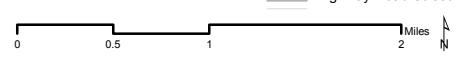
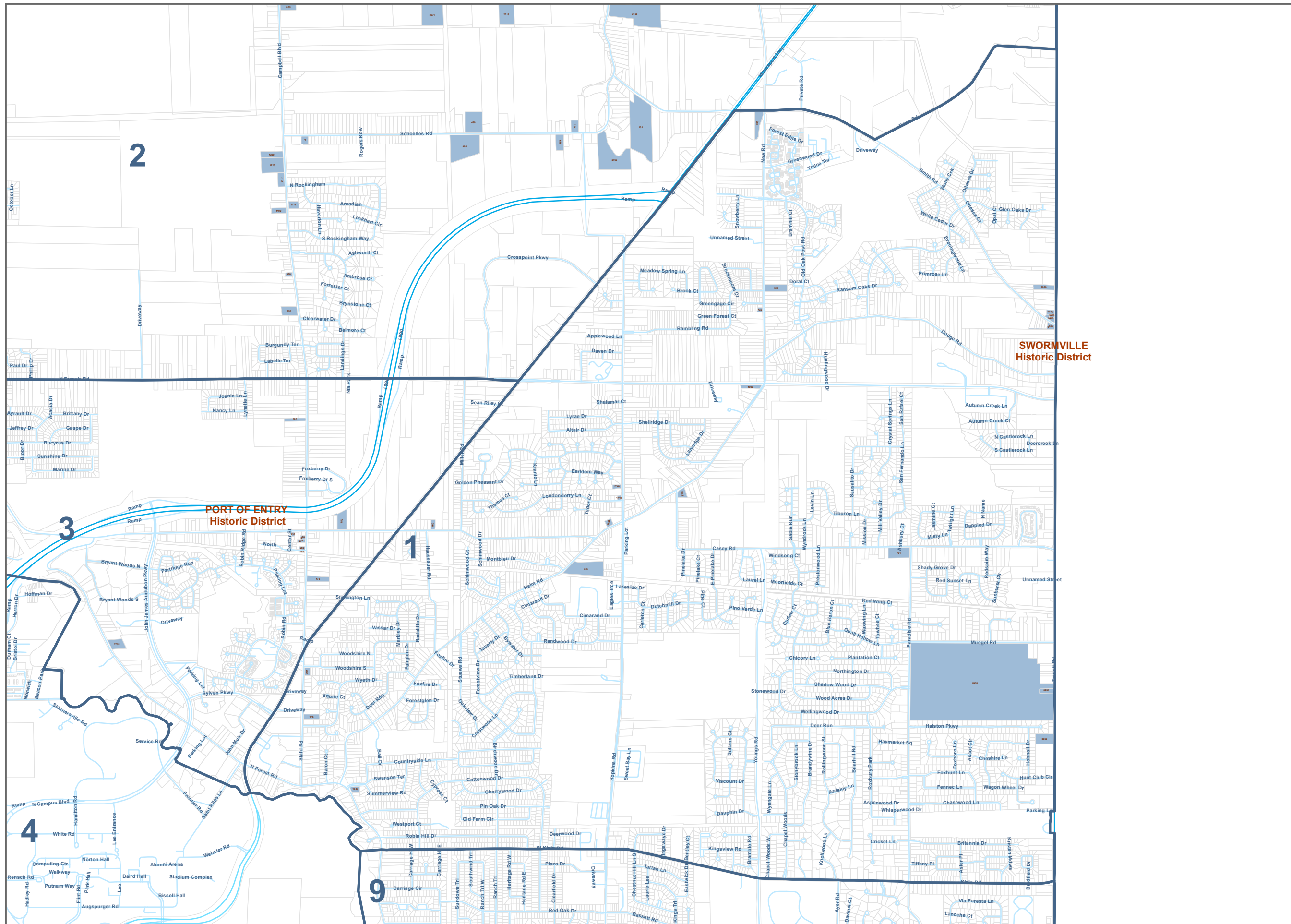


Areas 1 Through 9 Historic Districts and Properties



Area 1

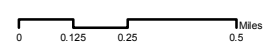
Historic Districts and Properties



SWORNVILLE
Historic District

PORT OF ENTRY
Historic District

- Area Number
- Historic Property or District
- Road Name



AREA 1

Area 1 is located in the northeast corner of the town. It is bounded by Transit Road (the town line) on the east, Klein Road on the south, Millersport Highway on the west, and Smith Road and Dann Road on the north. The major routes running east-west are North French Road and Casey Road, while the major arterial routes running north-south are North Forest Road, Hopkins Road, New Road and Youngs Road. A number of routes cross the area diagonally, such as Heim Road, which becomes Dodge Road as it crosses Hopkins, and then, after crossing North French Road, becomes New Road as it settles on a northerly direction.

As indicated on the 1829 map, the roads, which would become Tonawanda Creek Road, North Ellicott Creek Road, Transit Road, Millersport Highway and Main Street had been established. In Area 1 tracts of land have been defined, with smaller tracts perpendicular to Tonawanda Creek and the Erie Barge Canal, however there is no permanent settlement documented. As indicated on the 1855, 1866 and 1880 maps Area 1 was rural. There were a number of farmhouses and complexes interspersed among the agricultural landscape. The names "Heim, Klein and Hopkins" appear among the residents. The 1855 and 1866 maps show settlement along Transit Road, and what would become New Road, Dodge Road, Stahl Road, Casey Road, Youngs Road, Smith Road, and Dann Road. "Swamp Road", which will become Hopkins Road, does not continue beyond what will become North French Road. An unnamed road extends south from Tonawanda Creek Road to join Smith Street. Smith Street travels southeast into the Hamlet of Swormville. South of Swormville is "Transit Station" a stop on the "Peanut Line."

The railroad arrived in Amherst in 1854 with the completion of the Canandaigua and Niagara Falls Railroad. By 1858 it was operated by the New York Central Railroad. The single-track line was referred to as the "Peanut Line" because of its narrow gauge tracks, but it spurred the development of hamlets such as Vincent Corners (Area 3), Getzville (Area 3) and Transit Station (Area 1).

Most of the early settlement is along Heim Road, Dodge Road, New Road, Klein Road, and Transit Road, especially at Swormville and Transit Station. There is some settlement on Hopkins Road and Smith Road. By 1909 Hopkins Road has been extended to intersect with Smith Road. There is some increase in settlement density, however the area remains agricultural. By 1938 the land-use pattern has not changed. The hamlets at Transit Station and Swormville had a collection of public and residential buildings. The Transit Valley Country Club was located off Transit Road, just south of Transit Station. Interestingly, Area 1 continued to grow as an agricultural community with new construction into the twentieth-century, while the rest of the town was beginning its suburban explosion.

