

Appendix C

Phase IA Cultural Resources Investigation



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PHASE IA CULTURAL RESOURCES INVESTIGATION

FOR THE PROPOSED RESTORATION OF VEHICULAR TRAFFIC ON MAIN STREET, CITY OF BUFFALO, ERIE COUNTY, NEW YORK

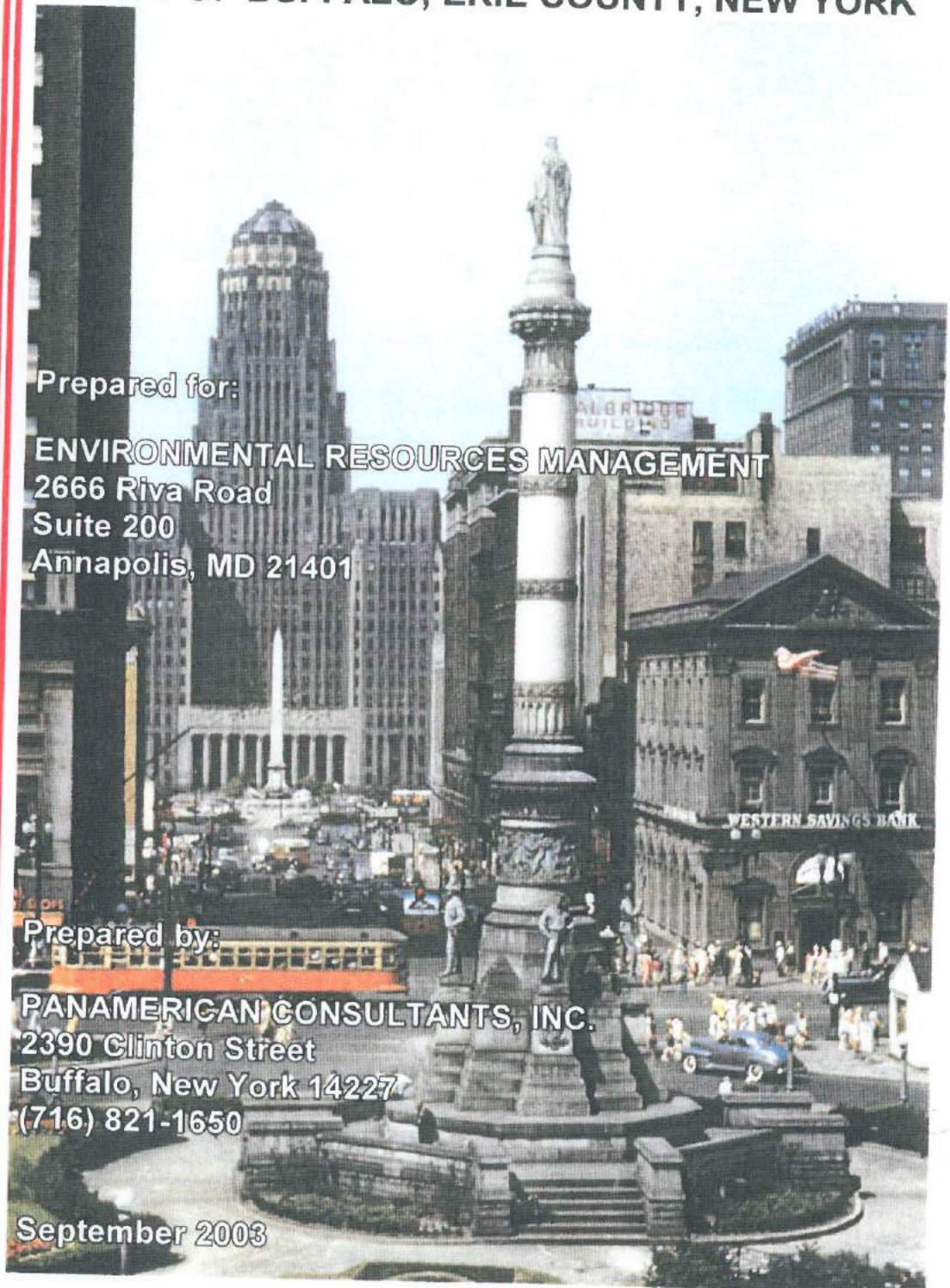
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September 2003



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Management Summary

Panamerican Consultants, Inc. was contracted by Environmental Resources Management (ERM), Annapolis, Maryland, to conduct a Phase IA cultural resources investigation in support of the preparation of an environment assessment (EA) for the proposed restoration of vehicular traffic to approximately 6,600 linear feet of Main Street in the City of Buffalo, Erie County, New York. This study is sponsored by the City of Buffalo, Niagara Frontier Transportation Authority (NFTA), Erie County, New York Department of Transportation, and Buffalo Place, collectively referred to as the Project Sponsors. The project area for the proposed restoration is Main Street between Tupper Street at the north end and Scott Street at the south. This portion of Main Street supports the above ground section of the light rail rapid transit (LRRT) system in the city. The project also includes the 700 block of Main Street (from Tupper Street to Goodell Street). Four alternatives are examined here; three of these entail the restoration of vehicular traffic to Main Street:

- 1) retention of the entire existing pedestrian mall with enhanced pedestrian amenities and security improvements;
- 2) restoration of two-way traffic with vehicular lanes separate from the existing LRRT track bed;
- 3) restoration of two-way traffic on selected blocks of Main Street with vehicular lanes separate from the existing LRRT track bed.
- 4) restoration of two-way traffic with vehicular lanes sharing the existing LRRT track bed; and,

All four alternatives call for the restoration of two-way traffic to the 700 block of Main Street, which does not carry any portion of the LRRT system.

The purpose of the survey was to identify any previously recorded cultural resources that may be impacted by the proposed restoration of traffic and to assess the likelihood that unrecorded resources may be present in the project area. The investigation included a site file and literature check, archival and documentary research, site inspections, and photographic documentation of site conditions and structures within the proposed project's viewshed.

ARCHAEOLOGICAL RECOMMENDATIONS

Prehistoric Resources. The extensive prior disturbance and urban development activities along Main Street, including the installation of an aboveground LRRT system, have largely destroyed any potential for locating intact prehistoric remains. Therefore, no specific plan is recommended to identify undiscovered prehistoric sites.

Historic Resources. Cultural resources investigations were conducted in the late 1970s and early 1980s for the entire length of the project area during the planning process for the LRRT system. During those investigations, elements of the historic development of Main Street (i.e., log road) were uncovered in portions of the project area. There is a high likelihood that buried historic cultural deposits are present at various locations throughout the project area. These resources may consist of structural remains and associated features of residential and commercial buildings, historic middens and associated artifacts. The extent of disturbance to historic resources in this area is significant. Subsurface impacts within the project area resulting from the four alternatives appear to be limited to the removal of recently-installed aboveground structures and objects and no specific plan is recommended to identify undiscovered historic sites. The relocation of the catenary poles was eliminated from all four proposals.

ARCHITECTURAL AND STRUCTURE RECOMMENDATIONS

The objective of the present Phase IA architectural reconnaissance-level survey was to document and identify structures along the proposed Main Street traffic restoration project area. An inventory of historic structures was conducted between 1978 and 1980 as part of the cultural resources investigation for the LRRT project.

Ninety-five structures were identified within the project's Area of Potential Effect (APE). Most of these structures are historically and/or architecturally significant as contributing elements of the three National Register Eligible (NRE) historic districts located within the project area. Several buildings and structures are also individually listed or eligible for listing in the National Register of Historic Places (NRHP).

Two structures within the APE, Shea's Buffalo Theater at 646 Main Street (90NR1222), and the L.L. Berger Building at 500-518 Main Street (99NR1507), have been previously listed in the National Register. Three buildings, the Brisbane Building at 395 Main Street, the Liberty Bank Building at 410-426 Main Street, and the Buffalo Savings Bank at 545 Main Street have been determined eligible for individual listing. In addition, this study identifies three resources that are potentially eligible for individual listing and recommends that they receive further evaluation. These resources, for which no previous determination of eligibility has been made, are the former AM&A's Building at 385 Main Street, the Genesee Building at 532 Main Street, and Lafayette Square at 415 Main Street.

No direct negative impacts to historic structures located within the project area are anticipated for any of the alternatives. The proposed work is expected to remove existing intrusions from the historic streetscape and return a level of activity to the area that will in fact benefit historic structures. Should it be subsequently determined that the project will adversely effect cultural resources, mitigation measures must be taken for any National Register-listed or eligible structures that will be impacted. Adequate architectural recordation measures as well as the level of documentation required for any eligible

structures will need to be established in consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Mitigation measures may include Historical American Building Survey (HABS) recordation or similar type documentation. No level of documentation should be conducted without OPRHP approval. Copies of this documentation should be submitted to OPRHP and to appropriate local archives designated by OPRHP and Erie County.

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1.0 Introduction and Project Description

Panamerican Consultants, Inc. was contracted by Environmental Resources Management (ERM), Annapolis, Maryland, to conduct a Phase IA cultural resources investigation in support of the preparation of an environment assessment (EA) for the proposed restoration of vehicular traffic to approximately 6,600 linear feet of Main Street in the City of Buffalo, Erie County, New York (Figure 1). This study is sponsored by the City of Buffalo, Niagara Frontier Transportation Authority (NFTA), Erie County, New York Department of Transportation, and Buffalo Place, collectively referred to as the Project Sponsors. The project area for the proposed restoration consists of eleven blocks of Main Street between Tupper Street on the north and Scott Street on the south. This area is currently designated as a pedestrian mall and has been closed to vehicular traffic since the late 1980s. This portion of Main Street supports the aboveground section of the light rail rapid transit (LRRT) system in the city. The project also includes the 700 block of Main Street (from Tupper Street to Goodell Street) adjacent to the northern boundary of the pedestrian mall. This block is presently limited to one-way traffic. Four alternatives for treatment of the project area have been proposed.

Alternative 1: This alternative calls for the retention and enhancement of the existing pedestrian mall. Under this option, the entire project area between Tupper Street and Scott Street will remain closed to vehicular traffic. Additional pedestrian amenities and increased security will be provided (Figures 2 and 3).

Alternative 2: This alternative calls for the restoration of two-way traffic to the entire length of the project area. New vehicular lanes will be created outside the existing LRRT track bed, with LRRT stations located between the automobile and LRRT travel lanes. Existing sidewalks will be narrowed substantially to accommodate the new traffic patterns but will remain wide enough (approximately 13.75–15.75 ft) to allow a comfortable level of pedestrian access to local venues. Approximately 195 on-street parking and loading spaces will be created at various locations (Figures 4 and 5).

Alternative 3: This alternative calls for the restoration of two-way traffic on selected blocks of Main Street through the creation of new vehicular travel lanes separate from the LRRT track bed. The pedestrian mall will be retained and enhanced on the portion of Main Street between Division and Huron streets, thereby eliminating future conflicts with popular public events such as the Farmer's Market and "Thursday at the Square" that regularly take place in this area. Approximately 115 on-street parking and loading spaces will be created at various locations (Figure 6).

Alternative 4: This alternative calls for the restoration of two-way traffic to the entire length of the project area with automobile traffic sharing the LRRT track bed. LRRT stations will remain outside the travel lanes. Traffic will be regulated through the installation of a signal and gate system, which will prevent automobiles from entering the LRRT tunnel or otherwise interfering with the LRRT system. The existing sidewalks will be narrowed slightly (to about 28 feet) and approximately 137 new on-street parking and loading spaces will be created at various locations (Figures 7 and 8).

Regardless of the alternative selected, the LRRT system will continue to operate on the existing trackbed. The existing LRRT stations will be replaced by new stations of a smaller, less intrusive design. All alternatives call for the restoration of two-way traffic to Mohawk Street and the 700 block of Main Street, which does not support any portion of the the LRRT system.

The cultural resource investigation was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) the New York State Environmental Quality Review Act (SEQRA), the New York State Historic Preservation Act (SHPA), the National Environmental Policy Act (NEPA), and all relevant federal and state laws and regulations. The investigation was also conducted according to the New York Archaeological Council's (NYAC) Standards for Archaeological Investigations.

The purpose of the survey was to identify any previously recorded cultural resources that may be impacted by the proposed project and to assess the likelihood that unrecorded resources may be present within the site location. The archaeological and architectural cultural resource investigation included archival and historic map research, site visits and walkover reconnaissance, an inventory of structures along the proposed restoration route, site file and literature searches, prehistoric and historic background research, examination of properties listed in the National and New York State Registers of Historic Places, cultural resource sensitivity, and past disturbance at the site.

Preservation Planner, Dr. Frank Schieppati served as Co-Principal Investigator, Ms. Kelly Nolte, M.A., served as Co-Principal Investigator and Senior Architectural Historian, and Mr. Mark Steinback, M.A., served as Senior Historian. Ms. Christine M. Longiaru, M.A., served as Architectural Historian. Field investigations (including architectural evaluations), photography, and cartographic analysis were conducted between October 2001 and April 2002.

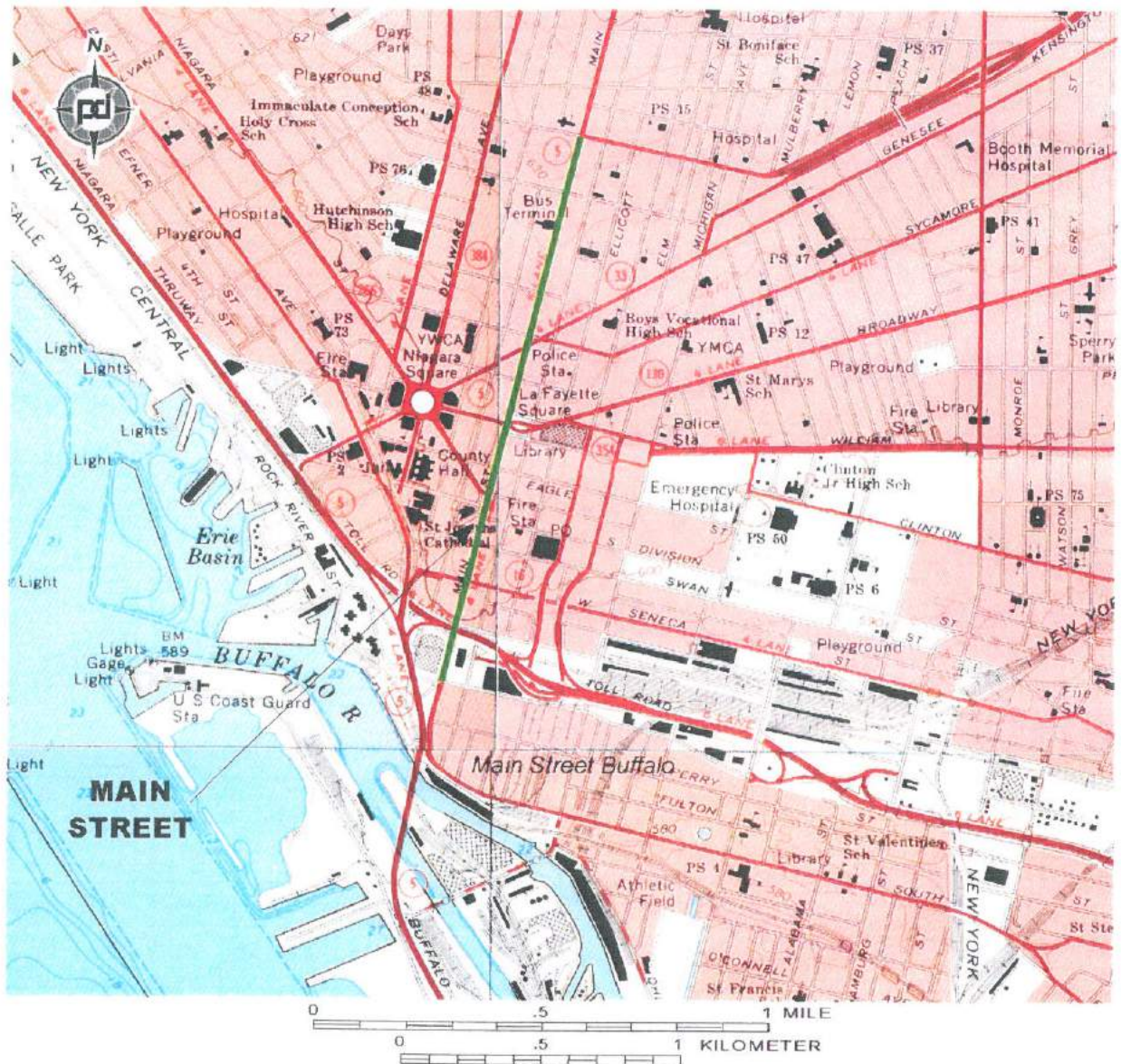


Figure 1. Location of the Main Street Study Area (—) in the City of Buffalo, Erie County, New York (USGS 7.5' Quadrangles, Buffalo NW, NE, SW and SE, NY 1965).



Figure 2. Alternative #1, Enhanced Pedestrian Mall (after ERM 2002).

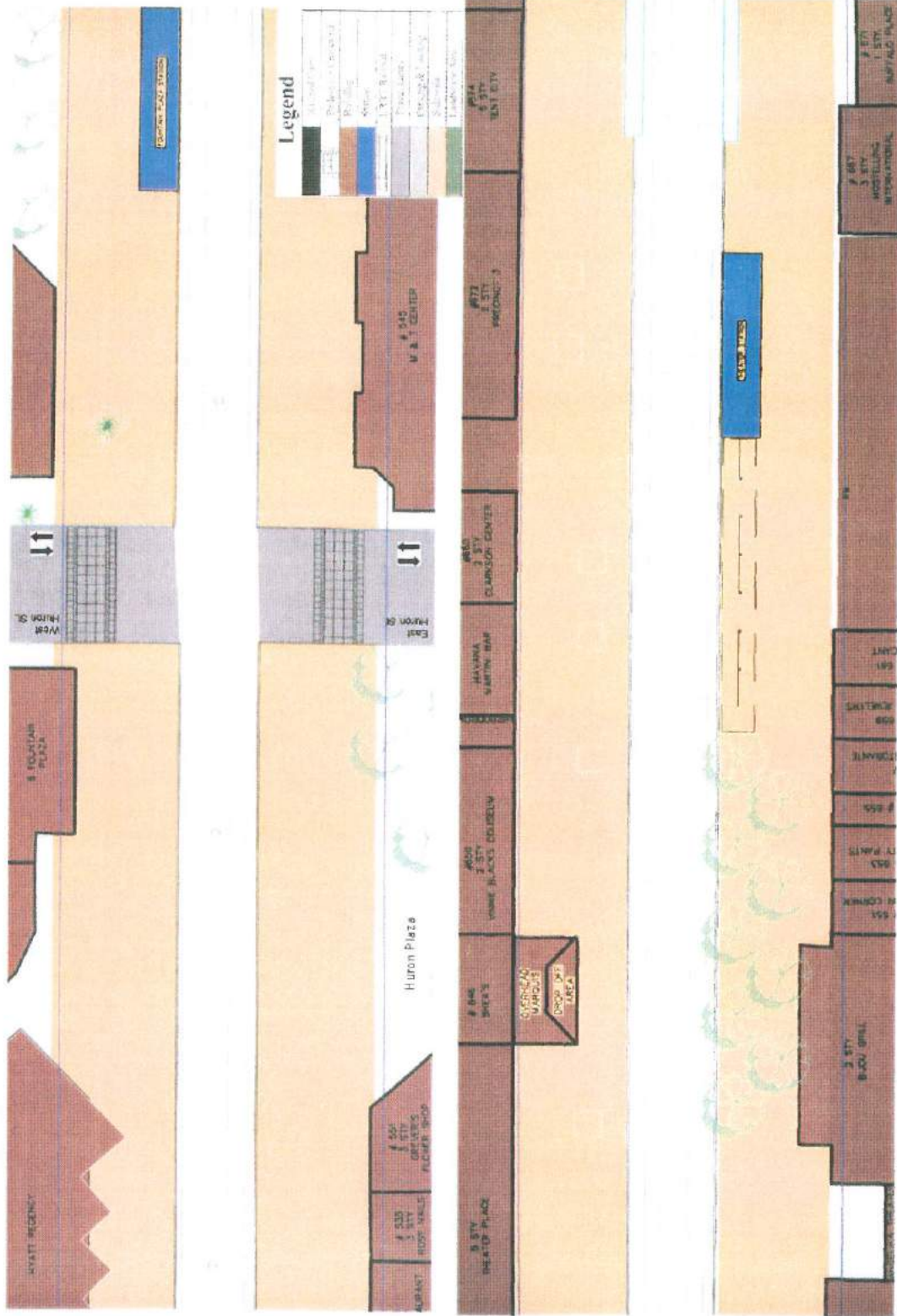


Figure 3. Alternative #1, Enhanced Pedestrian Mall, Huron Street area (upper) and Theater District, including Shea's (lower) (after ERM 2002).

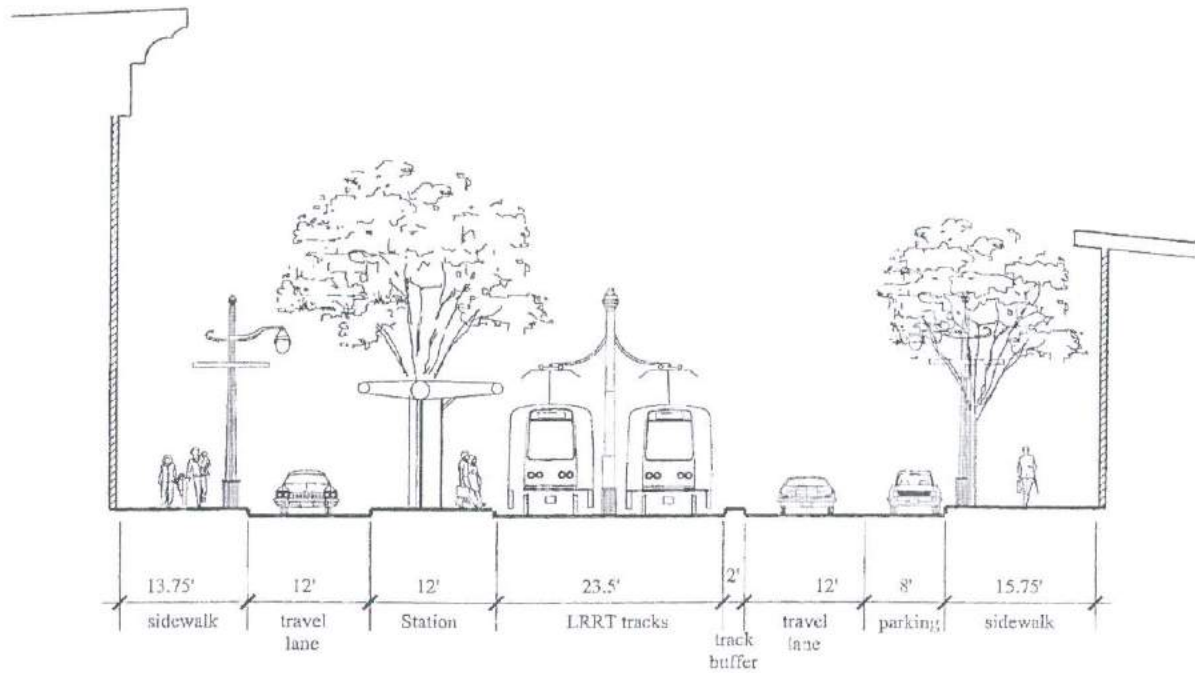


Figure 4. Alternatives #2 and #3, Two-way Traffic separate from LRRT trackbed (after ERM 2002).

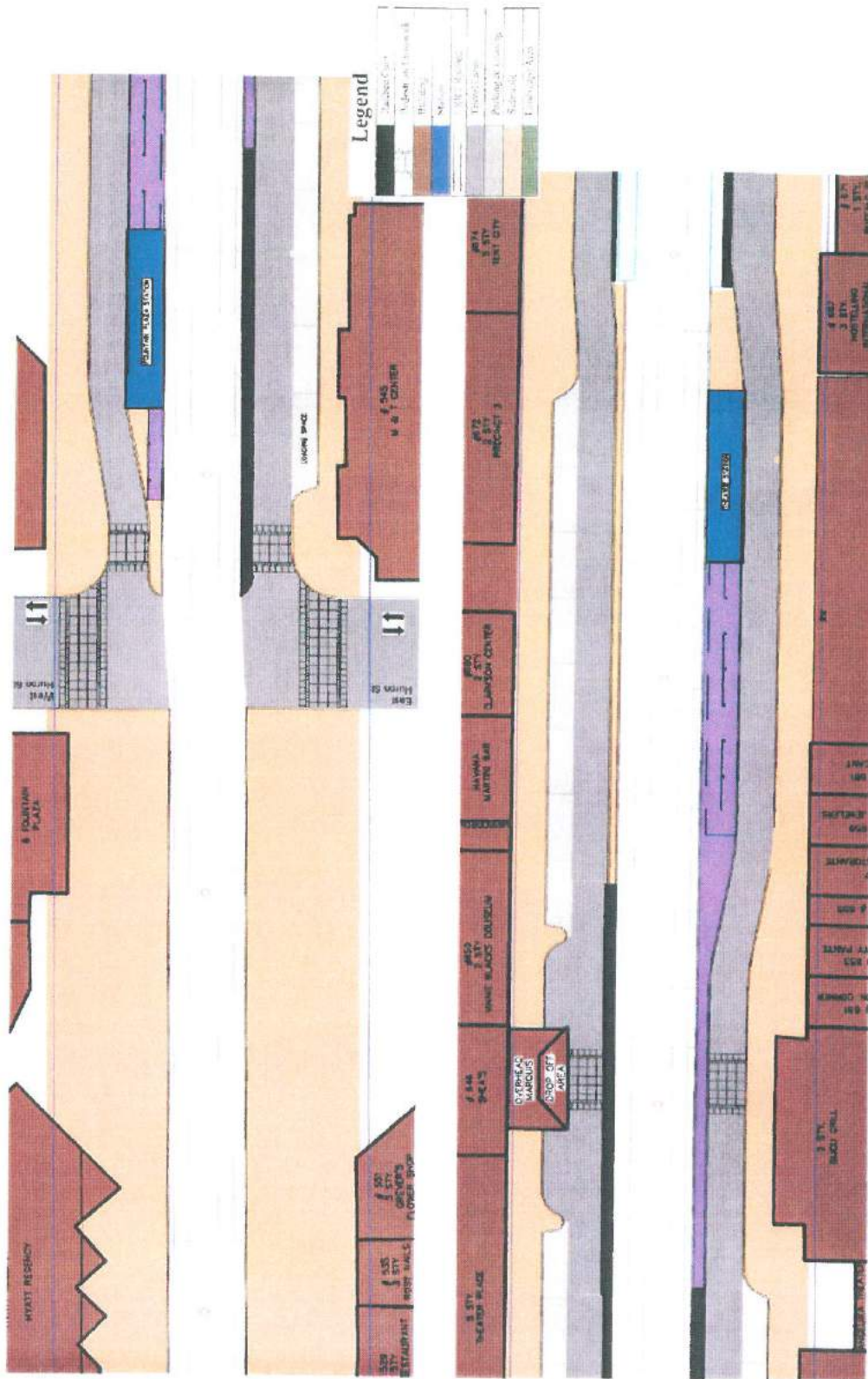
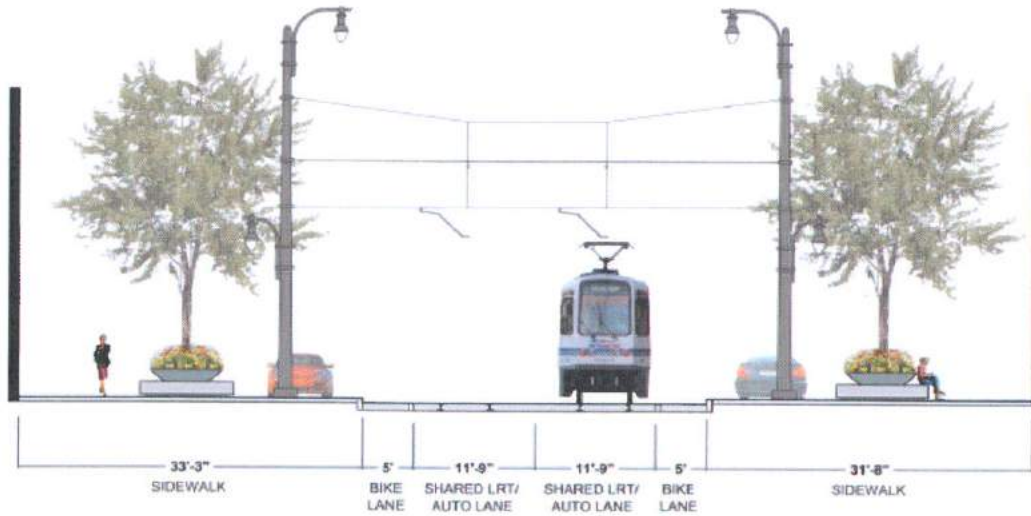
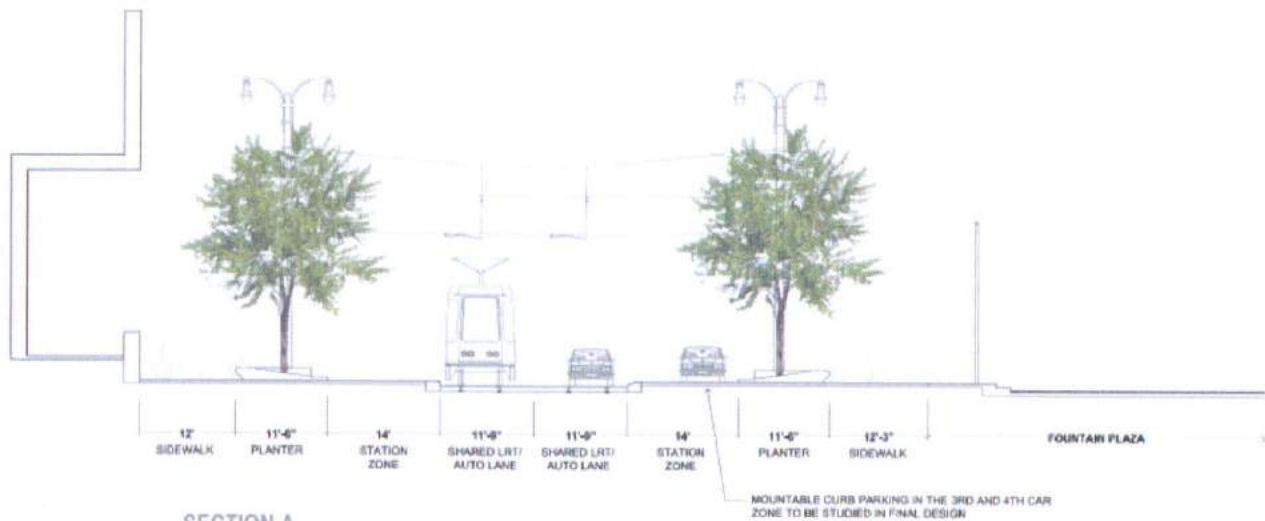


Figure 6. Alternative #3, Two-way Traffic outside the LRRT tracked on selected blocks, Huron Street area (upper) and Theater District area, including Shea's (lower) (after ERM 2002).



SECTION A
VIEW NORTH



SECTION A
VIEW SOUTH
FOUNTAIN PLAZA STATION

MOUNTABLE CURB PARKING IN THE 3RD AND 4TH CAR ZONE TO BE STUDIED IN FINAL DESIGN

August 1, 2006
mna

Alternative #4

Figure 7 – Two-Way Traffic Shared LRRT Trackbed

2.0 Background Research

2.1 ENVIRONMENTAL SETTING

Topography. The study area is situated within the Erie Lake Plain physiographic province, one of the two physiographic provinces of Erie County (the Allegheny Plateau is the other). The lake plain province is located along Lake Erie and the topography typifies an abandoned lake bed. There is little significant relief except for narrow ravines carved by the area's streams. Elevations within this physiographic province range from 570 to 900 feet (153 to 275 meters) above mean sea level (AMSL). However, along its southern and eastern boundaries, the area has characteristics typical of glacial lake beaches where the topography quickly transitions to the Allegheny Plateau (Owens et al. 1986:2). Elevations along Main Street range from approximately 635 ft (194 m) AMSL at Goodell Street to approximately 580 ft (177 m) AMSL at Scott Street. Slope increases slowly to the north and east away from Buffalo harbor (see Figure 1).

Geology. Bedrock beneath Main Street consists of Onondaga limestone (Owens et al. 1986:3-4). It lies deeply buried beneath glacial deposits and no rock outcroppings are visible on the ground surface. This formation is notable for chert nodules it includes as they were the primary prehistoric lithic resource used in western New York. Relatively flat, the bedrock underlying Erie County tilts to the southwest at approximately 50 ft (15 m) per mile (Owens et al. 1986:2-4). Borings within the so-called "Webster block" (along the east side of Main Street between Scott and Perry streets) in 1988 encountered bedrock at approximately 40 ft (12 m) (Gorton 2000:7).

Soils. Soils within the project area are classified as Urban Land (Ud) (Owens et al. 1986:General Soil Map, Sheet 41). Urban Land soils have not been mapped in detail because most locations have been highly developed for commercial, industrial or residential uses and much of the ground surface is covered by impervious features such as buildings, roads and streets, and paved parking lots. Usually disturbed from construction activities, soils in this category are typically nearly level, disturbed, and range from well-drained to poorly drained (Owens et al. 1986:133). Evidence from previous archaeological investigations in the City of Buffalo (Keller et al. 1981; Tronolone 1985; Tronolone and Cinquino 1986; Hayward et al. 2001) suggests that between one and nine ft (0.3 and 3 m) of fill covers the natural ground surfaces along Main Street.

Drainage. No streams or other naturally occurring water sources are located in the urbanized project area. Nearly two centuries of construction and development within the City of Buffalo, as well as existing buildings and roadways, have altered any natural drainage patterns. The northern portion of the project area is approximately 4,000 ft (1,220 m) northeast of Lake Erie, although Main Street would have been closer to the lake prior to the nineteenth century (Graham 1966). The southern portion of the project area near HSBC Arena is approximately 1,000 ft (305 m) northeast of the Buffalo River.

Forest Zone. At the time of pioneer settlement in the early nineteenth century, the natural landscape consisted of Beech-Maple forest in which a beech-maple-biome dominated much of the somewhat poorly drained Erie lake plain (Miller 1973:15). Well-drained areas would have supported greater numbers of oak, hickory, pine and chestnut species. The northern portion of Erie County as well as areas along Lake Erie lie within the Elm-Red Maple-Northern Hardwood forest zone (de Laubenfels 1966:92). This zone reflects more recent conditions where poorly drained areas are widespread, the natural forest has been removed, and better drained areas have been utilized for agriculture. Despite the similarity of the climatic conditions between this zone and the Oak-Northern Hardwood zone, the prevalence of elm and red maple is due to human impacts to the environment (de Laubenfels 1966:95).

Vegetation. Main Street is located on urban land with no natural vegetation remaining. Strips of grassy areas and trees exist between curbs and sidewalks in a few locations. Some trees have been planted along Main Street since the construction of the LRRT system in the early 1980s.

Manmade Features and Alterations. The project area is within a heavily urbanized area, which has been impacted by construction and demolition of buildings, structures, roadways, canals and rail systems since the early 1800s. Main Street was one of the first streets laid out by Joseph Ellicott in 1798 during his survey of the area for the Holland Land Company and has been heavily utilized as a transportation corridor since the early nineteenth century. This portion of Main Street supports the aboveground section of the LRRT system in the city, which the Niagara Frontier Transportation Authority (NFTA) completed in the mid-1980s. Therefore, former road elements (i.e., log road, planks, macadam, gravel) and associated artifacts could extend to deep soil horizons in this area (Vandrei and Nagel 1980; Keller et al. 1981). Evidence from previous archaeological investigations in the City of Buffalo (Keller et al. 1981; Tronolone 1985; Tronolone and Cinquino 1986; Hayward et al. 2001) suggests that between one and nine ft (0.3 and 3 m) of fill covers the natural ground surfaces along Main Street. Buried cultural deposits have been discovered during archaeological investigations throughout the City of Buffalo (Hayward et al. 2001; Schifferli et al. 2000; Tronolone and Cinquino 1986; HAA 2000).

2.2 DOCUMENTARY RESEARCH

This section examines the existing literature on cultural resources in and around Main Street in the area of the proposed vehicular traffic restoration and provides a review of the history of the region. This review will be developed, along with more specific information on sites in the area, to identify cultural resources that are present and that could be present in the project area. The first part presents a review of the literature on the prehistoric culture history of Western New York. A summary of historical events after European-American contact and settlement follows. The section concludes by describing and evaluating recorded cultural resources in the vicinity of the project area.

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

After about 3,000 years ago external influences began to have an increasingly greater effect as the area was occupied by groups who later formed the Erie and Neutral Confederacies. Culturally, they shared much with groups in southern Ontario, Canada. The introduction of corn horticulture ca. AD 1000 encouraged population growth, village life, and warfare in western New York. The tribes that eventually formed the Iroquois Confederacy evolved from antecedents in the central sub-area between the Genesee River and the Tug Plateau. Prior to the time of European contact Seneca hunting territory comprised an area extending from Lake Ontario to the headwaters of the smaller Finger Lakes and from the Genesee River to Cayuga Lake. There was little exchange between these groups and those of the western New York area until the seventeenth century (Tuck 1978; Tooker 1978; White 1961, 1978b).

