

SG-1362



United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Bagg's Square East Historic District  
other names/site number N/A  
related multiple property listing N/A

## 2. Location

street & number Broad, Catherine, First, John, Main, Oriskany, Railroad, and Second Streets  N/A not for publication  
city or town Utica  N/A vicinity  
state NY code 36 county Oneida code 065 zip code 13501

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Michael P. Lynch Deputy SHPO 5/12/17  
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain:)

[Signature] 7/24/17  
Signature of the Keeper Date of Action

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**  
(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<u>Contributing</u>	<u>Noncontributing</u>	
13	4	buildings
0	0	sites
0	0	structures
0	1	objects
13	5	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

7

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

- TRANSPORTATION: Rail-related
- TRANSPORTATION: Water-related
- TRANSPORTATION: Road-related
- INDUSTRY: Manufacturing facility
- COMMERCE/TRADE: Warehouse
- GOVERNMENT: Courthouse

**Current Functions**  
(Enter categories from instructions.)

- TRANSPORTATION: Rail-related
- TRANSPORTATION: Road-related
- INDUSTRY: Manufacturing facility
- COMMERCE/TRADE
- RECREATION AND CULTURE: Museum
- GOVERNMENT: Courthouse

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

- LATE 19<sup>th</sup> AND EARLY 20<sup>th</sup> CENTURY
- AMERICAN MOVEMENTS: Commercial Style
- LATE VICTORIAN: Romanesque
- NO STYLE

**Materials**  
(Enter categories from instructions.)

- foundation: STONE; CONCRETE
- walls: STONE, BRICK
- roof: ASPHALT
- other: \_\_\_\_\_

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## Narrative Description

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### Summary

The Bagg's Square East Historic District in Utica, NY, is of irregular (although generally rectangular) shape, and is roughly bordered by the New York Central railroad tracks to the north, North Genesee Street and associated off-ramps (the former site of Bagg's Square) to the west, Oriskany and Catherine Streets (the original route of the Erie Canal) to the south, and the East Arterial Highway to the east. These district boundaries are the result of historical transportation and economic forces active from c. 1790 to the present.

The period of significance is 1875-1955. This date span excludes the earliest urban development of Utica, represented today only by the street grid and one heavily-altered building absorbed into a commercial complex. Rather, it encompasses all the remaining standing structures within the Bagg's Square East neighborhood—together, these reflect the zenith of the transportation and industrial prosperity of the City of Utica (between c. 1875 to 1930) and the subsequent changes to the city wrought by the advent of car culture (1930 to 1955). The high visibility of sites on Genesee Street (and, after 1923, Oriskany Street) was amplified by proliferation of automobiles and influenced the siting of some of the city's principal cultural and governmental institutions along these two edges of the district. The most prominent are the Federal Courthouse, built in 1927-29, and the Observer-Dispatch building (home to Utica's principal newspaper), reoriented to face Oriskany Street in 1927-32. The period of significance ends in 1955, one year after the opening of the New York Thruway created another major shift in automobile traffic that coincided with population loss as families moved to Utica's suburbs.

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### Location and Physical Context

The Bagg's Square East Historic District encompasses 28.49 acres of low-lying land within the floodplain of the Mohawk River. It is located at the northern edge of the urbanized portion of the City of Utica, adjacent to the former bed of the Mohawk River, which was moved ½ mile to the north between 1901 and 1907 in order to address flooding issues and to provide an expanded area for railroad tracks. The south and east boundaries are defined by the former course of the Erie Canal, now Oriskany Street. The district is characterized by a preponderance of large warehouse and institutional structures dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, together with smaller commercial structures reflecting the transition to car culture in the second quarter of the 20<sup>th</sup> century. Well-defined boundaries and the fact that a high percentage of structures within the district were designed by Frederick H. Gouge and his successor firms set it apart in the urban fabric of Utica.

The district boundaries are drawn to exclude the site of Fort Schuyler, a British fort established in 1758. Given the lack of any standing structures associated with the fort, and thus lacking temporal continuity with the structures in the Bagg's Square East Historic District, it is difficult to include the Fort Schuyler site in the present district, although it likely could qualify as a National Register eligible archeological resource by itself.

The district is located in a portion of the city of Utica initially settled in the late 18<sup>th</sup> century, and encompasses most of the street grid established at that time. Bagg's Square itself was located at a point where the Mohawk River could be forded and held the city's first tavern (soon a hotel). Within a few decades, the space became the city's principal commercial and hospitality arena, and the area to the east developed, first, as a residential

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district and, later, as the site of the railroad station with related transportation, commercial, and manufacturing resources. But the very success of the square doomed it; even after the river was moved, there was insufficient space for urban infrastructure. The railroad station was moved out of Bagg's Square two blocks east into the Bagg's Square East Historic District and the square declined in importance through the early 20<sup>th</sup> century. In the late 1960s, it was obliterated, its site taken for construction of a new highway and off-ramps. For this reason Bagg's Square—now, at best, a second archeological site—is not included in the district. Nor was it included in the Lower Genesee Street Historic District, located to the south and west of Bagg's Square, and west of the Bagg's Square East Historic District. The Lower Genesee Street Historic District (NR, 1982) encompasses 45 contributing commercial structures built between 1830 and 1929, and shares a similar history with the Bagg's Square East Historic District.

Historically, the district forms the northern extension of the commercial district of the City of Utica and was bounded on its south and east sides by the Erie Canal (now Oriskany and Catherine streets), on the north by rail lines and the Mohawk River, and on the west by Utica's principal street, Genesee Street. Proximity to the three principal means of transportation during the 19<sup>th</sup> century—rail, horse, and boat—fueled the development of the district as the location of businesses specializing in transshipment of goods or dependent upon the regional markets that were opened up by rail and canal. To some extent the district enjoys a similar context today. The former Erie Canal is now filled in and serves as a principal east-west automotive arterial, Oriskany Street. The rail lines still exist. Although of diminished importance regionally—few goods travel by this means with Utica as a source or destination—a modest passenger service is maintained from the station, serving this portion of central New York. Genesee Street remains in its historic location but is now elevated in the vicinity of the district, effectively walling the area off from the Lower Genesee Street Historic District on the west.



Figure 1. Bagg's Square East Historic District, showing listed properties (and Federal Courthouse listing in process) with reference to the Lower Genesee Street Historic District and the site of Bagg's Square.

Five commercial buildings and the Union Railroad Station complex have been individually listed on the

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National Register; in addition, as of 2016, the Alexander Pirnie Federal Building is in the process of listing. The Bagg's Square East Historic District will add thirteen contributing resources and better recognize the diversity of the area's historic character.

There are no secondary resources within the district. Beginning in the late 19<sup>th</sup> century, some lots were always used for outside goods storage. All of the residential properties (except one incorporated into the Rathbun Building complex) and most of the secondary structures, such as sheds and stables, have been removed due to changes in commercial and industrial practices and as a result of planning decisions during the period of Urban Renewal. The few remaining sheds and garages are attached to primary structures. Thus, the current landscape of large buildings detached from one another by vacant land and parking lots is in large part historic. See photos accompanying this nomination for three street views of the district.

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## Property List

### Broad Street

#### 10 Broad Street

*Property name:* The Alexander Pirnie Federal Building



*Date of construction:* 1927-29

*Architect:* James A. Wetmore, Acting Supervising Architect of the U. S. Treasury; Louis A. Simon, Office of the Supervising Architect.

*Status:* Contributing (In the process of listing; USN: 06540.000544)

*Description:* A three-story masonry building of rectangular plan and having hipped roofs. Eleven bays in width on its principal (Broad Street) elevation, the façade is modulated so that the second bay from each end (both of which contain entrances) projects slightly from the body of the building. These two bays also form the ends of the limestone-clad portion of the principal façade; the remainder of the building is clad in buff-colored brick and has limestone trim including cornices, quoins, and lintels. The detailing throughout has been called “starved classicism”—essentially, the application of the streamlined detailing associated with the Art Deco style to the Beaux Arts aesthetic of the previous generation.

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Groundbreaking for this structure occurred in 1927. It was opened for use on 16 September 1929.<sup>1</sup>  
This structure is in the process of being individually listed (15NR000609) on the National Register by the General Services Administration.

**Bounded by Broad, John and Catherine streets, Utica NY 13501**

[Adjacent (to the west) of 308 Broad Street]

*Description:* Surface parking lot

**308 Broad Street**

*Property name:* American Express Stables



*Date of construction:* c. 1896

*Status:* Contributing (USN: 06540.000545)

*Description:* A one-story brick building of rectangular plan, with gable roof and presently covered with stucco. The foundation is not visible. Originally constructed between 1896 and 1907 for the American Express Company for stables, it was occupied in 1979 (and as recently as c. 2010) by Moore's Wholesale Tire Sales.<sup>2</sup> Presently apparently unoccupied, the building is one of the few structures built as a stable remaining in the City of Utica.

**Broad Street [opposite to 310 Broad Street]**

*Description:* Surface parking lot

**310 Broad Street (including 326 Broad Street and 325, 327 and 335 Catherine Street)**

*Property name:* The Rathbun Building

*Date of construction:* c. 1830, 1870, 1912-13, and late 20th century.

*Status:* Contributing (USN: 06540.000546; old Post Office Garage has separate USN 06540.000556)

*Description:* Built in 1912-13, this structure initially housed dry goods wholesalers Rathbun & Co. (Frank B., Fred G. and Walter C. Rathbun), who moved from their former offices at 18-20 Genesee Street into this building when a viaduct was built in Bagg's Square.<sup>3</sup> The Rathbun Building today forms the core of a

<sup>1</sup> T. Wood Clarke, *Utica for a Century and a Half* (Utica: Widtman Press, 1952), 127-128.

<sup>2</sup> Michael Massouh, Building Structure Inventory Forms for Structures within the Proposed Bagg's Square Historic District (Waterford, NY: NYS Office of Parks, Recreation & Historic Preservation, 1978-79). [Available through CRIS (NYS Cultural Resource Information System) at <http://nysparks.com/shpo/online-tools/>]

<sup>3</sup> OCHS (Oneida County Historical Society), Historic Information Files (Utica: Oneida County Historical Society); *Utica Saturday Globe*, 5 April 1913.

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complex of six attached structures, most of which were initially constructed as stand-alone, functionally-distinct buildings, connected after the district's period of significance. All were constructed between c. 1830 and c. 1980, and are here designated with letters A thru F (Figure 1). For clarity of discussion, the components of the complex are not discussed in strict order of their construction, but in terms of their relationship to the Rathbun Building itself.



Figure 2. The Rathbun Building complex, seen from the south-southeast.

- A. Rathbun Building/Four-story masonry commercial building on a high basement, built in 1913: The principal elevation on Broad Street is five bays wide with a central entrance. The Broad Street elevation features buff-colored brick; limestone and pressed metal are used for decorative elements. The entry is framed by a Doric order cornice and columns resting on plinths, rendered in limestone. The frieze of the door surround is continued across the balance of the façade as a secondary cornice fabricated from sheet metal. This cornice serves to separate the first floor and raised basement from the upper three stories of the building, which feature pilasters between the bays, finished with limestone Ionic capitals. The basement and first floor windows on the façade survive; the upper floor windows are currently covered with boards and only partially remain in place. Secondary elevations are of red brick or are covered with stucco. The south elevation consists of ten bays, eight of which feature paired 4-over-4 double-hung windows. Two central bays, one of which contains a projecting tower that may house a staircase, have single windows of similar design. Some of the window openings on the top floor have been blocked in or converted to 2-over-2 double-hung sash. The foundation is of unknown material.

Alterations include possible changes to fenestration on the upper floors and the apparent removal of the original cornice, replaced at an early date with a pilastered parapet wall. The interior has been

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subdivided into offices on the first floor; above, the floors remain open as they were when used for manufacturing and warehousing.

- B. Loading Dock/Addition to south of Rathbun building: A one-story brick and concrete block building with flat roof, forming an addition to the Rathbun building. It was constructed for the shipping and receiving department. Strip windows light the south elevation, and a garage door and entrance are located at the west end of the elevation. Side walls are without fenestration. A loading dock is located on the east side of the addition.



Segment A.



Segment B.

- C. Early 19<sup>th</sup> century rowhouse: A greatly-altered, c. 1830-1850, two-story, three-bay-wide brick rowhouse, the brick laid in running bond. The fenestration has been completely altered and two flat-arch window heads on the second floor are all that remain of the original design. A third floor of common (5) bond was added in the third quarter of the 19th century, and features three windows and a bracketed Italianate cornice. The upper windows are divided into four panes that open in awning fashion. Large tripartite picture windows are centered on the façade on the first and second floors. The entrance has been moved to a stir tower between this building and the adjacent garage.

Formerly 325 Catherine Street, this building was extensively altered several times, especially around 1950 when it became the office for the Utica post office garage (Segment D). Alterations undertaken at that time include bricking up of original openings, replacing sash in remaining apertures, and removal of the original front door.

- D. Post Office Garage: A one-story brick garage structure (327 Catherine Street), built c. 1950, and attached to the rowhouse at 325 Catherine Street (Segment C) to the west to serve as the Utica Post Office garage.<sup>4</sup> The Catherine Street elevation features an entry and showroom windows, together with a garage bay. The east elevation features two steel-sash partial casement windows and one that has been closed with block masonry. This structure received an addition in the late 20th century when section F of the Rathbun complex was built; at that time a two-story steel-framed structure with shed roof and sheathed with vertical steel panels was constructed, apparently to provide internal circulation between sections C, D, and F of the complex.

<sup>4</sup> Sanborn Map Company, *Insurance Maps of Utica, New York* (New York, NY: Sanborn Map Company, 1950).



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Segment C.



Segment D.

E. Plumbing Supply Building: The former Crane Company Building, at 326 Broad Street, is also part of this complex; it was built in 1929-1930 and occupied until 1953 by Crane Co., a plumbing fixtures manufacturer and retailer.<sup>5</sup> The one-story masonry building has a rectangular plan and a low, broad gable roof hidden behind a parapet. The exterior is faced with brick laid in a common bond pattern. A continuous course of soldier bricks forms a lintel for the principal openings on both the Broad Street and 1st Street elevations and creates returns on the secondary facades. The cornice on the Broad Street façade consists of a row of rowlock brick surmounted by three courses of corbelled brick with cast stone (or limestone) caps that feature restrained ornament. The foundation is concrete. All of the apertures of this building were filled with concrete block as of 2016; since then, plate glass windows have been centered in the in-fill and two sets of windows have been opened on either side of the centered entrance. A metal awning protects the entrance on Broad Street. A brick chimney is visible on the western elevation.

F. Tall-bay building joining the group: Sited between sections A, C, D, and E of the complex, this structure, a two-story concrete block building of rectangular plan with flat roof, was constructed around 1980 by the Mohawk Hospital Equipment Company after it acquired the entire complex. It houses loading bays and serves to internally connect all of the portions of the complex. This portion of the complex is alternately known as 335 Catherine Street.



Segment E.



Segment F (from Broad Street).

<sup>5</sup> *Ibid.*

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Most of the entire complex is currently unoccupied, but is poised to be redeveloped by the present owners.

**326 Broad Street** (See 310 Broad Street.)

**400 Broad Street**

*Property name:* East Side Car Wash and East Side Glass



*Date of construction:* c. 1955

*Status:* Contributing (USN: 06540.001948)

*Description:* Currently occupied by East Side Car Wash and East Side Glass, this one-story masonry building of rectangular plan was initially constructed as an automobile service station for the Hess Corporation. It is sheathed with enameled metal panels and has a flat roof. The foundation is not visible. Show windows in the former office portion of the building, now occupied by East Side Glass, have been altered. A later one-story concrete block addition was constructed on the south side of the building. It is of rectangular plan, has a shed roof, and houses a single-bay garage; this addition may predate 1970.

**401 Broad Street**

*Description:* Surface parking lot

**405 Broad Street**

*Description:* Surface parking lot

**409 Broad Street**

*Property name:* Lerfer Utica Corp.



*NOTE:* Image from Google Street View, 2011.

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*Date of construction:* after 1955

*Status:* Non-contributing (USN: 06540.001830)

*Description:* One-story concrete block building of rectangular plan with a flat roof. Steel windows, large garage bay at east end of Broad Street elevation. Garage bay on north elevation as well. It incorporates portions of the east party wall of an early 19th century dwelling, now razed, that was formerly located on the lot adjacent to the west. This building is currently used for commercial purposes.

**410 Broad Street**

*Property name:* C.A.R.S. Collision Center



*Date of construction:* c. 1980

*Status:* Non-contributing (USN: 06540.001949)

*Description:* A one-story concrete block commercial building of L-shaped plan, constructed c. 1980, with a concrete foundation and flat roof. Large plate glass windows are located on the building's northwest corner; six garage doors are the principal feature on the west façade. It is currently occupied by C.A.R.S. Collision as a place of business.

**415 Broad Street**

*Property name:* F. W. Webb Company



*Date of construction:* c. 1980

*Status:* Non-contributing

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*Description:* A two-story 1980s prefabricated metal commercial building, on concrete slab foundation, with vertical aluminum sheathing, brick veneer, and asphalt shingled gable roof. A large two-story, right-side bay contains a loading dock opening. The building is currently occupied by the F. W. Webb Company as a commercial site.

**416 Broad Street**

Property name: Fort Miller Service Corp.



*Date of construction:* c. 1940

*Status:* Contributing (USN: 06540.001950)

*Description:* One-story 1940s commercial building of rectangular plan. The building occupies a concrete foundation and has brick masonry load-bearing exterior walls. The buff-colored brick of the Broad Street façade is trimmed with limestone details including base, window sills and elements of the cornice. The flat roof is of unknown material. Decorative brick details enliven the western three bays of the building; simpler detailing typifies the nine bays of the balance of the façade. Fenestration consists of vertically-attenuated openings, into which smaller replacement windows have been fitted. Garage bay and two entry bays have been similarly altered by insertion of modern doors. Originally constructed for an automobile sales and service business, the building is currently occupied for commercial purposes by Fort Miller Service Corp.

**418-426 Broad Street**

Property name: Joseph Flihan Company



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*Date of construction:* c. 1955

*Status:* Contributing (USN: 06540.001951)

*Description:* One-story masonry commercial building of rectangular plan having a flat roof. Exterior walls consist of concrete blocks. Broad Street elevation is nine irregularly-spaced bays wide; three of these bays have been closed up or otherwise altered by the insertion of replacement windows. An addition to the south has a gable roof. The building is currently occupied by Joseph Flihan Co., retailers of restaurant equipment and supplies.

