



**Phase 1A Architectural  
Inventory**



Northeast Branch  
2390 Clinton Street  
Buffalo, NY 14227  
Tel: (716) 821-1650  
Fax: (716) 821-1607

Southeast Branch  
2301 Paul Bryant Drive  
Tuscaloosa, AL 35401  
Tel: (205) 556-3096  
Fax: (205) 556-1144

Mid-South Branch  
91 Tillman Street  
Memphis, TN 38111  
Tel: (901) 454-4733  
Fax: (901) 454-4736

Corporate Headquarters  
P.O. Box 20884  
Tuscaloosa, AL 35402  
Tel: (205) 248-8767  
Fax: (205) 248-8739

**PHASE 1A ARCHITECTURAL INVENTORY  
FOR THE PROPOSED MOHAWK VALLEY  
HEALTH SYSTEM UTICA HOSPITAL,  
CITY OF UTICA, ONEIDA COUNTY, NEW YORK  
NYS OPRHP #16PR06600**

**Prepared for:**

**O'BRIEN & GERE ENGINEERS, INC.  
333 West Washington Street  
P.O. Box 4873  
Syracuse, NY 13221- 4873**

**Prepared by:**

**PANAMERICAN CONSULTANTS, INC.  
Buffalo Branch Office  
2390 Clinton Street  
Buffalo, New York 14227  
(716) 821-1650**

**MAY 2018**

**PHASE 1A ARCHITECTURAL INVENTORY**  
**FOR THE PROPOSED MOHAWK VALLEY HEALTH SYSTEM**  
**UTICA HOSPITAL, CITY OF UTICA, ONEIDA COUNTY,**  
**NEW YORK**  
**NYS OPRHP #16PR06600**

**Prepared for:**

**O'BRIEN & GERE ENGINEERS, INC.**  
**333 West Washington Street**  
**P.O. Box 4873**  
**Syracuse, NY 13221- 4873**

**Prepared by:**

**Christine M. Longiaru, M.A., Sr. Architectural Historian/Principal Investigator**  
**Mark A. Steinback, M.A., Senior Historian**  
**Michael A. Cinquino, Ph.D., RPA, Project Director**

**PANAMERICAN CONSULTANTS, INC.**  
**Buffalo Branch Office**  
**2390 Clinton Street**  
**Buffalo, New York 14227**  
**(716) 821-1650**

**MAY 2018**

## **Management Summary**

**SHPO PROJECT REVIEW NUMBER:** 16PR06600

**Phase of Survey:** Phase 1A Architectural Inventory

**Project Location Information:**

**Location:** City of Utica

**Minor Civil Division:** Oneida County

**USGS 7.5-Minute Quadrangle Map:** Utica East 1983

**Archaeological Survey Area (Metric & English):** See separate Phase IA Archaeological Survey prepared by Panamerican (Hanley et al. 2018).

**Results of Architectural Survey:**

**Number of historic architectural resources within Project study area:** 50

**Number of identified S/NRHP Listed historic architectural resources:** None

**Number of identified S/NRHP Eligible historic architectural resources:** 4

**Number of S/NRHP Listed or Eligible Historic Districts:** One. The Upper Genesee Street East Historic District is partially in the study area (3 contributing resources)

**Report Author(s):** C.M. Longiaru, M.A. Steinback

**Date of Report:** May 2018

# Table of Contents

SECTION	PAGE
Management Summary .....	ii
List of Figures and Tables .....	iv
List of Photographs .....	v
1.0 Introduction .....	1-1
1.1 Project Description .....	1-1
1.2 OPRHP Project Consultation.....	1-1
1.3 Methodology .....	1-1
2.0 Historic Background .....	2-1
2.1 Cultural Background .....	2-1
2.2 Historical Map Analysis .....	2-17
3.0 Architectural Summary .....	3-1
3.1 Previously Identified Historic Architectural Resources .....	3-2
3.2 Downtown Genesee Street Historic District .....	3-2
3.3 Existing NRE Architectural Resources In the Project APE .....	3-6
3.4 Individual NRE Architectural Resources Adjacent to the Project APE .....	3-9
3.5 Individual Resources with “Not-Eligible” S/NRHP Status in Project APE.....	3-9
3.6 Individual Resources with “Undetermined” S/NRHP Status in Project APE .....	3-9
4.0 Results .....	4-1
5.0 References .....	5-1

Appendix A: Annotated List of Properties

# List of Figures and Tables

FIGURE	PAGE
1.1	General Project location in the City of Utica, Oneida County, New York ..... 1-2
1.2	Project APE in the City of Utica, Oneida County, New York..... 1-3
1.3	Project Site Plan in City of Utica, Oneida County, New York ..... 1-4
2.1	Land comprising “Cosby’s Manor” and the “Oriscany” Patent as shown on the 1779 map of the Province of New York. The approximate location of the project area is indicated by red circle ..... 2-2
2.2	Approximate location of the project area in 1874 ..... 2-9
2.3	Approximate location of the project area in 1858 ..... 2-11
2.4	Approximate location of the project area in 1868 ..... 2-12
2.5	Approximate location of the project area in 1883 ..... 2-13
2.6A	Approximate location of the western portion of the project area in 1884..... 2-14
2.6B	Approximate location of the eastern portion of the project area in 1884 ..... 2-15
2.7A	Approximate location of the western portion of the project area in 1888..... 2-16
2.7B	Approximate location of the central portion of the project area in 1888 ..... 2-17
2.7C	Approximate location of the eastern portion of the project area in 1888 ..... 2-18
2.8	Approximate location of the project area in 1907 ..... 2-19
2.9A	Approximate location of the western portion of the project area in 1925 (Sanborn sheet 25 ..... 2-20
2.9B	Approximate location of the north central portion of the project area in 1925 (Sanborn sheet 15 ..... 2-21
2.9C	Approximate location of the south central portion of the project area in 1925 (Sanborn sheet 13 ..... 2-22
2.9D	Approximate location of the southeastern portion of the project area in 1925 (Sanborn sheet 14 ..... 2-23
2.9E	Approximate location of the northeastern portion of the project area in 1925 (Sanborn sheet 16 ..... 2-24
2.10A	Approximate location of the western portion of the project area in 1952..... 2-25
2.10B	Approximate location of the eastern portion of the project area in 1952 ..... 2-26
4.1	Inventory Map of Architectural Resources ..... 4-4

**TABLE**

2.1 Map-Documented Structures in the APE ..... 2-27

3.1 Historic Districts within approximately one mile of the project area ..... 3-2

4.1 Inventory List of Architectural Resources..... 4-1

**List of Photographs**

<b>PHOTOGRAPH</b>	<b>PAGE</b>
3.1 View along Columbia Street from east of Broadway showing the section of the Downtown Genesee Street Historic District between Broadway and Cornelia Street, facing west.....	3-4
3.2 View along Cornelia Street from the Downtown Genesee Street Historic District south of Columbia Street, facing north toward the proposed the Project (401 Broadway at left and 608 Broadway/335 Columbia Street at right) .....	3-4
3.3 Contributing building at 301 Columbia Street (USN 06540.002010) to the NRL Downtown Genesee Street Historic District, facing southwest .....	3-5
3.4 Contributing building at 608 Broadway (building section in APE at 335 Columbia Street per parcel data [USN 6540.002007]) to the Downtown Genesee Street Historic District, facing southeast.....	3-5
3.5 Contributing building at 401 Columbia Street (USN 06540.002011) to the Downtown Genesee Street Historic District, facing southwest .....	3-6
3.6 Utica Turn Hall/Utica Turn Verein at 506 Columbia Street (shares address with 509 Lafayette Street), facing southwest.....	3-7
3.7 L. Snyder House (ca. 1835) at 440 Lafayette Street, facing northwest .....	3-7
3.8 Isele House (ca. 1835) at 442 Lafayette Street, facing north.....	3-8
3.9 C. & AJ Eichmeyer House (ca. 1845) at 444 Lafayette St, facing north .....	3-8

# 1.0 Introduction

## 1.1 PROJECT DESCRIPTION

Panamerican Consultants, Inc. (Panamerican) was contracted by O'Brien & Gere Engineers, Inc. (OBG) to conduct a Phase 1A cultural resources investigation for the proposed Mohawk Valley Health System (MVHS) Utica Hospital in the City of Utica, Oneida County, New York. This report includes the findings of a preliminary architectural survey conducted in the approximately 25-acre (55± parcels) Area of Potential Effect (APE).<sup>1</sup> For this study, the APE is the Project location, which is generally bounded to the west by the North-South Arterial Highway Route 12, to the north by Oriskany Street West/State Route 5, to the east by Broadway, and to the south by Columbia Street (Figures 1.1 and 1.2). The Project, if advanced, would result in substantial demolition and new construction within a majority of the APE, as well as the need to eliminate Lafayette Street between State Street and Broadway. Figure 1.3 presents the most current Project Site Plan depicting the proposed hospital facilities.

The purpose of this Phase 1A architectural inventory was to determine if any existing State/National Register of Historic Places-listed or -eligible resources (individual and historic districts) are present within the APE for the project and to provide an inventory of all architectural resources (structures) in the Project APE as per the request of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). This Phase 1A study included the following: documentary and historical map research; an online search of the New York State Historic Preservation Office's (SHPO) Cultural Resource Information System (CRIS); identification of properties listed or eligible in the New York State and National Registers of Historic Places (S/NRHP) in the APE; and a pedestrian survey of buildings in the project area. The Phase 1A archaeological investigation for the Project presents photographic documentation of the existing conditions characterizing the APE (see Hanley et al. 2018: Appendix A)

The cultural resource investigation was conducted in compliance with the National Historic Preservation Act (as amended), the National Environmental Policy Act, the New York State Historic Preservation Act, and the State Environmental Quality Review Act, as well as all relevant federal and state legislation. The field investigation was conducted during the last week of March 2018. Ms. Christine M. Longiaru, M.A., was the Principal Investigator for the historic structures investigation, Mark A. Steinback, M.A., was Project Historian; and Dr. Michael A. Cinquino, RPA, served as Project Director.

## 1.2 OPRHP PROJECT CONSULTATION

OBG provided the NYS OPRHP with preliminary information for the proposed Project in September 2016. An OPRHP Project Review Cover was submitted in October 2016 and assigned an OPRHP/SHPO Project Review #16PR06600. The OPRHP requested an inventory of all standing buildings and structures within the project area boundaries for their review to assess/evaluate the potential State/National Registers eligibility of all properties. Building information provided in this report will assist the OPRHP with their evaluation of the historic significance of all buildings/structures/historic districts within or adjacent to the project area.

## 1.3 METHODOLOGY

Panamerican accessed OPRHPs CRIS to identify previously inventoried historic resources and historic districts located within or adjacent to the APE. Electronic copies of relevant OPRHP Building Inventory Forms (late 1970s) and National Register Nomination Forms were obtained from CRIS. Background research included review of previous cultural resources studies in the study area, county and town

---

<sup>1</sup> As part of the Project's cultural resource investigations, Panamerican also conducted a separate Phase 1A archaeological study, which will also be submitted to the New York State Office of Parks, Recreation, and Historic Preservation (Hanley et al. 2018).



histories, and related online sources and websites. Maps consulted include the following: 1858 *Gillette's Map of Oneida Co., New York* (Beers et al.); 1838 *Utica, Atlas of New York* (David Burr); 1874 *Atlas of Oneida County, New York*. (D.G. Beers & Co); 1907 *New Century Atlas of Oneida County, New York* (Century Map Co.); Sanborn Maps (1884-1986); and selected USGS topographic maps. Aerial photographs and Google Earth current and historical imagery were also accessed. All street addresses were obtained from the city's real property assessment information.

A pedestrian survey limited to visual inspection of the exterior of buildings from public rights-of-way in the APE was conducted in March 2018. All buildings in the Project APE were photographed with a digital camera. Information gathered for each building included the following: location, approximate date of construction (i.e., circa date); architectural style; physical characteristics; building materials; integrity of the resource; and other defining features.

A tabular list of all buildings in the Project APE and their current S/NRHP eligibility information is presented in Section 4 of this report (Table 4.1). The building inventory is included in Appendix A in an annotated list format arranged in alpha-numerical street address order. Building descriptions and current photographs are included in the inventory. As noted above, recommendations of S/NRHP eligibility are not provided in this Phase 1A inventory. The locations of all documented buildings are identified by street address on a project map (see Appendix B).



**Figure 1.1. General Project location in the City of Utica, Onieda County, New York (*United States Geological Survey [USGS] 1983*).**

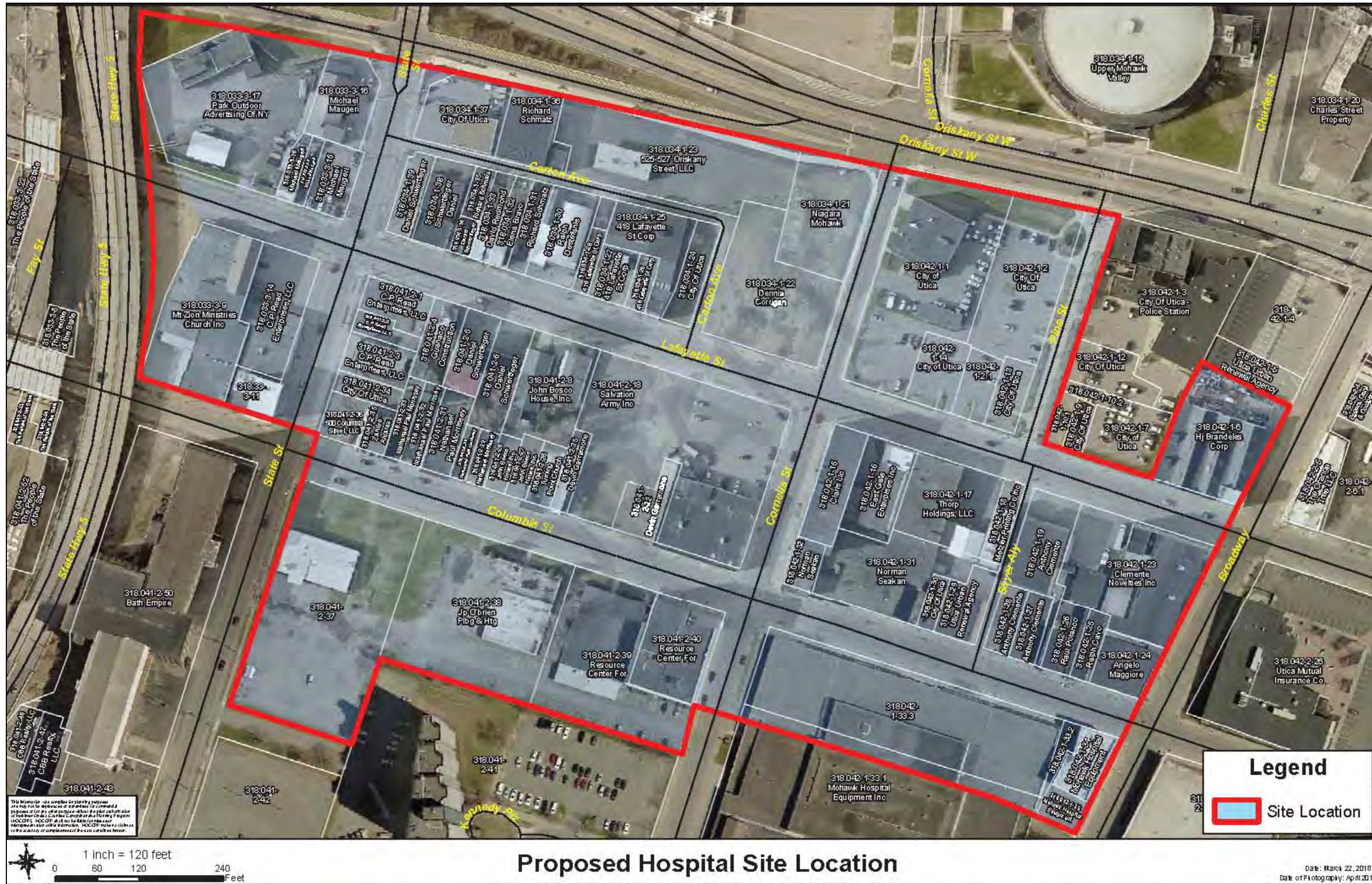


Figure 1.2. Project APE in the City of Utica, Oneida County, New York (OBG 2018).

# SITE PLAN



 **MVHS** | [www.mvhealthsystem.org](http://www.mvhealthsystem.org)

FEBRUARY 1, 2018

Figure 1.3. Project Site Plan in City of Utica, Oneida County, New York (MVHS 2018).

## 2.0 Historic Background

### 2.1 CULTURAL BACKGROUND

**Pre-European Period (1500-1650).** During the late prehistoric and Contact periods (AD 1500-1650), tribal clusters of Iroquoian-speaking peoples were distributed throughout New York State and lower Ontario. Comprising several thousand people in at least one, and usually several, villages in proximity to one another, each tribal cluster was separated from the others by extensive and widespread hunting and fishing areas (Trigger 1978:344; Engelbrecht 2003). Native American groups in central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. This period dates the beginning of the end of traditional native cultural patterns due to ever-increasing political, military, religious and economic interactions with Europeans.

Cultural changes during the late prehistoric period laid the groundwork for the development of the individual nations of the Haudenosaunee Confederacy during the historic period. Archaeologists generally agree that the historic Haudenosaunee nations were preceded in their home territories by Haudenosaunee ancestors during the late prehistoric era. This interpretation is based partly on settlement patterns. In both prehistoric and historic times, Haudenosaunee nations moved their villages at intervals that may have been related to the exhaustion of local resources, such as soil, wood or game. Sequences of village movement spanning the prehistoric, protohistoric/Contact, and historic periods have been inferred for each of the individual Haudenosaunee nations, for example the Seneca (Wray and Schoff 1953; Wray et al. 1987); Seneca and Cayuga (Niemeczyki 1984); and the Oneida (Pratt 1976). The Oneida generally occupied the area encompassing the area around Oneida Creek and Oneida Lake, west of the project area, with control of Wood Creek and the Upper Mohawk Valley (Parker 1922; Campisi 1978:481).

Pratt (1976) identified a cluster of Oneida sites in the hills southwest of the great eastern bend in the Mohawk River at locations on defensible elevations near small streams. The cluster of sites represents a sequence extending from about the fourteenth or fifteenth century into the historic period. Bradley (1987) has classified the sites at the western end of Oneida Lake as components of the Onondaga nation.

By the historic period, however, the Oneida communities had joined again as one principal Oneida village when visited by Harmen Meyndertsz van den Bogaert in the winter of 1634-1635. Based on historical records, the Oneida resided in a single village throughout the seventeenth century (Campisi 1978; Pratt 1976; Gehring and Starna 1988; Curtin 1995).

**Colonial Period (1600-1780).** The French explored the St. Lawrence River valley and the Great Lakes region beginning in the sixteenth century, and the Dutch made in-roads in the Hudson and Delaware river valleys in the seventeenth century. European activities in what is now central New York State were limited for almost all of the seventeenth and eighteenth centuries. As noted, the first European to visit the Oneida was Harmen Meyndertsz van den Bogaert in 1634 from Dutch Fort Orange. Reputed to be near what is now Munnsville, in Madison County, southwest of the project area, the village was palisaded and had 66 longhouses, indicating a multiple-family household pattern (Pratt 1976:37, 134; Gehring and Starna 1988; Campisi 1978:481). Later, Jesuit missionary Jacques Bruyas established the mission of St. François Xavier among the Oneida in 1667. While the sowing of Christianity among the Haudenosaunee by the Jesuits generally bore little fruit, the missions had modest effects on reducing the hostility between the Haudenosaunee and the French. The Haudenosaunee and the French would not achieve peace until after 1700 (Abler and Tooker 1978:505-506; Campisi 1978:481-482).

