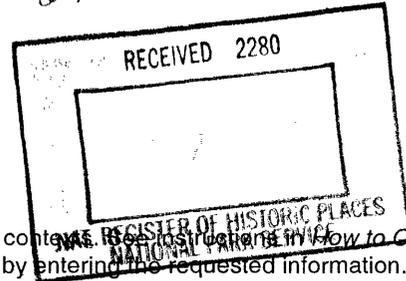


United States Department of the Interior
National Park Service



National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions on how to complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Multiple Resources Associated with the Suburban Development of Buffalo, New York

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Buffalo, The Great Economy Arrives – Urbanization, 1840 -1945

Community Planning and Development – Suburbanization in Buffalo, 1868 -1945

Transportation – Route 5, Railroads, Electric Interurban Trolleys, Transit, Electric Vehicles and Automobiles, 1840 -1945

Continued Community Planning and Development – Suburbanization in Buffalo's Outlying Communities, 1890 -1945

C. Form Prepared by

Name / Title Clinton E. Brown Company Architecture,
2100 Rand Building
Street & Number 14 Lafayette Square Telephone 717-852-2020
City or Town Buffalo State New York Zip Code 14203

Edited by SHPO Staff

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

William Carlin, SHPO
Signature and title of certifying official

10/08/05
Date

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall
Signature of the Keeper

12/7/2005
Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	<u>1-15</u>
F. Associated Property Types (Provide description, significance, and registration requirements.)	<u>1-5</u>
See Continuation Sheets	
G. Geographical Data	<u>1</u>
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	<u>1</u>
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	<u>1-3</u>

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Context

Introduction

The city of Buffalo, New York is situated at the northeastern end of Lake Erie and the southern end of the Niagara River. Since its founding in the early nineteenth century, Buffalo's location on the lake and close proximity to inland transportation corridors contributed to its rapid development as a commercial and industrial nexus during the nineteenth and early twentieth centuries. As with most American cities, Buffalo expanded outward, successively pushing residential areas toward a growing perimeter. This process accelerated with the introduction of electric interurban traction lines during the late nineteenth and early twentieth centuries and continued thereafter with the advent of and universal popularity of the private automobile. The idealized suburban lifestyle with detached single family houses, open space, and promised economic independence carried wide appeal. Developers responded to these desires with planned subdivisions that were skillfully designed to provide the sense of open space, architectural individuality and amenities not offered at the city's core. By the 1950s, suburban residential development continued to expand outward while the core of the city began a gradual decline.

Suburban development can now be understood in a historical context in Buffalo and elsewhere in the nation. It reflects changes in transportation patterns, social and economic conditions and architectural tastes. This multiple property context provides a vehicle for examining this legacy in a systematic manner which supports the National Register nomination of those resources significant in chronicling the suburban development of the greater Buffalo area.

Rise of a city

Buffalo was established by the Holland Land Company and laid out in 1804 by Joseph Ellicott. Ellicott, influenced by L'Enfant's plan for Washington, D.C. (itself influenced by renaissance plans in Paris and Rome) created a radial street plan with several squares for public uses. The plan remains largely intact today. The lakefront village of Buffalo was burned by British forces during the War of 1812 in retaliation for American incursions into Canada. The village was rebuilt after the war and rose to prominence in 1817 when it was selected as the site for the western terminus of the Erie Canal. The completion of this canal in 1825 rapidly transformed Buffalo into major port city located astride the principal east-west transportation corridor between the nation's eastern seaboard and its expanding interior. Grain quickly became a major commodity shipped through Buffalo. The process of breaking bulk from lake ships to canal boats required terminal storage and handling facilities. The development of the elevator by Joseph Dart in Buffalo in 1842 revolutionized the handling of grains and led to Buffalo's early and continuing prominence in this trade. Railroad transportation became important to Buffalo's economy as early as the 1840s. Buffalo became a regional center for the manufacture of iron and steel as the nineteenth century progressed and hydroelectric power fueled additional industrialization and population growth in the early twentieth century.

Buffalo's rise as a great American city led to aspirations for great architecture and planning throughout the nineteenth and twentieth centuries. Major American architects and landscape architects were commissioned to design the city's major business blocks, churches, civic monuments, houses, parks and parkways. Upjohn, Richardson, Sullivan, Burnham, Olmsted, McKim Mead and White, Carrere and Hastings, Wright, Saarinen and Yamasaki graced the city with designs in each era comparable in quality and significance with the best work of these designers in Washington, Boston and Chicago. Buffalo's suburban expansion benefited from the high standards

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established by these individuals and firms and compared favorably with similar developments in other large American cities of the period.

Buffalo, the Great Economy Arrives – Urbanization 1860-1945;

Community Planning and Development – Suburbanization (in Buffalo) 1868 - 1945

The post Civil War era saw a mass migration of people to the fast paced cities and factories of the North, as well as a more generalized rural to urban movement. Buffalo's prime geographical location made it a logical and key commercial center. Blossoming industry and advancing technology, prompted and then coupled with burgeoning population growth, furthered the city's progress. Within several decades, the great economy of the Gilded Age had arrived. With this growth in wealth came the "nouveaux riches", who, having made their fortunes in the boom, sought to style themselves after past generations. So resurfaced the idea of the country estate and with it the separation of work and home – the beginning of suburbanization.

Since the middle of the nineteenth century, Americans had been looking for locations in the suburbs suited for domestic life, and improvements in transportation opened new opportunities and possibilities for residences removed from the urban atmosphere. Frederick Law Olmsted and Calvert Vaux's 1868 groundbreaking design for Riverside, Illinois, one of the first planned truly urban residential subdivisions, became a model that many cities and suburbs were to follow. In 1870, these same landscape architects proposed that the City of Buffalo lay out the Parkside subdivision as a residential neighborhood adjacent to their new park system under construction in North Buffalo. With groups of parks connected to each other by a series of broad, tree-lined residential avenues and parkways, it was the first such plan for any American city. The adjoining residential development of Parkside promised to be equally innovative. Like Riverside, Parkside's streets were to be gently curving, tree lined, and provided with pedestrian sidewalks; lot sizes were large.¹ It was to be an exclusive residential neighborhood, located near the parks and with all the airs of a country estate. Removed from the harsh elements of the cityscape, it would still be close enough to the city for easy commuting with the aid of new streetcar lines. To those who could afford the status and privilege, Parkside provided some of the earliest suburban living in Buffalo, and in the country as a whole.

With Parkside as their model, less high-styled urban residential subdivisions sprang up in other areas of the city. In South Buffalo, "responsibility for the creation of side streets on former farmland lay with daring entrepreneurs". In 1885, for example, Joseph Bork, a keen speculator in town, organized a partnership that purchased the land between Broadway, Sycamore, Fillmore, and the Belt Line Railway. Within two years, Bork had laid out sidewalked streets on which he built some 1100 houses.² The West Side, too, saw similar development. The so-called Elmwood district justly enjoyed a reputation for its attractive, tree-lined residential streets furnished with fine homes. The culmination of this development was the creation in the early years of the twentieth century of Dorchester Road. "A great advance over anything in the city will be made when the street is finished, for there is nothing here now that can approach "Dorchester Road" in location, beauty, or protection of property," proclaimed a reporter at the time. The "new and elegant street" was a model of domestic well-being, articulated by median grass plots, fountains and shade trees.³ Even the Riverside districts were to be included in this new stage of settlement. Charles S. Burkhardt, a

¹ Kowsky, Francis: "Olmsted Parks and Parkways, City of Buffalo, Erie County, New York."

