaurant under various proprietors was at 165 Broadway from 1930 until at least 2005. However, a deli and lottery ticket store occupied the address in the 1980s and part of the 1990s.⁶⁴ From 1923 to the present, the Commercial Row at Broadway and Michigan Avenue continued to operate as a primarily commercial enterprise, with a number of businesses functioning in these historic buildings after the period of significance ended in 1922.

In 2022 the building was rehabilitated for mixed-use as commercial on the first floor and apartments on the upper floors. At this time the three buildings that historically made up the block were interconnected. The first floor of the former parking garage remains as parking for the apartments and commercial tenants.

Summary

The Commercial Row at Broadway and Michigan Avenue is significant under Criterion A in the area of Community Development and Criterion C for its association with the transformation of urban settlement patterns at the commercial row and the surrounding neighborhood spanning an important transitional era for the neighborhood and the city at large, during the period of significance from 1840-1922. During the first five decades of this period, the influential community leader and doctor Frederick Dellenbaugh constructed his residence, office, and stables at this address. As the neighborhood transitioned from an early residential settlement on the outskirts of the city of Buffalo into a lively commercial corridor, Dellenbaugh conducted several alterations to his property in order to adapt to changing circumstances. The impact of the streetcar, and subsequently the automobile on the Commercial Row at Broadway and Michigan Avenue and the vicinity can

⁶² *Digital Sanborn Maps 1867-1970; Buffalo, New York, City Directory.*

⁶³ *Digital Sanborn Maps 1867-1970; Buffalo, New York, City Directory; Uncrowned Community Builders, "Benjamin Franklin Murphy MD."* Accessed online, February 23, 2016: <http://www.uncrownedcommunitybuilders.com/person/benjamin-franklin-murphy>.

⁶⁴ *Buffalo, New York, City Directory; Sanborn Map Company, Digital Sanborn Maps 1867-1970 (Ann Arbor, Michigan: ProQuest UMI, 2001); Albert Volk, The New Century Atlas of Greater Buffalo (Philadelphia: Century Atlas Co, 1915).*

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be seen in the alteration and transformation of residential spaces into commercial ones, and stables into garages. Even after Dellenbaugh's death in 1891, his family estate continued to control the property for over two more decades, subsequently conducting further alterations, demolition and new construction that reflected the changing atmosphere and urban patterns of the neighborhood. Once a quiet residential community, Dellenbaugh's property later became a mixed-use development, reflecting the commercial corridor that Broadway had become by the early twentieth century. Changes in transportation methods, urban settlement patterns, and population demographics continued to affect the Commercial Row at Broadway and Michigan Avenue and Lower East Side neighborhood at this time, as reflected in the last building constructed on the property, an automobile garage, in 1922. The construction of this garage reflects the complete transition of the property and the surrounding neighborhood, thus ending the period of significance. Serving as a microcosmic example of the architectural and social changes that occurred the Lower East Side and Broadway from 1840-1922, the Commercial Row at Broadway and Michigan Avenue represents a rare, intact contribution to the history of Buffalo, NY.

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Verbal Boundary Description

The boundary is indicated with a heavy line on the attached maps with scale.

Boundary Justification

The boundary has been drawn to correspond to the tract of land owned by Dellenbaugh in 1840 and encompasses all subsequent development of the tract both in his lifetime and afterwards by his heirs. The significant demolition and land clearance surrounding these building, which once fit into a busy neighborhood, results in the Commercial Row at Michigan and Broadway being the largest intact enclave of historic properties in the immediate area.