With their seizure of New Netherlands from the Dutch in 1664, the English became the patrons of the Haudenosaunee. For the English, as it had been earlier for the French, the fur trade became an essential imperial concern, and subsequent competition with the French around the Great Lakes resulted in the erection of fortified trading posts within the frontier. Moreover, the imperial rivalry between the English and the French over the fur trade affected their Native American clients, who were forced to ally themselves with one or the other kingdom. While attempting to play one European power against the

other, Native nations continued to be drawn into the incessant conflicts that marked the Europeans' struggle for colonial empire (Abler and Tooker 1978).

As the frontier moved west during the eighteenth century, many military engagements between the French and British—and their Native American allies—would be centered on control of the Oneida or Great Carrying Place (in the area that is now the City of Rome). This area was where Mohawk River and Wood Creek flowed near enough to one another that a canoe or bateau could be carried overland from one stream to the other. The key was that the Mohawk River flows easterly into the Hudson River, and Wood Creek, just a mile and a half away, flows westerly into Oneida Lake, and ultimately, through the Oneida and Oswego Rivers, into Lake Ontario. Therefore, the Great Carrying Place (or, in short, the Carry) formed part of a natural channel of navigation linking the Great Lakes and areas inland to the Hudson River and the coastal lands of the Atlantic Ocean. Whoever controlled the flat, marshy land between them could dominate trade and threaten the existence of the Haudenosaunee Confederacy (Larkin 1977:31; Ellis 1977:37; Canfield and Clark 1909:35; Wager 1896:3).



**Figure 2.1. Land comprising “Cosby’s Manor” and the “Oriscany” Patent as shown on the 1779 map of the Province of New York. The approximate location of the project area is indicated by red circle (Sauthier 1779).**

The first land grant in Oneida County, the Oriskany (Ochriskeny) Patent, was granted in 1705 to a consortium headed by Thomas Wenham. It comprised land that straddled both sides of the Mohawk River for two miles from Wood Creek to east of “Ochriskeny” Creek, and both sides of Oriskany Creek, encompassing more than 30,000 acres (Figure 2.1). The area is just west of the project area. The patent specified an enormously high quitrent (for its location) of ten shillings, which restricted settlement for more than 80 years, and curiously did not require the patentees to improve or settle the land as almost all other patents required. This land grant included the economically important Oneida Carry as well as navigable portions of the Mohawk River and Wood Creek (Cookenham 1977:45-46; Wager 1896:95-101; Higgins 1976 [1931]:84). In 1756, the Lords of Trade in London recommended to New York Governor Sir Charles Hardy “that he present the facts to the Council and Assembly with a view to securing a law vacating such patents as the ... Oriskany because their fraudulent grants were one of the principal causes of the decline of the English interests with the Indians. Governor Hardy did not attempt to obtain this legislation” (Higgins 1976 [1931]:84). About this time the Oneida village of Oriska was situated near the confluence of

Oriskany Creek and the Mohawk River. The word “oriska” derived from the Oneida word meaning “place or stream of nettles” (Lord 1993).

The current project area is located in what was the west central portion of Cosby’s Manor, south of the Mohawk River (see Figure 2.1). William Cosby was Royal Governor of New York and New Jersey from 1732 to 1736. In 1725 a group of Germans with permission from New York Governor William Burnett acquired two parcels of land on both sides of the Mohawk River west of Little Falls from the Haudenosaunee, with which they did nothing for nearly ten years. In 1734 the title to the western parcel was patented to Joseph Worrall and ten associates and the title to the eastern parcel was patented to John Lyne and eight associates. Nine of the patentees in each patent were the same. Both parcels were conveyed to Governor Cosby six days later, and the combined tract is referred to as Cosby’s Manor, although Cosby never lived there. Cosby died in 1736 leaving the land to his two sons and his widow. The sons died intestate and Cosby’s widow, Grace Cosby, sold the lands north of the Mohawk River (approximately 21,000 acres) to Oliver De Lancy, Goldsboro Banyar, James Jauncey, and Peter Remsen between 1761 and 1767. However, a problem was discovered with the quitrents as well as the actual size of the parcel which scuttled the deal. A portion of the tract in present-day Oneida County was purchased by a group of investors led by Philip Schuyler at sheriff’s sale in July 1772. Schuyler acquired approximately 8,000 of the tract’s acreage. Still retaining the designation as Cosby’s Manor, the tract was surveyed by John Bleeker in 1786 (Bagg 1892:20-21; Wager 1896:98-103; Curtin et al. 1999:15-16).

While Dutch, French, and English traders and missionaries were the first visitors to the Mohawk Valley, the first permanent European settlers of the area were German refugees, largely from Lower Palatinate (present-day southwestern Germany near Luxembourg). More than 3,000 Palatine refugees left England for the Province of New York in January 1710; more than 700 died on the journey over or while in quarantine on Nutten [later Governor’s] Island. They were initially settled in the mid-Hudson Valley (north of present-day Kingston) to work, serf-like, for the English government in order to “raise hemp for cordage, and to manufacture tar and pitch, so that the government would no longer be obliged to buy these much-needed commodities for ship-building from other countries” (Cronau 2000; see Benton 2001 [1856]). Robert Hunter had devised a scheme to supply necessary products to the British Navy and petitioned the Board of Trade to provide a labor force for his project. As a result, Palatine refugees, who had flocked to London to escape dire economic conditions in their homeland (in general, the Lower Palatinate and neighboring states) would be resettled in the colonies to provide labor under Hunter’s “Naval Stores” project, among other locales in the British New World (Witthoff 1999; Otterness 2004:72-74). In 1710, while Hunter was appointed Governor of New York, the Palatines were resettled on lands purchased from Robert Livingston of Livingston Manor (in exchange for the contract to provision the immigrants) as well as on tracts on the west shore of the Hudson River in what is now Ulster County (Witthoff 1999). For a variety of reasons, the project was a total failure and the Palatines were left to fend for themselves. Nearing starvation, 50 families relocated to the Schoharie Creek area, with the consent of the Indians in October 1712 (Witthoff 1999; Otterness 2004).

As a result, the limits of European homesteading crept further into Oneida and Haudenosaunee territory during the first half of the eighteenth century. From the first furrows of German settlement near Schoharie Creek, additional Palatine settlements took root farther west along the Mohawk River. In 1723, the first permanent European settlement in what would become known as the Town of German Flatts was established as part of the Palatine German community within the so-called Burnetsfield Patent of 1725 (Benton 2001 [1856]; Otterness 2004). Governor Burnet had secured the land from the Mohawks for settlement as well as to establish a buffer between French traders in Canada and English settlements along the Hudson and lower Mohawk. Palatine settlement at what is now Herkimer (also referred to as Burnetsfield) was the westernmost European-American settlement along the Mohawk River in the 1730s (Otterness 2004:142-145).

In 1722, the British built a trading post at Oswego (becoming Fort Oswego by 1727), and carried on considerable trade between Oswego and Albany through Oneida territory until the American Revolution, making it the most important British outpost west of the Hudson. As a result, securing the Carrying Place (or *Deo-wain-sta*, the place where a canoe is carried between two streams, as the Oneida called it) became a matter of great importance, and military outposts were subsequently erected to protect the

route. Fort Williams (near Rome) would be established in 1746 and Fort Bull on Wood Creek at the Carry in 1755 (Lord 1993). Other British forts were constructed or begun during the hostilities with the French in the 1750s at or around the Oneida Carrying Place, as well as along the Mohawk River to the east. Fort Schuyler was established at what would become Utica in 1758 (see Figure 2.1).

During the French and Indian War, Native Americans allied with France conducted raids in the Mohawk Valley, with the Palatine settlements at the edge of the frontier bearing the brunt of the carnage. The area around Fort Herkimer was attacked twice. In November 1757, the settlers took refuge in the fort as the French and their allies attacked the settlement on the north side of the river: approximately 30 houses were abandoned, and gristmills and sawmills were burned. A second attack occurred the following spring, this time on the south side of the river. Many of the settlers again took refuge inside the fort, and those who did not reach the fort were either killed or scalped (Herkimer County Historical Society 1992:35). During the war, two separate movements of British forces, the first under the command of Lt. Colonel James Bradstreet (which captured Fort Frontenac on the north side of Lake Ontario in 1758) and the second under Brigadier General John Prideaux (which captured Fort Niagara in 1759), used the Mohawk River-Wood Creek route to reach the staging area for their advance to the site of their engagements with the French.

The initial settlement at what is now Utica was a military work built in 1758 at a fording place in the Mohawk River, which was constructed there during the French and Indian war. Designated Fort Schuyler (later referred to as "Old Fort Schuyler"), it was an earth embankment surrounded with palisades on the south bank of the river in what is now the eastern part of the city (Wager 1896:278; Bagg 1892:17). It was named for Colonel Peter Schuyler. Also constructed in 1758, Fort Stanwix was erected at the Carrying Place in what is now Rome. This fort marked the western boundary of legal British settlement from 1768 to 1783. With the French threat extinguished at the end of the French and Indian War, Fort Schuyler, like other frontier fortifications, fell into disrepair and was largely abandoned by 1768. With the return of peace, the migration of homesteaders into frontier and Haudenosaunee territory recommenced. This aggravated relations with the Native nations already living and hunting there. While no permanent settlements had been established in the lands south or west of German Flatts, the erection of forts and trading posts had caused uneasiness among the Haudenosaunee (Tooker 1978:434).

At Fort Stanwix, the Haudenosaunee signed the "Property Line Treaty of 1768" which ceded to the British all lands east of the Allegheny Mountains (including territory not actually under Haudenosaunee control), excepting reservations of Mohawks and others, for the purposes of settlement. The eastern half of Oneida County, including the project area, is east of the 1768 Property Line and its control was ceded to the British under the provisions of the treaty (Tooker 1978:434-435). Settlement was deterred by the growing animosity between the British and the colonists along the Atlantic coast. This hostility renewed the strategic importance of the area surrounding the Oneida Carrying Place and the Mohawk Valley. As a consequence, the colonials fortified the existing posts in the frontier, such as Fort Schuyler, and erected several new fortifications, such as Fort Dayton at what is now the Village of Herkimer in 1776 (Benton 2001 [1856]).

During the American Revolution, both the British and Americans enlisted the aid of individual Haudenosaunee nations in their battles in the frontier. Although the Confederacy itself maintained an official policy of neutrality, several of the nations (i.e., Mohawk, Onondaga, Cayuga, Seneca) allied with Great Britain and several (i.e., Oneida, Tuscarora) with the Americans. As part of their strategy to cripple the frontier economy by disrupting agricultural activities, the British enlisted their Haudenosaunee allies to participate in raids on isolated farming communities. Further, British Major General John Burgoyne saw control of the Mohawk Valley as an important element in his strategy to split New England from the rest of the rebelling colonies and snuff out the revolutionary fire. Part of his plan involved the advance of forces under the command of Lt. Colonel Barry St. Leger from Oswego through the Carry, destroying Fort Stanwix and the American defenses in the process, then down the Mohawk to join Burgoyne near Albany. Burgoyne was to make a clean sweep of everything from Lake Champlain south. The third component of the plan called for Sir Henry Clinton to advance north through the Hudson Valley with his forces from New York City. The confluence of these forces never materialized (Ellis 1977:38).

Leaving Oswego on July 26, 1777, St. Leger's force of British Regulars, Hessian infantrymen, artillerymen, Tory Rangers, and as many as 1,000 Indians (led by Mohawk Chief Joseph Brant [Thayendanega]) besieged the refurbished Fort Stanwix (renamed Fort Schuyler after its refortification by the Patriots and, as a result the former fortification called Fort Schuyler at what is now Utica was referred to as "Old Fort Schuyler") beginning on August 2. Brigadier General Nicholas Herkimer commanding the Tryon County militia set off from Fort Dayton to relieve the siege. They were joined by approximately 60 Oneida at the Oneida village of Oriska near the confluence of Oriskany Creek and the Mohawk River (Keesler 2004; Gould 2000; Ellis 1977:38-39).

However, before Herkimer's troops reached Fort Stanwix, they were ambushed by a detachment of Rangers, local Tories, and allied Native Americans beginning on the morning of August 6. The spot of the ambush was dense forest on high, undulating ground west of the marshy Oriska Creek. The intensely fought Battle of Oriskany raged for approximately six hours including an approximately one-hour break when the field was engulfed by a downpour. No one really knows how many were killed in the battle. One estimate has the Patriot militia losing between 450 to 500 men, excluding prisoners. The Americans retreated with their wounded to Old Fort Schuyler. General Herkimer was one of the casualties. Although he survived the battle, Herkimer bled to death at home eleven days later after a surgeon botched the amputation of his wounded leg. The British lost an estimated 200 men, not including the more than 100 Native Americans who were killed. The actual number was never tabulated. The militia never reached the fort (Ellis 1977:39-41; Gould 2000).

During the battle, Colonel (later Major General) Peter Gansevoort heard the gunfire and dispatched a sortie under the direction of Colonel Marinus Willett to help Herkimer. This detachment raided and destroyed a nearby camp of Native Americans and Tories, which lured them away from the main battle. Without their allies, the British withdrew, leaving the Patriots with the bloody field. After the engagement, the Patriots retrieved the wounded and returned to their Mohawk Valley farms, leaving the dead on the field (Ellis 1977; Gould 2000; Keesler 2004). The siege of Fort Stanwix continued for an additional 16 days until St. Leger received word that Major General Benedict Arnold was marching up the Mohawk Valley with a large force. St. Leger retreated back to Canada on August 22, ending the siege (Ellis 1977:42-44; Gould 2000).

In the aftermath of the Battle of Oriskany, Britain's Haudenosaunee allies in retaliation destroyed the Oneida villages of Oriska and Oneida Castle and their nearby fields and killing many of their occupants (Keesler 2004; Campisi 1978:483). The battle should be considered a Patriot victory, despite the failure of the militia to reach Fort Stanwix and relieve the siege, since the engagement ultimately prevented St. Leger from reaching Albany to assist Burgoyne at the Battle of Saratoga, one of the most important Patriot victories during the Revolution (Cookinham 1912:27-39; Keesler 2004). After Oriskany fighting on the frontier consisted largely of terrorist raids by the British and their allies on non-military settlements in the Mohawk, Unadilla, and Cherry valleys. Col. Willet and his militia, headquartered at Fort Plain, fought a guerilla-style war with Loyalist forces in the area. Several skirmishes also occurred in the Mohawk Valley, including the Battle of Klock's Field (1780), Johnstown (1781), and the Tory raid of Currytown (1781). American forces evacuated to areas east, and all European-American settlements prior to 1784 were destroyed and the area was reputed to have returned to wilderness. Since the Patriots had renamed Fort Stanwix Fort Schuyler, the fort formerly called Fort Schuyler was referred to as Old Fort Schuyler. After the close of the war, frontier fortifications such as Fort Schuyler and Fort Stanwix fell into ruin by the late 1780s. (Durant 1878:369; Wager 1896: 512; Cookinham 1912:39).

**Early Statehood Period.** During the Revolution most of the individual Haudenosaunee nations had sided with the British, while the Oneida and many of the Tuscarora sided with the Patriots, as a result of the influence of Samuel Kirkland. After the war, "[t]he Americans and the Six Nations signed a treaty at Fort Schuyler [formerly Fort Stanwix] in 1784. By its terms all of the Iroquois tribes, except the Oneida and Tuscarora, lost most of their lands. Because of their service to the Americans, the Oneida and Tuscarora retained ownership of all their land" (Lenig 1977:29-30). Further, New York State prohibited the purchase of Indian land by individuals and voided all such purchases made without legislative approval after 1775. These gestures, however, did little to protect the Oneida, who sold present-day Broome and Chenango counties to the state for \$15,500 in 1785. In a treaty signed between the Oneida and the State of New York in 1788 at Fort Schuyler (formerly called Fort Stanwix), the Oneida ceded to the state all their land



east of Oneida Lake, except for the Oneida reservation (which was formally established as a result of this treaty). Initially comprising about 300,000 acres in what are now Oneida and Madison counties, the reservation was affirmed by the 1794 Treaty of Canandaigua. By the end of the 1830s, most Oneida had relocated to Wisconsin, leaving approximately 157 Oneida on their ancient territory as of 1845 (Durant 1878; Lenig 1977:30; Campisi 1978:484-485).

Although the first grant of land in the territory that would become Oneida County occurred with the Oriskany Patent in 1705, homesteading did not begin in earnest in the area until 1784 and the second Treaty of Fort Stanwix. The earliest settlement in what is now Utica occurred in 1773 at Deerfield Corners by Mark Damuth, Christian Reall, and George J. Weaver and their families. However, they fled their homes with during the British depredations a few years later. Settlement did not return until 1784. One of the Damuths settled at the old Fort Schuyler section of Utica in 1785 (Jones 1851:141-142; Greene 1924).

About the same time, in 1784, Revolutionary-war veteran Hugh White arrived from Connecticut to settle what became Whitestown. By 1787, European-American settlement west of what is now the City of Utica consisted of three log houses at Old Fort Schuyler (Utica), seven at Whitestown, three at Oriskany, five at Fort Stanwix, and three at Westmoreland (Webster 1977:219; Canfield and Clark 1909:87; Jones 1851:371). Shortly after the restoration of peace, the owners of the Oriskany Patent who had not sided with the British during the Revolution began the process of subdividing and developing their tract. (Those patentees who had sided with the British had their lands confiscated.)

Cosby's Manor was surveyed by John R. Bleeker in 1786. The subsequent map depicted three houses near the ford, and some improvements both a little farther east near the present city limits and a little farther westward; "otherwise the region was covered with an unbroken forest" (Wager 1896:278-279). These houses were identified as occupied by John Cunningham, Jacob Christian, and George Damuth. In 1787 settlement at what is now Utica consisted of "three log huts or shanties, near the old Fort" (Child 1869). Settlers of Utica before 1800 included Uriah Alverson, Philip Morey and his sons, Sylvanus, Richard, and Solomon, Francis Foster, Stephen Potter, Joseph Ballou, Jason Parker, John Cunningham, Jacob Crestman, Peter Smith, John House, Matthew Hubbell. Businesses established themselves near the river, since that was the primary means of travel and much of the surrounding area was swampy. John Post was the first merchant trading with the Indians as well as sources in Schenectady ca. 1790, a primary product was said to be ginseng (Child 1869). He also kept the first tavern in the town. Ca. 1794, Moses Bagg, a blacksmith, operated an early tavern in the eastern portion of the town.

Efforts soon began to improve the regional transportation systems to facilitate the movement of goods and people into and from the area. During the 1790s, river improvements, the erection of a bridge over the Mohawk River at Old Fort Schuyler, and funding for the extension of the Genesee Road through Old Fort Schuyler to Geneva (later referred to as the Seneca Turnpike) provided an economic jolt to the community (Child 1869; Bagg 1892:17-18). The importance of removing the obstacles in the Mohawk River to better inland navigation was recognized immediately. In 1792, the Western Inland Lock Navigation Company (WILNC) was incorporated by the New York Legislature to improve the route between Schenectady and the Oneida Carry near Fort Stanwix. "The directors of the company appointed a committee consisting of General Schuyler, Elkanah Watson and Goldsboro Banyar to examine the state of the Mohawk River to Fort Stanwix and across the portage to Wood Creek" (Wager 1896:216). WILNC constructed several canals along the Mohawk River beginning in 1797 (Shaw 1990; Lord 1993; Larkin 1977:32). By 1800, Utica had 70 buildings and Rome 50.

The Town of Whitestown was created from the Town of German Flats in 1788. Ten years later, in 1798, Oneida County was formed and Old Fort Schuyler was incorporated as the Village of Utica. Utica and Whitestown shared the role of county seat until 1854. At the time of its incorporation, Utica contained 50 houses with more than 200 people. By 1804, the village supported "four tanneries, two nail factories, two breweries, a hat factory, and a cabinet maker, watchmaker, potter, shoemaker, rope maker, besides other shops, stores, taverns, two churches, a school house, barns and other buildings" (Greene 1924). In 1805, Utica was still relatively compact with only Main, Whitesboro, Genesee, Hotel, and Seneca streets in use, although other streets had been planned. "Business found its way from the river as far up Whiteboro as

Hotel street, as far up Genesee as the upper line of Broad, and a little way along Main; beyond these limits shops and stores were sparingly intermingled with private residences” (Bagg 1892:84).