² Kowsky, Francis: "Historic Resources Intensive Level Survey, Broadway – Fillmore Neighborhood, City of Buffalo, Erie County, New York."

³ Kowsky, Francis: "Historic Resources Intensive Level Survey, Grant – Ferry – Forest Neighborhood, City of Buffalo, Erie County, New York."

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local real estate developer who would figure prominently in later years of the urban subdivision movement, built his first subdivision, a typical "streetcar" development at Grant and Breckenridge Streets, and the next at Forest Street and Bird Avenue, called "Clinton's Forest." He went on to subdivide the Tonawanda Street, Rano Street, and Martin Avenue area near Riverside Park, then a 28 acre tract covering 6 blocks, and finally a larger tract on Ontario Street. Housing in ... [such] street car neighborhoods provided, in the words of social historian Delores Hayden, "a cut rate version of the verdant residential ideal expressed in the picturesque enclaves' such as Parkside"⁴

Buffalo's rapidly expanding manufacturing and transportation economy offered employment for many. The growth, prosperity, and national prominence of Buffalo's smokestack industries in the later nineteenth century attracted workers from around the world – all of whom needed housing. A magazine of the time, *Greater Buffalo*, proudly observed that "with the development of manufacturing [the city] went forward in leaps and bounds". In the decade ending in 1890, the increase in population was 65 percent! Buffalo increased three times as fast as New York, Boston, or Philadelphia. In buffalo, just as in other American cities, the coming of the streetcar was the catalyst for widespread residential development. During the early decades of the twentieth century, the patterns of residential development that had established themselves in the previous century continued to shape the city.⁵

The banner headline of a special section of *The Buffalo News* on October 30, 1927 proclaimed "Growth, Development of Buffalo Based on Scientific Factors." William Doerr, Jr., one of the partners of the Tiernon, Porter & Doerr Development Corp. that created one of Amherst's first subdivisions, Cleveland Park Terrace, penned an article with an opening section intended to underscore the importance of the present thinking within a broad sweep of historic context:

"Since mankind ceased its nomadic existence and settled into tribal communities which developed into villages and cities, the question of city growth has been an important one. Notwithstanding its importance, it is only comparatively recently that intelligent thought has been given to this subject."

Such a comment could be seen as a direct reflection upon the planned and created communities prevalent at the time. More importantly, though, the article offered insights into the economics behind this development that had such a profound impact on the region.

Doerr clearly tied population growth to real estate wealth and in doing so dramatically described the effect of population growth and the value of improved land in Buffalo. It was his opinion "that if Buffalo's population does not increase any at all from outside sources, the land which is being offered for sale in and around Buffalo today would be used in the next one to ten years." "In 1900, the population of the city of Buffalo was 352,775 and the assessed valuation of real estate was \$242,349,138. In 1910, the population was 423,718, a gain of 70,940 or 20 per cent, and the increased valuation was \$312,276,240 – a gain of 35 per cent. From 1900 to 1910 property values increased one and three-quarters times as fast as the population. In 1920, the population was 506,775, a gain of twenty per cent – while the assessed values increased 91 per cent, or four and one-half times as fast as the population."

The reason given for this was clear: "Policy of Economy" – "Industry today is locating according to definite scientific factors. The manufacturer is confronted with a rigid policy of economy, and it is being appreciated more and more

⁴ Hayden, Dolores: *Building Suburbia, Green Fields, and Urban Growth, 1820 – 2000*. Pantheon Books. New York. 2003.

⁵ Kowsky, Francis: "Historic Resources Intensive Level Survey, Grant – Ferry – Forest Neighborhood, City of Buffalo, Erie County, New York."

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every day, that due to Buffalo's natural advantages, the manufacturer can receive his raw material and distribute the finished product more economically in Buffalo than at many other points not so abundantly blessed by nature. This will bring new industries to Buffalo, and new industries mean increased population with the inevitable increase in real estate values."⁶

Buffalo was a dynamic urban center, and its changing size, street layouts, and settlement patterns reflected this while serving at the same time to further shape it. As new neighborhoods were carved out and streets laid, the city expanded rapidly, extending ever outward from Buffalo's historic nexus at Niagara Square. Reserved at first to the city limits, the bustling city soon burst its boundaries to annex small neighboring communities, just as it had done decades earlier, in 1853, with the Village of Black Rock. This recurring trend of annexation was capped with the passing of a local resolution limiting the further annexing of lands by the City of Buffalo. However, the expansion and flow of people outward from the city center was not to be staunched. Ever resilient, the spreading trend of suburban settlements was merely to re-manifest itself in a varied form with its theme very much the same.

Transportation – Route 5, Railroads, Electric Interurban Trolleys, Transit Electric Vehicles and Automobiles 1890-1945

As a nearby outlying community with established ties and movement patterns on the route of a key transportation corridor, Amherst/Williamsville was a prime candidate for settlement.

From their initial founding, the communities of Buffalo and Williamsville had notable associations with one another. In 1799, the Holland Land Company hired Joseph Ellicott to survey their western holdings. What became the Holland Land Company was originally a group of Dutch banking families who had helped finance the Revolutionary War. They re-invested their repayment in the purchase of 3 million acres in western New York State that included the present locations of both Buffalo and Amherst. Benjamin Ellicott and John Thompson later purchased 300 acres at the price of \$2 per acre at Ellicott Creek, near the site of what was to become Williamsville in the town of Amherst. By 1803, half a dozen houses were erected here. Not later than 1804, Joseph Ellicott proposed a village of New Amsterdam that was to become Buffalo, laid out in streets and lots, where the Buffalo Creek flowed into the Niagara River. These were some of the first speculative land subdivision efforts in the region. In both instances access proved key to sales success.

In 1805, Jonas Williams bought out Ellicott's holdings in the Ellicott Creek property. The Village of Williamsville grew up from the site of a mill he constructed there in 1811. The surrounding Town of Amherst was created in 1818, with the town government forming in 1819.

As the largest settlement in the region, the nearby nascent city of Buffalo was destined to have a large impact on its outlying communities, Amherst and Williamsville being among them. From their early origins, the communities were linked by Main Street and strategic transportation patterns established between them on that path that were to become increasingly important in the years to come.

⁶ Doerr, William, Jr. : "Growth, Development of Buffalo Based on Science". Buffalo News. October 30, 1927.

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Creating Route 5 – the Buffalo-Batavia-Avon Road, an 8 foot wide roadway cut by Native American White Seneca from an aboriginal foot trail, was authorized by the State Legislature in 1801. Horse-drawn farm wagons of produce from farms in Williamsville taking their wares to markets in Buffalo were among the first to traffic between the two settlements.

In 1825, the Erie Canal opened, displacing Main Street as the principal commercial route. Prior to the Canal, Main Street was “the unchallenged main artery of Amherst and Western New York.”⁷

The decade of the 1830’s saw railroad tracks appearing alongside the Erie Canal, though it would be many decades before the railroads would displace the Erie Canal as the primary conveyor of commerce in the Buffalo area. In 1853, the spanning of the mighty Niagara River with a suspension bridge connecting Niagara Falls, New York and Niagara Falls, Ontario was done partly for the Canandaigua Niagara Falls Railroad that crossed the Town of Amherst diagonally and had a depot at Getzville. It would later become part of the New York Central Railroad.