The arrival of European commercial interests, missionaries and, finally, settlers profoundly changed land-use patterns. The native population was essentially removed from the land following the Revolutionary War, and completion of the Erie Canal, and later the railroads, transformed western New York from a collection of frontier settlements into a center of industry in the nineteenth century.

Paleo-Indian Period (ca. 11,000–8000 BC). The precise date of humans' arrival in North America is still debated in the professional literature. In New York, the last glacial retreat occurred approximately 13,000 years ago, followed by a series of changing environmental conditions. The earliest dated Paleo-Indian site in New York is the Dutchess Quarry Cave in the Hudson River Valley (10,580 BC). At this time, Lake Ontario and the St. Lawrence River were locked in ice, but it is possible that the environmental fluctuations that occurred during this early period were conducive to periodic forays by the Paleo-Indian groups into the region when conditions were suitable. As the climate gradually became more temperate, these forays may have become more extended. Prior to 10,000 years ago, the ice had not retreated very far north of the lake and the Lake Ontario basin was still somewhat inhospitable (Fitting 1975:28).

Technologically, the Paleo-Indian period has been associated with the fluted point industry. These points closely resemble the Clovis point, first discovered in the Southwest, and are generally classified as that type (Funk and Schambach 1964). The points are generally large (2.5 to 10 centimeters [1 to 4 inches] in length), with a flute on each face, produced when channel flakes were struck from the base. While many suggestions have been made regarding the function of the flute, the most obvious is that it facilitated hafting (Snow 1980). Other items in the Paleo-Indian tool kit included leaf-shape and ovate bifacial knives, end-scrapers, often equipped with graving spurs, and unifacial side-scrapers, knives, and retouched flakes. Drills, awls and gravers are also diagnostic Paleo-Indian tools.

The Paleo-Indian subsistence strategy has traditionally been viewed as one that emphasized hunting big game. These species, many of which are extinct, included mastodon, mammoth, caribou and moose-elk, along with a variety of smaller game. Few tool associations have been made with aquatic resource remains, although it is difficult to imagine these people not utilizing such a diverse and abundantly available food source once water conditions allowed.

Ritchie and Funk (1973:333) have classified Paleo-Indian sites into two main categories: quarry workshops and camps. These categories are further subdivided into large, recurrently occupied camps, small special-purpose camps, and caves or rockshelter sites. Chert quarrying and the preliminary stages of tool production were carried out at the tool workshops.

The Paleo-Indian settlement system may have been similar to the subsequent Archaic stage system. During the seasonal peaks of resources, larger populations occupied strategically located large camps. During periods of low resource potential, the population dispersed, occupying small campsites and rockshelters on a temporary basis.

A band-level social organization is attributed to Paleo-Indian groups, with each band consisting of 25 or 30 people. These bands were initially "free wandering communities that moved frequently and without restriction, their direction, persistence and territory covered being controlled mainly by game movements and the abundance of other wild food resources" (Snow 1980:150, after Beardsley et al. 1956). As climatic conditions allowed more permanent occupation of an area, this wandering became more restrictive and bands settled into loose territories. This general Paleo-Indian adaptive pattern overlapped the beginning of the subsequent Archaic period, leading some to refer to the earlier periods of the Archaic as a transitional stage.

Archaic Period (ca. 8000–1500 BC). The Archaic period is differentiated from the Paleo-Indian period by a stylistic shift in lithic assemblage, an apparent increase in population, changes in the subsistence strategy, and a less nomadic settlement system. Three subdivisions are generally recognized for the Archaic: Early, Middle, and Late (or Terminal).

Early and Middle Archaic (ca. 8000–4000 BC). Although the Early Archaic period began in the eastern United States as early as 10,000 years ago, no extant settlement data has been identified this early in the Northeast. It has been suggested that the lack of dated sites in the Northeast prior to 6,000 years ago is due to the low carrying capacity of the postglacial boreal forest environment (e.g., Ritchie 1980; Fitting 1968; Mason 1981:132).

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

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

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

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

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

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

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

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

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

Susquehanna tradition. The primary importance of the Orient phase is in its highly developed mortuary ceremonialism. However, the Orient phase culture was native to Long Island and generally restricted to the southeastern portion of New York.

On the other hand, Frost Island phase culture was generally situated in central New York with extensions into western and northern New York. Recognized by the Susquehanna Broad projectile point, numerous Frost Island phase sites have been found throughout this portion of the state, although few have been systematically investigated. Excavations at the Claud 1 Site in the Genesee Valley revealed that 25 percent of the lithic artifacts were made from exotic rhyolite, suggesting long-distance trade (Snethkamp 1974).

Frost Island burial practices are not well known. Indirect evidence suggests the practice of cremation, heavy use of red ochre, and deposition of caches of projectile points in graves. Such practices show a wide distribution in the Great Lakes on this general time level and through following centuries (Mason 1981:206).

Ritchie (1980) has characterized the Frost Island settlement system as riverine. This hypothesis was supported in the Genesee Valley where these sites were located no further than 1 mile (1.6 kilometers) from the river (Trubowitz 1978). This phase has been tentatively dated to 1595-1290 BC. This later date roughly corresponds to the beginning of the Early Woodland, Meadowood phase and to the displacement of steatite vessels by Vinette I pottery.

Woodland Period (1000 BC–AD 1500). The Woodland period in the Northeast can be characterized as one of innovation. While the previous hunting and gathering economy continued as a means of subsistence during Woodland times, native groups became more and more dependent on domesticated plants for food. This gradual shift to domestication is in itself less important than the ramifications of the shift. With agriculture came settled village life, a general increase in population, technological changes, warfare, and a litany of social and political changes.

Early Woodland (1050 BC–AD 1). The onset of the Woodland mode occurred gradually in the northeastern United States. The Early Woodland period is generally thought to have begun with the Meadowood phase about 3,000 years ago. Meadowood sites are found throughout the Northeast, and particularly New York.

Meadowood settlements appear to be year-round, primarily located near large bodies of water, such as the Niagara River. Granger (1978) suggests that the Meadowood settlement system operated on a seasonal fission-fusion cycle. The basic social unit, the local exogamous band, was composed of approximately 150 people occupying a territory of around 390 square miles (1,000 square kilometers). Marriage outside the band produced social linkage to other local bands, resulting in the formation of a regional band composed of around 500 people. In the autumn, winter, and early spring local bands operated from base settlements. In the spring and summer, the local

group fissioned into smaller task groups, operating from resource extraction camps. Other specialized Meadowood site types include chert resource sites and mortuary activity sites, which were commonly shared by a number of local bands.

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

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

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

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

The Middlesex phase is poorly delineated in New York, and is primarily known from burial sites. Typical Middlesex-Adena burial offerings consist of stone blocked-end pipes, cache blades, copper celts and awls, points, copper and shell beads, amulets, pendants, birdstones, and red ochre. These graves generally contain up to 30 percent Adena-inspired artifacts. Although Middlesex phase components are often found in association with Meadowood phase materials, the connection between the two is presently unclear. It has been postulated that Adena burial customs were the result of migrations of Adena peoples from central Ohio, forced from their homeland by the expansion of Hopewell culture (Ritchie and Dragoo 1960, Dragoo 1963). They presumably entered western New

York through the Ohio and Allegheny Rivers, Conewango Creek, and possibly, the Genesee River. The question is raised, however, that if these cultural traditions were transmitted "in person," why are they reflected only in grave goods, and not in other kinds of mundane materials? A second hypothesis posits that it is easier for an idea to migrate than groups of people. It is assumed that the networks of trade and communication which were established during the Archaic period along major waterways continued to grow during the Woodland period, becoming increasingly efficient (Spence 1967).

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

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

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

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

The following Kipp Island phase is known from seasonal and semi-permanent camps and cemeteries. Hunting, gathering, and fishing appear to be the main sources of subsistence. While maize horticulture was well established in the Hopewell heartland prior to this time, it is still not evident in New York. Kipp Island phase burial practices are less elaborate than Squawkie Hill, and indicate continued Hopewellian influence, but in a much attenuated form. Grave offerings often consist of polished stone pendants, pipes, barbed bone points, and some of the more common Hopewell artifacts.

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

Late Woodland (AD 700–1500). In western New York, the transition between the Middle and Late Woodland periods is marked by the Hunter's Home phase, an aspect of the terminal Point Peninsula tradition and sometimes designated Late Woodland (Mason 1981). According to Ritchie and Funk (1973), most Hunter's Home sites are moderately large with heavy refuse concentrations, storage pits, house patterns, and a wide range of artifacts. The phase, which has been dated as late as 1000, is often difficult to distinguish because of the presence of both Kipp Island phase and later Owasco traits. The notched projectile points common in Kipp Island are less popular in Hunter's Home marked by the Jack's Reef Pentagonal, and are generally replaced by the triangular Levanna points which became commonplace during Owasco times and foreshadow the triangular Iroquois points (Mason 1981).

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

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

archaeologically in New York State because of generally poor conditions for preservation of organic materials.

In New York State, the two primary Late Woodland traditions are Owasco, beginning with the Carpenter's Brook phase (AD 1000), and the prehistoric Iroquois, beginning with the Oak Hill phase (AD 1300). In western New York, however, the Owasco tradition does not occur in a pristine state. Instead, the prehistoric cultures of western New York developed under heavy influence from the southern Ontario Princess Point Complex.

Princess Point subsistence generally consisted of hunting, fishing, gathering and, after about 500, maize horticulture. This represents the first occurrence of maize horticulture in northeastern North America. The corn was of the Northern Flint variety (*Zea mays*) with eight rows of kernels, probably related to a variety cultivated by the Hopewell cultures of Ohio and Illinois (Noble 1975).

Sites are generally located on relatively flat, exposed areas near, and not much above, water. Low riverine areas were occupied during the late spring and summer, whereas winter and spring occupations were in hilly areas away from the flood plain and free of seasonal inundation (Stothers 1977). Corn horticulture was not solely equated with village life. Evidence has been found which also associates horticulture with Princess Point riverine camps (Noble 1975).

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

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

White (1963) hypothesizes that the introduction of horticulture in western New York led to changes in the settlement system. "When the production of the food resources was controlled by the group through planting, then the limits on the amount of food set by natural seasonal replenishment were overcome" (White 1963:4). Near the beginning of the period (ca. 1100), groups lived in semi-sedentary villages, occupation was seasonal, and the villages were periodically moved. Around 1570, these same groups were living, year-round, in semi-permanent sedentary villages. Like the later Huron (Sykes 1980), these groups moved their villages every 15 to 20 years in response to changing environmental conditions. While the impetus for village movement most often cited is soil exhaustion (Sykes 1980; White 1960, 1961, 1963), other factors such as game depletion, fire wood depletion, refuse accumulation, and chronic warfare may also have been contributing factors. Game depletion, in particular, may have been a strong motivation for movement, since deer provided a resource for both food and clothing (Gramly 1977). Just prior to substantial European contact in the early seventeenth century, groups on both sides of the Niagara River and Lake Ontario coalesced into the Neutral Confederacy. The Confederacy managed to stay intact until its decimation by the Seneca in 1650.

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

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

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

Archaeological evidence suggests that major changes in the spatial distribution of the native population were occurring as early as 1500-1510. Demographic shifts took the form of community amalgamation. Excavations of the early sixteenth century Draper and Parsons sites (southern Ontario) revealed unusually large villages that appeared to have grown over their duration through the addition of substantial population segments. Ceramic remains from these sites suggest that the population influx was from the east.

Ramsden (1978) argues that these changes were correlated with the first appearance of European trade goods in small quantities among these Iroquoian groups and that this supports the hypothesis that a St. Lawrence-Ottawa River-Great Lakes trade and transportation route was in existence prior to the sixteenth century. Furthermore, pre-existing intertribal trading relationships were the mechanism by which European trade goods were channeled into the lower Great Lakes from the Gulf of St. Lawrence area.

In addition to the tensions introduced through simple contact with Europeans, trade has been recognized as having a major impact upon traditional aboriginal cultural patterns. The most immediate changes were due to the introduction of a far superior material culture. Once the fur trade was established, assuring a stable supply of these goods, the manufacture of native goods rapidly declined until they were entirely replaced by European manufactured implements.

The introduction of firearms in some quantity led to a major adjustment in traditional warfare and upset the traditional balance of power in the region. That the Iroquois of central and eastern New York State were the first to exploit this upset in the balance of power, and eventually proved to be victorious, is thought to be the result of their geographical location (Trigger 1976). Prior to the arrival of Europeans into the Niagara Frontier, three Iroquoian peoples primarily occupied the region: the Neutral, the Wenro and the Erie. A fourth Iroquoian group, the Seneca, inhabited the areas well east of the Buffalo, but would assert their power in the region's affairs beginning in the seventeenth century (White 1978a, 1978b; Abler and Tooker 1978).

Located in the Niagara peninsula of Ontario and in the western portion of what is now Niagara County, the Neutral earned their name from their location between the Hurons to the north and the Iroquois to the east, and their efforts to remain non-aligned during the incessant warfare between those two groups. A possible Neutral cemetery (the Van Son site) was located on the northern end of Grand Island and was destroyed during the construction of the Niagara extension of the New York State Thruway (Interstate-190). The Wenro occupied areas in Niagara and Orleans counties, east of the Neutral near Batavia. The Erie, or Nation of the Cat, were located south of the present City of Buffalo along Lake Erie (or *Lac du Chat*, to the French) and utilized areas southeast of the lake that bears their name. The traditional homeland of the Seneca Iroquois was the area between the Genesee River and Seneca Lake (Engelbrecht et al. 1993:32-33; White 1978a:407-409, 1978b:412-413; Turner 1974 [1850]:69). Unlike their major competitors, the Iroquois were surrounded on all sides by sedentary agricultural groups and, therefore, had no direct access to the fur resources of the interior of the continent. The Huron Confederacy geographically straddled the major transportation networks and were able to exploit their hunter-gatherer neighbors' need for agricultural commodities by trading corn and other products for furs, thereby securing the advantage of access to the vast supplies of the interior. The Iroquois wars of the mid-seventeenth century were aimed at eliminating the Huron and other agricultural groups as middle men to obtain direct access to fur supplies (Trigger 1976; White 1971; Hunt 1940).

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

2.3.2 Historic Period. The French were the first Europeans to penetrate the valley of the Niagara River and explore the shore of Lake Erie. As early as the 1620s, Jesuit missionaries and French traders were establishing contacts with the local native groups. For example, Joseph de la Roche Daillon, a Recollect missionary, lived among the Neutrals for three months in 1626, and Jesuits Jean de Brébeuf and Pierre Joseph Marie Chaumonot visited the Neutrals in 1640. However, these visits to the region were infrequent until the 1660s. By the 1650s, large-scale, concerted attacks by the Iroquois Confederacy against their rivals in western New York had reduced the project area to a sparsely settled hinterland of the Seneca, subject to hunting and resource procurement (Horton et al. 1947; White 1978a:407, 409; Trigger 1978:349-351, 354-355).

For almost all of the seventeenth and eighteenth centuries European activities in the area that would become known as the Niagara Frontier involved limited religious, commercial, and military endeavors. In 1678-1679, as part of general reconnoitering and trade expeditions by the French in the Niagara valley, men under the direction of René-Robert Cavalier de La Salle constructed a ship called *Le Griffon* along the Niagara River in the vicinity of Cayuga Island, opposite Grand Island. This ship would be the first sail vessel to ply the waters of Lake Erie and prosecute the Great Lakes fur trade (Trigger 1978:349-352; Abler and Tooker 1978:505-506; Turner 1974 [1850]:116-119; Smith 1884:I:35-36).

As the fur trade became an imperial concern for the European powers during the seventeenth and eighteenth centuries, the subsequent competition among these powers resulted in the erection of fortified trading posts along the frontier, such as the French Fort Conti in 1679 (later, Fort Niagara), and the British fort near the future village of Geneva twenty years later (Abler and Tooker 1978:505-507; White 1978b: 414-416; Turner 1974 [1850]:116-119; Trigger 1978:354-356). Competition between the Seneca and the French and their Native American allies for control over the western fur trade erupted in violence when Jacques René de Brisay, Marquis de Denonville, governor of New France (Canada), led an attack against the Seneca in July 1687. After the attack, the French destroyed the ripening corn crop, before retreating to reconstruct the fort at Niagara (Fort Denonville). After a severe winter during which 88 of a 100-soldier detachment died, the French abandoned the fort and the region reverted to Seneca control (Abler and Tooker 1978:506-507; Tooker 1978: 431-432; Turner 1974 [1850]:143-147, 184; Old Fort Niagara Association 2000).

Despite consistent failures in establishing a permanent trading post along the Niagara River, French strategists continued to accept the idea that asserting control over the Niagara River valley offered strategic advantages within their imperial goals. A trader, interpreter, and former soldier, Louis-Thomas de Joncaire, Sieur de Chabert parlayed his years as a captive and adoptee of the Seneca into permission to erect a series of trading posts along the Niagara River and Lake Ontario, to the north, including one at the Lower Landing in what is now the village of Lewiston, ca. 1720. Finally, in 1726, with the construction of a permanent fortification along the Niagara River—Fort Niagara—the French began to exercise military control of the Niagara valley. He would later erect “Little Fort Niagara” about 1½ miles above the falls in 1750. As a result, by the middle of the eighteenth century, the French had created a string of military and trading installations. These forts extended from Fort Niagara along Lake Ontario, south to Daniel Joncaire Sieur de Chabert’s trading settlement at Buffalo Creek, and along the southern shore of Lake Erie to Presque Isle (present-day Erie, Pennsylvania) into the Ohio valley (Abler and Tooker 1978:506-507; Tooker 1978:431-432; Turner 1974 [1850]: 143-147, 184; Old Fort Niagara Association 2000; Graham 1967:10).

As the rivalry between the British and the French grew more intense during the course of the eighteenth century, the strategic importance of western New York as a nexus of trade and commerce increased as the area became enmeshed in the struggle

between the two European kingdoms for control over North America. Tensions between the two kingdoms reached a crescendo during the 1750s, as the two countries went to war. After a 19-day siege, British troops captured Fort Niagara in July 1759, crippling the French presence in the region, although skirmishing between Native Americans and the English continued into the closing days of the French and Indian War (Turner 1974 [1850]: 228-233). After the French defeat and their loss of North American colonies, the western Seneca, remaining loyal to the French, joined Pontiac's uprising (1761), harrying English-American settlers along the frontier. On September 14, 1763, a party of Seneca stormed a wagon train and its military escorts near Devil's Hole, a terminus along the portage between Fort Niagara and Fort Schlosser (where the giant water intakes for the Niagara Power project are currently located). Soldiers sent to investigate the site of the initial carnage were attacked by the Seneca, meeting a similar fate. The marauders had killed more than 90 people and tossed their bodies and goods into the gorge. Bloody Run Creek, northeast of Devil's Hole, was named as a result of this incident. With the general cessation of hostilities in 1764, the Seneca were compelled to cede a one-mile swath of land along both sides of the Niagara River to the English (the Mile Strip) (Abler and Tooker 1978:507; Tooker 1978:434; Smith 1884:l:47).

During the American War for Independence warfare on the frontier remained well east of the region and consisted of raids in the Mohawk and Wyoming valleys. As part of Britain's strategy to cripple the frontier economy by disrupting agricultural activities, the English enlisted their Iroquois allies to participate in these successful raids on frontier farming communities. In 1779, Major General John Sullivan led punitive assault into the heart of Iroquois country in an effort to halt Iroquois incursions against American settlers. The large invading army, utilizing "scorched earth" tactics, destroyed everything in their path from Newtown (the present-day City of Elmira) all the way to Canandaigua and Honeoye up to the Genesee River (Abler and Tooker 1978:507-508; Ellis et al. 1967:116-117; Smith 1884:l:50-51).

Badly beaten, the Iroquois retreated to the Niagara region where they suffered through a miserable winter of hardship and hunger. Some Seneca subsequently settled along Buffalo Creek, which would later be incorporated into the Buffalo Creek reservation (Smith 1884:l:51-52; Lankes 1964). Provisioned and armed by the British, the Iroquois harassed colonial settlements until the end of the war, although the Seneca were no longer a major military threat. Abandoned by their British allies after the Treaty of Paris (1783) ended the Revolutionary War, the Iroquois were forced to deal with the Americans, who aspired to usurp Iroquois lands. As a result, in the Second Fort Stanwix Treaty (1784) the Iroquois lost all their land west of the Genesee River, except for small reservations. This treaty was disputed by several groups of Iroquois until 1794, when a treaty was signed at Canandaigua between the United States and the Six Nations. This treaty (named for then-Secretary of State Timothy Pickering) defined the boundaries of Seneca lands and the reservations of the other Iroquois groups (Abler and Tooker 1978:508; Goldman:1983:27-31).

Native American title to the land in western New York was largely extinguished with the Treaty of Big Tree (present-day Geneseo, New York) in 1797, although several areas were reserved for the Native Americans to use and live on, including reservations at Buffalo Creek, Allegany, Cattaraugus, and Tonawanda (Turner 1974 [1850]:403; Abler and Tooker 1978:509, 512; Smith 1884:l:74-75, 489, 524). Lying on both sides of Buffalo Creek, the Buffalo reservation consisted of 130 square miles and extended east from Lake Erie. William Street in the Town of Cheektowaga was the reservation's approximate northern boundary (Turner 1974 [1850]:403; Lankester 1964; Smith 1884:l:74; Abler and Tooker 1978:509, 512; Goldman 1983:27-29).

European-American settlement of the Niagara Frontier dates from the end of the American Revolution in 1783, although border disputes between New York and Massachusetts, both of which claimed the new territory, frustrated the actual, legal sale of these lands. Under an agreement signed in Hartford, Connecticut, in 1786, the land once occupied by the Iroquois came under the jurisdiction of New York State. Nonetheless, the Commonwealth of Massachusetts maintained the right to sell the land west of Seneca Lake. During the next decade large grants of land in western New York would be sold to private investors who would attempt to open the land to settlement, except for a one-mile wide strip of land along the eastern bank of the Niagara River beginning just north of the Buffalo River, which New York State reserved for itself (Ellis et al. 1967:152-156; Schein 1993:5-8; Abler and Tooker 1978:507-509; Turner 1974 [1850]:326). After having problems with the land's initial purchasers, a syndicate of land speculators headed by Oliver Phelps and Nathaniel Gorham, the Commonwealth of Massachusetts sold the rights to the unsurveyed portion of the area to Robert Morris in 1791. Reserving a portion of the land for his own purposes, Morris sold the remainder, including the present Erie County, to a consortium of Dutch investors called the Holland Land Company in 1792-1793 (Turner 1974 [1850]:396-403; Ellis et al. 1967:154-156; Smith 1884:l:75).

Augustus Porter, pioneer of Western New York and Robert Morris's surveyor, reported that in the spring of 1795 "all that part of the state of New York, lying west of 'Phelps and Gorham's Indian Purchase,' was still occupied by the Indians, their title to it not being yet extinguished. There was of course no road leading from Buffalo eastward, except an Indian Trail, and no settlement whatever on that trail" (Turner 1850:372). However, Porter stated that four people lived in Buffalo at that time: Captain William Johnston, a British Indian interpreter; Martin Middaugh, a Dutch cooper, and his son-in-law, Ezekiel Lane; and Cornelius Winne, an Indian trader (Turner 1974 [1850]: 372; Graham 1967:15; Smith 1884:l:73).

Joseph Ellicott and New Amsterdam. As a precursor to the settlement of the area, Theophilus Cazenove, Philadelphia-based agent of the Holland Land Company, contracted Joseph Ellicott in July 1797 to survey the company's land in western New York and divide it into townships. The process began in the spring of the following year. The future City of Buffalo was sited and laid out by Ellicott, who called the village on Buffalo Creek New Amsterdam and named the streets after his Dutch patrons and local

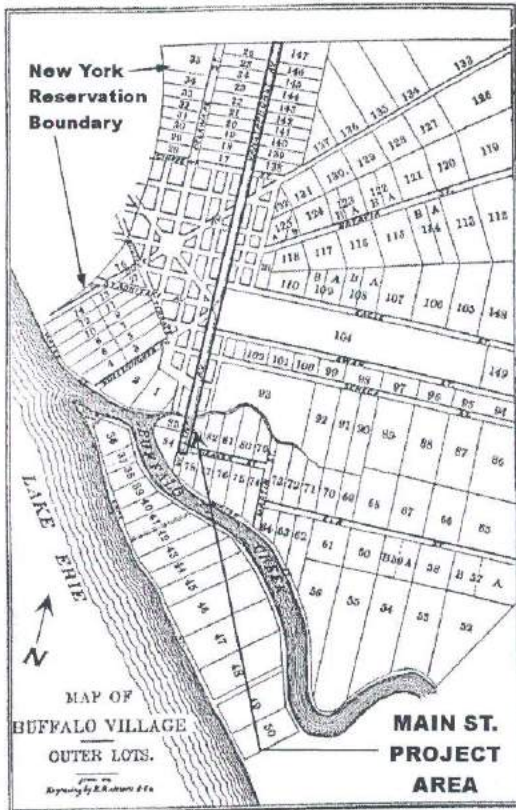


Figure 9. The Village of Buffalo as laid out by Joseph Ellicott, 1804 (Smith 1884:II:30).

and down the center of the creek to the lake” (Smith 1884:I:79; see Figure 9). Buffalo Creek just north of what is now Childs Street was the Indian reservation’s approximate northwestern boundary.

As noted, the first roads in the territory were Indian trails connecting the various reservations as well as leading to favored hunting areas (Turner 1974 [1850]:62-63; White 1898:I:140; Silsby 1961). In late 1797, the New York State Legislature authorized the creation of a state road from Conewagus (Avon) to the tiny settlement at Buffalo Creek as well as another highway to the village of Lewiston; both roads partially funded by the Holland Land Company. During the spring of 1798, crews under the direction of Ellicott began widening and improving the Buffalo Creek road to facilitate the

Indian tribes (Figures 9 and 10). However, the increasing number of local residents resisted the Dutch appellations and referred to the village as “Buffaloe” (Smith 1884:II:26-27, 30-31; White 1898:I: 140). In 1798, Augustus Porter surveyed the Buffalo Creek reservation boundary, and James Smedley surveyed a portion of Buffalo Creek (Lankes 1962:20). Dealing with the Seneca and Captain Johnston, who had received a tract of two square miles north of the river from the Iroquois in the early 1780s, Ellicott renegotiated the northern boundary of the Buffalo Creek reservation to ensure that New Amsterdam would be located at the foot of Lake Erie along the Buffalo River. “So, instead of the north boundary of the Buffalo Creek reservation running due west [following the path of William Street in what is now Cheektowaga in a straight line to the lakeshore] to the State reservation, it was made to turn just east of what is now East Buffalo, whence it

ran southwest to the creek

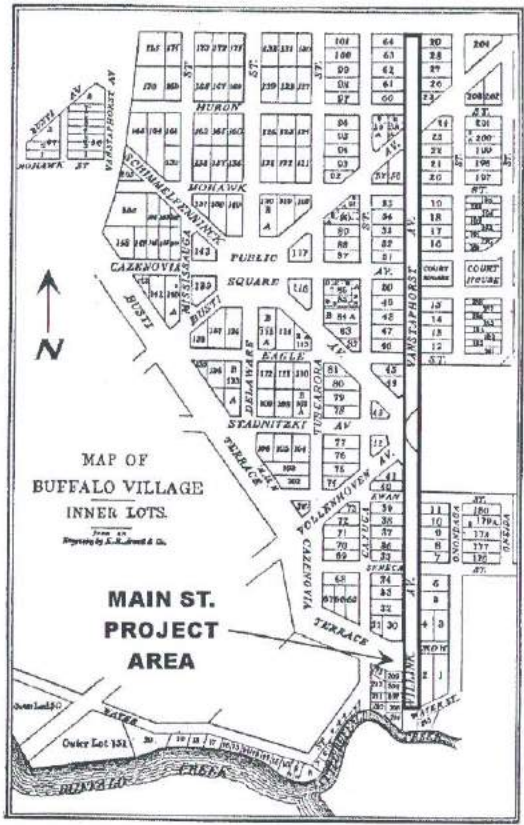


Figure 10. Detail of the City of Buffalo in 1804 (Smith 1884:II:31).

arrival of supply wagons. This path was part of the so-called Great Central Trail, which extended from Lake Erie to the Hudson River. Shortly thereafter, Ellicott commissioned White Chief, a Seneca, to mark a path through drier portions along the trail. This fresh cut, following the old trail in general, approximates the current route of Main Street within Erie County (Turner 1974 [1850]:403; Johnson 1876: 101; Vandrei and Nagel 1980:3-5; Keller et al. 1981:3-3).

The trail ran from the east, even from the valley of the Hudson, crossing the Genesee at Avon, running through Batavia, and down the north side of Tonawanda creek, crossing into Erie county at the Tonawanda Indian village. Thence it ran over the site of Akron, through Clarence Hollow and Williamsville, to Cold Spring [near the intersection of Main and Ferry Streets], and thence following nearly the line of Main street to the creek [Johnson 1876:100-101; see also Turner 1974 (1850):62-63].

Completed in 1803, this thoroughfare was known as the Buffalo-Batavia Road to the early settlers and “was an ungraded, stump-covered, 10-foot-wide wagon route” that connected Batavia to Ellicott’s New Amsterdam (Keller et al. 1981:3-3). Further, within New Amsterdam, Ellicott labeled the lower portion of future Main Street, Willink Avenue, and the upper portion of the street Van Staphorst Avenue, after two of the Dutch proprietors (Johnson 1876:114-116; Smith 1884:II:101; see Figure 10).

In 1802, all land west of the Genesee River was incorporated into Genesee County, and all land west of Ellicott’s east transit, including the project area, was subsumed under the Town of Batavia. Two years later, Batavia was divided into the towns of Batavia, Willink, Erie, and Chautauqua. Separated by Ellicott’s west transit (present-day Transit Road), the towns of Erie and Willink stretched from Lake Ontario to the Pennsylvania border. The project area was within the Town of Erie, which contained all land in Ranges VII, VIII, and IX, while the Town of Willink comprised all land in Ranges IV, V, and VI (Beers 1880:7-8).

Once townships had been surveyed and roads cut, lots were sold to prospective pioneers. These early settlers were predominantly New Englanders (especially Vermonters) and Pennsylvanians, who entered the territory during the early 1800s. In 1803, lots in what would become the Towns of Amherst and Lancaster were purchased for \$2 per acre (Johnson 1876:118). Although the names of specific early settlers for the immediate project area could not be ascertained, ca. 1804, “[o]utside the village [of New Amsterdam] limits, but within the present city [of Buffalo], Rowland Cotton bought a hundred and forty-three acres at what is now Main and Amherst streets, for \$3.50 an acre” (Johnson 1876:126). Settlement and growth followed quickly. The settlement at Buffalo Creek was made a point of entry in 1805 (Smith 1884:II:182).

As early as 1806 inadequate maintenance of the Buffalo-Batavia Road by the Holland Land Company undermined its usefulness. “Filled with ruts and deep in mud, the road was almost impassable to horsemen, wagons, and carriages, especially during the spring and fall. [As a result, t]he construction of log causeways or corduroy roads was one method by which poorly-drained, swampy, or muddy road segments were kept

functional" (Keller et al. 1981:3-8). Despite its condition, the road, unofficially referred to as Main Street, was designated a stage coach road between Williamsville and Buffalo. The road would be officially renamed Main Street in July 1826 (Bureau of Engineering 1897:402).

In 1808, the new county of Niagara (consisting of what are now Erie and Niagara counties) was formed from Genesee County, with New Amsterdam as the county seat. Niagara County contained three townships: Cambria, Clarence, and Willink; the last two were extended to the middle of the Buffalo Creek reservation, although they had only nominal jurisdiction over those lands. Two years later the Town of Buffalo was created. By 1813 New Amsterdam was incorporated as a village (Beers 1880:20; White 1898:I:14-15; Smith 1884:I:511-513). Prior to the War of 1812, Buffalo was a growing community which supported several blacksmiths and carpenters, a mason, a wagon-maker, and a cabinet-maker, as well as other tradesmen and retail stores. The village contained less than 100 dwellings, but accommodated three taverns and three merchants. At that time, the harbor mouth of Buffalo Creek was obstructed by a recurring sand bar (Smith 1884:II:47). "The focus of settlement was the area bounded by Chippewa Street on the north and Exchange Street [called Busti-Cazenovia Terrace and Crow Street at that time] on the south and by Washington and Franklin streets [originally Onondaga and Tuscarora streets] on the east and west, but streets were also laid out around Niagara Square, and there were scattered houses on the roads leading to neighboring towns" (Bowler 1976; see Figures 9 and 10).

War of 1812. The regions's growth was stunted by the War of 1812 as western New York served as one of the primary theaters of that conflict and areas near the border with Upper Canada (the current province of Ontario) were ravaged by attacks and counter-attacks. In December 1813, British forces captured and occupied Fort Niagara and burned Lewiston, the Tuscarora village near the Niagara River, and Manchester (also known as Schlosser; present-day Niagara Falls). On December 29-30, a British force of 1,500 men led by General Gordon Drummond burned Buffalo and Black Rock (with a population of approximately 500), destroying ships and supplies. The devastation was substantial, leaving the territory largely depopulated (Smith 1884:I:63-74, 126, 399, II:63-74, 573; Ellis et al. 1967:141; Goldman 1983:21-24; Turner 1974 [1850]:603). By January 1, 1814, only three structures remained in the village: David Reese's blacksmith shop on Seneca Street, Mrs. Gamaliel St. John's house on Washington Street, and a small, stone jail on Washington Street near Eagle Street (Bowler 1976; Sass 1983:11-12).

Along Lake Erie, the *Queen Charlotte*, a British vessel, prowled the lakeshore, sending marauders ashore to acquire food (Turner 1974 [1850]:603). As expected, settlers began to trickle back soon after the cessation of active warfare in 1814. While efforts to rebuild the village began to take root, Thomas Jameson kept a tavern on Aurora Road west of Buffalo Creek north of the reservation after 1815 (Smith 1884:I:502).

After the war, pioneers flocked westward and areas outside the village's northern boundary (North Street), east of Black Rock, attracted German immigrant-farmers who

settled along the road that connected Buffalo and Williamsville, alternately called the Buffalo or Williamsville Road (Johnson 1876:118). Erie County was created from Niagara County in 1821. The Buffalo-Williamsville Road became a major line of trade and commerce for the residents of the county, first for the shipment of freight (until the Erie Canal), then for transfer of people (until the railroads in the 1840s and 1850s). In 1826 the road was officially designated a public highway and called Main Street (Keller et al. 1981:3-5; Johnson 1876:308-309). By the 1850s "local traffic ensured the continuance of Main Street as a local artery" (Glover 1971:5).

Incorporation and Early Development of the City of Buffalo. The Town of Buffalo was established in February 1810, and contained all land west of the west transit (Transit Road) between Tonawanda Creek on the north and the middle of the reservation on the south, although the town had little control over reservation lands. As noted, three years later the settlement at Buffalo Creek was incorporated as the village of Buffalo (only to burn down eight months after that). As pioneers filled the Niagara Frontier after the end of the War of 1812, the Town of Amherst, which included the present-day Town of Cheektowaga, was removed from Buffalo in April 1818, three years before Erie County's formation in 1821. Construction of the Erie Canal, which would link the Hudson River and Lake Erie, began in 1817. In an effort to influence the canal commissioners to site the canal's western terminus at Buffalo, Judge Samuel Wilkeson organized the Buffalo Harbor Company in 1819 to improve harbor conditions. The successful removal of the sandbar blocking Buffalo Creek and the construction of a pier swayed the commissioners and one terminus of the Erie Canal was located at the Village of Buffalo, near the mouth of Buffalo Creek. When the canal opened on October 26, 1825, Buffalo became the transfer point for goods shipped between the Midwest through the lakes to New York and ocean trade (Shaw 1990:5-6, 181-187). The canal was a major gateway to the West as hundreds of thousands of settlers passes through Buffalo. The Erie Canal would end in the so-called Commercial Slip, at the confluence of Little Buffalo Creek with Big Buffalo Creek which formed Buffalo Harbor. This area is less than 1,000 ft (305 m) west of the southern end of the project area. No structures were located in this area prior to 1825, when Joy & Webster erected a warehouse on the west side of Main Street east of Little Buffalo Creek (LaChiusa 2000; Smith 1884:II:99-100).

The economic prosperity derived from the canal and harbor trade swelled Buffalo's population from 2,412 (1825) to 15,561 (1835). In April 1832, Buffalo was incorporated as a city, with Buffalo Creek its southern boundary (Sass 1983:12-13, 19). Areas beyond the city's southern limits remained Seneca land as part of the Buffalo Creek reservation until 1842. Between 1835 and 1842, the Seneca sold this property to the Ogden Land Company and relocated to reservations further south. Little settlement occurred south of the Buffalo River by 1847 (Sass 1983:14; Smith 1884:II:97, 105; Goldman 1983:31-33).