As population spread westward and commerce increased along the Mohawk River, land roads proved insufficient to meet the needs of the expanding population. Further, after disappointing results along the western frontier during the War of 1812, a full water route to western New York was put into development. In July 1817 construction of the Erie Canal began at Rome. The route through Oneida County was location in and along the Mohawk River and the low swampy areas around it. The first trip in the canal was completed from Utica to Rome on October 22, 1819 (Bagg 1892:143, 222). The WILNC was liquidated in 1821 and its assets subsumed within the Erie Canal project. The Town of Utica was created from the Town of Whitestown in 1817. Utica was incorporated as a city in February 1832.

The canal connected Buffalo on Lake Erie with New York City on the Atlantic seaboard when it was completed in October 1825. Its route in Oneida County was along the south side of the Mohawk River and ran through what is now the City of Utica. Soon after completion, hamlets and villages sprang up along the route. The success of the canal was almost immediate and the volume of goods and people increased at such a pace that the canal had to be expanded in the 1840s and 1860s (Shaw 1990).

During the nineteenth century, the Erie Canal allowed for the growth of valley villages as the economical means of transportation supported both agricultural and commercial/industrial development. Prior to the opening of the Erie Canal, the Mohawk valley had been the most productive wheat granary in the nation. This changed dramatically when Genesee valley farmers were able to ship their products along the canal to Albany, which, at that time, was the wheat market center of the nation. As the nineteenth century progressed, Mohawk valley farmers concentrated their efforts on dairying and cheese production, which had been practiced to some extent even prior to canal completion. Re-envisioned at the end of the nineteenth century, the Erie Canal was reconstructed as the New York State or Erie Barge Canal between 1903 and 1917 (Wager 1896; McFee 1998).

With the success of the Erie Canal, other areas of the state clamored for a canal to link to the Erie. Authorized in February 1822, the Chenango Canal project connected the Susquehanna River at Binghamton to the Erie Canal at Utica at the western end of the current project area. Construction of the 97-mile canal began in July 1834 and was completed in October 1836. The importance of the Chenango Canal rested on its utility for bringing Pennsylvania coal north to the growing factories of Utica (Wager 1896:223). Construction of the Chenango canal spurred the development of the surrounding neighborhood. In proximity to the junction of the Erie and Chenango canals, three large factories were built between 1846 and 1848, including the Utica Steam Cotton Mills (on State Street). In addition to factories, dwelling were also erected. The Rome and Utica Plank Road opened in 1848 along the route that is now Whitesboro Street (McFee 1993:180-181).

However, the successes of canal movement encouraged competition from a developing technology—railroads. The construction of the Utica & Schenectady Railroad began in 1834 and the line became operational in September 1836. The Syracuse & Utica Railroad was completed in July 1839. Paralleling the Mohawk River on the south, the line was consolidated into the New York Central in 1853 as was the Utica & Schenectady Railroad. Its passenger service was subsumed by AMTRAK in 1971 and its freight service by Conrail in 1976 (Wager 1896: 225-226; Herkimer County Historical Society 1992:138, 141). This was the primary line in the county until the 1880s. In 1881, construction began on the New York, West Shore & Buffalo Railroad, which ran west from Utica. Declared bankrupt in 1884, the line was leased to the New York Central in 1885. It ceased operations in 1966 (Herkimer County Historical Society 1992:138, 142-144; Larkin 1977:34). Other railroad lines in the city included the Utica, Chenango & Susquehanna Valley Railroad (finished in 1870 and leased to the Delaware, Lackawanna & Western Railroad); the New York, Ontario & Western Railroad; and the Utica, Clinton & Binghamton Railroad (this line was leased to the New York & Oswego Midland Railroad, and later to the Delaware & Hudson Canal Co. in 1875) (Wager 1896:227-228).

Initial settlers to the Utica area comprised a mix of New Englanders, Dutch, German, and Welsh people. Later immigration brought in by the Erie Canal drawn by the need for labor for the construction of the

Chenango Canal and the railroads included Irish and German workers, who later worked in Utica's mills, factories, and domestic service. Population of Utica increased from 2,972 in 1820 to 12,782 by 1840, and to 23,686 in 1865 (Child 1869).

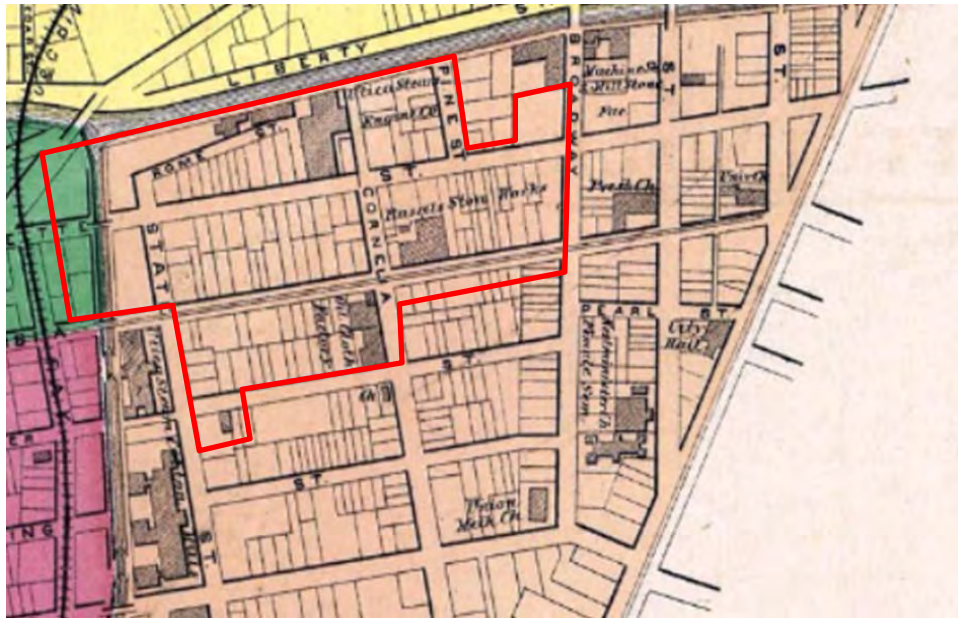
During the nineteenth century Utica was a manufacturing center in the Mohawk Valley. Near both reliable transportation routes and fertile agricultural fields, Utica became a convenient location for the creation and distribution of goods and products. Although the lack of water power was initially a hindrance to larger-scale manufacturing, this was overcome by the completion of the Chenango Canal, which brought Pennsylvania coal to feed the steam-power needs of the city (Wager 1896:366). Early manufacturing operations included Ephraim Hart's foundry, which began in 1822 (it became Hart and Crouse by 1896); several grist mills along the Mohawk River in the 1820s; two antecedents of Central New York Pottery; and the Vulcan Works (founded in 1832 and became the Utica Steam Engine and Boiler Works in 1896). In addition, the Munson Brothers foundry, machine shops, and mill machinery factory was established in 1823 by Alfred Munson. The firm later became Hart and Munson, then Munson Bros. in 1868 (Wager 1896:367). A planing mill was established by Philo Curtis, which was making sashes, doors, and blinds by steam power by 1834. The firm passed through several hands and was called Charles C. Kellogg & Sons by 1896. Metcalf & Dering and Edward F. Downer & Sons were other lumber mills at the end of the nineteenth century.

Utica was a center for textile manufacturing, including oil cloth, beginning in 1832. Some notable nineteenth-century companies included James B. Martin; William Taylor & Co.; Rockwell, Rhodes, & Miller; Roberts, Butler & Co.; Owen, Pixley & Co., later H. D. Pixley & Son and Owens Bros.; Crouse & Brandegee; Utica Clothing Co.; Utica Steam Woolen Mills (1846), and Utica Steam Cotton Mill (1847). Successful firms also included the Globe Woolen Mills was established as the Utica Globe Mill Co. in 1847 and employed approximately 1,000 workers at its height. Most mills were located in West Utica in the neighborhood of the Chenango and Erie canals, which attracted numerous German and Irish immigrants to work and live. New textile mills opened during and after the Civil War, including Utica Steam Knitting Mill (1863) Oneita Knitting Mill (1878), Mohawk Valley Cotton Mill (1880), the Skenandoa Cotton Company (1881), and Utica Knitting Company (1890), among others. Some of these were opened in the east side of the city. More than 11,000 workers were employed in Utica's textile mills at the end of the nineteenth century (Wager 1896:368-369; Pristera 2009:8, 10).

Iron makers, forges, and foundries were also quite successful and included Phoenix Iron Works (founded in 1852); Russel Wheeler & Son (1842), The Carton Furnace Company (1847), Irvin A. Williams & Co. (1851, maker of locomotive head lights); Utica Steam Gauge Company (1861); and Utica Pipe Foundry Company (1889). Other prominent companies included Utica Knitting Company (1863, reorganized 1891); Wild & Devereux (1874); the Mohawk Valley Cap Factory Company (1868); Empire Scotch Cap Factory (1887); Utica Burial Case Company (1890), as well as a numerous shoe manufacturers and breweries (Wager 1896:370).

**Post-Civil War Period.** The necessities of the Civil War ushered in a new era of industrialization, one geared toward greater concentration of manufacturing and heavy industry in northern industrial centers, facilitated by rail transportation. By 1869, the City of Utica was a nexus of numerous transportation routes. The Genesee turnpike, the Erie Canal, and the New York Central extended through it. It served as the northern terminus of the Utica, Chenango, & Susquehanna Valley and the Utica, Clinton & Binghamton railroad as well as the Chenango Canal. It was the southern terminus of the Utica & Black River Railroad. The city was serviced by several horse railroads as well as stages. In addition, it supported 30 churches, 11 banks, numerous manufacturing operations, producing textiles, steam engines, musical instruments, telegraphic materials, and other items (Child 1869). The notable companies at that time included, the Globe Woolen Mills, the Utica Burr Mill Stone Manufactory (Hart & Munson), the Wood & Mann Steam Engine Company, and the Utica Steam Gauge Company, in addition to some of textile mills noted above (Child 1869). The New York State Lunatic Asylum (Utica State Hospital; opened 1843, closed 1978; designated a National Historic Landmark in 1989) was west of the project area (Larkin 1977:35; Beers et al. 1874 [Figure 2.2]). The abundance of rail options as well as the more regular service resulted in the replacement of the Chenango Canal for shipping coal and freight. The Chenango Canal, west of the project area, closed in 1878. Rail transport and industrial jobs

encouraged the arrival of numerous Italian and Polish immigrants after about 1870 (Canfield and Clark 1909; Wager 1896; Sanborn 1888).



**Figure 2.2. Approximate location of the project area in 1874 (Beers et al. 1874).**

The economic situation of the communities encircling the City of Utica changed in the wake of growing industrialization and urbanization. Mercantile business formerly conducted in rural settlements outside the city was diverted to the city. As Wager noted, “one of the causes of this exodus from the country [to the city] is the changed condition of agricultural interests which have been brought about since the [Civil War], largely through the competition of the products with the great West, and partly through the general depreciation of rural real estate values” (Wager 1896:199-200). Land devoted to farming decreased, while the productivity of that land rose, especially in the twentieth century. Between 1875 and 1969 the acreage being farmed decreased from 704,363 acres to 319,806 acres. Cattle raising and dairying became more profitable and began to replace grain production, with over 500,000 acres devoted to livestock in 1879. By 1900, Oneida County was rated first in the annual production of cheese and dairy products (Crisafulli 1977a).

Equally important to the shift in farm production was the trend toward more owner-farmers and less tenant farmers. Almost 75 percent of the farms in Oneida County were owner-operated by World War I. Moreover, improvements in mechanization and the introduction of new and larger farm machinery enabled farmers to consolidate and expand their acreage. As a result, marginal farmers were forced out of business and the number of farms declined, but the remaining farms more than doubled in size. Therefore, as the economy of the City of Utica became more industrial and commercially oriented, the countryside surrounding it became more rural as farms increased acreage and were owner-operated (Wager 1896:200, 532; Crisafulli 1977a:50-52, 1977b:103-106).

As a result of the increasing supply of workers, factories in Utica flourished between ca. 1890 and 1950. Textile mills and knitting factories were especially robust. Industry expansion included the emergence of Oneida Mills, Frisbie-Stansfield Knitting Company, and Utica Knitting Company as national leaders in the knit goods industry. Other large companies included the Mohawk Valley Cotton Mill which merged with the Utica Steam Cotton Company in 1901. The height of the Utica textile industry was 1910 when nearly two-thirds of the city’s inhabitants worked in textile-related industries (Kirk et al. 2012; Pristera 2009:12-14).

Transportation changes facilitated the industrial development as establishment of the textile industry emerged with the completion of the Erie and Chenango canal. Beginning in 1886 streets of the city began to be paved with asphalt, beginning with Rutger Street. In 1887, the Utica Electric Light Company began to provide street lighting, "starting in the business section, although lighting for residential districts...soon followed" (Morton 2010). The electric streetcar was introduced in the 1890s and an interurban electric line, Utica & Mohawk Valley, ran between Rome and Little Falls during the early twentieth century. The Utica Belt Line Railroad system ran along Lafayette, Columbia, and State streets (Larkin 1977:35; Beers et al. 1874; Century Map Company 1907).

With the closure of the Chenango canal, the northern end of the former canal was gradually turned into a reservoir for the Erie canal. The abandoned canal channel was ultimately filled, although it was still depicted as open in 1888 (Sanborn 1888, 1925). As noted the canal system was reimagined and modernized during the early twentieth century and the subsequent Barge Canal was completed in 1917 through Utica. Gradually filled, the former Erie Canal channel was leveled through the city by 1923 and became Oriskany Street. The North Genesee Arterial was completed in the 1970s (Morton 2010).

The textile industry began a slow decline after World War I as the industry was plagued by over supply and northern textile operations shifted work to mills in the South. While Utica supported more than 40 mills in 1910, only six survived in 1922. Further, transportation improvements like the trolley and later the automobile freed workers from living in proximity to their places of employments. This freedom resulted in workers, especially the better paid, seeking to find living arrangements in less crowded and noisy places and gave rise to suburban housing areas. By 1940 the city had a population of 100,518 (Pristera 2009:15-18).

After the war, General Electric opened a factory in Utica which expanded during the 1950s as the Cold War intensified. This factory helped offset the loss of textile jobs as GE employed more than 5,800 people at the close of the 1950s. During this period large infrastructure projects like the construction of the North-South Arterial (New York State Route [NY] 12), the East-West Arterial (NY 5S), and the Sauquoit Valley Arterial (NY 8) helped speed the development of residential suburbs and draw residents from the central city. In addition, the completion of the New York State Thruway (Interstate-90) north of the city in the mid-1950s helped commerce bypass the area. During the late 1950s and 1960s, urban renewal plans led to the demolition of numerous city buildings, which became vacant lots when proposed projects did not materialize. In 2006 structures in the area were demolished for a police support facility. A major economic development in the area during the twentieth century was the construction of the U.S. Air Force repair and maintenance depot, which served the entire northeastern section of the nation. This facility would develop into Griffiss Air Force Base, northeast of the City of Rome (Pristera 2009:20-21; Crisafulli 1977a:50-52, 1977b:105-112; Lehman 2016a, 2016b). The base closed in the late 1990s, although Rome Laboratories (now the Air Force Research Laboratory) continued to utilize buildings within the facility, which has become the Griffiss Business and Technology Park. The City of Utica had a population of 62,235 in 2010.

## **2.2 HISTORICAL MAP ANALYSIS.**

Eleven historical maps and atlases were consulted for the project area (Rogerson et al. 1852; Beers et al. 1858 [Figure 2.3], 1874 [Figure 2.2]; Roe & Taylor 1868 [Figure 2.4]; Hopkins 1883 [Figure 2.5]; Sanborn 1884 [Figures 2.6], 1888 [Figure 2.7], 1925 [Figure 2.9], 1952 [Figure 2.10], 1986; and Century Map Company 1907 [Figure 2.8]). As expected for an intensely urban environment, the lots in the project area contain numerous buildings and structures. A selection of historical maps was used to prepare a list documenting the structures at each current address in the project area and details its development over time. The results of this review are presented in Table 2.1, which appears after the historical map figures.



Figure 2.3. Approximate location of the project area in 1858 (Beer et al. 1858).

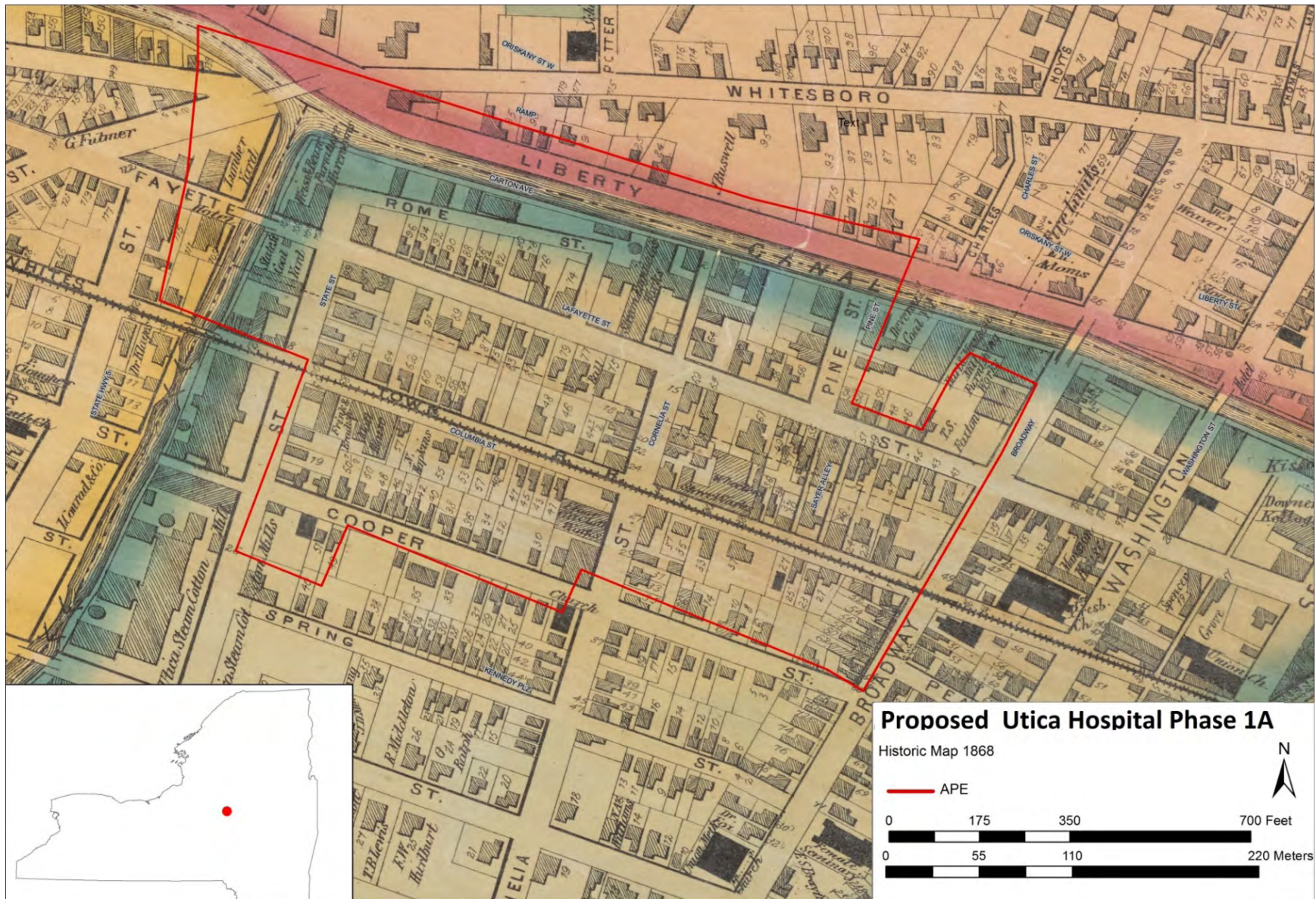


Figure 2.4. Approximate location of the project area in 1868 (Roe & Taylor 1868).