By 1832, the Buffalo and Black Rock Land and Railroad Company ran a streetcar line between Terrace Street in Buffalo and Ferry Street in Black Rock. By 1866 the Buffalo Street Railway Company tracks ran on Main Street to Amherst, having started on Main Street between Buffalo Creek and Genesee Street in 1860.

The Buffalo and Williamsville Macadam Company was incorporated in 1836 by Christian Eggert, John Hutchinson, and the Hopkins family, becoming one of numerous area companies to build and operate a form of paved toll road. The facility opened in 1837, with toll gates at Humboldt Parkway in Buffalo and Getzville Road in Amherst. Its last month of operation in October 1899 coincided with the passage of the first automobile, a Pierce-Arrow Red Devil, for which there was no toll rate established and therefore no toll paid.⁸ The site later became part of the Hedstrom Estate.⁹

In 1866, H. M. Brown began operation of the Buffalo, Williamsville and Clarence Omnibus Line, a horse-drawn stagecoach that offered daily service on Main Street until being displaced by the Buffalo and Williamsville Electric Trolley in 1893.

In 1879, the first telephone lines connected Buffalo and Williamsville, making it possible to conduct business over a distance, and further diminishing the need to live and work within walking distance.

The demand for speedy travel grew and was reinforced by the availability of Niagara-generated hydro-electric power, which first reached Buffalo in 1889. The Buffalo and Williamsville Electric Railway Corporation’s Electric trolley services began in 1893 between a wooden waiting room at Buffalo’s Main Street and Bailey Avenue (which Young states “was later moved to Hopkins Road where it serves as a store today) and Williamsville. The Amherst Bee declared: “Williamsville is to be connected with Buffalo by a first class electric railroad.”¹⁰ Its 4.5 mile long track on the north side of Main Street carried a double-car trolley that ran as often as every twelve minutes in its heyday. Among its stops was the Audubon Terrace entranceway shelter at Smallwood Drive. The corporation was founded

⁷ Grande, Joseph A.: *Glancing Back, A Pictorial History of Amherst New York*. Donning Company Publishers. 2000. Page 53.

⁸ Grande, Joseph A.: *Glancing Back, A Pictorial History of Amherst New York*. Donning Company Publishers. 2000. Page 50.

⁹ Duax, Caroline and www.ah.bfn.org/a/AMH/main/4196/index/html.

¹⁰ Young, Sue M.: *A History of the Town of Amherst, New York*. 1965. Page 186.

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by Buffalo and Williamsville businessmen, including local quarry owner Henry Fogelsonger, whose stone was used in the track's original foundation and is likely to have been later used in the entranceways, also constructed of limestone.

What became nicknamed the Toonerville Trolley charged affordable fares of 10 cents, or four for twenty-five cents, making trolley transportation accessible not only for Sundays in the country or at the Corporation's amusement park, but also for daily commuting travel by middle class riders.

During their peak, from about 1910 to about 1922, electric trolleys connected not only local communities within a region, but also entire regions, including New York and Ontario at Niagara Falls and Lewiston. The system was estimated to have more than 1,000 miles connecting Oneonta, New York to as far west as Wisconsin and as far south as Kentucky. The author's late grandmother, born in 1900, often recalled traveling amongst her native Niagara Falls, Buffalo, Lockport and elsewhere, as a teenager attending social events. Her father, a prominent Niagara Falls banker, traveled by electric trolley between office and home each day. The electric trolley system operated in Buffalo until July, 1950, when the last trolley line was replaced by transit bus.¹¹

Though less commercialized and certainly more laborious, bicycles were another means of transportation by which the urban sphere was expanded and suburban connections solidified. William H. Crosby, who later created one of the first country estates in the Town of Amherst, started his fortune by making bicycle frames at the Crosby Company in its plant on Pratt Street and Clinton Street, east of Main Street in downtown Buffalo.

The arrival of the automobile again expanded the reach of the city into its surrounding suburbs. Buffalo became a nationally significant automobile manufacturing center at the turn of the century, transforming its bicycle making and other metalworking capabilities into creating, at first, some of the rarest and most expensive and, later, some of the most prevalent and most affordable automobiles in the world.

In 1906-1907, the Pierce-Arrow Motor Car Company opened its reinforced concrete factory and administration complex at 1695 Elmwood Avenue at Great Arrow Avenue, adjacent to the Belt Line, which is listed in the National Register of Historic Places. Designed by Lockwood, Green & Company with associated architect Albert Kahn, the factory centralized all the automobile manufacturing operations into one facility. The Administration Building, designed by George Cary, embodied the elegance of the automobile built in the factory, and marked the prominence of this maker of fine automobiles that was created by former bicycle and tricycle maker, George N. Pierce. The Company went out of business in 1938, succumbing to poor management, poor economic conditions, and the rise of mass-produced automobiles, such as were made by the Ford Motor Company

In 1915, the Ford Motor Company opened a sprawling automobile assembly plant at 2495 Main Street in Buffalo, also adjacent to the Belt Line tracks. Designed by Albert Kahn and Ernest Wilby, Kahn now being the leading industrial architect of the day, this plant and another on the Buffalo waterfront solidified Buffalo as a leading automobile manufacturing center of mass-produced automobiles affordable by many.

With the coincidental closing of the Buffalo and Williamsville Electric Railway Corporation, the announcement of the

¹¹ Baldwin, Richard E.: "Those Interurban Lines that Linked Our Cities – The Old Toonerville Trolleys of Western New York." *Buffalo Courier Express*. September 7, 1978.

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proposed widening of Main Street from 40 feet to 60 feet, and the opening of transit bus service by the Buffalo Transit Company – all in 1930 - the role of transportation marked a new phase in the development of the urban landscape.

Trolley and automobile access beyond the city line provided a new means of escape from the industrial city during the last decade of the 1800s and the first two decades of the 1900s. The first wave of trolley settlement was of those nouveaux riches industrialists seeking to establish country estates far from their factories. These estates created on former farms would later themselves be consumed for suburban residential subdivisions when a mass market followed their lead. The migration movements, build-out patterns, and economy of the time, coupled with new transit technology and ambitious real estate dealers proved to be a dynamic combination that served as a catalyst affecting great change in the area. At the dawn of the twentieth century, the Town of Amherst was about to be transformed.

Continued Community Planning and Development – Suburbanization of Buffalo's Outlying Communities 1890-1945

Amherst Estates

Charles S. Burkhardt, who had been involved with the earlier development efforts in Buffalo, was also prominently involved in this new stage of urban residential subdivisions. In 1901, Charles S. Burkhardt moved from Buffalo to Williamsville with his wife and six children, an otherwise unremarkable move that would later have dramatic impact. The Buffalo real estate development business he had grown during the 1880's had been wiped out during the recession of the 1890's. After his wife's physician advised them "to move out to the country" for her health, and after he considered where to go to get a second start, he selected Williamsville because it was "the only section not cut up by railroads or inhabited by the foreign element." He leased the Dodge House on Mill Street, opposite Eagle Street, choosing this place despite the "dwelling having no improvement, but the rent was so cheap, \$16.00 per month." He built the improvements himself and leased a nearby acre and one-half plot on which to grow vegetables. One day, he "looked off North and North-west and noticed what a beautiful spot it was." The next morning he went to the owner, Mr. Hutchinson to "see what I could do about purchasing this piece of property without any money", knowing that the seller wanted \$1,000 for it. Mr. Hutchinson staked him, and within six months Charles Burkhardt sold the plot "and made a fair profit."¹² With this "second start", the Williamsville that he later described as being "one of the deadest places on the face of the earth," with "a population at that time in the neighborhood of 800 people and was gradually growing less", became the center of a dramatic transformation of the Town of Amherst over the next forty years.¹³

His interests in real estate renewed, Burkhardt expanded his sights to undertake the buying, improving, subdividing, and selling lots from former farm properties as estates for prominent families. Charles S. Burkhardt was an integral part of this larger process in one of three large deals he made between the time he moved into Williamsville in 1901 and the time he purchased what became Audubon Terrace in 1919. He bought a parcel of 110 acres, later known as the Brompton Road Section, from the Empire Limestone Company, which he subdivided into "three beautiful

¹² "Audubon Topics" Newsletter published by Burkhardt Company for residents of Audubon Terrace. 1926 – 27.