The city's population growth mirrored increased commercial development and settlement in the areas along the canal, increasing from 8,668 in 1830 to 29,773 in 1845. As a result, the Town of Tonawanda, including Grand Island, was removed from the Town of Buffalo in April 1836. Further, the Town of Black Rock was created in April

1839, and included all land in the Town of Buffalo outside the city, whose boundaries were North Street on the north, Jefferson Street on the east, and the Buffalo Creek reservation on the south (Smith 1884:I:116, 182, 212, 221; Van Ness 2000). From 1839 to 1846, the west side of Main Street between Allen Street and North Street was used by the U.S. government as a military installation. The so-called Buffalo or Poinsett Barracks was one of the largest military posts at that time and extended westward to Delaware Avenue. Throughout the 1830s, construction along the waterfront in downtown Buffalo increased harbor capacity and facilitated continued commercial expansion (Sass 1983:34-35; Priebe 1997a).

The economic impact of the Erie Canal and the prosperity engendered by activities at Buffalo Harbor would be reinforced in the 1840s by Joseph Dart. Dart perfected a steam-powered grain elevator and system for removing grain from the holds of ships in 1840s, revolutionizing grain shipping and handling. His invention, combined with Buffalo's strategic location as the nexus of the Great Lakes/inland trade and the ocean trade associated with the ports of New York, Boston and Philadelphia, led to erection of numerous grain elevators along the Buffalo River. Beginning at the Evans Slip and Commercial Street in 1842, construction of numerous grain elevators would turn Buffalo into one of the leading grain shipping centers in North America (Sass 1983:26; Goldman 1983:58; Buffalo History Works 2000a). By 1863, 27 grain elevators enshadowed Buffalo's harbor and were part of an extensive transportation network and developing industrial economy (Buffalo History Works 2000b; Figure 11). From the mid-nineteenth century to the mid-twentieth century,

Lake steamers loaded with grain, lumber, livestock, iron, and limestone docked and waited while their cargo was loaded on to canal boats and freight trains bound for seaports of the east. Access to rail and water transportation also facilitated the development of the city's first factories. Flour mills, breweries, grain elevators, tanneries, and iron foundries all crowded the banks of the Buffalo Creek in South Buffalo [Kowsky et al. 1981:248].

Economic growth heralded expansion and social change. In 1845, the city's population was 29,773; by 1855 it was 74,214 with more than 60 percent of those people foreign born. These residents in 1855 included 31,000 Germans and 18,000 Irish (most of whom were Catholics) (Sass 1983:24; Goldman 1983:72; Van Ness 2000). In 1853, the City of Buffalo extended its boundaries, annexing the Town of Black Rock and receiving a new city charter (Sass 1983:42; Smith 1884:I:230).

As an economic artery, Main Street was extended over Big Buffalo Creek to Lake Erie ca. 1835 and macadamized during the last years of the 1830s (Bureau of Engineering 1897:402). Buffalo developer Benjamin Rathbun erected the Webster Block on the east side of Main Street at the southern end of the project area in 1835, among his numerous construction projects in the city. During the period 1835-1836, Rathbun erected 99 buildings, including 52 stores, 32 dwellings and a theater.

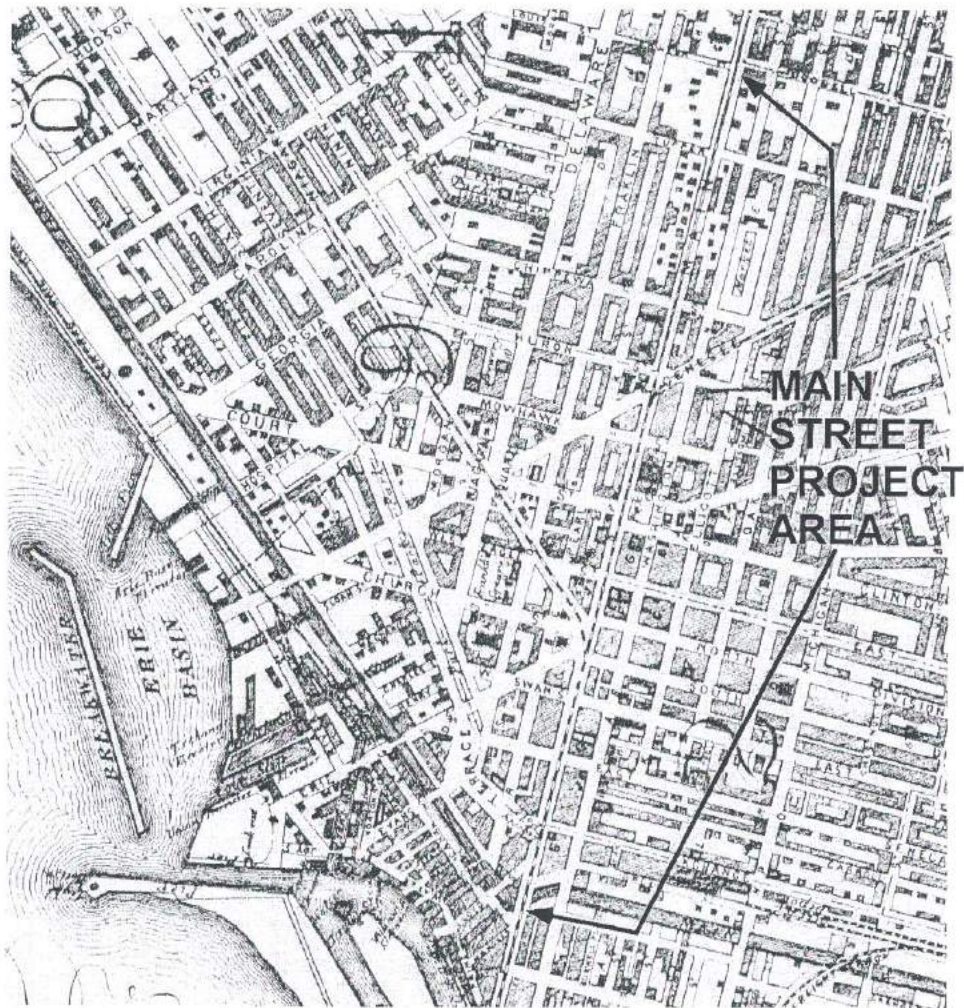


Figure 11. The Main Street project area in the City of Buffalo in 1866
(Stone and Stewart 1866).

In the 1830s and 1840s, areas west of Main Street near the lake saw intensive development of commercial enterprises that focused on serving the needs and wants of people and business utilizing the Erie Canal. Due to its association with the more unsavory aspects of commercial/canal life, the area west of Main Street along the canal became known as “the Infected District” (Buffalo History Works 2001a).

The Canal Street area became well known for its boisterous saloons and “colorful” inhabitants. Paralleling the Erie Canal, Canal Street was known as “The wickedest street in the world.” It was to house over 100 saloons and dancing houses, innumerable houses of ill repute and the attendant darker aspects of society which accompany those things. Lake sailors and canal sailors were a hard-working bunch of men and they played hard as well. They rarely got along with each other. Their brawls were legendary; all part of the local color in the Canal District [Priebe 1997a].

From 1835 to 1837, a horse-drawn omnibus operated from what is now Goodrich Street to the waterfront along Main Street. Lower Main Street also contained industrial

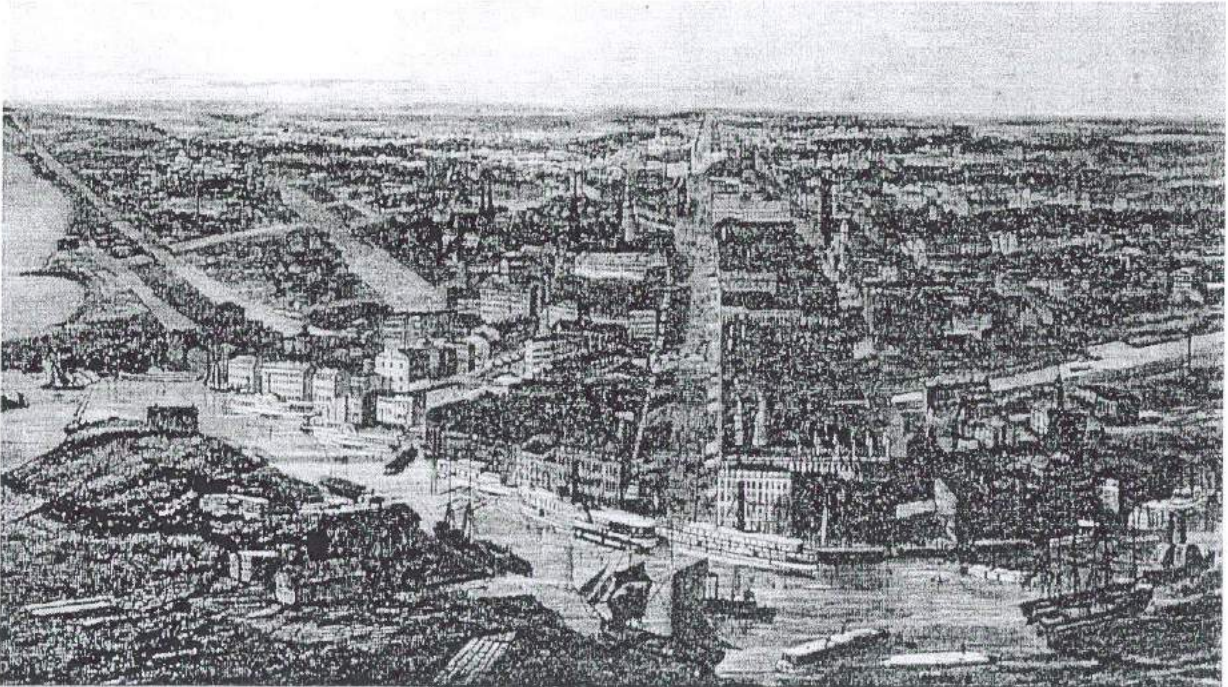


Figure 12. Commercial development along Main Street and the Buffalo River in 1853 (*Leary and Scholes 1997*).

enterprises (Figure 12). For example, the first shoe factory in Buffalo was established at 103 Main Street (the northeast corner of Main and Scott streets) in 1853 (e.g., Forbush and Brown) (Holder 1960:8; Keller et al. 1981:3-9). The Lehigh Valley Railroad complex was located east of Main Street after 1900 (Sanborn Map Company 1881, 1889, 1899, 1925 and 1951).

During the depression years after the Panic of 1837, the Buffalo and Williamsville Macadam Road Company was chartered "to build a macadam road from Buffalo to Williamsville, and actually did build it within a year or two afterwards [at least by 1840]. This was nearly, or quite, the first successful attempt to replace one of our time-honored mud roads by a track passable at all seasons" (Johnson 1876:412; Smith 1884:I:213; Keller et al. 1981:3-9). As a result, the Buffalo and Williamsville Road acquired toll gates: one near the future Humboldt Parkway and one at the Getzville Road. "To travel the nine miles cost a carriage driver 8¢ for two horses and 5¢ for one. The road cost \$60,000, and its maintenance by a private corporation was ended in 1899" (Glover 1972:5-6; see Bureau of Engineering 1897).

Located near the existing Erie County Convention Center, the first Young Men's Christian Association (YMCA) in Buffalo was founded in April 26, 1852. This facility was only the third in North America and the second in the United States (Larned 1911:II:87). (Montréal and Boston were the first and second sites, respectively.)

Railroads. The advent of the railroads during the mid-nineteenth century facilitated the economic transformation of Buffalo from farmstead and commercial enterprises into

more heavily populated industrial areas, especially near the downtown section of the city where the New York Central, and later the Lehigh Valley Railroad, erected its railroad yards. Incorporated in 1836, the Buffalo & Attica Railroad began operation on September 2, 1842 from Seneca Street to Darien, Genesee County, and later to Albany. In 1848, the line had a brick depot on Exchange Street, east of Main Street, and was incorporated into the New York Central by 1853 (Priebe 1997b; Holder 1960:112).

In the planning stages since 1832, the Buffalo & Erie (Pennsylvania) Railroad was completed in stages. The Buffalo & State Line Railroad (part of the Lake Shore and Michigan Southern in the 1880s) opened in February 1852, with the completion of the Buffalo to Dunkirk route. Running parallel to Lake Erie, the line between the New York-Pennsylvania state line and Dunkirk had opened the first of that year (Smith 1884:I:314-315; Stone and Stewart 1866; Beers 1880:22). By 1880, the Buffalo & Erie Railroad, which ran east of the project area to Buffalo's Exchange Street Station in 1866, was paralleled by the Buffalo & Southwestern Railroad in 1880 (Beers 1880). By the end of the nineteenth century, Buffalo was the second leading railroad terminus in the United States (after Chicago), reducing the economic impact of the Erie Canal to near irrelevance (Goldman 1983:129-120; Smith 1884:I:320; Fischer 1999a, 1999b, 2000).

The Lehigh Valley Company operated a railroad and several trestles along Lake Erie by the late 1870s, and established a line of steamers for use in the Great Lakes coal trade by 1884. One trestle was located near the Ohio basin and fronted the creek. Stocking room was contained on the G.W. (later J.V.) Tiff farm. The Lehigh Valley Company excavated extensive canals and slips within the former Tiff farm in the mid-1880s at what is now the Nature Preserve, and reserved a large area for storage (Smith 1884:II:204; Buffalo History Works 2000c:Part I).

Early Manufacturing and Industry. Buffalo's key asset was its geographic location at the eastern shores of Lake Erie. With the completion of the Erie Canal in 1825, the city emerged as a processing and shipping center. Canal trade accelerated the transportation of goods to and from eastern New York State, enabling Buffalo to become one of the greatest commercial centers of the second quarter of the nineteenth century.

Until the late 1840s, Buffalo was considered a bustling maritime town, but the advent of the railroad in the mid-nineteenth century allowed the city to enter new avenues of industry. The Panic of 1857 forced city merchants to see the wisdom of diversification and they sought new non-maritime based industries. An Association for the Encouragement of Manufactures in the City of Buffalo was organized that year. The group initiated a major promotional campaign that included the nationwide distribution of pamphlets that advertised the amenities associated with the city, including inexpensive real estate, modern streets, unsurpassed schools and the purest of waters (Smith 1884:II:238; Goldman 1983).

Iron ore smelting began in Buffalo around 1860 (Holder 1960:14). The railroad was vital for the importation of iron and coal from the mines of Pennsylvania. Economical lake

transportation of ore enabled the shift of Buffalo's commerce-based economy to a manufacturing economy (Holder 1960:16). The Civil War stimulated the iron and steel industry and by 1864, there were 24 foundries and machine shops in the city. As a citizen of the new iron age, William Wendt founded the Buffalo Forge Company in 1878 to manufacture a portable blacksmith forge at the corner of Washington and Perry streets. The company relocated to Broadway in 1880 (Holder 1960:15).

Buffalo's industrial marketplace intensified after the Civil War, and in 1869 an industrial exposition was held in the city that featured the inventiveness of mechanization and production and fostered the idea of industry as craft (Goldman 1983:126). The introduction of the iron industry at the exposition provided a stage for the initiation, and subsequent development, of a new era of industrialization. Soon after, iron and steel manufacturing would become the backbone industry of the City of Buffalo.

By 1868, commercial interests along Main Street in the project area dominated the streetscape and included a variety of establishments: milliners, grocers, a cutlery store, hardware stores, banks, a plumber, haberdasheries, dry goods stores, a confectioner, a furniture store, a tobacconist, a liquor store, a botanical drug store, and a purveyor of chinaware (Sanborn Map Company 1868). Most of these commercial interests were located in brick or brick and frame buildings ranging from three to four stories. Surrounding areas housed a variety of enterprises, including commercial and industrial ventures, mixed with residences. East of Main Street, for example, a birdcage factory was documented at 510 Washington Street and Washington Savings Bank was recorded at 437-439 Washington Street. A coffin factory, bakery, a boot shop, and a book binder were located on the same block. The Hersee Furniture Factory was first recorded on the 1868 map at the foot of East Mohawk Street, on the east side of Ellicott Street at Hersee Alley. A brewery also was identified at 20 Broadway and a saloon was located next door. The Machine Shop and Brass Works was first recorded in 1868 at 46-48 Broadway and a dyer's shop was located at 50 Broadway (Sanborn Map Company 1868). The cast-iron front German Insurance Building was erected on Lafayette Square and Main Street in 1875 (Kowsky et al. 1981).

After the Civil War, the establishments along lower Main Street as well as those in proximity were typically small stores on ground floors with factories, warehouses and apartments on the upper stories (see Figure 12). The lower Main Street was near the intersection of the Erie Canal and the Main and Hamburg Canal as well as in proximity to the bustling Buffalo waterfront and the nascent railroad lines near Exchange Street (see Figure 12). Later, part of the industrial First Ward, lower Main Street was south of the central business district and initially contained residences and small shops. While the area saw tremendous commerce and industry, it was also the site of numerous saloons, boarding houses, and businesses that catered to immigrants, transients and waterfront workers. In addition to the commercial and manufacturing enterprises, the project area was the site of several hotels/boarding houses. The corner of Main and Scott streets had been such a location since the 1840s. Huff's House and Bennett's Temperance House (later the Moeller House) were depicted at this corner in 1854. The area had fallen into

a state of gritty poverty by the 1860s (Quackenboss and Kennedy 1854; see Schieppati and Steinback 2001:36-37; Buffalo History Works 2001b).

In addition to grain elevators and other shipping and mercantile endeavors, ancillary businesses also were located along the waterfront (Figure 13). Enterprises located in this intensively developed area included office buildings, saloons, groceries, storage depots, and railroad related structures, as well as a distillery and a brass works (Ecology & Environment 1993:5/3-4). By the late nineteenth century, the First Ward area contained a dense assortment of residences and stores, as well as a few manufacturing enterprises, including Farrar and Trefts Iron Works, the Schoellkopf & Company Leather Manufacturer, a stove works, boiler shops and other iron-working establishments. In the 36 years between the end of the Civil War and the 1901 Pan-American Exposition, the population of the city jumped from 94,210 to 352,387 (Sanborn Map Company 1889, 1899; Goldman 1983:127-133; Van Ness 2000).

Transportation. The City of Buffalo also benefitted from the creation of several horse-drawn, steam, and later electric railways that traversed its expanse. A line operated along Main Street to Ferry Street between 1847 and 1860. The Niagara Streetcar Company laid iron rails for its cars beginning in 1860, although it is not known whether the company had the use of Main Street. Main Street continued to be an artery of commerce for the area during the end of the nineteenth century and beginning of the twentieth century. Opening on June 11, 1860, the Buffalo Street Railway Company operated a streetcar line on Main Street from "the Dock" to Edward Street; a Cold Spring station (Main and Ferry streets, north of the city's central business district) was added by July 14, 1860. The line was extended to Delaware Park in July 1879 (Smith 1884:II:529-530; Larned 1911:I:145, 147-148). Initially a horse-drawn service, electric power was later introduced in 1889 on the line to Delaware Park (Larned 1911:I:148). By 1893, an electric trolley system connected Williamsville to Buffalo, which operated until 1930, when gasoline buses and cars replaced the electric trolley (Glover 1972:6). These transportation improvements offered suburban living opportunities for urban workers.

On August 15, 1896, the first electric current was transmitted to Buffalo from Niagara Falls. The event led to the gradual electrification of Buffalo industry. The International Railway Company, a local streetcar service, was the first electric railway in the city in November 1896. In 1897, George Urban's Flour Mills were the first industries to be electrified. Moreover, the availability of this power supply served to draw the Lackawanna Steel Company from its home in Scranton, Pennsylvania, to the Stony Point section of the Town of West Seneca by 1904 (Goldman 1983:135-136; see also Lankes 1968:55). By the latter part of the nineteenth century, the Delaware, Lackawanna & Western Railroad and the Lehigh Valley Railroad constructed stations, tracks and support structure in the vicinity of the south end of the project area. The advent of the electric streetcar and the laying of miles of track helped not only the ability of people to circulate through the city, but provided an impetus to centralize the business/ retail, entertainment and other commercial interests of Buffalo along Main Street near these lines (Goldman 1983:186-187).

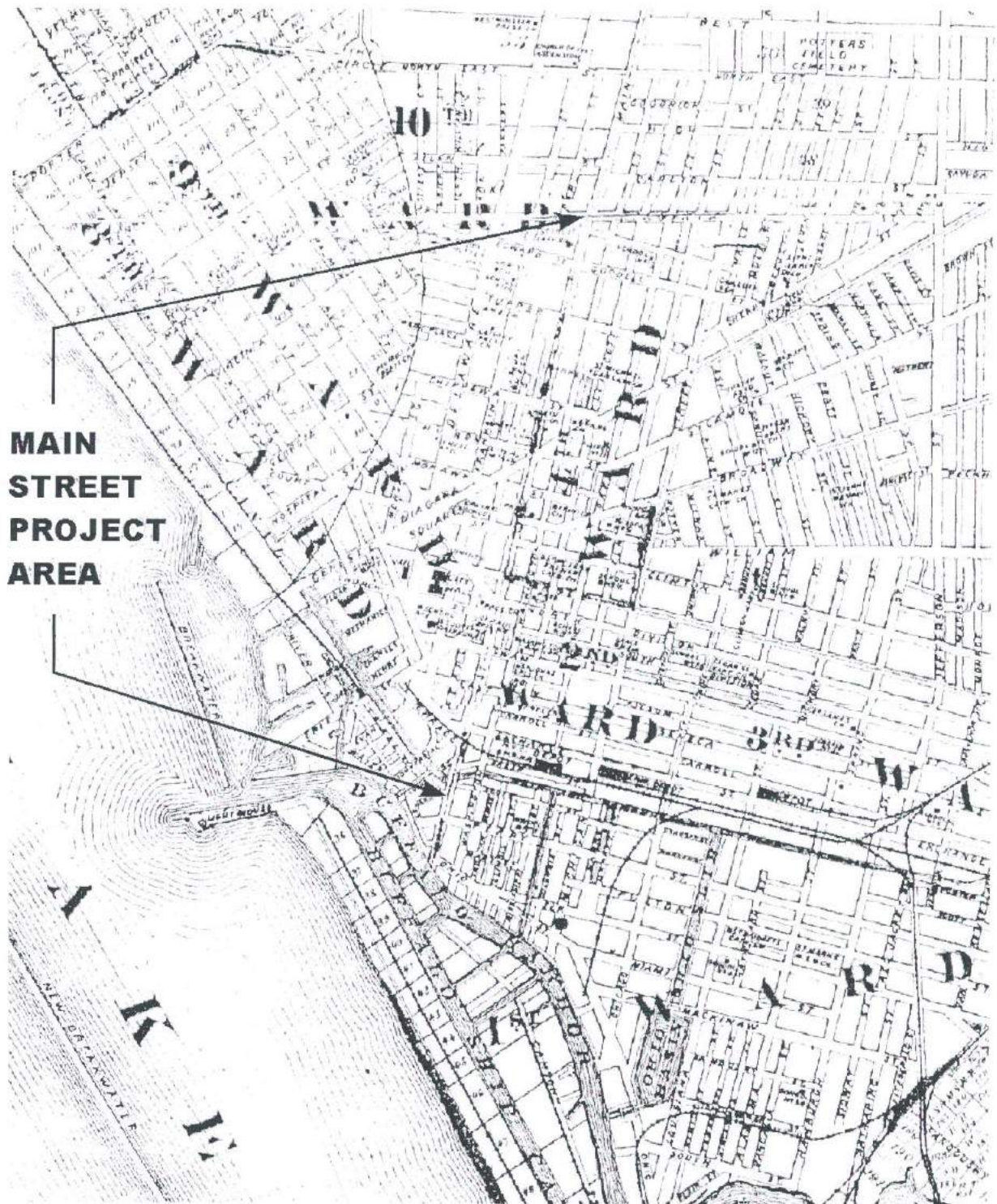


Figure 13. The Main Street project area in the City of Buffalo in 1880 (Beers 1880).

Later Commercial and Industrial Developments. Beginning in the late nineteenth century, residential homes in the city's central business district were replaced by commercial, banking and insurance as well as light industrial buildings. At the time, Main Street in the 500- to 700-block area (north of Lafayette Square) was densely populated with both commercial buildings and residences. In the 1880s, the Brunswicke-Balke-Collender Company manufactured billiard tables at its 597 Main Street factory. In 1893, Seymour H. Knox opened a store at 519 Main Street after his original store at 409 Main Street was destroyed by fire. Less than two years later, Knox relocated his five-and-dime to 395 Main Street. Later, he would merge his store with that of his cousin, who owned Woolworth's (Sanborn Map Company 1889, 1899, 1925; Holder 1960:4; LaChiusa 2000). As the downtown area attracted business and retail enterprises, a boom in the construction of office buildings ensued, transforming the character of Main Street from a frame-and-brick, commercial-residential mix to large, steel-and-stone, corporate offices and businesses. Two structures erected in 1896 mark the beginning of the transition: The Guaranty Building (a National Historic Landmark), one of the first modern skyscrapers designed by Louis Sullivan, located on Church Street in Buffalo; and the Ellicott Square Building, at the time the world's largest office building covering a block comprising Main, Swan, Washington and South Division streets (designed by D.H. Burnham). In 1904, Frank Lloyd Wright completed the Larkin Administrative Building, the headquarters for the Larkin Soap Company on Seneca Street (Goldman 1983:147, 187). The Market Arcade building, designed by E.B. Green and William Wicks, was erected in 1892 and the Brisbane Building on Main Street had been completed in 1895 (Kowsky et al. 1981).

The 500 block of Main Street and the three-story commercial buildings on East Genesee Street represent the small-scale vernacular commercial buildings that once comprised much of the city's central business district. This gradual transformation was replicated for properties along Washington, Ellicott and Oak streets, and land use shifted from scattered, small-scale commercial buildings and residences to a compressed area of large, auxiliary commercial loft buildings and light industrial buildings. Additions to the cityscape included the Buffalo Savings Bank at 545 Main Street in 1901; the Lafayette Hotel on Lafayette Square in 1904; the Hippodrome Theatre on Main and Huron streets in 1904; the Statler Hotel across from the Ellicott Square Building in 1906; the Sidway Building at 775 Main Street in 1907; and the General Electric Tower (present-day Niagara Mohawk Building) on Washington Street in 1912 (Goldman 1983:188; Kowsky et al. 1981). In the early twentieth century, warehouses were constructed along Washington Street to support the retail industry, whereas light industrial enterprises emerged on Ellicott Street (Cinquino et al. 2001:44-55).

During the mid-to late-nineteenth century, the area west of Main Street shared a similar building stock of vernacular commercial buildings and dwellings with that on the east side. However, buildings constructed on the west side in the early twentieth century were distinguished from those of the east by their location and use. This section of the city became the retail shopping district due to its immediate proximity to the offices of the financial and government districts of the city. Large department stores such as Hens &

Kelly, L.L. Berger, and Woolworth's replaced smaller commercial buildings on the west side of Main Street. These multi-storied retail houses extended their operations with either additional frontage or ancillary storage warehouses on Pearl Street (Sanborn Map Company 1899, 1925). During the first half of the twentieth century, businesses associated with several of Buffalo's major industries occupied lots between Broadway and Genesee Street east of Main Street.

In the early twentieth century, while parts of Main Street attracted corporate skyscrapers and business and banking construction, the lower Main Street area saw increased development as part of the growing influence of the railroad. The Lehigh Valley Railroad constructed a yard and a station north of the Erie Canal east of Main Street (Sanborn Map Company 1899, 1925; Schieppati and Steinback 2001). Also, the improvements in grain-elevator construction, the advent of electric power, and the relocation of the Lackawanna Steel Company to the Lake Erie shore, south of the Buffalo city limits in what is now the City of Lackawanna, propelled Buffalo to increased industrial growth and manufacturing expansion after World War I. In 1923, 270 million bushels of grain passed through the area. In the mid-1920s, 34 grain elevators of a variety of sizes were situated along the Buffalo River and around the harbor, including those operated by Washburn-Crosby (later General Mills), Pillsbury, George Urban Milling Co., and Hecker-Jones-Jewell Milling Co., among others. In addition to milling operations, cereal companies also were located in the city, including Hecker H-O Company, the Maple-Flake Company, and the Shredded Wheat Company (Buffalo History Works 2000a).

Buffalo's vibrant industrial economy in the burgeoning twentieth century drew other manufacturing concerns, such as the Curtis-Wright Aeroplane Company (which employed more than 2,000 people in the 1920s), the automotive industry employed more than 15,000 workers, various machine shops and foundries employed 13,000, meat-packing industries employed 3,000 workers, as did the soap making industries. The city had a population of 506,775 in 1920 (Goldman 1983:216-217; Graham 1967:97, 102; Van Ness 1999). During that decade, prominent buildings constructed along Main street included the Liberty Bank Building (1925); the NRHP-listed Shea's Buffalo Center for the Performing Arts (1926); the Rand Building (1929); and the *Courier-Express* Building at 785 Main Street in 1930 (Kowsky et al. 1981).

The freight-carrying capacity of the railroads eventually surpassed that of the Erie Canal and areas along the canal and waterfront declined and grew decrepit. The commercial districts along the canal were gradually transformed into neighborhoods for Italian and other immigrants. By the 1930s, the area west of and including lower Main Street and south of the former Erie Canal was considered a waterfront slum. During the late 1930s, this area was subjected to an aggressive slum clearance/demolition initiative. By 1939, 508 buildings had been demolished and 161 had been repaired, many of these demolitions had occurred in the waterfront area. The War Memorial Auditorium was built in this area between 1938 and 1940 (Buffalo History Works 2001; Kowsky et al. 1981: 75-77; Schieppati and Steinback 2001: Appendix B, Aerial Photographs).

In the post-World War II years, the grain/flour-products industry remained ensconced along the western oxbows of the Buffalo River, while the steel industry was located further east (notably the Republic Steel conglomeration) and to the south in Lackawanna (Graham 1967:83-85, 88-90). Despite a seemingly vibrant economy in the 1940s, a long economic decline was underway by the end of World War II. This decline witnessed the gradual relocation of important companies to neighboring states or outright closure (such as Bethlehem Steel in the 1980s), and the decline of the city's population from 580,132 in 1950 to 532,132 in 1960 and an increasing suburbanization of Erie County (the county's population exceeded one million in 1960) (Graham 1967:119; Goldman 1983:268-273). Areas west of Memorial Auditorium saw the construction of the Dante Place Public Housing (renamed Marine Drive apartments) between 1950 and 1952 (Kowsky et al. 1981:75).

The Skyway (Hamburg Turnpike) was completed in 1956 as part of a general boom in large-scale, public construction projects in the 1950s and 1960s, which included the extension of the New York State Thruway into the Southtowns and the construction of the Niagara Extension of the Thruway (Interstate Route 190) (Figure 14). The St. Lawrence



Figure 14. The Main Street project area after completion of the I-190, ca. 1964 (Leary and Scholes 1997).

Seaway was completed in 1958-1959 allowing ocean-going vessels to bypass Buffalo (via the Welland Canal between Lake Erie and Lake Ontario), providing another cause for economic decline. By the 1960s, many structures in proximity to and along lower Main Street had been razed, leaving large open lots. In the 1950s and 1960s, the old hotels of the Webster Block, such as the Seaman's Hotel, attracted "hopeless, homeless and friendless old men ... many of whom were alcoholics. For the most part, they lived on small pensions, Social Security or welfare ... [and] haunted the cheap neighborhood bars and restaurants" (Fess 1964:10). By 1964, the remaining buildings were "a series of flophouses, with the top floors divided into little cubicles" (Fess 1964:10). The Webster Block was razed by 1970 as part of a waterfront revitalization project (BECHS 1963; Sanborn Map Company 1981).

Recent (since 1970) development in the City of Buffalo includes the construction of *The Buffalo News* building at Washington and Scott streets (1973), the Erie County Convention Center (1978), the Naval and Serviceman's Park and Museum (1979), the light rail rapid transit system along Main Street (completed in 1985; which eliminated vehicular traffic from Main Street in the project area), the downtown baseball stadium (1980s; currently named Dunn Tire Park), the HSBC arena at the foot of Main Street (1990s), and the HSBC Atrium (1990). In 2000, Buffalo had a population of 292,648, and Erie County had a population of 950,265 (Kowsky et al. 1981:71-77; Rey 2001).

2.3.3 Archaeological Site File Review. A review of archaeological site files was conducted at the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York State Museum (NYSM) by Ms. Kerry L. Nelson. The site file review identified 24 archaeological sites within one mile of the Main Street project area (see Table 1): 18 historic period sites, five prehistoric sites, and one is unidentified.

Early archaeological surveys recorded and published by Squier (1851), Beauchamp (1900), Houghton (1909), and Parker (1922) do not record the presence of any prehistoric sites within the project area. NYSM files show that Parker identified one site approximately 500 ft (153 m) north of the Main and Scott streets intersection. The site, NYSM #7123, is described as "traces of occupation." The site boundary, as identified in the NYSM archives, covers over 900 acres. Parker generally used broad, exaggerated boundaries to obscure site locations from vandals or pothunters. The actual site boundaries are likely smaller. Parker also recorded prehistoric site NYSM #3253 (traces of occupation) more than 4,000 ft (1,220 m) from the project area. Later archaeological investigations by Ritchie (1980) and Ritchie and Funk (1973) do not report the presence of prehistoric archaeological sites in the project area. Two important and well-known prehistoric Iroquoian villages, Buffam and Eaton, are located well east of the project location. A more detailed description is presented in Table 1.

No archaeological sites were identified in the project area, however, within an approximately 1,000-ft (305-m) radius, seven archaeological sites and numerous structures eligible for inclusion in National Register of Historic Places have been identified, documenting the historic sensitivity of the area. These findings include a

number of sites excavated prior to construction of the HSBC (then Crossroads) Arena in the early 1990s and include the Miley and Martin Phillips sites (see Table 1). The findings have yet to be published. In addition, the entire Erie Canal, which has been determined eligible for listing in the National Register, terminated near lower Main Street in the City of Buffalo.

Table 1. Previously identified archaeological sites in proximity to Main Street

| NYSM # | OPRHP # | Description | Approximate Distance from Closest Proposed Project Location |
|--------|------------------|---|---|
| | 02940.000015 | Buffalo Plank Road (UB 1682). Log pavement; reported by SUNY at Buffalo and Ecology & Environment. | <1,500' north; or, potentially within |
| | 02940.000123 | Buffalo E (UB 168). Early and Late Woodland; reported by Prake | 250' east |
| | 02940.000125 | Buffalo I (UB 172). Reported by Prake | 5,000'+ southeast |
| | 02940.004623-D05 | Erie Canal Grand Canal, Prime Slip and Commercial Slip Areas. Remains of the canal, associated structures, locks and other features; reported by Earl J. Prahl. | <800' west |
| | 02940.019631 | Marine Midland Arena/Miley Site. Mid-19 th century; artifacts include brick, limestone, block foundation, wood plank, cast iron pipes, window glass, nails, whiteware, yellowware, stoneware, bottle glass, container glass, leather, coal and slag; reported by Warren Barbour and Elaine Herold. | 1,500' southeast |
| | 02940.019632 | Marine Midland Arena Parking Lot Site. Late 19 th century and early 20 th century; artifacts include limestone block foundation and limestone grinding stones; reported by Warren Barbour. | 2,000' southeast |
| | 02940.019633 | Marine Midland Arena/ Martin Phillips Site. Mid-19 th century; artifacts include brick, limestone block foundation, wood plank, stoneware pipes, window glass, nails, whiteware, yellowware, stoneware, bottle glass, container glass, clay tobacco pipes, brier tobacco pipes, syringes (rubber and glass), buttons, cloth, leather shoe parts, porcelain miniatures, brass knuckles, coins, non-human bone, cutlery and toothbrush; reported by Warren Barbour. | 1,500' south |
| | 02940.023356 | Wilcox Mansion Well. 19 th or early 20 th century; foundation (poured concrete), well (mortared brick oriented bed, radiating outwards, interior coated with parching [similar to mortar]). Few Artifacts found; reported by Cynthia J. Jackson. | 4,300' northwest |

Table 1 continued.

| NYSM # | OPRHP # | Description | Approximate Distance from Closest Proposed Project Location |
|--------|--------------|--|---|
| | 02940.023417 | MFS Link 9, Monitored Area. Mid- to late 19 th century; artifacts include brick and mortar pillar, drain, wall, unmortared cut stone wall, concentration of mid- to late 19 th century artifacts, possible midden, brick and mortar wall resting on cut stone footers; reported by Cynthia J. Jackson. | 1,000' east |
| | 02940.023418 | MFS Link 25. Late 19 th -early 20 th century; yellow sandstone foundation, brick fill under wood layer, with cobblestones scattered throughout, brick and grey sandstone foundation. Artifacts include undercoated porcelain, blue transfer-print whiteware, brick and cut sandstone; reported by Cynthia J. Jackson. | 800' east |
| | 02940.023440 | Carroll Street Freight House Site. The former freight house was demolished in 1984. Tracks were razed and lot graded. Fill brought in from the Elm-Oak arterial of the Niagara Section of the New York State Thruway, which is located west of the site. Artifacts recovered from the mounded fill are believed to be associated with this other area; reported by Elaine B. Herold. | 1,900' east |
| | 02940.023479 | Washington Street Sites (Loci 1-3). Locus 1 (1851-1914): fragmented Onondaga limestone wall, approximately 4 ft-x-2 ft, below current blacktop street level. Locus 2 (1914-1963): reinforced concrete passenger tunnel with pipe gallery connected on the southern wall. Locus 3 (mid-to late 19 th century): Medina sandstone pavers, Onondaga Limestone cobbles, iron cut nails, hardwood railroad ties and glass insulator caps uncovered below current blacktop grade; reported by Michael P. Schifferli | 350' east |
| | 02940.023480 | Columbia Street, between South Park Avenue and Perry Street. Cobblestone District, Loci 4: cobblestone street with historic cultural material deposit. Onondaga limestone cobblestone street (ca. 1820-1930); reported by Michael P. Schifferli. | 1,400' south |
| | 02940.023486 | Site 1, Williams Communications FOL Station 301+65 to 302+75 (Corduroy Road). Early to mid 19 th century; hewn round logs, 213 cm long, dry, lain in place without hardware or cementing medium. Artifacts include whiteware ceramic with purple transfer print (ca. 1825) and yelloware ceramic (post-1830) retrieved from the area's general provenience; reported by HAA, Inc.. | 5,250' east |
| | 02940.023487 | Site 2, Williams Communications FOL Station 312+57 (Brick Road). Late 19 th to early 20 th century; brick surface below the topsoil is flush with concrete bed below. Bricks were cemented together in place; reported by Darrell C. Pinckney, HAA, Inc. | 4,500' east |

Table 1 continued.

| NYSM # | OPRHP # | Description | Approximate Distance from Closest Proposed Project Location |
|--------|--------------|--|--|
| | 02940.023488 | Site 3, Williams Communications FOL, Station 309+40 (structure support beam). Wood beam 15 cm wide and 18 cm long) left in place at 75 cm below surface grounds; reported by Darrell C. Pinckney, HAA, Inc. | 4,000' east |
| | 02940.023493 | Site 8, Williams Communications FOL, Station 399+00 (Brick Drain). Late 19 th to early 20 th century; round in overall appearance; bricks held together by mortar. Approximate size of the drain 40 cm wide by 75 cm long; reported by Darrell C. Pinckney, HAA, Inc. | 350' east |
| | 02940.023494 | Site 9, Williams Communications FOL, Station 398+78 (Trash midden). Late 19 th to early 20 th century; no consistent construction apparent; feature was approximately 210 cm in total length; reported by Darrell C. Pinckney, HAA, Inc. | 350' east |
| | 02940.023495 | Site 10, Williams Communications FOL, Station 399+40 (Brick Drain). Mid- to late 19 th century; yellow brick drain, square, held together with mortar. Bricks were stacked 4 high; reported by Darrell C. Pinckney, HAA, Inc. | 600' east |
| | 02940.023496 | Site 11, Williams Communications FOL, Station 292+00 to 295+00 (Debitage). Pre-contact; artifacts include utilized flake scraper, block flake, bifacial thinning flake and handheld bifaces; reported by Darrell C. Pinckney, HAA, Inc. | 5,200'+ east |
| | 02940.023497 | Site 12, Williams Communications FOL, Station 301+00 (Brick drain). Late 19 th to early 20 th century; round; bricks were mortared together. Approximate size of drain is 40 cm wide and 20 cms long; reported by Darrell C. Pinckney, HAA, Inc. | 5,200'+ east |
| 3181 | | Camp reported by Arthur C. Parker, 1922 | 4,000' west |
| 3253 | | Traces of occupation reported by Arthur C. Parker, 1922 | 5,000' west |
| 7123 | | Traces of occupation reported by Arthur C. Parker. 1922. | Actual location unknown, Main Street intersects eastern part |

Previous Surveys. A review of cultural resources investigations recorded in the files of the NYSOPRHP shows that the entire project area was previously surveyed for the installation of the LRRT project in the late 1970s (Ecology & Environment 1981; see also Vandrei et al. 1980). Areas in the vicinity of Main Street have also undergone numerous investigations. Reports of these investigations are listed below.