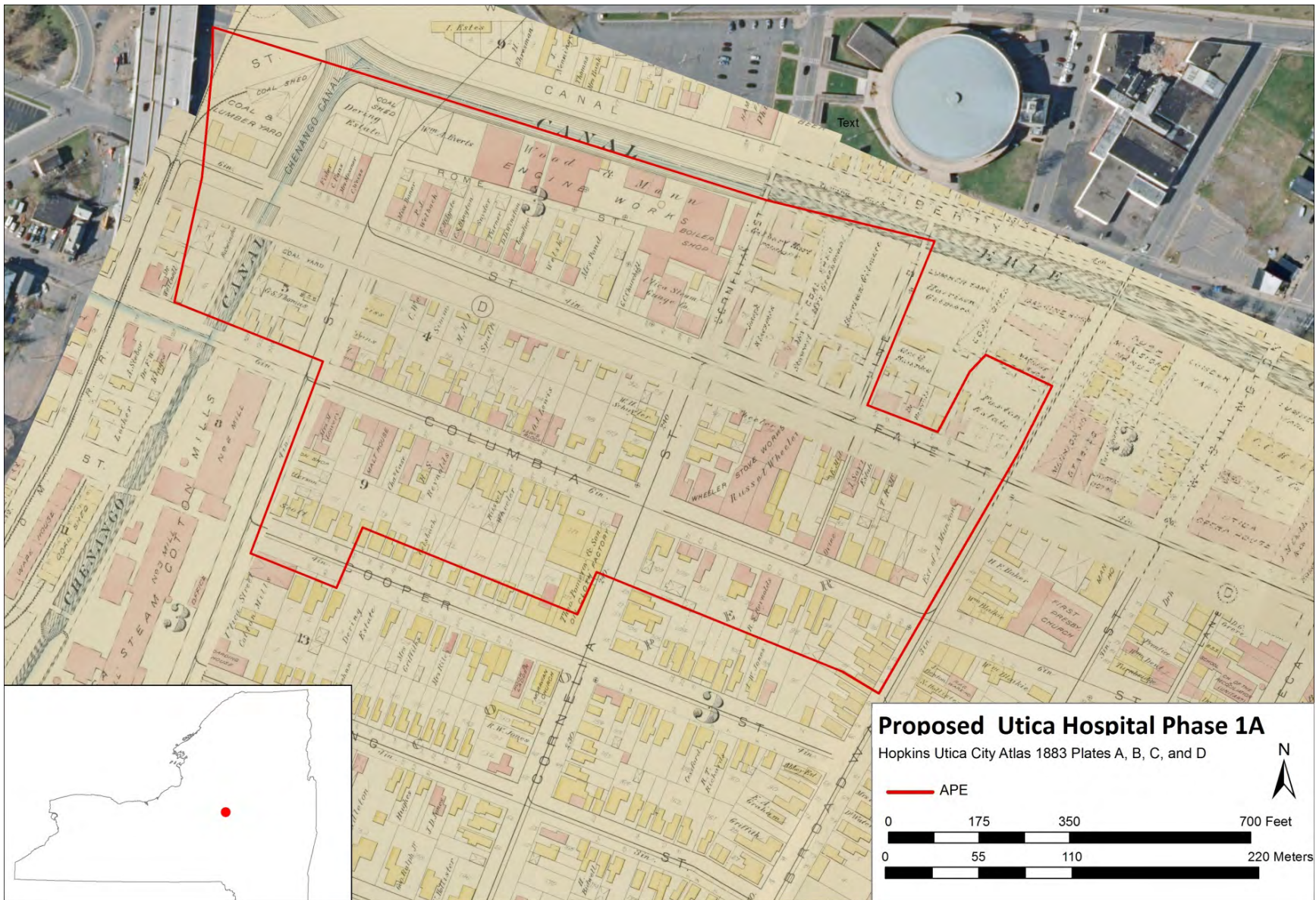


Figure 2.5. Approximate location of the project area in 1883 (Hopkins 1883).



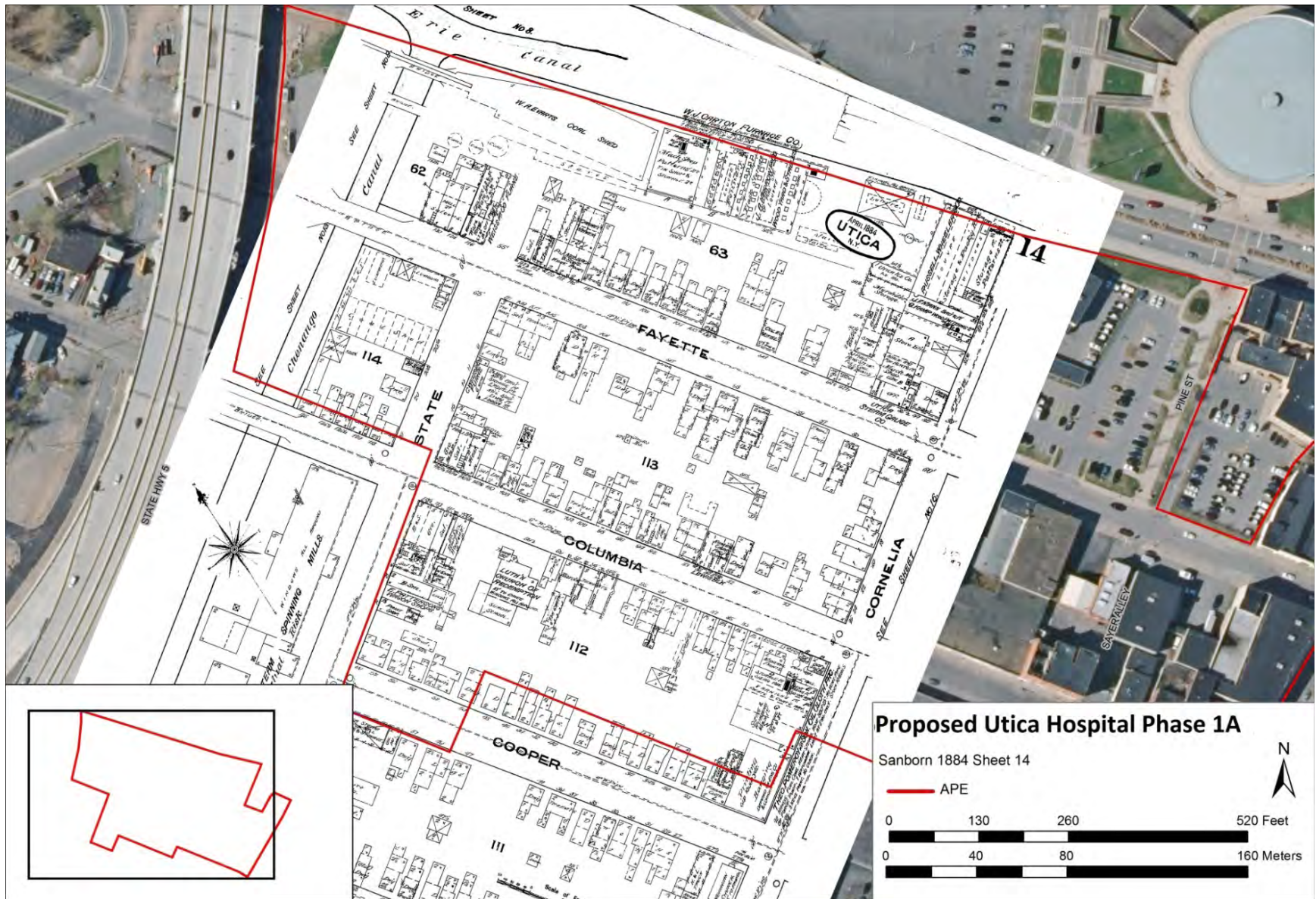


Figure 2.6A. Approximate location of the western portion of the project area in 1884 (EDR 2016: Sanborn 1884 sheet 14).

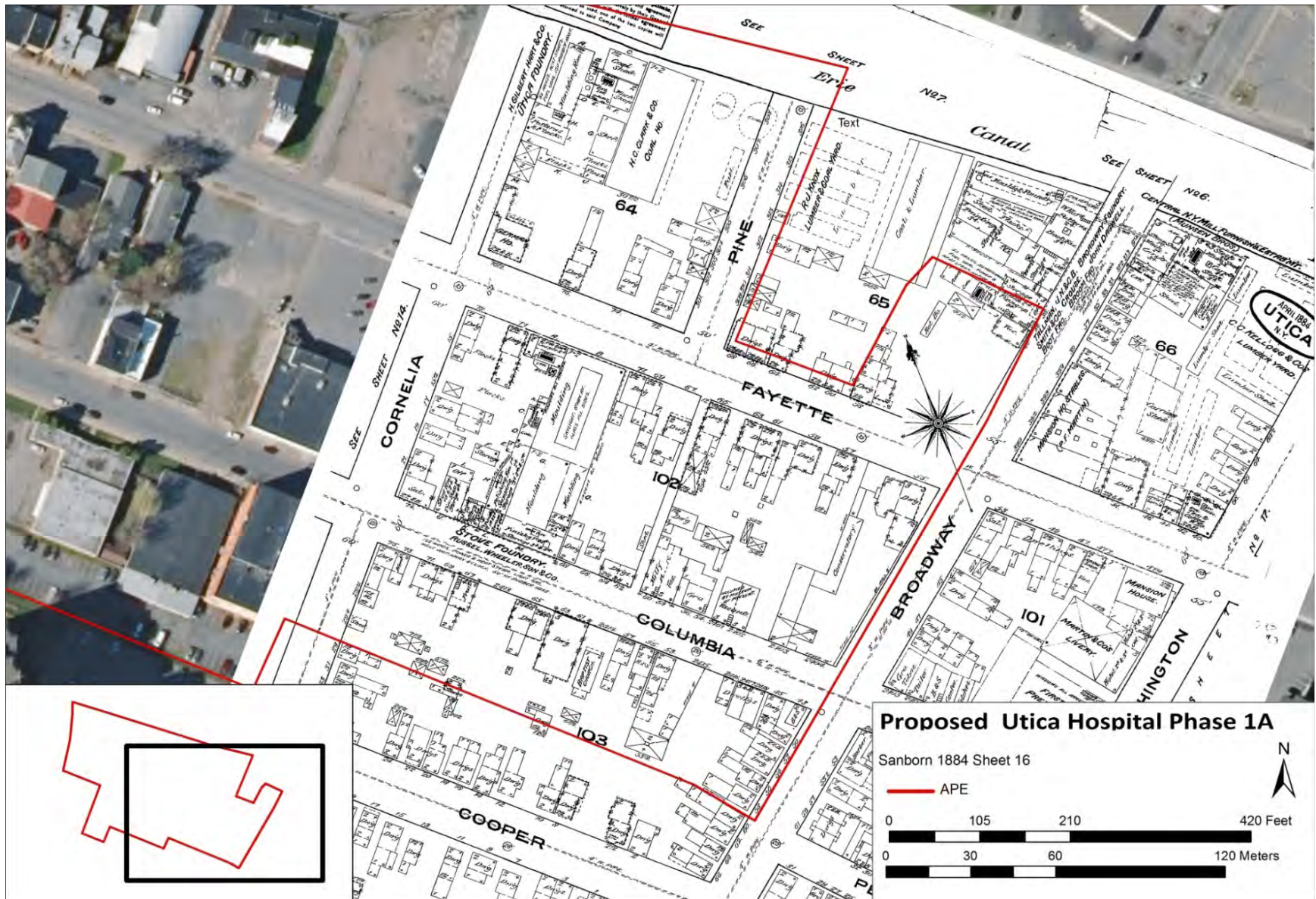


Figure 2.6B. Approximate location of the western portion of the project area in 1884 (EDR 2016: Sanborn 1884 sheet 16).

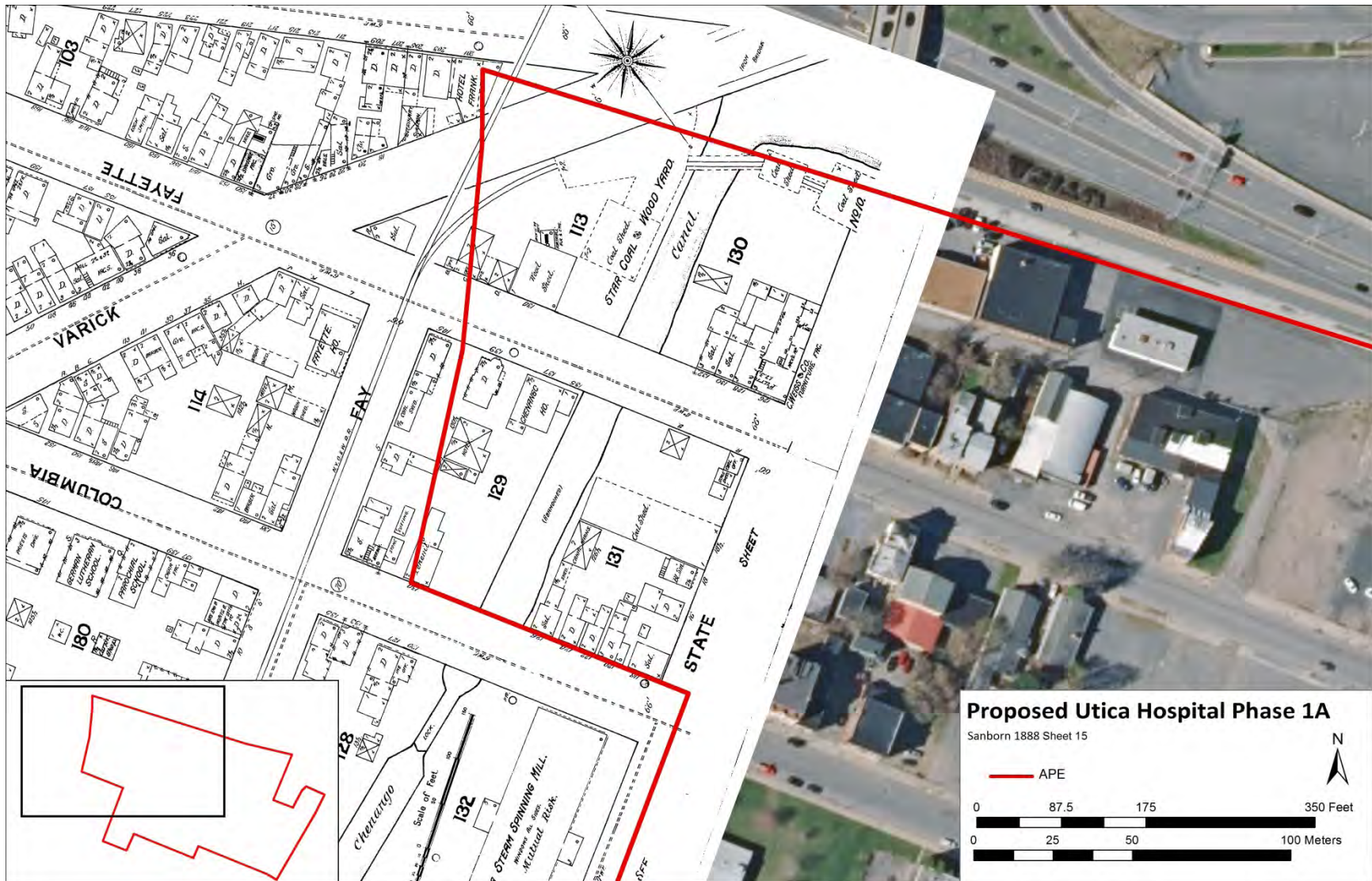


Figure 2.7A. Approximate location of the western portion of the project area in 1888 (EDR 2016: Sanborn 1889 sheet 15).

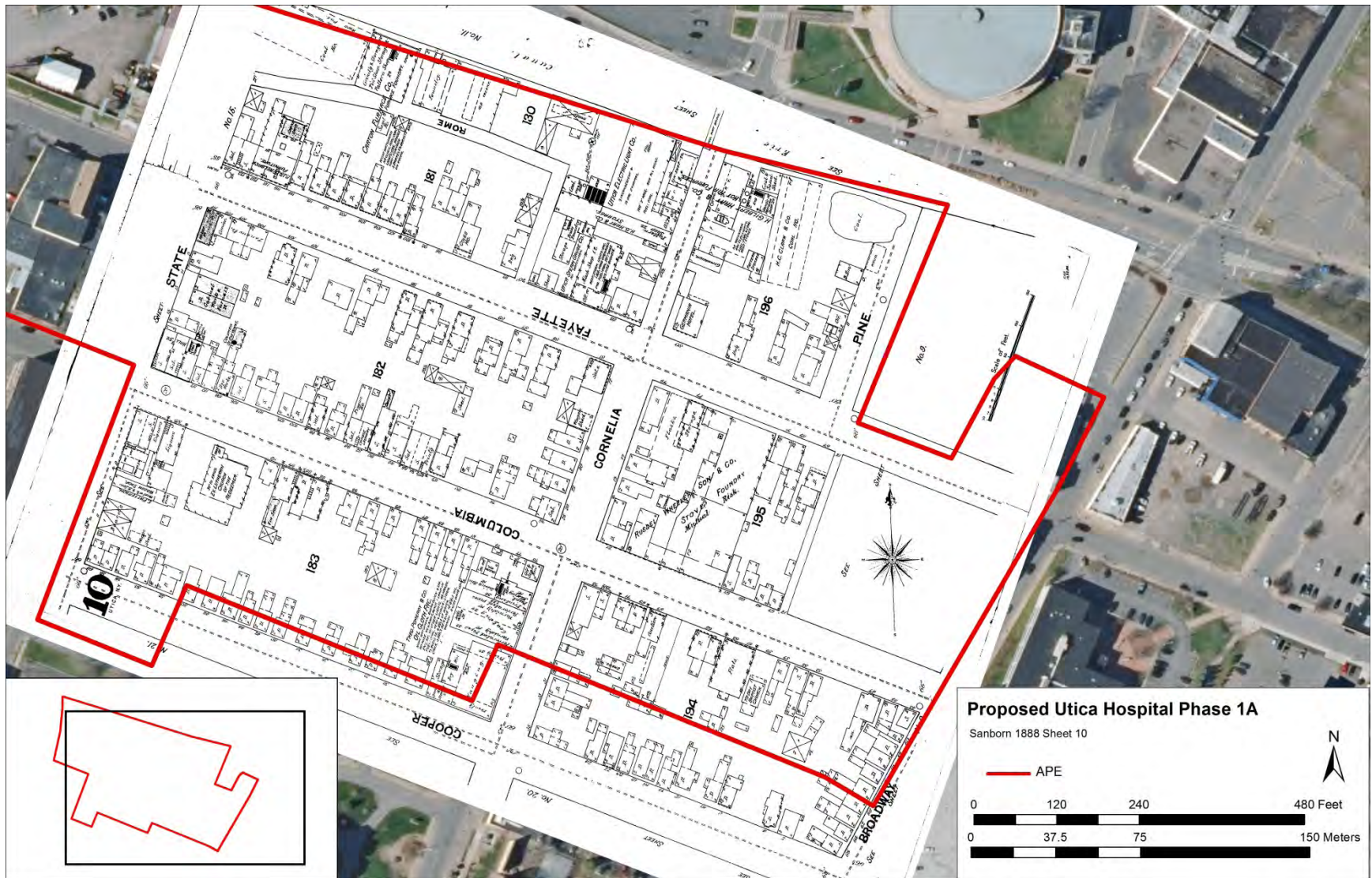


Figure 2.7B. Approximate location of the western portion of the project area in 1888 (EDR 2016: Sanborn 1889 sheet 10).