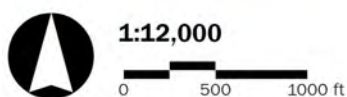
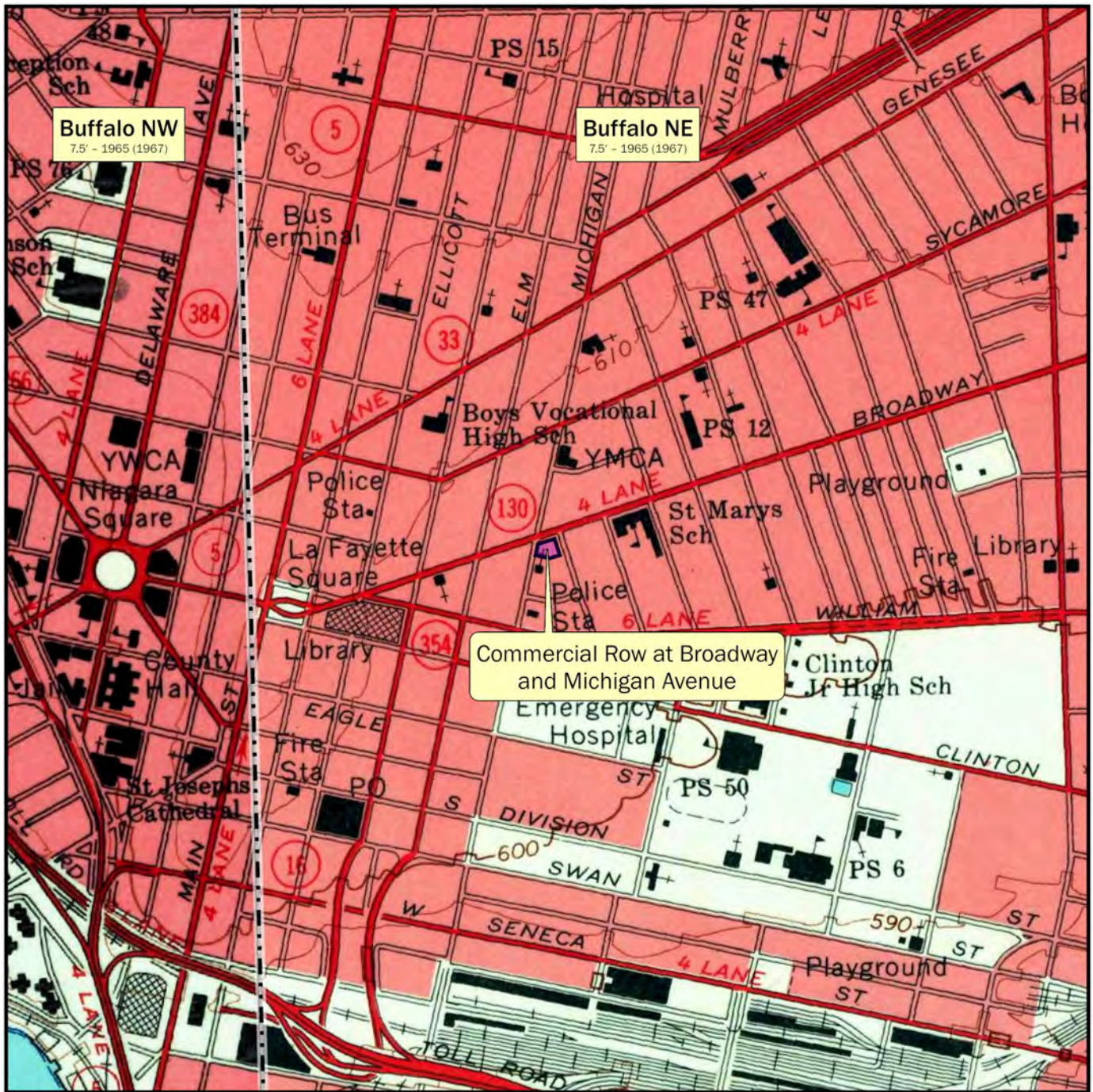
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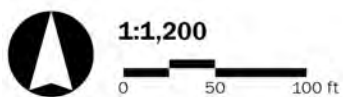
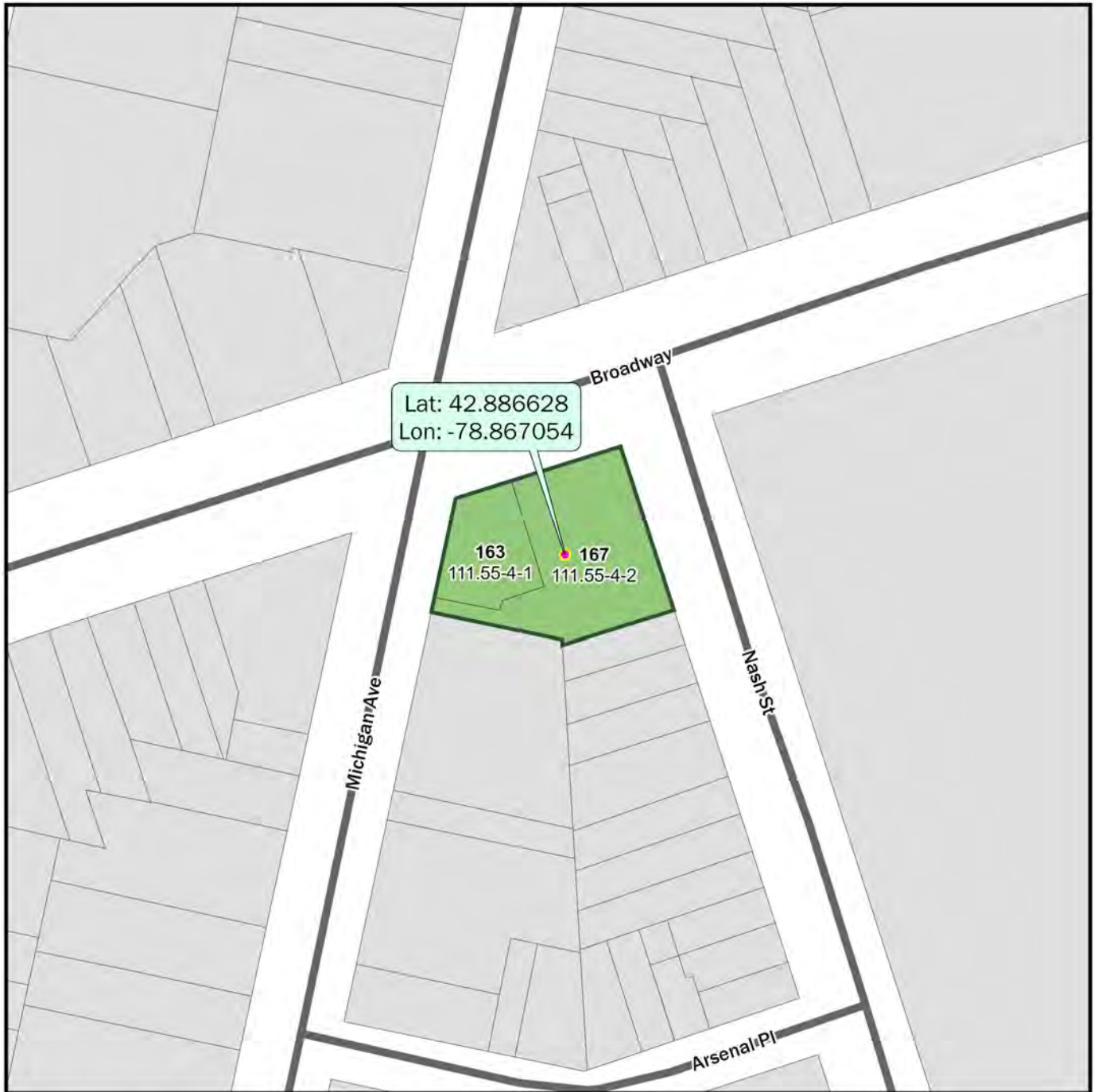
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Projection: WGS 1984 UTM Zone 17N

 Nomination Boundary (0.35 ac)  Tax Parcels

Erie County Parcel Year: 2021



Mapped 04/16/2024 by Matthew W. Shepherd, NYSHPO

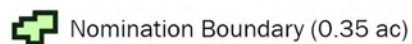
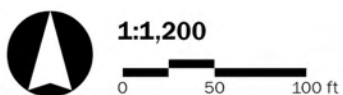
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Additional Information

Photo Log:

Name of Property: Commercial Row at Broadway & Michigan
City: Buffalo
County: Erie County
State: New York
Photographer: Carmina Wood Design
Date Photographed: June 2022
of Photographs: 25

Photograph:

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0001

View looking south showing north elevation facing Broadway. The 1899 storefront addition to the ca. 1840 Dellenbaugh residence is located to the east; the 1922 State Garage is located centrally, and the 1884 mixed use commercial building is located to the west.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0002