- Barbour, Warren T.D.
 2001 *Report of the Archaeological Monitoring Efforts for the Cobblestone District, City of Buffalo, Erie County, New York*. Dean & Barbour Associates, Inc., Buffalo.
- 1998 *The Horizons Waterfront Inner Harbor Project: Stage IA Cultural Resources Literature Search, City of Buffalo, Erie County, New York*. Edited version. Dean & Barbour, Inc., Buffalo
- Cinquino, Michael A., Robert Hanley, Mark A. Steinback, and Rebecca J. Emans
 2001 *Phase I Cultural Resources Investigation for the Proposed Northwinds Natural Gas Pipeline, Cities of Buffalo and Lackawanna and Towns of Hamburg and Eden, Erie County, New York, and the Town of Hinsdale, Cattaraugus County, New York*. Panamerican Consultants, Inc., Buffalo Branch, Buffalo.
- Cinquino, Michael, Christine Longiaru, Mark Steinback, Frank Schieppati, and Zoë Zacharek
 2001 *Phase IA Cultural Resources Investigation for the Proposed Buffalo Convention Center Alternatives, City of Buffalo, Erie County, New York*. Panamerican Consultants, Inc., Buffalo Branch, Buffalo.
- Cinquino, Michael A, Carmine A. Tronolone, Marvin Keller, and Charles E. Vandrei, Jr.
 1981 *Final Report: Archaeological Monitoring for the Niagara Frontier Transportation Authority Light Rail Rapid Transit System, Buffalo, New York*. Ecology & Environment, Inc., Buffalo.
- Cinquino, M.A., M. Keller, C. Tronolone, and C Vandrei
 1986 Log Roads to Light Rails: The Evolution of Main Street and Transportation in Buffalo, New York. *Northeast Historical Archaeology* 14:53-64.
- 1993 *Phase IA Cultural Resources Survey for the Proposed Crossroads Sports Arena and Entertainment Complex, Buffalo, New York*. Ecology & Environment, Inc., Lancaster, NY.
- Hartgen Archeological Associates, Inc.
 2000 *Phase I Archaeological Investigation, Surface Reconnaissance and Monitoring, Williams Communications Fiber Optic Line, City of Buffalo, Erie County, New York*. Hartgen Archeological Associates, Inc., Rensselaer, NY.
- 1999 *Phase IA Archeological Sensitivity Assessment and Surface Reconnaissance, Proposed Fiber Optic Line, City of Buffalo, Erie County, New York*. Hartgen Archeological Associates, Inc., Rensselaer, NY.
- Hayward, Michele, Michael Cinquino, Frank Schieppati, Daniel Cadzow, Christine Longiaru, and Robert Hanley
 2001 *Letter Report: Archaeological Monitoring of Commercial Slip Overburden Removal, Buffalo Inner Harbor Project, City of Buffalo, Erie County, New York*. Panamerican Consultants, Inc., Buffalo Branch, Buffalo.
- Johnson-Smith, Nancy
 1998 *Report of Stage IA/B Cultural Resource Investigation for the Fiber Optic Cable Project from I-90 Interchange at Canastota to Western New York*. Pennsylvania Border, Volume II. Dean & Barbour Associates, Inc., Buffalo.
- Keller, Marvin, Michael A. Cinquino, Carmine A. Tronolone, and Charles E. Vandrei, Jr.
 1981 *Archaeological Investigations of the Buffalo Log Road Site (UB 1682), Buffalo, New York*. Ecology & Environment, Inc., Buffalo.

York: Data Recovery Program. Prepared by Ecology & Environment, Inc., Buffalo.
Longiaru, Christine M., and James Hartner

1998 Preliminary Archaeological and Architectural Reconnaissance Survey, Replacement of the Michigan Avenue Bridge (BIN 2260610) over the Conrail Railroad Tracks and Exchange Street, City of Buffalo, Erie County, New York. *Reports of the Archaeological Survey* 30(31). State University of New York at Buffalo.

Schieppati, Frank J., and Mark A. Steinback

2001 *Phase IA Cultural Resources Investigation for the Proposed Adelphia Office Tower, Webster Block, City of Buffalo, Erie County, New York.* Panamerican Consultants, Inc., Buffalo Branch, Buffalo.

Tronolone, Carmine A.

1985 *Cultural Resource Survey for the Proposed Downtown Buffalo Sports Complex, Erie County, New York.* Prepared by Ecology & Environment, Inc., Buffalo.

Tronolone, Carmine A., and Michael A. Cinquino

1986 *Stage 1B Cultural Resource Survey for the Proposed Downtown Buffalo Sports Complex: Exchange Street Parking Ramp, Erie County, New York.* Ecology & Environment, Inc. Buffalo

Vandrei, Charles E., Brian Lee Nagel, and Mark S. Aldendorfer

1980 Archaeological and Documentary Research on UB 1682, Buffalo Plank Road, City of Buffalo, Erie County, New York. *Reports of the Archaeological Survey* 12(5), State University of New York at Buffalo.

The majority of the field investigations cited above discovered various types of cultural deposits including log roads, the remains of the Commercial Slip of the Erie Canal, historic middens, historic features, and foundations remains. These results clearly document the historic sensitivity of urban Buffalo and the potential for locating buried historic deposits throughout the city.

3.0 Cultural Resources Investigation: Archaeology

3.1 METHODOLOGY

The purpose of the survey was to identify previously recorded cultural resources and determine the potential for locating unrecorded cultural resources within the area of potential effect. If cultural resources are present, then an assessment is made to determine the potential effect on them by the four proposed alternatives. The archaeological cultural resources investigation included archival, documentary, and historic map research, a site visit and walkover reconnaissance, site file and literature searches, prehistoric and historic background research, a review of National and State Registers of Historic Places, cultural resource sensitivity and past disturbance evaluation.

3.2 RESULTS AND SENSITIVITY ASSESSMENT

The results of the archival and documentary research, site file check of known cultural resources, and cartographic research has been presented in the previous section (Section 2.3). The following results are based on this research. Section 2.3 should be consulted for a detailed discussion of these results.

The general area within and around the City of Buffalo was occupied during prehistoric times. However, little evidence of prehistoric sites remains within the city due to almost 200 years of construction and urban development. Main Street has been densely occupied by commercial and residential structures since the early-to-mid-nineteenth century. For the most part, nineteenth-century structures were replaced by the construction of larger commercial buildings in the early-to-mid twentieth century. The extensive disturbance and earth movement along Main Street has largely destroyed any potential for locating intact prehistoric resources. Subsequent commercial and industrial activities, including construction of the LRRT project in the 1980s, have resulted in severe and extensive disturbance along and within Main Street. Based on this extensive prior disturbance, the prehistoric sensitivity and the probability of discovering intact prehistoric cultural resources is very low.

In general, there is a higher likelihood that buried historic period cultural deposits may be present at various locations along Main Street. Based on the archival and cartographic research, we have determined that the Main Street area has a moderate probability of containing buried historic deposits throughout; however, little evidence of historic sites is likely to remain due to almost 200 years of construction and intensive urban development. The extensive disturbance and earth movement along Main Street has largely destroyed any potential for locating intact historic archaeological resources within the street itself. However, deposits may be intact beneath the traditional sidewalk area consisting of structural remains and associated features of residential and commercial buildings, historic middens and associated artifacts.

3.3 RECOMMENDATIONS

None of the four alternatives will result in ground disturbance beyond what has already occurred due to historic development and construction of the LRRT. Subsurface impacts within the project area resulting from the four alternatives appear to be limited to the removal of recently-installed aboveground structures and objects and no specific plan is recommended to identify undiscovered historic sites.

4.0 Architectural Reconnaissance and Inventory

4.1 METHODOLOGY

Panamerican Consultants, Inc. conducted a reconnaissance level architectural survey for the proposed restoration of vehicular traffic along Main Street to identify properties or historic districts that might be eligible for listing on the State and National Registers of Historic Places. The purpose of this investigation was also to identify and evaluate potential impacts to cultural resources associated with each of the four proposed alternatives. The Main Street survey focused on the exteriors of structures and involved photo-documentation of all structures, as well as general streetscapes and viewsheds. Basic data gathered for each structure included location, function, and age of construction. Other pertinent information collected in the field focused on building materials, architectural features and details, visible exterior modifications, integrity, associated outbuildings, and landscape features.

A review of the files of the OPRHP identified National Register Listed/Eligible properties and previously inventoried properties within or adjacent to the Main Street Mall. Ms. Claire Ross, of the Field Services Bureau of the OPRHP, supplied additional information regarding resources within or adjacent to the proposed project area.

The OPRHP Building/Structure Inventory Forms were useful for the present study by providing photographs of many of the properties as they appeared when the forms were completed between 1978 and 1980. These earlier photographs document the condition and integrity of the buildings along Main Street immediately prior to the construction of the LRRT. A comparison with recent photographs reveals that a significant number of building facades have been modified while others reveal only minor discernable alterations. Negatives and prints of the photographs accompanying the inventory forms are housed at the Offices of the Division of Planning, City of Buffalo.

Additional archival research was required due to limited historic background information supplied on some of the OPRHP inventory forms. Resources and materials of the Special Collections Room, Central Branch of the Buffalo and Erie County Library and of the Buffalo and Erie County Historical Society Library were consulted. Buffalo City Directories, scrapbooks, historic photographs and *Sanborn Fire Insurance Maps* (ca. 1889, 1899 and 1925) were examined to help outline the commercial and architectural history of this section of Main Street.

National Register Criteria. For a cultural resource to be considered eligible for listing in the National Register it must be evaluated within its historic context and shown to be significant for one or more of the four Criteria of Evaluation (36 CFR 60) as outlined in the National Park Service Publication: *Guidelines for Local Surveys: A Basis for Preservation Planning* (National Register Bulletin 15). Those properties that appear to exhibit the appropriate qualities required for eligibility to the National Register were identified in the field vis a vis these criteria:

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

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

Criterion C: (Design/Construction) Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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

The cultural property (e.g., archaeological site, historic structure or landscape) must also retain the historic integrity of those features necessary to convey its significance. The information likely to be recovered from the cultural resource must confirm, refute, or supplement, in an important way, existing information. A property is not eligible if it cannot be related to a particular time period or cultural group and thereby lacks any historic context to evaluate the importance of the information to be collected (NPS Bulletin 15, pp. 3, 22).

Integrity is defined as *the ability of a property to convey its significance* (NPS Bulletin 15, p. 44). To merit eligibility, a property must be significant and must also have integrity. Seven aspects or qualities of integrity which are recognized by the National Register are location, design, setting, materials, workmanship, feeling, and association (For a more detailed description of each aspect see NPS Bulletin 15, pp. 44-45).

4.2 RESULTS

The restoration of vehicular traffic to a ten-block section of Main Street has the potential to impact the continually evolving character of this important Buffalo thoroughfare, including the condition of its noteworthy historic building stock and its traditional urban streetscape. Although interspersed with more recent development, the area is still largely defined by the smaller scale (three to five story) late nineteenth century commercial architecture that bounds the street on either side. The street has retained the "walkable" quality of a traditional early-twentieth century urban area and provides access to several notable civic spaces that continue to serve as popular public gathering places. Despite the area's past conversion into a pedestrian mall, the historic curb line is visible in many places and continues to convey a sense of the wide sidewalks and linear orientation of the historic streetscape. As a whole, the portion of Main Street investigated for this project still possesses a great deal of its historic identity, which should receive careful consideration as the four alternatives for this project are evaluated.

The objective of the present architectural reconnaissance level survey was to identify specific buildings, structures, or other historically significant features within and/or adjacent to the project area that may be affected by the proposed work. During the study, 95 buildings and structures were surveyed. The majority are of historical and/or architectural significance and are either listed or eligible for listing in the National Register of Historic Places (NRHP). Of these, most are significant as contributing buildings to the three previously identified National Register Eligible (NRE) historic districts located within the project area (Figure 15). These districts are situated as follows:

Joseph Ellicott (Downtown) Historic District: (located in the southern portion of the project area between Church Street/North Division Street and Seneca Street).

500 Block Historic District: (includes the 500 block of Main Street from the Buffalo Savings Bank to the L.L. Berger Building).

Note: In 1984, buildings in the 500 Block of Main Street were determined not eligible in a Consensus Determination (CD) review. As a result of subsequent facade renovations, sections of the 500 Main Street block were improved. In 1992, the 500 Block was reevaluated by OPRHP and the following buildings were determined eligible as contributing components of the 500 Block Historic District: 515-517, 523, 525, 529, 535 and 537 Main Street (Todd 1992). These contributing buildings “appear to comprise an architecturally significant concentration of late nineteenth to early twentieth century commercial architecture in Buffalo” (Todd 1992). Four buildings on Main Street remained ineligible as part of the 500 Block Historic District—495, 501, 505 and 521 Main Street.

Theater Historic District: (located in the northern portion of the project area between Goodell Street and Chippewa Street).

In addition, the west side of Main Street from Goodell Street to North Street, adjacent to the project area on the northwest, falls within the boundaries of the NRE Allentown Historic District.

At present, most of the building stock along Main Street consists of three to five story commercial buildings interspersed with larger scale commercial and civic landmark structures and, more recently, a number of monolithic towers constructed by large corporations. Each property within the Area of Potential Effect (APE) is listed in a table included in Appendix A. The inventory lists properties by sequential assessment addresses, from south to north. Appendix B features general photographs of the Main Street project area as well as a photographic catalog of buildings/structures within the proposed boundaries. A project area map with keyed photograph angles and numbers precedes photographs in this appendix.

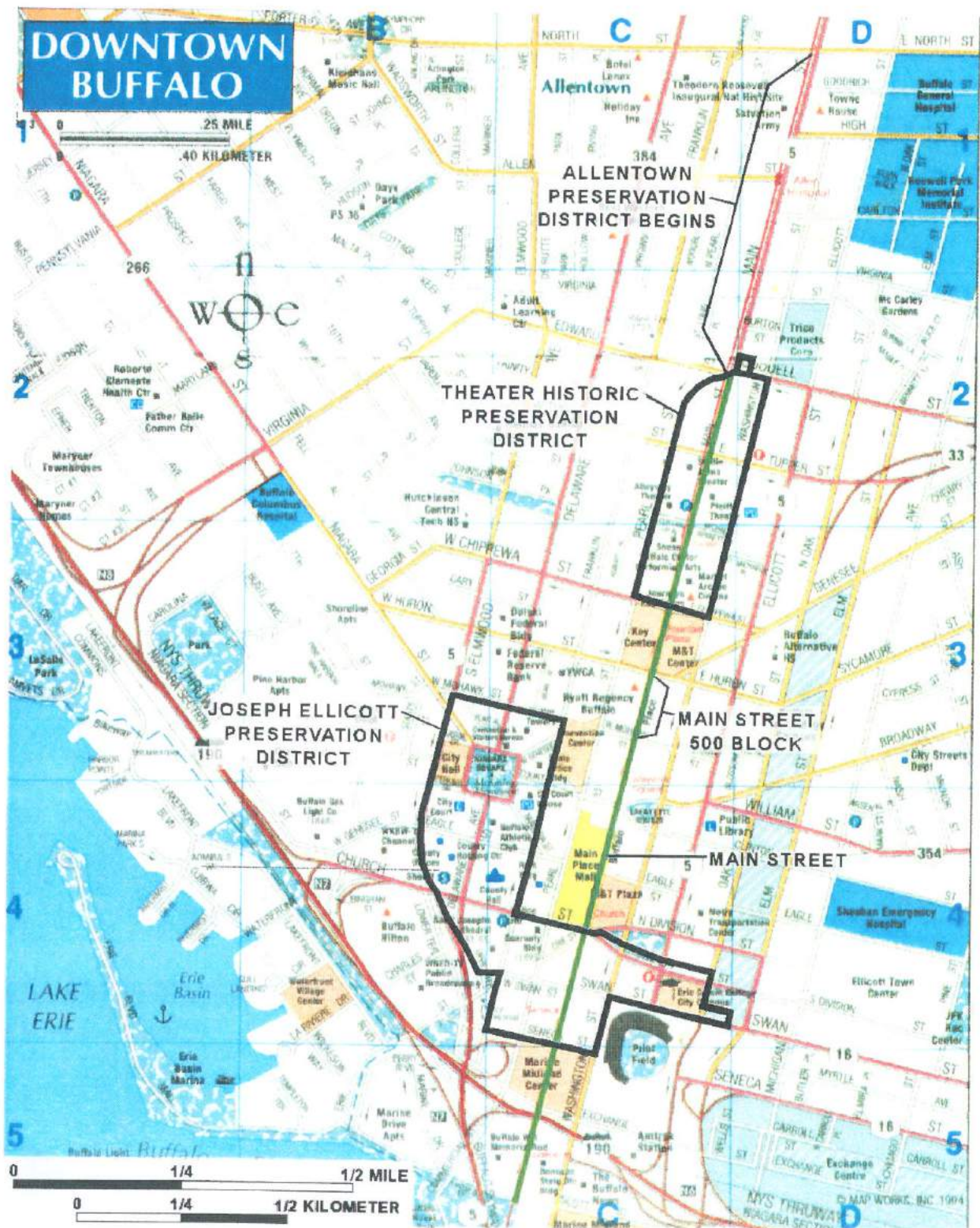


Figure 15. Locations of Historic Districts in the downtown area of Buffalo, New York (base map: Map Works, Inc. 1998).

There are potentially as many as 53 buildings either listed or eligible for listing in the National Register within the limits of the project area. In addition to those identified as contributing to the above-mentioned historic districts, there are several buildings individually eligible for or listed in the National Register. Two buildings, Shea's Buffalo Theater at 646 Main Street and the L.L. Berger Building at 500-518 Main Street, have already been listed. OPRHP has previously confirmed the individual eligibility of three other buildings, the Brisbane Building at 395-403 Main Street, the Liberty Bank Building at 410-426 Main Street, and the Buffalo Savings Bank at 545 Main Street. The three buildings noted below are recommended to receive further evaluation as they appear to meet the criteria for NRHP designation.

385 Main Street (the former AM&A's Building): Constructed in 1935, the former Adam, Meldrum & Anderson's (AM&A's) building is eligible for listing in the National Register under Criteria A and C as a representative example of the Art Moderne style of architecture as it was interpreted in Buffalo during the New Deal era (Figure 16). Featuring such representative elements of the style as a strong horizontal orientation, horizontal bands of tripartite metal-casement windows, and a lack of decorative detailing on the facade, the ten-story building is the only example of the style in the project area. The continued presence of the former AM&A's edifice serves to document Main Street's history as an important part of Buffalo's commercial life at the beginning of the twentieth century, when the street was home to a number of large department stores including L.L. Berger, Hengerer's, and AM&A's.



Figure 16. Current photograph of the former AM&A's building (PCI 2001).

415 Main Street (Lafayette Square): Lafayette Square is eligible for listing in the National Register under Criteria A and C for its significance as a purposefully designed public area that eventually became associated with the Civil War commemoration movement of the late nineteenth century. Created ca. 1810, the square is one of three planned spaces in Joseph Ellicott's original Buffalo City plan. Initially known as the Court House Square because of its location opposite the city court house, the square was renamed in 1825 following the Marquis de Lafayette's visit to the city. The Soldiers and Sailors Monument located at the center of the square was erected in 1883 in honor of local Civil War veterans and was dedicated the following year by New York Governor Grover Cleveland. Architect George Keller designed the 85-foot monument, which is adorned with four figures of sailors and soldiers sculpted by German-born Caspar Buberl.

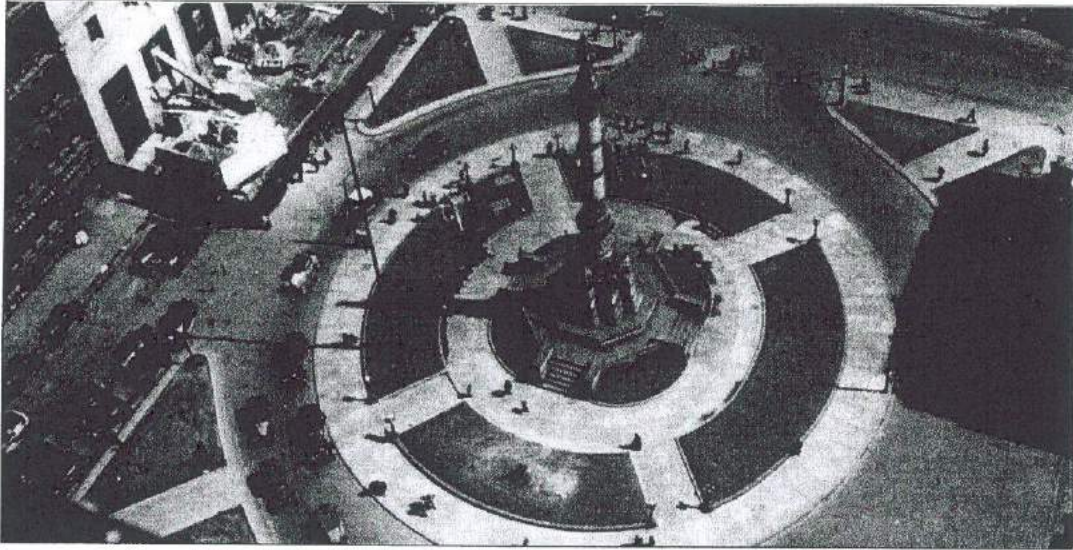


Figure 17. Lafayette Square in 1929 from the Liberty Bank Building looking across Main Street. Rand building is under construction in upper left corner (WNY Heritage 1998).

Two fountains have been added to the square since the turn of the century, one erected by the National Humane Society in 1906 and the other built in 1920. Although its boundaries have been altered continually since its creation, Lafayette Square remains historically significant as one of the city's earliest planned spaces and continues in its historic function as an important civic landmark and gathering place (Figure 17).

532 Main Street (Genesee Building): The Genesee Building is eligible for listing in the National Register under Criterion C as a monumental, yet stylistically restrained example of Buffalo's French Renaissance Revival architecture, a late variation of the more ebullient Beaux Arts style. Originally serving as office space, the building was designed by renowned local architects E.B. Green and Son and has been the defining edifice in this portion of Main Street since its completion in 1923. It features an exterior brick facade with cast iron detailing on the interior and exterior of the structure and a gabled copper roof. A glass atrium was added on the Main Street elevation in 1983 when the building was converted into a hotel. Otherwise, the structure has been altered little from its original appearance (Figure 18).

According to historic maps and other literature available from the period, Main Street's earliest architecture consisted of modest residential and commercial buildings. Conforming to Joseph Ellicott's original city plan (see Figures 9 and 10), these mid- to late-nineteenth century structures were relatively small buildings that fronted onto Main Street with rear elevations along the narrow alleys that bisected almost every city block. Throughout the course of the nineteenth century, Buffalo's growing importance as a ship and rail hub transformed the street into a largely commercial area and precipitated the emergence of more substantial commercial buildings and factories for light manufacturing. Many nearby alleys were eliminated or partially absorbed by the construction of large retail and industrial buildings that frequently occupied multiple lots

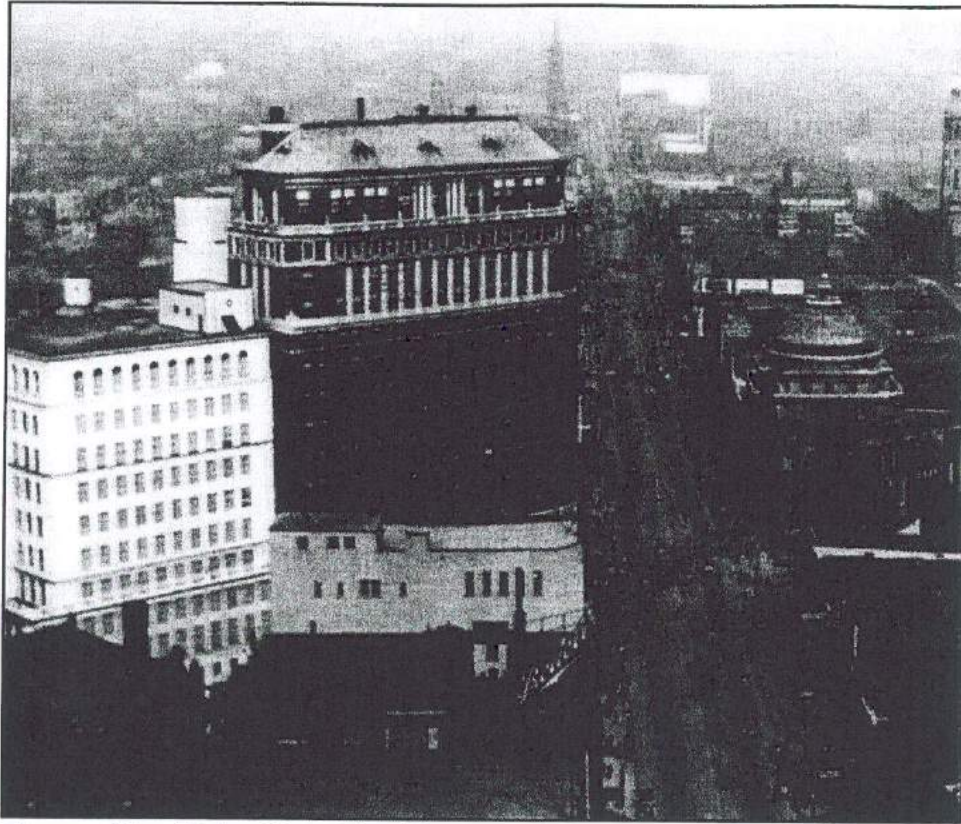


Figure 18. Main Street looking north from atop the Liberty Bank building showing Genesee Building (left), Buffalo Savings Bank (right), and the 500 Block of Main Street in 1929 (WNY Heritage 1998).

and extended through entire blocks. By the early twentieth century, Main Street had a considerable number of densely occupied blocks of commercial buildings that included hotels, theaters, a variety of specialty stores, saloons, liveries, furniture manufacturers and warehouses, a manufacturer of butchering tools, a carriage factory, a bank, a printers shop and a Turkish bathhouse. Although a small number of detached, two-story dwellings persisted into the early twentieth century, all were eventually replaced by commercial structures.

The earliest extant buildings located within the project area date to the late-nineteenth century. Several of the buildings from this period are relatively unpretentious three- to five-story vernacular or Italianate-style structures. Others, such as the Stanton Building at 249-253 Main Street, are more elaborate and point to Buffalo's growing commercial prowess at the end of the nineteenth century. Many of these buildings, including the Stanton Building, feature cast-iron decorative elements, tributes to Buffalo's prominence as a producer of this revolutionary nineteenth-century building material. The acceptance and utilization of cast-iron storefronts and details greatly affected the city's commercial landscape by creating a sense of visual uniformity. The Stanton Building is unique within the project area and the city as the only remaining building with a full cast-iron facade.

The character of present-day Main Street is defined largely by buildings constructed in the decades just preceding and following the turn of the twentieth century, when Buffalo was reaching the pinnacle of its prosperity and importance. Many of the retail and civic buildings constructed in the city's central business district during this period displayed Neoclassical and Renaissance Revival motifs. The structures making up the street's NRE 500 block historic district, for example, represent a relatively intact cluster of simple, Neoclassical commercial designs that show the applicability of the style through a range of detailing and materials. The NRE Buffalo Savings Bank at 545 Main Street, a monumental and highly embellished interpretation, is also one of Buffalo's best examples of Neoclassical architecture. Terra cotta was a popular cladding and decorative material during this period and can be seen on buildings constructed in both of the above-mentioned styles. The Neoclassical structure at 523 Main Street features very delicate, festooned terra cotta detailing on its facade. By contrast, the most notable terra cotta work in the project area is found on the NRE Ellicott Square Building at 295 Main Street. Designed in the Renaissance Revival style by noted American architect Daniel Burnham, the building was reputed to be the largest office building in the world at its completion in 1896 and is still striking in the sheer quantity and complexity of its terra cotta ornamentation (Figure 19).



Figure 19. The Ellicott Square Building (PCI 2001).

Main Street, particularly its west side, eventually became part of the city's retail shopping district due to its immediate proximity to the offices of the financial and government districts. Department stores, such as Hens and Kelly, L.L. Berger, and AM&A's, replaced smaller commercial buildings in this area. These multi-storied retail houses extended their operations with either additional frontage or ancillary storage warehouses on Pearl Street, which parallels Main Street to the west. Three buildings originally constructed as large department stores remain within the project area, the former Barnes and Hengerer Store at 256-268 Main Street, the former AM&A's store and warehouse at 385 Main Street, and the former L.L. Berger store at 500-518 Main Street. The L.L. Berger Building was individually listed in the National Register in 1999 (99NR1507). The other two structures, however, merit further evaluation. The AM&A's building was last surveyed in 1979. At that time, the building, constructed ca. 1935, was not yet 50 years old. At present, the fifty year threshold has been met and the building appears to have been little altered since its original construction, making it potentially eligible for listing in the National Register. The old Barnes and Hengerer store, now home to the City Grille, was designed in 1889 by renowned architect Cyrus Porter (The store, renamed Hengerer's, was later relocated to another Porter-designed building at

465 Main Street). This edifice has undergone some alterations in recent years, namely the replacement of the first two stories of its facade with a glass wall. The building is of local historical significance, however, and may still possess enough integrity to be a contributing element of the Joseph Ellicott Historic District.

After the turn of the century, new buildings erected along Main Street began to change the character of the historic streetscape in terms of scale and image. In addition to large department stores, early high-rise buildings and commercial office towers also began to appear in the city's central business district. Several of these structures remain within the boundaries of the project area, especially along the 200 block of Main Street, in the Joseph Ellicott Historic District. Structures such as the former Marine Trust Company at 237 Main Street, the Swan Tower at 284-290 Main Street, and the former M&T building at 298 Main Street, display the classical form of early skyscrapers with base, shaft, and decorative capital. Grander examples such as the NRE Liberty Bank Building at 410-426 Main Street and the potentially NRE Genesee Building at 2 Fountain Plaza appeared in the 1920s, marking the advent of new building technologies as well as new systems of business organization and management. The addition of these two buildings to the Main Street landscape hinted at future architectural trends that would take the Buffalo skyline to new, unprecedented heights.

Since the mid-1900s, the emergence of modern and postmodern corporate architecture has greatly influenced the development of Main Street, especially in the southern portion of the project area between Seneca and Chippewa Streets. High-rise structures associated with national and international financial and retail organizations serve as expressions of the changing nature of business in the mid to late twentieth century. Structures such as the Tishman Building at 455 Main Street, the M&T Center at 475 Main Street and the Key Center at 610 Main Street all demonstrate the growing popularity of steel frame and curtain wall construction as the architectural idiom of the emerging corporate culture. The Tishman Building, currently home to the National Fuel Gas Corporation, is particularly worthy of mention. Erected in 1958, the building is a well-executed and relatively early example of curtain wall construction, and may be worthy of more extensive evaluation as it approaches fifty years of age (Figure 20).



Figure 20. The Tishman Building (PCI 2001).

Since the 1960s, at least 27 buildings in the Main Street area have been demolished (Figure 21). Perhaps the most notable demolition was that of the Erie County Savings Bank to make way for the current Main Place Mall at 350 Main Street. Built between 1890 and 1893, this nine-story structure designed by George B. Post was one of the city's best examples of Romanesque Revival style architecture. Its demolition in 1968 eliminated a vital part of the prominent turn-of-the-century commercial triangle anchored by the Savings Bank, the Ellicott Square Building, and Louis Sullivan's Guaranty Building on the corner of Church and Pearl Streets (Figure 22).



Figure 21. West side of lower Main Street looking north (early 1930s). The block was demolished in 1965 as part of the Main Place Mall project (Western New York Heritage, 1998).



Figure 22. The former Erie County Savings Bank as it appeared in the 1920s. The Guaranty Building is in the background, left.

The late-twentieth century has also seen a number of unsympathetic alterations to the street's historic building stock. The WPA-constructed Memorial Auditorium building at 130 Main Street, for example, was a textbook example of America's New Deal era public architecture prior to an extensive renovation of the building in 1967. Almost all the buildings along the 400 block have also been substantially altered and no longer convey any semblance of their historic character. Between 1960 and 1990, most of these buildings received inappropriate facade treatments ranging from brick veneer and concrete panels to metal sheathing. The most unfortunate and extreme examples

of architectural meddling along this block are perhaps the ca. 1890 buildings at 450 and 456 Main Streets, both of which lost their entire top floors, and Cyrus Porter's ca. 1904 Lafayette Court at 465 Main Street, whose original structure has received an entirely new facade, an incompatible roof-top addition and a large clock tower on the building's northwest corner (Figures 23, 24 and 25).

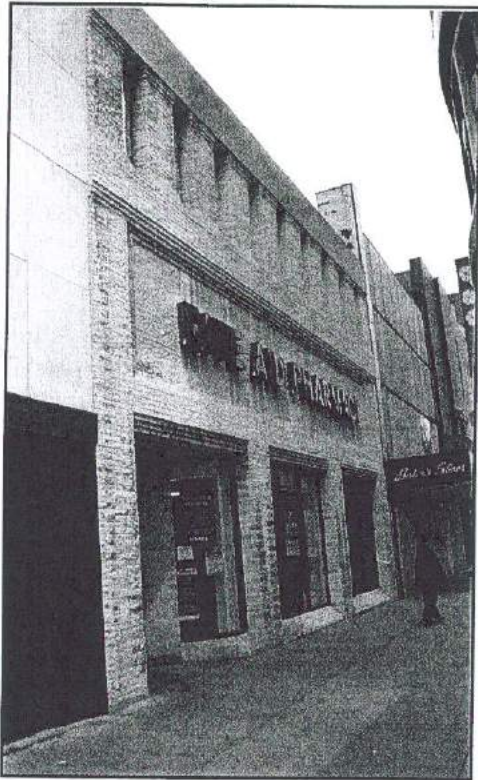


Figure 23. East elevation of 450 Main Street (PCI 2001).