¹³ "Audubon Topics" Newsletter published by Burkhardt Company for residents of Audubon Terrace. 1926 – 27.

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estates," the Dr. McGuire property, the Byron Knowlton estate, and the Clinton R. Wyckoff estate. Of the three, the Clinton R. Wyckoff estate was the most notable due to the local renown of the owner. Clinton R. Wyckoff was born in Elmira, NY, in 1874. He attended Cornell University where he became an All-America football quarterback (Cornell's first) before graduating with a law degree and moving to Buffalo. He became one of Buffalo's leading industrialists as president and treasurer of Atlas Steel Casting Company until his death in 1947.¹⁴

William H. Crosby created a 243 acre estate at Main Street and Bailey Avenue centered on a three story mansion surrounded by terraced gardens defined by low brick walls. He was described as a business tycoon, having achieved such great success with Crosby Company, a metal works that he founded in 1896 (and that still operates in Buffalo today), that he was able to donate between \$1,500,000 and \$2,000,000 to charities during his lifetime. The University of Buffalo, among his favorite recipients, named Crosby Hall for him. Though a member of the Congregational Church, he was associated with the founding of the Amherst Community Church that was incorporated in Snyder in 1915. A portion of his estate became the site for School 13, built in 1924. He died in Buffalo in 1944, aged 81. His estate became Cleveland Park Terrace.

Arthur E. Hedstrom, president of the Hedstrom-Spaulding Inc., Buffalo's leading coal dealers, created a 43 acre estate on land purchased by his father Eric L. Hedstrom around 1900 on the west side of Getzville Road, between Main Street and Sheridan Drive. Surrounded by an ashlar wall, much of which still stands, the estate included a large stone main house, caretaker cottages, a stable, a pool house and pool. Though an active contributor to the Delaware Avenue Baptist Church at 965 Delaware Avenue in Buffalo, where his parents donated the baptistery and rostrum, he nevertheless also became a founder and member of the Amherst Community Church. His association with the 1894-1895 Baptist Church designed by noted Buffalo architect, John H. Coxhead, has led to speculation that Coxhead may have designed this estate house and wall. However, it has now been confirmed through the Olmsted firm archives list which shows 32 plans for "Job #7292, Arthur E. Hedstrom, Snyder/Williamsville, NY," that the architect associated with the Hedstrom Estate and walls was F. H. Loverin. Loverin, along with Whaley was also the architect of the prominent Hotel Lenox in Buffalo. Hedstrom died in Florida in 1946. His wife sold the property to Genrich Builders in 1947. The former Hedstrom Estate retains its flavor as a prominent residential enclave bounded by those 1904 walls, over a century old.

Amherst, Urban Residential Subdivisions

Continued expansion and expanding economies persisted, promoting the further development of the movement towards suburbanization. Realizing the inevitable expansion of the city, the rising numbers of the middle class, and the continuing need for housing in conjunction with extended transit, developers and real estate entrepreneurs began planning how to open up this land for settlement on a large scale and to search for properties large enough to develop, so as "to make a complete community", as Charles Burkhardt phrased it. Inevitably the former family farms and private estates of the past stage of development were reutilized for this task, and the properties were consumed for residential subdivisions.

The creation of such communities allowed greater numbers of people to enjoy the pleasures of home life away from the immediate proximity of commerce and industry. Residential privilege that had previously been available only to wealthy individuals and families of prominence was now extended to those of more modest means. Such residences

¹⁴ College Football Hall of Fame Website: <http://www.collegefootball.org/>.

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offered the freedom for many to choose where they lived distinct from where they worked, heralding a new way of living. These subdivisions were a product and reflection of the most recent build-out period of the city – the next stage of the continuing process of the urban residential subdivision.

The aura of the preceding estate era was passed on in the names of subsequent residential subdivisions that occupied their realms, such as Amherst Estates created by John Sattler and Colonial Estates created by the Distinctive Land Company. Also preserved was the general air and style of these dwellings. It was the goal in the planning of these early communities to create exclusive residential neighborhoods that provided a welcome respite from harsh city life. Often times walls, gateways, and other street furniture reminiscent of the country estates were used in entranceways to these neighborhoods to evoke similar sentiments, as well as to help create a sense of seclusion and remoteness without complete removal from the urban environment. Moreover, these communities were solely residential. Lot sizes were standardized and planned out in moderate parcels suited for single-family homes. As one advertisement of the time stated: The lots had “excellent restrictions” to “protect and guarantee a continued advance in the value of the land.” There were to be no “public buildings, flats, or apartments, stores, etc... in this entire tract.”¹⁵ In many ways, the entranceway served as a visual manifestation of the nature, spirit, and style of these new communities.

This movement resulted in an astonishing number of new urban residential subdivisions in the suburban areas surrounding the City of Buffalo on major transportation routes and migration corridors, many of which remain today:

Abbott & Beymer’s Aurora Park in Snyder, Amherst, was a 91 acre, linear subdivision centered by a 50 foot wide central median park that runs south from Main Street to a circle mid-way between Main Street and Kings Highway, and resumes from Kings Highway south, to Kensington Avenue, across Wehrle Drive, terminating at Cleveland Drive in the Town of Cheektowaga. Development started upon purchase in 1917 with construction of improvements such as water mains, sewers, electric, telephone and natural gas service, streets, sidewalks, streetlights, and landscaping.

Cleveland Park Terrace, set at Main Street, Bailey Avenue, and Eggert Road, was built by the Tiernon, Porter & Doerr Development Corp. on the original William H. Crosby estate. It opened in 1926, with 1300 home sites, 8 miles of concrete streets, 16 miles of sewers, 16 miles of water mains, and had gas, electric and telephone service in a development valued at \$4 million.¹⁶

Buffalo real estate agents R. W. Goode and G. H. Sickles developed “Amherst Estates”, south of Main Street, including LeBrun Road, LeBrun Circle and Keswick Road. They built expensive homes of various architectural styles for “people of means”¹⁷. The estate included 180 lots from one to five acres in size.

Trayfield Corporation, about which little is known, is attributed as the builder of the circa 1925 shelter entranceways and subdivision at Main Street and Smallwood Drive.¹⁸

Additional examples of these new subdivisions are Sour & Sour’s College Hill Terrace in the Washington Highway

¹⁵ Buffalo Times. October 1927.

¹⁶ Young, Sue M.: *A History of the Town of Amherst, New York.* 1965. Page 79.

¹⁷ Grande, Joseph A.: *Glancing Back, A Pictorial History of Amherst New York.* Donning Company Publishers. 2000. Page 149.