View looking southwest showing the east elevation facing Nash Street and the north elevation facing Broadway. Note the two-story Dellenbaugh residence with the 1899 storefront addition at the corner of Nash Street and Broadway. The east elevation of the State Garage is centrally located and the 1891 stable is located to the south facing Nash Street. The 1899 storefront addition to the ca. 1840 Dellenbaugh residence is located to the east; the 1922 State Garage is located centrally, and the 1884 mixed use commercial building is located to the west at the corner of Broadway and Michigan Avenue. The vehicular entrance to the State Garage is located to the south along Michigan Avenue.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0003

View looking southeast showing the north elevation of the 1899 storefront addition to the ca. 1840 Dellenbaugh residence, the 1922 State Garage, and the 1884 mixed use building facing Broadway, and the west elevations of the mixed use building and the State Garage facing Michigan Avenue.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0004

View looking southwest showing the 1899 addition to the ca. 1840 Dellenbaugh residence facing Broadway to the north, and the east elevation of the ca. 1840 residence facing Nash Street.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0005

View looking south showing the north elevation of the 1922 State Garage.

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NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0006

View looking southwest showing the north elevation of the 1884 mixed use commercial building facing Broadway.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0007

View looking east showing the west elevation of the 1884 mixed use commercial building to the north and the vehicular entrance of the 1922 State Garage facing building facing Michigan Avenue.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0008

View looking north showing the south elevation. To the east is the 1891 stable and to the west is the 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0009

View looking northeast showing the south elevation and east elevation facing Nash Street.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0010

View looking west showing the east elevation facing Nash Street of the 1891 stable to the south, and a portion of the 1822 State Garage to the north.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0011

View looking west showing the east elevation of the 1922 State Garage facing Nash Street.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0012

View looking west showing the east elevation of the ca. 1840 Dellenbaugh residence and the 1899 storefront addition.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0013

Looking northeast showing the south elevation of the 1922 State Garage and the 1884 mixed use building.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0014

View looking north showing the commercial space in the 1884 mixed use building.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0015

View looking east showing the first floor parking garage in the 1922 State Garage

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0016

View looking northeast showing the first floor commercial space in the 1899 addition to the Dellenbaugh residence.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0017

View looking up the main stair accessing the second floor off Broadway in the 1884 mixed use building.

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NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0018

View showing the main stair accessed off Broadway from the second floor leading up to the third floor.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0019

View showing the stair to the south in the 1884 mixed use building between the second and third floors.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0020

View showing the corridor, second floor in the 1884 mixed use building.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0021

View showing a typical apartment in the 1884 mixed use building.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0022

View showing stair in the courtyard space formed by the 1884 mixed use commercial building and the 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0023

View looking west showing apartment space in the former vehicular ramp in the 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0024

View along corridor, typical, 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0025

View looking north along corridor, second floor, 1922 State Garage. Note that stair to the northeast access the apartment unit in the ca. 1840 Dellenbaugh residence.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0026

View looking east showing apartment, second floor, 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0027

View looking northwest showing apartment, second floor, 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0028

View looking north showing stairs in 1922 State Garage.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0029

View looking east showing first floor of the 1891 stable.

NY_Erie County_CommercialRowatBroadway&MichiganAvenue_0030

View looking east showing second floor of the 1891 stable.

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Historic Maps



1850 Emslie Map of Buffalo, NY.⁶⁵

⁶⁵ Emslie, 1850.

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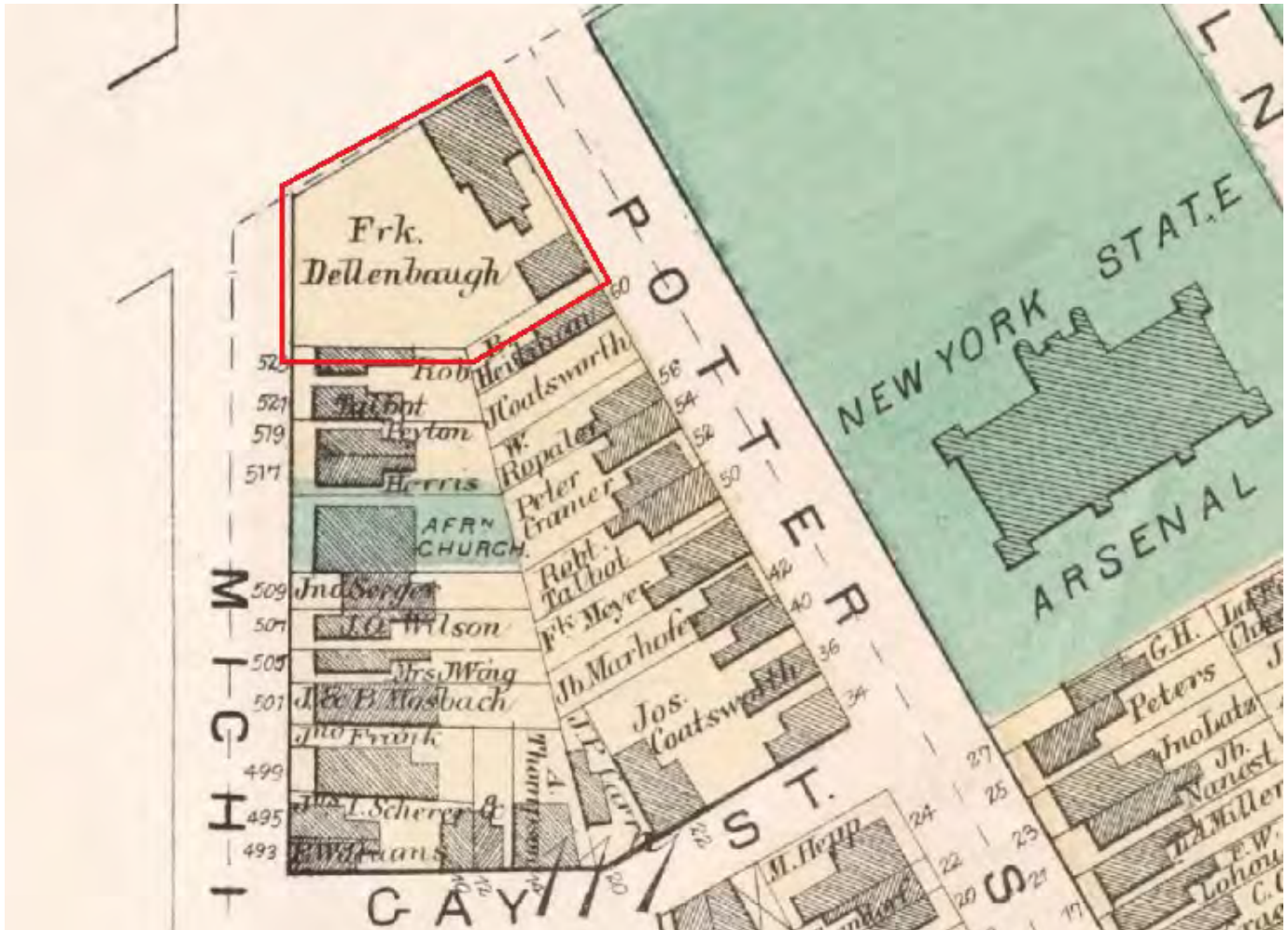
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1872 Hopkins Atlas Map of Buffalo, NY.⁶⁶