#### **419 Broad Street**

*Description:* Surface parking lot. This site was formerly occupied by a National Register-listed office building associated with the Byington Mill (92NR00417). The office building was razed in 2007.

#### **421-423 Broad Street (92NR00417)**

*Property name:* Cobblestone Building (Former Byington Mill, later the Firsching Knitting Co.)



*Date of construction:* 1910

*Architect:* Frederick H. Gouge (attributed)

*Status:* Individually Listed (92NR00417; USN: 06540.000516)

*Description:* A five-story brick masonry building of rectangular plan, with a flat roof. The building is 17 bays long on 2nd Street and five bays wide on Broad Street. The interior structure consists of a heavy-timber frame, and the building sits on a limestone ashlar foundation. The renovation of this building, which includes businesses, loft apartments and a café, was announced in February 2011.<sup>6</sup>

#### **Catherine Street**

##### **311 Catherine Street**

*Description:* Surface parking lot

**325 Catherine Street** (See 310 Broad Street.)

**327 Catherine Street** (See 310 Broad Street.)

<sup>6</sup> Jerry Kraus, "Utica's Future Could be in the Bagg." *Observer-Dispatch*, February 27, 2011, 14A.

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**335 Catherine Street** (See 310 Broad Street.)

**411 Catherine Street**

*Description:* Surface parking lot

**425 Catherine Street**

*Description:* Surface parking lot

## **First Street**

**7-9 First Street**

*Property name:* Adrian Lee Meat Market and Cold Storage Building



*Date of construction:* c. 1887

*Status:* Contributing (USN: 06540.000558)

*Description:* Two-story brick masonry commercial building of rectangular plan with a flat roof and a cut limestone block foundation. The First Street façade features Romanesque Revival details including rusticated brownstone flat arches and impost blocks, as well as a central triple window on the second floor that features the same use of stone. The façade is divided into three bays, each separated by pilasters with sunken corbeled panels at the second-floor level. The central bay contains the entry at the first floor and the aforementioned triple window at the second-floor level. The end bays contain showroom windows at the first-floor level and individual double-hung windows in the second floor. The end pilasters continue to the first floor; the two central pilasters are interrupted by an intermediary cornice that features an ogee moulding rendered in brownstone. A paneled stepped parapet wall surmounts the façade above a now-lost sheet metal cornice. Windows on the north elevation are double-hung undivided-light sash at the second-floor level. First-floor windows and a door on this elevation represent 20th century alterations. Most of the original windows remain in the building; the entry remains largely intact, retaining its paneled sidelights, but lacks its original door. The showroom windows have been largely sided over or replaced. A one-story concrete block two-bay garage was added to the north of the building in the mid-to-late 20th century. It has a flat roof, is one-story in height, and is rectangular in plan. Both portions of the building are currently vacant.

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This building was originally built c. 1887 as a cold storage building for meat being shipped from Chicago to points east and originally occupied as the Adrian Lee Meat Market.<sup>7</sup>

**212 First Street**

*Description:* Surface parking lot

**John Street**

**207-209 John Street**

*Description:* Surface parking lot

**Main Street**

**301-309 Main Street**

*Property name:* Bagg's Square Park (Bagg's Tavern Memorial)



NOTE: Building holds a commemorative plaque for the Battle of Oriskany that suggests it is the site of Fort Schuyler. It is not; the site of the fort adjoins the Bagg's Square East Historic District to the east and is not included in the district.

*Date of construction:* 1932

*Status:* Contributing (USN: 06540.000517)

*Description:* One-story stone masonry building of rectangular form, with pyramidal slate roof, the top of which is surmounted with a decorative cuprous (copper) finial in the form of an eagle. A large chimney extends upward from the east face of the roof. The overall form, proportions, and some of the detailing of the building are reminiscent of the designs of H. H. Richardson, but the detailing of the majority of the structure (including pilastered door architraves and window surrounds with keystones) is squarely in the neoclassical vein. The body of the building is laid up in random ashlar stone (apparently of sedimentary type, possibly a local sandstone), with buff limestone used for all details. The façade consists of three bays. A central door with elaborate enframing, the top of which extends into a small dormer, is flanked by single windows with leaded sash in the form of double casements with transoms. The overdoor décor includes a bronze dedicatory plaque set within a heraldic frame rendered in limestone. The rear elevation has a central door flanked by narrow leaded sash of similar design to

<sup>7</sup> Massouh, Building Structure Inventory Forms.

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those used in the rest of the building. The side elevations feature quadruple casements with transoms, set within a single masonry opening detailed with quoins and keystones as on the other faces of the building. A low stone wall encloses the grounds associated with this structure; it is detailed to match the memorial building and uses the same two types of stone in its construction. A wrought iron fence and several memorial plaques and monuments ornament the grounds. (Some of these are currently covered or removed for conservation).

The heirs of Thomas R. Proctor gave one acre of land, formerly occupied by Bagg's Hotel, as the site of a park in 1908.<sup>8</sup> Although the building was constructed to house the records of Bagg's Tavern, on whose site it is located, the records were lost before the memorial building was completed and it has remained without a designated use since its completion. Restoration of the park began in 2009.<sup>9</sup> It contains a variety of plaques celebrating the settlement of Utica and serves as a site for commemoration.

**310-312 Main Street (92NR00418)**

*Property name:* Utica Daily Press Building (now Kids Oneida)



*Date of construction:* 1904-05

*Architect:* Frederick H. Gouge

*Status:* Individually Listed (92NR00418; USN 06540.000518).

*Description:* Three-story, five-bay, brick masonry commercial building of rectangular plan with a flat roof. The foundation consists of bluestone blocks with a limestone watertable extending along portions of the east and west elevations. The principal elevation on Main Street consists of five bays; the central bay contains the main entrance above which are single windows on the second and third floors, divided into two lights on the second floor and double-hung on the third. This central bay is flanked on each side by two bays, each of which contains slightly narrower paired windows of the same types as those in the central bay. Each of the five bays on the principal elevation is outlined with pilasters that resolve into arches above the third-floor windows. At the first-floor level pressed brick pilasters with terracotta capitals featuring stylized triglyphs support a brick and terracotta frieze and cornice extending the full width of the building and accented above the entry with a more elaborate cornice supported on brackets. The door is surmounted by an arched transom, the architrave around which is rendered in the form of alternating mouldings and quoins; it is fabricated from terracotta and supported on limestone imposts.

<sup>8</sup> "Bagg's Square: A Chance for New Attractiveness," *Observer-Dispatch* (Utica, NY), January 7, 1973, 8A.

<sup>9</sup> Courtney Potts, "Volunteers Help Needed to restore Bagg's Square," *Observer-Dispatch* (Utica, NY), October 19, 2009, 1B and 3B.



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Above the first floor, the central bay is given greater emphasis by the recession of the flanking pairs of bays within corbelled recesses. Larger pilasters located at the ends of the façade, together with the central bay, visually support the building's frieze and dentilled and bracketed pressed-metal cornice.

The principal windows in the building are surmounted with brick jack arches. The sills of the windows on the third floor and secondary facades are limestone; those on the second floor of the Main Street elevation rest on the top of the terracotta secondary cornice. A one-story brick addition with flat roof was constructed to the south of the building c. 1925. Some of the original double-hung sash were replaced with anodized aluminum sash c. 1990.

The original presentation drawing for this building, executed by William W. Ames (a draftsman in the office at the time and later a partner to Gouge), was given to the Dunham Public Library in Whitesboro, Oneida County in 1950.<sup>10</sup>

**311-315 Main Street (06NR05690)**

*Property name:* Hieber Building (Children's Museum)



*Date of construction:* 1893

*Architect:* Frederick H. Gouge

*Status:* Individually Listed (06NR05690; USN: 06540.000519)

*Description:* A five-story brick masonry building of rectangular plan with a flat roof. The Main Street elevation is divided into five principal bays with a central entrance. Each bay contains multiple windows, the number of which differs on each floor. The stacked windows of the high basement and first and second stories of the two bays on either side of the entrance are recessed within arched openings; the windows are paired double-hung sash with transoms at the first floor level and a double-hung sash flanked by sidelights and transoms at the second floor level (separated from the windows below by an arcaded relief panel). The basement windows are covered with woven wire screens, obscuring what appear to be paired fixed-sash windows.

The principal (Main Street) façade features orange-red pressed brick, set in mortar of similar color. The central door is recessed between two piers and set within a paneled vestibule. The third and fourth floor windows are paired (except the bay containing the entrance, which has paired windows on the third floor and a single window comprised of two fixed lights on the fourth floor) and are enframed within arched

<sup>10</sup> "Books Given To Institute," *Utica Observer-Dispatch*, 21 May 1950, 5D.

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openings that rest on a brownstone stringcourse, projecting elements of which form sills for the windows. At the fifth-floor level, windows are triple double-hung sash within each bay, excepting the central bay, which has paired double-hung windows. Openings on the third, fourth, and fifth stories have a variety of arches, corbelling, and other decorative brickwork details. The cornice consists of corbelled brick. A sole wooden cornice bracket is located at the east end of the street wall.

The building occupies a bluestone foundation. Secondary elevations feature a variety of windows, chiefly paired or single double-hung sash, many with semi-circular arched or jack arch lintels. The corbelled cornice extends along much of the west elevation, which would have originally been visible from Bagg's Square.

The interior contains a complex freestanding central staircase, which extends the full height of the building. Most other original interior features remain, including glazed partitions and pressed tin ceilings. Alterations include replacement windows, and the loss of the pressed metal top component of the cornice.

Currently occupied by the Children's Museum (which opened in May 1980), this building is individually listed on the National Register (06NR05690).

**316 Main Street**

*Description:* Surface parking lot

**323-329 Main Street (90NR02057)**

*Property name:* Utica Union Station and Freight House



Utica Union Station



Freight House

*Date of construction:* 1910-1914

*Architect:* Stem & Fellheimer

*Status:* Individually Listed (90NR02057; Utica Union Station and Freight House USN: 06540.000071)

*Description:* Three-story, thirteen-bay, buff-colored brick and limestone masonry railroad terminal of rectangular plan with long rectilinear freight house wing extending to the east. The complex is covered with flat roofs and rests on poured concrete foundations.

The building features neoclassical detailing, including a rusticated first floor with arched openings on each of the principal elevations. Second-floor windows are set within limestone frames, the lintels and

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sills supported at the ends by consoles. Third-floor windows are set within simpler moulded frames, the ends of the projecting sills supported by carved blocks.

The building includes a projecting central pavilion in which the central five bays are each flanked on the second and third floors by giant Doric order columns set between brick pilasters. A large cast-iron entry canopy on the first floor is supported by these pilasters within the central bays. The second-floor windows within the central pavilion of the Main Street elevation are set within arched or pedimented frames and have balconettes. Windows are typically paired metal sash casements. The end bays of the pavilioned central five bays on the Main Street elevation project slightly, and carved limestone eagles surmount the corners of the cornice. The central bay on Main Street features a large clock with carved limestone frame incorporating eagles at the parapet.

The second and third floors of the four bays at each end of the principal (Main Street) façade and the east and west elevations are divided into bays by flat pilasters with limestone caps and bases. The pilasters are paired at the building's corners. Together with the pilasters and columns of the central pavilion, they visually support a frieze, cornice, and paneled parapet wall comprised of buff-colored brick and limestone, which extends around the building.

The principal features of the interior include a large waiting room with coffered ceilings, the principal east-west and north-south bays of which are barrel-vaulted. Extensive use of skylights and clerestory windows helps to brighten the interior. The interior makes extensive use of marble in the form of columns and revetments. Interior flooring is terrazzo throughout. The original waiting room benches, which ingeniously incorporate the heating system, remain in use.

The freight building, which predated the construction of the passenger rail station by two years, makes use of similar materials (buff-colored brick with limestone details), but is much more restrained in its detailing, befitting a building of utilitarian purpose. It is largely one-story in height, but a section containing offices is two stories. Much of the cast iron canopy, which extended along the north elevation, remains. The south elevation contains loading docks for transfer of freight to vehicles.

Construction of facilities associated with Utica's Union Station began in 1910 and was closely connected with the relocation of the Mohawk River to the north, which provided the space for expanded tracks adjacent to downtown. The north freight house was constructed in 1910-11, and passenger platforms, an underground passenger concourse, and a baggage tunnel were completed in 1912 on the former site of the river. Plans for the station proper were developed during 1912-13. Union Station was built in 1913-14 and opened in April of 1914.<sup>11</sup>

The restoration of the station was completed in 1980, at a cost of 1.7 million dollars. It was designated the official rail terminal of the winter Olympics, taking place in Lake Placid that year. The restoration included street improvements in the neighborhood, including "period lamp posts, granite curbing and landscaping. Costing \$260,000, the improvements were funded by the City Community Development monies" authorized by the Common Council. "Those funds were complemented by \$320,000 in DOT expenditures for the cost of building a new access road, Railroad Street, and a landscaped parking lot north of Union Station. Construction for a second parking lot across from the Station" began in spring 1981.<sup>12</sup>

<sup>11</sup> Carl Saporito, comp., *Building Union Station, Utica, N.Y.* (Utica, NY: Oneida County Historical Association, 2014), 12-34.

<sup>12</sup> "Progress Sign on Bagg's Square," *The Daily Press and The Observer-Dispatch* (Utica, NY), January 22, 1981, 9A.

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**320-328 Main Street was 322-328 (Formerly Utica Belt Line/ Utica Transit Authority; USN: 06540.000561)**

*Description:* A surface parking lot developed in 1980, with screen wall and contemporary sculpture. The sculpture is separately enumerated below.

**322-328 Main Street (Object)**

*Date of construction:* 1981



*Status:* Non-contributing (USN: 06540.001944)

*Description:* A steel and wood freestanding sculpture by Clinton, NY, artist John von Bergen (b. 1939) entitled "Bagg's Piece."<sup>13</sup> Installed at the north end of the lot, on the Main Street side of the property.

**330-334 Main Street (92NR00416)**

*Property name:* Doyle Hardware Building



Doyle Hardware Building (Main Street façade).



Doyle Hardware Building (Broad Street façade).

*Date of construction (three phases):* 1881, 1890s, and 1901

<sup>13</sup> Rand Carter, *Historic Utica: A Guide to the City's Outdoor Sculpture* (Utica, NY: Landmarks Society of Greater Utica, 1996), n. p.

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*Architect:* Frederick H. Gouge

*Status:* Individually Listed (92NR00416; USN: 06540.000751)

*Description:* A four-story brick masonry building of rectangular plan, with flat roof and granite and limestone foundation, constructed in three phases between 1881 and 1901, with a one-story, one-bay extension on the Main Street side of the building, constructed either as part of the 1881 work or soon afterward.

The oldest portion of the building (1881) has two façades, on Main and First Streets. The Main Street elevation is the principal façade and features triple show windows set within cast iron frames with transoms at the first-floor level. Glass block fills analogous openings at the basement level. Ironwork used in the storefronts features the embossed manufacturer's mark of C. Palmer & Son of Utica. The Main Street elevation is divided into four bays, each separated by flat pilasters and containing two windows on each floor. The second and fourth-floor windows have jack arch lintels. Third-floor windows are set within round arches with decorative brickwork filling the area between the top of the sash frame and the arch. Cut-stone stringcourses extend between the pilasters of each bay at the base of windows, forming sills at the base of the second, third, and fourth-floor windows. Bricks are laid in a paneled and corbelled pattern to create a cornice. The central two bays are surmounted with triangular pediments that contain a triangular field of patterned brick. All windows on the upper floors of the Main Street elevation are currently covered with boards, but are likely of the same form as those on the First Street elevation—double-hung, two-over-two sash. A one-story bay on this façade may be an original feature or early addition on the west side of the building; its detailing matches that of the balance of the Main Street elevation.

The northernmost bay on the east (First Street) façade continues the decorative programme of the Main Street elevation. The balance of the First Street façade—originally extending ten bays in length, but extended south by four bays in the 1890s—features simple detailing and jack arches. Windows are double-hung two-over-two sash, the first and second floors having an additional fixed divided sash above. Sills are cut limestone. A cast and wrought iron fire escape of simple design is affixed to the fifth and sixth bays from the north on the First Street façade, at the second, third, and fourth-floor levels.

The 1901 addition is 10 bays in length along Broad Street and 11 bays along First Street. The upper floors of each bay on both elevations are accentuated by flat pilasters that connect above the fourth-story windows in semi-circular arches of cut limestone. The first floor on Broad Street forms a base for the pilasters and is rendered in pressed brick. The entrance on Broad Street is accented by a Doric enframing that encompasses the central two bays of the façade. Doors within these bays have semicircular transoms with moulded limestone architraves and impost blocks. The remaining bays on the first floor of the Broad Street façade feature showroom windows, currently divided into five fixed lights per bay and surmounted with an intermediate cornice that continues to the First Street side of the building. Windows throughout the 1901 portion of the building are double-hung, two-over-two sash with squared limestone lintels and sills, except for the first-floor windows on the First Street elevation (which lack lintels) and the fourth-floor windows of both the First and Broad Street elevations (which have rounded heads with arched lintels featuring projecting edge molding). A denticulated and bracketed wood and sheet metal cornice extends along the top of the two street faces of the 1901 constructed segment of the building.

The secondary west façade features windows on only the second, third, and fourth floors, due to an adjacent one-story structure that no longer exists. These windows are rectangular, double-hung, divided-light sash, and have brick jack arch lintels. The interior of the building consists of an open plan, the floors supported by heavy timber posts and joists.

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The 1881 and 1890s portions of this building were originally occupied by the Crouse & Brandegee Clothing Manufacturing Company.<sup>14</sup> The complex was subsequently occupied and expanded in 1901 by the Doyle Hardware Company, which closed in December 2006 after having been run by the family for nearly 135 years. Public announcement of the planned renovation of the Doyle Hardware building was made in October 2009; unfortunately that renovation stalled and was left incomplete.<sup>15</sup> A portion of the cornice on the First Street elevation of the 1901 part of the building was removed some time after 1992. Many of the windows are presently covered with plywood, but most of the original sash appear to remain in place.