There was not a significant amount of development in Area 1 in the years following World War II through 1972¹. Most of the suburban development in Area 1 occurred after 1972. Meandering, curvilinear roads, and their cul-de-sac offshoots, accessed from major

¹ *Amherst New York Community Development Plan*, 1975. "Community Development Plan Map", 1972.

arterials and collector roads, define the subdivisions. The residential subdivision development began in the late 1940s, and continued full speed after World War II, and into the 1970s and 1980s. The Applewood Subdivision, located west of Hopkins Road, between North French Road and Millersport Highway was developed in the 1950s. The next planned subdivision, Ransom Oaks, was developed in the 1960s as a mixed-use community built around a golf course. The residential styles in both include Cape Cod, Ranch, Split Level, Raised Ranch, Neocolonial, Shed and Contemporary styles.

Pockets of undeveloped, forested land cut diagonally through the area, specifically to the east and west of Hopkins Road, north of Klein; south and east of Dodge Road, and east of Transit Road, just south of Dann Road. The New York State Department of Environmental Conservation has designated extensive wetland areas on both sides of Hopkins Road, between West Klein Road and Randwood Drive; and within an area bounded by Casey Road, Dodge Road, North French Road, and Gott Creek. Despite these large pockets of undeveloped or vacant land, the area has been significantly altered by large-scale residential subdivisions.

The nineteenth and early twentieth century buildings that remain in Area 1 are significant as examples associated with the towns agricultural past, however the development, which occurred primarily after 1972, has dramatically altered the context and setting of these buildings.

The Hamlet of Swormville:

In the nineteenth- and early twentieth-centuries the hamlet of Swormville was composed of residential and commercial buildings occupying a half-mile section of Transit Road, from Dodge Road extending north beyond the Smith Road intersection. The hamlet also continued across Transit Road, into the Town of Clarence. The period buildings in Clarence, including St. Mary's Church and School, contribute to the character and significance of the hamlet. There are five buildings that are historic resources from that period. The proposed Swormville Historic District is a composed of both commercial and residential properties dating from the nineteenth- and early twentieth-centuries. While these properties vary in their level of individual integrity, as a collection they are significant. **9880 Transit Road** (ca. 1860; Photo 1-23), at the corner of Smith Road, is a two-story hip roof building with vinyl siding and replacement windows. The building historically functioned as a hotel and tavern. The intersecting gable, frame commercial building at **9900 Transit Road** (Photo 1-24) dates to the late nineteenth-century. Also included in the district is a vernacular, intersecting gable frame residence at **9920 Transit Road** (ca. 1870; Photo 1-26), which has recently functioned as a retail commercial building, and now appears to be vacant. The front-gable residence at **9930 Transit Road** (ca. 1900; Photo 1-27) is located at the northern edge of the district. The Swormville Fire Co. Inc. building at **9918 Transit Road** (Photo 1-25) retains a high degree of period integrity. The single story brick building with stone sills and lintels was constructed in 1918. Etched in the lintel of the fire wagon door are the words: "Swormville Fire Co. Inc. The Swormville Fire Co. Inc. (USN 02902.000499) and the property at 9920 Transit Road (USN 02902.000500) have inventory forms on file

at the NYS-OPRHP, though National Register eligibility determination has not been made. The proposed district was documented in the *Intensive Level Survey*, 1998.

Non-Residential Properties: Commercial; Educational; Recreational

The former **District Number 4 School** (ca. 1870; Photo 1-15) at **175 Stahl Road** is an intersecting gable frame structure with a square tower set within the volume of the intersecting “el”. A school appears at this location on the 1880 Beers & Co. map. The property has been altered with a picture window in the facing gable and replacement windows. The building currently functions as a residence. Despite the alteration to the front fenestration, the building retains its mass form, and fenestration on the other elevations. It is significant as one of the few remaining nineteenth-century rural schoolhouses in the town. An inventory form for the property is on file at the NYS-OPRHP (USN 02902.000072). National Register eligibility has not been determined.

The **Trinity Evangelical Lutheran Cemetery** (ca. 1855; Photo 1-20), located at **8950 Transit Road**, adjacent to the Transit Valley Country Club was associated with German immigrants who settled this area in the early nineteenth century. The cemetery has been inventoried and an inventory form is on file at the NYS-OPRHP (USN 2902.000498). National Register eligibility determination has not been made. The cemetery has local significance as an intact example of nineteenth-century funerary design, and for its association with early settlers of the town. The property was included in the *Intensive Level Survey*, 1998.

The **Transit Valley Country Club** (ca. 1920s; Photo 1-19) is located at **8920 Transit Road**. The clubhouse is an example of early twentieth-century Spanish Eclectic style architecture as evidenced in the red tile roof, stucco walls and low horizontal masses. Various additions have been made to the building, and the windows are not original. The building has been inventoried and an inventory form is on file at the NYS-OPRHP (USN 2902.000498). The property is not National Register eligible. The property is not highly significant as an architectural resource, though it is associated with the social and recreational history of the town.

Residential Properties:

Area 1 is defined primarily by residential suburban development, with some late nineteenth- and early twentieth-century farmhouses remaining. There are a few examples of farm complexes remaining in the area. There are agricultural properties that retain their historic barns and outbuildings associated with agricultural complexes, and properties that do not retain their rural settings. The buildings are significant for their contribution to Amherst’s agricultural history.

The types of outbuildings generally found include barns, sheds, silos, mill houses, privies, and garages. These structures were usually built using simple post and beam construction. Balloon framing was not used until the post-Civil War era.

The types of barns represented in Area 1 are the front-gable barn; the gambrel roof barn, and the three-bay English barn, with hand-hewn posts and beam construction, sawn sheathing and gable roofs, constructed on low foundations at grade level without basements. The English barns were constructed primarily for subsistence crop farming, not animal husbandry. These barns were often modified with interior partitions to house animals and equipment. Often the barn would be built into a bank resulting in an upper level, and lower level with access at grade. This allowed hay and grain to be stored above, and livestock below. The grain and hay could be easily thrown to the area below, where the livestock would have easy access to the exterior. The gambrel roof barn began replacing smaller gable roof barns by the late nineteenth-century. Most gambrel roof barns are volumetric with more storage space for the accommodation of hay crops and farm machinery.

Extant silos associated with the farmsteads in Area 1 are rare. Silos, which became part of the agricultural landscape at the turn-of-the-century, function as a storage container for green fodder crops, primarily corn, and are usually associated with dairy farms. Silos were often constructed out of tile, concrete, concrete block and, later in the century, metal. The construction type represented in Area 1 is concrete.

The milk house, a component of dairy farms in the early twentieth-century, were typically constructed out of materials that could be easily washed down with water, and featured a cooling trough. Construction materials included concrete floors and cast concrete in the interior, and concrete block or tile on the exterior. Area 1 features one milk house constructed out of concrete block.