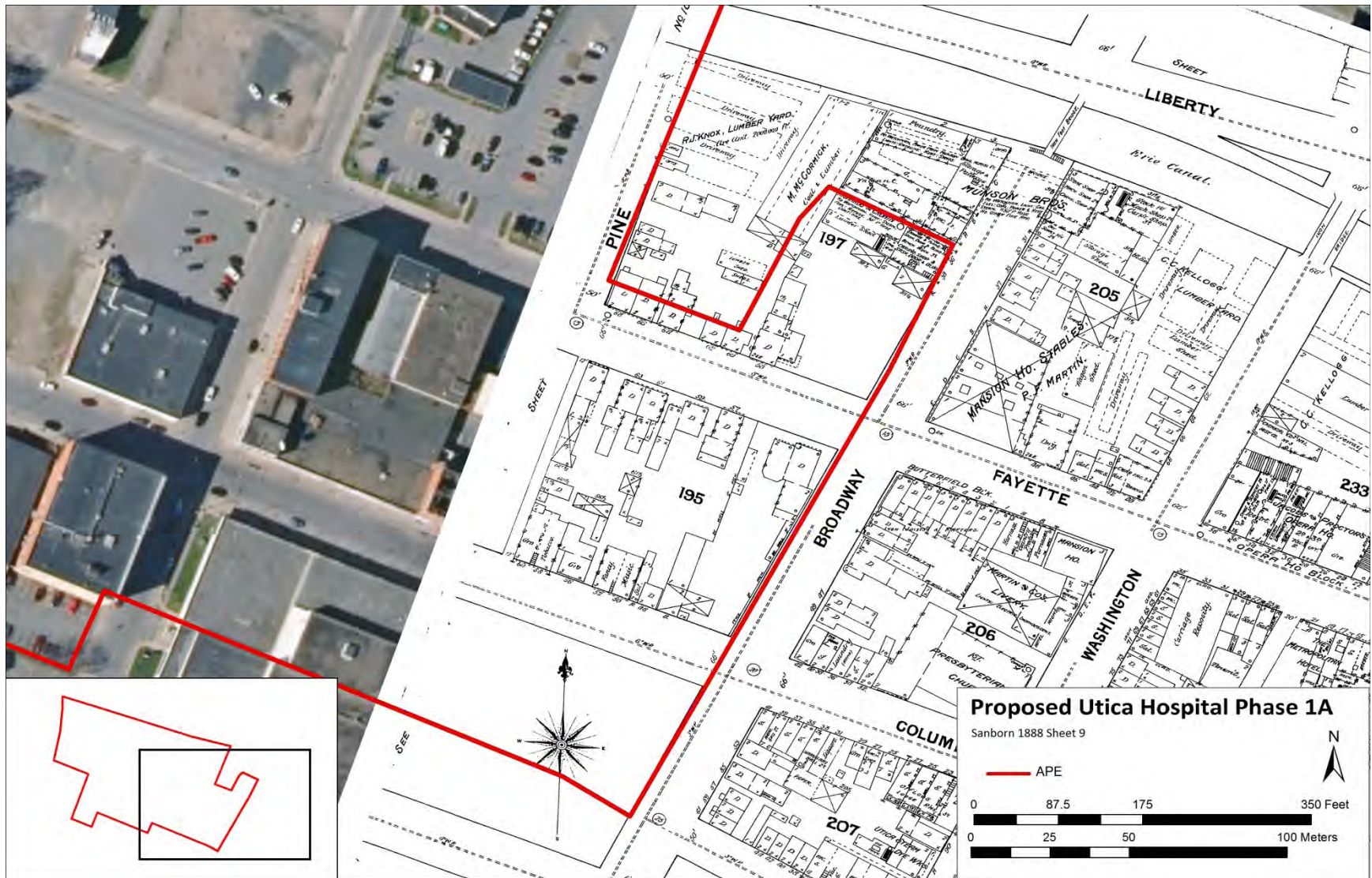


Figure 2.7C. Approximate location of the western portion of the project area in 1884 (Sanborn 1889 sheet 9).



Figure 2.8. The approximate location of the project area (red outline) in 1907 (*Century Map Company 1907*).



Figure 2.9A. Approximate location of the western portion of the project area in 1925 (EDR 2016: Sanborn 1925 sheet 24).

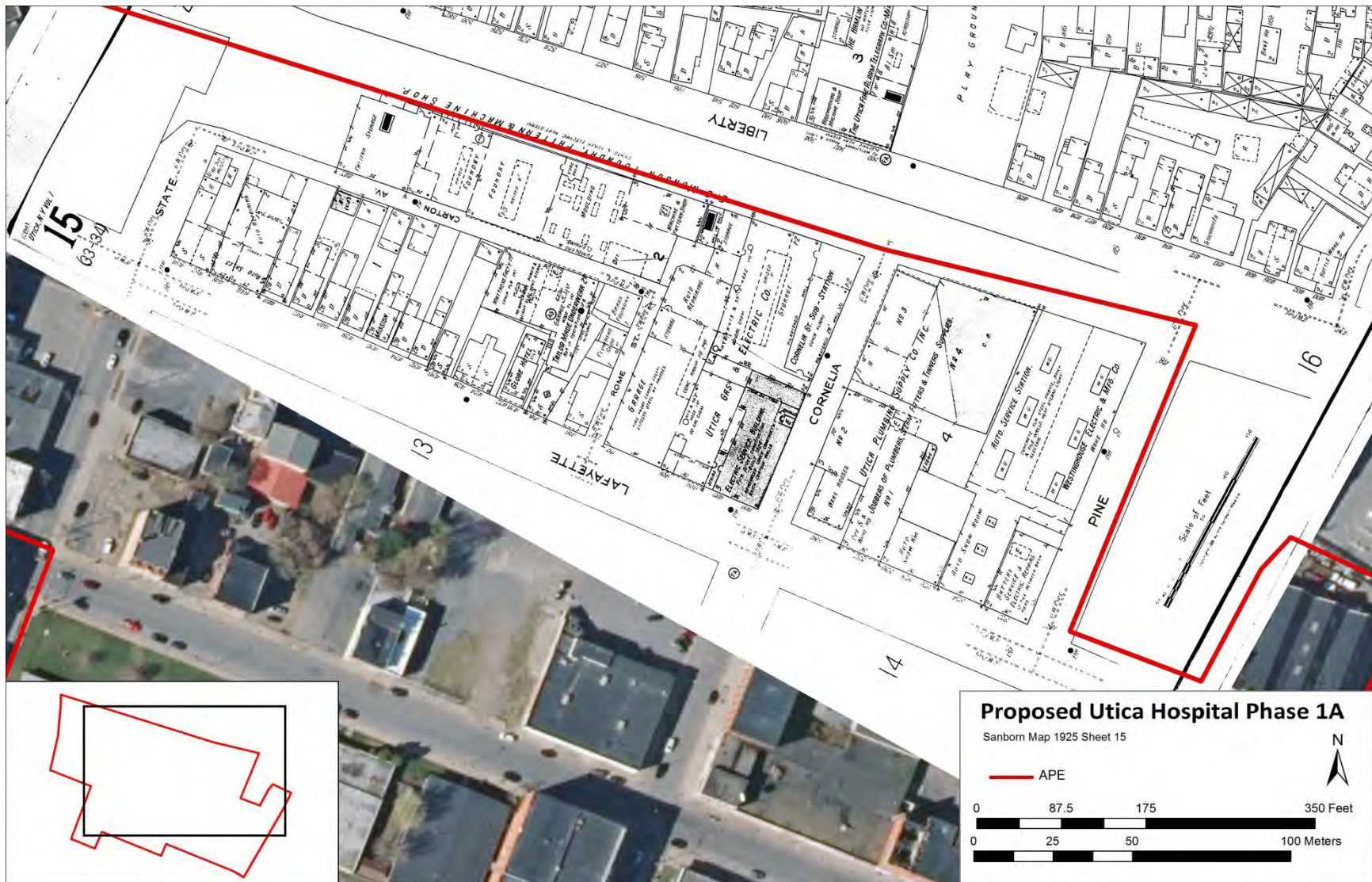


Figure 2.9B. Approximate location of the north central portion of the project area in 1925 (EDR 2016: Sanborn 1925 sheet 15).





Figure 2.9C. Approximate location of the south central portion of the project area in 1925 (EDR 2016: Sanborn 1925 sheet 13).



Figure 2.9D. Approximate location of the southeastern portion of the project area in 1925 (EDR 2016: Sanborn 1925 sheet 14).



Figure 2.9E. Approximate location of the northeastern portion of the project area in 1925 (EDR 2016: Sanborn 1925 sheet 16).



Figure 2.10A. Approximate location of the western portion of the project area in 1952 (EDR 2016: Sanborn 1952).



Figure 2.10B. Approximate location of the eastern portion of the project area in 1952 (EDR 2016: Sanborn 1952).

**Table 2.1. Map-Documented Structures in the APE.**

Current Address	Alternate Address	1883	1884	1888	1925	1952
	512-514 Broadway				Saloon, 2-stories	Combined with 300-302 Columbia
	610 Broadway, 58 Broadway	58 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	
<b>608 Broadway</b>	56 Broadway,	56 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
<b>Illegible</b>	A. Broadway, 54 Broadway	54 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Building Details Illegible
<b>Illegible</b>	52 Broadway, B. Broadway	52 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Building Details Illegible
	50 Broadway		Dwelling, 2-stories	Dwelling, 2-stories		
<b>412 Broadway</b>	40 Broadway, H. Broadway,	40 Broadway	Vacant, 2-stories	Garage	NYS, 2-stories	Building Details Illegible
<b>Carton Avenue</b>	Rome Street, 98 ½ Carton, A. Carton, B. Carton	No Address, Rome St.	W.J. Carton Furnace Co, 1-2-stories	W.J. Carton Furnace Co, 1-2-stories	Foundry	Building Details Illegible
			43 Columbia, B&S, 2-stories	Saloon, 2-stories	301-303 Columbia, Saloon, 4-stories	Building Details Illegible
		17 Columbia	45 Columbia, Dwelling, 2-stories	Dwelling, 1 ½-stories	305 Columbia, Saloon, 4-stories	Saloon, 4-stories
<b>307-309 Columbia</b>	19 Columbia, 2418 Columbia, 307 Columbia	19 Columbia	Dwelling, 3 ½-stories		Saloon, 3-stories	Building Details Illegible, 3-stories
	19 Columbia, 2417 Columbia, 309 Columbia		Dwelling, 3 ½-stories		Saloon, 3-stories	
	19 Columbia, 2416 Columbia		Dwelling, 1-story			
<b>311-313 Columbia</b>					Saloon, 3 ½-stories	Saloon, 3-stories
<b>315 Columbia</b>					Saloon, 3-stories	Saloon, 1-story
<b>300-302 Columbia</b>	300 Columbia				Saloon, 2-stories	Columbia, Saloon, 2-stories
	302 Columbia				Saloon, 2-stories	

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>304-306 Columbia</b>	304 Columbia				Saloon, 2-stories	Columbia, Saloon, 2-stories
	18 Columbia, 2403 Columbia, B. Columbia, 306 Columbia	18 Columbia	Conservatory, 2-stories	Garage, 2-stories	Saloon, 2-stories	
<b>308-310 Columbia</b>	20 Columbia, A. Columbia	20 Columbia		Saloon, 2-stories	Columbia, Saloon, 3-stories	Saloon, 3-stories
	20 Columbia, 48 Columbia			Dwelling, 2-stories		
<b>312-316 Columbia</b>	22 Columbia, 2402 Columbia, 50 Columbia, 312 Columbia	22 Columbia	Vacant, 3-stories	Music, 3-stories	Saloon, 3-stories	Columbia, Saloon, 3-stories
	24 Columbia, 2401 Columbia, 52 Columbia, 316 Columbia	24 Columbia	Vacant, 3-stories	Fancy, 3-stories	Saloon 3-stories	
<b>318 Columbia</b>	26 Columbia, 54-56 Columbia, 56 Columbia, 318-320 Columbia	26 Columbia	Grocery, 3-stories	Grocery, 3-stories	Saloon, 3-stories	Saloon
<b>320 Columbia</b>						Saloon
<b>322-324 Columbia</b>	58 Columbia	No Address	Vacant, 3-stories	Tobacco, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	60 Columbia		3-stories	Grocery, 3-stories		
	60 ½ Columbia		Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	21 Columbia, 53 Columbia, 319 Columbia	21 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 3-stories	
<b>321 Columbia</b>	23 Columbia, 55 Columbia, 321-323 Columbia	23 Columbia	B&S, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
<b>323 Columbia</b>	25 Columbia, 57 Columbia, 325 Columbia	25 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, Utica Manner choir Hall, Saloon, 3-stories	Saloon, Utica Manner choir Hall, Saloon, 3-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>325 Columbia</b>	27 Columbia, 2412 Columbia, 59 Columbia	27 Columbia	Baptist Church, 1-story	Baptist Church, 1-story		Saloon, Utica Manner choir Hall, Saloon, 3-stories
<b>327 Columbia</b>	61-63 Columbia, 327-329 Columbia		Dwelling, 3-stories	Flats, 3-stories	Saloon, 3-stories	Restaurant, 3-stories
<b>329 Columbia</b>						Wall Papers & Paint, 3-stories
<b>326 Columbia</b>	30 Columbia, 62 Columbia,	30 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
<b>328 Columbia</b>	32 Columbia, 64 Columbia	32 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
<b>Illegible</b>	31 Columbia, 65 Columbia, B. Columbia	31 Columbia	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Saloon, 6-stories	Saloon, 6-stories
<b>332 Columbia</b>	34 Columbia, 66 Columbia	34 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
<b>334 Columbia</b>					Saloon, 4-stories	Saloon, 4-stories
<b>Illegible</b>	33 Columbia, 67 Columbia, 343 Columbia	33 Columbia	Building Details Illegible, 4-stories	Auction, 3-stories	Saloon, 4-stories	Saloon
	36 Columbia, 68 Columbia, 336-338 Columbia	36 Columbia	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 4-stories	
<b>347 Columbia</b>	35 Columbia, 69 Columbia, 347 Columbia	35 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Saloon, 2-stories	Building Details Illegible
<b>349 Columbia</b>	37 Columbia, 71 Columbia	37 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Saloon, 3-stories	Restaurant, 3-stories
<b>351-353 Columbia</b>	27 Cornelia, 73 Columbia	27 Cornelia	Building Details Illegible, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
<b>355-357 Columbia</b>	27 Cornelia, 75 Columbia		Dwelling, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories



Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>340-366 Columbia</b>	44 Columbia, 74 Columbia, 362-366 Columbia	44 Columbia	Saloon, 2 ½-stories	Dwelling, 2-stories	Saloon, 3 ½-stories	Bergers Department Store, 3-stories
	38-42 Columbia, J. Columbia, 358-360 Columbia	38-42 Columbia, Stove Works	Stove Foundry Russel Wheeler Son & Co, 4-stories	Stove Foundry Russel Wheeler Son & Co, 3 ½ -stories	Saloon, 3 ½-stories	
	38-42 Columbia, K. Columbia, 356 Columbia		Stove Foundry Russel Wheeler Son & Co, 3 ½ - stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Saloon, 3-stories	
	38-42 Columbia, K. Columbia, 354 Columbia		Stove Foundry Russel, Wheeler, Son & Co, 3 ½ stories	Stove Foundry Russel, Wheeler, Son & Co, 3-stories	Saloon, 4-stories	
	38-42 Columbia, L. Columbia, 352 Columbia		Stove Foundry Russel Wheeler Son & Co, 3-stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Saloon, 3-stories	
	38-42 Columbia, L. Columbia, 350 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 348 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 344- 346 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 342 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 340 Columbia		Stove Foundry Russel Wheeler Son & Co, 3-stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Saloon, 3-stories	

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>400-406 Columbia</b>	20 Cornelia, 508 Cornelia	20 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
	22 Cornelia, 510 Cornelia	22 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	24 Cornelia, 400 Columbia	24 Cornelia	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 1 ½-stories	
	26 Cornelia, 404 Columbia		Dwelling, 2-stories	Saloon, 2-stories	Saloon, 1-story	
<b>401-409 Columbia</b>	A.,B.,C., Columbia, 75 Columbia, 401- 403 Columbia	No address	Theo Pomeroy and Son Oil Clothing Factory, 2-stories	Office, 2-stories	Saloon, 4-stories	Furniture, 4- stories
	A.,B.,C., Columbia, 77 Columbia, 401- 403 Columbia			Coal shed, 1-story		
	A.,B.,C., Columbia, 79 Columbia, 405- 407 Columbia			Building Details Illegible, 1-story	Saloon, 4-stories	
	409 Columbia				Saloon, 4-stories	
<b>408 Columbia</b>	44 ½ Columbia, 78 Columbia	44 ½ Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 3-stories
<b>414 Columbia</b>	46 Columbia, 80 Columbia	46 Columbia	Dwelling, 1 ½- stoires	Dwelling, 1 ½- stoires	Saloon, 3-stories	Saloon, 3-stories
<b>416 Columbia</b>					Saloon, 3-stories	Salon, 3-stories
<b>418-422 Columbia</b>	48 Columbia, 82 Columbia, 418 Columbia	48 Columbia	Dwelling, 2 ½- stories	Dwelling, 2-stories	Saloon, 2-stories	Furniture, 2- stories
	48 Columbia, 82 Columbia, 420-422 Columbia				Saloon, 2-stories	
<b>424 Columbia</b>	82 ½ Columbia		Lewis Factory, 3- stories	Printing, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	84 Columbia			Saloon, 3-stories		