Despite the changes that have taken place over the years, numerous buildings of historical and architectural distinction remain within the project area. Although many of these buildings tend to be clustered within the three NRE historic districts previously mentioned, the project area as a whole also conveys a strong sense of historic identity. It is the preservation of this coherent sense of place that is most important in evaluating the various alternatives for this project. Taken together, the buildings and spaces help to convey the story of downtown Buffalo's architectural and historical evolution, especially the emergence of the city's central business district in the late nineteenth and early twentieth centuries. Any changes made to this important section of Main Street should encourage the continued, even renewed, life and vitality of these significant buildings and their historic setting as an essential part of Buffalo's commercial core.



Figure 24. West elevation of the "new" Hengerer's department store as it appeared in 1903 (Western New York Heritage, 1998).

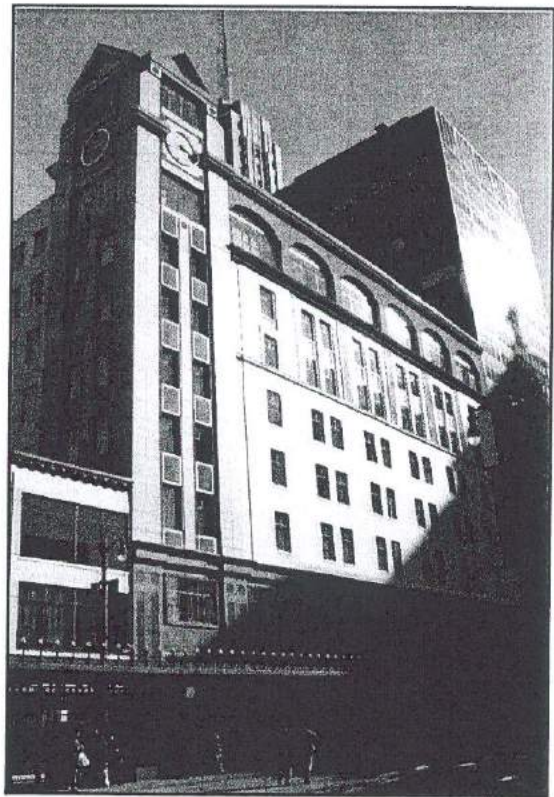


Figure 25. West elevation of 465 Main Street, the former Hengerer's Building, as it appears today (PCI 2001).

4.3 RECOMMENDATIONS

The restoration of vehicular traffic to a ten-block section of Main Street has the potential to significantly impact the character of this historic city streetscape, including its historic architecture and other integral landscape attributes. The objective of the present architectural reconnaissance level survey was to identify specific buildings, structures, or other historically significant features within and/or adjacent to the project area that may be affected by the proposed work. During the study, 95 buildings and structures were surveyed. As many as 53 buildings and structures are of historical or architectural significance and are either listed or eligible for listing in the National Register of Historic Places (NRHP). In addition to historic buildings, one historically significant landscape, Lafayette Square, was identified. Part of Joseph Ellicott's original city plan, Lafayette Square is home to the historic Soldiers and Sailors monument and continues to serve as a popular setting for public gatherings. The streetscape still possesses its wide historic sidewalks and displays a distinctive linear orientation and urban sensibility that contributes to the character of the space.

Since the proposed work for all project alternatives is expected to take place within the existing vehicular and pedestrian travel space, little to no direct physical impact to historic buildings is anticipated. Indirect impacts to the area's buildings and landscapes will take the form of significant changes in the accessibility and visibility of these buildings to the general public. It should be noted that several buildings possess features

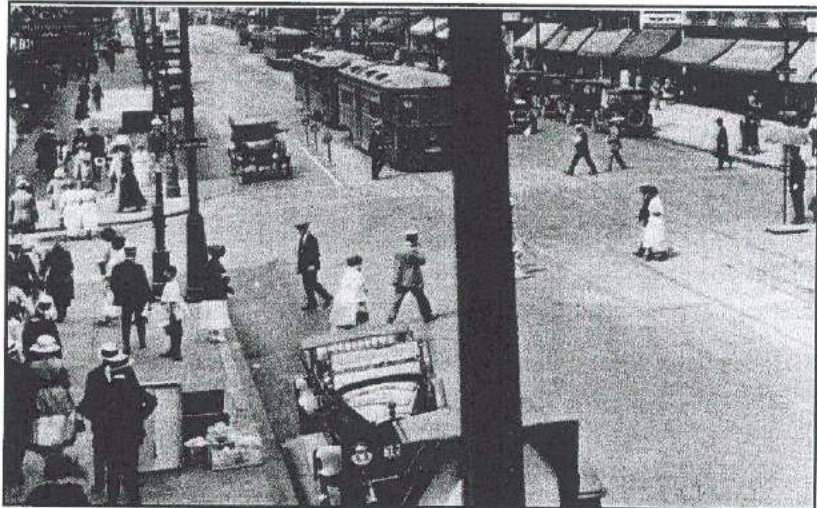


Figure 26. Main Street at Chippewa Street looking north (1920s). Tandem streetcar going south, single streetcar going north (Western New York Heritage 1997).

that protrude into the existing sidewalk area. These buildings are Shea's Buffalo Theater at 646 Main Street, the Dold Building at 643-649 Main Street (presently the Bijou Grille), and the Hyatt Regency Hotel at 532 Main Street. The proposed alternatives avoid all conflicts with these buildings, with the exception of the Hyatt Regency Hotel in Alternative 2. Other streetscape qualities that should be taken into consideration are the traditional linear appearance and overall urban character of the space. All proposals for the restoration of vehicular traffic include changing traffic patterns as well as the creation of neck-outs and numerous parking and loading spaces. While the current sidewalk width offers some flexibility in the placement of the curb line, a sense of the street's historic linear orientation should be maintained. The addition of green space and street trees

should also be limited in order to reflect the traditional absence of these features within the project area.

In general, the restoration of two-way vehicular traffic to Main Street is expected to have a positive effect upon Buffalo's historic resources, especially historically significant buildings and structures located within the project area. There is historic precedent for the harmonious and effective coexistence of trolley, automobile, and pedestrian traffic on Main Street (Figure 26). Moreover, all proposed alternatives call for the removal of several intrusive elements associated with the creation of the pedestrian mall. These include the large ornamental arches spanning the roadway near Church Street and the historically inappropriate LRRT stations. The existing stations will be replaced by stations of a much smaller, more transparent design in order to increase the visibility and accessibility of storefronts (Figure 27 and 28).



Figure 27. Holiday shoppers jammed Main Street in downtown Buffalo in this 1950s photograph (*Business First, Buffalo Century, 1999*).

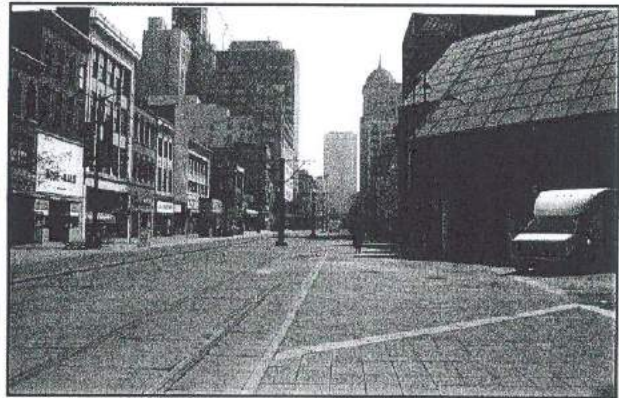


Figure 28. Present day Main Street looking south from the Hyatt Regency Hotel (former Genesee Building) on a typical afternoon (*PCI 2001*).

Alternative 1 (Enhanced Pedestrian Mall): This alternative would involve the least disturbance to Main Street and would have no direct effect upon historic buildings or structures. There is concern, however, that simply enhancing the existing pedestrian mall would not stem the continued deterioration of Main Street's historic architecture. Maintenance of the status quo may result in the unacceptable loss of additional historic building fabric on Main Street (Figure 29).



Figure 29. Deteriorated building at 758 Main Street (PCI 2001).

Alternative 2 (Two-way traffic with separate automobile and LRRT travel lanes): The selection of Alternative 2 will require that special care be taken to maintain the historic linear orientation of the curb line and streetscape. The creation of independent lanes for automobile and LRRT traffic will necessitate that a greater portion of the street's width be used as travel space. The addition of travel lanes and on-street parking will result in a sidewalk that is substantially narrower than that which existed historically. While a relatively small change in the actual width of the sidewalk will have little impact on the character of the street, it is absolutely essential that its linear appearance be maintained. If this alternative is selected the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

Alternative 2 also presents a potential conflict between the proposed new travel lanes and the existing glass atrium of the Hyatt Regency Hotel at 532 Main Street, which extends out onto the sidewalk. If this alternative is selected, it is recommended that the possibility of removing or replacing the atrium with a less intrusive structure be explored in order to restore the historic appearance of this potentially NRE building.

Alternative 3 (Two-way traffic on selected blocks of Main Street): Since this alternative calls for the creation of independent vehicular travel lanes wherever the restoration of automobile traffic is proposed, its effect on historic resources is similar to that described in Alternative 2. The creation of separate lanes for automobile and LRRT traffic will necessitate that a greater portion of the street's width be used as travel space, and the selection of this alternative will require that special care be taken to maintain the historic linear orientation of the curb line and streetscape. If this alternative is selected,

the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

Alternative 4 (Two-way traffic with shared LRRT and automobile travel lanes):

If Alternative 4 is selected, impacts to historic resources are expected to be minor. This alternative allows for the maintenance of the existing wide sidewalks and linear curb line. If this alternative is selected, the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

5.0 Summary of Recommendations

The restoration of vehicular traffic to a ten-block section of Main Street, as well as the *status quo*, has the potential to significantly impact the character of this city streetscape, including its historic architecture and other integral landscape attributes. As described below, however, the proposed conceptual design of the four alternatives would have no adverse effect on historic architectural or archaeological resources.

Alternative 1 (Enhanced Pedestrian Mall): This alternative would involve the least disturbance to Main Street and would have no direct effect upon historic buildings or structures. There is concern, however, that simply enhancing the existing pedestrian mall would not stem the continued deterioration of Main Street's historic architecture. Maintenance of the status quo may result in the unacceptable loss of additional historic building fabric on Main Street

Alternative 2 (Two-way traffic with separate automobile and LRRT travel lanes): The selection of Alternative 2 will require that special care be taken to maintain the historic linear orientation of the curb line and streetscape. The creation of independent lanes for automobile and LRRT traffic will necessitate that a greater portion of the street's width be used as travel space. The addition of travel lanes and on-street parking will result in a sidewalk that is substantially narrower than that which existed historically. While a relatively small change in the actual width of the sidewalk will have little impact on the character of the street, it is absolutely essential that its linear appearance be maintained. If this alternative is selected the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

Alternative 2 also presents a potential conflict between the proposed new travel lanes and the existing glass atrium of the Hyatt Regency Hotel at 532 Main Street, which extends out onto the sidewalk. If this alternative is selected, it is recommended that the possibility of removing or replacing the atrium with a less intrusive structure be explored in order to restore the historic appearance of this potentially National Register eligible building. This alternative will have no effect on archaeological resources.

Alternative 3 (Two-way traffic on selected blocks of Main Street): Since this alternative calls for the creation of independent vehicular travel lanes wherever the restoration of automobile traffic is proposed, its effect on historic resources is similar to that described in Alternative 2. The creation of separate lanes for automobile and LRRT traffic will necessitate that a greater portion of the street's width be used as travel space, and the selection of this alternative will require that special care be taken to maintain the historic linear orientation of the curb line and streetscape. If this alternative is selected, the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

Alternative 4 (Two-way traffic with shared LRRT and automobile travel lanes):

If Alternative 4 is selected, impacts to historic resources are expected to be minor. This alternative allows for the maintenance of the existing wide sidewalks and linear curb line. If this alternative is selected, the Project Sponsors should consult with the NYSOPRHP to insure the historic linear character of Main Street is preserved when detailed design is initiated.

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Appendix A
Architectural Inventory

Appendix A. Architectural Inventory of Main Street from Scott Street to Goodell Street.

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|---|----------|--------------|------|---------|--|
| 125 Main Street (General William J. Donovan State Office Building) | 1, 29 | ---- | ---- | No | Less than 50 years old (Built 1962) |
| 140 Main Street (War Memorial Auditorium) | 30, 31 | 02940.005953 | Yes | No | Determined not eligible by OPRHP (Built 1938 -1940; renovated 1967) |
| Main Street Bridge over Amtrak Railroad (BIN 2263940) | 32 | ---- | ---- | No | Bridge is more than 50 years old |
| New York State Thruway (I-190) over Main Street | | ---- | ---- | No | Less than 50 years old |
| One HSBC Center | 1, 4, 33 | ---- | ---- | No | Less than 50 years old (Built 1969 -1974); Architect: Skidmore Owings & Merrill (San Francisco Office) |
| 237 Main Street (Marine Seneca Building) | 34 | 02940.002968 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District (Marine Trust Co. Building). |
| 243 Main Street (Roblin Building) | 5, 35 | 02940.006438 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District. |
| 250 Main Street (Merchants Mutual Building) | 36 | 02940.006430 | No | No | Determined by OPRHP to be a non-contributing building of the NRE Joseph Ellicott Historic District. |
| 249-253 Main Street (Stanton Building) | 37 | 02940.002967 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District. (Built 1873—originally known as the Glenny or Crockery Store) Only surviving building in Buffalo with a full cast-iron facade. |
| 256-268 Main Street | 38 | 02940.006433 | No | No | Determined by OPRHP to be a non-contributing building of the NRE Joseph Ellicott Historic District. Originally the Barnes & Hengerer Store (Built—1889; Architect: Cyrus K. Porter). |
| 273-275 Main Street (Bernstone's Cigar Store) | 39 | 02940.006432 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District. |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|--|---------|--------------|------|---------|--|
| 295 Main Street (Ellicott Square Building) | 40, 41 | 02940.002986 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District. (Built 1895-1896; Architect: D.H. Burnham & Co.) |
| 284-290 Main Street (Swan Tower) | 42 | 02940.002985 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District (Old M& T Building) |
| 298 Main Street (Cathedral Place) | 43 | 02940.002984 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District. (Old Blue Cross Building) |
| 300-304 Main Street (Austin Building) | 44 | 02940.002983 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District |
| 306-308 Main Street (Former HSBC Bank) | 45 | 02940.002982 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Joseph Ellicott Historic District (Erie Federal Savings & Loan Bank). |
| 345 Main Street (One M&T Plaza) | 12, 46 | ---- | ---- | No | Less than 50 years old (Built 1964; Architect: Minoru Yamasaki). |
| 350 Main Street (Main Place) | 13, 47 | ---- | ---- | No | Less than 50 years old (Built 1965 - 1969) |
| 385 Main Street (Former AM&A's) | 48 | ---- | Yes | ---- | No Determination: Potentially eligible for individual listing on the NRHP (Built ca. 1935) |
| 395-403 Main Street (Brisbane Building) | 49 | ---- | No | NRE | Determined individually eligible by OPRHP for the NRHP (Built 1894; Architect: Milton E. Beebe & Son). |
| 410 Main Street (410 Main Building Inc.) | 13, 50 | 02940.008236 | No | ---- | No Determination; does not meet NRHP criteria of eligibility |
| 415 Main Street (Lafayette Square / Soldiers and Sailors Monument) | 51 | 02940.005955 | Yes | ---- | No determination; potentially eligible for individual listing on the NRHP. One of the earliest planned squares in the city. Once known as Courthouse Square, it was renamed in 1825 in honor of General Lafayette's visit to Buffalo. Dedicated in 1884, the monument honoring Civil War veterans was designed by George Keller and sculpted by Caspar Buberl. |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|---|---------|--------------|------|---------|--|
| 410-426 Main Street (Liberty Bank Building) | 15, 52 | 02940.003001 | Yes | NRE | Determined Individually eligible by OPRHP for the NRHP (Built 1925; Architect: Alfred C. Bossom; Twin Statues of Liberty were sculpted by Leo Lentelli). |
| 436-446 Main Street (Main Court Plaza) | 15, 53 | 02940.008239 | No | No | Less than 50 years old |
| 455 Main Street (National Fuel) | 14, 54 | 02940.008251 | No | No | Less than 50 years old (Built 1958) Note: Also identified as 10 Lafayette Square. |
| 450 Main Street (Rite-Aid) | 55 | 09240.008238 | No | --- | No Determination; does not meet NRHP criteria of eligibility |
| 456 Main Street (Baker's Shoes) | 16, 56 | 09240.008237 | No | --- | No Determination; does not meet NRHP criteria of eligibility |
| 466 Main Street (Former Courtyard Mall) | 16, 57 | 09240.003007 | Yes | --- | No Determination; does not meet NRHP criteria of eligibility. |
| 465 Main Street (Lafayette Court) | 58 | 02940.003020 | Yes | --- | No Determination; does not meet NRHP criteria of eligibility (Built 1904; Architect: Cyrus Porter & Son; Hengerer's Building) |
| 472-474 Main Street (Sizes for All, Inc.) | 16, 59 | 09240.003006 | Yes | --- | No Determination; does not meet NRHP criteria of eligibility |
| 475 Main Street | 61 | 02940.008249 | No | --- | No Determination; does not meet NRHP criteria of eligibility |
| 477 Main Street (Vacant) | 61 | | --- | --- | No Determination; does not meet NRHP criteria of eligibility |
| 478 Main Street (Mohawk Building) | 16, 60 | 09240.003005 | Yes | --- | No Determination; does not meet NRHP criteria of eligibility. |
| 483 Main Street (Christian Science Reading Room) | 61 | 09240.008248 | No | --- | No Determination; does not meet NRHP criteria of eligibility |
| 487 Main Street (Former McDonald's Townhouse) | 62 | 09240.003019 | Yes | No | Determined by OPRHP as not eligible for listing in NRHP. |
| 495 Main Street (Former Burger King Restaurant) | 63 | 02940.008253 | No | No | Determined by OPRHP to be a non-contributing building of the 500 Block Historic District. |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|---|------------|--------------|------|-----------------|---|
| 496 Main Street (Happy Garden Restaurant) | 73 | 02940.003018 | Yes | ---- | No Determination; does not meet NRHP criteria of eligibility. |
| 500-518 Main Street (The Belesario) | 17, 74 | 02940.003017 | Yes | NRL 99NR1507 | National Register Listed (L.L. Berger Building). |
| 501 Main Street (Former Stewart & Benson) | 63, 65 | 02940.01797 | No | No | Determined by OPRHP to be a non-contributing building of the NRE 500 Block Historic District. |
| 503 Main Street (JP Fashions) | 66 | 02940.008254 | No | No | Determined by OPRHP to be a non-contributing building in the NRE 500 Block Historic District (Recent alterations have combined this building with the structure at 505 Main.) |
| 505 Main Street (JP Fashions) | 63, 64 | 02940.008255 | No | No | Determined by OPRHP to be a non-contributing building of the NRE 500 Block Historic District. (Now includes 503 Main) |
| 515 Main Street (Former Mr. D's Tots & Teens) | 64, 66 | 02940.008257 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. |
| 520 Main Street (Former Gamler's Jewelers) | 17, 75 | ---- | No | ---- | No determination; does not meet NRHP criteria of eligibility |
| 521 Main Street (Royal Beauty Supplies) | 64, 67, 68 | 02940.008256 | No | No | Determined by OPRHP to be a non-contributing building of the NRE 500 Block Historic District. |
| 523 Main Street (Royal Beauty Supplies) | 64, 67, 68 | 02940.008259 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. |
| 525 Main Street (Dragon Express Chinese Buffet) | 64, 67, 69 | 02940.003050 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. |
| 529 Main Street (Former Ruby's Restaurant) | 64, 67, 69 | 02940.016796 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. (Inventory form lists as 531-533 Main Street) |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|--|---------|--------------|------|---------|---|
| 532 Main Street (Hyatt Regency Hotel) | 18, 76 | ---- | ---- | ---- | No Determination; Potentially eligible for individual listing on the NRHP.. Originally constructed as the Genesee Building for retail and offices (Built 1923; Architect: E.B. Green & Son). Building converted into a hotel in 1983. Note: Also identified as 2 Fountain Plaza. |
| 535 Main Street (Former Howard's Credit Jewelers) | 18, 70 | 02940.008250 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. |
| 537 Main Street (Grever's Florist) | 71 | 02940.003052 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE 500 Block Historic District. |
| 545 Main Street (Buffalo Savings Bank) | 77 | 02940.003081 | Yes | NRE | Individually eligible for listing in the NRHP (Built 1901; Architect: E. B. Green & W. S. Wicks) |
| 575 Main Street (M&T Center) | | ---- | ---- | No | Less than 50 years old (Built 1983). |
| 560 Main Street (Fleet Building) | 19, 78 | ---- | ---- | No | Less than 50 years old. Note: Also identified as 10 Fountain Plaza. |
| 562 Main Street (Key Center South Tower) | 79 | ---- | ---- | No | Less than 50 years old (Built 1991). |
| 564 Main Street (Key Center at Fountain Plaza) | 79 | ---- | ---- | No | Less than 50 years old (Built 1992). |
| 601 Main Street (Radisson Suites Downtown) | 20, 80 | ---- | ---- | No | Less than 50 years old. |
| 610 Main Street (City Centre) | 20, 81 | ---- | ---- | No | Less than 50 years old. |
| 615 Main Street (Cepa Gallery) | 82, 83 | 02940.002875 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (George and Company Building) |
| 617-619 Main Street (Market Arcade) | 21, 83, | 02940.002876 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Built 1892; Architect E. B. Green & W.S. Wicks) |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|--|---------|--|------|-------------------|---|
| 621-623 Main Street (Empire Brewing Company) | 83, 84 | 02940.006403 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Salters Building) |
| 620 Main Street (Levi King & White Building) | 85 | 02940.002874 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Built 1919; Architect: Esenwein & Johnson; Dickinson Jewelry/ Martin Jacobi Building). |
| 622-634 Main Street (Trafalmore / Root Building) | 86, 87 | 02940.002873 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District. |
| 636-644 (Theater Place) | 87 | 02940.002872 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Built 1896; Architect: Edward A. Kent; Otto Building) |
| 625 Main Street (Arcade Apartments / Irish Classical Theater) | 88 | 02940.002877 ----- 02940.002878 ----- 02940.016784 | Yes | NRE | Address encompasses three contributing buildings of the NRE Theater Historic District: 625 Main Street (Red Brick Building); 629 Main Street (Singers Gym Building) and; 633-637 Main Street (Filmar Building--[this building has two USNs, the one is for 637 Main Street/02940. 002871]). All three have been determined eligible by OPRHP. |
| 639 Main Street (Market Arcade Film & Arts Center Dipson Theater) | | ---- | ---- | ---- | Less than 50 years old |
| 646 Main Street (Shea's Buffalo Theater) | 89 | 02940.002871 | Yes | NRL (90NR1222) | Determined eligible by OPRHP as a contributing building in the NRE Theater Historic District. Only contributing building within the NRE Theater Historic District that is also individually listed in the NRHP. |
| 650-660 Main Street (George & Co.) | 90 | 02940.006400 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Laubes/Swiss Chalet) |
| 643-649 Main Street (Dold Building) | 91 | 02940.006404 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 651-661 Main Street (Pierce Building) | 92 | 02940.002880 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|---|---------|--------------|------|---------|---|
| 665 Main Street | 93 | ---- | ---- | ---- | Less than 50 years old (Built 2002); a non-contributing building within the NRE Theater Historic District. Location of former McDonald's building (USN 09240.006406; demolished in 2000). |
| 668 Main Street (Alleyway Theatre) | 94 | 02940.002870 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District. (Old Greyhound Bus Terminal) |
| 667 Main Street (Glenny Center Hostel) | 95 | 02940.002881 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Architect: E.B. Green; Norbands Building). |
| 671 Main Street (Buffalo Place, Inc.) | 96 | 02940.00882 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District. (H.L. Peters Building) |
| 674 Main Street (Tent City) | 97 | 02940.002869 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Wurlitzer Co./ Washington Surplus Building) |
| 678-682 Main Street (Former Greentex) | 98 | 02940.002868 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 681 Main Street (Pfeifer Theater) | 99 | 02940.006407 | No | ---- | Less than 50 years old; a non-contributing building within the NRE Theater Historic District |
| 686 Main Street (Birzon Building) | 100 | 02940.002867 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (George N. Pierce Building). |
| 689 Main Street (DiDonato Associates) | 101 | 02940.006408 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Trend Furniture Building). |
| 695 Main Street (Precinct 3) | 102 | ---- | ---- | No | Less than 50 years old (Built 2000) |
| 698-702 Main Street (EMI Building) | 103 | 02940.002866 | Yes | NRE | Contributing building of the NRE Theater Historic District (Built 1908; Architect: Esenwein & Johnson; Byer Building). |
| 710 Main Street (Studio Arena Theatre) | 104 | 02940.006401 | No | ---- | Less than 50 years old; a non-contributing building within the NRE Theater Historic District |

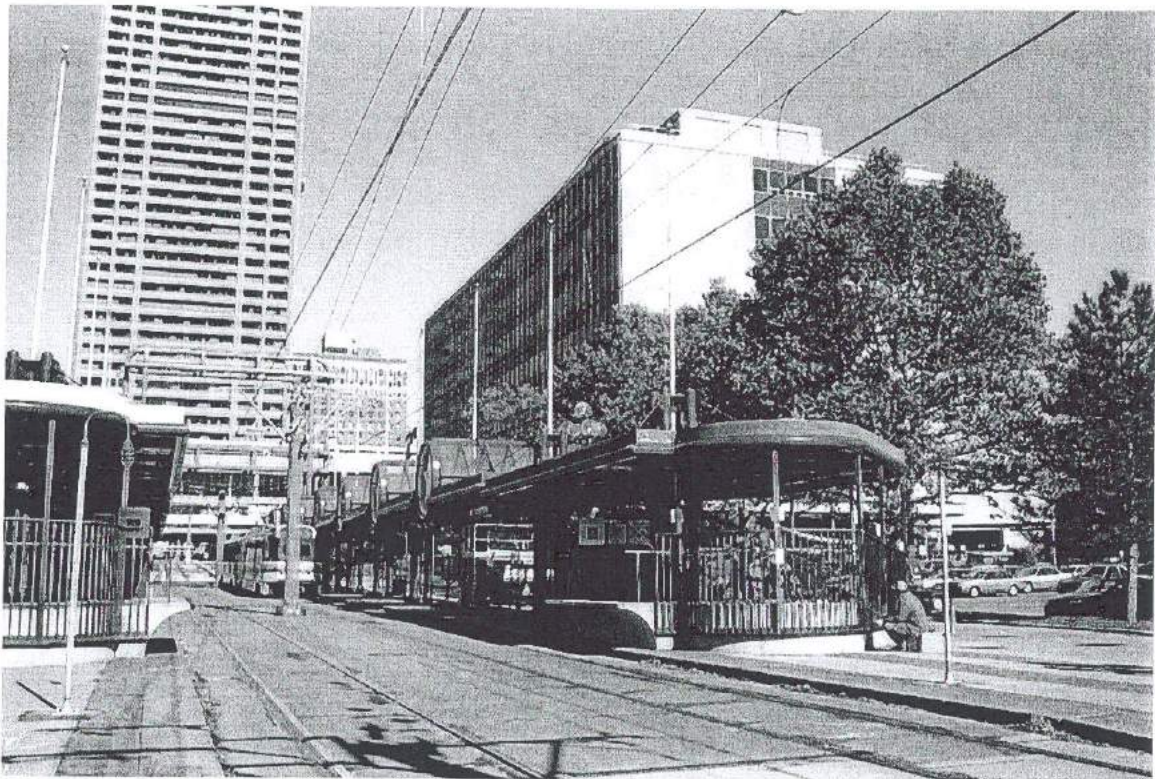
| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|--|----------------------|--------------------------------------|------|---------|---|
| 715 Main Street (Downtown Graphics & Printing) | 105 | 02940.006409 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 712 Main Street (Ansonia Centre) | 24, 106, 107, 108 | 02940.00634 ----- 02940.000635 | Yes | NRE | Consists of two contributing buildings of the NRE Theater Historic District. (Ansonia Building; Built 1921; Architect: Esenwein & Johnson and Potter Building, formerly 728-732 Main Street). Both buildings have been determined eligible by OPRHP |
| 721 Main Street (Deck Cohen) | 109 | 02940.006410 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Exotic Florist Building) |
| 727-731 Main Street (Metroplex) | 23, 110, 111 | 02940.006411 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (City Lights / Radio Shack Building) |
| 740 Main Street (Schmidt's Auto Service Inc.) | 23, 112 | 02940.000636 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 733-737 Main Street (Uniform [formerly Brownies]) | 111 | 02940.002420 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Stokes Feed Store Building) |
| 739-741 Main Street (Get Noticed Promotions) | 113 | 02940.002421 | Yes | NRE | Determined eligible by OPRHP as a contributing Building to NRE Theater Historic District (However, recent alterations may have changed this building's eligibility status.) |
| 743-747 Main Street (Rick's Cycle Shop) | 114 | 02940.006412 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Purchase Radio Building) |
| 758 Main Street (Vernor Building / Teck Theater) | 115, 116 | 02940.000637 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 757 Main Street (Auto Teck Station) | 117 | 02940.002422 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |
| 761 Main Street (M. Steffans and Sons Building) | 118 | 02940.006413 | No | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District |

| Address/Common Name | Photo # | USN | Form | NRE/NRL | Comments/Address & Building Name (as listed at OPRHP) |
|---|---------|--------------|------|---------|---|
| 765-773 Main Street (Spaulding Building) | 119 | 02940.002423 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Built 1905; Architect: McCreary Wood & Bradney) |
| 775-779 Main Street (Sidway Building) | 120 | 02940.002424 | Yes | NRE | Determined eligible by OPRHP as a contributing building of the NRE Theater Historic District (Built 1907; Architect: McCreary Wood & Bradney) |

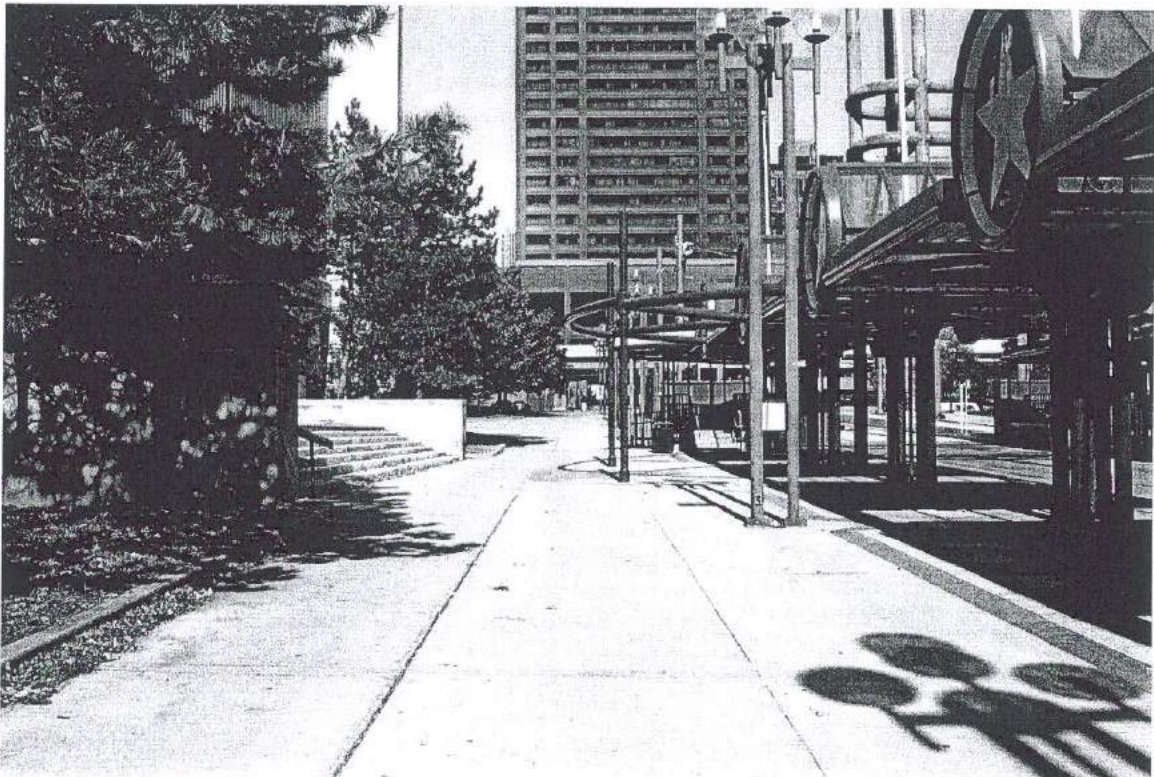
Key:

- USN Unique Site Number
- Form New York State Building/Structure Inventory Form (on file at OPRHP)
- NRE National Register Eligible (Property determined eligible by for listing in the National Register of Historic Places)
- NRHP National Register of Historic Places
- NRL National Register Listed (Property listed in the National Register of Historic Places)
- OPRHP New York State Office of Parks, Recreation and Historic Preservation (OPRHP)

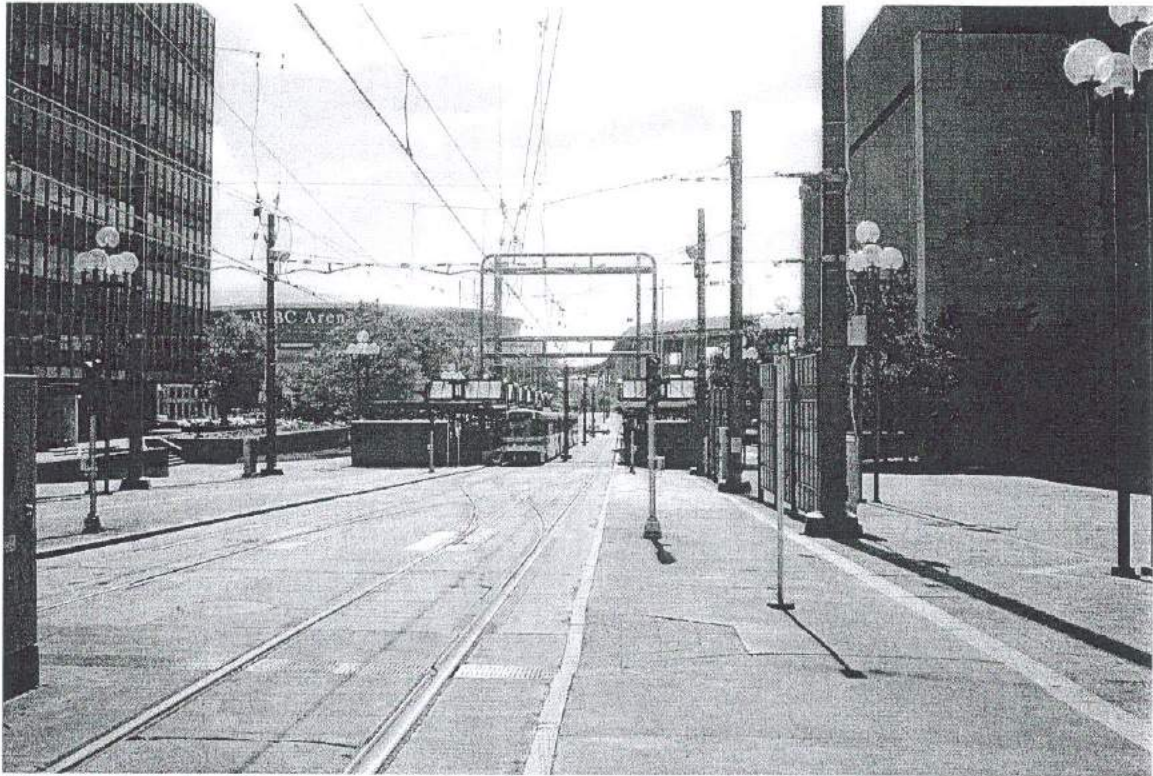
Appendix B
Photographs



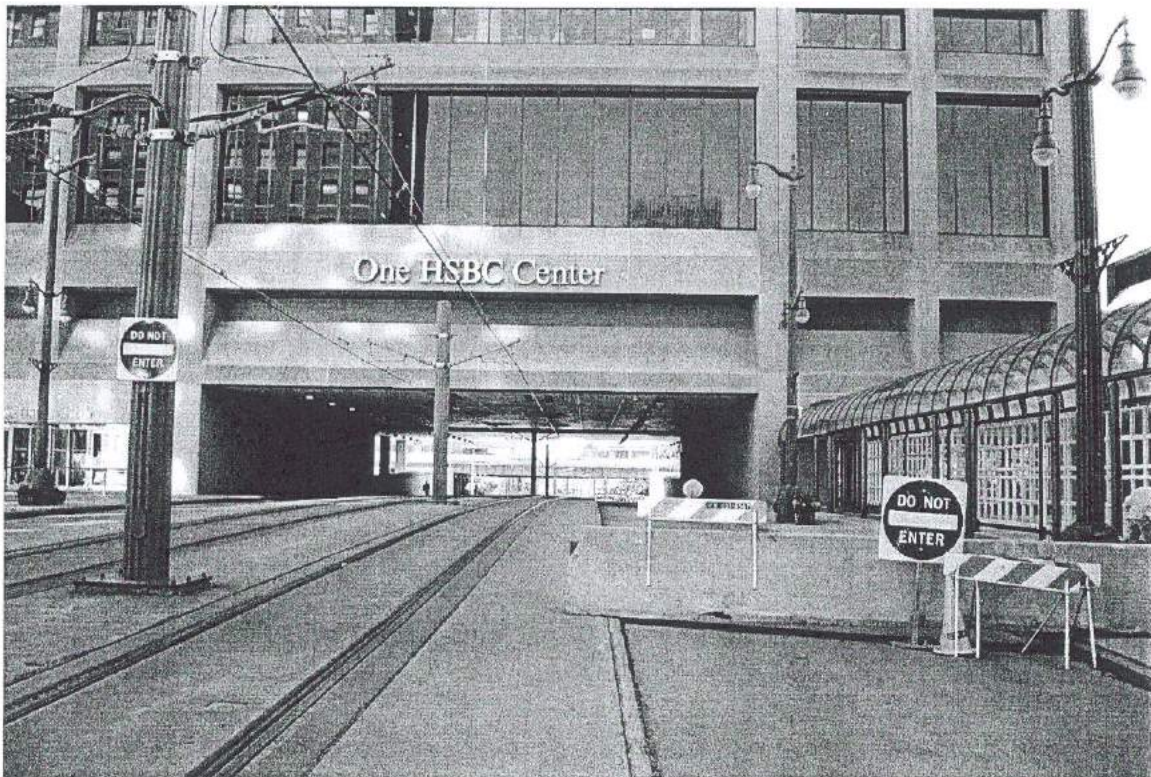
Photograph 1. The southern end of the project area showing Auditorium Station in foreground and the Donovan Building (125 Main Street) at right, facing northeast. Note One HSBC Center in left background (*PCI 2001*).