Privies were a typical component of all residential rural properties. They were typically located at a convenient distance from the house, and were wood frame construction with a gable or shed roof. One privy is located in Area 1. Privies are significant as a component of the rural landscape, however they are highly significant as archaeological resources since they were often used as the “garbage” to dispose of household waste, such as dishware, glass, pottery, and food.

775 Heim Road (ca. 1870; Photos 1-5, 1-6)) is a simple intersecting gable residence with an arched window in each gable. The windows remain intact, however asbestos siding has been added. The side gable barn associated with this property remains. Although the surrounding context of the property is suburban residential, the immediate context retains some open land and fields. The bed of the former New York Central Rail Road Line runs directly south of the residence. The residence (USN 02902.000144) and the barn (USN 02902.000145) have inventory forms on file at the NYS-OPRHP, and have been determined not to be eligible National Register. However, both buildings are locally significant for their contribution to Amherst’s agricultural history. **701 Casey Road** (Photo 1-1) is an early

twentieth-century² front-gable frame residence with intact porch, siding and windows. The farmstead includes an English barn and privy. The residence and contributing agricultural buildings retains a high level of period integrity and are significant historic resources contributing to an understanding of Amherst's agricultural history. **101 Smith Road** (ca. 1850; Photo 1-13) is an example of the two-story intersecting gable type, with segmental hoods. The porch has been replaced with wood posts and balustrades, and the building has been sided with asbestos. The farmstead includes a privy, two gable roof barns, a concrete block milk house, two corn cribs, and various sheds. **395 Smith Road** (ca. 1876, later concrete block foundation; Photo 1-14) is a one-one-half story side gable vernacular farmhouse. A gable roof barn and sheds make up the farmstead.

Area 1 and the areas in the northern part of town, retained their rural, agricultural context into the twentieth-century, while the areas to the south were experiencing suburban growth. There are a few remaining resources that document this condition. The residences are constructed in a style typical of the early twentieth-century, in an agricultural context often associated with barns and outbuildings. **8970 Transit Road** (ca. 1920; Photos 1-21, 1-22) is located on the property of the Transit Valley Country Club. The residence is an intact Craftsman Bungalow styled house with clapboard siding, and shingle in the side gable and shed roof dormer. The porch and windows remain intact. Associated with this early twentieth-century farmstead is a gambrel barn. The property has been previously inventoried (USN 02902.000270), and determined not to be eligible for the National Register. The farm complex at **8850 Transit Road** (ca. 1920; Photos 1-17, 1-18) includes a Tudor inspired residence, gambrel roof barn, concrete silo, and a gable roofed shed. The property has been previously inventoried (USN 02902.000265) and determined not to be eligible for the National Register. Both farm complexes on Transit Road retain some agricultural space in their immediate context, however they are surrounded by modern suburban development defined by cul-de-sacs. The complex of intact agricultural buildings is significant locally for their association with Amherst's agricultural history. **155 New Road** (ca.1935; Photo 1-10, 1-11) is a farm complex featuring a hip-on-gable brick residence and garage/barn. The *Reconnaissance Level Survey*, 1997 identified a number of long outbuildings associated with this property. These have been demolished. Regardless, the two buildings contribute to the agriculture tradition that continued with the construction of new farm complexes in the early twentieth-century in Area 1, while other areas in town were experiencing suburban growth.

The farm complexes identified above retain their rural context in so far as the barns and outbuildings still exist, and some open space still buffers the property from encroaching development. Area 1 also features several nineteenth-century vernacular farmhouses where the barns and outbuildings have been demolished. These properties remain significant as representative of the mid- to late- nineteenth-century farmhouse, which defined much of the town during that period. The most common type of vernacular farmhouse was the intersecting gable, with a porch in the "el". Another common vernacular

² A house at this location on Casey Road, between the two branches of Ransom Creek running north-south, does not appear on the historic maps until after 1910.

type was the one-and-one-half story front-gabled house. Both of these types are represented in Area 1.

The house at **1645 Dodge Road** (ca. 1855; Photo 1-3) is an intact example of an intersecting gable frame structure, with Italianate detailing. The residence features a stone foundation, intact windows and storms, wood clapboard siding, triangular window hoods and tall sash windows at the first floor. A semi hexagonal bay, detailed with brackets in the eaves, is located off the west elevation of the main block. The porch in the “el” remains intact. **1710 Hopkins Road**³ (ca. 1873; Photo 1-7) is an example of an intersecting gable, frame type with decorative triangular window hoods, and chamfered posts and ornamental brackets at the shed roof porch. Some properties have been altered with replacement windows and synthetic siding including **980 Dodge Road** (ca. 1887; Photo 1-2), **1740 Hopkins Road** (ca. 1853; Photo 1-8), and **285 (295?) Stahl Road** (ca. 1867; Photo 1-16). **120 New Road** (ca. 1881; Photo 1-9) is an intersecting gable type with Italianate detailing at the porch and window surrounds. The porch rails, stair and detailing in the gable appear new. The side gable barn associated with 120 New Road has been demolished, and the rural context altered by the surrounding residential suburban development. An inventory form is on file with the NYS-OPRHP for this property (USN 02902.000159); National Register eligibility is undetermined. Despite these alterations, these properties retain their original mass forms and they are significant for their contribution to the agricultural tradition in Amherst.

The **Kibler House** (ca. 1840; Photo 1-12) dates to the early nineteenth-century where “C. Kibler” is noted on the 1855 map, and “P. Klein” on the 1880 map. Located at **1841 North Forest Road** the side gable, stucco clad house is constructed out of locally quarried limestone from the Onondaga Escarpment. The two-and-one-half story building has a symmetrical, three-bay front elevation with stone lintels and sills. Quoins mark the corners. The property is one of six stone houses remaining in the town.⁴ The original windows have been replaced and a substantial addition has been added to the rear of the house. The house is surrounded by residential suburban development. An inventory form is on file at the NYS-OPRHP, however no determination of National Register eligibility has been made (USN 02902.000488). The property was also documented in the *Intensive Level Survey*, 1998.

There are a number of early twentieth-century residences in Area 1 that are not associated with any agricultural buildings. The Craftsman style residence located at **1990 Dodge Road** (ca. 1904; Photo 1-4) has been sided and no longer retains the clapboard and shingle siding identified in the *Reconnaissance Level Survey*, 1997. The windows have also been replaced. The bracing at the broad overhanging eaves, and mass form, remain intact. The property’s integrity has diminished from high to low. The **John P. Leising House** at **9980 Transit Road** (ca. 1915; Photo 1-28) is a good example of the American Foursquare style constructed of ashlar faced cast concrete block. In the early decades of the twentieth-

³ This property was identified as 1650 Hopkins Road on the *Reconnaissance Level Survey*, 1997.

⁴ The *Reconnaissance Level Survey*, 1997 documented 8 houses constructed using locally quarried limestone. 6701 Main Street and 6720 Main Street, both in Area 8 have been demolished.

century Sears Roebuck sold block-making machines to manufacture rock-faced and panel faced blocks on site. It is likely that the block for this residence was produced using one of these machines. The property retains a high level of integrity with a contributing ashlar-faced cast concrete block garage. An inventory form is on file at the NYS-OPRHP (USN 02902.000501); no determination of National Register eligibility has been made.