**400 Main Street (aka 101 First Street) (92NR00419)**

*Property name:* Hurd & Fitzgerald Building



*Date of construction:* 1911

*Architect:* Frederick H. Gouge

*Status:* Individually Listed (92NR00419; USN: 06540.000749)

*Description:* A five-story brick masonry building of rectangular plan with flat roof. The building features four bays of paired double-hung windows on its Main Street façade, and six bays featuring the same detailing along First Street. The principal entrance is located on the First Street side, and is in the form of paired doors surmounted with a semicircular transom around which is a moulded limestone architrave. This is flanked by Doric columns set *in antis* between pilasters, which support an entablature, frieze, and cornice rendered in limestone. Sills, stringcourses, and the intermediary cornice at the second-floor level are all rendered in cut limestone. The building largely lacks distinguishing detail in other respects. There is no cornice; a stepped parapet crowns the two street facades. Panels between the paired double-hung windows on each of the street facades are covered with stucco. The first floor of the Main Street façade features show windows; the two southernmost bays of the First Street face of the building have loading bays. Secondary elevations on the east and south have irregularly-spaced fenestration, chiefly comprised of single double-hung undivided sash, with jack arch lintels and limestone sills.

Alterations include the blocking up of the basement windows and replacement of upper windows with anodized aluminum sash. It is possible that the building originally had a cornice; if this is the case, it

<sup>14</sup> Sanborn-Perris Map Company, *Insurance Maps of Utica, New York*, (New York, NY: Sanborn-Perris Map Company, 1899).

<sup>15</sup> Dan Miner, "Rebirth of a Landmark: Ex-Doyle Hardware Building Slated to House New Businesses," *Observer-Dispatch* (Utica, NY), October 12, 2009, 1A and 4A.

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was removed and replaced with a parapet wall at an early date, perhaps c. 1940. The building continues to be used for commercial purposes.

**Main Street**

[East of 400 Main Street]

*Description:* Surface parking lot

**401-405 Main Street**

*Property name:* Dante Restaurant



*Date of construction:* 1924-25

*Architect:* Edward J. Berg

*Status:* Contributing (USN: 06540.000563)

*Description:* Two-story brick commercial building of rectangular plan with restrained Renaissance Revival detailing. Details, including string courses, imposts, decorative plaques, and quoined door surrounds are rendered in artificial granite. Fenestration is irregularly spaced, but generally divided into groups of three show windows on the first floor, surmounted by round-headed windows following the same configuration on the second floor. The parapet and second floor are vertically divided by twisted colonettes.

The main entry is located on a short wall formed by clipping the corner of the building at the intersection of Main and First Street walls. The entry is emphasized by a short step-up of the parapet wall that caps the façade and by the insertion of a shield-form plaque. Two additional plaques, smaller but of similar form, are located to each side of the arch above the first-floor entry. Plaques of the same form are located above the secondary doors, and in the parapet wall in the secondary entrance bays. The plaques feature various designs including baskets of flowers, banding, and—at the entrance—the letters “R” and “P.” (What these initials represent is presently unknown.)

Alterations include a one-story, two-bay, concrete block and brick addition to the east (thought to be c. 1970), second-story window replacements, first-story storefront window alterations, front door replacement, and entry alteration for handicapped access.

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Built in 1924-25, this structure was initially occupied as the Dante Restaurant.<sup>16</sup> From 1938 to 1951 (or later) it housed Utica Gear and Autoparts. It was occupied as the Trackside Tavern in 1979.<sup>17</sup> The building is currently vacant.

**412 (aka 412-414) Main Street**

*Property name:* D. B. Smith Company



*Date of construction:* c. 1920

*Status:* Contributing (USN: 06540.000562)

*Description:* Two-story brick commercial building of irregular plan form, concrete foundation, and flat roof. The building consists of a two-story brick-faced office building, doubly stepped back to the west; behind the office building is a larger attached shipping wing. The principal façade, on Main Street, has four bays on the first floor wall, three large windows, and an entrance in the westernmost bay. The second floor is divided into five bays, each with a double-hung sash. A stamped metal cornice extends the full width of the façade. Below the cornice and above the second floor windows is a plaque embossed with the name "SMITH."

Behind this part of the building, and stepping back twice as the building extends to the west to provide for loading bays, a larger section holds the packing and shipping department. The first loading bay was constructed contemporaneously with, or soon after (by 1925), the office building; the second (west) loading bay represents an addition completed before 1950.<sup>18</sup> All parts of the building have poured concrete foundations, brick principal elevations, and artificial stone trim. Windows on the secondary facades are irregularly spaced with cast stone sills and no lintels; the majority of the original sash has been replaced with anodized aluminum fixed and double-hung sash, although several older stacked casement windows (representing replacements dating to the 1950s) remain. A courtyard formed by the building on its east side is sheathed with aluminum siding, suggesting that these walls, interior to the property, are wood-framed.

<sup>16</sup> [Announcement of Formal Opening of Dante Restaurant], *Utica Daily Press*, February 5, 1925.

<sup>17</sup> Massouh, Building Structure Inventory Forms.

<sup>18</sup> Sanborn Map Company, *Insurance Maps of Utica, New York* (New York, NY: Sanborn Map Company, 1925) and *Insurance Maps of Utica, New York* (New York, NY: Sanborn Map Company, 1950)



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The building has been occupied since 1921 by the D. B. Smith Company, one of the few manufacturers of hand-operated spray pumps in the United States.<sup>19</sup> The firm has their principal offices in New York Mills, and celebrated their 125th year in business in 2013.

**413-415 Main Street**

*Description:* Vacant treed lot

**417-421 Main Street**

*Property name:* The Utica Cold Storage & Warehouse Co.



*Date of construction:* 1893

*Status:* Contributing (USN: 06540.000564)

*Description:* A four-story brick masonry building of rectangular plan, having a flat roof and bluestone block foundation. The Main Street façade consists of three bays separated by paneled pilasters joined by arches at the top of the third floor and patterned brickwork spandrels. The central entrance bay is narrower in width, and features rusticated brownstone impostes and a denticulated lintel. The second and third-floor windows (consisting of single, paired, and tripled double-hung sash or glass block) are set within blind arches. At the fourth-floor level, the center bay had a single arched window and each of the two larger end bays had five narrow arches; the central three were windows, while the arched openings at the ends of each bay were left blind. The building has an elaborate cornice comprised of corbeled and arched brickwork, with wood mouldings. The tops of the pilasters resolve into sheet metal decorative ornaments. The secondary elevations feature irregular fenestration, evidencing much change over time, and are otherwise unornamented. The north elevation is similar except that it has a corbelled cornice of simplified design.

The building has suffered numerous changes to its windows. Many of these appear to have occurred c. 1940, when the apertures of the Main Street façade were altered; glass block and steel sash windows were incongruously inserted and loading doors created at the first floor level. Despite this, all of the principal decorative elements of the façade remain, and sufficient information is retained in the remaining fabric of the building for it to be returned to its original form.

<sup>19</sup> Massouh, Building Structure Inventory Forms.

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The building was built in 1893 as a cold storage structure; it housed meats butchered in Chicago and shipped east to market, together with local dairy and produce, plus furs and woolen goods.<sup>20</sup> James P. Brown's Dairy Products was also housed in the building. In 1925 it was occupied by Scala Packing Company.<sup>21</sup> In 1950, it served as the storage facility for a wholesale liquor dealer.<sup>22</sup> Later (1979) this structure was known as Peoples Moving & Storage.<sup>23</sup> It is presently vacant.

**422-426 Main Street**

*Description:* Surface parking lot

**423-439 Main Street**

*Description:* Vacant lot, most of which is planted with grass; the eastern edge is graveled and used for parking.

**428 Main Street**

*Property name:* Snowgrass



*Date of construction:* c. 1935

*Status:* Contributing (USN: 06540.001945)

*Description:* One-story masonry commercial building of rectangular plan, flat roof, and concrete block foundation. Walls consist of rusticated concrete block, concrete block, and brick. The principal openings are pedestrian and garage doors on the north and west elevations. The garage door on the west elevation is flanked by openings filled with glass blocks.

In 1925 the lot on which this building stands was occupied by a dwelling.<sup>24</sup> The current structure was built by 1935 and used as an "Insulation Warehouse & Office" in 1950, according to Sanborn insurance maps. The now-attached wing to the west was at that time a private garage.<sup>25</sup> The two formerly-separate structures appear to have been constructed contemporaneously and are currently occupied for commercial purposes.

**501 (aka 501-529 and 520-524) Main Street**

<sup>20</sup> OCHS, Utica, New York. Historic Information Files 24540.

<sup>21</sup> Sanborn, 1925.

<sup>22</sup> Sanborn, 1950.

<sup>23</sup> Massouh, Building Structure Inventory Forms.

<sup>24</sup> Sanborn, 1925.

<sup>25</sup> Sanborn, 1950.

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*Property name:* Charles Millar & Son

*Date of construction:* 1887, 1905, 1912-13, c. 1920, c. 1946

*Architect:* Agne, Rushmer & Jennison (1905 portion)

*Status:* Contributing (See text for USNs)

*Description:* An extensive manufacturing complex consisting of several structures either connected to or on adjacent lots; one structure is located across the street, to the south.

The Charles Millar & Son complex consists of six structures, five of which are attached, which were constructed during the period 1887- 1946. For clarity, the components of the complex will be described in order of their construction, and have been assigned letter designations (Figure 3).

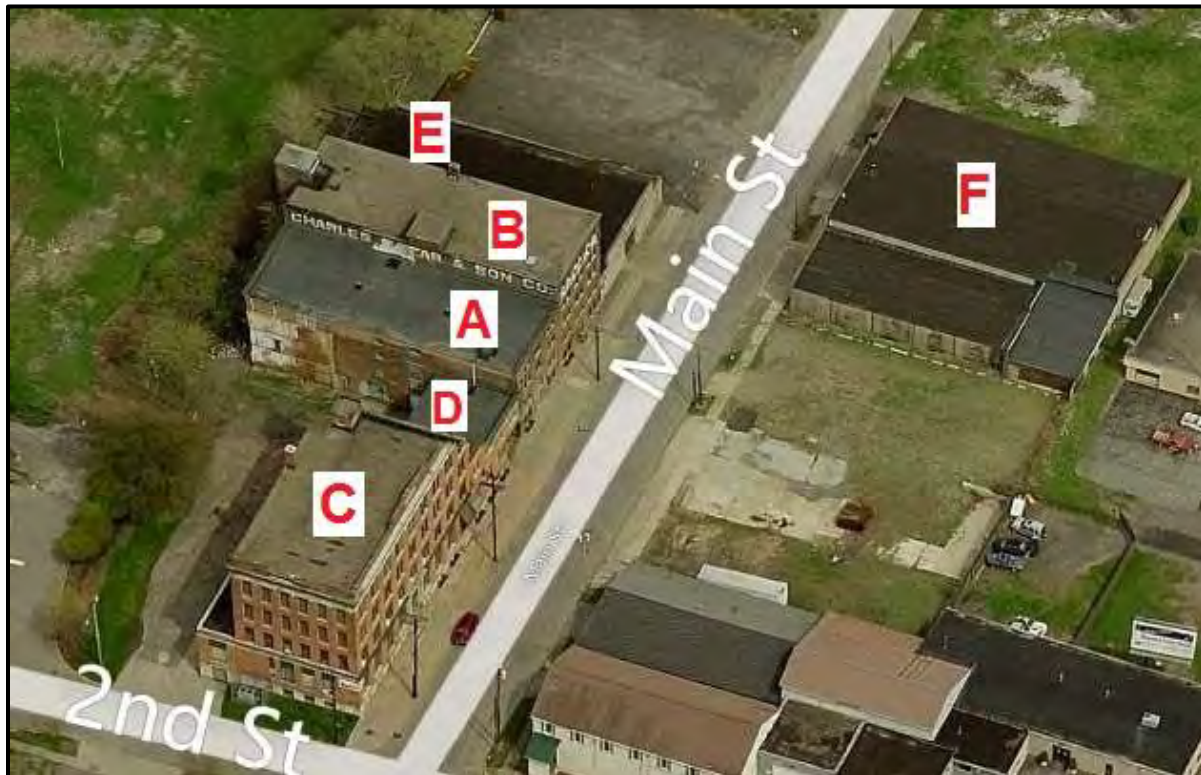


Figure 3. The Charles Millar & Son complex, seen from the southwest. Letters indicate the order in which components of the complex are discussed and their order of construction.

- A. Brick Building: The earliest remaining structure in the complex dates to 1887; it is a four-story, five-bay brick building of rectangular plan having paired double-hung, six-over-six sash flanking a central loading bay featuring paired doors. Each opening has jack arched lintels and limestone sills. A simple cornice is achieved by corbelling out the brick at the top of the façade. The rear (north) elevation of the 1887 structure is identical to its Main Street façade. A black and white painted sign advertising the firm's name "CHARLES MILLAR & SON CO." and "WAREHOUSE" is located at the second floor level, and extends the full width of the building.
- B. Warehouse: A 1905 warehouse utilized identical detailing to the 1887 portion of the building, and is located immediately to the east of that structure. The 1905 warehouse was completed from plans by Utica architects Agne, Rushmer & Jennison and cost \$12,000 to construct.<sup>26</sup> It is five stories in height

<sup>26</sup> "Architects Kept Busy," *The Utica Journal*, December 31, 1905.

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and six bays wide, consisting of three sets of paired openings. Unlike the 1887 structure, this building was built without upper-floor loading doors. The rear elevation of the 1905 building is similar to its Main Street front excepting that it lacks a cornice and the central pair of windows is replaced (as part of the original design) with a stair tower. A large black and white painted sign "MILLAR" is located between the fourth and fifth floors of the street façade, extending the full width of the building. A second painted sign indicating the full name of the firm, "CHARLES MILLAR & SON CO.," is painted across the top of the west elevation of this building, and was intended to be seen from the adjacent rail line. Similar painted signage extends across the back of the 1887 building. The east elevation of this structure bears additional signage painted in black and white; in addition to the corporate name, various products manufactured by the firm are noted in large white letters on a black background.



Buildings A and B.



Buildings C and D.

- C. Corporate Office Building: A corporate office building and manufactory was constructed in 1912-13.<sup>27</sup> It is a four-story brick masonry building of rectangular plan with flat roof on a rusticated, irregular-block, ashlar limestone foundation with pairs of barred casement windows. It has ten bays of paired double-hung sash windows on its Main Street façade and six bays of single double-hung windows on its west elevation—however, most of the original windows have been replaced or covered over. The first-floor entry on Main Street has a Doric frontispiece featuring fluted pilasters supporting a triglyphed frieze and bracketed cornice. The entry doors had a semi-circular transom, now altered. The frieze and cornice of the door enframingent continued along the Main Street and Second Street facades of the building as an intermediate cornice, separating the first floor from the remainder of the elevations; this feature is now partially obscured by an anodized aluminum panel. The upper-floor window openings have no lintels and simple limestone sills. The fourth-floor windows have lintels that are limestone and are incorporated into the lower portions of the entablature/frieze/cornice assembly that crowns the building. The lower portions of this decorative feature consist of limestone blocks of two different heights; the frieze proper is brick while the cornice is stamped metal. A parapet wall surmounts the cornice; it is of brick and is capped with overlapping ceramic tiles. The central portion of the Main Street parapet raises to form an abstracted pediment within which is located a limestone plaque with embossed letters "MILLAR." The north elevation features six pairs of six-over-six double-hung windows on each floor, stacked but spaced irregularly along the façade.

A one-story one-bay addition to the Second Street façade of the 1912-13 building was constructed c. 1930. Its design extends the intermediate cornice and frieze from the top of the first floor of the main

<sup>27</sup> "Tribune Company Buys Millar Site," *Utica Herald-Dispatch*, May 11, 1921.

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building, and utilizes the same type of brick for its walls, and identically detailed random ashlar foundation; however the basement windows are detailed differently, having jack-arched heads. The first-floor windows replicate the showroom windows of the Main and Second Street elevations of the earlier portion of the building. A paired loading door is located at the basement level of this addition, on the Second Street façade. A gilt-letter sign with a black background is fit into the frieze above the first floor on the Second Street side. It and a prominent black and white painted sign extending along the top of the north elevation of this building bear the corporate name "CHARLES MILLAR & SON CO." and like other signage on the building, appear to have been intended to advertise the firm to rail traffic.

- D. Brick Connector: A two-story four-bay brick addition joins the 1887 and 1912-13 buildings. It features a carriageway in its eastern bay on the first floor; all other openings are filled with paired double-hung sash. It has a simple sheet metal cornice. The construction date for this structure is unknown, but it was in place by 1925.<sup>28</sup>
- E. Pipe Storage Building: A one-story pipe storage building, constructed by 1925, is located immediately adjacent to the east of the 1905 portion of the structure at 517-519 Main Street.<sup>29</sup> It is rectangular in plan, has a flat monitor roof with steel windows, and is built of concrete block. It has a single loading door with no windows on its Main Street façade. A recessed sign above the door reads, "PIPE/CHARLES MILLAR & SON CO."
- F. Steel Storage Building (USN: 06540.001946): Another building, similar to the Pipe Storage Building and also constructed before 1925, is located directly across the street, and historically bore the address 520-524 Main Street.<sup>30</sup> It is also of rectangular plan, constructed of concrete block, and has a flat monitor roof with steel windows. Its wider façade includes two loading bays, two louvered vents, a door, and a window, the last presently boarded over. The west elevation is divided into five bays, four of which feature large areas of glass block. The east elevation is without fenestration or division. Similar to the pipe storage building, this structure has a recessed sign reading, "STEEL/CHARLES MILLAR & SON CO." The southwest corner of this building differs in construction, having clay tile walls. The only aperture on the west elevation is a recently inserted door near the south end of the wall. This warehouse was extensively damaged by fire in August 1946, and subsequently rebuilt.<sup>31</sup> It is possible that the clay tile portions of the building represent work that was done after the fire.

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<sup>28</sup> Sanborn, 1925.

<sup>29</sup> *Ibid.*

<sup>30</sup> *Ibid.*

<sup>31</sup> "Blaze Sweeps Millar Warehouse; Damage \$50,000," *Utica Daily Press*, August 23, 1945, 15.

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Building E.



Building F.

The company was established in 1861 by Charles Millar and his son H. W. Millar and was previously located at 127-129 Genesee Street. In the late 19th and early 20th centuries, they specialized in the “manufacture of lead pipes, solder, and supplies for plumbers, tanners, steam fitters, contractors, railroads, water works and manufacturers.” In 1909, the “warehouses, lead pipe and solder works [were] located at Nos. 5, 7, 9 and 11 Second Street, conveniently located for shipping purposes on the tracks of the New York Central Railroad; the main building is 80 x 120 feet in dimensions, and has five stories, and besides this one there are several adjacent smaller buildings.”<sup>32</sup> The firm became a subsidiary of Pacemaker Steel & Piping Company in 1969.<sup>33</sup>

A profile of the Millar firm, the current successor to which still occupies the complex, can be found in Cookinham’s Oneida County history.<sup>34</sup>

Water Street

**Water Street at John Street**

[aka Main St. (Rear), County tax map ID #318.8-1-58]

*Description:* Surface parking lot

Oriskany Street

**221 Oriskany Street East**

*Property name:* Observer-Dispatch Building

<sup>32</sup> William S. Kline and Company, Comps., *Illustrated & Descriptive: Utica, New York* (Troy, NY: Troy Photo Engraving Co., 1909).