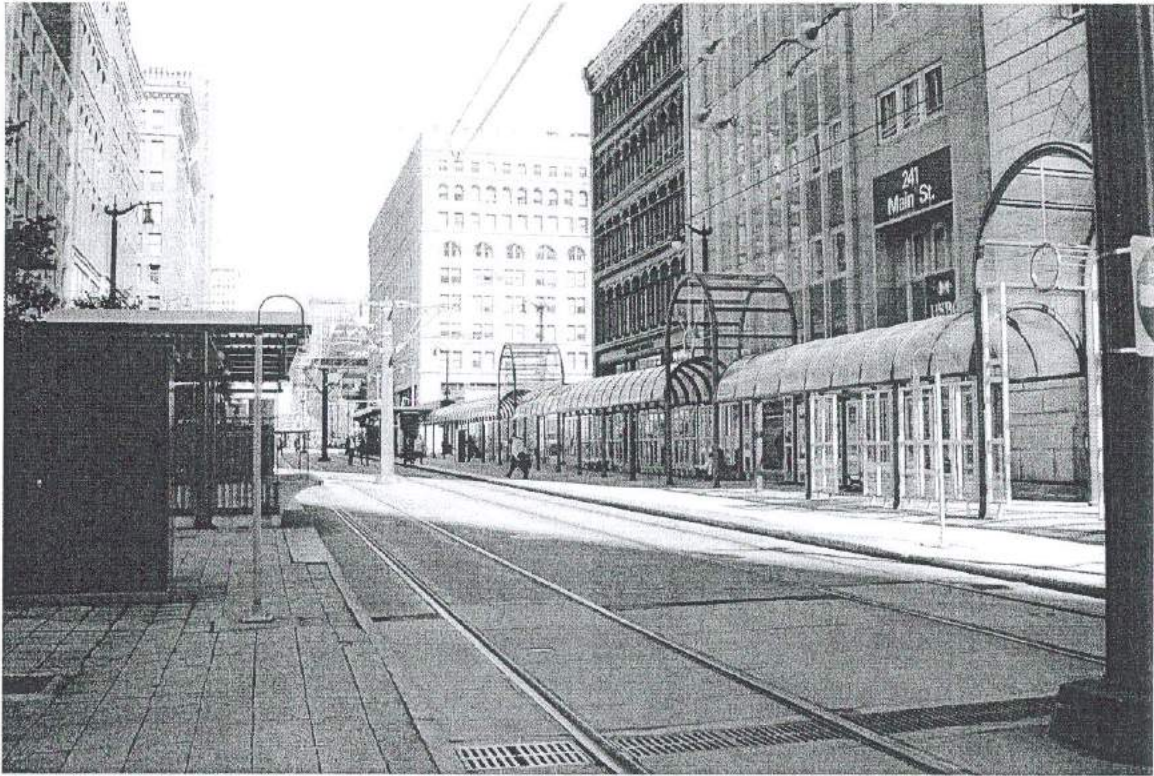
Photograph 2. West side of Main Street in front of the Buffalo Memorial Auditorium, facing north (*PCI 2001*).



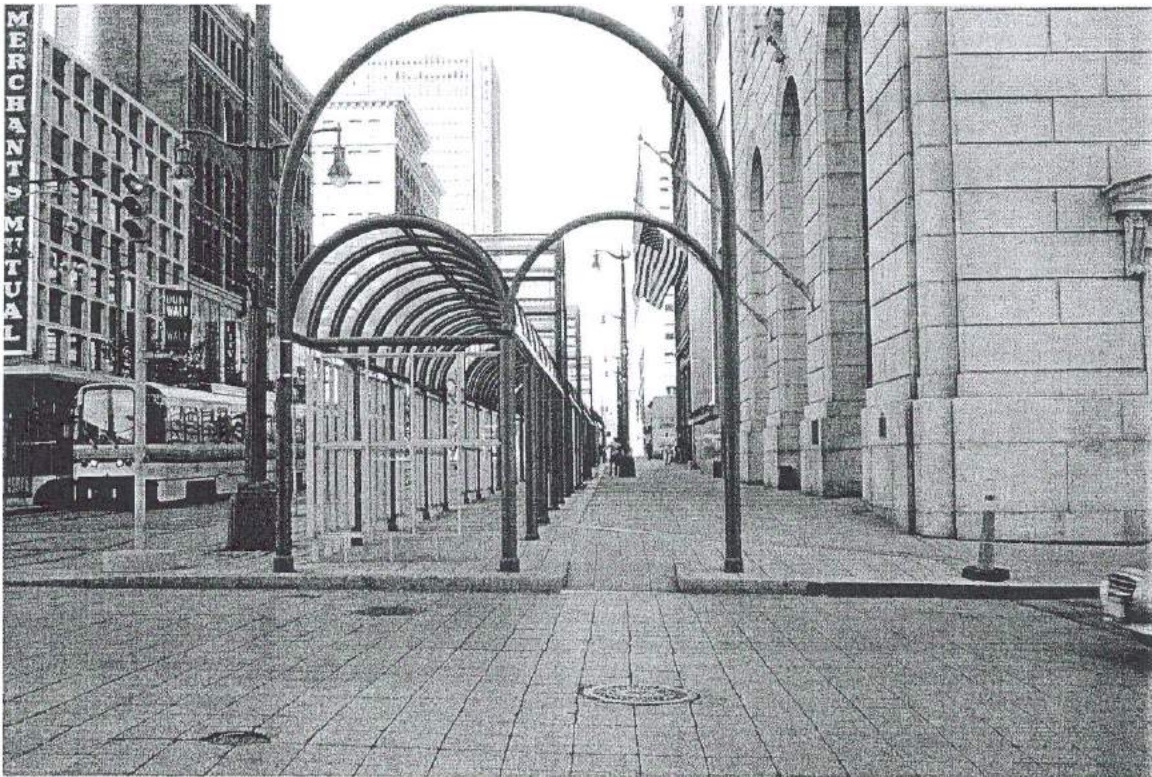
Photograph 3. Southern end of project area from NY I-190, facing south. Note the HSBC Arena in the background, at left (PCI 2001).



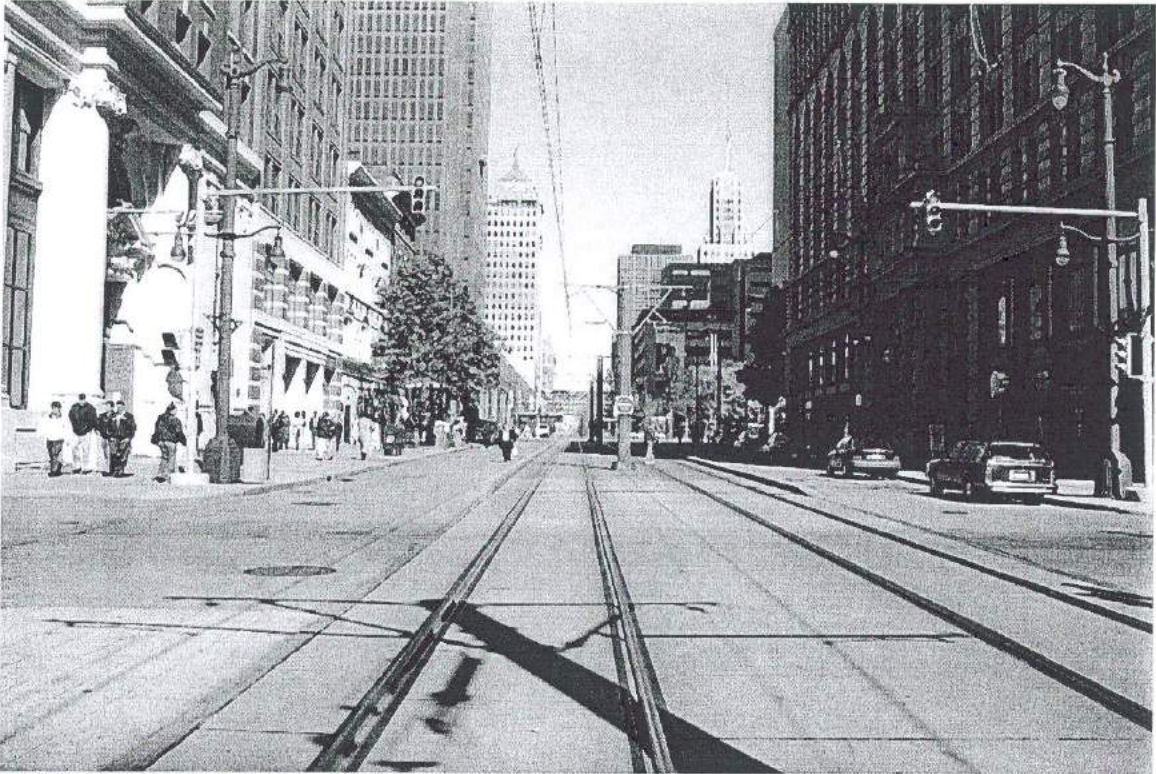
Photograph 4. Main Street under One HSBC Center, facing south. Note single traffic lanes on both sides of Main Street, which are presently barricaded, at right (PCI 2001).



Photograph 5. Seneca Station, facing northeast (PCI 2001).



Photograph 6. East side of Main Street from Seneca Street, facing north (PCI 2001).



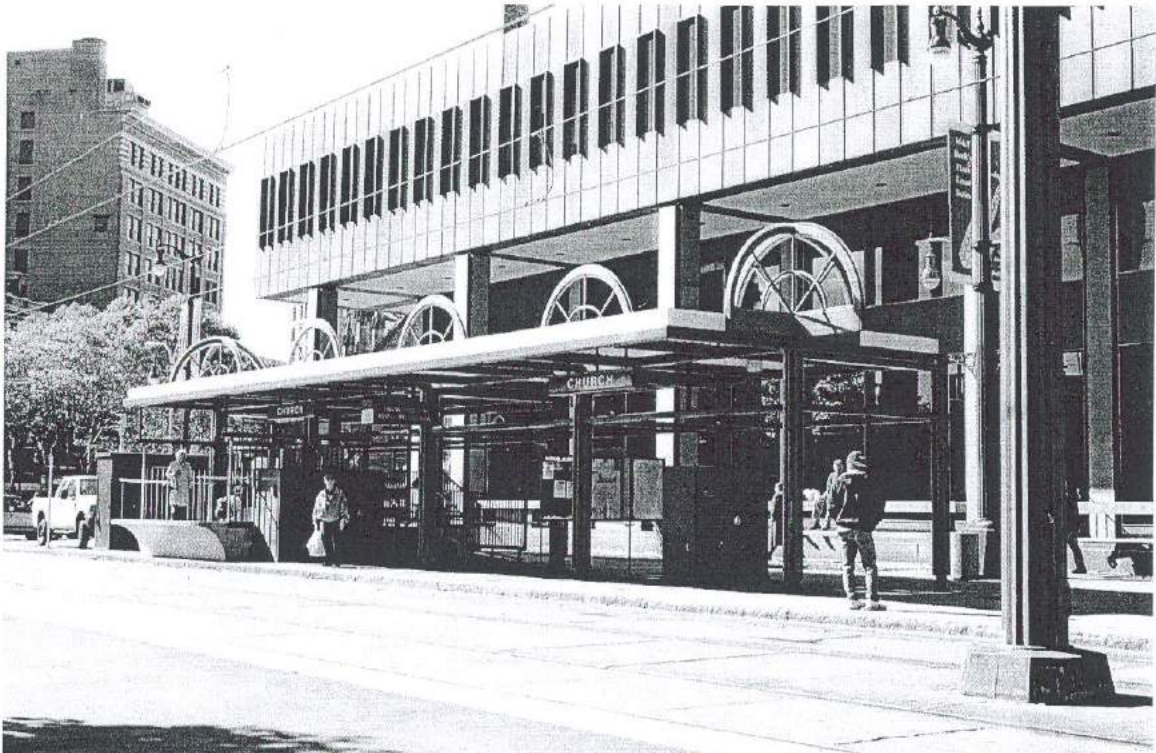
Photograph 7. Main Street from Swan Street, facing north. Note this block of Main Street currently supports a single traffic lane on both sides of the street (*PCI 2001*).



Photograph 8. Main Street from near South Division Street, facing south. Note traffic median in foreground (*PCI 2001*).



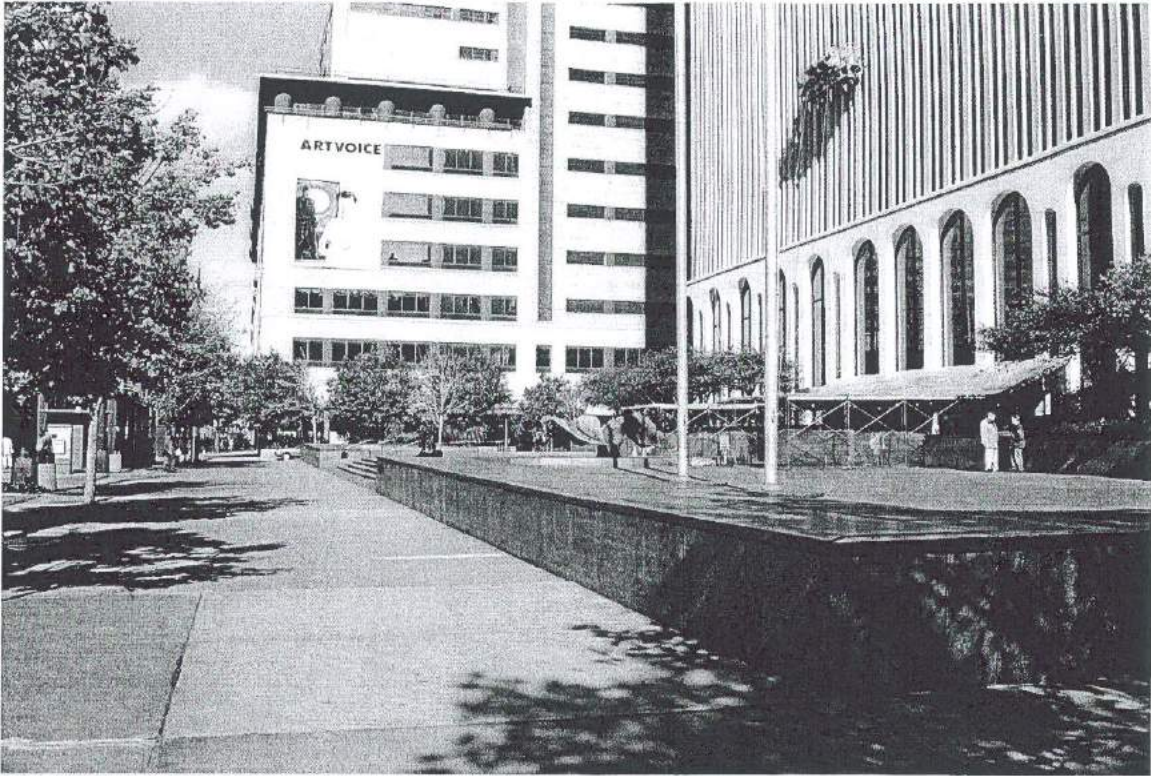
Photograph 9. Two National Register Listed buildings within the viewshed of the project area: St. Paul's Episcopal Cathedral Church, at left, and the Prudential Building, at right, facing southwest (*PCI 2001*).



Photograph 10. Church Street Station on the east side of Main Street, facing southeast (PCI 2001).



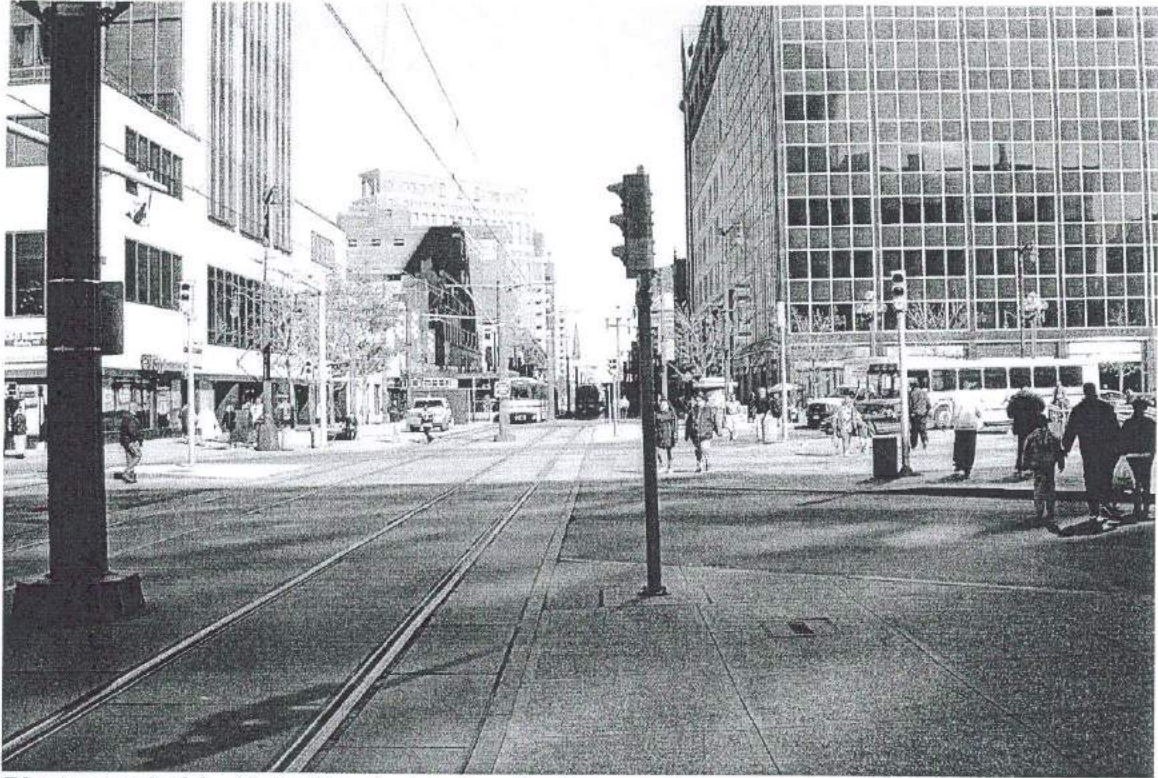
Photograph 11. Main Street from Church Street Station, facing northwest. Note Liberty Bank Building in left background (PCI 2001).



Photograph 12. West side of Main Street with M&T Plaza at right, facing north (PCI 2001).



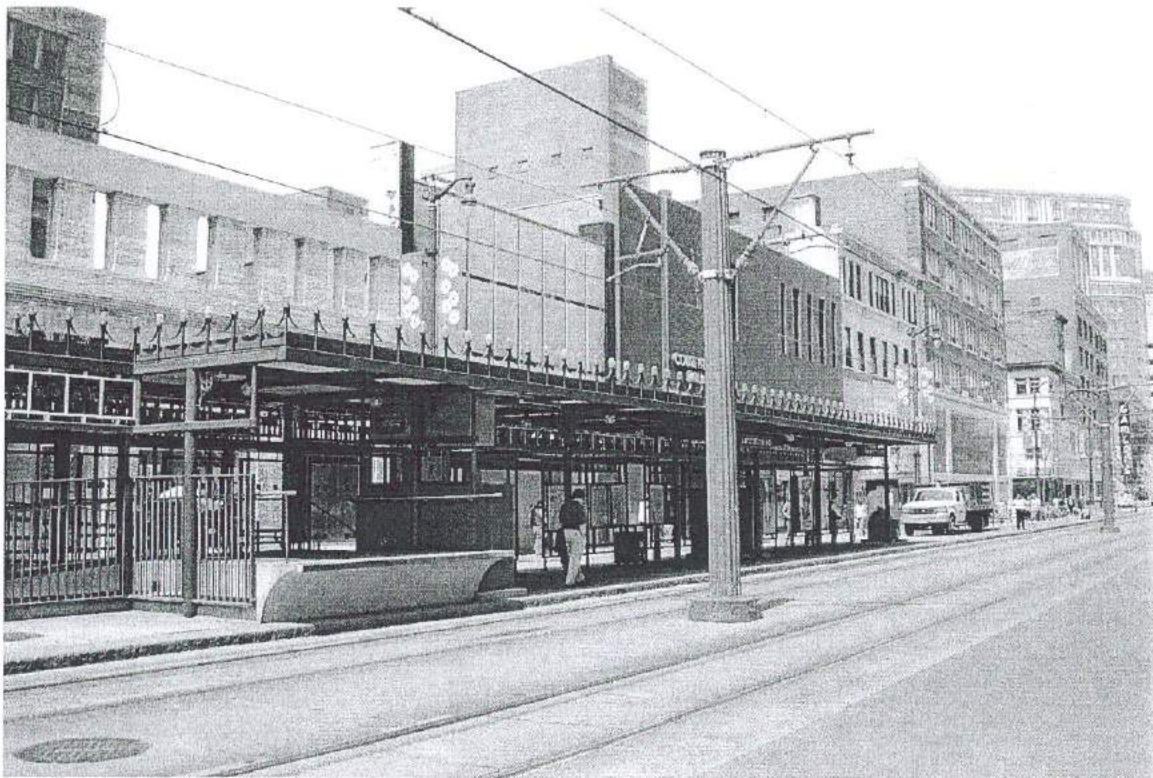
Photograph 13. East side of Main Street from just south of Court Street, facing south (PCI 2001).



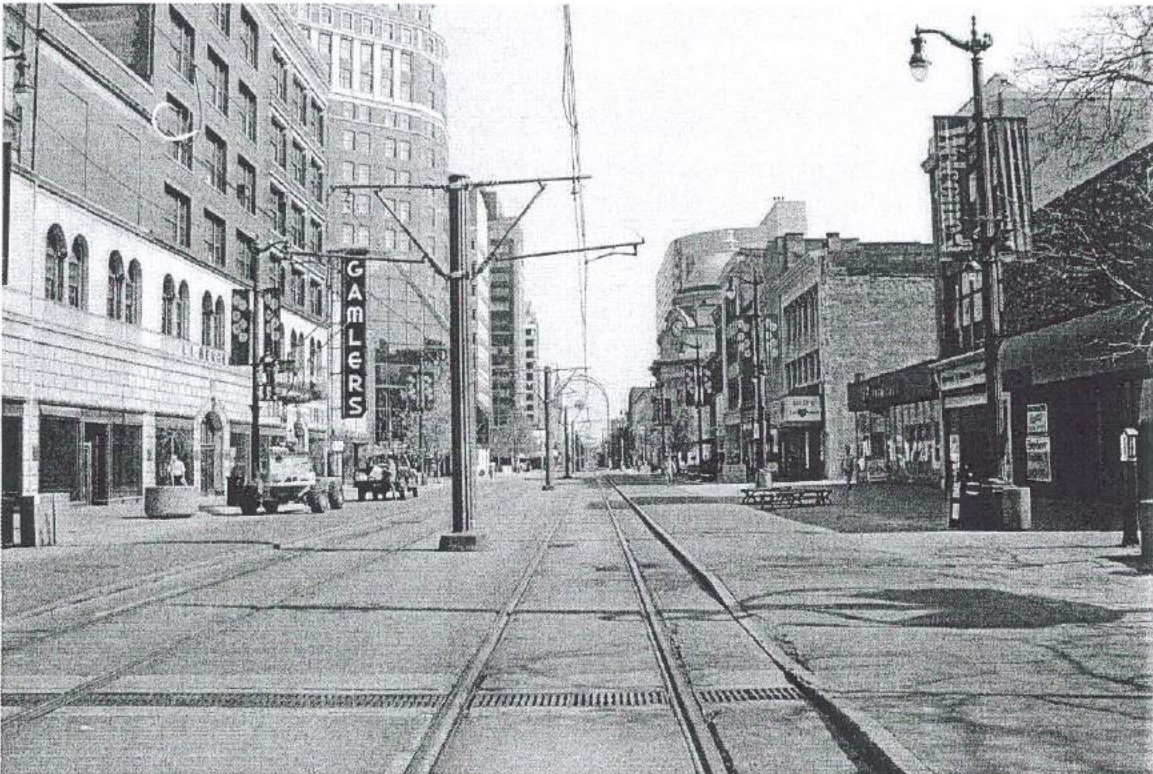
Photograph 14. Main Street at Lafayette Square, facing north (PCI 2001).



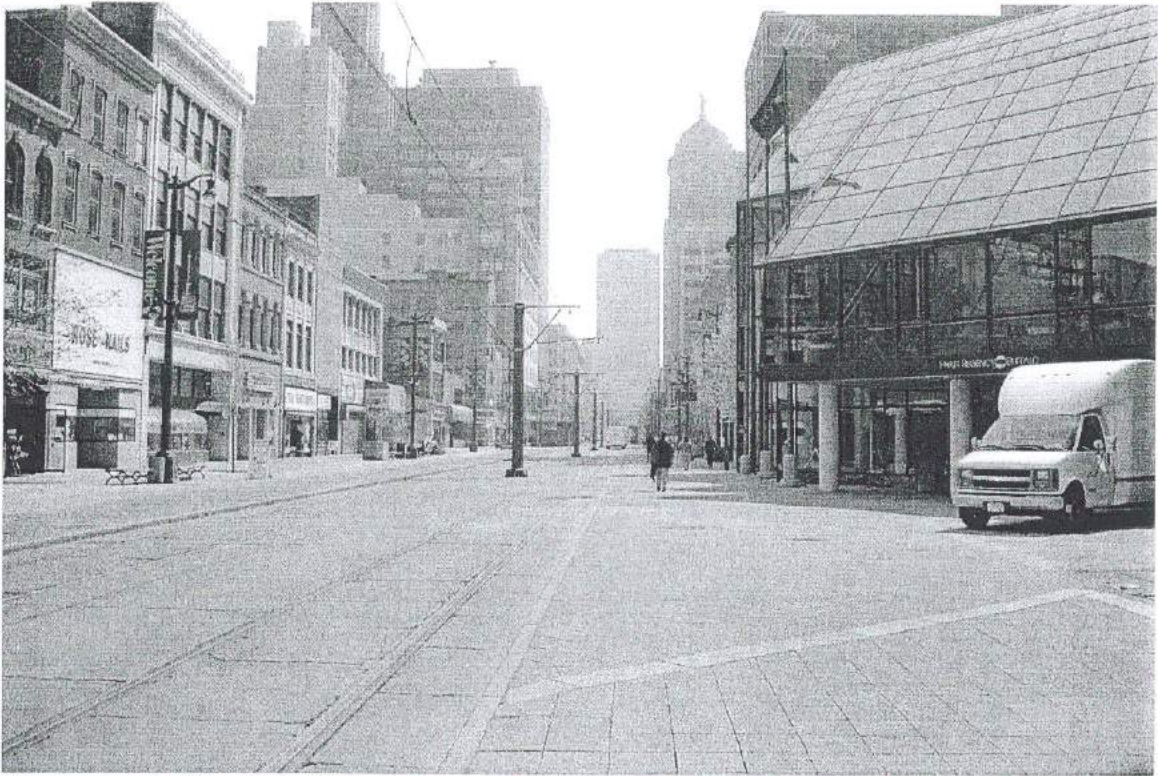
Photograph 15. The National Register Listed Buffalo City Hall from the Soldiers and Sailors Monument in Lafayette Square, facing west (PCI 2001).



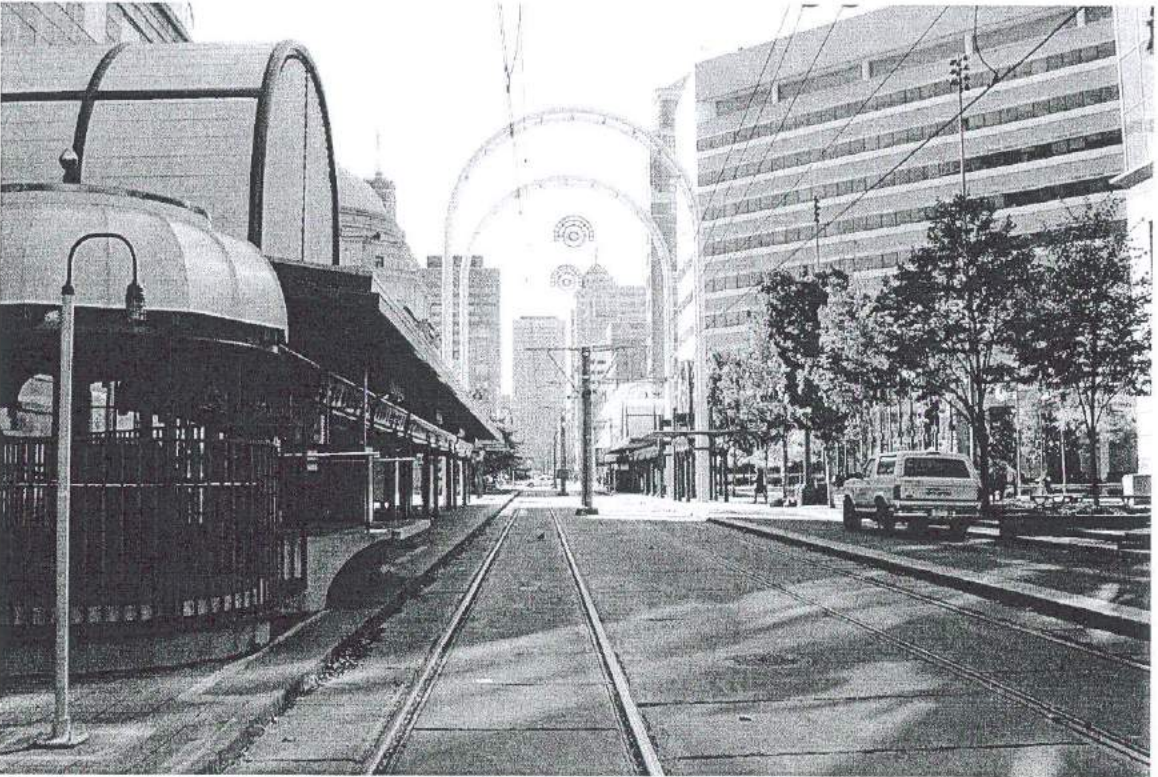
Photograph 16. West side of Main Street (450 to 518 Main Street, from left to right), facing northwest (PCI 2001).



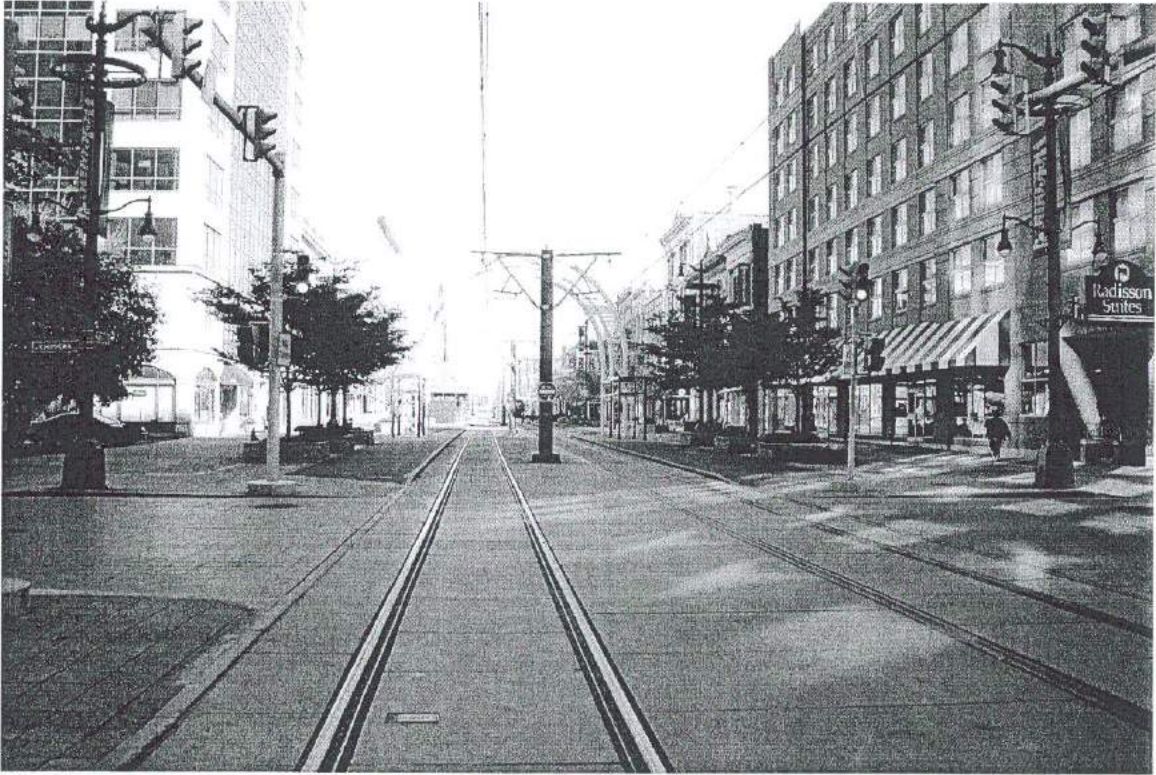
Photograph 17. Main Street from Mohawk Place Park showing the 500 Main Street Block at right, facing north. Note Gamler's sign has since been removed (PCI 2001).



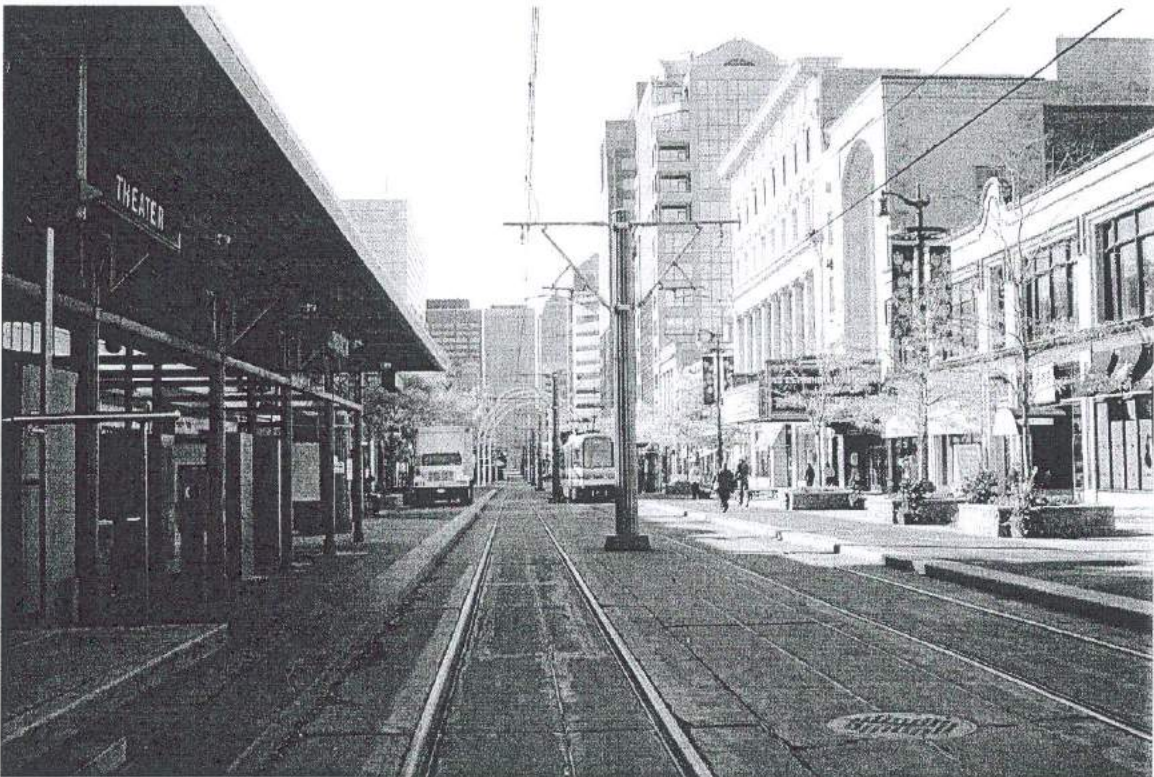
Photograph 18. Main Street from near East Huron Street showing the 500 Main Street Block at left, facing south (PCI 2001).