Demolished and Significantly Altered Properties:

A number of properties identified in the *Reconnaissance Level Survey*, 1997 have either been demolished, or have been altered and no longer retain sufficient integrity to be considered a cultural resource. The American Foursquare house and outbuildings at **9490 Transit Road** have been demolished.

The numerous additions and replacement siding at **10010 Transit Road** have significantly compromised the buildings integrity as a cultural resource.

The alterations to the fenestration and addition of synthetic siding at **8980 Transit Road** have compromised the integrity of the residence. An inventory form for the property is on file at the NYS-OPRHP (USN 02902.000271). It is not eligible for the National Register.

The Colonial Revival-inspired residence at **9966 Transit Road** featured a porch with Tuscan order columns. The columns have been removed and replaced. Synthetic siding and replacement windows further compromise the property.

A frame addition to the front elevation of **1965 Dodge Road** has compromised the integrity and character defining features of this pyramidal tile roofed, quarry-faced sandstone Bungalow style residence.

The log cabin structure identified in the *Intensive Level Survey*, 1998 at **175 Stuewe Road** has been significantly altered since the 1998 survey. The integrity of the log cabin is obscured by later additions, and alterations to original historic fabric. Further research, as recommended by this report, into the Log Cabins in Amherst, is recommended.

Area 2

Historic Districts and Properties



- Area Number
- Historic Property or District
- Road Name

0 0.125 0.25 0.5 Miles



AREA 2

Area 2 is located in the northeast corner and north part of the town. It is bounded by Tonawanda Creek and the New York State Barge Canal on the north; Transit Road on the east; Dann Road, Smith Road, Millersport Highway and North French Road on the south, and Sweet Home Road on the west. Roads established by 1866, and little suburban growth characterize the area.

There is a significant amount of undeveloped, wetlands and forested land in Area 2. Several tributary streams cross Area 2 including Ransom Creek, Gott Creek, Black Creek and numerous intermittent streams. The wetland areas have been designated by the New York State Department of Environmental Conservation, and the United States Fish and Wildlife Service, and include the west side of New Road south of the Amherst Museum; both sides of Black Creek north of Dann Road; the area southeast of Millersport Highway near Transit Road, and an area north of North French Road, east of the Lockport Expressway¹. A **stone abutment** (Photo 2-24, 2-25) associated with a bridge on the east bank of Ransom Creek, south of the existing bridge on Hopkins Road, was documented as part of a Cultural Resources Survey by the State University of New York at Buffalo. The cut stone **abutment** is an artifact associated with mid- to late- nineteenth-century bridge construction and transportation in Amherst.

The New York State Barge Canal, which channelized Tonawanda Creek, had been constructed by 1825. Bridges were constructed at various points along the canal to provide access into Niagara County. Among those was one on land owned, in 1855, by P.W. Pickard. A number of structures are documented on the Pickard property. Also noted owning property along Campbell Boulevard is J. Kramer. The Pickard family and J. Kramer owned buildings that still exist in Area 2. "Picard Bridge" is noted on the 1909 map, adjacent to land still owned by P.W. Pickard². The building directly adjacent to the canal is labeled "J. Kramer". The "Pickard Bridge" has been demolished, although a **concrete abutment** (ca. 1900; Photo 2-5) in the middle of the canal marks its location. Traffic over the canal is now along Bear Ridge Road, located slightly to the west. By 1855 there were five locations to cross the canal: the Picard Bridge; a bridge at Campbell Boulevard, a bridge at Tonawanda Creek Road, a bridge at New Road, and one at Transit Road. Today bridges are located at Bear Ridge Road, Campbell Boulevard, and North Tonawanda Creek Road. The Barge Canal and Tonawanda Creek split just before New Road, and the Barge Canal heads toward Lockport. New Road crosses Tonawanda Creek, while North Tonawanda Creek Road crosses the Barge Canal. Crossing occurs at these locations along modern structures.

Despite the fact that there is a considerable amount of undeveloped land in Area 2, the 1855 map shows the roads that will become Tonawanda Creek Road, Sweet Home Road, Campbell Boulevard, Schoelles Road, New Road and Transit Road. A significant number of buildings are located on each road, likely in response to the Erie Barge Canal. By 1866 the amount of settlement had increased, though no new roads built. North French

¹ *Community Development Plan...Background Studies*, 1993.

² "Picard Bridge" and "Pickard" as per spelling on the 1909 map.

Road was constructed by 1880. The 1909 map shows no additional roads. By 1938 Millersport Highway, named for “Mill Port”, the hamlet appearing as early as 1855 at the intersection of the Barge Canal/Tonawanda Creek and Transit Road, had been extended through Area 2. As of 1938, no parcels had been sold or divided into lots for suburban development. As late as 1972 the only suburban neighborhood was located west of Sweet Home Road, north of French Road, and included Pheasant Run Road, Cascade Drive, Berehaven Drive, Sunridge Drive, Fairgreen Drive, Vine Lane, and Christina Drive. East Robinson Road had been constructed by 1972. It was not until after 1972 that any additional suburban growth occurred in Area 2.

Non-Residential Properties: Commercial; Religious; Educational

The only historic commercial building remaining in Area 2 is part of the proposed **Picard Settlement Historic District. Kramer’s Store and Tavern**³ (ca. 1835; Photo 2-1) is located adjacent to the Barge Canal, across from **181 Brenon Road** (ca. 1880; Photo 2-2) and slightly east of **215 Brenon Road** (ca. 1835; Photo 2-3, 2-4). Located adjacent to “Pickard’s Bridge”, the Kramer Store would have been a place where canal boats could buy provisions on their journey along the Barge Canal. **Kramer’s Store and Tavern** is of plank construction and retains its historic storefront. The building remains vacant and in deteriorated condition.

There is only one historic ecclesiastic property in Area 2. The small vernacular frame church located at **129 Frontier Road** (ca. 1873; Photo 2-20) Associated with the church is the **Skinnerville Cemetery** (ca. 1873 ; Photo 2-21) to the southwest.

The Amherst Museum is located at the southwest corner of Tonawanda Creek Road and New Road. The 35-acre complex has relocated 14 historic buildings from various sites within the town to recreate a nineteenth-century settlement. The historic buildings contained in the museum complex were not included in this reconnaissance survey.