<sup>33</sup> Pacemaker Steel & Piping Company, “Company History.” <http://www.pacemakersteel.com/about/history.php>

<sup>34</sup> Henry J. Cookinham, *History of Oneida County, New York from 1700 to the Present Time* (Chicago, IL: S. J. Clarke Publishing Company, 1912), 505-508.

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*Date of construction:* 1914; 1932 with later additions

*Architect:* Gouge & Ames; Edmund J. Booth (1965 addition)

*Status:* Contributing (USN: 06540.000572)

*Description:* A three-story brick-masonry building with limestone sheathing, rectangular in plan with a flat roof. Originally constructed in 1914 with its façade facing Catherine Street, it replaced the stables of the Jones of Utica Trucking and Storage Company. Before the reorientation of the building to Oriskany Street, it used its location to “expose from the rear of its building, bulletins of great national events, giving the public opportunity to follow the events as they proceeded.” In 1924, the company displayed a “graphic representation of the games in the World’s Baseball Series, which from 30,000 to 40,000 witnessed last October, some of them driving 50 miles back and forth to see the plays presented on a monster board.” Presumably, the public saw this information from Genessee Street and the canal.<sup>35</sup>

The Observer-Dispatch building received its present façade, on Oriskany Street, when the building was reoriented to this new road created after the Erie Canal was filled in. Alterations were initially proposed in 1927, but designs published at that time do not match those completed in 1932. It has been put forward that the Oriskany Street façade was designed by Utica architectural firm Gouge & Ames (who originally designed the building), but this remains speculative.<sup>36</sup> The Catherine Street façade was covered over at a later date (c. 1977) with limestone panels.

The new principal façade on Oriskany Street features three large arched openings into which two stories of glazing—separated by black spandrel glass—are fitted. The end bays of the building contain a door (at the east end) and a single double-hung metal sash at the west end. Single windows of the same design are placed above on the second and third floors. On the third floor, double-hung windows matching the single windows in form (but grouped into three groups of three closely spaced apertures) extend the lines of the sides of the arched openings on the first and second floors. Detailing of the façade throughout is restrained, limited to a slight projection and stringcourse serving as a base, narrow slightly projecting sills, and an entablature and cornice formed, again, by slightly projecting elements. All but the cornice, which is fabricated from sheet metal, are limestone. The frieze is engraved with the name “UTICA OBSERVER-DISPATCH” in Roman capitals flanked by labels. The suggestion of a parapet is achieved by raising the wall above the cornice into a very shallow pediment. The east and west elevations of the building lack fenestration.

<sup>35</sup> “Where is the Benefit?” *Utica Observer-Dispatch*. September 15, 1924, 6.

<sup>36</sup> “Stately Old Homes in Utica Inspired Work of Ames,” *Observer-Dispatch* (Utica, NY), unknown date in February 1939; Massouh, Building Structure Inventory Forms.

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Alterations and additions to the building were made in 1965, from designs by Edmund J. Booth, and in 1977.<sup>37</sup> These included a two-story concrete-panel sheathed addition to the west, which has two loading bays on its north elevation and a single entrance at the west end of its Oriskany Street elevation. This addition is not original to the period of significance; however it does not obscure any original detail of the building as it was constructed on a parcel that was formerly occupied by a structure and so adjoins the building at a party wall.

The Utica Observer-Dispatch was one of the founding newspapers that made up the Gannett Co., Inc. of Rochester, NY, when Frank Gannett bought his partners out in 1923; the Gannett chain is now the largest newspaper publisher in the United States as measured by daily circulation.<sup>38</sup>

### **Railroad Street**

#### **Railroad Street and Water Street**

*Description:* Surface parking lot Second Street

### **Second Street**

#### **216 Second Street**

*Property name:* Utica Commercial Truck Body Builders, Inc.



*Date of construction:* c. 1990

*Status:* Non-contributing (USN: 06540.001829)

*Description:* Two-story prefabricated metal building of rectangular plan with a gable roof on a concrete slab foundation. The building is sheathed with ribbed sheet metal with two large bay garage doors on right side of west façade and currently occupied for commercial purposes.

<sup>37</sup> [Notices] *Engineering News-Record* 175 (1965): 50; Laurence Paul, "Building Hits \$7 Million in 1964," *Observer-Dispatch* (Utica, NY), 10 January 1965; "O-D Wins Out of Court Settlement," *Observer-Dispatch* (Utica, NY), 20 June 1985.

<sup>38</sup> Gannett.com, "From then till now," accessed August 31, 2016. <http://www.gannett.com/who-we-are/history/>



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## **Integrity**

Buildings within the district typically retain integrity of location, design, materials, workmanship, feeling, and association. Several of the large-scale factories or warehouses have been altered by the replacement of their windows or removal of secondary details. However, despite these losses and their impact on design integrity, these structures retain the other cited aspects of integrity. In addition, although the setting has changed radically during the past 150 years, the district's current appearance is directly related to historical forces associated with the district's transportation and industrial contexts.

The great majority of the larger manufacturing buildings and warehouses built in the district during the period c. 1875-1930 remain, though secondary and support structures such as garages and storage sheds (and the few remaining residences from the early 19<sup>th</sup> century) have completely disappeared. Many of these losses had occurred by 1955. The subsequent influence of 1970s Urban Renewal, in the demolition of disused structures and their replacement with surface parking lots, has had a significant influence in the appearance of the district but should be viewed as continuing the effects of car culture in the Bagg's Square East Historic District.

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

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**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

INDUSTRY

ARCHITECTURE

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Period of Significance**

1875-1955

**Architect/Builder**

James A. Wetmore, Acting Supervising Architect of the U. S. Treasury; Louis A. Simon, Office of the Supervising Architect

**Significant Dates**

N/A

Frederick H. Gouge; Stem & Fellheimer

Edward J. Berg; Agne, Rushmer & Jennison

**Period of Significance (justification):** The period of significance is 1875-1955. This date span excludes the earliest residential development of Utica, represented today only by the street grid and a single, much-altered residence. Instead, it encompasses the remaining standing structures within the Bagg's Square East neighborhood, which together reflect the zenith of the transportation and industrial prosperity of the City of Utica (between c. 1875 to 1930) and the subsequent changes to the city wrought by the advent of car culture (1930 to 1955). The high visibility of sites on Genesee Street (and, after 1923, Oriskany Street) was amplified by the proliferation of automobiles and influenced the siting of some of the city's principal cultural and governmental institutions along these two edges of the district. The most prominent are the Federal Courthouse, built in 1927-29; the Observer-Dispatch building (home to Utica's principal newspaper), reoriented to face Oriskany Street in 1927-32; and Bagg's Memorial Tavern in Bagg's Square Park, in process from 1908 through completion in 1932. The period of significance ends in 1955, one year after the opening of the New York Thruway created another major shift in automobile traffic that coincided with population loss as families moved to Utica's suburbs.

**Criteria Considerations (explanation, if necessary):** N/A

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**Statement of Significance Summary:**

The Bagg's Square East Historic District is significant under **Criterion A** for **Transportation** and **Industry** and under **Criterion C** for **Architecture**. Its period of significance is 1875-1955, covering the rise and subsequent fall of Utica as a transshipment center for central New York State and the related rise and fall of the city's industries. By the 1930s, Utica had begun its transformation to a more local economy, as cars replaced canal barges and trains. The opening of the New York Thruway in 1954 was another turning point, after which

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the city became increasingly decentralized and lost 41 percent of its population. As a result, the period of significance for the district ends in 1955.

The standing structures within the district demonstrate the linkage between Utica's advantageous location on principal east-west transportation routes and the late-19<sup>th</sup> century industrial expansion of the city. The establishment of the Erie Canal in the 1820s and the introduction of the railroad in the 1830s, both providing boundaries for the district, presented opportunities for growth that the city took advantage of. Both transportation technologies opened national markets for the region's products, chiefly textiles and dairy products. However, after 1930, greater use of automobiles, changes in the national economy, and the advent of air conditioning began the decentralization of Utica's downtown and the movement of much of the city's industry to southern states. This trend accelerated after 1955, isolating the district and leaving its economy reliant on local services and on servicing cars.

The district is also significant for its architecture. Structures within the district embody the distinctive characteristics of commercial and institutional structures of the period 1875-1955. Their designs reflect popular period architectural styles and utilize characteristic construction technologies. The district includes buildings featuring Richardson Romanesque, Classical Revival, Art Deco, Moderne, and other styles. Construction techniques range from traditional braced framing (used in the oldest structures) to steel and concrete framing for buildings constructed near the end of the period of significance.

At least five buildings were designed by Utica architect Frederick H. Gough or his firm. Other architects include Agne, Rushmer & Jennison for the 1905 portion of the Charles Millar & Son complex; Stem & Fellheimer for Utica Union Station (1913); Edward J. Berg for the Dante Restaurant (1924); and James A. Wetmore, Acting Supervising Architect of the U. S. Treasury, and Louis A. Simon, Office of the Supervising Architect, for the Alexander Pirnie Federal Building (1927).

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## **Criterion A—Transportation and Industry**

### **Introduction**

The Bagg's Square East Historic District is located in downtown Utica, Oneida County, New York, on the south side of the Mohawk River. The development of the district—and the city—is directly connected to the expansion of transportation technologies through central New York State. Throughout Utica's history, the low-lying flats adjoining the river presented the most advantageous site for a succession of modes of transportation, first by foot and hoof, later utilizing rail, boat, and automobile. Access to raw materials and to markets led to the development of manufacturing and commerce, and the city grew to 22,529 people in 1860, 56,383 in 1900, and over 100,000 people by 1930. Local architects like Frederick H. Gouge (1845-1927) found willing clients for their services, and Utica developed an impressive infrastructure of manufacturing, commercial, and institutional buildings. Despite the loss of secondary structures, the Bagg's Square East district retains its ability to tell an important part of Utica's late 19<sup>th</sup> to mid-20<sup>th</sup> century history.

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**Early Utica, to 1875**

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Before the settlement of central New York State by European-Americans in the late 18<sup>th</sup> century, Utica—and more particularly the site of what became Bagg's Square—marked the intersection of east-west and north-south travel routes (including a river crossing) established by the Haudenosaunee. Genesee Street, generally following the north-south path, is located directly west of the Bagg's Square East Historic District and forms one of its boundaries.

To the east, the establishment of Fort Schuyler by the British in 1758 brought the first European-Americans to the region. The fort—one of a series that protected the movement of supplies to Lake Ontario—was never attacked and largely abandoned after the French and Indian War. The establishment of a permanent community would have to wait until after the close of the Revolutionary War. A newspaper article from 1973 identifies the location of Fort Schuyler as east of the Charles Millar & Son property, north of the roundabout located there, and just outside of the district.<sup>39</sup> Given the lack of any standing structures or temporal continuity with the structures in the Bagg's Square East Historic District, the Fort Schuyler site is not included in the current district, although it likely could qualify as a National Register-eligible archeological resource by itself.

Utica first appeared as a crossroads. Blacksmith Morris Bagg arrived in Utica in 1793 and bought four acres of land for a tavern and smithy. (Customers apparently waited at the bar while their horses were shod.) A two-story frame hotel soon followed. Although the following map showing the hotel and square is labeled 1802, it seems to have come from an 1851 source and may predate the 19<sup>th</sup> century by a few years.

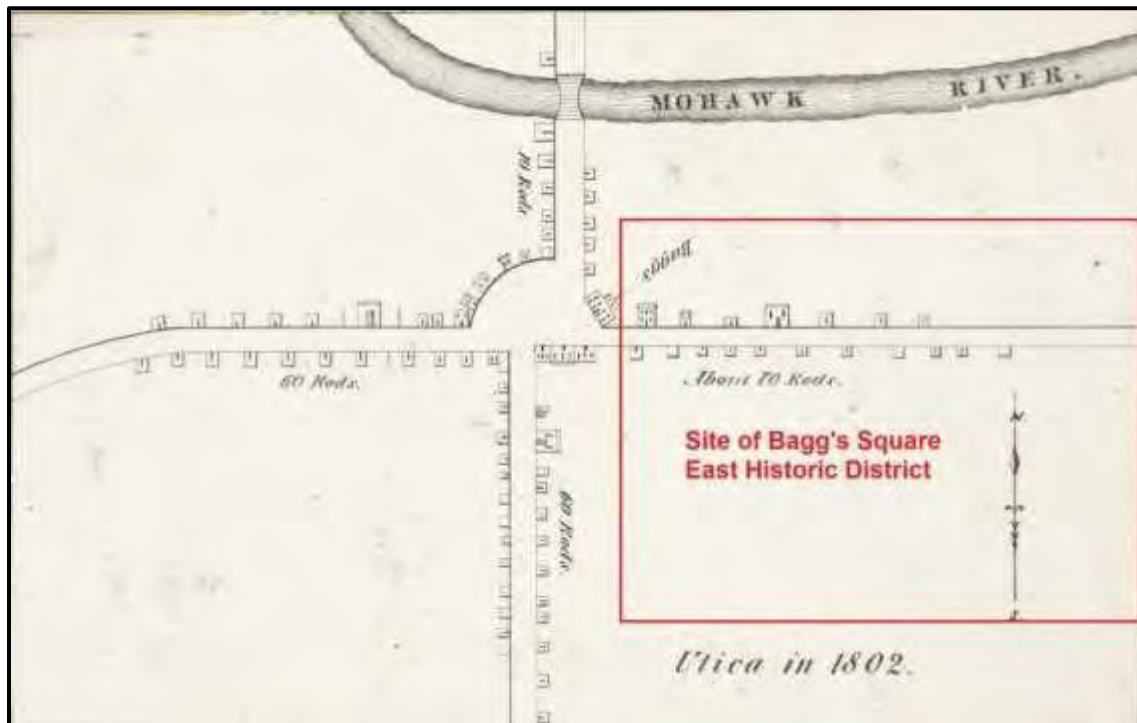


Figure 4. *Utica in 1802*: Extracted from *New York State, State, Sect. of Documentary history of the state of New York. Albany: 1849-1851, v. 3, Map Division Scrapbook, New York Public Library.*

<sup>39</sup> "Bagg's Square: A Chance For New Attractiveness," *Observer-Dispatch* (Utica, NY), January 7, 1973, 8A.

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Another map from the 1790s shows the establishment of a larger street grid, consisting of three east-west streets (Water, Main and Broad) and four north-south streets (Genesee, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> street).<sup>40</sup> The majority of this original grid survives today; its streets constitute the majority of public ways within the Bagg's Square East Historic District. However, no late 18<sup>th</sup> or early 19<sup>th</sup> century buildings remain, with the exception of one 1830-50 row house (325 Catherine Street) that has been incorporated into the Rathbun Building complex. (As will be explained further, Bagg's Square itself has also disappeared due to redevelopment and road construction.)

At the end of the 18<sup>th</sup> century, the development of the Seneca Turnpike—modern-day Route 5, known locally as the Genesee Road—established the status of the fledgling community of Utica as a transportation hub.<sup>41</sup> A business district commenced on Bagg's Square, providing hospitality and shipping services, as well as serving the everyday needs of local residents. The village of Utica was chartered in 1798. Bagg's Hotel was reconstructed in brick on the east side of the square in the early 19<sup>th</sup> century and provided a stopover for travelers headed west—initially by coach, later by canal boat or train—until 1932, when it was razed.<sup>42</sup> The population of the community grew dramatically as New Englanders travelled west in search of opportunity in the first two decades of the 19<sup>th</sup> century. The 1820 census counted 2,972 residents.

The Erie Canal, which opened to the west of Utica in 1819 and eastward in 1821, was completed along its entire length in October 1825; it spurred further growth and helped Utica consolidate its role in shipping and manufacturing among a network of central New York communities. (The canal was dug immediately to the south of the 1790s street grid along today's Oriskany Street East, the southern edge of the Bagg's Square East Historic District.) By 1830, the population had risen to 8,323, and Utica incorporated as a city in 1832, expanding south and west in response to its proximity to the canal. Genesee Street became the principal commercial street; the Chenango Canal, ½ mile further west, opened in 1836; and the Erie Canal expanded soon afterward to carry more and larger barges.

Next came the railroad. The Utica & Schenectady Railroad was incorporated in 1833, partially opened in 1836, and completed the following year. The tracks were laid immediately north of Water Street and form the northern edge of the Bagg's Square East Historic District. The first passenger and rail stations were located along the east edge of Bagg's Square in the northwest corner of the district. The consolidation of passenger services, offering transportation across the state from Albany to Buffalo, occurred in 1843.<sup>43</sup> Thereafter, transportation, hospitality, and manufacturing concerns began to vie for sites close to the river, railroad, and canal—and the district slowly began to lose its residential character.<sup>44</sup>

In the mid-1840s, the city solved an important problem—its waterpower was not sufficient for the growth of its most important industry, textiles. The flow of the Mohawk River and local creeks was limited, and competition was growing in New England. At the beginning of the decade, the *Utica Daily Gazette* published a series of

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<sup>40</sup> "A Map of the Town lots old Fort Schuyler Herchimer [sic] County State of New York. Surveyed for Bleecker July 1797, by Calvin R. Guiteau." Available at OCHS (Oneida County Historical Society), Utica, NY.

<sup>41</sup> Ben A. Kroup, "Utica Daily Press Building" [National Register Nomination Form], on file at New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP), Peebles Island, Waterford, NY. [Available through CRIS (NYS Cultural Resource Information System) at <http://nysparks.com/shpo/online-tools/>]

<sup>42</sup> *Ibid.*

<sup>43</sup> Daniel F. Larkin, *Pioneer American Railroads: The Mohawk and Hudson & The Saratoga and Schenectady* (Fleischmanns, NY: Purple Mountain Press, 1995), 60, 77.

<sup>44</sup> Field Horne and Alex Thomas, "Utica," in Peter Eisenstadt, editor, *The Encyclopedia of New York State* (Syracuse, NY: Syracuse University Press, 2005), 1626.

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letters promoting a switch to steam power, and three civic leaders visited mills in Rhode Island to better understand the requirements for such a change. Using Pennsylvania coal brought via the Chenango Canal for power, manufacturing rebounded.<sup>45</sup> Utica surged forward, reaching a population of 17,565 by 1850, 22,529 by 1860, and 28,804 by 1870.