⁶⁶ Hopkins, 1872.

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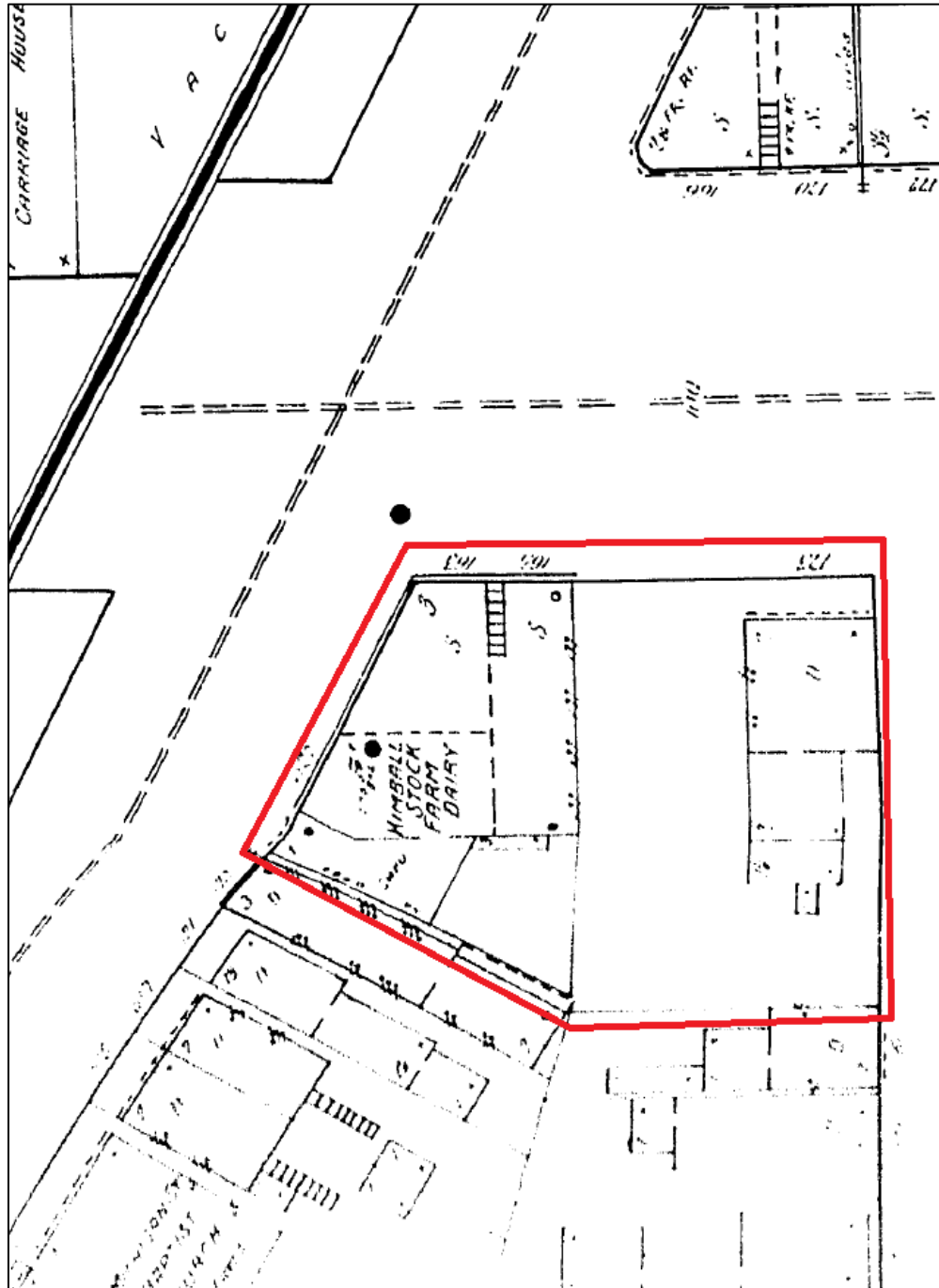
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1889 Sanborn Map of Buffalo.⁶⁷ Note that the stable visible on the Emslie and Hopkins Maps is no longer present.