The Pickard Settlement:

There are a number of historic resources associated with the Packard Settlement to suggest the potential for a historic district. **The Pickard Settlement Historic District** includes the farmsteads at **215 Brenon Road** (ca. 1850; Photo 2-3, 2-4) and **181 Brenon Road** (ca. 1880; Photo 2-), the **Kramer’s Store** (ca. 1835), a commercial structure, and a **bridge abutment** (ca. 1860), all associated with early settlement along the Erie Barge Canal. The two residential buildings associated with the Pickard Settlement are **215 Brenon Road** (ca. 1850) and **181 Brenon Road** (ca. 1880; Photo 2-2). **215 Brenon Road**, the **Jacob Kramer Jr. House** was identified in the *Reconnaissance Level Survey*, 1997, and is part of Brenon Farm, which consists of a vernacular frame residence and barn complex. The residence is an intersecting gable frame building, with an enclosed single-story porch in the “el”. The windows show a full entablature at the head. The building location is consistent with one indicated on the 1855 map. By 1880 two more building associated

³ Leroy J. Kramer II, a descendent of the original family, currently owns the property.

with the hamlet appear slightly to the west of, and across from, the **Kramer Store**. **181 Brenon Road** is an intersecting gable, vernacular frame structure with a single-story porch in the “el”. The property has been altered with replacement siding and windows, but still retains integrity of its original mass and fenestration. Simple segmental arches are located above the windows. Both properties, in addition to **Kramer’s Store** and **stone abutment** are significant for their association with early settlement along the Erie Barge Canal in Amherst. **215 Brenon Road** and **Kramer’s Store** were documented in the *Intensive Level Survey*, 1998.

Other examples of nineteenth- and early twentieth-century vernacular buildings remain intact in Area 2. These include residential buildings and agricultural outbuildings (barns, silos, sheds, milk houses, and privies). These buildings can be grouped as follows: the vernacular, two-story intersecting gable frame residence with a porch in the “el”, and regular fenestration with, or without, decorative features, and not associated with a agricultural outbuildings; the vernacular two-story intersecting gable frame type associated with agricultural outbuildings; the two-story front gabled frame house not associated with a agricultural outbuildings; the two-story front gabled frame house associated with agricultural outbuildings, and agricultural complexes that no longer include a farmhouse. Also represented is a one-and-one-half story front gable frame house and its outbuildings, and a ‘U’ plan vernacular frame house with facing gable wings that is associated with agriculture. In many instances alterations in the form of replacement windows, non-historic siding (asbestos, vinyl or aluminum), new porch posts and rails, and additions have occurred. Despite these alterations, the properties still retain their defining mass forms and fenestration, and are significant as examples of rural vernacular architecture once common throughout Amherst.

Examples of the vernacular, two-story intersecting gable frame residence with a porch in the “el”, and regular fenestration that are not associated with outbuildings are: **1250 Campbell Boulevard** (ca. 1870; Photo 2-15); **51 Schoelles Road** (ca. 1880; Photo 2-30); **1555 Tonawanda Creek Road** (ca. 1876; Photo 2-40), and **1591 Tonawanda Creek Road** (ca. 1876; Photo 2-40). **1025 New Road** (ca. 1870; Photo 2-28), exhibits excellent vernacular Italianate detailing at the windows and porch.

The **Papke Residence** at **1921 Tonawanda Creek Road** (ca. 1830-50; Photo 2-43) is an intersecting gable Greek Revival style frame house, which features gable returns, corner pilasters and a porch with square Doric-type columns. The complex does not retain any historic agricultural buildings, however it remains an agriculture complex with extensive modern greenhouses. The property has an inventory form on file at the NYS-OPRHP (USN 02902.000069). National Register eligibility has not been determined.

The two-story front gabled house is a less common vernacular form. Examples in Area 2 that are not associated with agricultural outbuildings are: **3301 Sweet Home Road** (ca. 1923; Photo 2-39), and **2331 Tonawanda Creek Road** (ca. 1890; Photo 2-45). **679 Schoelles Road** (ca. 1853; Photo 2-36) is a side-gable frame vernacular Italianate residence with segmental arched molds at the windows and doors. The porch is a new

addition. **4230 Tonawanda Creek Road** (ca. 1887; Photo 2-56) is a front-facing gable residence with saltbox profile..

There are twenty intact farm complexes in Area 2. These complexes tend to be located in the northern section of the area along Tonawanda Creek Road, Schoelles Road, and the north sections of Hopkins Road and Campbell Boulevard. The outbuildings include barns, sheds, silos, milk houses, privies, and garages. These structures were usually built using simple post and beam construction. Balloon framing was not used until the post-Civil War era.

The main type of barn represented in Area 2 is the gable roof barn, although there is an example of a side-gable bank barn, and a number of gambrel roof barns. The earliest barns represented are the three-bay English barns, with hand-hewn posts and beam construction, sawn sheathing and gable roofs, constructed on low foundations at grade level without basements. The English barns were constructed primarily for subsistence crop farming, not animal husbandry. These barns were often modified with interior partitions to house animals, and equipment. Often the barn would be built into a bank resulting in an upper and lower level, with access at grade. This allowed hay and grain to be stored above, and livestock below. The grain and hay could be easily thrown to the area below, where the livestock had easy access to the exterior. The gambrel roof barn began replacing smaller gable roof barns by the late nineteenth-century. Most gambrel roof barns are volumetric with more storage space for the accommodation of hay crops and farm machinery. As a result most, including those in Area 2, are balloon frames.

Extant silos associated with the farmsteads in Area 2 are relatively rare. Silos, which became part of the agricultural landscape at the turn-of-the-century function as a storage container for green fodder crops, primarily corn, and are usually associated with dairy farms. Silos were often constructed out of tile, concrete, concrete block and, later in the century, metal. The construction type represented in Area 2 is concrete.

The milk house, a component of dairy farms in the early twentieth-century were typically constructed out of materials that could be easily washed down with water, and featured a cooling trough. Construction materials included concrete floors and cast concrete in the interior, and concrete block or tile on the exterior. Area 2 features two, concrete block milk houses.

Privies were a typical component of all residential rural properties. They were typically located at a convenient distance from the house, and were wood frame construction with a gable or shed roof. Two privies are located in Area 2. Privies are significant as a component of the rural landscape, however they are highly significant as archaeological resources because they were often used as the “garbage” where household waste, such as dishware, glass, pottery and food, was discarded.

The farmsteads, as individual outbuildings or a complex, retain a moderate to high level of period integrity, while in many instances the residence has been altered to varying

levels. The farmsteads in toto are particularly significant as they represent the rural history of Amherst in the nineteenth- and, early decades of the twentieth-century.

The farmstead at **2695 Tonawanda Creek Road** (ca. 1887; Photos 2-48, 2-49) features an intersecting gable frame residence with Italianate detailing at the porch and windows and a gable roof barn. **2571 Tonawanda Creek Road** (ca. 1870; Photos 2-46, 2-47), is a two-and-one-half story, intersecting gable type, with segmental arched double-hung sash windows in the front-facing gable block. In addition to the gable roof barn, the complex also features two smaller gable barns, a silo and concrete block milk house. **2861 Tonawanda Creek Road** (ca. 1890; Photo 2-51, 2-52) is a two-story frame, side gable vernacular residence with full shed roof front porch featuring solid brick rails and square posts. A gable roof barn is located on the property. The residence at **2769 Hopkins Road** (ca. 1850; Photos 2-22, 2-23) is a two-story frame, intersecting gable type, with prominent stone chimney. The property features a large gable-roof barn built in various stages.