In H. Brosius's *Bird's Eye View of the City of Utica, Oneida County, New York* (1873), the Bagg's Square East portion of the city can clearly be seen. The district is in transition—still occupied by single family dwellings at the center, with rail-related warehouses located at the north along the Mohawk River, and stores and warehouses along John and Catherine Streets.

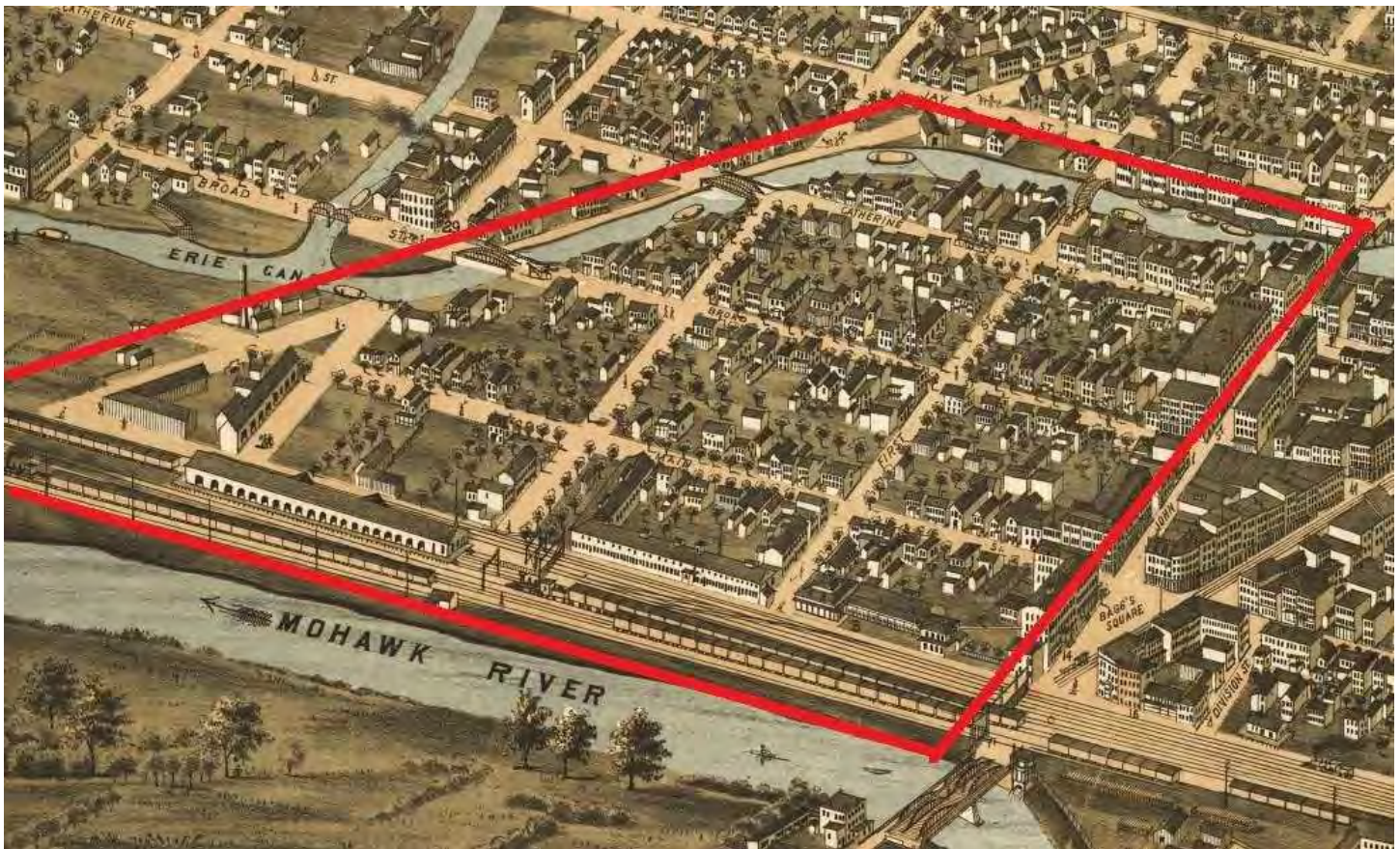


Figure 5. Detail from the Brosius *Bird's Eye View of the City of Utica*, 1873. NOTE: The view is taken from the north; the path of the Erie Canal forms the southern boundary of the district.

### 1875: The Beginning of the Period of Significance to 1920

Increasing dependence upon the railroads for transportation and shipping through the second half of the 19<sup>th</sup> century and the expanding markets that they brought within reach of Utica's manufacturers resulted in the further expansion of Utica's industries (particularly woolen goods) and the construction of even more

<sup>45</sup> Kimberly Konrad Alvarez, "Globe Woolen Company Mills" [National Register Nomination Form], on file at New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP), Peebles Island, Waterford, NY. [Available through CRIS (NYS Cultural Resource Information System) at <http://nysparks.com/shpo/online-tools/>]

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warehouses and manufactories along the river to the east and west of Bagg's Square. From 1885-1920 these forces completed the transformation of Bagg's Square East from a residential neighborhood, with some smaller businesses located at its margins, to a neighborhood dominated by warehouses and transportation facilities. Many of these structures were built on Main Street. Among the most prominent were the Doyle Hardware Company at 330-334 Main Street (NR, 1993, 92NR00416), the Hieber Building at 311-315 Main Street (NR, 2007, 06NR05690), and the Charles Millar & Son Company at 501 Main Street. Hopkins's 1883 *Atlas of the City of Utica* shows the spread of large brick buildings into the district from the west (Genesee Street) along Main, Broad, and Catherine Streets. (An equal number of brick hotels and manufacturing buildings was built on the other side of Genesee and is now the Lower Genesee Street Historic District (NR, 1982, 90NR02060).

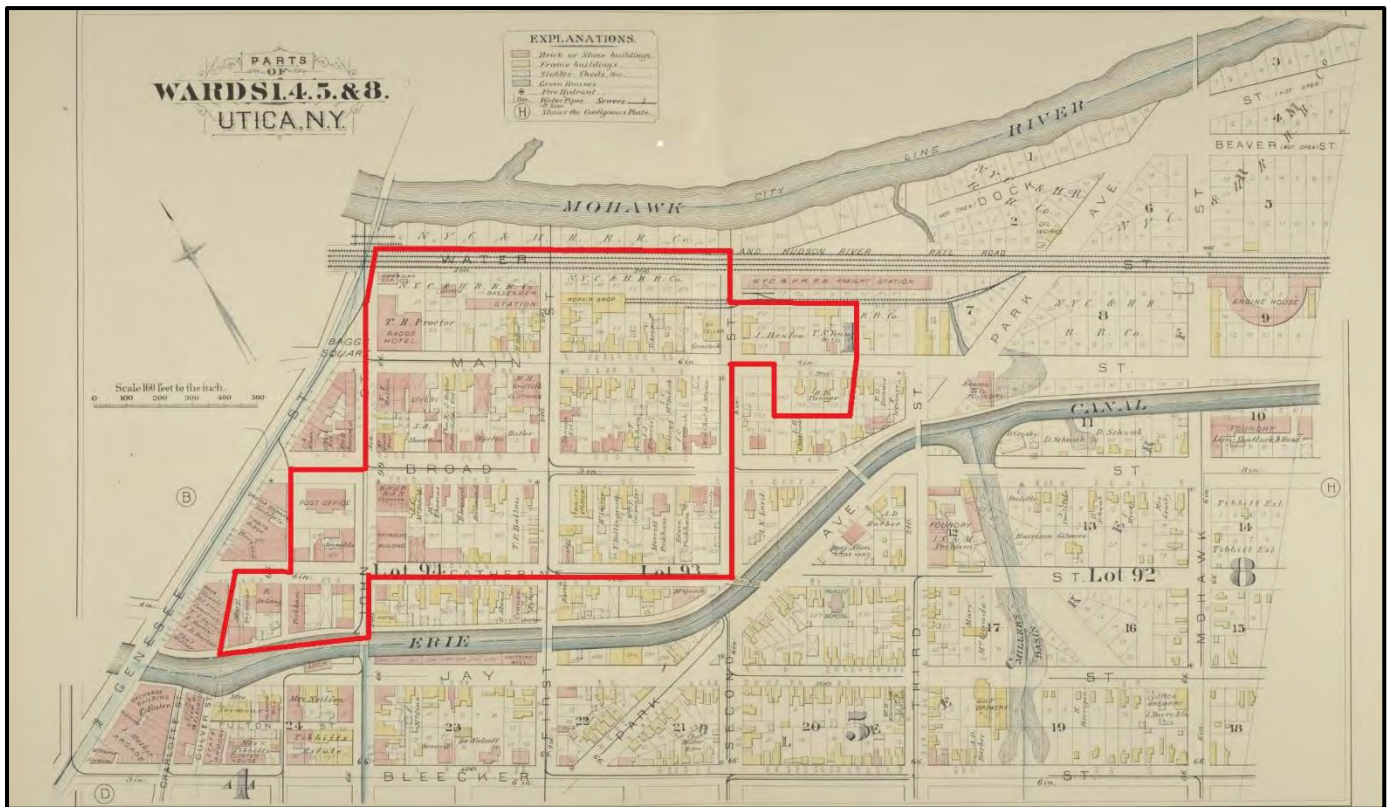


Figure 6. G. M. Hopkins, "Plate F: Parts of Wards 1, 4, 5, & 8," *Atlas of the City of Utica, New York: from official records, private plans and actual surveys* (Philadelphia: G. M. Hopkins & Co., 1883). NOTE: Overlap of boundaries on the east side of the historic district is approximate due to changes in lot lines.

On the north, the risk of flooding and the close proximity of the Mohawk River to the railroad tracks became an impedance to the industrial expansion of the city as the 19<sup>th</sup> century wore on. An act of the New York State Legislature in 1891 authorized the appointment of a Board of Commissioners to oversee relocation of the river. The work of moving the river a half mile to the north was completed between 1901 and 1907 under the direction of Stephen E. Babcock, civil engineer.<sup>46</sup> The construction of new freight yards and Union Station on Main Street (NR, 1975, 90NR02057) soon followed, with the new station a nexus of local manufacturing concerns and transshipment warehouses. The Charles Millar & Son complex added five structures in the period

<sup>46</sup> Carl Saporito, comp., *Building Union Station, Utica, N. Y.* (Utica: Oneida County Historical Association, 2014), 8.



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1905 to 1925, including two additional warehouses/ storage buildings linked to a vastly enlarged corporate office building and manufactory.

In 1908, soon after the Mohawk was rechanneled, Frederick Law Olmsted, Jr., was hired as a consultant by the Committee on Improving and Beautifying Utica of the Utica Chamber of Commerce. In his report (which also laid the foundation for Utica's network of parks and parkways, NR, 2008, 08NR05839), Olmsted noted the streets to the east of Bagg's Square as a manufacturing district. To eliminate a critical bottleneck on Genesee Street, he recommended the creation of a vehicular overpass over the railroad lines and the extension of the ramp into Bagg's Square. He acknowledged that most of the design options were "an ugly botch." (Other choices had been elevating the trains and turning Bagg's Square into a tunnel; lowering the trains and risking flooded lines; or raising the level of the square.)<sup>47</sup> Unfortunately all of the choices had negative consequences. Olmsted's overpass was constructed between 1911 and 1914.<sup>48</sup> Its ramp, which crossed part of the square, was bemoaned in the local press as spelling the doom of this public space.<sup>49</sup> (They were right to worry; today the entire square has been turned into a traffic interchange.)

These projects, including the retention of Olmsted in particular, reveal the contemporary influence of the "City Beautiful" movement on the Chamber of Commerce. This movement inspired large-scale planning and the construction of civic improvements in America's cities at the beginning of the 20<sup>th</sup> century. But it also disrupted urban neighborhoods, radically re-engineering roads and public spaces and implementing the infrastructure for suburban migration. In Utica, it laid the foundation for diminishment of the old city center and the reorientation of the city from Bagg's Square—both east and west—to the suburbs.

## 1920-1940

Beginning in the 1920s, the industrial and commercial development that had characterized the Bagg's Square East Historic District since the late 1880s began to move south of the city and to the southern United States.<sup>50</sup> In addition, the New York State Barge Canal (NR, 2014) replaced the old Erie Canal—running ½ mile to the north above the "Utica Flats," far from city infrastructure. With the final abandonment of the Erie Canal route in 1923 and decreasing dependency on rail transportation with the advent of the automobile, the benefits afforded by locating a business east of Bagg's Square diminished considerably and were eclipsed by the lure of cheap land on Utica's outskirts. In addition, the city's textile industries were closing; relocation to southern states was motivated by labor laws favoring management rather than workers and the availability of air conditioning.<sup>51</sup> The Great Depression put an end to commercial expansion in the district, and it began a long decline.

Positive efforts were made to redevelop the Bagg's Square East neighborhood followed the filling in of the canal in the late 1920s—including the construction of the Alexander Pirnie Federal Building (15NR000609) at 10 Broad Street in 1927-29 and the renovation and reorientation of the Observer-Dispatch building (built 1914;

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<sup>47</sup> Frederick Law Olmsted, *Report of the Committee on Improving and Beautifying Utica of the Utica Chamber of Commerce* (Utica: Chamber of Commerce, 1908), 11, 15-27. [Available from the Hathi Trust.]

<sup>48</sup> Carl Saporito, comp., *Building Union Station, Utica, N. Y.* (Utica: Oneida County Historical Association, 2014), 8-11.

<sup>49</sup> *Utica Saturday Globe*, "Historic Bagg's Square...mourning that her doom is near", 1910; quoted in Ben A. Kroup, "Utica Daily Press Building."

<sup>50</sup> T. Wood Clarke, *Utica for a Century and a Half* (Utica: The Widtman Press, 1952), 126.

<sup>51</sup> Field Horne and Alex Thomas, "Utica," in Peter Eisenstadt, editor, *The Encyclopedia of New York State* (Syracuse, NY: Syracuse University Press, 2005), 1626-28.

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extensively altered in 1932 and later) at 221 Oriskany Street toward the newly established Oriskany Street. The design of both structures reflects the restrained neoclassicism common to the period, influenced by Art Deco aesthetics as well as limited financial resources. The Bagg's Tavern Memorial was also completed in 1932. The family of Thomas R. Proctor had given the city land for a park in 1908, but it took another 24 years for the site to be fully developed. By then, the records for which the building was constructed had disappeared.

Utica's population continued to increase until the beginning of the Depression, peaking at 101,740 people in the 1930 census. By 1940, it had lost 1.2% of its citizens, signaling the end of population growth in the city for many years.

### **1940-1955**

During the Second World War, the city's remaining industries benefitted from supplying the military, but this prosperity was short-lived. After the war, attempts at bringing businesses and industry to the region met with some success—among the concerns brought to the region were General Electric and Sperry-Rand Univac—but these new businesses typically located outside Utica's downtown. Though the population within the city's corporate boundaries remained roughly the same, staying close to 100,000 people during this entire period, large numbers of families began to relocate to newly-created suburban neighborhoods.

Some older firms remained within the Bagg's Square East neighborhood, including Doyle Hardware, Charles Millar & Son Company, and the Hurd Shoe Company (all of which had been established in this part of the city by the late 19<sup>th</sup> century) and the D.B. Smith Company (which arrived in 1921). These were joined by a number of smaller firms concentrated along Broad Street, specializing in servicing automobiles and providing supply services to building contractors. Structures built during this period include 400, 409, 416 and 418-426 Broad Street. The buildings constructed for these firms are typically one-story brick or block masonry buildings with flat roofs; their designs reflect commercial styles popular during the period.

### **1955-1995: Encompassing the End of the Period of Significance**

In 1954, the opening of the New York State Thruway (an interstate highway through the center of the state) began another cycle of decline—and, thus, 1955 is the limit of the district's period of significance. The Thruway took cross-state vehicular traffic off Route 5 and moved it outside the city, further crippling the remaining downtown businesses.<sup>52</sup> In addition, the construction of a north-south arterial (begun in the early 1950s, completed in 1964, and now known as NY Routes 12 and 8) further removed vehicular traffic from downtown Utica by relocating it from Genesee Street to a limited-access road to the west, roughly following the course of the former Chenango Canal. The opening of both roads accelerated the expansion of Utica's suburban neighborhoods, exceeding national trends of exodus from urban areas. From 1960 to 2000 the city lost approximately 41 percent of its population—fifth in the state after Buffalo (-49.6 percent), Little Falls (-45.6 percent), Amsterdam (-43.1 percent), and Binghamton (-41.3 percent).<sup>53</sup>

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<sup>52</sup> Field Horne and Alex Thomas, "Utica," in Peter Eisenstadt, editor, *The Encyclopedia of New York State* (Syracuse, NY: Syracuse University Press, 2005), 1626-28.

<sup>53</sup> "Population Trends in New York State's Cities," *Local Government Issues in Focus*, 1:1 (Albany: NYS Comptroller, Division on Local Government Services & Economic Development, 2004), 7.

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Urban Renewal initiatives added to the downward spiral. City officials included this part of the city in a larger plan of redevelopment. In 1959, the entire area bounded by John and Charlotte streets at the west, Broad Street on the north, Mohawk Street on the east, and Rutger Street on the south, containing roughly 194 acres, was lumped together and christened the John Bleecker (alternately East Utica) Urban Renewal Project.<sup>54</sup> The goal was to transform this quarter of the city from a collection of mixed-use neighborhoods that contained industrial, public, and residential buildings into a rigorously-zoned development area where these functions would be separated. The area south of Broad Street was identified as a desirable site for industrial development. Surface parking was included in the project—based on the belief that, together with clearance work, it would “expand employment opportunities by making more room for industrial usage...”<sup>55</sup> A number of small or then-vacant structures within the southern half of the Bagg's Square East Historic District were removed, but no construction projects were undertaken within the district.<sup>56</sup> Just to the east, the Six Nations Square public housing project was constructed on newly cleared land. In hindsight, the outcome of Urban Renewal was to remove much of Utica's downtown housing stock, and to concentrate poor residents in the center of the city.

One last change to the transportation grid in this part of Utica probably had the most impact on the Bagg's Square East neighborhood—the continuing focus on automobile-centric culture led to the total obliteration of Bagg's Square itself. New York State first proposed replacing the square with a traffic interchange in the mid-1960s; in November 1968, the state was described as being “poised to wipe out Bagg's Square.”<sup>57</sup> Buildings along the square and on the inner sides of John and Genesee Streets were torn down principally in 1970 and 1971, but work extended into 1974.<sup>58</sup> The resulting creation of the North Genesee Street Arterial further separated the Bagg's Square East neighborhood from the rest of the city and accelerated the area's commercial decline. While the majority of the 4, 5, and 6-story brick masonry warehouses and manufactories remained, they were now isolated by limited access and/or elevated highways.