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>426 Columbia</b>	86 Columbia			Saloon, 3-stories	Saloon, 3-stories	Restaurant, 3-stories
<b>411-417 Columbia</b>	41 Columbia, 81 Columbia	41 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Auto Sales, 4-stories	Clothing Factory, 4-stories
	43 Columbia, 83 Columbia	43 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	45 Columbia, 85 Columbia	45 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories		
	47 Columbia, 87 Columbia	47 Columbia	Dwelling, 1 1/1-stories	Dwelling, 1 1/1-stories		
<b>428 Columbia</b>	88 Columbia		Fancy, 2-stories	Saloon, 3-stories	Saloon, 3-stories	Furniture, 3-stories
	49 Columbia, 89 Columbia, 419 Columba	49 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Saloon, 2-stories	
<b>421-423 Columbia</b>	421 Columbia				Saloon, 1-story	Auto Body Repair, 1-story
	51 Columbia, 91 Columbia, 423 Columbia	51 Columbia	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	53 Columbia, 93 Columbia, 425 Columbia	53 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Clean/Pressing, 2-stories	
	427 Columbia				Saloon, 2-stories	
<b>432 Columbia</b>	90 Columbia			Saloon, 4-stories	Saloon, 4-stories	Saloon, 4-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>434-438 Columbia</b>	52 Columbia, 92 Columbia, 434 Columbia	52 Columbia	Cigar Factory, 2 ½-stories	Chinese Laundry, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	94 Columbia, 438 Columbia		Building Details Illegible, 2 ½ stories	Saloon, 3-stories	Saloon, 3-stories	
<b>431-437 Columbia</b>	55 Columbia, 95 ½ Columbia, 95 Columbia, 431 Columbia	55 Columbia	Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	Auto Sales and Service
	55 Columbia, 95 Columbia, 95 ½ Columbia, 433 Columbia		Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	
	97 Columbia, 435-437 Columbia		Hardware, 3-stories	Saloon, 3-stories	Saloon, 3-stories	
<b>440-442 Columbia</b>	54 Columbia, 96 Columbia	54 Columbia	Dwelling, 2-stories	Dwelling, 1 ½-stories	Saloon, 4-stories	Saloon, 4-stories
<b>444 Columbia</b>	56 Columbia, 98 Columbia	56 Columbia	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	57 Columbia, 99 Columbia	57 Columbia	Dwelling, 2-stories	Saloon, 2-stories		
<b>No Address Listed</b>	99 ½ Columbia	No Address	Lutheran Church of Redemption, 2-stories	EV. Lutheran Church of the Redeemer	EV. Lutheran Church of the Redeemer, 1-2 stories	Used Car Sales, 1-2 stories
<b>446-448 Columbia</b>	58 Columbia, 100 Columbia	58 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Saloon, 3-stories	Saloon, 3-stories
<b>450 Columbia</b>	60 Columbia, 102 Columbia	60 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Dwelling, 2-dwelling	Saloon, 2-stories
<b>452 Columbia</b>	62 Columbia, 104 Columbia	62 Columbia	Saloon, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
<b>454 Columbia</b>					Saloon, 3-stories	Saloon, 3-stories
<b>456 Columbia</b>	64 Columbia, 106 Columbia	64 Columbia	Saloon, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
<b>458 Columbia</b>	108 Columbia		Dye House, 2-stories	Dye House, 2-stories	Saloon/Dwelling, 2-stories	Saloon/Dwelling, 2-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>451-453 Columbia</b>	109 Columbia	No Address	Building Details Illegible, 3-stories	Liquors, 3-stories	Saloon, 3-stories	Saloon, 3-stories
<b>460 Columbia</b>	66 Columbia, 110 Columbia	66 Columbia	Dwelling, 2-stories	Building Details Illegible, 2-stories	Saloon, 3-stories	Saloon, 3-stories
<b>464 Columbia</b>	68 Columbia, 110 1/6 Columbia, 112 Columbia	68 Columbia	Saloon, 1-story	Saloon, 1-story	Saloon, 3-stories	Saloon, 3-stories
<b>466 Columbia</b>	70 Columbia, 110 1/5 Columbia,	70 Columbia	Meat, 3 1/2-stories	Saloon, 3-stories	Saloon, 4 stories	Building Details Illegible, 4-stories
<b>468 Columbia</b>	70 Columbia, 110 1/4 Columbia		Saloon, 3 1/2-stories	Saloon, 3-stories	Saloon, 4 stories	Saloon, 4-stories
<b>470 Columbia</b>	70 Columbia, 110 1/3 Columbia		Grocery, 3 1/3-stories	Saloon, 3-stories	Drugs, 4 stories	Saloon, 4-stories
<b>455 Columbia</b>	69 Columbia, 111 Columbia	69 Columbia	Saloon, 3-stories	Liquors, 3-stories	Saloon, 3-stories	Saloon, 3-stories
<b>457 Columbia</b>	69 Columbia, 113 Columbia		Grocery, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
<b>459 Columbia</b>	69 Columbia, 113 1/2 Columbia		B&S, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
<b>500-502 Columbia</b>	8 State, 118 Columbia, 500 Columbia	8 State	Saloon, 2 1/2-stories	Saloon, 2-stories (combined with 20 state)	Saloon, 3-stories	Restaurant, 3-stories
	8 State, 118 Columbia, 502 Columbia				Printing, 3-stories	
<b>503 Columbia</b>	3 State, 9 State	3 State	Dwelling, 1-story	Dwelling, 2-stories	Dwelling, 2 1/2-stories	Dwelling, 2 1/2-stories
	72 Columbia, 120 Columbia, 504 Columbia	72 Columbia	Saloon, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories	
<b>506 Columbia</b>	126 1/4 Columbia, 122 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Restaurant, 2-stories
<b>508 Columbia</b>	126 1/3 Columbia, 124 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
<b>510 Columbia</b>	126 Columbia	No address	Saloon, 2-stories	Saloon, 2-stories	Saloon, 2-stories	Saloon, 2-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>512-514 Columbia</b>					Saloon, 3-stories	Saloon, 3-stories
<b>516-518 Columbia</b>	130 Columbia	No address	Tenants, 2-stories	Tenants, 2-stories	Saloon, 2-stories	Saloon, 2-stories
<b>430 Cooper</b>	50 Cooper	50 Cooper	Dwelling, 2-stories	Dwelling, 2-stories	Factory, 3-stories	Factory, 3-stories
<b>434-436 Cooper</b>	50 ½ Cooper, 52 Cooper	50 ½ Cooper	Tenants, 1 ½-2 stories	Dwelling, 2-stories	Dwelling, 1 ½-2 stories	Dwelling, 2-stories
<b>438 Cooper</b>	54 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
<b>440 Cooper</b>	56 Cooper	No address	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
<b>424-444 Cooper</b>	58-60 Cooper, 58 Cooper, 442 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, 2-stories
	58-60 Cooper, 60 Cooper, 444 Cooper			Dwelling, 2-stories	Dwelling, 2-stories	
	15 Cornelia	15 Cornelia	Dwelling, 2-stories	Combined with 79 Columbia		
	17 Cornelia	17 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
<b>504 Cornelia</b>					Dwelling, 2-stories	Dwelling, 2-stories
	18 Cornelia, 506 Cornelia	18 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	19 Cornelia	19 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
	21 Cornelia	21 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories, combined with 74 Columbia		
<b>301-305 Lafayette</b>	41 Fayette, 55 Fayette	41 Fayette	Dwelling, 3-stories	Dwelling, 3-stories	Show Room, Garage, 2-stories	Auto Sales and Service, 2-stories
	43 Fayette, 55 Fayette	43 Fayette				

Current Address	Alternate Address	1883	1884	1888	1925	1952
					300 Lafayette, Office, 2-stories	Office, 2-stories
<b>302-306 Lafayette</b>	302-304 Lafayette				Trolley Express Station NYS Railways, 1-story	Utica Transit Corp, 1-2 stories
	58 Lafayette, 306 Lafayette	No address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Repair, 2-stories	
<b>Illegible</b>	45 Fayette, 57 Fayette, 307 Lafayette	45 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, Bowling
<b>Illegible</b>	47 Fayette, 59 Fayette, 309 Lafayette	47 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Sales, 2-stories	Auto Sales
<b>311 Lafayette</b>	49 Fayette, 61 Fayette	49 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
	51 Fayette, 63 Fayette, 313 Lafayette	51 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Rooming, 3-stories	
<b>315 A. Lafayette</b>	A. Lafayette				Saloon, 1-story	Restaurant , 1-story
<b>315 Lafayette</b>	53 Fayette, 65 Fayette	53 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Restaurant, 2-stories
<b>317 Lafayette</b>		55 Fayette	67 Lafayette, Dwelling, 2-stories	Dwelling, 2-stories	, Office, Printing, 2-stories	Office, Printing, 2-stories
	57 Fayette, 69 Fayette, 319 Lafayette	57 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	
	59 Fayette, 71 Fayette, 321 Lafayette	59 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Office, 2 ½-stories	
<b>322 Lafayette</b>	56 Fayette, 72 Fayette	56 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Battery Service & Electrical Repairs, 2-stories	Battery Service & Electrical Repairs, 2-stories
<b>324 Lafayette</b>	58 Fayette, 74 Fayette	58 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Showroom, 1-story	Building Details Illegible

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>326-330 Lafayette</b>	60 Fayette, 76 Fayette	60 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Auto Showroom, 2-stories	Building Details Illegible
<b>332 Lafayette</b>					Utica Plumbing Supply Co. Inc., Office, Ware House, 3-stories	Utica Plumbing Supply Co. Inc., 3-stories
<b>334 Lafayette</b>	64 Fayette, 76 ½ Fayette, 80 Lafayette	64 Fayette	German House, 2 ½-stories	Germania Hotel, 2 ½-stories	Utica Plumbing Supply Co. Inc. Ware Houses, 2-3 stories	Utica Plumbing Supply Co. Inc., 3-stories
<b>323-325 Lafayette</b>	61 Fayette, B. Fayette	61 Fayette	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Riding Hall, 2-stories	Bergers Department Store, 2-stories
<b>327-329 Lafayette</b>	A. Fayette		Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Auto Sales and Service, 2-stories	Auto Parts, Sales, and Service, 2-stories
	65 Fayette, 77 Fayette, 331 Lafayette	65 Fayette	Dwelling, 2 ½-stories	Storage, 2-stories	Dwelling, 2-stories	
<b>333-355 Lafayette</b>	69 Fayette, 79 Fayette	69 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Ware House, 4-stories	Building Details Illegible, 4-stories
<b>400-402 Lafayette</b>	82 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories	Electric Service Building, 3-stories	Electric Service Building, 3-stories
	84 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories		



Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>401 Lafayette</b>	83 Fayette, 81 Fayette	No address	Dwelling, 2 ½-stories	Saloon, 2 ½-stories	Dwelling, 2-stories	Building Details Illegible, 2-stories
<b>405 Lafayette</b>					Saloon, 2-stories	Building Details Illegible, 2-stories
<b>409 Lafayette</b>	75 Fayette, 85 Fayette	75 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Office, storage, 2 ½-stories	Dwelling, office, storage, 2 ½-stories
<b>404-406 Lafayette</b>	86-88 Fayette	No address	Utica Steam Gauge Co., 1-2 stories	Utica Steam Gauge Co., 1-2 stories	Utica Gas & Electric Co., 2-stories	Niagara Mohawk Power Corporation, ?-stories
	77 Fayette, 87 Fayette, 413 Lafayette	77 Fayette	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories	
<b>417 Lafayette</b>	79 Fayette, 89 Fayette	79 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Auto Storage, 2-stories
<b>419 Lafayette</b>	81 Fayette, 91 Fayette	81 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Dry Cleaning & Pressing, 2-stories	Pressing, 2-stories
<b>Illegible</b>	92 ½ Fayette		Coal shed, 1-story	Shed, 1-story	Garage, storage, auto repairing, 1-2 stories	Garage, storage, auto repairing, 1-2 stories
	92 1/3 Fayette		Ice House, 1-story	Coal, 1-story		
<b>416 Lafayette</b>	74 Fayette, 92 Fayette	74 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Building description illegible
<b>418 Lafayette</b>					Saloon, 2-stories	Building description illegible
<b>423 Lafayette</b>	832 Fayette, 93 Fayette	83 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Finishing, 1-story
<b>420-422 Lafayette</b>	76 Fayette, 94 Fayette	76 Fayette	Coles Hotel, 2 ½-stories	Coles Hotel, 2-stories	Globe Hotel, 2-stories	Dwelling, 2-stories
<b>425 Lafayette</b>	85 Fayette, 95, Fayette	85 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Rectory, 2-stories	St. George's Hall, 1-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
Not Listed	87 Fayette, 97 Fayette	87 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	St. George's Roman Catholic Church, 1-2-stories	St. George's Roman Catholic Church, 1-2-stories
424-428 Lafayette	78 Fayette, 96 Fayette, 424 Lafayette	78 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
	80 Fayette, 98 Fayette, 428 Lafayette	80 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	
431 Lafayette	89 Fayette, 99 Fayette	89 Fayette	Dwelling, 1 ½-stories	Dwelling, 3-stories	Dwelling, 2 ½-stories	Building Description Illegible, 1-story
430 Lafayette	82 Fayette, 100 Fayette	82 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
435 Lafayette	91 Fayette, 101 Fayette	91 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, Ware House, 2-stories	Office, Ware House, 2-stories
432 Lafayette	84 Fayette, 102-104 Fayette, 102 Fayette	84 Fayette	Tenants, 2 ½ stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
434 Lafayette	86 Fayette, 102-104 Fayette, 104 Fayette	86 Fayette		Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
437 Lafayette	103 Fayette		Dwelling, 2 ½-stories	Dwelling, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories
441 Lafayette	95 Fayette, 105 Fayette	95 Fayette	Tenants, 3-stories	Tenants, 2 ½ - stories	Dwelling, 2-stories	Dwelling, 2-stories
436 Lafayette	88 Fayette, 106 Fayette	88 Fayette	106 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Mission, 2-stories	Dwelling, 2-stories
443 Lafayette	97 Fayette, 107 Fayette	97 Fayette	107 Lafayette, Tenants, 3-stories	Tenants, 2 ½ - stories	Dwelling, 2-stories	Dwelling, 2-stories
438 Lafayette	90 Fayette, 108 Fayette	90 Fayette	108 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>440 Lafayette</b>	92 Fayette, 110 Fayette	92 Fayette	110 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
<b>445-447 Lafayette</b>	99 Fayette, 109 Fayette, 445 Lafayette	99 Fayette	Saloon, 3-stories	Building Description Illegible, 2 ½-stories	Dwelling, 2-stories	Restaurant, 2-stories
	99 Fayette, 111 Fayette, 447 Lafayette		Building Description Illegible, 3-stories	Building Description Illegible, 2 ½-stories	Saloon, 2-stories	
<b>442 Lafayette</b>	94 Fayette, 112 Fayette	94 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 3-stories	Factory, 3-stories
	96 Fayette, 114 Fayette	96 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	444 Lafayette, Dwelling, 2-stories	Building Description Illegible
<b>446-448 Lafayette</b>	116-120 Fayette		P.J. Nelbach & Sons furniture, 2-stories	P.J. Nelbach & Sons furniture, 2-stories	Auto Sales, 2-stories	Auto Sales, 2-stories
<b>452 Lafayette</b>	100 Fayette, 122 Fayette	100 Fayette	Building Description Illegible, 2 ½-stories	Saloon, 2-stories	Saloon, 2-stories	Building Description Illegible
<b>454 Lafayette</b>	100 Fayette, 122 ½ Fayette, 124 Fayette		Saloon, 2 ½-stories	Saloon, 2-stories	Saloon, 2-stories	Building Description Illegible
<b>500-506 Lafayette</b>	102-108 Fayette, 126 Fayette, 106-128 Fayette, 500-504 Lafayette	102-108 Fayette, Weiss & Beare Furniture	Weiss and Co. Furniture, 3-stories	Lafayette, Weiss and Co. Furniture, 3-stories	Auto Top Factory, 3-stories	Building Description Illegible
	102-108 Fayette, 128 Fayette, 126-128 Fayette, 506 Lafayette		Saloon, 3-stories		Garage, 3-stories	
<b>508 Lafayette</b>	102-108 Fayette, 130 Fayette		Saloon, 3-stories	Saloon, 3-stories	Taxi Garage, 3-stories	Saloon, 3-stories
<b>510-512 Lafayette</b>	102-108 Fayette, 132 Fayette		Saloon, 3-stories	Saloon, 3-stories	Auto Repair, 3-stories, Dwelling, 2-stories	Auto Topping

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>509 Lafayette</b>					Garage Manufacturer Auto Truck Body, 1 ½- stories	Garage
	D. Fayette, 522 Lafayette		Garage, 2-stories	Garage, 2-stories	Lumber storage, 2- stories	
	134 Fayette, D Lafayette	No Address	W.A. Everts Coal and Lumber Yard	Wood Shed, 1-story	Machine Storage, 1 ½-stories	
<b>517-519 Lafayette</b>	109-111 Fayette, 135-137 Fayette	109-111 Fayette, Hotel	Chenango House, 2 ½-stories	Chenango House, 2 ½-stories	Auto Show Room, 2 ½-stories	Saloon, 2 ½- stories
<b>521 Lafayette</b>	139 Fayette			Dwelling, 2 ½- stories	F., 3-stories	Factory, 3- stories
<b>514 Lafayette</b>					Cleaning and Dyeing, 1-story	Building Description Illegible
<b>501 Lafayette</b>	A. Fayette, B. Fayette, C. Lafayette	No address	A Lafayette, Shed, 2-stories	B Lafayette, Shed, 2-stories	C Lafayette, Garage, 2-stories	Building Description Illegible
	B. Fayette, A. Fayette		B Lafayette, Office, 1-story	A Lafayette, Office, 1-story	501 Lafayette, Relator Representative, 1- story	
<b>Not Listed</b>	302 Pine, A. Pine		Garage, 2-stories	garage, 2-stories	Westinghouse Electric & Mfg. Co. Ware House	Building Description Illegible
	303-304 Pine, B. Pine	No Address	Dwelling, 1-2 stories	Office, 2-stories		
	350 Pine, C. Pine	No Address	305 Pine, Garage, 2 ½-stories	Garage, 2-stories		
	306-308 Pine, D. Pine	No Address	H. Gilbert Hart & Co. Utica Foundry, 1-2 stories	H. Gilbert Hart & Co. Utica Hot Air Furnaces, 1-2 stories		
No Address						
<b>505-507 State</b>	5 State, 11-13 State	5 State	C. Weiss & Co. Furniture, 2-stories	C. Weiss & Co. Furniture, 2-stories	Weiss Factory, 2- stories	Building Description Illegible

Current Address	Alternate Address	1883	1884	1888	1925	1952
<b>509 State</b>	7 State, 15 State	7 State	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
<b>510 State</b>	16 State	No Address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories
	512-514 State				Printing, 3-stories	
	8 State, 20 State	8 State	Dwelling, 2-stories	(Combined with 118 Columbia)		
<b>508 State</b>	20 ½ State, 18 State		Black smith, 1-story	Black smith, 2 ½-stories	Dwelling, 2 ½-stories	Saloon
<b>504 State</b>	20 1/3 State, 18 ½ State,	St. Street Coal Yard	Coal Shed, 1-story	Coal shed, 1-story	Auto Storage, 2-stories	Building Description Illegible
<b>613 State</b>	A. State			Garage, 1-story	Dwelling, 3-stories	Dwelling 3-stories
	19 State, A. State, B. State	19 State	E Patterson's Wagon Shop, paint shop, ?-stories	Garage, 1-story		
<b>609 State</b>	B State, C State	No Address	E Patterson's Wagon Shop, black smith, 2-stories	E Patterson's Wagon Shop, black smith/paint shop/woodwork, 1-story	Plumbers Shop, 2-stories	Saloon, 2-stories
<b>Not Listed</b>	D State, 607 State		Meat, 3-stories	Vacant, 3-stories	Building Details Illegible, 3-stories	Building Details Illegible, 3-stories
	D State, 603-605 State				Paints, 3-stories	

### 3.0 Architectural Summary

The Project APE is situated on the west side of the City of Utica's central business district on Upper Genesee Street. The study area is bound to the north by the former Erie Canal bed, which is now Oriskany Street West. This section of the city has been continuously occupied since the completion of the Erie Canal in 1825 (see historical maps in Section 2.2). Lafayette (or La Fayette on early maps) and Columbia streets are the two primary streets in the Project APE, both of which extend west from Genesee Street to beyond the western end of the study area. The study area is in the City of Utica's Scenic and Historic Preservation District and the Erie Canal-East section of the Erie Canalway National Heritage Corridor that includes the canalway between Albany and Rome.<sup>1</sup> Construction of the Erie Canal and later the Chenango Canal at the west end of the study area spurred the development of the surrounding neighborhood. In the 1920s, the Erie Canal was abandoned and gradually filled in. Oriskany Street (the East-West Arterial) was constructed on top of the former canal path.

The study area contains extant architectural resources associated with the Erie Canal era that date from ca. 1835 through the turn-of-the-twentieth century. The types of buildings represented include brick, three-story residences constructed in the Greek Revival and Italianate styles on Lafayette Street, remaining industrial buildings constructed as part of larger industrial works on the canal at Carton Avenue and mid-to-late nineteenth century and early twentieth century commercial/mixed-use buildings designed in the popular architectural styles of the period (Italianate; Romanesque Revival, Queen Anne, Neoclassical Revival; Early Twentieth Century Commercial). Extant commercial buildings share brick construction and range from one to four stories. Several buildings were modified with mid-century storefronts. The Utica Turn Hall/Utica Turn Verein at 506 Columbia is an example of a former social and athletic club for German immigrants that was active from roughly 1868 to 1919 (Mason 2017).

Columbia and Lafayette streets were flourishing urban corridors containing blocks lined with a variety of commercial, transportation, religious, social, recreation, and cultural buildings. Sanborn Fire Insurance maps dating from the 1880s through 1986 document the historic development of the study area as well as changes in building functions (see Table 2.1). Introduction of the Utica Belt Line Railroad trolley system in 1890 provided transportation to the city's central business district. The trolley ran along Lafayette, Columbia, and State streets. The city's transportation network expanded regionally with the establishment of the Utica & Mohawk Valley in 1901, which unified all city and interurban street car lines. A vestige of this former transportation system in the study area is an interurban trolley garage that was constructed on the southwest corner of Lafayette Street and Broadway in 1908. By 1925, the study area included several automobile-related businesses such included service stations, dealerships with showrooms, and auto part stores. With the rising popularity and reliance on the automobile, and the introduction of bus transportation, interurban streetcars were discontinued in Utica in 1941.