The complex at **3049 Tonawanda Creek Road** (ca. 1870; Photos 2-53, 2-54, 2-55) features a two-story intersecting-gable residence, the **George A. Daigler House**, side-gabled bank barn, small gable barns, and a concrete silo. The farmstead at **3155 Hopkins Road** (ca. 1910; Photos 2-26, 2-27) has two gable roofed barns, one with an attached shed roof; a cinder block milk house; two corn cribs, and various sheds set within a rural setting of farm fields. The residence is a two-story frame intersecting-gable type.

The farmhouse at **405 Schoelles Road** (ca. 1870; Photos 2-31, 2-32, 2-33) is a one-and-one-half story intersecting-gable frame structure. The farm complex features a large gable barn, two smaller gable barns, a small gambrel roof barn, concrete block milk house, and a privy. **450 Schoelles Road** (ca. 1850; Photos 2-34, 2-3) also features a two-story intersecting-gable house. The outbuildings associated with the farm are a gable barn, concrete silo, a smaller gable barn, and three small sheds. The **J. Graff Farmstead** located at **1830 Campbell Boulevard** (ca. 1882; Photos 2-18, 2-19) is a two-story intersecting gable residence. A garage has been added to the gable wing. The farmstead retains a gable barn, and a number of sheds. An inventory form is on file at the NYS-OPRHP, and the property is National Register Eligible (USN 02902.000161). **1200 (1180?) Campbell Boulevard** (ca. 1870; Photo 2-12; 2-13) is a intersecting-gable frame residence with Italianate segmental arched window hoods. A gable barn is associated with the property. It also has an inventory form on file at the NYS-OPRHP, and is not eligible for the National Register (USN 02902.000779). **1250 Campbell Boulevard** (ca. 1870; Photo 2-15), is an intersecting gable frame vernacular farmhouse with rear addition and aluminum siding. The non-historic residence at 1220 Campbell Boulevard has two **gable barns** (Photo 2-14) located on the property.

Ben Brooks Farm, at **1851 Tonawanda Creek Road** (ca. 1860; Photos 2-40, 2-41) is an agricultural complex consisting of farmhouse; a gable roof barn with attached shed roof section; and small sheds in a rural setting. The residence has been significantly altered with additions, and replacement windows. **Donald Spoth Farm and Greenhouses** at **2715 Tonawanda Creek Road** (ca. 1865 house, 1880 barns; Photo 2-50) has outbuildings that retained high period integrity, while the residence had been significantly altered. The

agricultural complex is made up of a historic gable barn and sheds, and modern greenhouses, silos, and sheds. Both of these properties are of local significance as rare examples of working farms in Amherst.

10800 Transit Road (ca. 1924; Photo 2-57) is an example of a two-and-one-half-story front facing gable farmhouse, with Ionic columns at the porch, and the original panel door with arched lights. The active farm has a main gable barn; two smaller gable barns, one with a shed roof addition; a number of sheds; a silo, which lacks its cap, and a number of contemporary greenhouses.

850 Campbell Boulevard (ca. 1920; Photos 2-6, 2-7); **1115 Campbell Boulevard** (ca. 1870; ca. 2-10, 2-11), and **730 Schoelles Road** (ca. 1850, ca. 1881; Photo 2-37) all have gambrel roof barns. The long side of the gambrel roof barn at **1115 Campbell Boulevard** is oriented parallel to the road. The north gambrel face has the painted advertisement 'Chew Mail Pouch Tobacco'; an early form of the modern billboard. The residence associated with **1115 Campbell Boulevard** is a two-story, U-plan frame vernacular farm house with front-gable end blocks. The porch has been enclosed and the walls covered in asbestos siding. An inventory form is on file at the NYS-OPRHP (USN 02902.000598), and the property determined not to be eligible for the National Register. The house and barn are locally significant for their association with the town's agricultural history.

The farm complex at **1655 Campbell Boulevard** (ca. 1890; 2-16, 2-17) retains a high level of period integrity, however the residence has been altered with significant changes to the fenestration, and siding material. Two gable barns, a smaller gable barn and a number of smaller farm buildings and sheds form the agricultural complex at **1655 Campbell Boulevard**.

There is a sampling of historic nineteenth- and early twentieth-century resources in Area 2 that are not the vernacular farmhouse type. While these properties do not contribute to the material fabric of Amherst's agricultural history, they are rural examples of the type of residential styles that were being constructed in the new suburbs in the southern part of town. **10950 Transit Road** (ca. 1890; Photo 58) is an example of a late nineteenth-century Queen Anne style house with a intersecting gable roof, and wrap-around porch. The window in the pediment of the facing gable has been enclosed, and asbestos siding covers the walls. A highly deteriorated gable barn is located behind the house. Vernacular expressions of the Bungalow/Craftsman style are represented by **930 Campbell Boulevard** (ca. 1935; Photo 2-8) and **1100 Campbell Boulevard** (ca. 1930; Photo 2-9). The residence at **1961 Tonawanda Creek Road** (ca. 1927; Photo 2-44) shows elements of the Craftsman style in the intersecting hip-on-gable mass form, and knee bracing in the broad overhanging eaves. **3071 Sweet Home Road** (ca. 1900; 2-38) is expressive of a frame American Foursquare style residence. The brick house at **355 Orbit Road** (ca. 1930; Photo 2-29) is an example of a Tudor Revival inspired residence.

There has been very little residential subdivision development in Area 2. The development along Schoelles Road, west of the transmission line dates to the late 1950s and consists of modest Ranch, Cape Cod, Split Level, and Neocolonial style houses.

Subdivisions dating to the 1980s are located between North French Road and Schoelles Road to the east of Campbell Boulevard; on Hopkins Road, just north of the bridge over Ransom Creek, and on the north side of North French Road, just east of Sweet Home Road. There is a small neighborhood to the east of Sweet Home Road, off Christine Drive. Just north of Dann Road, to the west of Transit Road is a new suburban development off Dockside Parkway. A residential neighborhood has developed surrounding the Glen Oak Golf Course and Lou Gehrig Amherst Park west of Transit Road and east of Millersport Highway. These developments comprise a small percentage of the land-use in Area 2, which remains essentially undeveloped.

Demolished and Significantly Altered Properties:

1899 Campbell Boulevard, The W. Pickard Farmstead (ca. 1880) was a frame, 2-story intersecting-gable, L-plan vernacular farmhouse with Eastlake window crowns, porch details, and door. This property was included in the *Intensive Level Survey*, 1998. The National Register Eligible property (USN 02902.000163) has been demolished.