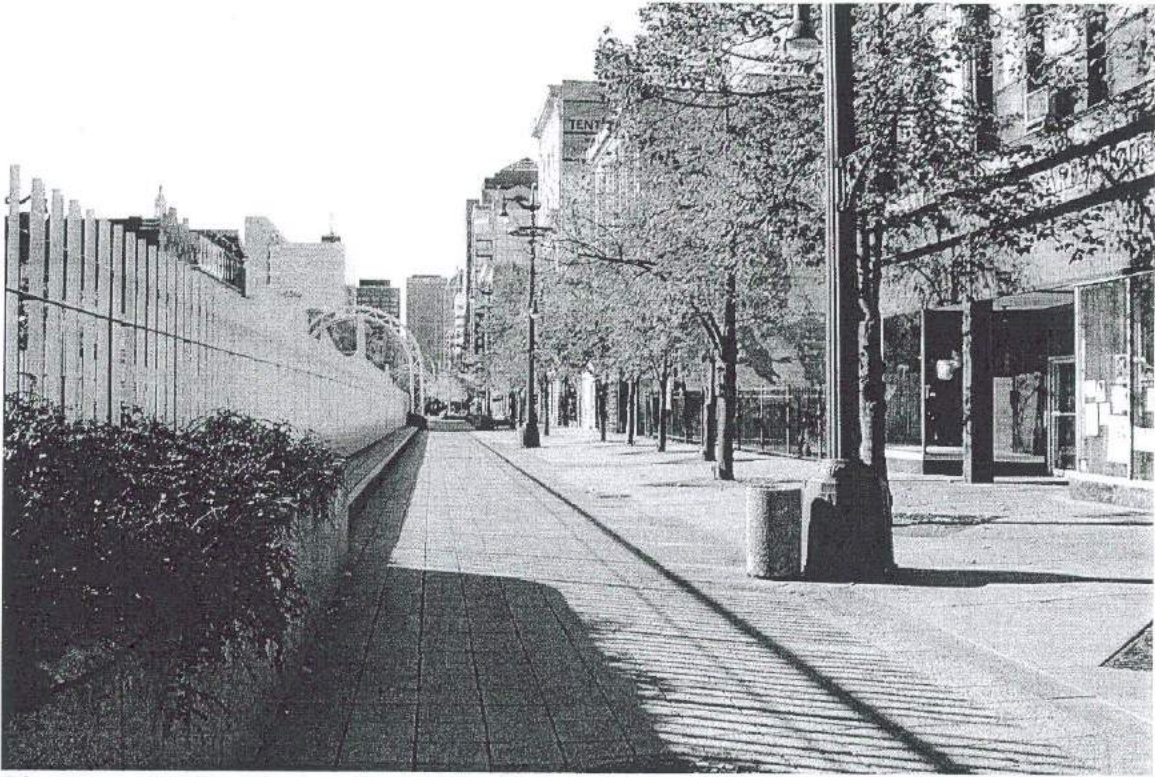
Photograph 19. Fountain Plaza Station, facing south (PCI 2001).



Photograph 20. Main Street from Chippewa Street, facing north (PCI 2001).



Photograph 21. Theater Station within the National Register Eligible Theater District, facing south (PCI 2001).



Photograph 22. West side of Main Street with the LRRT Tunnel at left, facing south. This section of Main Street features contributing buildings of the National Register Eligible Theater District (PCI 2001).



Photograph 23. Northern end of project area from Tupper Street, facing north. Presently, the 700 Block of Main Street is within the National Register Eligible Theater District and features a single lane of northbound traffic (PCI 2001).



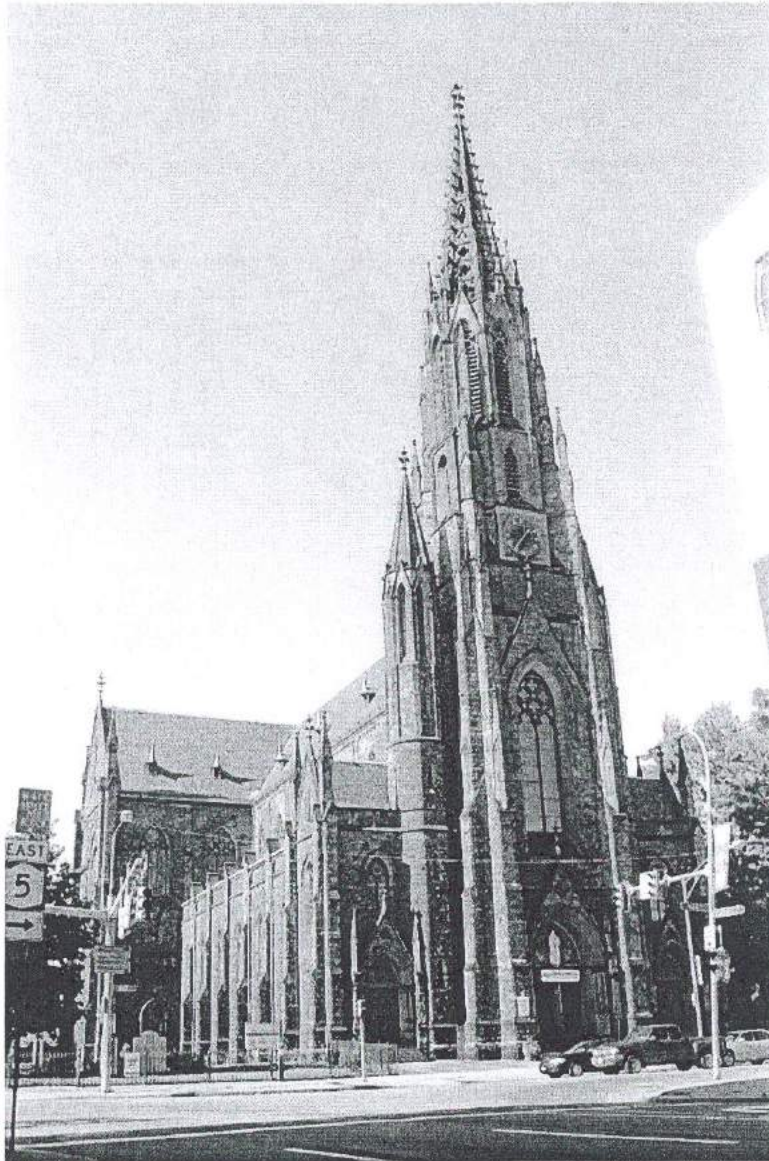
Photograph 24. Main Street with the northern end of the LRRT tunnel in center, facing south (PCI 2001).



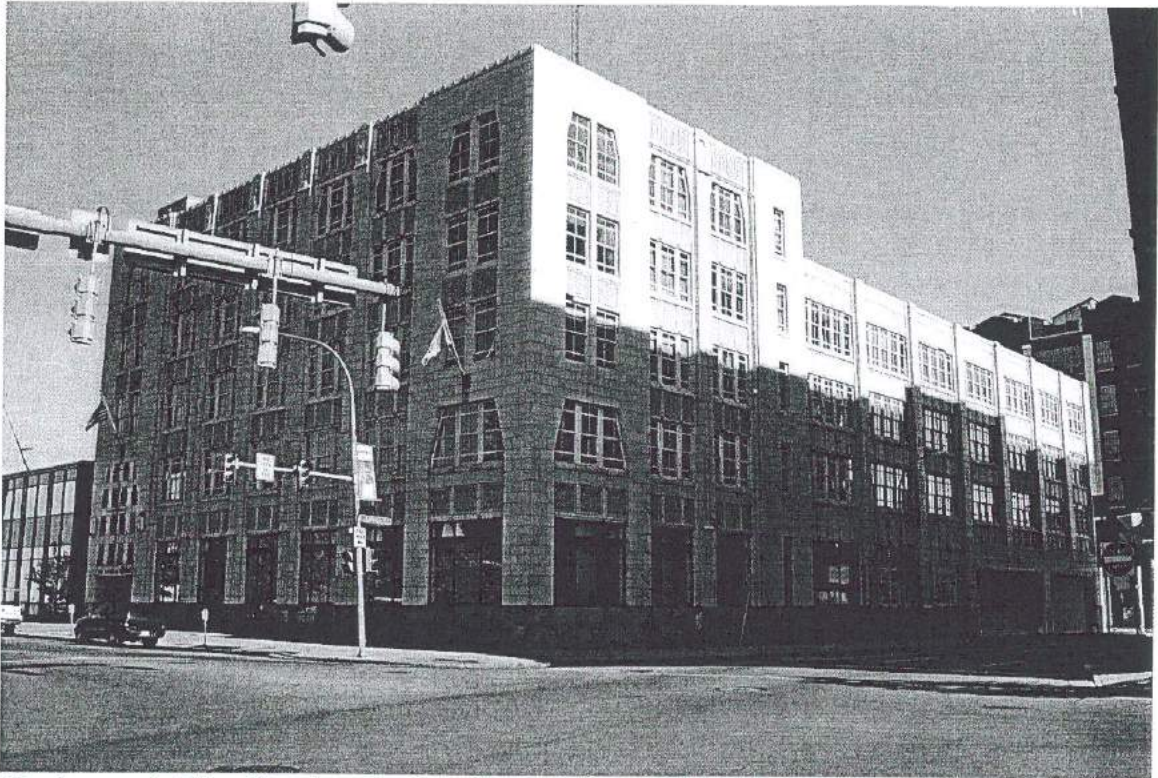
Photograph 25. West side of Main Street from Goodell Street, facing south. Note the sidewalk is approximately 25 feet (7.5m) wide (PCI 2001).



Photograph 26. Main Street from just north of Goodell Street, facing south (PCI 2001).



Photograph 27. St. Louis Roman Catholic Church (782 Main Street) is within the viewshed of the northern portion of the project, facing west-northwest (PCI 2001).



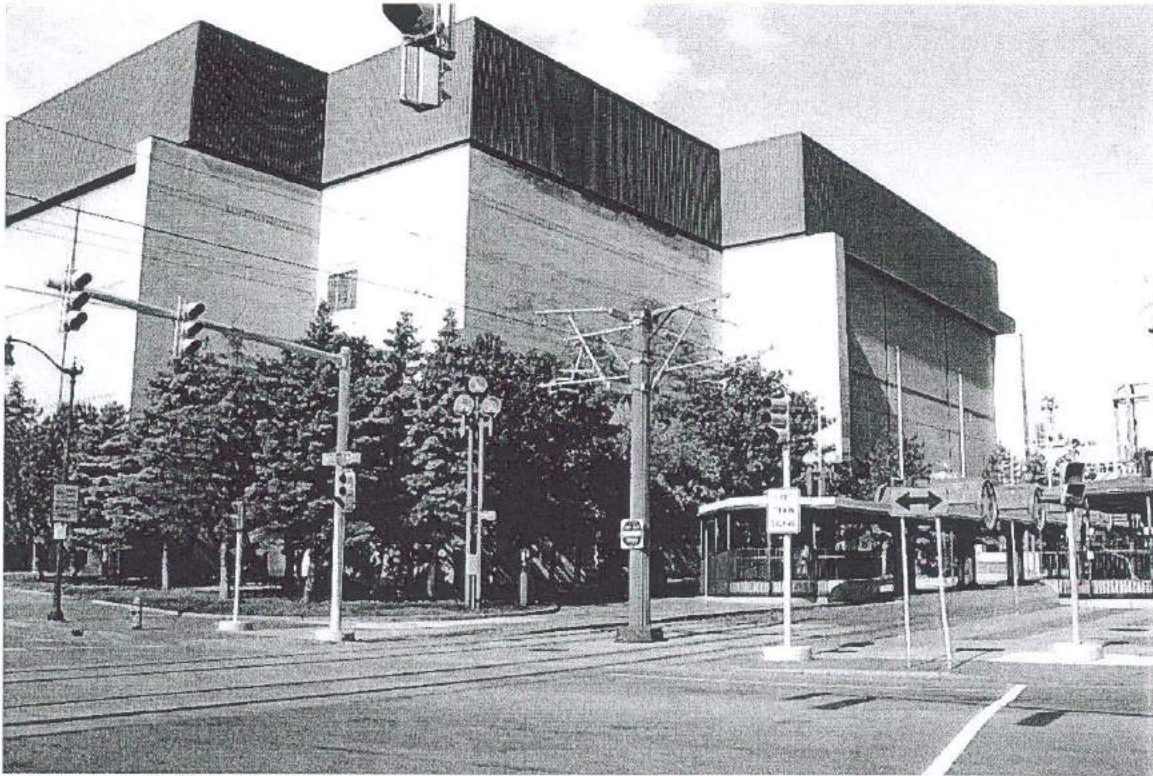
Photograph 28. The former Courier Building (795 Main Street) is the northernmost contributing building of the National Register Eligible Theater District. It is within the viewshed of the 700 block of Main Street (PCI 2001).



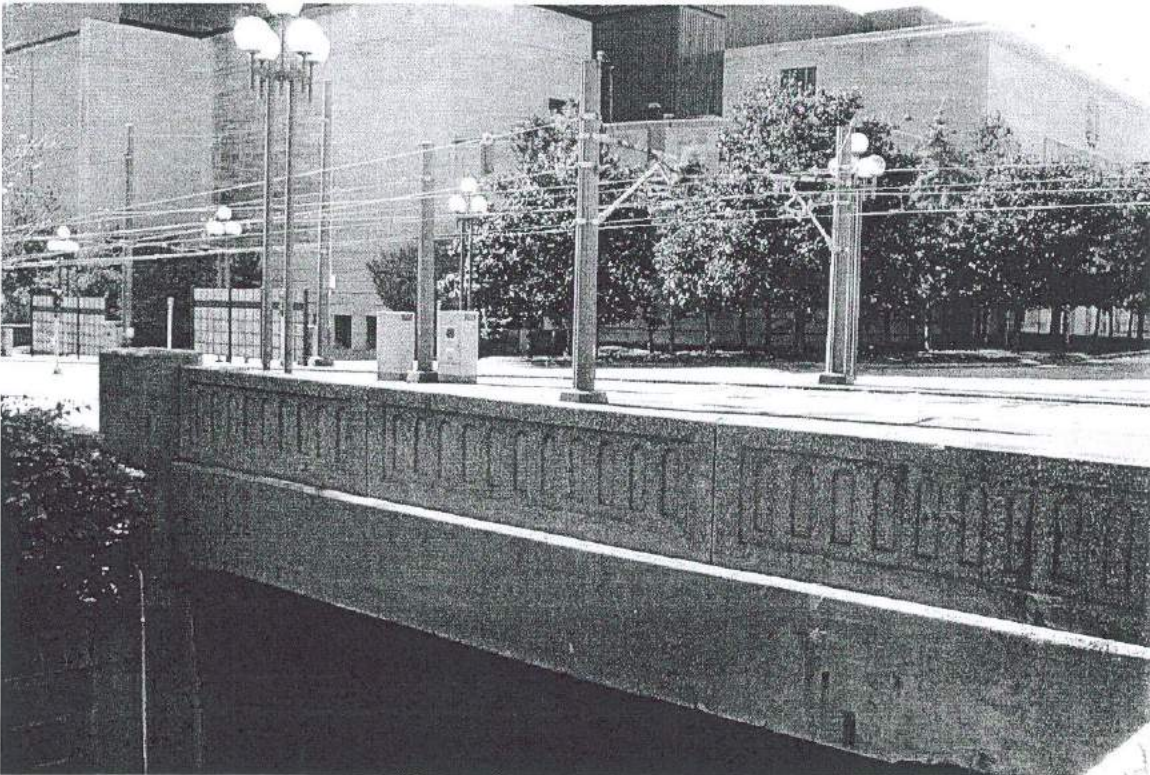
Photograph 29. General William J. Donovan State Office Building at 125 Main Street with Auditorium Station in foreground, facing northeast (PCI 2001).



Photograph 30. North elevation of Buffalo War Memorial Auditorium (130 Main Street), facing south (PCI 2001).



Photograph 31. East elevation of Buffalo War Memorial Auditorium (130 Main Street), facing northwest (PCI 2001).



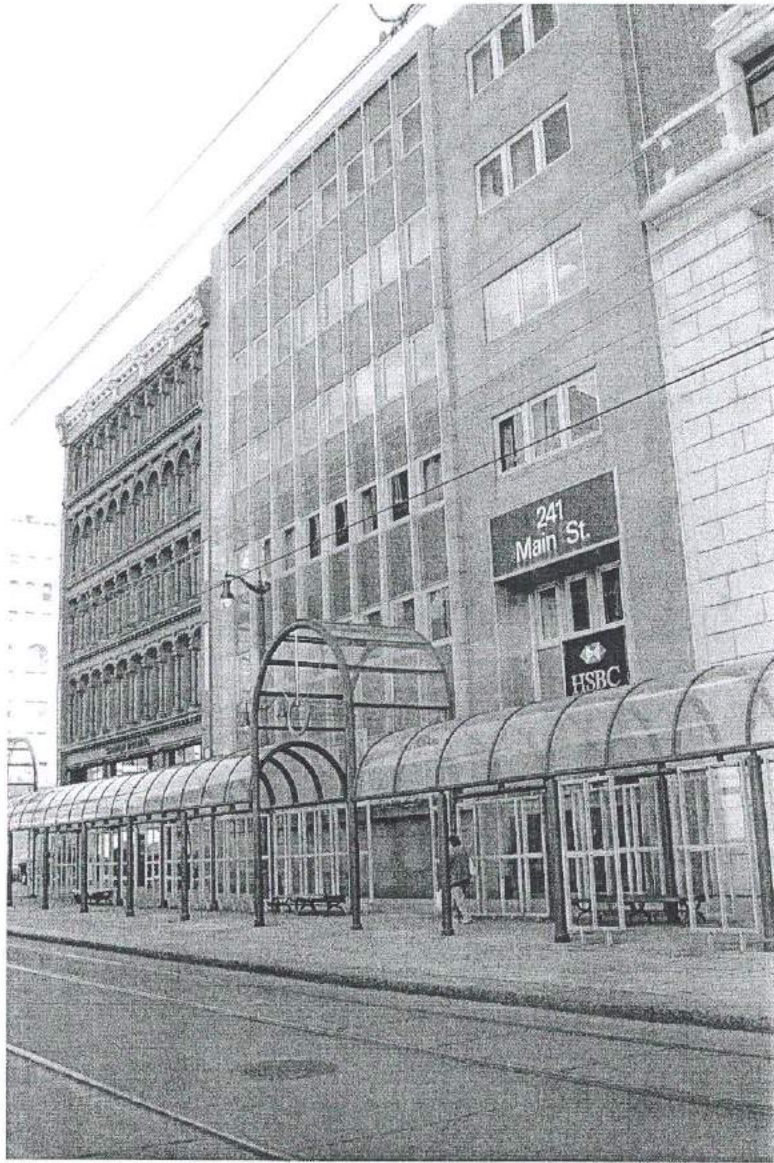
Photograph 32. Main Street bridge (BIN 2263940) over railroad line, facing northeast. Note Buffalo War Memorial Auditorium (130 Main Street) in background (PCI 2001).



Photograph 33. One HSBC Center, facing north (*PCI 2001*).



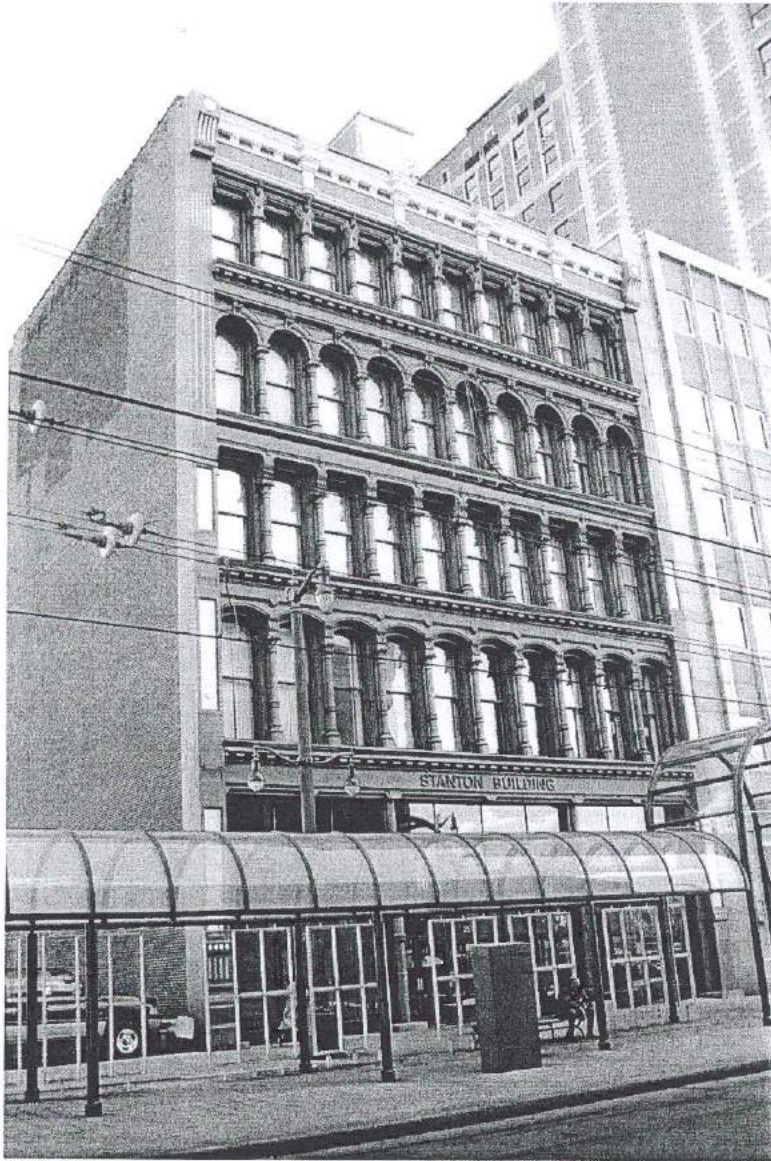
Photograph 34. West and south elevations of 237 Main Street (former Marine Trust Company), facing northeast. Note 237 Main Street is a contributing building of the Joseph Ellicott Historic District (*PCI 2001*).



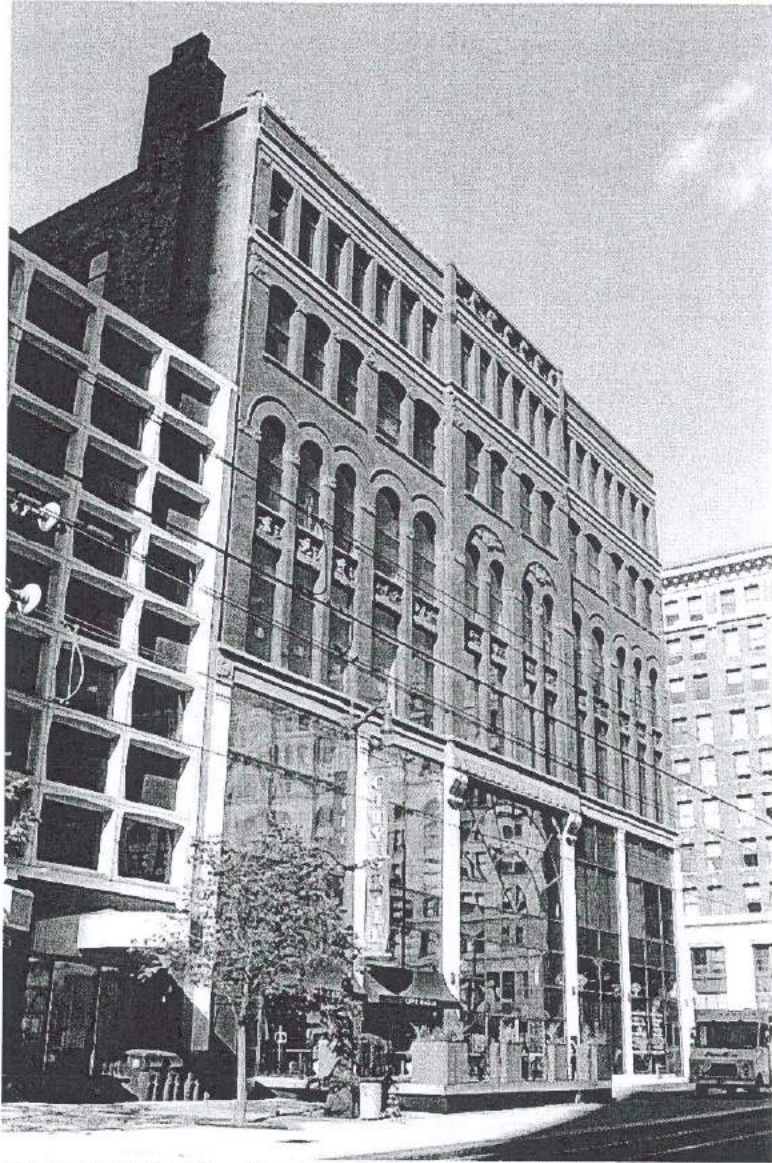
Photograph 35. West elevation of 243 Main Street (Roblin Building), facing northeast. Note 243 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 36. East elevation of 250 Main Street (Merchants Mutual Insurance Building), facing southwest. Note 250 Main Street is a non-contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 37. West elevation of 249-253 Main Street (Dennis Building/Stanton Building), facing northeast. Note 249-253 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



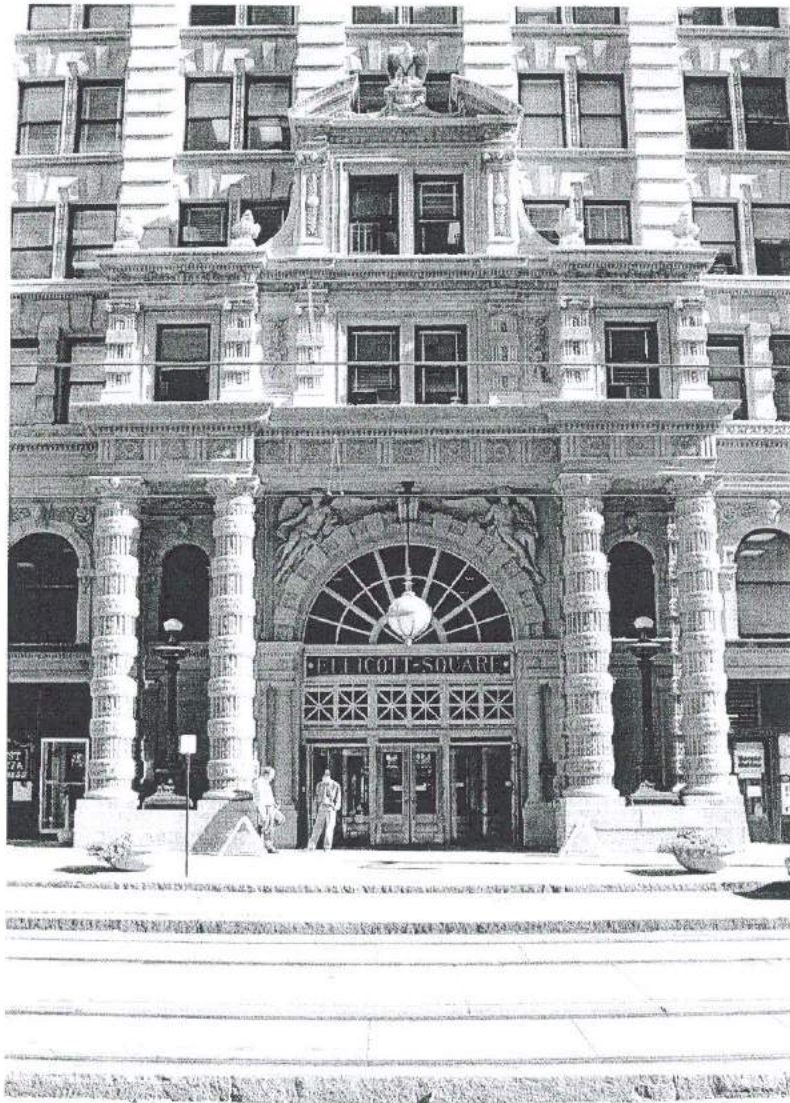
Photograph 38. East elevation of 256-268 Main Street (former Merchant's Mutual Building/originally the Barnes & Hengerer Store), facing northeast. Note 256-268 Main Street is a non-contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 39. North and west elevations of 273-275 Main Street (Bernstone's Cigar Store). Note 273-275 is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 40. North and west 295 Main Street (Ellicott Square Building), facing southeast. Note 295 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



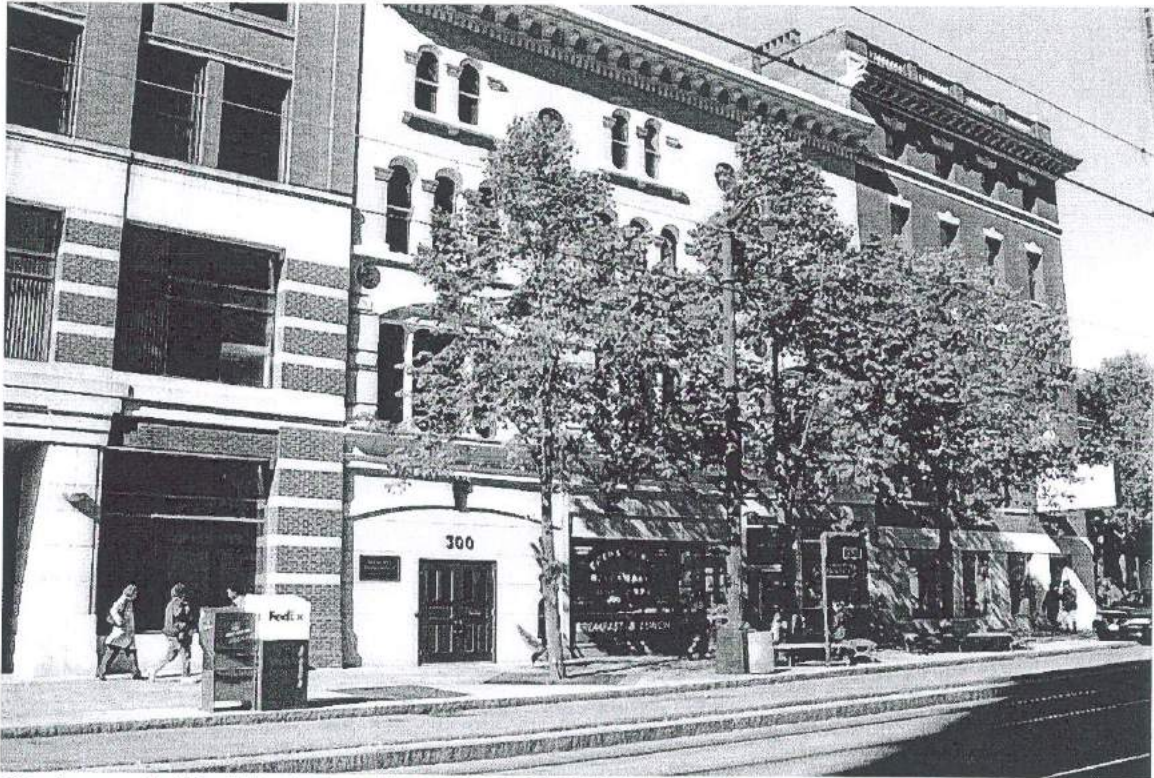
Photograph 41. Main Street entrance to the Ellicott Square Building (295 Main Street), facing east (*PCI 2001*).



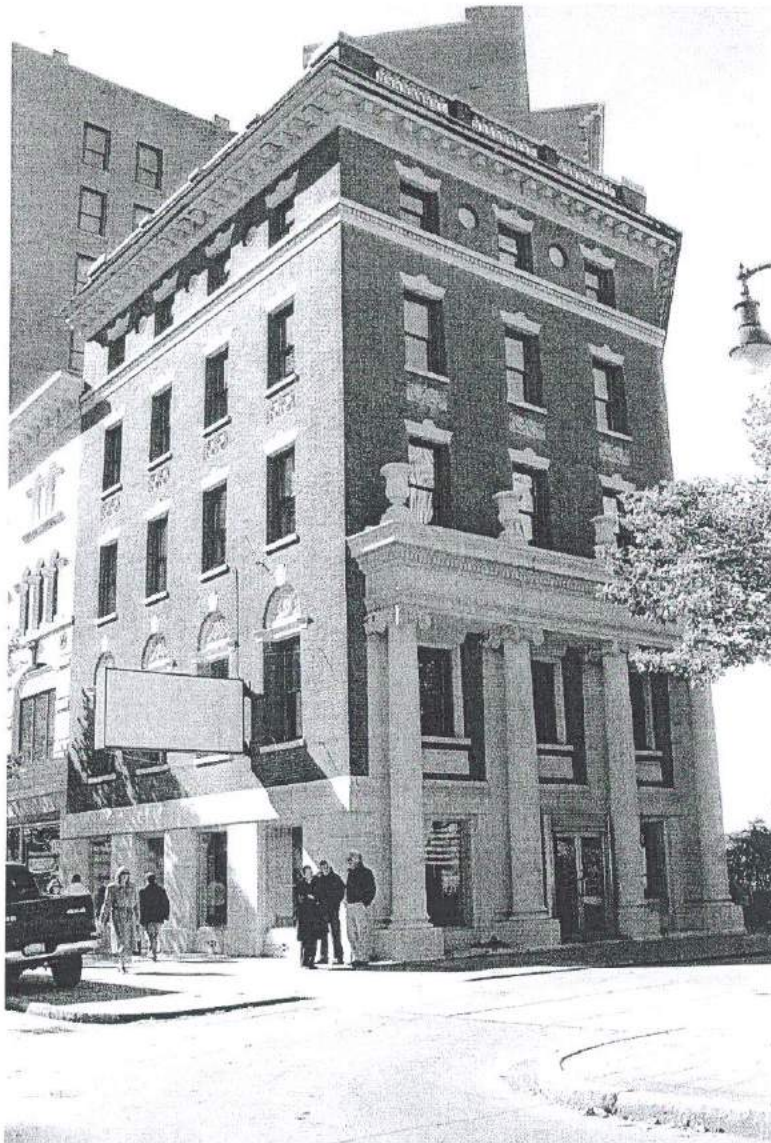
Photograph 42. East elevation of 284-290 Main Street (Old M&T Building). Note 284-290 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 43. West elevation of 298 Main Street (Old Blue Cross Building). Note 298 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 44. West elevation of 300-304 Main Street (Austin Building). Note 300-304 Main Street is a contributing building of the Joseph Ellicott Historic District (*PCI 2001*).



Photograph 45. West elevation of 306-308 Main Street (Former Erie Federal Savings & Loan Bank). Note 306-308 Main Street is a contributing building of the Joseph Ellicott Historic District (PCI 2001).



Photograph 46. One M&T Plaza (345 Main Street), facing northeast (PCI 2001).



Photograph 47. Main Place Tower and Mall (Main Street; west side; between Church and Court Streets), facing south-southwest (PCI 2001).



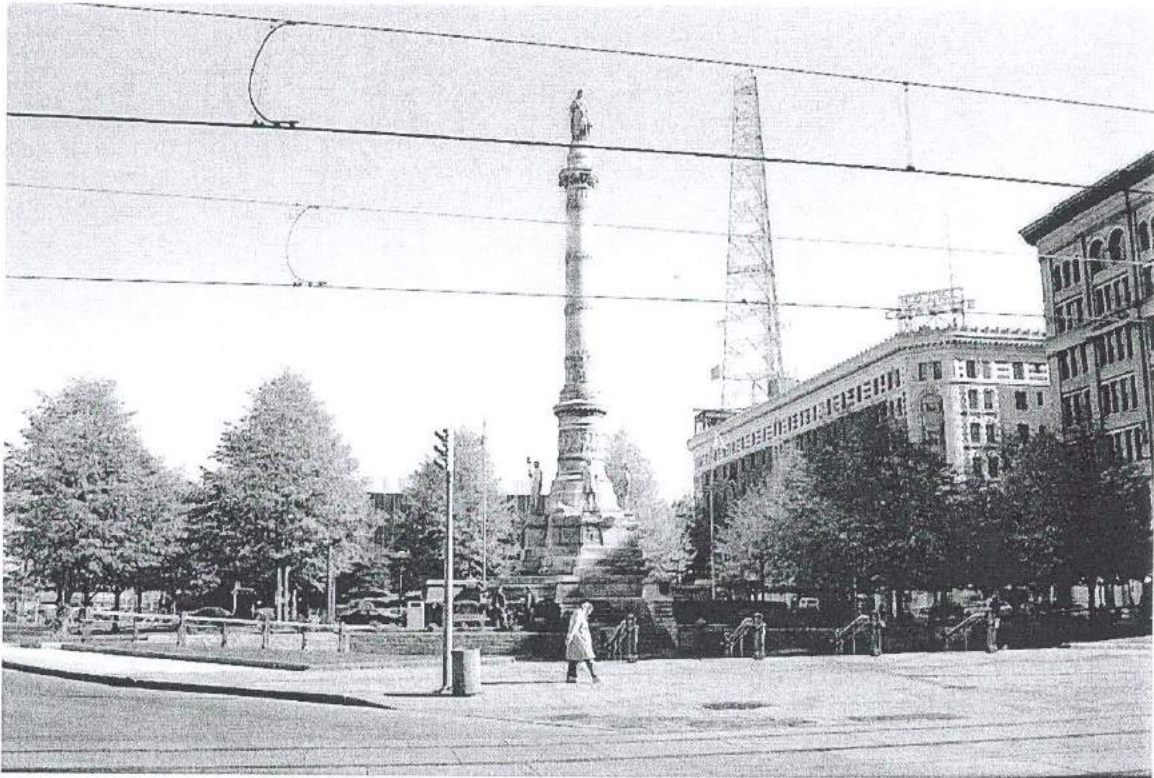
Photograph 48. West elevation of the former AM&A's Department Store (385 Main Street), facing southwest (PCI 2001).