¹⁸ Fox, Austin: *Erie County’s Architectural Legacy.* Erie County Preservation Board. 1983.

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area; Oakwood Heights, east of Williamsville, developed by Howard and Lee Britting; Pomeroy Park, developed by George C. Diehl, who was also the county engineer; and Ivyhurst, Highland, Cloverbank, Pine Ridge Park, and the other developments of the "daring entrepreneur" John Sattler.

Born in East Aurora, to German immigrant parents, John G. Sattler began his career in retail in 1889, at the age of seventeen, when he opened a "one-man, one-room" shoe store on the lower floor of his mother's two-story house on Broadway near Fillmore Avenue. The business grew and flourished, and in 1927 it was converted into a department store by the addition of several departments including women's wear. At around the same time, Sattler's son-in-law, Charles Hahn Jr., became director of operations, leaving Sattler free to devote time to his real estate interests.

One of John Sattler's earliest real estate developments was Sattler Street (now Avenue), his one-time country place. "Running on the eastern border of the (Schiller) Park, Sattler Street was originally part of the farm owned by ... John G. Sattler, founder of the department store. Around 1904 he developed his country estate for housing."¹⁹ Kenilworth Park, north of Kenmore Avenue along Niagara Falls Boulevard in the Town of Tonawanda, was constructed on the site of the former Kenilworth Track whose heyday was between 1905 and 1908. The track was demolished in 1915 when the land was subdivided for this residential subdivision by John Sattler.

Sattler then focused on Amherst, where other developers were building homes for the affluent middle class. He bought the Lautz Estate, east of the village (Williamsville), and also developed the Hollywood subdivision (including Westfield and Ivyhurst Roads) in Eggertsville and Tennyson Terrace, near Transit Road. Both these subdivisions catered to the working class, seeking inexpensive, modest homes. He built his own house in Eggertsville, at Ivyhurst Road and Main Street, in 1919. He finally moved to 473 LeBrun Road, Eggertsville, where he stayed for the rest of his life.

Charles S. Burkhardt was prominently involved in this phase of build-out as he had been in previous stages. He began his "complete community", hopefully called Audubon Terrace, in October, 1919 on the Taylor and Satterfield Estates. Part of 400 acres north of Main Street that had access to water, sewer, and gas utilities, the property was next to the Snyder public school, and "possessed a high degree of natural beauty." This development proceeded, but it was a learning experience, as "its terrific cost nearly threw the new Audubon Terrace Realty Company into bankruptcy." They survived by expanding the project to offer bigger lots at higher prices. In keeping with this trend, the Burkhardt Development Company (more often known as the Chas. S. Burkhardt Company) began development in May of 1923 of the Audubon Terrace South subdivision, on the former Witmer Farm property. The company purchased the property from D'Youville College, which had acquired it from a land speculator. The subdivision contained 585 lots in the area between Main Street and Wehrle Drive.

In the Buffalo Sunday Times of October 1, 1916, Chas. S. Burkhardt, with offices at 424 Main Street in Buffalo and the Burkhardt Block in Williamsville, advertised for "High Park – Country Club Section" in Eggertsville, when the Country Club of Buffalo was at Main Street and Bailey Avenue:

"Located on the Main Road, a short distance east of the Country Club, moderate in price, highly restricted and distinctly different than any other properties now offered. Lots 80x185 feet, fronting on High Park

¹⁹ Napora, James: "History of Saint Andrew's Episcopal Church" from *Houses of Worship, a Guide to the Religious Architecture of Buffalo, New York*. Master of Architecture Thesis. <http://ah.phpwebhosting.com/a/main/3107/hist/index.html>.

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Boulevard (100 feet wide and having all city improvements) are offered at attractive prices to home-builders. Phone or call my Buffalo office for a handsome illustrated booklet."

Audubon Topics was "A little publication which discusses the big subjects of real estate, building, people and hobbies," that was published monthly by the Chas. S Burkhardt Company, Inc. in support of its Audubon Terrace subdivision in Snyder. Its pages provided many specifics about Burkhardt's projects. Yet taken in a broader context, the publication offers an insightful peek at the inner workings and details behind this suburbanization movement.

The July 1926 *Audubon Topics* introduced B. A. Keeney in its inaugural "Builders in Audubon Terrace" series, highlighting the house he built at 168 Darwin Drive as being for sale after having been seen by thousands of Buffalonians when it was on exhibit.

Englishman and builder R. C. Macey's "English type home" was featured in a later "Topics". Macey was described as a successful builder in Buffalo for five years, having built "attractive homes in the University and North Park Avenue section" and, having fifteen years experience building in England, "where he specialized in the English type home so popular in America today."

Builder F. Theodore Jenzen came to Audubon Terrace after seven years of building in Hamlin Park in Buffalo, "practically the first builder to start operations there." He had other experience in the past two years on commercial and factory buildings, but came to Audubon Terrace to pursue "his hobby" of "building artistic single homes." After looking over all sections of Buffalo, and having "selected Audubon Terrace as the site most suitable for artistic homes," Jenzen's discrimination was rewarded; his F.T. Jenzen Co., Inc. was awarded the contract for the central clubhouse at Meadowbrook.

The principal architect associated with the company was James W. Kideney. The April, 1926 issue of the Company's monthly, *Audubon Topics*, (under the first known picture of the Lamarck Drive entranceway) announced "an important addition to our Planning and Building Service in the person of James William Kideney, 347 Elmwood Avenue." It goes on to describe him as "an architect of much experience" (he was 26 years old) with specialty "in the designing of practical, artistic homes." His services to modify stock plans on file were offered by the company at no cost to the prospective homeowner.

The landscape architect associated with Burkhardt's company was Hugh P. Campbell, described as a landscape architect, horticulturist and soil expert, who had "beautified many famous estates," including that of Alfred I. du Pont in Wilmington, Delaware. The company operated a nursery on Sheridan Drive, and Campbell was "at all times willing to offer suggestions and advice [to "Audubonites"] to the end that the whole landscaping scheme will represent a harmonious effort on the part of the developer and individual homeowner."

Finally, Daniel J. Heary was introduced in the "Builders in Audubon Terrace Series" as planning "an extensive building program in Audubon Terrace in the spring of 1927." Also "having specialized exclusively in the designing and building of artistic single and two-family homes," and with nearly 40 years of Buffalo general contracting experience, he too came from Hamlin Park where he built many homes "whose durability and good looks are directly due to the efforts of Mr. Heary."

An *Audubon Topics* of February 1927 featured the scientific street plan with the observation about the activity of a

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“busily engaged” steam shovel revealing “the actual engineering plan that directs the activity of this giant piece of machinery. Streets must be built to an established grade in order to secure uniform height and attractive appearance, and it takes trained men to build them scientifically. The streets of Audubon Terrace are ample proof of the foresight of the Burkhardt Company in all its projects. Streets that are laid out correctly in the first place will add to the attractiveness of a piece of property for years to come, and save residents inconvenience and expense.”

Selling of these residential subdivisions, like Audubon Terrace, focused on the aspirations of families to leave the noise and dirt of the city for healthier country living. Toward this end, the image entranceways conjured and projected was an integral component of the communities’ advertising campaign, as were the entranceways themselves, located prominently on main streets. By means of newspaper ads and advertorials this desirable aspect of the new property was touted to potential buyers. “Out away from the noise and confusion of the city is the desired location,” heralded one of Abbott & Beymer Land Company’s advertisements for Aurora Park. “AURORA PARK is out Main Street, away from the noise, dust, and dirt of industrial activity and is the ideal spot to build your own home – out where you have plenty of room, fresh air and sunshine.” Such slogans, substantiated in part by the highly visible entranceways, proved to be swaying selling points.