After all this work, only a few smaller buildings remained in the district—outbuildings, remaining early 19<sup>th</sup> century dwellings that had been converted to commercial use, and a few support structures associated with the larger commercial buildings. These gradually fell into disrepair and were torn down and replaced with surface parking lots.

Attempts at re-imagining the neighborhood were made during the 1970s. The restored Union Station, repurposed Hieber Building (the Children's Museum since 1980), and streetscape improvements along Main Street remain from this period, fueled in part by the 1980 Winter Olympics in Lake Placid. (The Adirondack Railway provided train service from Utica, New York to the games.) However, efforts to renovate additional structures met with limited success; restaurants and other businesses established in adjacent buildings ultimately failed; and little new building was undertaken within the district between 1955 until late in the 20<sup>th</sup> century.

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<sup>54</sup> Tony Vella, “Council Approves Project Study,” *The Daily Press* (Utica), June 18, 1959.

<sup>55</sup> “Planning Board Gets E. Utica Renewal Plan,” *The Daily Press* (Utica), January 20, 1961.

<sup>56</sup> Tony Vella, “Bleecker Project to Move Few Firms,” *The Daily Press* (Utica), March 1, 1963.

<sup>57</sup> Ed Byrne, “State Poised to Wipe Out Bagg's Square,” *Observer-Dispatch* (Utica, NY), 3 November 1968.

<sup>58</sup> “Bagg's Square: A Chance For New Attractiveness.” *Observer-Dispatch* (Utica, NY), 7 January 1973, 8A.

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A resurgence in interest in the neighborhood began in the early 21<sup>st</sup> century. Renovation of the Doyle Hardware Building (92NR00416) was initiated in 2009 but has been left incomplete. Renovation of the former Byington Mill (92NR00417) into apartments and commercial space was successfully completed in 2011. The recent establishment of the Nanocenter on the campus of SUNY Polytechnic Institute in nearby Marcy has brought additional interest and support for development in the Bagg's Square East neighborhood. Small businesses and young professionals who would like to live in an urban environment have demonstrated increasing interest in living in downtown Utica. Many of the industrial buildings in the district have excellent potential for residential conversion or creation of "maker spaces." In light of these trends, the prospects for the rebirth of this neighborhood are promising.

### **Criterion C—Architecture**

The primary resources within the Bagg's Square East Historic District were principally constructed between c. 1875 and 1955 and embody the distinctive characteristics of commercial and institutional structures of the period. Commercial buildings in the district feature open floor plans with heavy-timber interior structure and have masonry facades detailed to reflect popular period architectural styles, including Richardson Romanesque and neoclassical. Most of these structures are generally between four and six stories in height and typically fill their sites. Examples include the Doyle Hardware building (NR, 1993, 92NR00416), the Utica Cold Storage & Warehouse Co. (417-21 Main Street), and the Rathbun building (310 Broad Street).

Commercial buildings erected in the district after 1930 eschewed these details and show the influence of the International style in their simple forms, economic methods of construction, and lack of history-referential detailing. The majority of these structures are smaller in scale, generally of one or two stories, and typically share their site with surface parking lots, reflecting the auto-centric era of their construction. Within the district, examples are typically located on Broad Street closer to Route 5 and include the F. W. Webb Company (415 Broad), the Fort Miller Service Corp. (416 Broad) and the Joseph Flihan Company (418-426 Broad).

Institutional and public structures, such as Union Station (NR, 1975, 90NR02057), the Federal Courthouse (NR, In Process, 15NR000609), and the Bagg's Square Memorial Building, are similarly of masonry construction; they reflect the social and economic prosperity of the city during the first three decades of the 20<sup>th</sup> century and articulate the pride and progressivism of the community. These structures are designed as stand-alone buildings rather than being embedded within the urban fabric; in addition, they make use of materials such as marble, bronze, and elaborate carvings to set them apart among the city's buildings, underlining their symbolic importance in the community.

A number of local and national architects contributed to the development of the district. Utica architect Frederick H. Gough (or his firm) designed five or more of the buildings. In addition, Agne, Rushmer & Jennison were responsible for the 1905 portion of the Charles Millar & Son complex. The national firm of Stem & Fellheimer designed Utica Union Station in 1913.<sup>59</sup> Utica architect Edward J. Berg designed the Dante Restaurant in 1924. And James A. Wetmore (Acting Supervising Architect of the U. S. Treasury) and Louis A. Simon (Office of the Supervising Architect) developed the plans for the Alexander Pirnie Federal Building in 1927.

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<sup>59</sup> Alfred T. Fellheimer was one of the four architects (in two firms) that designed Grand Central Station in New York City.

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### **Architect Frederick H. Gouge (1845-1927)**

At least four of the 24 standing structures in the Bagg's Square East Historic District are known to have been designed by Frederick H. Gouge, one of Utica's most prominent architects during the city's greatest period of expansion. Two additional structures are attributed to Gouge and the firm of Gouge & Ames. The significant presence of Gouge's work within the Bagg's Square East Historic District lends the neighborhood a sense of place and visual homogeneity.

The majority of those buildings within the district designed by or attributed to Gouge have already been individually listed on the National Register and are excellent examples of commercial architecture of the period 1875-1930:

- Doyle Hardware Building, 330-334 Main Street. Built 1881, 1890s, 1902; listed 1993 [92NR00416].
- John C. Hieber Co. Building, 311-315 Main Street. Built 1893; listed 2007 [06NR05690].
- Utica Daily Press/Gaffney Communications Building, 310-312 Main Street. Built 1902-1903; listed 1993 [92NR00418].
- Byington Mill (Frisbie & Stansfield Knitting Company), 421-423 Broad Street. Built 1910; listed 1993 [92NR00417]. Attributed to Gouge.
- Hurd and Fitzgerald Building/ Hurd Shoe Company, 400 Main Street (aka 101 First Street). Built 1911; listed 1993 [92NR00419].

The Observer-Dispatch Building (1914) at 221 Oriskany Street East has not previously been listed and is attributed to the firm of Gouge & Ames.

Gouge and his successor firms were responsible for the design of a significant number of Utica's most important commercial, residential, religious, and public structures during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries; a number of these commissions are recorded in a biography of Gouge published in 1912, written either by him or with his assistance:

*After thirty five years of experience as an architect at Utica Frederick Hamilton Gouge can look back upon a life of activity and usefulness and can contemplate the future with a considerable degree of satisfaction. He has been instrumental in the erection of many of the handsome and substantial buildings in Oneida and other counties and ranks as one of the leading architects of central New York. He was born on the old family homestead near Trenton, on the 5th of May, 1845, a son of Jacob Gouge, who was born in the same house as the subject of this review and spent his life as a farmer. Grandfather Jacob Gouge was a native of Connecticut and came to Oneida County in 1793. Three years later he purchased the farm at Trenton which has ever since been in possession of his descendants. The Gouge family is of English ancestry, the progenitors in America arriving on this side of the Atlantic very early in the history of the colonies. Two of the Gouges were signers of the charter of Virginia and a later member of the family lived at Boston and was author of a work on political economy.*

*Frederick H. Gouge passed his boyhood on his father's farm and received his preliminary education in the district schools. He prepared for college at Rome Academy and matriculated at Hamilton College in the fall of 1866, being then about twenty one years of age. He was graduated*

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*with the degree of A. B. in 1870 and was made a member of the Phi Beta Kappa society. After leaving college he engaged one year in civil engineering and then entered the architectural office of William H. Miller at Ithaca, New York, as partner and has ever since been identified with the profession. In 1876 he located permanently at Utica. Among the various buildings which he designed may be named the First National Bank building of Utica, the old City National Bank building, the Winston building, the Sayre Memorial church, Park Baptist church, the Church of the Redeemer, the Church of St. Francis de Sales, Plymouth church, St. Luke's Hospital and many handsome residences and business buildings, among the latter of which are the Roberts Wicks block, the Brandegee Kincaid building, the International Heater Works building, the Hurd Fitzgerald Shoe Company's building, etc. He has also erected or remodeled a number of buildings for his alma mater [Hamilton College, in Clinton, NY], including Knox Hall, the chapel, the arbor, the well house, the Psi Upsilon, the Delta Kappa Epsilon, the Delta Upsilon, the Sigma Phi, Alpha Delta Phi and Chi Psi chapter houses, the Hall of Languages, the Hall of Philosophy, the Hall of Commons, Carnegie Hall, the new South College and the gymnasium in the middle college. His work shows an originality of design and an adaptability to surroundings and conditions which have proved very satisfactory to patrons, and his reputation was long since established as one of the thoroughly competent and reliable architects of the state. He has taken great interest in organizations for the promotion of efficiency among architects and is a fellow of the American Institute of Architects, ex-president of the Western New York Association of Architects and of the Central New York chapter of the American Institute of Architects. He has also served as president of the Utica Chamber of Commerce and has been a highly important factor in the upbuilding of the city.*

*On the 25th of October, 1881, Mr. Gouge was married to Miss Abbie Perkins Moore, of Trenton Falls, New York. Three children were born to this union: Julia Sherman; Laura, who graduated at Vassar College in June, 1909; and George Frederick, who graduated at Hamilton College in 1911.*

*Mr. Gouge's family are members of the Plymouth Congregational church. He is not affiliated with any religious denomination but is an earnest supporter of the Republican Party and is connected with the Royal Arcanum and the Fort Schuyler and Arcanum Clubs. He has never sought public office but has concentrated his attention upon a profession in which he has won distinct success. Several years ago he visited Europe in order to study the cathedrals, chateaus and great works of art and he has never spared any time or labor in keeping fully abreast of the age in everything pertaining to a calling for which he has shown special talent. He has ably performed his part in his profession and is truly entitled to a prominent place among the citizens of Oneida County.<sup>60</sup>*

A brief biography of this architect was assembled for the NR nomination for the Utica Daily Press Building, and contains additional information on Frederick Gouge's personal and professional life and commissions:

*Although Gouge's large body of work has yet to be fully documented and analyzed, historic sources place him at the center of his profession regionally and acknowledge him as "one of the*

<sup>60</sup> Henry J. Cookinham, *History of Oneida County, New York, from 1700 to the Present Time* (Chicago, IL: S. J. Clarke Publishing Co., 1912).

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*thoroughly competent and reliable architects of the state.” Called the “dean of Utica Architects” at the time of his death, Gouge's broad career included industrial, commercial, and residential structures, along with schools, churches, hospitals, and college buildings...Gouge played an active role in the development of the architectural profession. A founding member of the Western New York State Association of Architects (founded 1887), he served two terms as president. He was a lifelong member of the central New York Chapter of the American Institute of Architects, which succeeded the Western Chapter in 1897. Elected a fellow of the AIA in 1889, he was a delegate to the meeting that merged the Chicago-based Western Association of Architects with New York's American Institute of Architects....Gouge also actively promoted the growth and welfare of Utica. He drafted the city's first building code as well as subsequent revisions. In 1913, Gouge took into partnership an associate, William W. Ames; and the firm of Gouge and Ames continued successfully until the senior partner's death in 1927.<sup>61</sup>*

## Conclusion

The Bagg's Square East Historic District retains important structures from Utica's late-19<sup>th</sup> and early 20<sup>th</sup> century transportation and commercial heyday and civic-minded projects from the first quarter of the 20<sup>th</sup> century, as well as less architecturally distinguished structures from the city's post-industrial period after World War II. Seven resources have already been individually listed on the National Register; thirteen additional buildings and complexes will be added by listing the district. As a group, these structures represent the most important historical trends during the 1875-1955 period in Utica, reflecting changing trends in transportation, commerce, and manufacturing, as well as population. Their location on a low-lying flat within the late-18<sup>th</sup> century street grid contributes to the cohesive sense of place enjoyed by the district.

Businesses founded in the late 19<sup>th</sup> and early 20<sup>th</sup> century—including Charles Millar & Son Co., and D. B. Smith Company—remain in the district, together with the renovated Union Station from the early 20<sup>th</sup> century and businesses established just after World War II. The structures in the district represent a series of transitions in primary occupation of the neighborhood from residential to manufacturing and industry, to light industrial and transportation services, to commercial and institutional uses. A further transition—back to residential, light commercial production, and offices—has recently begun. The redevelopment of housing in the neighborhood represents a return of the district to its roots as the first residential neighborhood of Utica and can be attributed to the expansion of the Marcy Nanocenter at SUNY Polytechnic Institute just north of the Mohawk River.

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<sup>61</sup> Ben A. Kroup, "Utica Daily Press Building."

Bagg's Square East Historic District

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67 has been requested)  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** 28.49 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>18N</u> Zone	<u>481763</u> Easting	<u>4772494</u> Northing	6	<u>18N</u> Zone	<u>481929</u> Easting	<u>4772117</u> Northing
2	<u>18N</u> Zone	<u>482049</u> Easting	<u>4772371</u> Northing	7	<u>18N</u> Zone	<u>481585</u> Easting	<u>4772191</u> Northing
3	<u>18N</u> Zone	<u>482146</u> Easting	<u>4772268</u> Northing	8	<u>18N</u> Zone	<u>481482</u> Easting	<u>4772225</u> Northing
4	<u>18N</u> Zone	<u>482137</u> Easting	<u>4772240</u> Northing	9	<u>18N</u> Zone	<u>481501</u> Easting	<u>4772268</u> Northing
5	<u>18N</u> Zone	<u>482105</u> Easting	<u>4772191</u> Northing	10	<u>18N</u> Zone	<u>481586</u> Easting	<u>4772335</u> Northing

**Verbal Boundary Description**

The boundary is indicated by a heavy line on the enclosed map with scale.

**Boundary Justification**

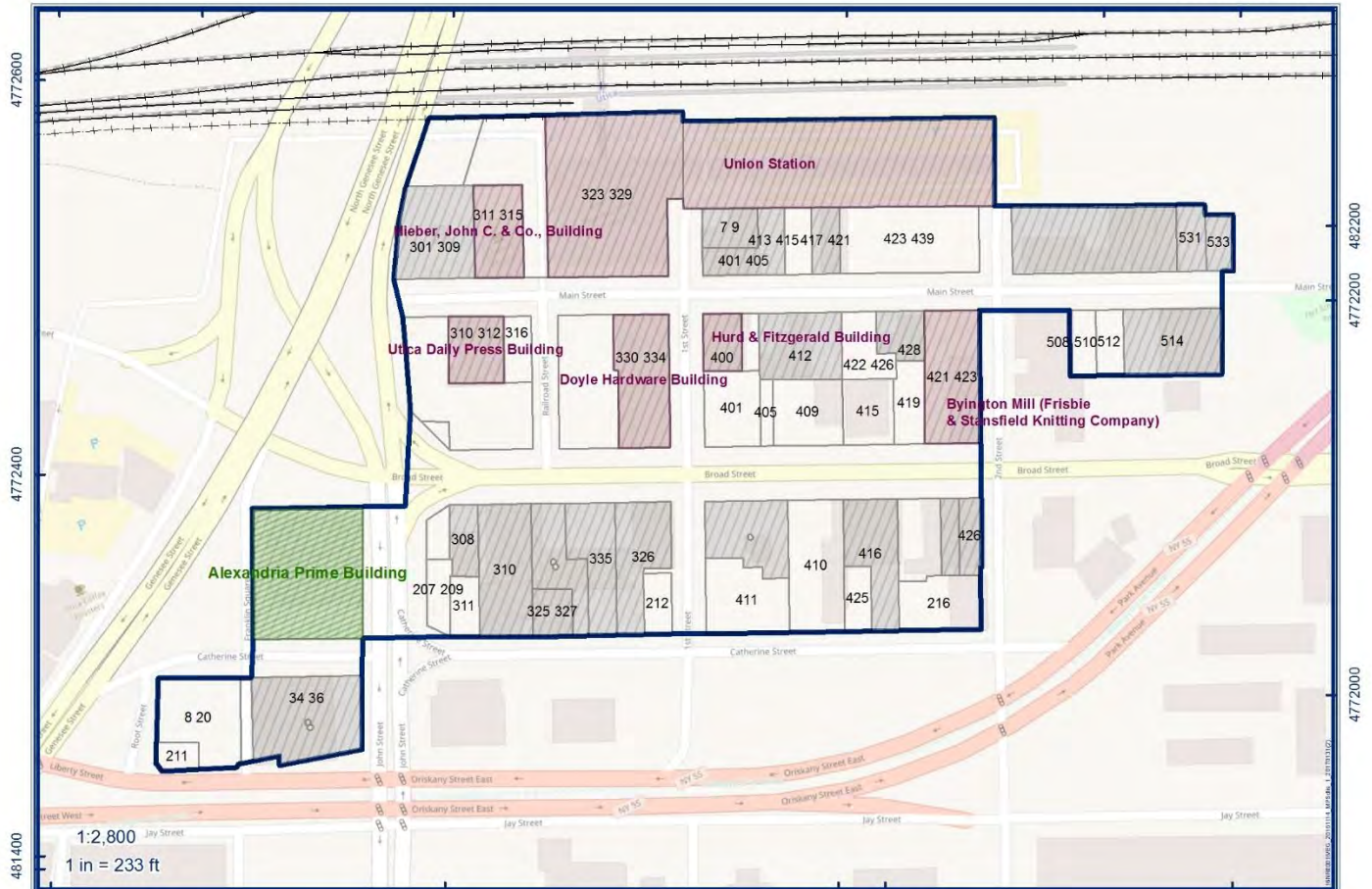
The boundary encompasses the eligible properties in the area bounded by the New York Central railroad tracks to the north, North Genesee Street and associated off-ramps (the former site of Bagg's Square) to the west, Oriskany and Catherine Streets (the original route of the Erie Canal) to the south, and the East Arterial Highway to the east. These boundaries are the result of historical transportation and economic forces active from c. 1790 to the present and encompass the period of significance from 1875 to 1955.