⁶⁷ Sanborn Map Company, *Digital Sanborn Maps 1867-1970: Buffalo 1889-1893 vol. 3, 1889, Sheet 79a.*

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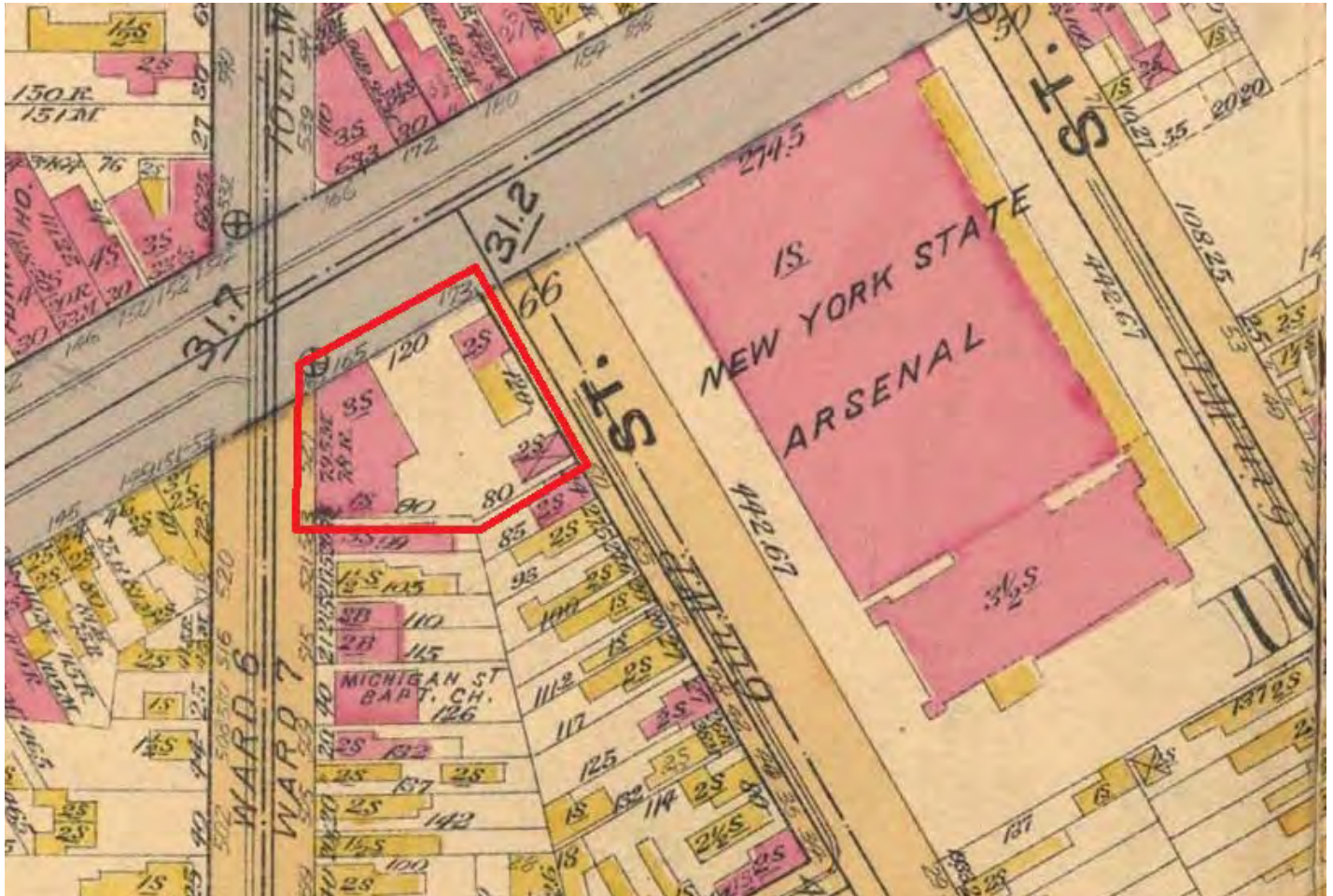
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1894 American Atlas Map of Buffalo, NY.⁶⁸ Note that the stable visible on the Emslie and Hopkins maps but missing on the 1889 Sanborn map has been reconstructed.

⁶⁸ American Atlas Company, *Atlas of the City of Buffalo, NY* (New York: American Atlas Company, 1894).

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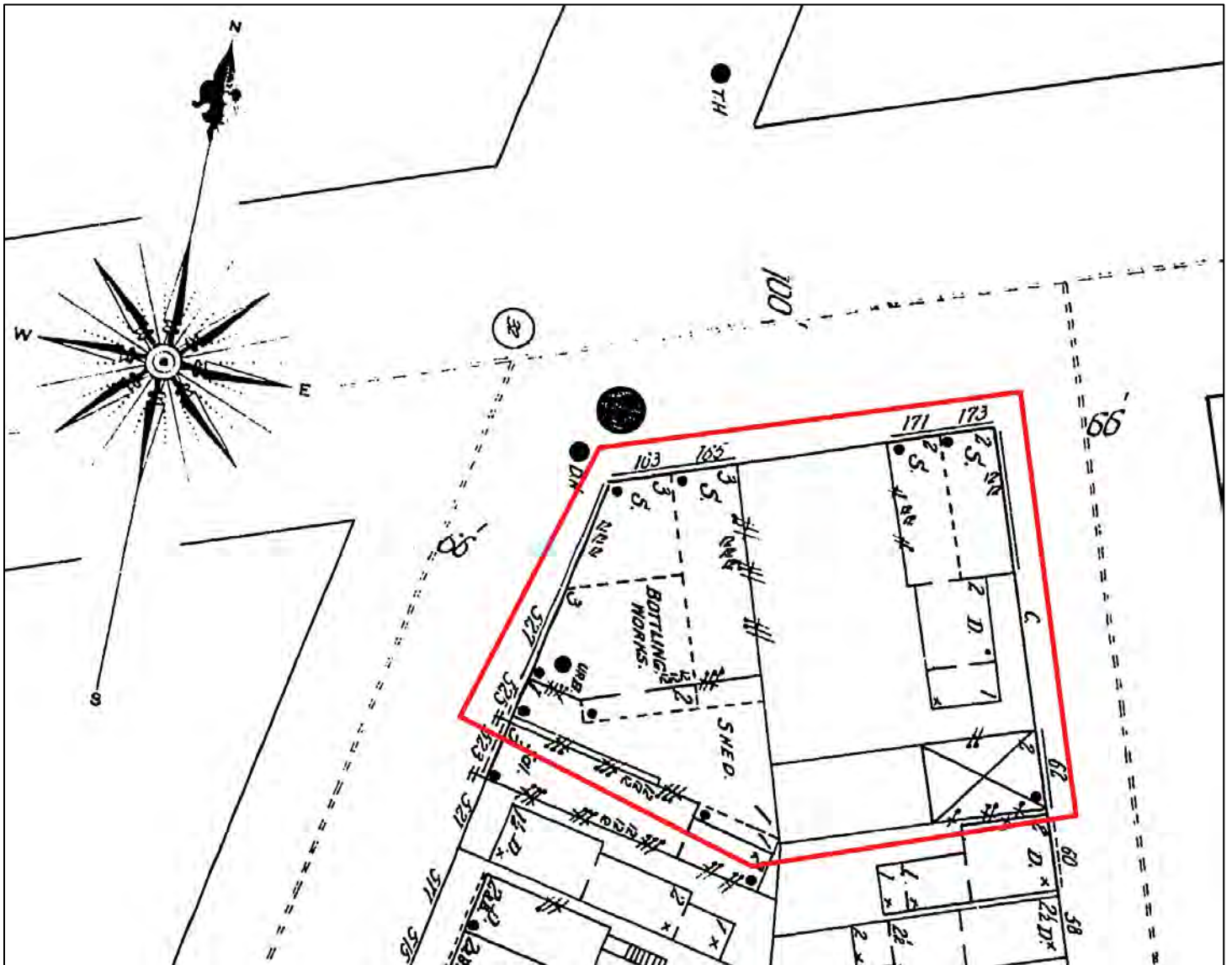
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1899 Sanborn Map of the Project Area.⁶⁹