Newspaper articles of the time emphasized the benefits of these communities and lent credence to developers’ claims. In the October 30, 1927 Buffalo Sunday Times was an International News article tucked among those about new suburban subdivisions, “Apartments Ruin Simple Living; Bad Life for Children”. It went on, “Apartments which have replaced the old family dwelling with its simple family life, are depriving children of the natural companionship of other children and throwing them into too frequent and too intimate contact with their adults, Dr. Max Seham, noted child specialist of Minneapolis, told members of a Parents and Teachers Association here.” Modern apartment living has “had a tendency to restrict the natural activities of the child”, concluding with the Doctor stressing the “importance of right living for the child, contending that if children are to be conserved, the habits of living must be standardized along rational lines.”

The advantages and economic value of home ownership were also stressed. In its Buffalo Sunday Times advertisement on October 1, 1916, the Mullen Real Estate Company advised, “Use Foresight – Not Hindsight,” below an illustration of three lots as the “perfect example of how money is made in real estate – unearned increment. The value of [vacant] lot 3 – without action on the part of the owner – has been vastly increased by the handsome improvements on [adjacent] lots Nos. 1 and 2. Buy on the fringe and wait.” Furthermore, “This property is now being built up. Those who bought early may now take liberal profits or build for themselves. This was the history of the Pratt farm, now Richmond Avenue; the Jewett farm, now Parkside; the Johnson farm, now Lackawanna, and hundreds of others, and history always repeats.”

Model homes were built and featured for tours by prospective lots buyers as well as in “home shows” in collaboration with *The Buffalo News*. One such Audubon Terrace exhibit house on Darwin Drive was designed and built by Fred Rievert and furnished by the top stores of the time. It had innovations such as a built-in phone booth. Three to four thousand people toured this exhibit house on its opening day in the Spring of 1926, despite there being “snow still on the ground.”²⁰

Real estate sales offices were another essential part of the campaign. Chas. S. Burkhardt Company built an

²⁰ “Audubon Topics” Newsletter published by Burkhardt Company for residents of Audubon Terrace. 1926 – 27.

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Audubon Heights sales office in 1928 at Main Street and Kensington Avenue topped by a billboard touting lots from \$875 to \$2000., all as part of a "live, aggressive selling organization" of 13 "active men" headquartered there.²¹ Another sales office was located at Main Street and Darwin Drive. Cleveland Park Terrace has such a sales office at Main Street and Bailey Avenue.

Financing allowed families of moderate means to have a new residence that would appreciate over time. Banks were formed to provide the funds. For instance, developer Charles Burkhardt was one of the founders of the Bank of Williamsville in 1917, a commercial bank whose objectives were "to foster business, trade, and real estate development to promote the town's growth and prosperity."²² William Doerr wrote about the increasing value of real estate related to population growth to promote purchase in his firm's subdivision. Finally, the relatively large size of lots, such as 90 feet wide by 135 deep, the restrictive set backs, and the restricted use for only single family residential lots were described as supporting long term growth in value because they would not be degraded by commercial or industrial use within the subdivision.

The Complete Community

The influx of citizens who came to the Town of Amherst to live in these residential subdivisions created demand for the other community facilities – commercial structures, churches and recreational buildings and places. These include new facilities, such as the village hall and fire hall, Amherst Community Church, and Meadowbrook Club, as well as two clubs which followed their Buffalo members to Amherst, the Park Club and the Country Club of Buffalo.

A Williamsville referendum in October 1907 authorized up to \$5,000 to construct a new village hall and fire house, designed by Buffalo architect Cyrus Porter, on land on Main Street in Williamsville donated by the Hutchinson family. The fire company was named the Hutchinson Hose Company in their honor when the new hall opened in 1909. (Since demolished)

In 1914, prominent and relatively new residents, including William H. Crosby and Arthur E. Hedstrom, joined with developer Arthur M. Sour and others to form the inter-denominational Amherst Community Church on land donated by Sour & Sour in their College Hill subdivision, now 77 Washington Highway. Hedstrom became a long-standing trustee there.

On June 26, 1927, the Chas S. Burkhardt Company opened the Meadowbrook Golf and Country Club, which it had created through the Meadowbrook Syndicate, to about 700 guests on 410 acres on Schimerville Road. The Main clubhouse, designed by James Kideney and built by F.T. Jenzen Co., Inc., was of "distinctly English architecture throughout," and the "21 sizzling holes" of the golf course, designed by Harries & Hall landscape architects and engineers, constituted "one of the finest golf tracts to be found anywhere." Later that summer, Meadowbrook was "rapidly coming into its own as the favorite rendezvous of its members", and "a gay crowd attends the dinner-dance each Saturday evening, and one frequently glimpses many Audubonites." The Meadowbrook Golf and Country Club (now Brookfield Country Club) was the "commons" of the repetitive residential subdivision landscape that lacked the central common areas of downtown Buffalo's squares and parks. It is in this context also that the entranceways were important in distinguishing subdivisions and marking place. The Country Club of Buffalo used

²¹ "Audubon Topics" Newsletter published by Burkhardt Company for residents of Audubon Terrace. 1926 – 27.

²² Grande, Joseph A.: *Glancing Back, A Pictorial History of Amherst New York*. Donning Company Publishers. 2000. Page 151.

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stone entrance pillars at 250 Youngs Road to mark the start of the long driveway to its clubhouse located on edge of the escarpment on a 225 acre former farm. Buffalo architect Duane Lyman designed the imposing clubhouse on this, the third site for the Club. It had begun in the Nottingham and Lincoln area of Buffalo, was displaced by the Pan American Exhibition and re-located to Main Street and Bailey Avenue (now Grover Cleveland Golf Course) before moving to this rural site acquired in the 1920's where the clubhouse opened in 1926. The Park Club was not to be outdone in following its members to Amherst. Organized in Buffalo in 1903, and having a facility there on the former Pan American Exhibition grounds at Nottingham and Lincoln Parkway, it moved to 4949 Sheridan Drive, the former Klopp estate in 1927.²³

Another milestone in the development of Amherst as a complete residential community came with the construction of the Amherst High School in 1930 on the site of the former Pomeroy estate at 4301 Main Street. Previously, Eggertsville and Snyder children attending the many local, public, private, and parochial secondary schools went on to Williamsville High School or to Bennett High School on Main Street in Buffalo, where they paid tuition. The rapid growth of Buffalo caused the school district there to cancel that privilege in 1928. Eggertsville and Snyder responded by taking advantage of a State consolidation program to centralize school districts and then to create Amherst Central School. James W. Kideney, architect for so many buildings in Audubon and Amherst, designed the new Gothic Revival-styled school which opened with 300 students.

The competitive build-out of the early 1900s, and the 1920s in particular, resulted in a great many new urban residential subdivisions, "complete communities", that would forever change the urban and suburban landscape in America and in the Buffalo region, in particular. By 1930, though, the housing market was turning. The stock market crash of 1929 and the Great Depression that followed brought the building surge of such developments to a halt. The boom years were replaced by a conservative period of recession and stabilization that would continue until after World War II. The prosperity that returned to America in the years following the war brought with it new cultural trends that would yet again change settlement patterns and the American lifestyle. Never again would the country and region experience just such a phase of build-out, yet the developments, entranceways, and associated facilities that still stand today bear testament to this first period of suburbanization.