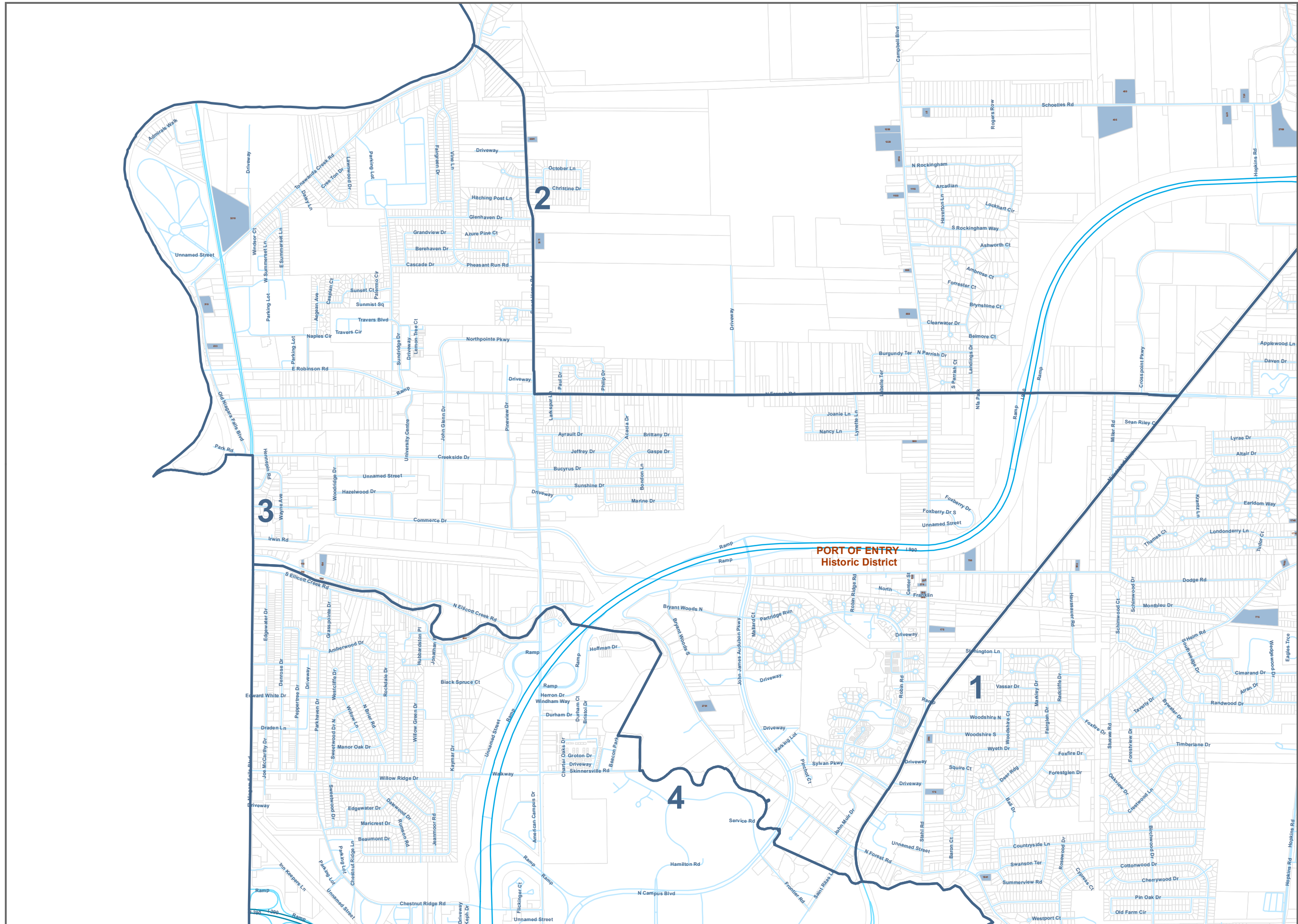
555 Schoelles Road (ca. 1850) included a non-contributing intersecting-gable residence and a gable roof barn. It has been demolished.

2971 Sweet Home Road, (ca. 1890) was a frame, two-story intersecting gable vernacular farm house with wood clapboard siding and simple drip molds above windows. It has been demolished.

1055 New Road (ca. 1850), single-story frame, intersecting-gable L-plan vernacular farmhouse with asphalt shingle siding. It has been demolished.

Area 3

Historic Districts and Properties



- Area Number
- Historic Property or District
- Road Name

0 0.125 0.25 0.5 Miles



AREA 3

Area 3 is located at the northwest corner of the town of Amherst. It is an “L” shaped area extending south and east toward the center of the town. It is bounded by Tonawanda Creek Road to the northwest; Niagara Falls Boulevard, which was called “Town Line Road” to the west; North and South Ellicott Creek Road, and North Forest Road to the south; diagonally, running southeast by Millersport Highway and North French Road to the north, where it intersects Sweet Home Road, the eastern boundary to the north. The Lockport Expressway (I-990) cuts diagonally through the area with a ramp just south of Ellicott Creek Road and North Forest Road. The I-990 continues on an essentially east direction before turning north.

The major north-south routes in Area 3 are Niagara Falls Boulevard, Sweet Home Road and Campbell Boulevard. North French and Dodge Road move in an east-west direction. North Forest Road runs along the north side of Ellicott Creek Road, beginning at Dodge Road and continuing to intersect with the Audubon Parkway and Millersport Highway. Old Niagara Falls Boulevard runs in a southeasterly direction from Tonawanda Creek Road to the intersection of Creekside Drive and Niagara Falls Boulevard. Ellicott Creek Park, a WPA (Works Progress Administration) park is located just outside the southwest corner of Area 2 in the town of Tonawanda. The park and park island is a National Register Eligible District (USN 02902.000507). The park was included in the *Intensive Level Survey*, 1998.

Post-World War II residential, commercial and industrial development; public and civic buildings; undeveloped land, and a small collection of historic architectural resources characterize Area 3. The small number of historic resources is a result of the extensive suburban growth and development that occurred after World War II, and more specifically in the 1970s and 1980s.

As indicated on the 1829 historic map Indian trails existed along what would become North Ellicott Creek Road and North Forest Road, and Tonawanda Creek Road. Long, narrow lots lined Tonawanda Creek. The Erie Canal opened in 1825, and by 1855 there were a significant number of properties along what would become North Ellicott Creek Road and Sweet Home Road, and a scattering along Tonawanda Creek Road, North French Road, Dodge Road and Campbell Boulevard (originally called New Home Road). The Canandaigua and Niagara Falls Railroad¹ was constructed in 1854, and ran across the southern portion of Area 3 between Vincent Station, at Old Niagara Falls Road, and the Getzville Station at the intersection of Dodge Road and Campbell Boulevard. By 1893 North French Road had been constructed, running east-west through Area 3, and the railroad line was labeled the “New York Central Railroad, Batavia Branch”. No new roads appear on the 1901-5 and 1909 maps, and the railroad line is now called the “New York Central and Hudson Railroad, Batavia and Tonawanda Branches”. The settlement pattern had not

¹ The line was known locally as the “Peanut Line”. In 1854 the single track of the Canandaigua and Niagara Falls Railroad opened a station in Getzville. It was purchased by the New York Central and operated as a branch line until the late 1950s.

changed considerably. By 1938 New Home Road would extend beyond Ellicott Creek, and be called Buffalo Millersport Road, in reference to the hamlet of Mill Port located at the northeast corner of town. The portion of New Home Road, north of Ellicott Creek, was now called Getzville Road², it would be named Campbell Boulevard by 1948. The settlement pattern continued on the main roads located within the area.