⁶⁹ Sanborn Map Company, *Digital Sanborn Maps 1867-1970: Buffalo 1889-1900 vol.2, 1899, Sheet 135.*

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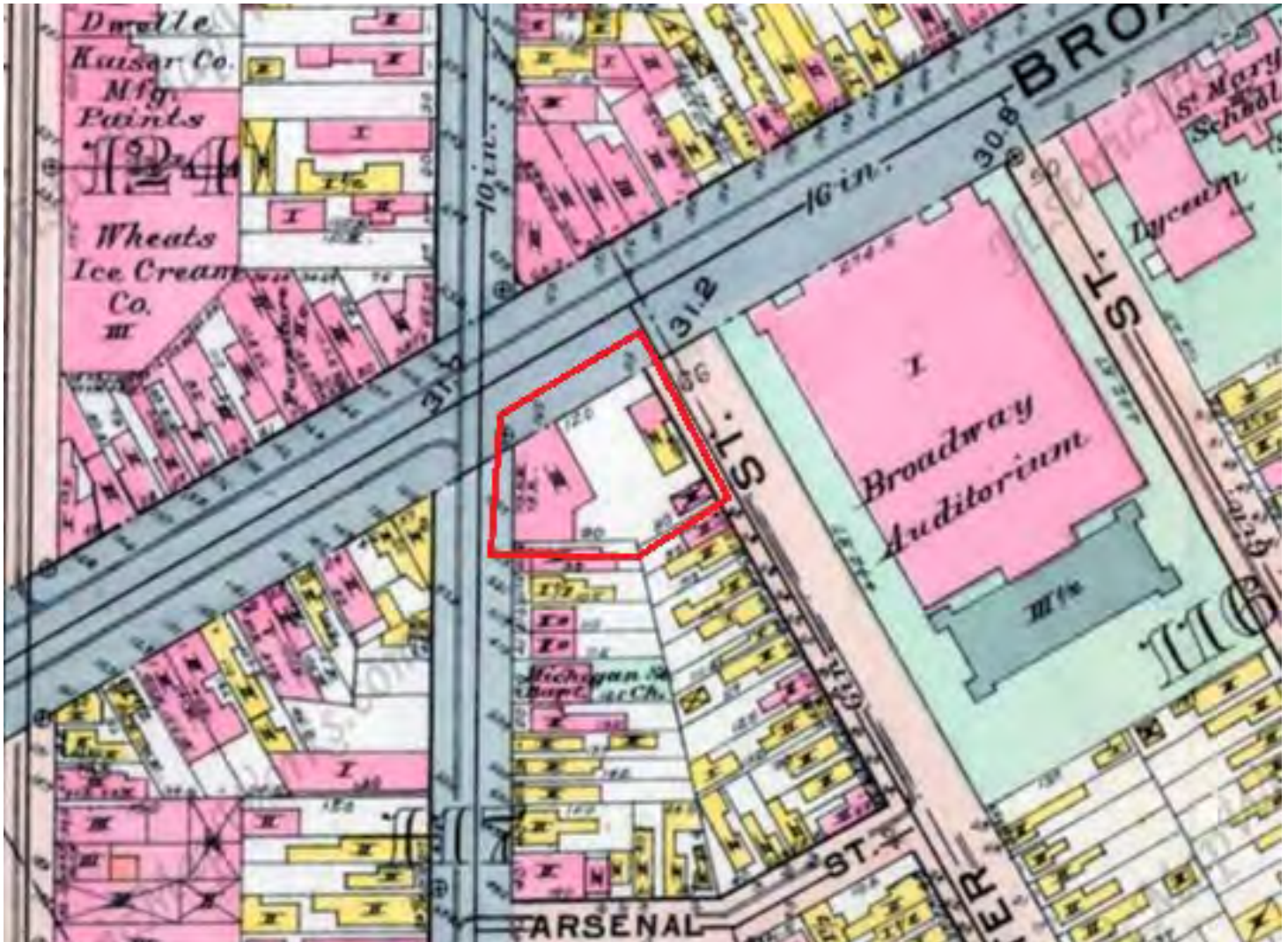
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1915 New Century Atlas Map of Buffalo, NY.⁷⁰ Note that the store front addition is not depicted on this map. It is shown on the 1899 Sanborn map.

⁷⁰ Albert Volk, *The New Century Atlas of Greater Buffalo* (Philadelphia: Century Atlas Co, 1915).