The Complete Community today

Some elements of the entranceways and associated street furniture on Main Street in the Town of Amherst have stood as sentinels for a century now, witness to dramatic changes in how Buffalo-area families have lived here over that time. Of all the creators of this new landscape and these entranceways, one can speculate that the life of one person more than that of any other, not only spans in some ways the period of significance, 1840 to World War II, but also makes an impact to the present day – that of Charles S. Burkhardt. His lifespan overarches the evolving role of the various means of transportation that had such an impact on the form of development of Buffalo and its suburbs, and he had one of the most brilliant of all the starring roles on this stage.

Burkhardt's birth in a house at Amherst (note the name) and East Streets, in the Black Rock section of Buffalo in 1860, occurred in the era of predominately foot and horseback transportation. Not only was 1860 the first year of operation of a horse-drawn street car line between Black Rock and Buffalo that he may have ridden; in 1879, after attending neighborhood schools to which he would have walked, he opened his stationary and confectionary store in

²³ Howe, Kathy (Bero Associates Architects): "Intensive Level Survey of Historic Resources, Town of Amherst, Erie County, New York."

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the back of his father's blacksmith shop at nearby Amherst and Dearborn Streets, there still being a need for blacksmith shops at that time.

He then went on to develop street car subdivisions in Buffalo in the 1880's and 1890's, notably Clinton's Forest off Forest Avenue, next to which would be built, circa 1892, the Buffalo Street Railway Company building at 451 Forest Avenue. After the failure of his real estate partnership in 1898, would not he and his family have ridden that company's street car system to the Main and Bailey terminus of the Buffalo and Williamsville Electric Railway Company, which opened in 1893, when they moved to Williamsville for a "second start" in April of 1901?

In 1916, when he was back on his feet financially, he would have traveled those same systems to offices in downtown Buffalo, at 424 Main Street, and in the Burkhardt Block, in Williamsville. By 1919, he began to create his "complete community" with the development of Audubon Terrace, so named at the suggestion of employee Adelia Ward.

In 1927, his company announced the availability of wholesale prices for residents of Audubon Terrace for gasoline and oil sold at four Continental Oil & Supply service stations in Buffalo. All they had to do was present their "card of introduction" to the attendant. They could even sign for their purchase and pay upon being billed monthly. For Buffalo's middle class families, the suburban residential subdivision and the automobile were now happily married.

Finally, by the time of his death in 1946, Charles S. Burkhardt would have seen the dominance of an automobile-driven era and an automobile-formed landscape that he contributed so much to conceiving. But his influence did not end there.

When the State of New York in the 1960s and 1970s built the Amherst Campus of the State University and created the Urban Development Corporation to build out the remainder of the Town of Amherst, whether it knew it or not, it was playing a role in finalizing Charles S. Burkhardt's vision of a "complete community."

To this day, the Empire State Development Corporation, successor to the Urban Development Corporation, uses Burkhardt's and Ward's name and concept in promoting their development: *"Audubon New Community - Bringing the Country within 20 minutes of Buffalo. It is a place where nature and the business community not only meet, but share a dynamic future."*

Originally marking places on the flat and featureless landscape of former rural farms, the one-time estate walls and suburban residential subdivision gateways on Main Street in Amherst remain significant as portals into a new way of understanding in the twenty-first century the dramatic growth and progress of the suburban development of the Buffalo area from the time of the Civil War and the time of World War II.

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F. Associated Property Types

The Multiple Resources Associated with the Suburban Development of Buffalo, New York Multiple Property Submission incorporates the following property types:

A. I. Primary Property Type: Train, trolley and transit facilities

II. Description:

The property type represents the range of train, trolley and transit facility structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as architecture and engineering, landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date

Integrity

Location

B. I. Primary Property Type: Streets and streetscapes

II. Description:

The property type represents the range of streets and streetscapes associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date

Integrity

Location

C. I. Primary Property Type: Landscape architecture

II. Description:

The property type represents the range of landscape architecture structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

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The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date
Integrity
Location

D. I. Primary Property Type: Automobile manufacturing, dealership, gasoline and service station facilities

II. Description:

The property type represents the range of automobile manufacturing, dealership, gasoline and service station facility structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date
Integrity
Location

E. I. Primary Property Type: Estate properties

II. Description:

The property type represents the range of estate properties and structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date
Integrity
Location

F. I. Primary Property Type: Entranceways and associated street furniture

II. Description:

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The property type represents the range of entranceway and associated street furniture structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

The entranceways and street furniture are typically structures and grouping of stone posts and corresponding stone walls of varying size and shape that mark the entrance to exclusive residential developments along major transit routes. Often times these stone structures are accompanied and accented by light fixtures, sign posts, and shelters that have been incorporated into the grouping. Commonly constructed of quarry-faced random ashlar limestone stonework with cut or smooth finished chamfer stone base, capping, and accents, these structures are generally laid out in symmetric groupings on either side of the chief access drive into the residential development, or as a central focal point on a median that runs down the drive. In either case, the structures are oriented outward, parallel to the main street.

The surrounding areas are occupied by residential subdivisions built in the 1920's. The immediate surroundings include large lawn areas of the adjacent residences behind these entranceways. Built circa 1926, the designs of these structures commonly have appreciable early 20th century Tudor Revival influences associated with suburban residential subdivisions of the period for which they were built, reflecting the practice of the walled estate and suggesting the style, scale, and status of the houses behind them. Their natural, durable materials portrayed a clear statement about this new country to the public.

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

These entranceways are associated with the local historical development of the once-rural outlying settlements and municipalities into residential suburb communities of the city of Buffalo, and the national historic development of suburbanization, with the transformation of the rural landscape into suburban estates and residential subdivisions through the process of land development associated with modes of transportation on the edges of cities.

This thematic grouping of entranceways and street furniture including stone walls and signposts along the main corridor is connected with the creation of early twentieth-century suburban estates and residential subdivisions. Developers built these entranceways in the 1920's to distinguish, as well as, advertise said developments as "desirable locations," "where homes of character are being built," and as "the most desirable place for discriminating Buffalonians to reside in," as newspaper advertisements and builders stated at the time. Increased mobility by means of railroads, trolleys, and automobiles into the formerly rural areas from the industrialized city of Buffalo facilitated access and growth.

Located on prominent thoroughfares and main transportations corridors into and out of Buffalo, these stone and masonry entranceways and associated street furniture stand today not alone, but as solid visual standards on historic roads, marking the larger context of the great growth of a dynamic city in the late nineteenth and early twentieth centuries. Marking place on the flat and formless landscape of former rural farms, these one-time estate walls and suburban residential subdivision gateways were symbolic portals to a new way of living in the Buffalo area.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date - Entranceways and street furniture date from the larger period between the Civil War and World War II (1860 to 1945), with a narrowed interest on those constructed between 1900 and 1930.

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Integrity - Entrances and street furniture are of original design, setting, and materials, and are serving their original function of marking the vehicle and pedestrian entrance to a residential subdivision.

Location - Entrances and street furniture are in their original location, along major transit routes at the intersection of main drives into residential developments.