Photograph 49. North and west elevations of 395-403 Main Street (Brisbane Building), facing southeast. Note 395-403 Main Street is individually eligible for listing in the NRHP and occupies the south side of Lafayette Square (PCI 2001).



Photograph 50. East elevation of 410 Main Street, facing southwest (PCI 2001).



Photograph 51. Lafayette Square/Soldiers and Sailors Monument (415 Main Street), facing east-southeast. Note Lafayette Square is potentially eligible for listing in the NRHP (*PCI 2001*).



Photograph 52. The Liberty Building at 410-426 Main Street, facing southwest. Note the Liberty Building is individually eligible for listing in the NRHP (*PCI 2001*).



Photograph 53. 436-446 Main Street, facing northwest (*PCI 2001*).



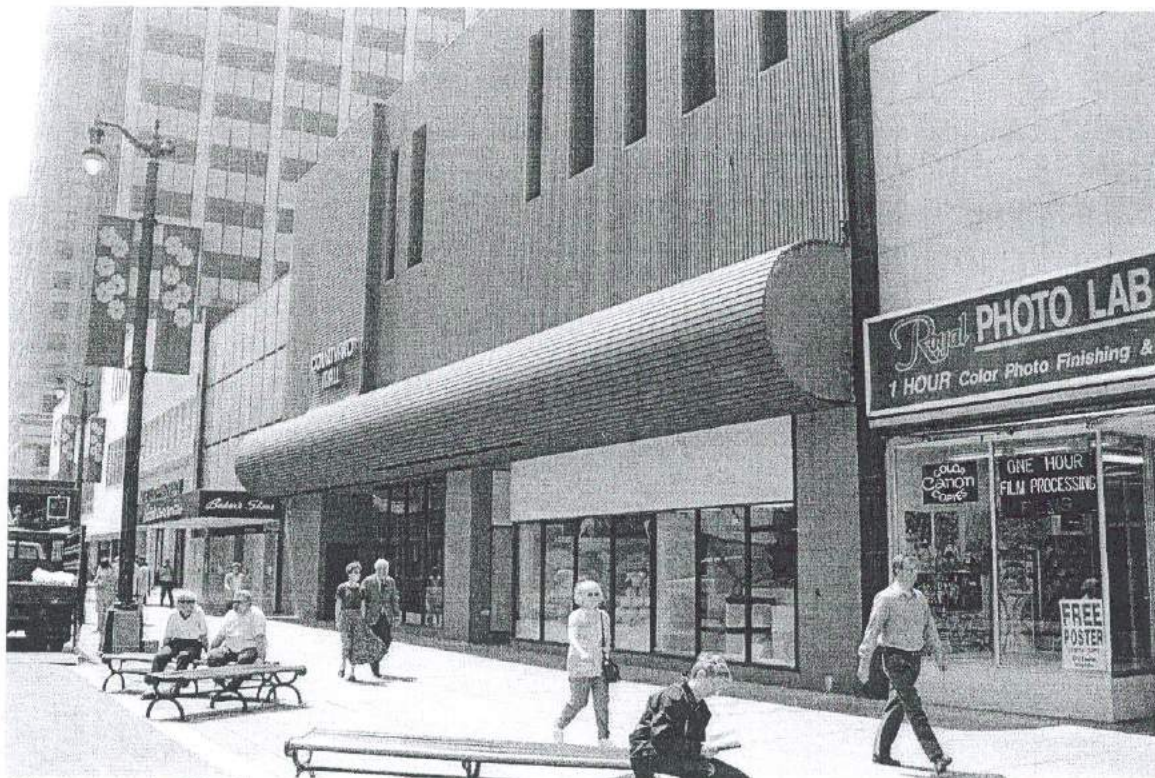
Photograph 54. 455 Main Street/10 Lafayette Square, facing north (PCI 2001).



Photograph 55. East elevation of 450 Main Street, facing northwest (PCI 2001).



Photograph 56. East elevation of 456 Main Street, facing southwest (PCI 2001).



Photograph 57. East elevation of 466 Main Street, facing southwest (PCI 2001).



Photograph 58. West elevation of 465 Main Street, facing southeast (PCI 2001).



Photograph 59. East elevation of 472- 474 Main Street, facing northwest (PCI 2001).



Photograph 60. East elevation of 478 Main Street, facing southwest (*PCI 2001*).



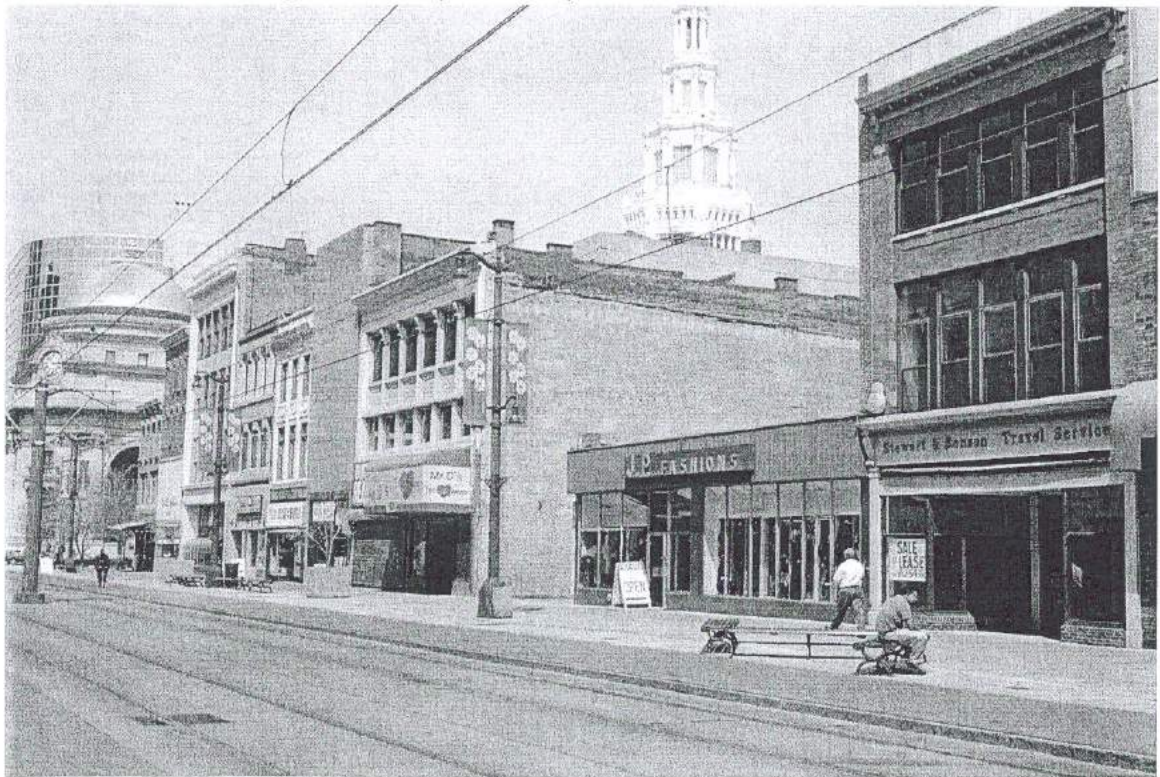
Photograph 61. From left to right: 483 Main Street and 477 Main Street, facing southeast (PCI 2001).



Photograph 62. 487 Main Street, facing southwest (PCI 2001).



Photograph 63. West elevations of 495 Main Street, 501 Main Street and 505 Main Street (from right to left). These properties are not eligible as part of the 500 Block Historic District, facing northeast (PCI 2001).



Photograph 64. NRE 500 Block Historic District, from right to left: 501 through 537 Main Street, facing northeast (PCI 2001).



Photograph 65. West elevation of 501 Main Street. This building is not eligible as part of the NRE 500 Block Historic District, facing east (PCI 2001).



Photograph 66. West and south elevations of 515 Main Street, a contributing building of the NRE 500 Block Historic District. Note vacant lot at right, facing northeast (PCI 2001).



Photograph 67. NRE 500 Block Historic District, from right to left: 521 through 537 Main Street, facing northeast (PCI 2001).



Photograph 68. West elevations of 521 Main Street, at right, and 523 Main Street, at left. The former is not eligible while the latter is a contributing component of the NRE 500 Block Historic District, facing east (PCI 2001).



Photograph 69. West elevations of 525 Main Street, at right, and 529 Main Street, at left. Both properties are contributing buildings of the NRE 500 Block Historic District, facing northeast (PCI 2001).



Photograph 70. West elevations of 535 Main Street, a contributing building of the NRE 500 Block Historic District, facing east (PCI 2001).



Photograph 71. North and west elevations of 537 Main Street, a contributing building of the NRE 500 Block Historic District, facing east (PCI 2001).



Photograph 72. Theodore Roosevelt Plaza and properties fronting East Genesee Street, facing southeast (PCI 2001).



Photograph 73. 496 Main Street (PCI 2001).



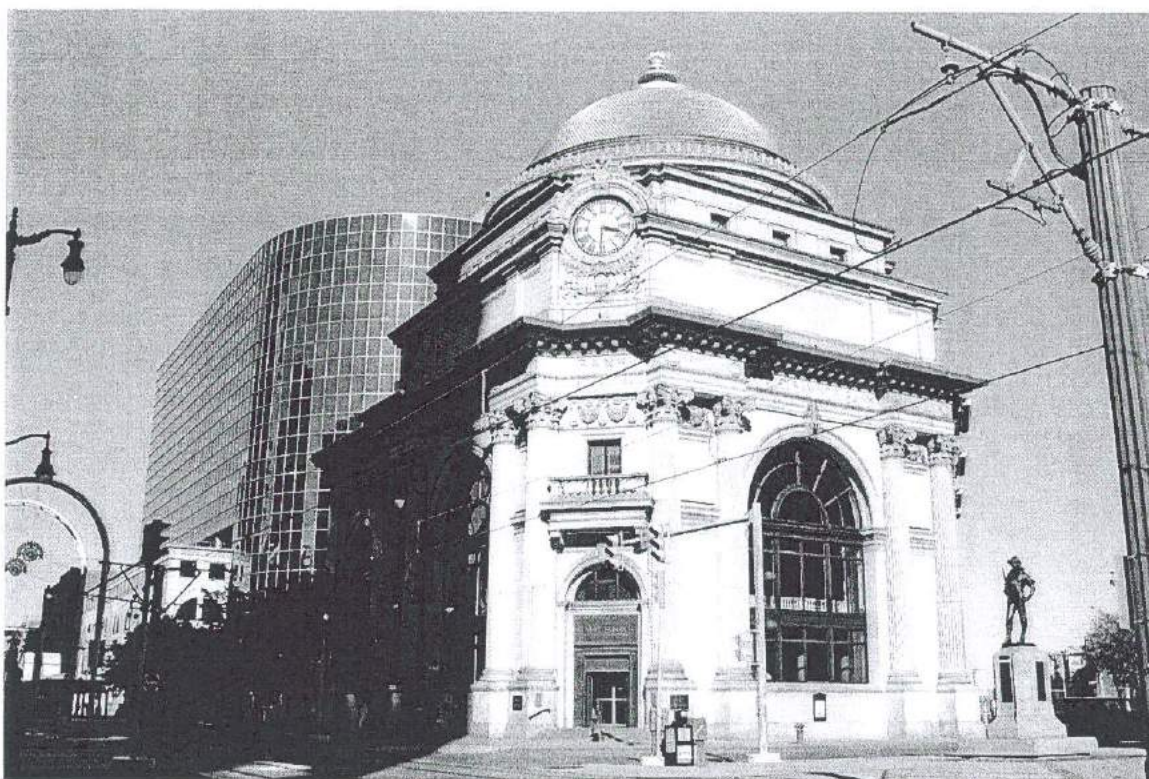
Photograph 74. The L.L. Berger Building at 500-518 Main Street, facing southwest. Note 500-518 Main Street is individually listed on the National Register (*PCI 2001*).



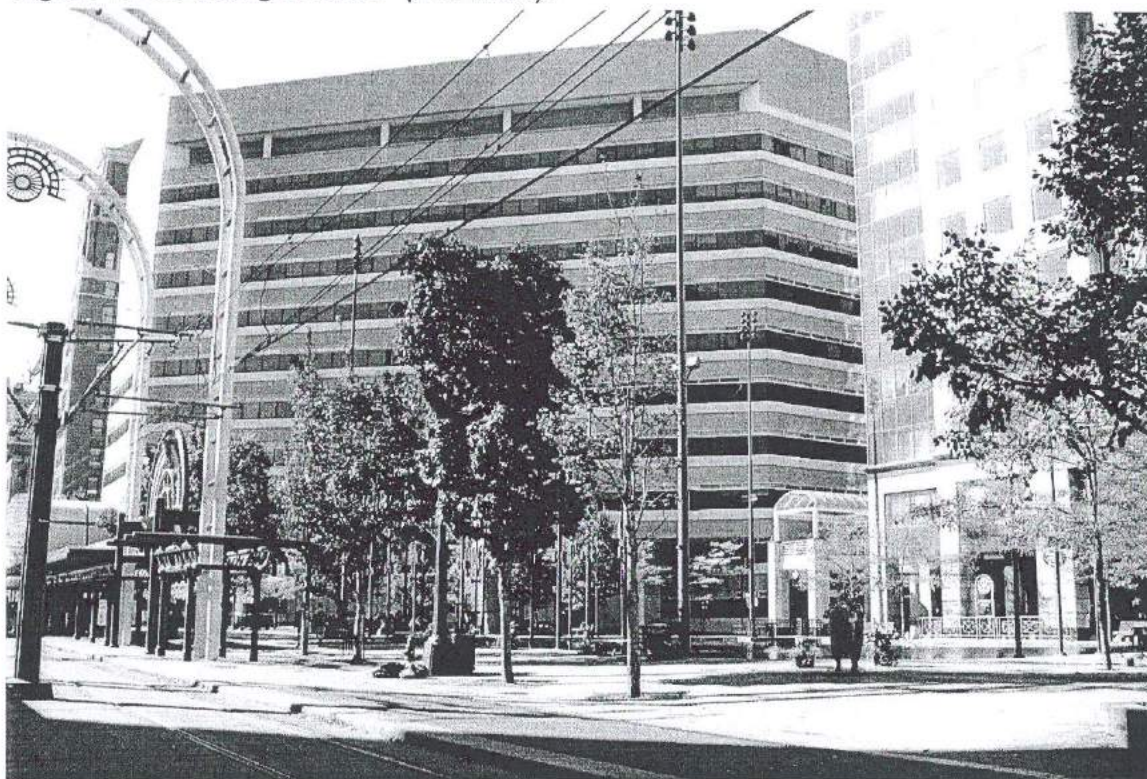
Photograph 75. East elevation of 520 Main Street (Gamler's), facing west (PCI 2001).



Photograph 76. Hyatt Regency Hotel at 2 Fountain Plaza
(PCI 2001).



Photograph 77. M&T Bank (Buffalo Savings Bank-545 Main Street) with M&T Center (475 Main Street) in background, facing northeast. Note 545 Main Street is individually eligible for the listing in NRHP (PCI 2001).



Photograph 78. Ten Fountain Plaza (560 Main Street), facing southwest (PCI 2001).



Photograph 79. One Fountain Plaza (Key Center and Rotary Rink), facing northwest. Note the south tower is at left and the north tower is at right (*PCI 2001*).



Photograph 80. 601 Main Street (Radisson Hotel), facing northeast (PCI 2001).



Photograph 81. 610 Main Street (Key Center), facing northeast (*PCI 2001*).



Photograph 82. West elevation of 615 Main Street (CEPA Gallery), facing east. Note 615 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 83. West elevation of 617 Main Street (Market Arcade Building), facing east. Note 617 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 84. West elevation of 621-623 Main Street (Salters Building), facing northeast. Note 621-623 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 85. East elevation of 620 Main Street (Levy, King, and White Building), facing west. Note 620 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 86. East elevation of 622-634 Main Street (Delia L. Root Building/Tralfamadore), facing northwest. Note 622-634 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



Photograph 87. 636-644 Main Street (Otto Building/Theater Place), facing southwest. Note 636-644 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



Photograph 88. 625 Main Street (Arcade Apartments), facing northeast. Note 625 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



Photograph 89. 646 Main Street (Shea's Buffalo Theater), facing southwest. Note 646 Main Street is individually listed on the National Register, as well as a contributing building to the Theater Historic District (PCI 2001).



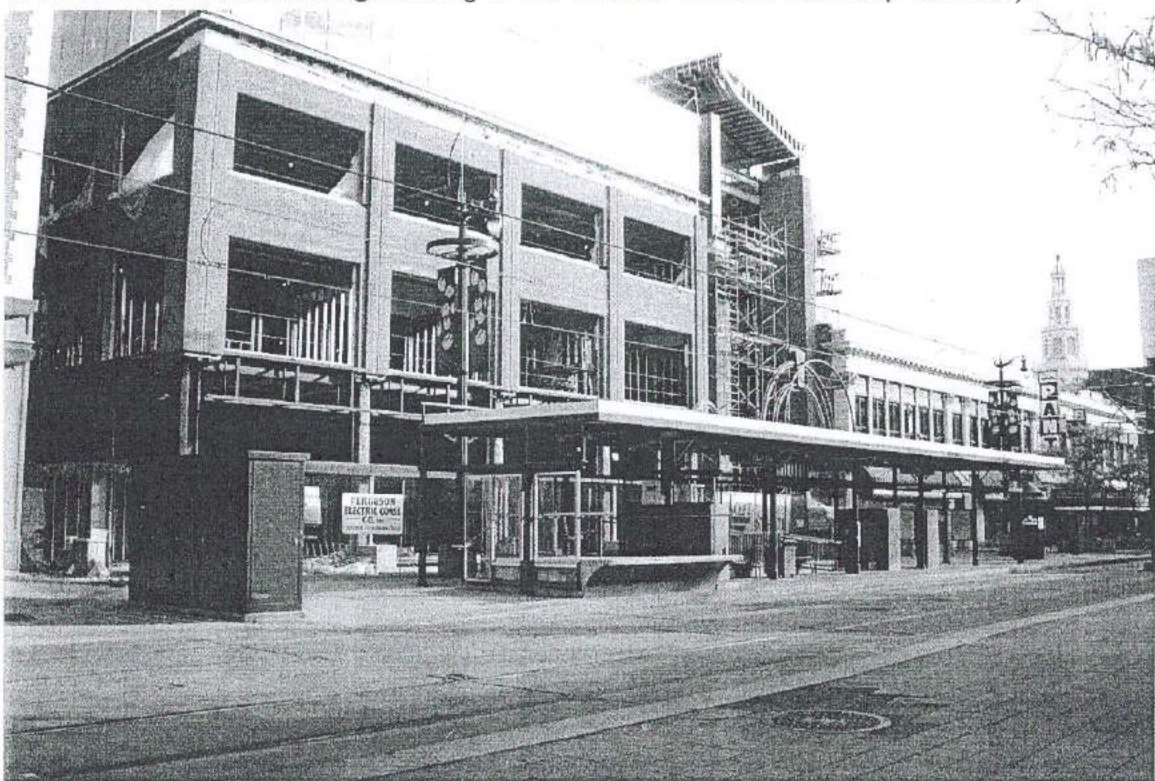
Photograph 90. 650-660 Main Street (Laubes/Swiss Chalet), facing northwest. Note 650-660 Main Street is a contributing building of the Theater Historic District (PCI 2001).



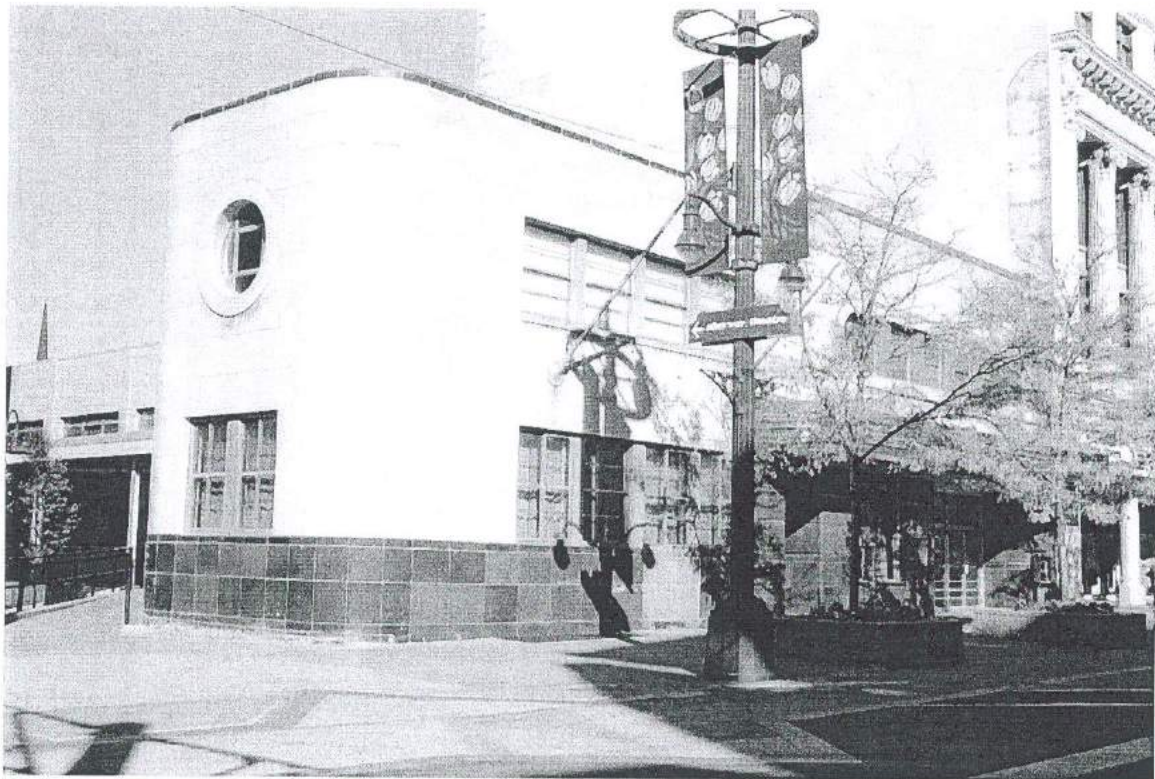
Photograph 91. 643-649 Main Street (Dold Building), facing northeast. Note 643-649 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 92. 651-661 Main Street (Pierce Building), facing northeast. Note 651-661 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



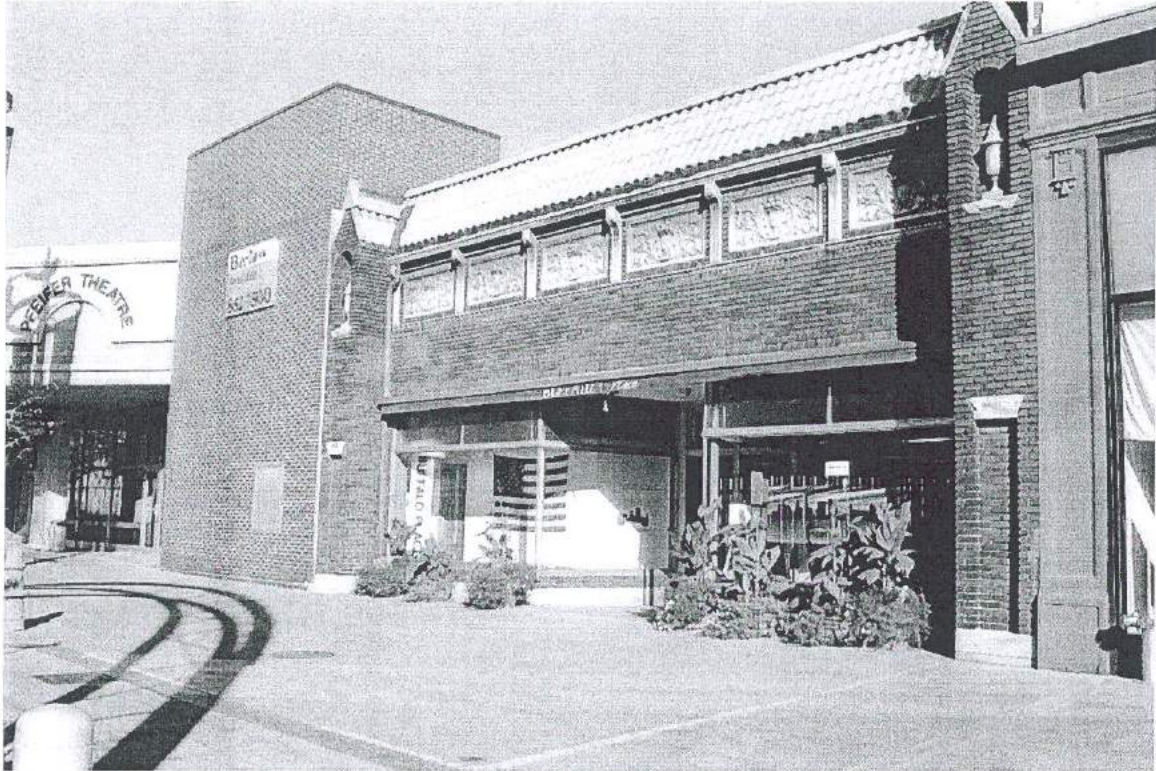
Photograph 93. 665 Main Street (under construction) at left and the Pierce Building (651-661 Main Street) at right, facing southeast. Note 665 Main Street is within the boundaries of the Theater Historic District (*PCI 2001*).



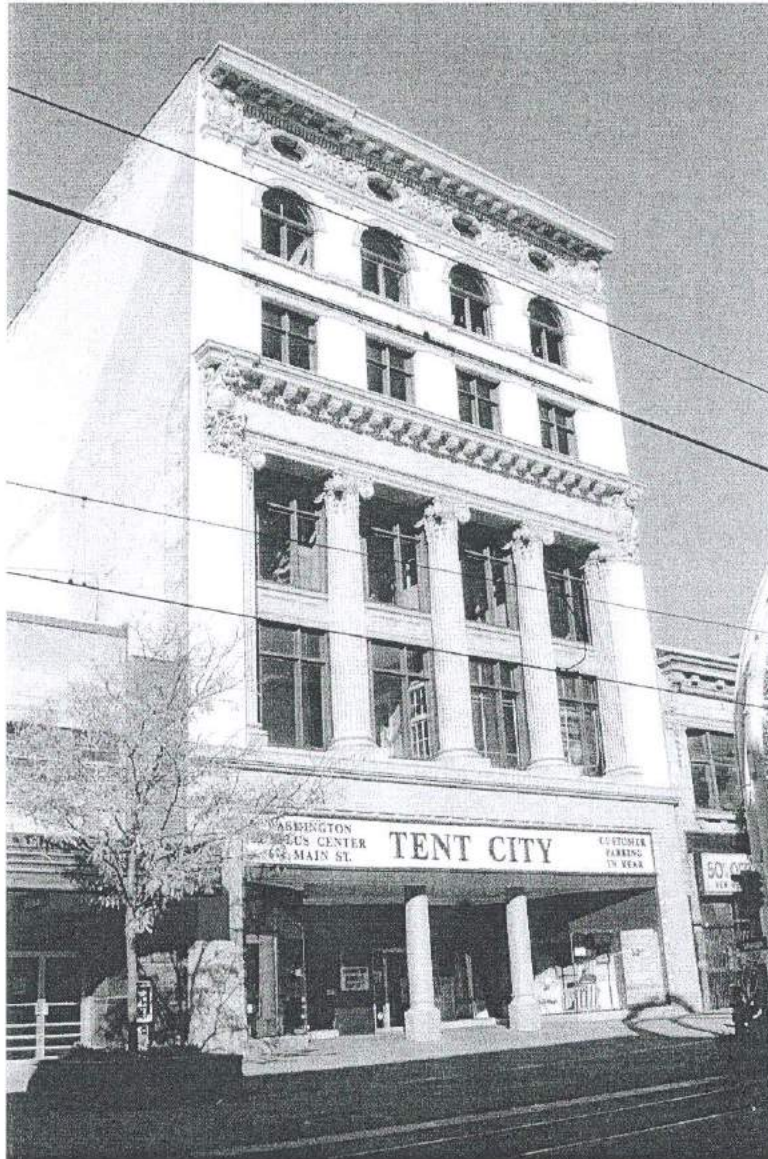
Photograph 94. 668 Main Street (Old Greyhound Bus Terminal), facing northwest. Note 668 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 95. 667 Main Street (Norbands Building), facing east. Note 667 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



Photograph 96. 671 Main Street (H.L. Peters Building), facing northeast. Note 671 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 97. 674 Main Street (Wurlitzer Co./ Washington Surplus Building), facing northwest. Note 674 Main Street is a contributing building of the Theater Historic District (PCI 2001).



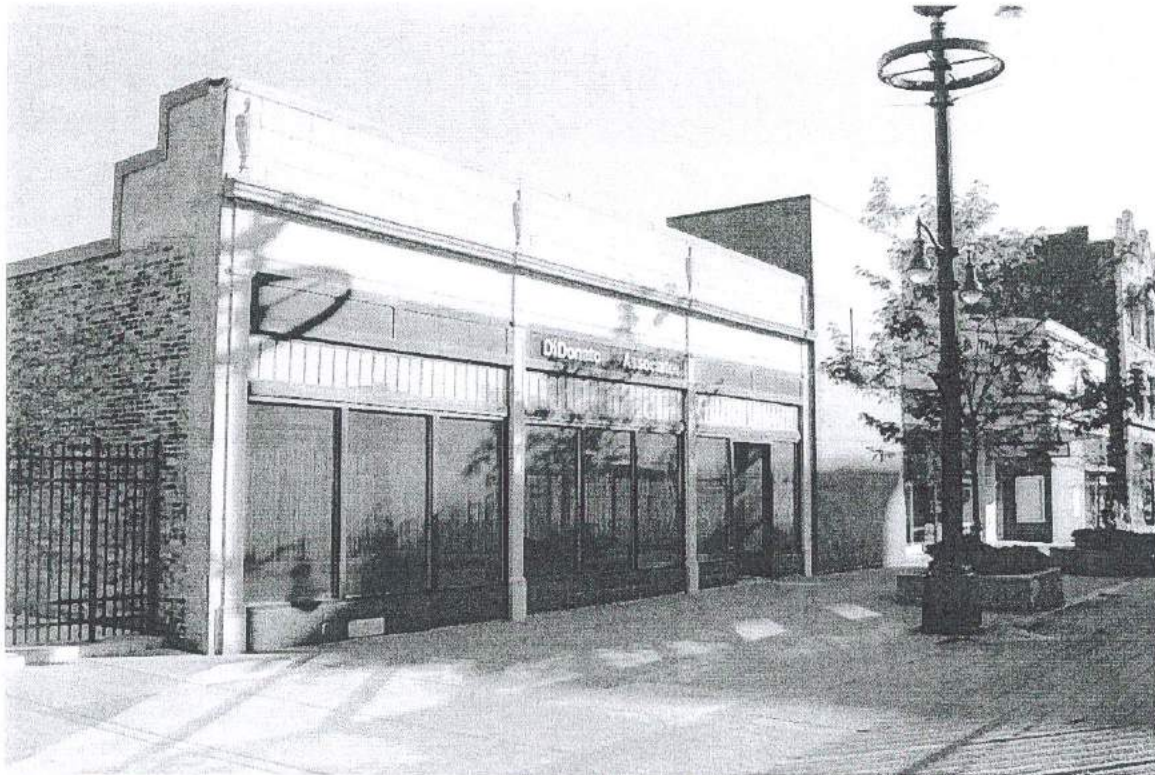
Photograph 98. 678-682 Main Street, facing southwest. Note 678-682 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 99. The east side of Main Street with 681 Main Street at left, facing south. Note 681 Main Street is a non-contributing building of the Theater Historic District (PCI 2001).



Photograph 100. 686 Main Street (George N. Pierce Building). Note 686 Main Street is a contributing building of the Theater Historic District (*PCI 2001*).



Photograph 101. 689 Main Street. Note 689 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 102. 695 Main Street (Precinct 3). Note 695 Main Street is a non-contributing building of the Theater District (PCI 2001).



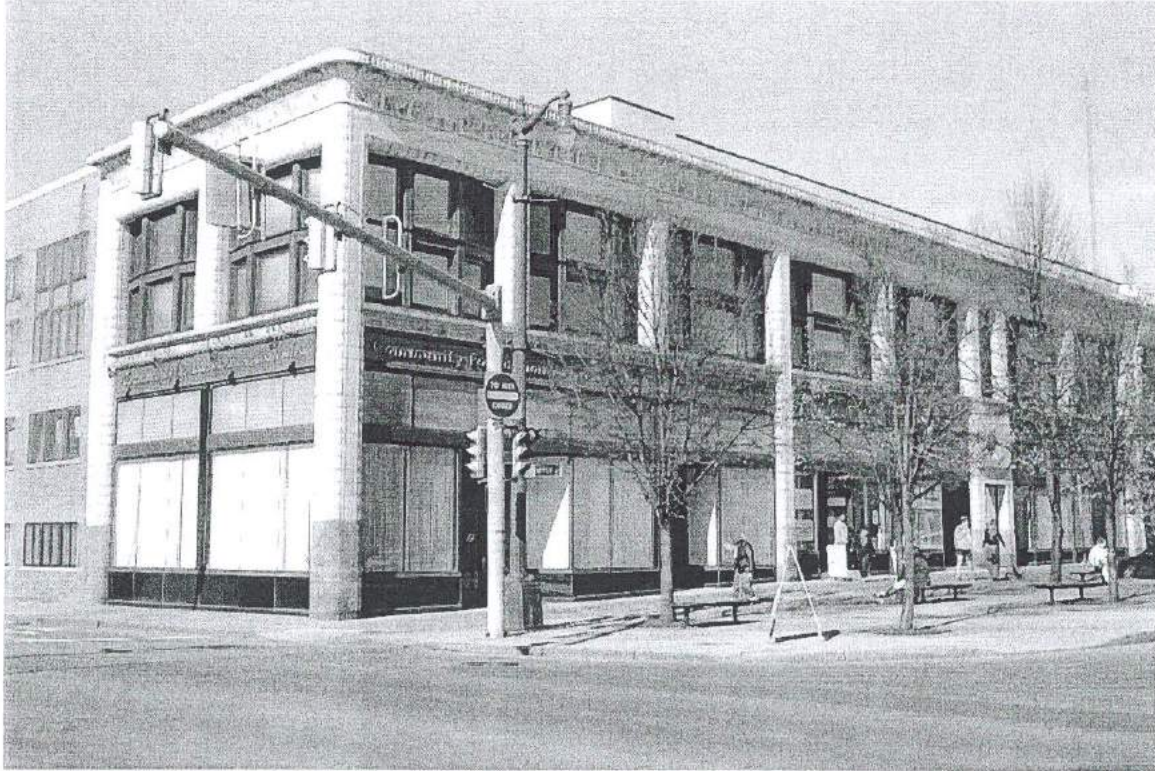
Photograph 103. 698-702 Main Street (Byer Building). Note 698-702 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 104. 710 Main Street (Studio Arena), facing southwest. Note 710 Main Street is a non-contributing building of the Theater Historic District (PCI 2001).



Photograph 105. 715 Main Street, facing northwest. Note 715 Main Street is a contributing building of the Theater Historic District (PCI 2001).



Photograph 106. 712 Main Street (Ansonia Building), facing northwest. Note 712 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 107. 712 Main Street, facing west. Note diagonal parking (PCI 2001).



Photograph 108. 712 Main Street (Potter Building), facing west. Note 712 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 109. 721 Main Street, facing southeast. Note 721 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 110. 727-731 Main Street, facing northeast. Note 727-731 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 111. 733-737 Main Street, facing east-northeast. Note 733-737 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 112. 740 Main Street (Schmidt's Building), facing northwest. Note 740 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 113. 739-741 Main Street, facing east-northeast. Note 739-741 Main Street is a contributing building of the Theater District (*PCI 2001*).



Photograph 114. 743-747 Main Street, facing southwest. Note 743-747 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 115. 758 Main Street (Vernor Building), facing west-southwest. Note 758 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 116. 758 Main Street, facing northwest. Note building at left, 740 Main Street is missing a section of roof. The south side of the Vernor Building is visible through the second story window of 740 Main Street (PCI 2001).



Photograph 117. 757 Main Street, facing northeast. Note 757 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 118. 761 Main Street (M. Steffans and Sons Building), facing northeast. Note 761 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 119. 765-773 Main Street (Spaulding Building), facing northeast. Note 765-773 Main Street is a contributing building of the Theater District (PCI 2001).



Photograph 120. 775-779 Main Street (Sidway Building), facing northeast. Note 775-779 Main Street is a contributing building of the Theater District (*PCI 2001*).