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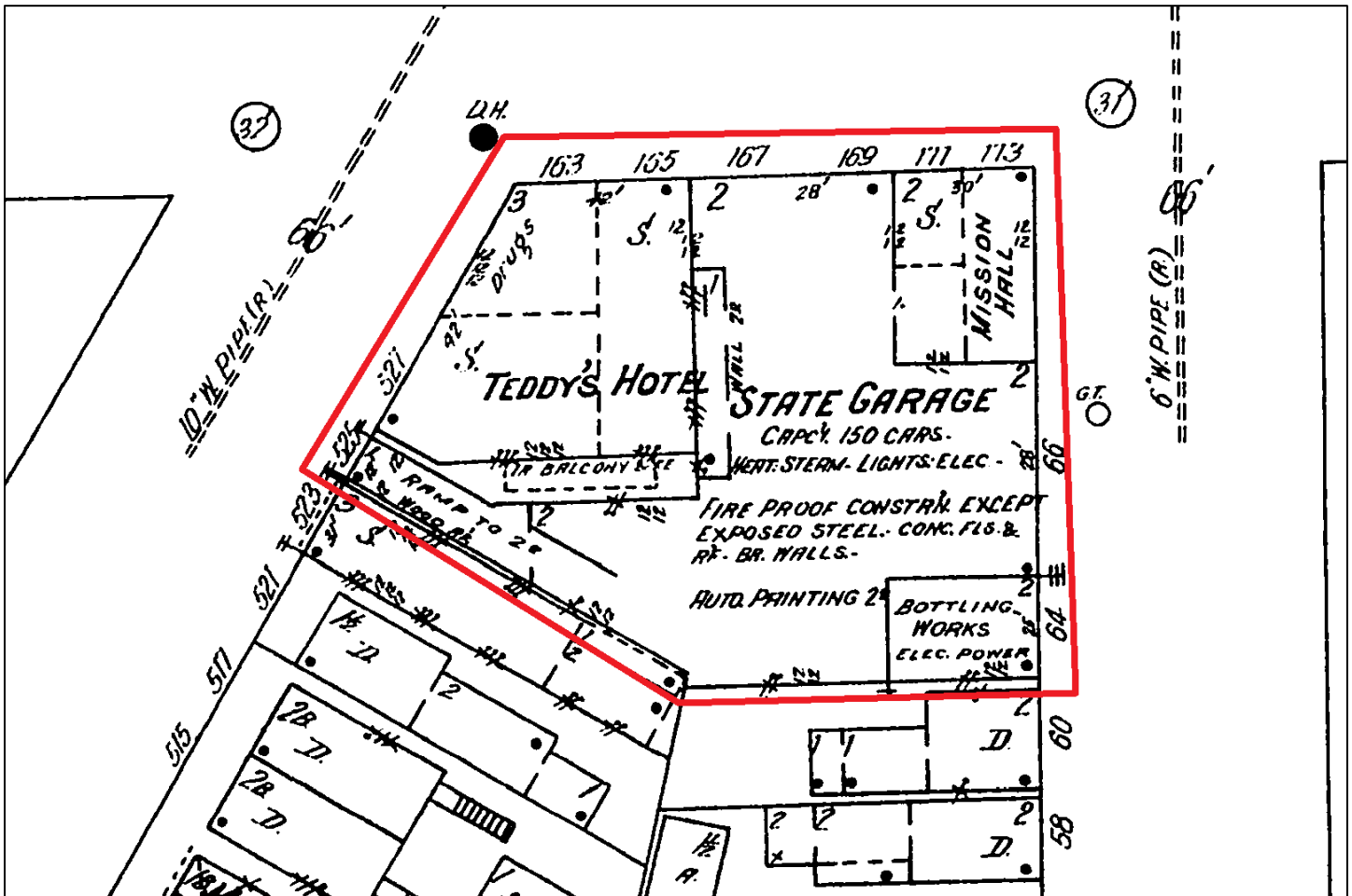
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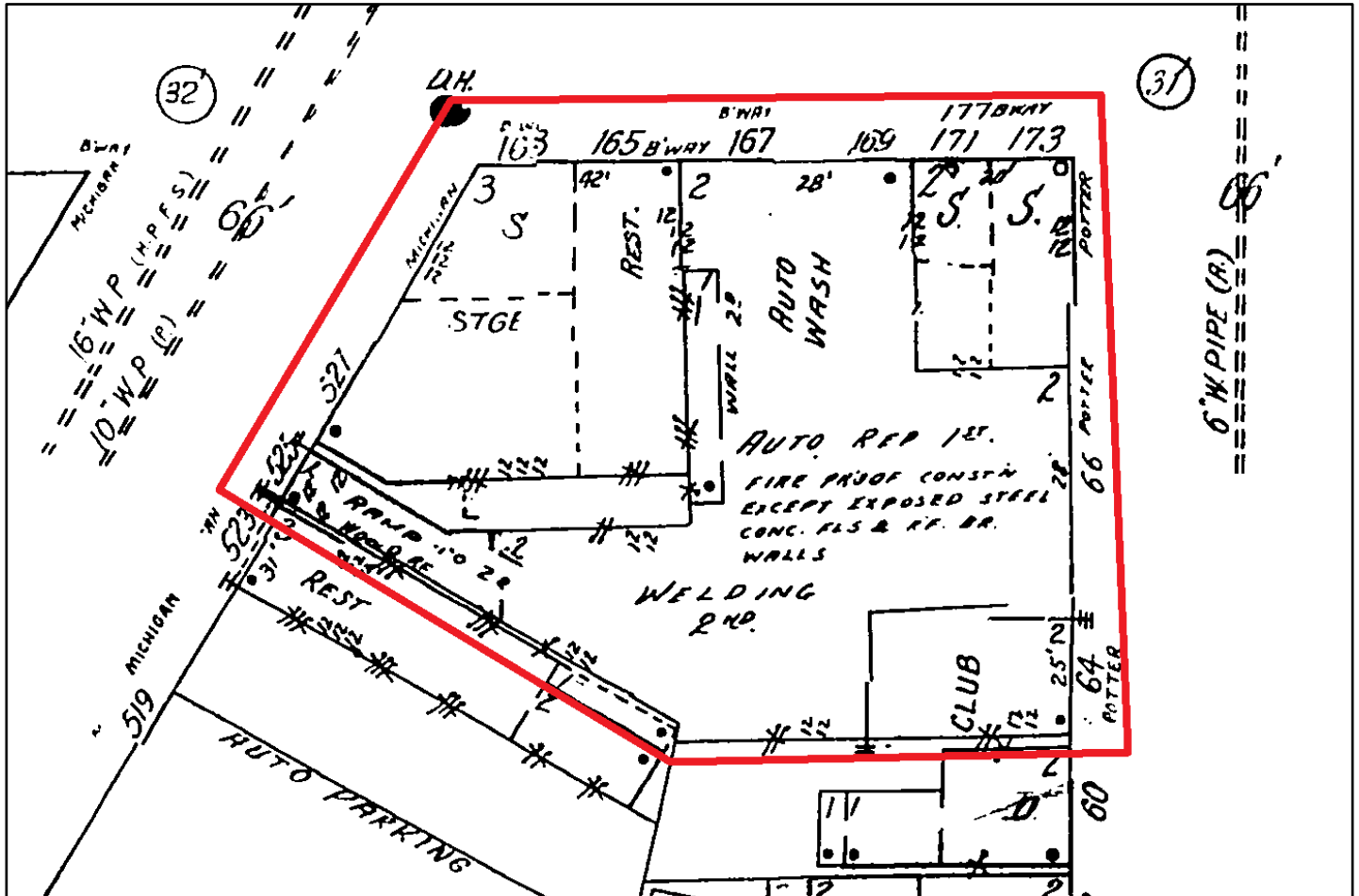
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1950 Sanborn Map of the Project Area.⁷²