G. I. Primary Property Type: Real estate sales offices

II. Description:

The property type represents the range of real estate sales office structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date

Integrity

Location

H. I. Primary Property Type: Churches, golf and country clubs, strip shopping plazas

II. Description:

The property type represents the range of church, golf and country club, and strip shopping plaza structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

The properties are significant under Criterion C (Architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date

Integrity

Location

I. I. Primary Property Type: Residential Subdivisions

II. Description:

The property type represents the range of residential subdivision structures associated with the growth of the city into a new form during the period between the Civil War and World War II (1860 to 1945).

III. Significance:

The properties are significant under Criterion A as landscape architecture, and community planning that is associated with events that have made a significant contribution to the broad patterns of our history.

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The properties are significant under Criterion C (Architecture and engineering) because they embody the distinctive characteristics of a period of a type, period, and method of construction associated with urban growth into a distinctive suburban form.

IV. Registration Requirements:

A resource associated with the suburban development of Buffalo, New York is eligible for listing on the National Register if it substantially retains each of the following definitive characteristics of the property type.

Date

Integrity

Location

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G. Geographical Data

The geographical area of the multiple property submission includes the City of Buffalo, and its surrounding municipalities and communities in Erie County, New York. The area is extended to include features within Niagara County, New York to an extent, as well, recognizing that the counties were linked in their early stages of historical development with important ties stemming from the hydroelectric power of Niagara Falls and its ensuing impact on transit technology and patterns. Moreover, the distinction between the counties was less defined during the period of significance, than it is today. The City of Niagara Falls, though, and its outliers are expressly excluded, having their own distinguished pattern of urbanization and suburban expansion.

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H. Summary of Identification and Evaluation Methods

The Town of Amherst Preservation Commission in conjunction with the New York State Historic Preservation Office initiated a Reconnaissance Level Survey (completed September, 1997) and an Intensive Level Survey completed August, 1998). Both were conducted by Kathleen A. Howe, a 36 CFR Part 61 qualified architectural historian then with Bero Associates Architects of Rochester, New York. The Intensive Level Survey suggested that the Town of Amherst investigate the possibility of nominating key buildings and districts as part of a multiple property submission, especially Suburban Residential Development. "Street Furniture along the Main Street Corridor" was among the recommendations.

Subsequently, the Town of Amherst commissioned Clinton Brown Company Architecture, PC to conduct an "Architectural Conditions Survey of Historic Entranceways" that identified the scope of work and estimated the construction costs for restoration of the entranceways.

Efforts relied heavily on previous research and reports done on historic resources in the Town of Amherst and with these resources in particular. Bero's Intensive Level Survey of the Town of Amherst included Building/Structure Inventory Forms. Caroline Duax's, the author of the local Landmark Designation Application for "portals" in the Town of Amherst proved especially helpful.

Particulars aside, much work has been done and much information gathered with regard to the history and settlement of the Western New York region and, more specifically, the Buffalo, Erie County locale. A great deal of academic research has been conducted in this area of study, resulting in a wide spread knowledge and numerous publications of both lay ,as well as, solely scholarly interest. The State Historic Preservation Office, itself, has many volumes of material relating to this topic. There is, in short, an enormous amount of data available, amassed over the past decades. This submission is the continuation, and in part a culmination, of the historic work completed and compiled by predecessors in the field.

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SOURCES:

Town of Amherst:

Engineering department
Planning Department
Assessor's Office
Archival Center

Others:

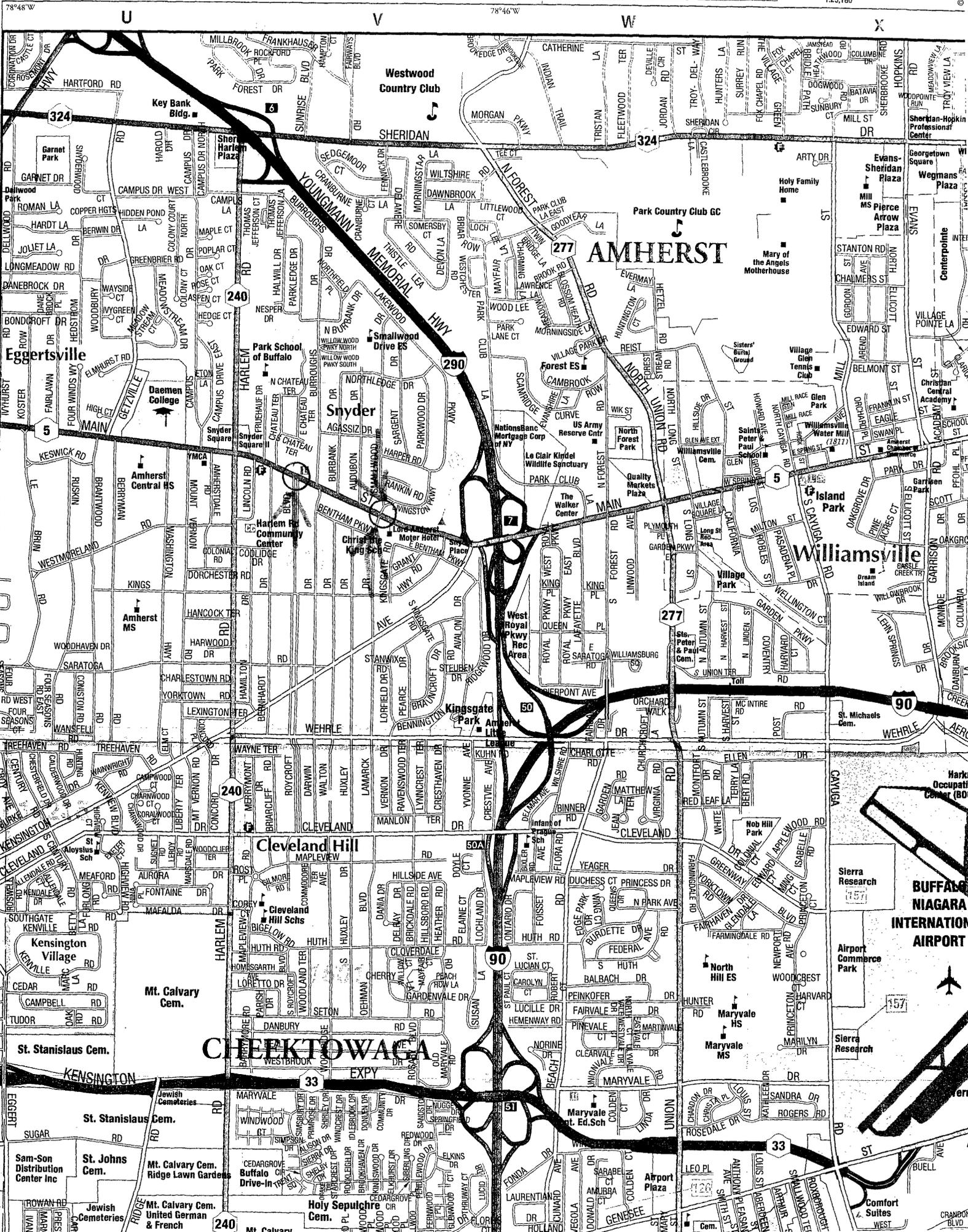
Amherst Museum
Buffalo and Erie County Public Library
Buffalo and Erie County Historical Society

0 1/2 1 MILE



0 1/2 1 KILOMETER

SCALE INFORMATION
1 Inch = 40 Miles
1 Cm = 25 Kilometers
1:25,180



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NIAGARA
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**Comfort
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**CRANDON
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