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**Bagg's Square East Historic District**

*City of Utica, Oneida County, New York*



Coordinate System: NAD 1983 UTM Zone 18N  
 Projection: Transverse Mercator  
 Datum: North American 1983  
 Units: Meter



- Bagg's Square E HD
- Existing NR
- State Register Listed
- Contributing
- Non-Contributing



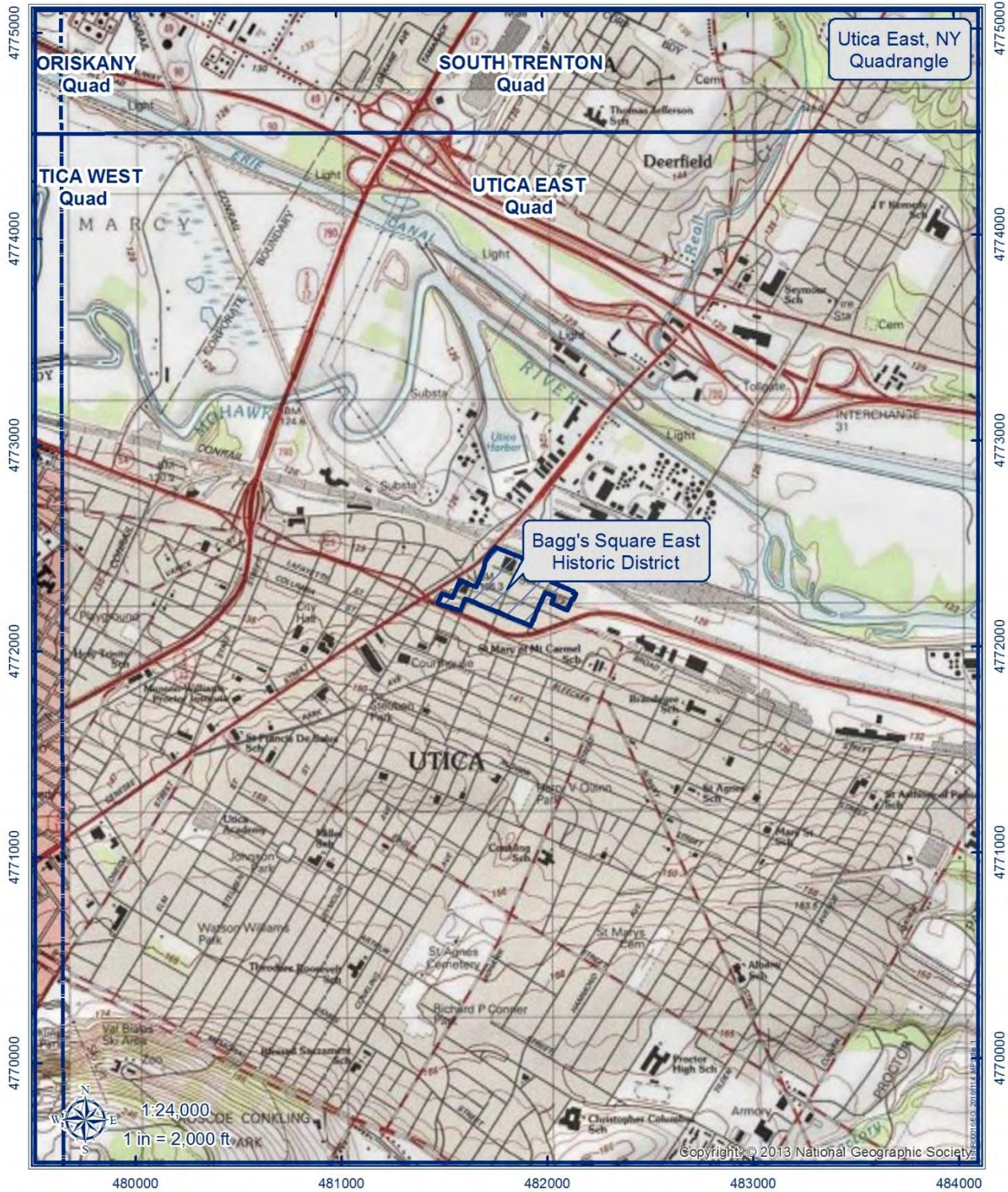
**Parks, Recreation and Historic Preservation**

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### Bagg's Square East Historic District

City of Utica, Oneida  
County, New York



Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Baggs Square E HD



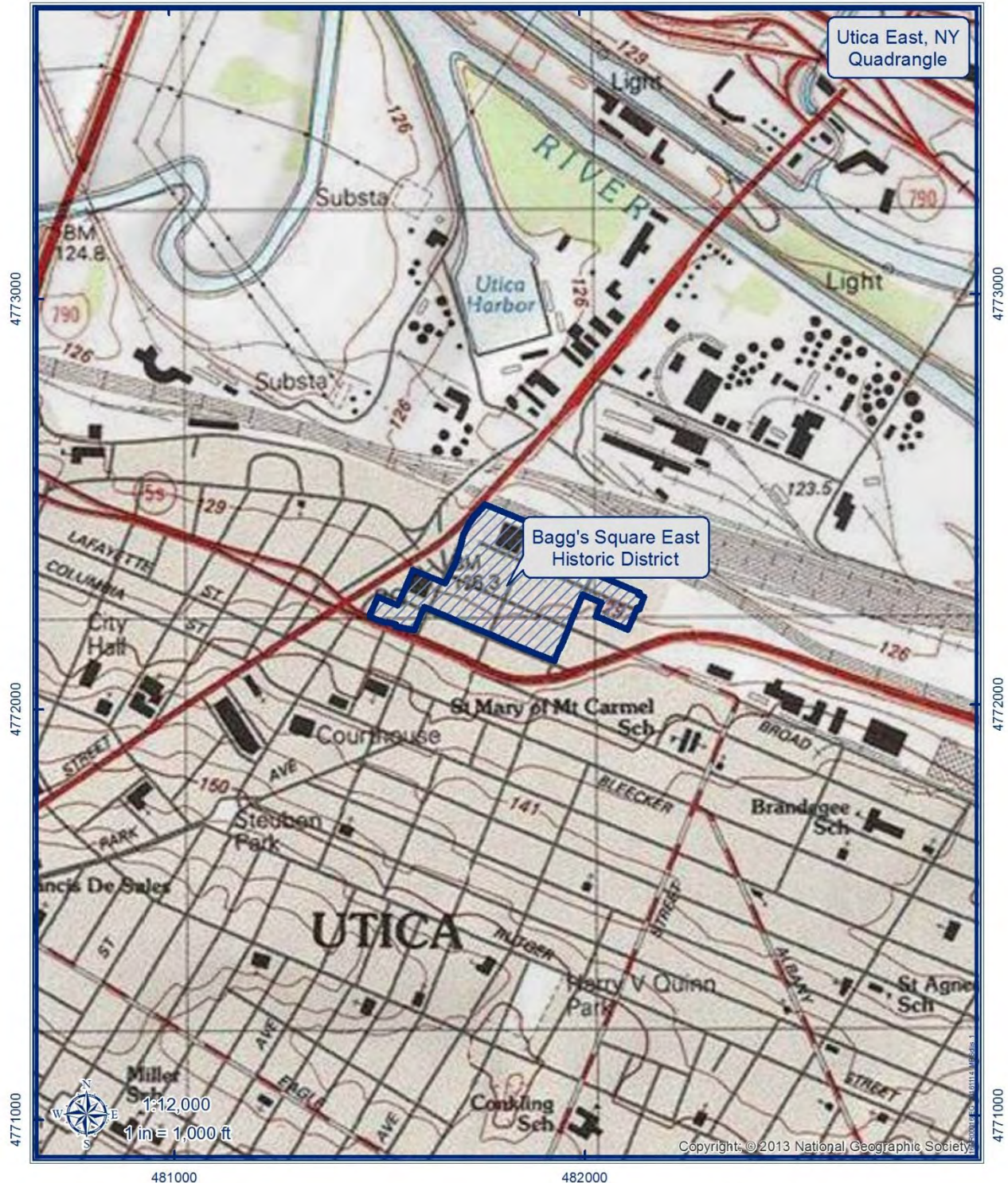
**Parks, Recreation  
and Historic Preservation**

Bagg's Square East Historic District  
Name of Property

Oneida County, NY  
County and State

### Bagg's Square East Historic District

*City of Utica, Oneida  
County, New York*



Coordinate System: NAD 1983 UTM Zone 18N  
Projection: Transverse Mercator  
Datum: North American 1983  
Units: Meter



Bagg's Square E HD



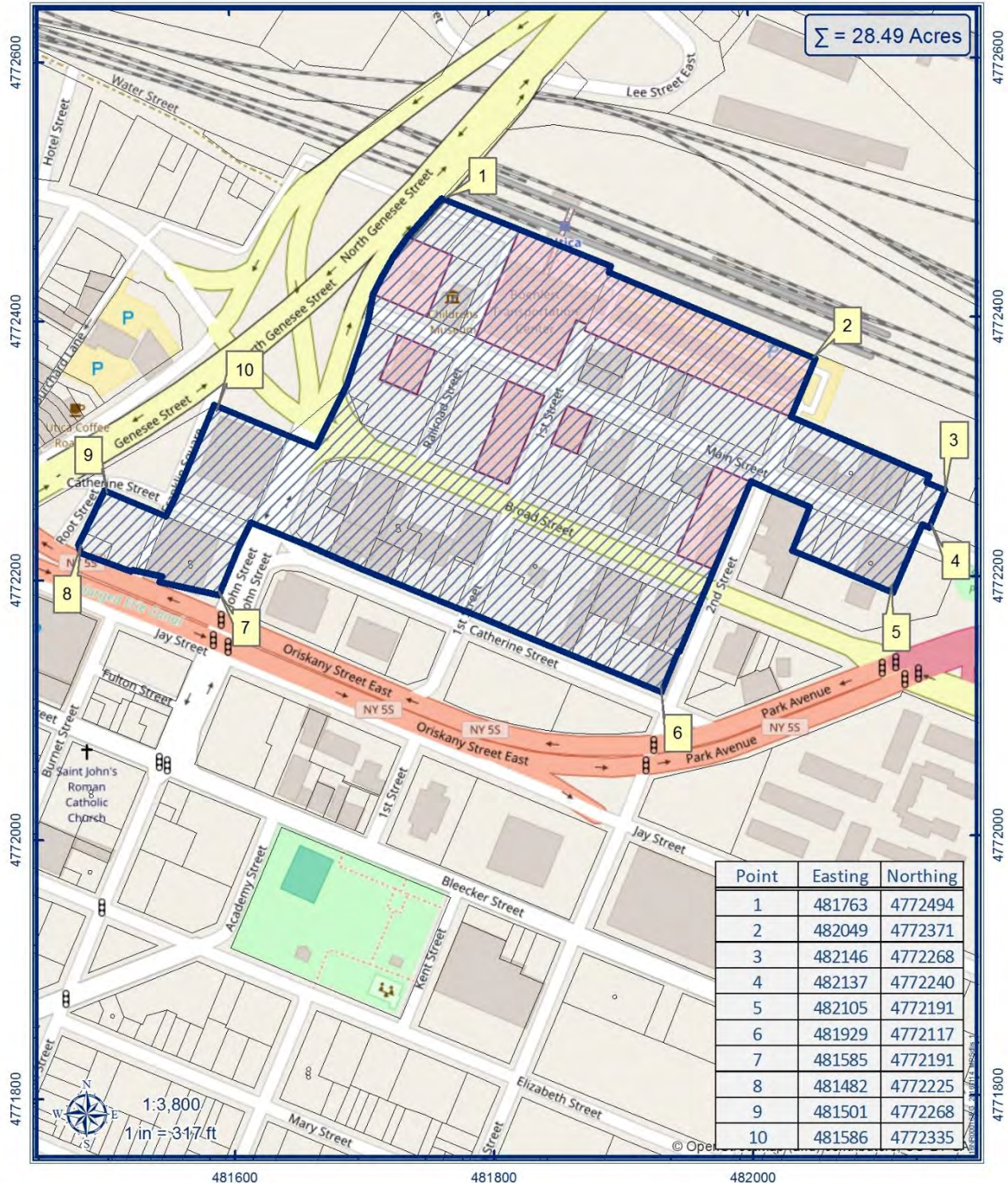
**Parks, Recreation  
and Historic Preservation**

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**Bagg's Square East Historic District**

*City of Utica, Oneida  
 County, New York*



$\Sigma = 28.49$  Acres

Point	Easting	Northing
1	481763	4772494
2	482049	4772371
3	482146	4772268
4	482137	4772240
5	482105	4772191
6	481929	4772117
7	481585	4772191
8	481482	4772225
9	481501	4772268
10	481586	4772335

Coordinate System: NAD 1983 UTM Zone 18N  
 Projection: Transverse Mercator  
 Datum: North American 1983  
 Units: Meter



**Bagg's Square E HD**  
 Existing NR



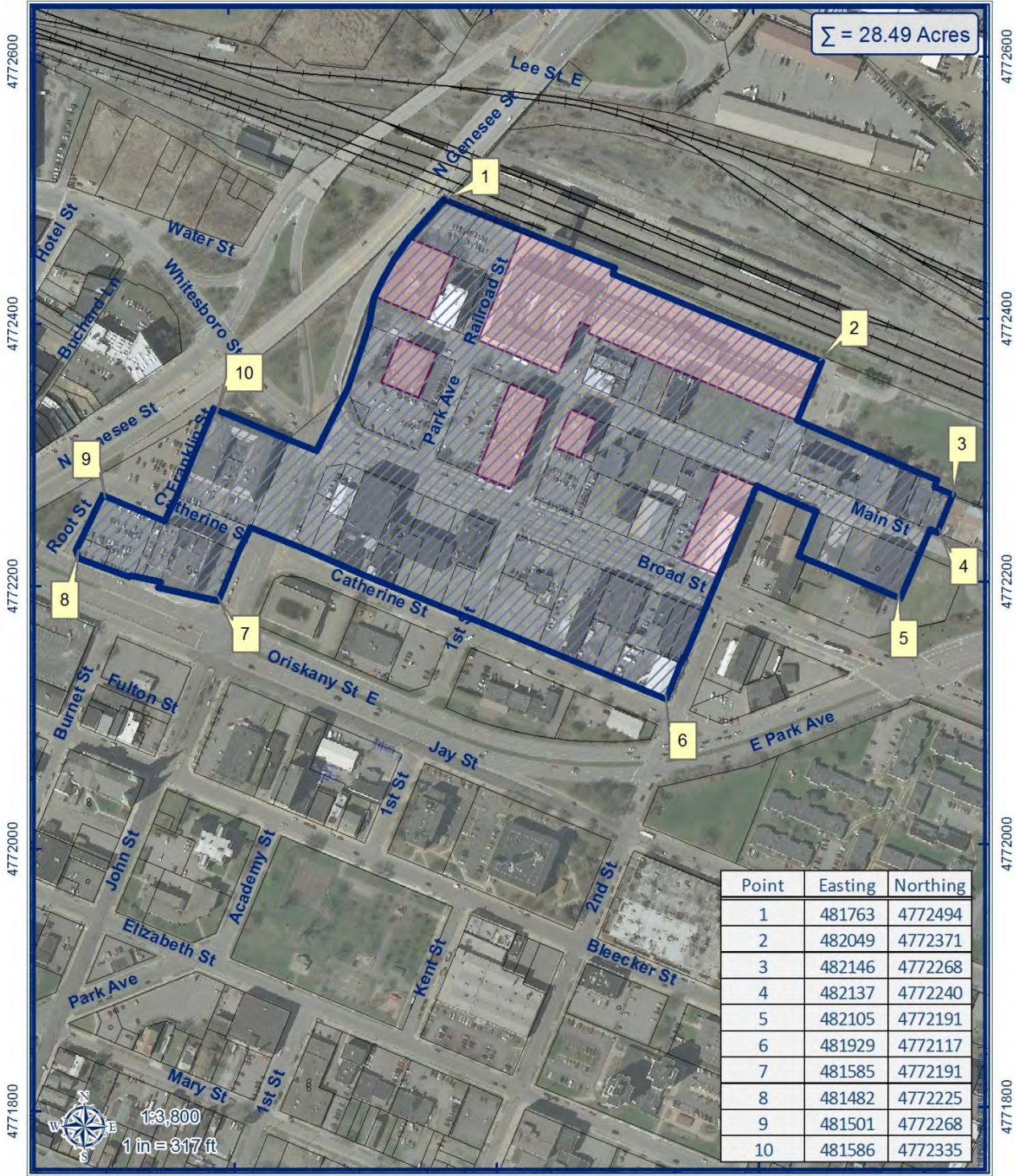
**Parks, Recreation  
 and Historic Preservation**

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**Bagg's Square East Historic District**

*City of Utica, Oneida  
 County, New York*



$\Sigma = 28.49$  Acres

Coordinate System: NAD 1983 UTM Zone 18N  
 Projection: Transverse Mercator  
 Datum: North American 1983  
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Bagg's Square E HD  
 Existing NR



**Parks, Recreation  
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Name of Property

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County and State

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**11. Form Prepared By**

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**Additional Documentation**

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N/A

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**Photographs:**

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Name of Property: Bagg's Square East Historic District

City or Vicinity: Utica

County: Oneida State: New York

Photographer: Walter R. Wheeler (unless noted otherwise)

Date Photographed: November 2015 (unless noted otherwise)

Description of Photograph(s) and number:

0001 of 15. Main Street looking southeast from Railroad Street

0002 of 15. Main Street looking southeast from 1st Street

0003 of 15. Water Street looking west from 2nd Street, showing the Union Station Freight House.

0004 of 15. The Adrian Lee Meat Market and Cold Storage Building, 7-9 First Street, looking southeast

0005 of 15. The Observer-Dispatch Building, 211 Oriskany Street, looking north-northeast (Roberta S. Jeracka, January 2016)

0006 of 15. The Rathbun Building, 310 Broad Street, looking south-southwest

0007 of 15. The Fort Miller Service Corp. Building, 416 Broad Street, looking southwest

0008 of 15. Bagg's Square Park and Bagg's Tavern Memorial, 301-309 Main Street, looking east, northeast, showing enclosure and pavilion.

0009 of 15. The Utica Daily Press Building, now occupied by Kids Oneida, 310-312 Main Street, looking southeast

0010 of 15. The Hieber Building, occupied by the Children's Museum, 311-315 Main Street, looking northnorthwest

0011 of 15. Interior of Union Station, looking northwest, showing seating and skylights in main waiting room.

0012 of 15. The Doyle Hardware Building, 330-334 Main Street, looking north from Broad Street.

Bagg's Square East Historic District  
Name of Property

Oneida County, NY  
County and State

0013 of 15. The former Dante Restaurant Building, 401 Main Street, looking east-northeast.

0014 of 15. The Smith Sprayers Building, 412 Main Street, looking south-southeast

0015 of 15. The Charles Millar & Son complex, 501 Main Street, looking north

**Photo Key**



**Property Owner:**

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

name Various

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state NY zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.