⁷² Sanborn Map Company, *Digital Sanborn Maps 1867-1970: Buffalo 1925-Feb.1951 vol.2, 1926-Apr.1950, Sheet 189.*

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Historic Photos:



Historic Photo 1. Looking southwest from Broadway toward Nash Street ca. 1930, showing the east elevations of the 1922 Garage, east elevation of the ca. 1940 Residence and 1899 Storefront Addition. “The Circus is in Town.” (Photo Courtesy of the *Buffalo History Museum*)

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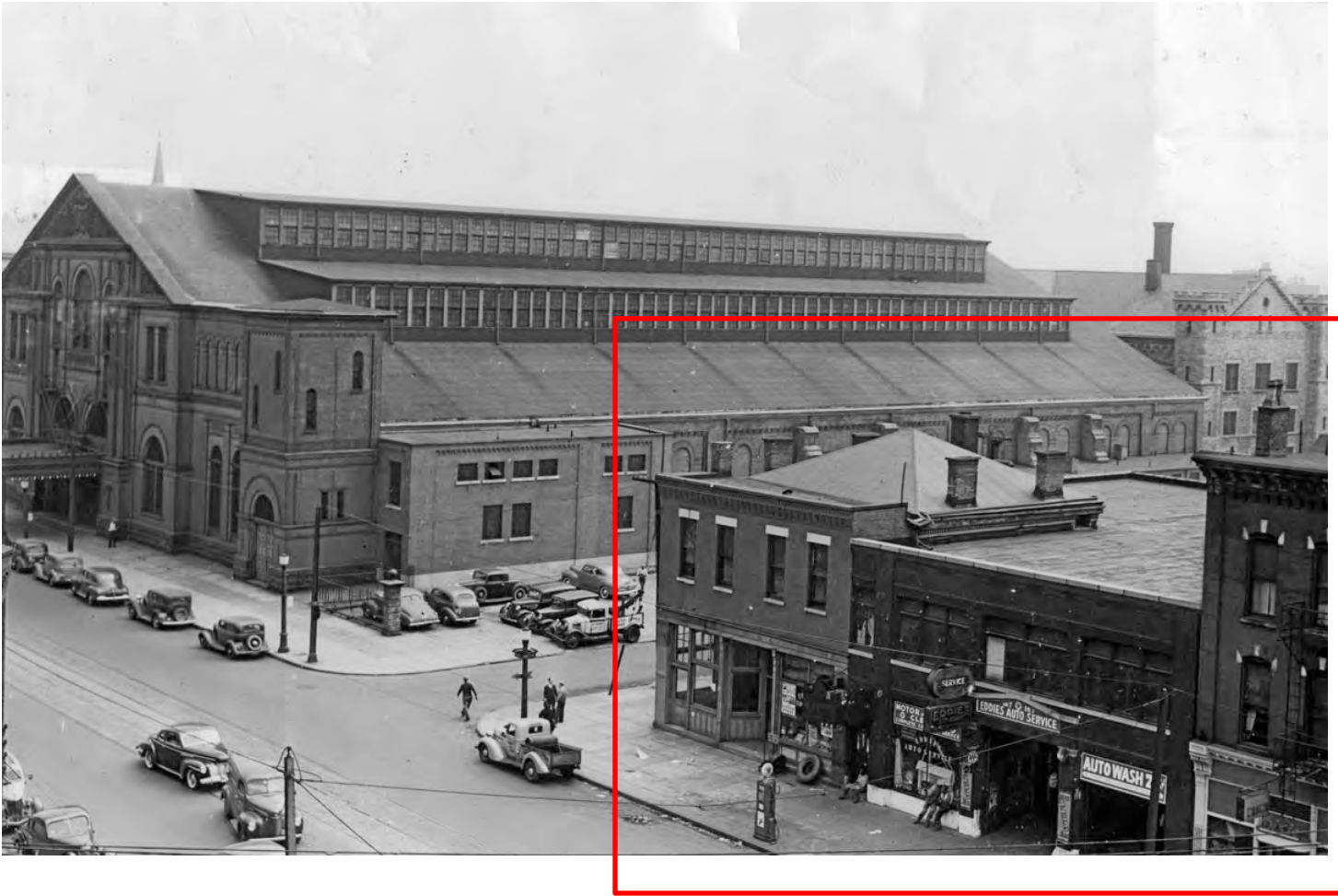
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Historic Photo 2. View from 1941 looking southeast showing the Auditorium Building to the east on the corner of Nash Street and Broadway. The Commercial Row at Broadway & Michigan is visible to the west. (Courtesy of the *Buffalo History Museum*)

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Historic Photo 3: View looking down Broadway at Michigan Avenue, ca. 1960s

<https://twitter.com/scottbalzer/status/1411799809862864901/photo/1>

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Historic Photo 4. View looking southeast, ca. 1975 from Broadway toward the corner of Nash Street and Broadway.

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Historic Photo 5: View of the corner building, Michigan Avenue at Broadway, ca. 1980

https://buffalonews.com/news/local/history/torn-down-tuesday-michigan-at-broadway-1930s/article_d7991eab-7ea1-53d7-aa03-3edf4d3ab705.html





Broadway
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