During the second half of the twentieth century, urban renewal projects resulted in the razing of large tracts in and adjacent to the study area. Most of the buildings on the south side of Columbia Street, between Broadway and State Street were razed. New construction on these blocks occurred during the 1960s and 1970s. During the 1960s, a new St. George's Roman Catholic Church complex was constructed at 425-429 Lafayette Street. Additional significant demolition occurred along Lafayette Street in ca. 2005-2006 for the construction of a new police facility on the block bound by Cornelia, Oriskany, and Broadway.<sup>2</sup> Other recent physical changes in the study area include a façade enhancement initiative which obscured the original facades and window openings of several commercial buildings. The block bound by Columbia, Cornelia, Lafayette, and Broadway represents the only cohesive urban block in the study area which mostly retains buildings constructed from ca. mid-nineteenth century through the early twentieth century. This block includes the former Berger's Department Store building, Jones Building,

---

<sup>1</sup> Scenic and Historic Preservation District Map (2004), City of Utica Department of Urban and Economic Development, online, <http://www.cityofutica.com/departments/urban-and-economic-development/boards/scenic-and-historic-preservation-district/index>. Note, the current map available on the City of Utica's website has not been revised to reflect changes since 2004.

<sup>2</sup> Pre-demolition and demolition photographs of are available online, City of Utica, Department of Assessment, <http://cityofutica.sdgny.com/index.aspx>.

Haberer Building, Charles H. Childs & Co. Building, and an Italianate building converted for commercial use (Metzers). However, neglect and vacancy over the years have resulted in the physical decline of the three buildings on the block (Jones, Haberer, Berger's buildings).

### 3.1 PREVIOUSLY IDENTIFIED HISTORIC ARCHITECTURAL RESOURCES

Panamerican utilized the OPRHP's CRIS to identify and review all previously inventoried historic resources and historic districts located in, adjacent to, and near the study area. The results of the CRIS search for State/National Registers-Listed and -Eligible (NRL and NRE) resources are enumerated in Table 4.1 (see map in Appendix B). Four existing NRE architectural resources are in the Project APE: 440 Lafayette Street (USN 06540.001491); 442 Lafayette Street (USN 06540.001490); 444 Lafayette Street (USN 06540.001489); and 506 Columbia Street (shares address with 509 Lafayette St (USN 06540.001555)). One historic district is partially in the Project APE, the NRL Downtown Historic District Utica. Seven historic districts are within approximately one mile of the Project APE (Table 3.1). NYS OPRHP staff provided additional information on the recently nominated NRL Downtown Historic District Utica.

**Table 3.1. Historic Districts within approximately one mile of the project area.**

OPRHP #	District Name	Distance to APE ft (m)	Time Period	Current S/NRHP Eligibility Status
06540.001910	Mohawk Valley Psychiatric Center Historic District	3,064 (934)	Historic	Undetermined
06540.001883	Globe Woolen Company Mills	1,546 (471)	Historic	Listed
06540.001874	Rutger-Steuben Park Historic District	1,269 (387)	Historic	Listed
06540.001876	Lower Genesee Street Historic District	825 (282)	Historic	Listed
06540.001996	Bagg's Square East Historic District	1,512 (461)	Historic	Undetermined
06540.001988	East Utica Little Italy Historic District	3,927 (1,197)	Historic	Eligible
00104.000641	New York State Barge Canal Historic District	2,693 (821)	Historic	Listed
06540.002058	Downtown Genesee Street Historic District	Partially in the APE	Historic	Listed

Previous cultural resource surveys were conducted adjacent to or in the vicinity of the Project APE for NYS Department of Transportation projects. In 2008, a large-scale cultural reconnaissance study was completed for the proposed extensive improvements and alterations to the North-South Arterial, which borders the west boundary of the study area (Kirk et al. 2008). Architectural reconnaissance survey was conducted in the western portion of the study area on Lafayette, State, Oriskany and Columbia streets at that time. In 2016, a section of the Project APE was previously inventoried as part of a cultural resources investigation conducted in 2016 for the NYS Department of Transportation Carrington and Hohman (2016). This earlier study included buildings on City of Utica parcels on the south side of Oriskany Street West, between Cornelia St and Broadway.

### 3.2 DOWNTOWN GENESSEE STREET HISTORIC DISTRICT<sup>3</sup>

The NRL Downtown Genesee Street Historic District (USN 06540.002058) is partially within and adjacent to the southern portion of the Project APE along Columbia Street (see Photographs 3.1-3.5). The 87.35-

<sup>3</sup> Information on the NRL Upper Genesee Street Historic District and building descriptions were extracted from data available in CRIS (see USN 06540.002058 in CRIS). Note, the district is also referred as the Downtown Genesee Street Historic District.

acre historic district is centered on the City of Utica's central business district along Upper Genesee Street and encompasses 100 properties. The Upper Genesee Street Historic District has an irregular (although generally cruciform) shape, and is roughly bordered by Oriskany Street (the former Erie Canal bed) to the north, Park Avenue and John Street on the east, South Street, at the south, and State Street, on the west.

Three buildings in the Project APE are NRE and contributing resources to the Upper Genesee Street Historic District:

- 301 Columbia Street (USN 06540.002010)
- 608 Broadway (Building section in APE at 335 Columbia Street per parcel data [USN 6540.002007])
- 401-407 Columbia Street (USN 6540.002011)

The historic district's period of significance spans from 1825 to 1972 and includes all of the standing structures within Utica's central business district, exclusive of a few newer structures or additions made to older buildings. Collectively, these buildings "...reflect the zenith of the commercial prosperity of the City of Utica (between c. 1875 to 1930), the subsequent changes to the city wrought by the advent of car culture (1930 to 1958), and large-scale interventions undertaken during the Urban Renewal period (1958-1972)." The period of significance ends in 1972, and coincides with the end of the Urban Renewal program in the City of Utica with the completion of Kennedy Towers and the New York State Office Building. Kennedy Towers is adjacent to properties in the Project APE on the south side of Columbia Street between State and Cornelia streets.

The Downtown Genesee Street Historic District is significant under NRHP Criterion A for its association with the commercial and institutional growth of the City of Utica, and under NRHP Criterion C for Architecture (CRIS 2018). Its period of significance (1825-1972) incorporates the rise and subsequent fall of Utica as a regional commercial and transshipment hub for central New York State and the related rise and fall of the city's industries. The standing structures within the district demonstrate the linkage between Utica's advantageous location on the principal east-west transportation routes and the late-nineteenth century commercial expansion of the city. The district is significant for its architecture. Structures within the district embody the distinctive characteristics of commercial, institutional, and (to a lesser extent) residential structures of the period 1825 to 1972. Their designs reflect popular period architectural styles and aesthetics, and utilize characteristic construction technologies for the region. Greek Revival, Rundbogenstil (Round-arch style), Richardson Romanesque, Classical Revival, Art Deco, Moderne, International and other styles are represented. 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.





**Photograph 3.1. View along Columbia Street from east of Broadway showing the section of the Downtown Genesee Street Historic District between Broadway and Cornelia Street, facing west (*Panamerican 2018*).**



**Photograph 3.2. View along Cornelia Street from the Downtown Genesee Street Historic District south of Columbia Street, facing north toward the proposed the Project (401 Broadway at left and 608 Broadway/335 Columbia Street at right) (*Panamerican 2018*).**



**Photograph 3.3. Contributing building at 301 Columbia Street (USN 06540.002010) to the NRL Downtown Genesee Street Historic District, facing southwest (*Panamerican 2018*).**



**Photograph 3.4. Contributing building at 608 Broadway (building section in APE at 335 Columbia Street per parcel data [USN 6540.002007]) to the Downtown Genesee Street Historic District, facing southeast (*Panamerican 2018*).**



**Photograph 3.5. Contributing building at 401 Columbia Street (USN 06540.002011) to the Downtown Genesee Street Historic District, facing southwest (Panamerican 2018).**

### ***Contributing Buildings adjacent to the Project APE:***

Kennedy Plaza Apartments at 2 Kennedy Plaza was constructed in 1969-1972. The complex consists of three contributing buildings. Originally known by the name of “State Street Houses,” this complex of three buildings, two of five stories and one 17-stories in height, were designed by Ulrich Franzen & Associates, a nationally-known architectural firm located in New York, and most closely associated with “brutalism,” a late modern architectural style. The complex was renovated in 2011. Each of the buildings is faced with prefabricated panels of rectangular form. The horizontal joints follow the floor levels and extend uninterrupted around each building. Fenestration is chiefly located in corner insets or within recesses which articulate each structure into sub-units. Balconies are inset between setbacks on the five-story buildings; those on the 17-story tower are located at corners and between setbacks. Railings are of simple form with metal balusters. These balconies constitute the chief decorative feature of each building, which are otherwise without ornament. Dark colored panels demark a formal base for each building, and are used to emphasize principal vertical elements (typically, elevator shafts and fire stairs). The complex occupies a stepped landscape featuring stairs leading down from Court Street, retaining walls, and formal plantings. Three surface parking areas located to the northeast, northwest and south of the buildings, are also located on the property. The northeast parking lot and north lawn are adjacent to the Project APE.

### **3.3 EXISTING INDIVIDUAL NRE RESOURCES IN THE PROJECT APE**

Four existing S/NRHP-eligible architectural resources are in the Project APE. At present, no photographs or descriptive building information is available for these four resources in CRIS. The row of three, ca. 1835-1845, buildings on Lafayette Street represent the oldest extant structures in the Project APE. Note, the three resources in the NRL Upper Genesee Street Historic District that are located in the Project APE are identified in CRIS as individual NRE resources (see Section 3.2).

- Utica Turn Hall/Utica Turn Verein, 506 Columbia Street (shares address with 509 Lafayette Street [USN 06540.001555])

- c. 1835 L. Snyder House (1907), 440 Lafayette Street (USN 06540.001491)
- c. 1835 S Isele House (1907), 442 Lafayette Street (USN 06540.001490)
- c. 1840 C. & AJ Eichmeyer House (1907), 444 Lafayette Street (USN 06540.001489)



**Photograph 3.6. Utica Turn Hall/Utica Turn Verein at 506 Columbia Street (shares address with 509 Lafayette Street), facing southwest (Panamerican 2018).**



**Photograph 3.7. L. Snyder House (ca. 1835) at 440 Lafayette Street, facing northwest (Panamerican 2018).**



**Photograph 3.8. Isele House (ca. 1835) at 442 Lafayette Street, facing north**  
*(Panamerican 2018).*



**Photograph 3.9. C. & AJ Eichmeyer House (ca. 1845) at 444 Lafayette St, facing north.**

### **3.4 INDIVIDUAL NRE RESOURCES ADJACENT TO THE PROJECT APE**

The City of Utica Police Department Building at 413 Oriskany Street West (1924; Bagg & Newkirk, architects) is an existing individual NRE resource adjacent to the Project APE. It is located on the east side of Pine Street, which is now a pedestrian walkway. Open parking lots surround the building to the south.

Note, the NRE Utica Memorial Auditorium (400 Oriskany Street West; built in 1959) stands on the north side of Oriskany Street at Cornelia Steeet, opposite the Project APE. The auditorium is recognized by the American Society of Civil Engineers as a National Historic Civil Engineering Landmark.

### **3.5 INDIVIDUAL RESOURCES WITH “NOT ELIGIBLE” S/NRHP STATUS IN PROJECT APE**

Six individual standing structures in the Project APE were previously determined not eligible for listing in the S/NRHP (CRIS 2018). One other property at 502-506 Lafayette Street (USN 06540.001565) has a USN building point and S/NRHP determination of not eligible. This parcel consists of a paved lot with a metal chain-linked perimeter fence.

- Commercial, 1-story (ABC ChemDry), 432 Lafayette Street (USN 06540.001552)
- Commercial, 2-story (UAP Engine Rebuilders), 446 Lafayette Street (USN 06540.001551)
- Commercial, 1-story (Urbank's) 501 Lafayette Street (USN 06540.001564)
- Commercial, 1-story (REB Demolitions), 510-512 Lafayette Street (USN 06540.001546)
- Commercial, 1-story, 401 State Street (USN 06540.001547)
- Commercial, 1-story (Maugeri's Auto) 402 State Street (USN 06540.001545)

### **3.6 INDIVIDUAL RESOURCES WITH “UNDETERMINED” S/NRHP STATUS IN PROJECT APE**

Two individual standing structures located in the Project APE have not been evaluated for the S/NRHP and at present are identified with an “undetermined” status in CRIS: the Former Interurban Trolley Garage, 300-306 Lafayette Street (USN 06540.000101); and Utica Heater (Central NY Supply) 418 Lafayette Street (USN 06540.000554/ 06540.001553).<sup>4</sup> Two other unevaluated resources identified in CRIS have been demolished: Hart & Crouse (Utica Plumbing) formerly at 332-334 Lafayette Street (USN 06540.000079) and Utica Steam Gauge/Salvation Army formerly at 400-406 Lafayette Street (USN 06540.000553).

---

<sup>4</sup> Two USNs are assigned to the standing structure at 418 Lafayette Street in CRIS. The USN building point for 418 Lafayette Street (USN 06540.000554) is identified in the correct location in CRIS. A 1978 OPRHP Building Inventory Form was completed for the former Utica Heater (Central NY Supply) at 418 Lafayette Street. The other USN (06540.001553) has the associated street address of 418-424 Lafayette Street and a determination of not eligible for listing in the S/NRHP. The USN building point for 418-424 Lafayette Street is located on the east side of Carton Street and there is no other available property information in CRIS.

## 4.0 Results

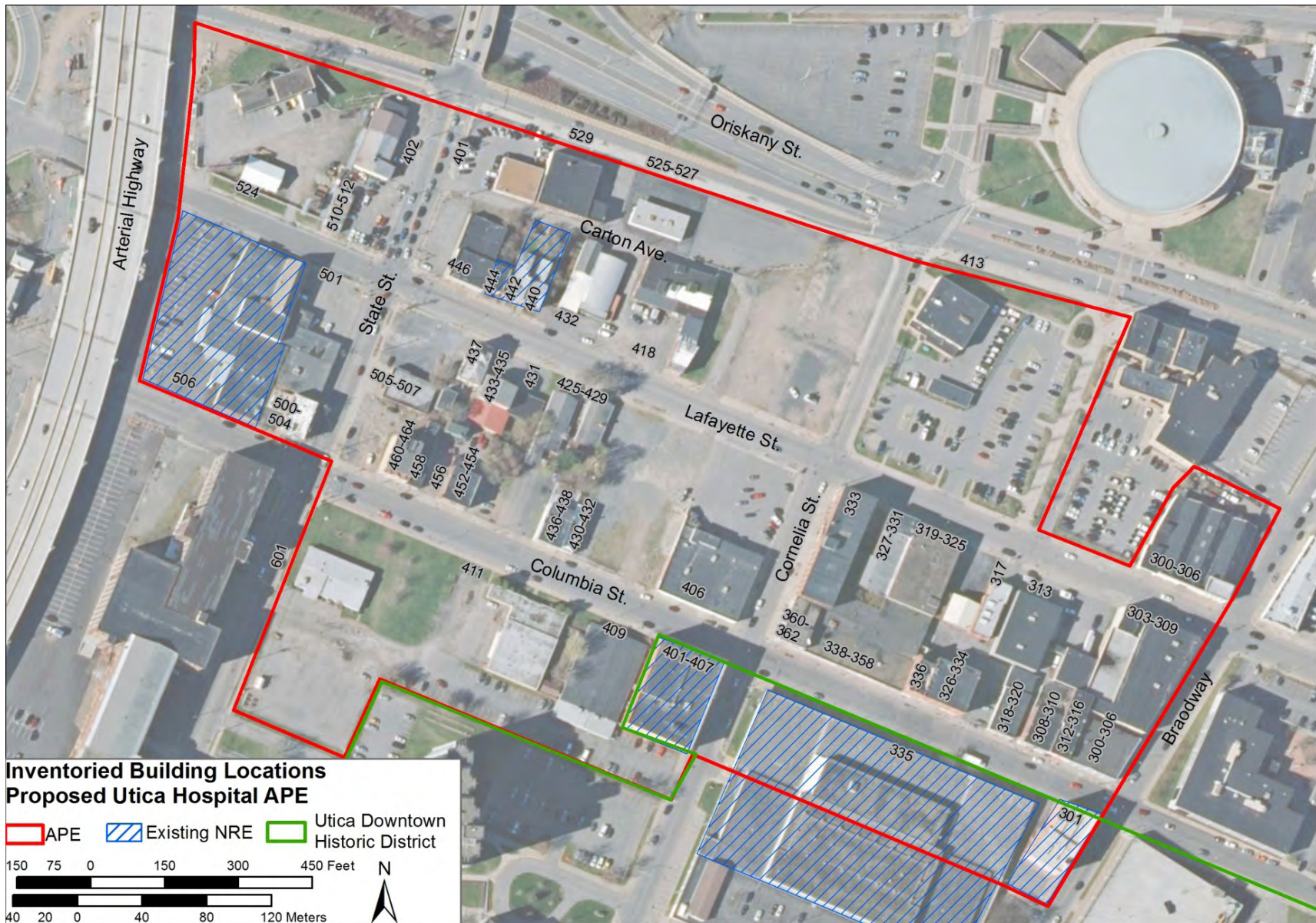
Forty-nine (49) architectural resources were identified in the Project APE; 43 buildings older than 50 years of age and six buildings less than 50 years of age (see Table 4.1). Three contributing resources to the State/National Register-Listed Downtown Genesee Street Historic District are located in the Project APE: 301 Columbia Street (USN 06540.002010); 608 Broadway (Building section in APE at 335 Columbia Street per parcel data [USN 6540.002007]); and 401-407 Columbia Street (USN 6540.002011). Four existing NRE architectural resources are in the Project APE: 440 Lafayette Street (USN 06540.001491); 442 Lafayette Street (USN 06540.001490); and 444 Lafayette Street (USN 06540.001489); and 506 Columbia Street (shares address with 509 Lafayette Street (USN 06540.001555]). The survey documented thirty-four (34) resources that are not presently in the NYS OPRHP historic resource database (CRIS). The inventory of documented buildings is presented in Appendix A. The locations of all documented buildings are identified on the survey map at the end of this section (Figure 4.1).