SMITH  
SPRAYERS  
D.B. SMITH & CO.  
INC.

WEDNESDAY  
PARKING  
AREA  
STRAIGHT  
AHEAD





TOW AWAY ZONE  
NO PARKING

SALE PENDING  
**PAVIA**  
REAL ESTATE GROUP  
PH 736-1555  
CONTACT JOHN JWEID



UTICA OBSERVER - DISPATCH

UTICA OBSERVER - DISPATCH

UTICA OBSERVER - DISPATCH

221



← 2nd Floor  
← 1st Floor  
← 3rd Floor





THE FORT MILLER SERVICE CORP.









A four-story red brick building with a decorative cornice. The ground floor features large arched windows and a central entrance with a wooden door and red steps. The upper floors have smaller, mostly rectangular windows, some with arched tops. A large, leafless tree stands in front of the building.

A red sedan parked on the street in front of the building.

A dark SUV parked on the street in front of the building.

Central entrance with a wooden door and red steps. A small sign above the door reads "Children's Museum".

Large arched windows on the ground floor, some with "Children's Museum" text visible in the glass.

Large arched windows on the ground floor, some with "Children's Museum" text visible in the glass.

Rectangular windows on the second and third floors, some with arched tops.

Three small rectangular windows on the top floor.

Three small rectangular windows on the top floor.

Two small rectangular windows on the top floor.

Three small rectangular windows on the top floor.

Three small rectangular windows on the top floor.

A chain-link fence in the foreground on the left side.

A circular manhole cover on the sidewalk.

Children's Museum





Broad

AVAILABLE  
736.0856

AVAILABLE  
736.0856



FOR LEASE  
**PAVIA**  
REAL ESTATE SERVICES  
736-1555

401

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**PAVIA**  
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**PAVIA**  
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FOR LEASE  
**PAVIA**  
736-1555

FOR LEASE  
**PAVIA**  
736-1555

SALE PENDING  
**PAVIA**  
736-1555  
JOHN J. REED



SMITH  
SPRAYERS  
D.B. SMITH & CO.  
INC.

NO PARKING  
LOADING DOCKS  
IN USE IN AREA

SMITH

SMITH







MILLAR

CHARLES MILLAR & SON CO.  
WAREHOUSE

MILLAR





WEDNESDAY  
PARKING  
AREA  
STRAIGHT  
AHEAD

SMITH  
SPRAYERS  
D.B. SMITH & CO.





TOW AWAY ZONE NO PARKING

SALE PENDING  
PAVIA  
REAL ESTATE GROUP  
(736) 736-1555  
JOHN JWEID



UTICA OBSERVER - DISPATCH







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A circular manhole cover on the sidewalk in the foreground.

Children's Museum





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736.0856

AVAILABLE  
736.0856



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JOHN J. REED

401



SMITH  
SPRAYERS  
D.B. SMITH & CO.  
INC.

NO PARKING  
LOADING DOCKS  
IN USE IN AREA

SMITH

SMITH



RADCO'S HQ



MILLAR

CHARLES MILLAR & SON CO.  
WAREHOUSE



National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 6/9/2017      Date of Pending List: 7/18/2017      Date of 16th Day: 8/2/2017      Date of 45th Day: 7/24/2017      Date of Weekly List: 7/27/2017

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      7/24/2017 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Alexis Abernathy      Discipline Historian

Telephone (202)354-2236      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**Parks, Recreation  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ROSE HARVEY**  
Commissioner

May 12, 2017

Ms. Beth L. Savage  
Federal Preservation Officer  
US General Services Administration  
1800 F Street, NW, Suite 5400  
Washington, DC 20405

Re: Baggs Square East Historic District  
Alexander Pirnie Federal Building (10 Broad St)  
Utica, NY 13501  
Oneida County

Dear Ms. Savage:

Following a detailed review, the State Review Board has recommended to the Commissioner of Parks, Recreation and Historic Preservation, who is the New York State Historic Preservation Officer (SHPO), that the property identified above be listed on the New York State Register of Historic Places and nominated to the National Register of Historic Places.

After reviewing the nomination, the SHPO has agreed with the recommendation of the State Review Board and has listed the property on the State Register of Historic Places. We shall now forward the nomination to the Keeper of the National Register in Washington, D. C.

If the Keeper of the National Register approves the nomination, the property will be listed on the National Register. You will be notified when this decision is made.

Information about the results of State and National Register listing were included in our earlier notification letter. If you have any further questions, please contact your field representative Emilie Gould, at the **Division for Historic Preservation**, (518) 268-2201.

Sincerely,

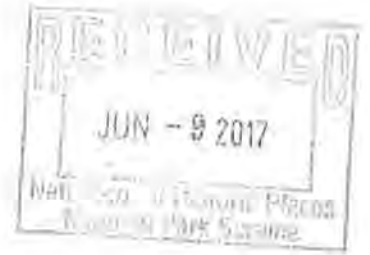
Michael F. Lynch, P.E., AIA  
Director, Division for Historic  
Preservation



**Parks, Recreation  
and Historic Preservation**

ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner



2 June 2017

Alexis Abernathy  
National Park Service  
National Register of Historic Places

Mail Stop 7228

1849 C Street NW  
Washington DC 20240

Re: National Register Nomination

Dear Ms. Abernathy:

I am pleased to submit the following four nominations, all on disc, to be considered for listing by the Keeper of the National Register:

Bagg's Square East Historic District, Oneida County  
Buffalo Public School 77, Erie County  
Underhill-Acker House, Westchester County  
United Presbyterian Church of Davenport, Delaware County

Please feel free to call me at 518.268.2165 if you any questions.

Sincerely:

Kathleen LaFrank  
National Register Coordinator  
New York State Historic Preservation Office



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## **Frequently Asked Questions about the State and National Registers of Historic Places in New York State**

***What are the State and National Registers of Historic Places?*** The State and National Registers are the official lists of properties significant in history, architecture, engineering, landscape design, archeology, and culture. Properties may be significant in local, state and/or national contexts. More than 120,000 properties in New York have received this prestigious recognition.

***What qualifies a property for listing on the registers?*** The registers recognize all aspects of New York's diverse history and culture. Eligible properties must represent a significant historic theme (e.g., architecture, agriculture, industry, transportation) and they must be intact enough to illustrate their association with that theme. Properties must usually be more than 50 years of age to be considered for listing.

***What are the benefits of being listed on the registers?*** The State and National Registers are a recognized and visible component of public and private planning. The registers promote heritage tourism, economic development and appreciation of historic resources. Benefits include:

- Official recognition that a property is significant to the nation, the state, or the local community.
- Eligibility to apply for the state homeowner tax credit and/or the state and federal commercial historic rehabilitation tax credits.
- Eligibility (not-for-profit organizations and municipalities only) to apply for New York State historic preservation grants. Other grants, also requiring listing, may be available through other public and private sources.
- Properties that meet the criteria for registers listing receive a measure of protection from state and federal undertakings regardless of their listing status. State and federal agencies must consult with the SHPO to avoid, minimize, or mitigate adverse effects to listed or eligible properties.

***Will State and National Registers listing restrict the use of a property?*** If you are not using *federal or state funds* to complete your project (e.g. a grant or tax credit, CD funds, a Main Street Grant) and you do not require a *state or federal permit* to undertake it (e.g. DEC permit) , you are free to remodel, alter, paint, manage, subdivide, sell, or even demolish a National or State Register listed property (as long as you comply with local zoning). If state or federal funds are used or if a state or federal permit is required, proposed alterations may be reviewed by SHPO staff if the property is either listed or determined eligible for listing.

***What kinds of properties can be included in the registers?*** Buildings and structures such as residences, churches, commercial buildings and bridges; sites such as cemeteries, landscapes and archaeological sites; districts, including groups of buildings, structures or sites that are significant as a whole, such as farmsteads, residential neighborhoods, industrial complexes and cultural landscapes; and objects, such as fountains and monuments.

***What is a historic district?*** A historic district is a group of buildings, structures, and sites that are significant for their historical and physical relationships to each other. Properties in districts are not usually significant individually but gain meaning from their proximity and association with each other. A district may include any number of properties.

**What is the process for listing a property on the registers?** To begin, an application must be submitted to the State Historic Preservation Office (SHPO) for evaluation. If the property is determined eligible for listing, the nomination sponsor is responsible for providing documentation that describes the property's setting and physical characteristics, documents its history, conveys its significance in terms of its historic context, and demonstrates how it meets the register criteria. The New York State Board for Historic Preservation reviews completed nominations. If the board recommends the nomination, the New York State Historic Preservation Officer (Commissioner of the Office of Parks, Recreation and Historic Preservation) lists the property on the State Register and forwards it to the National Park Service for review and listing on the National Register.

**Can an owner object to having his or her property listed on the registers?** Yes. Private property owners may object to National Register listing. If the property has *one owner*, that owner's objection will prevent the listing. If the property has *multiple owners*, the *majority* of the owners must object in order to prevent listing. For properties with multiple owners, such as districts, objections only count toward the listing of the district as a whole. No one owner can exempt himself or herself from listing in a district by means of an objection. Although the State Register does not recognize owner objections, it is the policy of the SHPO to avoid listings with significant objections and to work with nomination sponsors and communities to provide information and education about the registers program.

**How long does it take to get a property listed?** The length of time required for the preparation and review of an individual nomination is typically six to twelve months, depending on the quality of the application and staff workloads. Historic districts generally require at least a year to account for their greater complexity and the additional need for public comment.

**How do the State and National Registers differ from local landmark designation?** State and National Registers listing should not be confused with local landmark designation. Many communities have enacted local landmark ordinances that establish commissions with the authority to review proposed work on locally designated properties. These commissions are established and operated independently from the State and National Registers, which do not regulate the actions of private property owners unless state or federal funds are used or a state or federal permit is required. National Register listing does not automatically lead to local landmark designation, and local districts often differ from those listed on the registers.

**Must owners of listed buildings open their buildings to the public?** No. There is absolutely no requirement to open register-listed properties to the public.

**Will a property owner be able to leave his property to his children or anyone else he/she wishes?** Yes. Listing on the registers in no way affects the transfer of property from one owner to another.

**Will listing on the State and National Registers, either individually or in a historic district, affect local property taxes or zoning?** No. Listing has no direct bearing on any of these local actions.

**How can an owner get a State and National Registers plaque to display on his or her building?** Although the SHPO does not provide plaques, a list of manufacturers is available upon request.

**How does listing protect a building and its surroundings?** The registers are a valuable tool in the planning of publicly funded, licensed or permitted projects. Government agencies are responsible for avoiding or reducing the effects of projects on properties that are eligible for or listed on the registers. Listing raises awareness of the significance of properties, helping to ensure that preservation issues are considered early and effectively in the planning process.

**Where can I find out more about the State and National Registers?** Contact the Division for Historic Preservation at (518) 237-8643, visit our website at [www.nysparks.state.ny.us/shpo/register/index.htm](http://www.nysparks.state.ny.us/shpo/register/index.htm) or see the National Park Service website at [www.nps.gov/history/nr/](http://www.nps.gov/history/nr/).



## **National and State Registers Criteria for Evaluation**

The following criteria are used to evaluate properties (other than areas of the National Park Service and National Historic Landmarks) for listing on the National and State Registers of Historic Places.

The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. 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 distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the State and National Registers. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.



**Parks, Recreation  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ROSE HARVEY**  
Commissioner

July 22, 2016

Ms. Beth L. Savage  
Federal Preservation Officer  
US General Services Administration  
1800 F Street, NW, Suite 5400  
Washington, DC 20405

Re: Baggs Square East Historic District  
Alexander Pirnie Federal Building (10 Broad St)  
Utica, NY 13501  
Oneida County

Dear Ms. Savage:

We are pleased to inform you that the historic district noted above will be considered by the New York State Board for Historic Preservation at its next meeting, **September 22, 2016**, for nomination to the National and State Registers of Historic Places. These registers are the official lists of properties that are significant in history, architecture, engineering, landscape design, and culture. Listing in the registers provides recognition of our national, state and local heritage and assistance in preserving it. Enclosed is a copy of the criteria under which properties are evaluated for listing.

Listing in the National and State Registers affords properties a measure of protection from the effects of federal and/or state sponsored or assisted projects, provides eligibility for certain federal and/or state tax credits and renders properties owned by non-profits or municipalities eligible for state preservation grants. In general, there are no restrictions placed upon private owners of registered properties. The results of listing are explained more fully in the attached fact sheet.

Owners of private properties proposed for listing in the National Register must be given the opportunity to concur in or object to the listing. If a majority of the private property owners in the district object to the listing via the process noted below, it will prevent the district from being listed. Objections are only counted against the listing of the district as a whole. If a majority does not object, no single property owner in the district can exempt himself or herself from the listing via an objection. Each private property owner has one vote, regardless of how many properties or what portion of a single property that party owns.

If a property owner wishes to object to the proposed district, he/she must submit a notarized acknowledgement that he/she is the owner of the property in question and that he/she objects to the proposed National Register listing. Objections must be submitted before the district is listed.

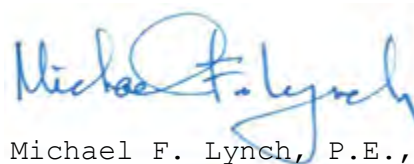


If a district cannot be listed because of owner objection, the SHPO will submit the nomination to the Keeper of the National Register for a determination of eligibility for listing. Properties formally determined eligible for National Register listing by the Keeper are subject to the same protection from the effects of federally sponsored or assisted projects as are listed properties. There are no provisions in the New York State Historic Preservation Act that allow owners to prevent listing in the State Register by means of objection.

If you wish to comment on whether or not the district should be nominated to the National and State Registers, please send your comments to the SHPO at the address below. Comments must be received by **September 21, 2016**, in order to be considered by the State Board for Historic Preservation when it reviews this district.

A draft copy of the proposed nomination will be posted on our web site ([www.nysparks.com/shpo](http://www.nysparks.com/shpo)) prior to the board meeting. For more information, contact Emilie Gould, Division for Historic Preservation, Peebles Island State Park, P.O. Box 189, Waterford, New York 12188, (518) 268-2201.

Sincerely,



Michael F. Lynch, P.E., AIA  
Director, Division for Historic  
Preservation

Enclosure: Fact Sheet  
Criteria for Evaluation

SEP 21 2017

H32(7228)

*Alexis Abernathy*  
8/9/17  
*Chris Hehl*  
8/9/17

The Honorable Kirsten Gillibrand  
United States Senate  
Washington, D.C. 20510

*Joy Beasley*  
8/24/2017  
*M. Kuehn* 8/25/17  
*Chambers*  
8/31/17

Dear Senator Gillibrand:

Thank you for your letter of June 20, 2017, supporting the nomination of the Bagg's Square East Historic District in Utica, New York, to the National Register of Historic Places. Bagg's Square East Historic District was listed in the National Register of Historic Places on July 24, 2017.

*Paul*

If we can provide further information on the National Register process or other assistance, please contact Alexis Abernathy of the National Register staff at 202-354-2236, or at alexis\_abernathy@nps.gov. We appreciate your interest in the historic preservation programs of the National Park Service.

8/17

*Meg*  
09-11-17  
*A. Skerwitz*  
9/12/17

Sincerely,

**/s/ Joy Beasley**

Joy Beasley  
Associate Director, Cultural Resources,  
Partnerships, and Science

cc: New York/SHPO

bcc: 7228 Loether  
Basic File Retained in 7228

FNP:AAbernathy:OP:08/9/2017:S://NR/Alexis/Letters/Baggs Sqare East Historic District  
Gillibrand letter

KIRSTEN GILLIBRAND  
UNITED STATES SENATOR

DEN # 23672  
AD/ASSOC  
ASSIST  
DIRECTOR

MRK 6/28/17  
Hag's

COMMITTEE

# United States Senate

WASHINGTON, DC 20510-3206

Due Date?



June 20, 2017

Mr. Michael T. Reynolds  
Acting Director  
National Park Service  
1849 C Street NW  
Washington, DC 20240

Dear Acting Director Reynolds,

I write in support of the application submitted by the City of Utica for placement of the Baggs Square East Historic District on the National Park Service's National Register of Historic Places. This status will help to preserve the District's rich history for years to come.

Located in the heart of the City of Utica, Baggs Squire East Historic District served as the City's central commercial district in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Bordered by the Erie Canal and East-West railroad lines, the District showcases the way in which early transportation infrastructure shaped New York State. In addition, it is home to some of the region's most renowned examples of the period's popular architectural styles, including Art Deco, Romanesque and Classic Revival buildings.

The listing of Baggs Square East Historic District on the National Register of Historic Places will ensure that the District's buildings are preserved and its historic significance is acknowledged. This designation will enable current and future generations of New Yorkers and Americans to enjoy the City of Utica's important history as an industrial center and transportation hub, which is important to the economic success of the region's tourism industry and to the continued development of the area.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Laura Driscoll at (202) 224-4451.

Sincerely,

Kirsten Gillibrand  
United States Senator



## United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, DC 20240

H32(7228)

The Honorable Kirsten Gillibrand  
United States Senate  
Washington, D.C. 20510

Dear Senator Gillibrand:

Thank you for your letter of June 20, 2017, supporting the nomination of the Bagg's Square East Historic District in Utica, New York, to the National Register of Historic Places. Bagg's Square East Historic District was listed in the National Register of Historic Places on July 24, 2017.

If we can provide further information on the National Register process or other assistance, please contact Alexis Abernathy of the National Register staff at 202-354-2236, or at [alexis\\_abernathy@nps.gov](mailto:alexis_abernathy@nps.gov). We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

Joy Beasley  
Associate Director, Cultural Resources,  
Partnerships, and Science

cc: New York/SHPO

## United States Senate

WASHINGTON, DC 20510-3205

June 20, 2017

Mr. Michael T. Reynolds  
Acting Director  
National Park Service  
1849 C Street NW  
Washington, DC 20240

Dear Acting Director Reynolds,

I write in support of the application submitted by the City of Utica for placement of the Baggs Square East Historic District on the National Park Service's National Register of Historic Places. This status will help to preserve the District's rich history for years to come.

Located in the heart of the City of Utica, Baggs Square East Historic District served as the City's central commercial district in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Bordered by the Erie Canal and East-West railroad lines, the District showcases the way in which early transportation infrastructure shaped New York State. In addition, it is home to some of the region's most renowned examples of the period's popular architectural styles, including Art Deco, Romanesque and Classic Revival buildings.

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I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Laura Driscoll at (202) 224-4451.

Sincerely,



Kirsten Gillibrand  
United States Senator

MRIC 6/28/17

COMMITTEES