<b>Table 4.1 Inventory List of Architectural Resources</b>					
	<b>OPRHP USN</b>	<b>Resource Name</b>	<b>Address</b>	<b>Year built (circa)</b>	<b>Current S/NRHP Status</b>
1		Fulmer Building	300-306 Columbia Street	ca. 1915-1924	None; not in CRIS
2	06540.002010	Early 20 <sup>th</sup> -century commercial building, brick, 4-story (Utica Paint Co. Building)	301 Columbia Street	ca. 1900	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
3		Neoclassical Revival commercial building, brick, 3-story	308-310 Columbia Street	ca. 1915-1924	None; not in CRIS
4		Italianate (modified) commercial building, brick, 3-story	312-316 Columbia Street	ca. 1850s; mid-1930s; 1960s	None; not in CRIS
5		Early 20 <sup>th</sup> -century Commercial Style (modified); 1-story, brick	318-320 Columbia Street	ca. 1925	None; not in CRIS
6		Haberer Building	326-334 Columbia Street	1890s	None; not in CRIS
7	06540.002007	Kennedy Parking Garage (Broadway) and Mohawk Hospital Equipment, Inc. (Columbia Street)	608 Broadway (Building section in APE at 335 Columbia Street per parcel data)	1964-1970	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
8		Jones Building	336 Columbia Street	1890s	None; not in CRIS
9		Art Deco, 1-story commercial building (Berger's/ Norm Seakan TV & Appliances)	338-358 Columbia Street	1944	None; not in CRIS
10		Italianate and Art Deco commercial building, 3-story (Berger's Department Store)	360-362 Columbia Street	mid-late 19 <sup>th</sup> century; 1944	None; not in CRIS
11	6540.002011	Columbia Place	401-407 Columbia Street	c. 1900; c. 1910; c. 1920	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
12		Salvation Army	406 Columbia Street	1953	None; not in CRIS

<b>Table 4.1 Inventory List of Architectural Resources</b>					
	<b>OPRHP USN</b>	<b>Resource Name</b>	<b>Address</b>	<b>Year built (circa)</b>	<b>Current S/NRHP Status</b>
13		ca. 1990, 1-story office building (Danovitz Center for Equality)	409 Columbia Street	ca. 1971-1972	None; not in CRIS
14		ca. late 1970s commercial building, 1-story	411 Columbia Street	ca. late 1970s	None; not in CRIS
15		Commercial: 1-story, brick	430-432 Columbia Street	ca. 1880s	None; not in CRIS
16		Italianate commercial building, 3-story, brick (Turning Point Church)	436-438 Columbia Street	pre-1888	None; not in CRIS
17		Commercial building, 3-story, brick (Pete's Auto Parts)	452-454 Columbia Street	early 20 <sup>th</sup> century (ca. 1910)	None; not in CRIS
18		Carriage House, brick	456 Columbia Street	ca. 1890s	None; not in CRIS
19		Italianate, 2-story, brick	458 Columbia Street	mid-19 <sup>th</sup> century (ca. 1850)	None; not in CRIS
20		Witzenberger Building	460-464 Columbia St	ca. 1890s; 1960s	None; not in CRIS
21		Early 20 <sup>th</sup> century, mixed-use, 3-story (500 Columbia Street, LLC)	500-504 Columbia Street	ca. 1910s	None; not in CRIS
22	06540.001555	Utica Turn Hall/Utica Turn Verein	506 Columbia Street (shares address with 509 Lafayette Street)	ca. 1889-1898	Eligible (I)
23	06540.000101	Former Interurban Trolley Garage	300-306 Lafayette Street	1908	Undetermined
24		Commercial, 2-story, early 20th century (Clemente Novelties Inc.)	303-309 Lafayette Street	ca. 1907-1925	None; not in CRIS
25		Commercial, storage building (2002)	313 Lafayette Street	2002	None; not in CRIS
26		Italianate, commercial, 2-story, brick, ca. 1850 (Metzler Printing)	317 Lafayette Street	ca. 1850	None; not in CRIS
27		Commercial, 2-story, ca. 1947 (Dacobe)	319-325 Lafayette Street	1947	None; not in CRIS
28		Commercial, 2-story, early 20 <sup>th</sup> century (Fisher Auto Parts)	327-331 Lafayette Street	ca. 1907-1925	None; not in CRIS
29		Childs Building	333 Lafayette Street	1909	None; not in CRIS
30	06540.000554	Utica Heater (Central NY Supply)	418 Lafayette Street	1906	Undetermined
31		Mid-century church and hall (formerly St. George's Roman Catholic Church & John Bosco House)	425-429 Lafayette Street	1960s	None; not in CRIS
32		Concrete block garage, 1-story	431 Lafayette Street	ca. 1907-1950	None; not in CRIS



<b>Table 4.1 Inventory List of Architectural Resources</b>					
	<b>OPRHP USN</b>	<b>Resource Name</b>	<b>Address</b>	<b>Year built (circa)</b>	<b>Current S/NRHP Status</b>
33	06540.001552	Commercial, 1-story (ABC ChemDry)	432 Lafayette Street	ca. 1907-1950; late 1970s	Not Eligible
34		Brick warehouse, 2-story, early 20 <sup>th</sup> century	433-435 Lafayette Street	early 20 <sup>th</sup> century	None; not in CRIS
35		Italianate residence w/ carriage house	437 Lafayette Street	ca. 1840s	None; not in CRIS
36	06540.001491	c. 1835 L. Snyder House (1907)	440 Lafayette Street	ca. 1835	Eligible
37	06540.001490	c. 1835 S. Isele House (1907)	442 Lafayette Street	ca. 1835	Eligible
38	06540.001489	c. 1840 C. & AJ Eichmeyer House (1907)	444 Lafayette Street	ca. 1840	Eligible
39	06540.001551	Commercial, 2-story (UAP Engine Rebuilders)	446 Lafayette Street	ca. 1880	Not Eligible (I)
40	06540.001564	Commercial, 1-story Urbank's	501 Lafayette Street	ca. 1925-1950	Not Eligible (I)
41	06540.001546	Commercial, 1-story (REB Demolitions)	510-512 Lafayette Street	ca. 1925-1950	Not Eligible (I)
42		Commercial, 2-story (Park Outdoor Advertising of NY)	524 Lafayette Street	ca. 1951-1952	None; not in CRIS
42		Utica Police Fleet Maintenance	413 Oriskany Street West (334 Lafayette Street)	2005	None; not in CRIS
44		Enterprise	525-527 Oriskany Street West	1971	None; not in CRIS
45		Wood & Mann Engine Works (Schmalz)	529 Oriskany Street West	ca 1855	None; not in CRIS
46	06540.001547	Commercial, 1-story	401 State Street	ca. 1952-1969	Not Eligible (I)
47	06540.001545	Commercial, 1-story (Maugeri's Auto)	402 State Street	ca. 1960	Not Eligible (I)
48		Commercial, storage (Urbank's Warehouse)	505-507 State Street	ca. mid-1940s	None; not in CRIS
49		Commercial (office building), ca. 1980	601 State Street (Columbia Street 318.41-2-37)	ca. 1980	None; not in CRIS



**Figure 4.1. Inventory Map of Architectural Resources**

## 5.0 References

- Abler, Thomas S., and Elisabeth Tooker  
1978 Seneca. In *Northeast*, edited by Bruce G. Trigger, pp. 505-517. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Bagg, M.M., Editor  
1892 *Memorial History of Utica, N.Y.; From Its Settlement to the Present Time*. D. Mason & Co., Publishers, Syracuse, NY.
- Beers, Daniel G., W.C. Kewen, and W. Upton  
1874 *Atlas of Oneida County, New York*. D.G. Beers & Co., Philadelphia.
- Beers, S.N., D.J. Lake, and F.W. Beers  
1858 *Gillette's Map of Oneida Co., New York*. Prepared under the direction of J.H. French. John E. Gillette, Publisher, Philadelphia. Retrieved from the Library of Congress, <https://www.loc.gov/item/2013593281/>, accessed April 19, 2018.
- Benton, Nathaniel S.  
2001 [1856] *History of Herkimer County*. Three Rivers Hudson~Mohawk~Schoharie; History from America's Most Famous Valleys website, np. Electronic document, <http://www.threerivershms.com/Benton.htm>, accessed April 12, 2018.
- Bradley, J.W.  
1987 *Evolution of the Onondaga Iroquois*. Syracuse University Press, Syracuse.
- Burr, David  
1838 Utica. *Atlas of New York*, David Burr, np. *The New York Public Library Digital Collection*. Lionel Pincus and Princess Firyal Map Division, the New York Public Library. Electronic document, <http://digitalcollections.nypl.org/items/510d47db-13f5-a3d9-e040-e00a18064a99>, accessed April 12, 2018.
- Campisi, Jack  
1978 Oneida. In *Northeast*, edited by Bruce G. Trigger, pp. 481-490. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Canfield, W.W., and J.E. Clark  
1909 *Things Worth Knowing About Oneida County*. Thomas J. Griffiths, Utica, NY.
- Carter, Cynthia Carrington, and Christopher D. Hohman  
2016 *Phase I Addendum Architectural Reconnaissance Survey PIN 2805.32.121 SR 5S From Broadway to Broad Street, City of Utica, Oneida County, New York MCD 06540*. Public Archaeology Facility, Binghamton University, NY.
- Century Map Company  
1907 *New Century Atlas of Oneida County, New York*. Century Map Co., Philadelphia.
- Child, Hamilton  
1869 History of Utica, NY. In *Gazetteer and Business Directory of Oneida County, N.Y., for 1869*. Hamilton Child Publisher, Syracuse, NY. Ray's Place website. Electronic document, <http://history.rays-place.com/ny/onei-utica.htm>, accessed April 12, 2018.
- City of Utica  
2004 *Scenic & Historic Preservation District, Utica, NY*. Department of Urban and Economic Development, Utica, NY. Electronic document, <http://www.cityofutica.com/Assets/Departments/>
- Panamerican Consultants, Inc.* 5-1 *Utica Hospital Phase 1A Architectural Inventory*

Urban-and-Economic-Development/PDF-Documents/Scenic\_and\_Historic.pdf, accessed January 25, 2018,

City of Utica, Department of Assessment

2018 *Online Assessment Information*. City of Utica real property online database. Department of Assessment, Utica, NY. Electronic database, <http://cityofutica.sdgny.com/index.aspx>, accessed April 17, 2018.

Cookinham, Walter

1977 Land Development. In *The History of Oneida County*, compiled Virginia B. Kelly, pp. 45-48. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.

Cookinham, Henry J.

1912 *History of Oneida County, New York, 1700-1912*. 2 volumes. S.J. Clarke, Chicago.

Crisafulli, Virgil C.

1977a Agriculture. In *The History of Oneida County*. compiled Virginia B. Kelly, pp. 48-52. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.

1977b Commerce and Industry. In *The History of Oneida County*. compiled Virginia B. Kelly, pp. 103-112. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.

Cronau, Rudolf

2000 [1916] The Comming [sic] of the Palatines from *German Achievements in America*, Chapter 5. German-American History & Heritage webpage, Marina, CA. Electronic document, <http://www.germanheritage.com/Publications/cronau/cronau5.html>, accessed April 19, 2018.

Curtin, Edward V.

1995 Prehistory of the Upper Mohawk Valley in *Phase I Archaeological Investigations at Griffiss Air Force Base, Rome, Oneida County, New York*. Panamerican Consultants, Inc., Buffalo Branch, Lancaster, NY. Prepared for Tetra Tech, Inc., San Bernardino, CA under contract to the U.S. Air Force, Brooks AFB, TX.

1999 *Phase IB Archaeological Survey Proposed Mohawk Valley Economic Development Growth Enterprise (EDGE) Corporation Semi-Conductor Fabricating Facility, Edic Road, Town of Marcy, Oneida County, New York*. Edward V. Curtin Consulting Archaeologist, Saratoga Springs, NY.

Curtin, Edward V., David Martin Goldberg, and Kerry L. Nelson

1999 *Phase IA Archaeological Survey Proposed Mohawk Valley Economic Development Growth Enterprise (EDGE) Corporation Semi-Conductor Fabricating Facility, Edic Road, Town of Marcy, Oneida County, New York*. Edward V. Curtin Consulting Archaeologist, Saratoga Springs, NY.

Durant, Samuel W.

1878 *History of Oneida County, New York*. Everts and Fariss, Philadelphia.

Ellis, David M.

1977 Military Development During Colonial and Revolutionary Era. In *The History of Oneida County*, compiled by Virginia B. Kelly, pp. 37-44. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.

Engelbrecht, William

2003 *Iroquoia: The Development of a Native World*. Syracuse University Press, Syracuse.

Environmental Data Resources, Inc. (EDR)

2016 *Certified Sanborn® Map Report for MVHHS – Downtown Location Proposed Downtown Location Utica, NY 12502*. Sanborn Maps 1884-1986. EDR, Shelton, CT.

- Gehring, Charles T., and William A. Starna (translator and editor)  
1988 *A Journey into Mohawk and Oneida Country, 1634-1635. The Journal of Harmen Meyndertsz van den Bogaert*. Syracuse University Press, Syracuse.
- Gould, Kevin Scott  
2000 Ambush at Oriskany. *The Early America Review* III(2), Fall. Archiving Early America website. Electronic document, <https://www.varsitytutors.com/earlyamerica/early-america-review/volume-4/ambush-at-oriskany>, accessed April 19, 2018.
- Greene, Nelson  
1924 *The Old Mohawk-Turnpike*. Charles B. Knox Gelatine Co. Inc. Nelson Greene Publisher, Fort Plain, NY. Electronic document, <http://fulton.nygenweb.net/Turnpike/Utica1.html>, accessed April 12, 2018.
- Hanley, Robert J., Mark A. Steinback, Christine Longiaru, and Michael A. Cinquino  
2018 *Phase 1A Archaeological Investigation for the Proposed Mohawk Valley Health System Utica Hospital, City of Utica, Oneida County, New York*. NYS OPRHP #16PR06600. Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for O'Brien & Gere Engineers, Inc., Syracuse.
- Herkimer County Historical Society  
1992 *Herkimer County at 200*. Herkimer County Historical Society, Herkimer, NY.
- Higgins, Ruth L.  
1976 [1931] *Expansion in New York*. Porcupine Press, Philadelphia.
- Hopkins, G.B.  
1883 *Atlas of the City of Utica New York*. G.B. Hopkins, Philadelphia. Lionel Pincus and Princess Firyal Map Division, The New York Public Library. *The New York Public Library Digital Collection*, <http://digitalcollections.nypl.org/items/510d47e3-6e45-a3d9-e040-e00a18064a99>, accessed April 19, 2018.
- Jones, Pomroy  
1851 *Annals and Recollections of Oneida County*. Pomroy Jones, Rome, NY.
- Keesler, M. Paul  
2004 It was a Jolly Good Plan. In *Mohawk—Discovering the Valley of the Crystals*, Chapter 8—Revolution. North Country Books, Inc., Utica.
- Kirk, M., A. Markessinis, C. McQuinn, R. Battles, and W.R. Wheeler  
2008 *Cultural Reconnaissance Survey Report of PIN 2134. 41.121 New York Routes 5, 8, and 12, City of Utica and Town of Whitestown, Oneida County, New York*. Hartgen Archaeological Associates, Inc., Albany, NY.
- Kirk, Matthew, Corey McQuinn, Erica Stupp, Tracy Shaffer Miller  
2012 *Phase II Archeological Site Examinations: N.A. White and Sons Pottery Site (White Pottery), 615 Court Street, and 617-619 Court Street Site, NY 5, 8, & 12 North-South Arterial Reconstruction PIN 2134.41.121, City of Utica, Oneida County, New York*. Hartgen Archeological Associates, Inc., Rensselaer, NY.
- Larkin, F. Daniel  
1977 Three Centuries of Transportation. In *The History of Oneida County*, compiled Virginia B. Kelly, pp. 31-36. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.
- Lenig, Donald  
1977 The Oneida Indians and Their Predecessors. In *The History of Oneida County*, compiled Virginia B. Kelly, pp. 25-30. The County of Oneida, Utica, NY. C.L. Hutson Co., Inc., Utica, NY, printer.

Lehman, Michael.

2016a *Spotlight on Landmark, The Historic Columbia/Lafayette Street Neighborhood – Part 1*. March/April 2016. Landmarks Society of Greater Utica, Utica, NY.

2016b *Spotlight on Landmark, The Historic Columbia/Lafayette Street Neighborhood – Part 2*. May/June 2016. Landmarks Society of Greater Utica, Utica, NY.

Lord, Philip L., Jr.

1993 Land Grants and Parcel Maps in New York's Oldest Canal. Adapted for New York State Museum website from *The Neck on Mohawcks River—New York's First Canal*. The Canal Society of New York State, np. Electronic document, no longer available, accessed June 4, 2012.

Mason, Greg

2017 Landmarks Society discusses history of buildings in hospital footprint. Observer-Dispatch, <http://www.uticaod.com/news/20171218/landmarks-society-discusses-history-of-buildings-in-hospital-footprint>.

McFee, Michele A.

1993 *Limestone Locks and Overgrowth: The Rise and Descent of the Chenango Canal*. Purple Mountain Press, Fleischmanns, NY.

1998 *A Long Haul: The Story of the New York State Barge Canal*. Purple Mountain Press, Fleischmanns, New York.

Morton, Ann

2010 *City of Utica Proposed Sewer Separation Project, Phases A1-A7 Oneida County, New York Phase 1A Cultural Resource Survey*. Fisher Associates, Rochester, NY. Prepared for the City of Utica Department of Engineering, NY.

Nbbj

2017 *Architectural Site Plan (35%)*. nbbj, Seattle.

Niemczycki, Mary Ann Palmer

1984 *The Origin and Development of the Seneca and Cayuga Tribes of New York State*. Research Records Number 17, Rochester Museum and Science Center, Rochester.

O'Brien & Gere Engineers, Inc. (OBG)

2016 *MVHS Downtown Hospital Preliminary Utility, Geotechnical, and Environmental Review*. O'Brien & Gere Engineers, Inc., Syracuse.

Otterness, Philip

2004 *Becoming German; The 1709 Palatine Migration to New York*. Cornell University Press, Ithaca, NY, and London.

Pratt, Peter P.

1976 *Archaeology of the Oneida Iroquois, Volume 1*. Occasional Papers in Northeastern Anthropology, No. 1, George's Mill, NH.

Priester, Ross Randolph

2009 Urban Development and revitalization Related to City and Regional Politics in Utica, New York. Unpublished M.A. thesis, Cornell University, Ithaca, NY.

Rogerson, A.E., E.J. Murphy, and Robert Pearsall Smith

1852 *Map of Oneida County, N.Y.* Newell S. Brown, Publisher. Philadelphia. Retrieved from the Library of Congress, <http://www.loc.gov/item/2013593262/>, accessed April 12, 2018.

Salwen, Bert

1975 Post Glacial Environments and Cultural Change in the Hudson River Basin. *Man in the Northeast* 10:43-70.

Sauthier, Claude Joseph

1779 *A chorographical map of the Province of New-York in North America, divided into counties, manors, patents and township. . . .* Map. London: W. Faden. From Library of Congress, Map collections: 1500-2004. American Memory website. Electronic document, <https://www.loc.gov/item/74692647/>, accessed April 12, 2018.

Seib, Daniel and Cynthia Carrington Carter

2012 *Phase I Cultural Resource Reconnaissance Survey 2011-2012 Highway Program PIN 2805.32.121 SR 5S From Broadway to Broad Street and Broad Street and John Street Intersection, City of Utica, Oneida County, New York MCD 06540*. Public Archaeology Facility, Binghamton University, NY.

Shaw, Ronald E.

1990 *Erie Water West; A History of the Erie Canal, 1792-1854*. Paperback edition. The University of Kentucky Press, Lexington.

Snow, Dean R.

1994 *The Iroquois*. Blackwell, Oxford.

Tooker, Elisabeth

1978 The League of the Iroquois: Its History, Politics, and Ritual. In *Northeast*, edited by Bruce G. Trigger, pp. 418-441. *Handbook of North American Indians*, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Trigger, Bruce G.

1978 Early Iroquois Contacts with Europeans. In *Northeast*, edited by Bruce G. Trigger, pp. 344-356. *Handbook of North American Indians*, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

USGS (United States Geological Survey)

1983 *Utica East Quadrangle New York*. 7.5-Minute Series (Topographic). U.S. Geological Survey, Reston, VA.

Utica Directory Publishing Co.

1913 *Steber Directory of Utica, Oneida County, New York State*. Utica Directory Publishing Co., Utica, NY.

Wager, Daniel E.

1896 *Our County and Its People; A Descriptive Work on Oneida County, New York*. The Boston History Company, Publishers, Boston. Rpt: Text Archive, American Libraries at Internet Archive, San Francisco. Electronic document, <http://www.archive.org/details/ourcountyitspeop00wage>, accessed April 14, 2018.

Webster, Clarence J.

1977 Whitestown. In *The History of Oneida County*, compiled by Virginia B. Kelly, pp. 219-224. The County of Oneida, Utica. C.L. Hutson Co., Inc., Utica, printer.

Wheeler, Walter Richard

2016 *National Register of Historic Places Registration Form, Bagg's Square East Historic District, City of Utica, Oneida County, New York*. Hartgen Archaeological Associates, Inc., Rensselaer, NY.

Witthoft, Melissa

1999 The Palatine Emigration of 1709-1710, from *The Descendants of Johann Conrad Kilts Emigrant to America; Genealogy of the Kilts Family*. Three Rivers...Hudson, Mohawk, Schoharie website. Electronic document, <http://www.threerivershms.com/emigration.htm>, accessed April 18, 2018.

Wray, Charles F., and Harry Schoff

1953 "A Preliminary Report on the Seneca Sequence in Western New York, 1550-1687". *Pennsylvania Archaeologist* 23(2). reprinted in *The Iroquoian*. #12, 1986:33-48. Lewis Henry Morgan Chapter, New York State Archaeological Association, Rochester.

Wray, Charles F., Martha L. Sempowski, Lorraine P. Saunders, and Gian Carlo Cervone

1987 "The Adams and Culbertson Sites." *Research Records No. 19*. Rochester Museum and Science Service.