As indicated on the historic maps farms were located on long, narrow lots, essentially spanning the area between the major arterial roads in the area. This pattern is evident on the 1855, 1866, 1909 and 1915 maps. As late as 1972 there is no significant development in the area. Niagara Falls Boulevard shows some commercial development, and two residential suburban neighborhoods are located off Sweet Home Drive. The first development is located to the west of Sweet Home Drive north of North French. Over the next few decades Niagara Falls Boulevard would become lined with commercial strip malls. As discussed in the *1975 Community Development Plan Update*, 1987, extensive development occurred within Area 3 in the 1970s and 1980s as farmland was divided, and sold to developers who constructed industrial parks, commercial and office buildings, and residential subdivisions. This development is evidenced by a study and comparison of historic and contemporary maps, which illustrate the construction of new roads through farmland, providing more locations for connection between the original historic streets and the new suburban landscape defined by a dense network of curvilinear roads.

The Hamlet of Getzville and Vincent Corners:

A comparison of the 1909 map with contemporary maps shows that the lots along North Ellicott Creek Road, and Campbell Boulevard retain their original configuration. As indicated on the 1855 and 1866 maps, the Canandaigua and Niagara Falls Railroad (New York Central Rail line) extended from Vincent Station, located at old Niagara Falls Boulevard (Town Line) and North Ellicott Creek Road, through Area 3 to Transit Station at the eastern edge of the town (Area 1). The hamlet of Getzville was a stop between the two stations.

The hamlet of Getzville, which had a stop on the railroad, was centered at the intersection of Campbell Boulevard and Dodge Road. Dodge Road does not intersect New Home Road on the 1855 map, however by 1866 an intersecting road has been constructed. By 1893 there is a station noted on the historic map, and by 1909 the hamlet occupies the corner of Dodge Road and Campbell Boulevard. There are five properties remaining associated with the hamlet of Getzville, and the “Port of Entry Square.” The railroad, which has been removed, is represented by an earthen berm. The rarity of the existing buildings and their association with a mid-nineteenth century hamlet, and transportation is significant. The proposed “**Port of Entry Historic District**” would be composed of six properties. These properties include: **635 Dodge Road** (ca. Photo 3-8), a retail commercial enterprise adjacent to the railroad bed; a **grist mill**, located behind 635 Dodge Road (ca. 1860; Photo 3-9); **260 Campbell Boulevard** (ca. 1900; Photo 3-2), a tavern, which is now a

² Getzville Road is also a mid-nineteenth century road that intersects Main Street west of Harlem Road.

residence; two residential properties, **290 Campbell Boulevard** (ca. 1932; Photo 3-6) and **276 Campbell Boulevard** (ca. 1920; Photo 3-5), and gable outbuildings at **1 Center Street** (ca. 1880; Photos 3-3, 3-4).

The main property associated with **635 Dodge Road** is an intersecting gable frame residence that now functions as a commercial retail space. What was once a full front porch has been partially intruded upon by a single-story retail structure that extends the length of the intersecting gable. The commercial portion of the structure has a broad overhanging eaves embellished with brackets. Other properties associated with this address include utilitarian buildings, clustered adjacent to the rail bed. It is possible that these structures are associated with Joseph Getz's³ copper shop and **grist mill**. The **grist mill** is a two-and-one-half story heavy timber, gable structure with stone foundation constructed ca. 1860.

276 Campbell Boulevard is a front facing gable vernacular frame structure. A porch, with turned posts and rails, wraps around the front and side of the building. **290 Campbell Boulevard** is also a front facing gable frame structure, with a partially enclosed front porch. The property located at **260 Campbell Boulevard**, which was likely an inn and a tavern, was designed in the vernacular Italianate style with rectangular massing, hip roof and cupola, and full front porch with turned rails and decorative brackets. The windows have been replaced and the walls covered in vinyl siding. An inventory form documenting **260 Campbell Boulevard** is on file at the NYS-OPRHP (USN 02902.000060). No eligibility determination has been made. **260 Campbell Boulevard** was also included in the *Intensive Level Survey*, 1998.

All of the properties in the hamlet of Getzville are significant. Each retains sufficient integrity, and collectively they are significant for their association with the historic hamlet, and its relationship to the railroad. As a result this is an important and potential **historic district** in the town.

The former Getzville train station for the "Peanut Line" has been relocated to **175 Campbell Boulevard** (ca. 1906; Photo 3-1)⁴, and is now a residence. The station was moved from its location adjacent to the tracks in 1950, and converted to a residence. Although the broad overhanging eaves and rafter tails suggest its former function, the loss of contextual association and alteration to the windows result in a significant loss of integrity. As a result the property is not a significant cultural resource contributing to the proposed district. An inventory form for this property, under the address 173 Campbell Boulevard, is on file at the NYS-OPRHP (USN 02902.000059). No determination of eligibility for the National Register has been made.

Historically the area along Ellicott Creek, between Niagara Falls Boulevard and Sweet Home Road was known as the "French Settlement", in reference to the arrival of French immigrants in ca. 1832. The hamlet of Vincent's Corners was a stop on the "Peanut"

³ Getzville was named for Joseph Getz who was postmaster of the hamlet. His name first appears on the 1866 map.

⁴ The first train station was destroyed by fire in 1906.

line at the intersection of Ellicott Creek Road and Niagara Falls Boulevard. Very little historic fabric remains from the hamlet. There are some nineteenth- and twentieth-century residences along North Ellicott Creek Road, however many of these properties lack distinction having been altered with synthetic siding, replacement windows, and additions. Two resources along North Ellicott Creek Road are noteworthy. The cross gable brick Italianate house with half-round windows at **110 North Ellicott Creek Road** (ca. 1855-60; Photo 3-14) is a relatively rare example of nineteenth-century brick construction in the town. The property has been altered with replacement windows and a replacement door. An inventory form documenting this property is on file at the NYS-OPRHP (USN 02902.000484). The building is National Register Eligible, and was also documented in the *Intensive Level Survey*, 1998.

The side gable frame residence at **1450 Dodge Road** (ca. 1850; Photo 3-11) retains a high level of period integrity. The porch is a late nineteenth-century addition and features Eastlake style turned posts, brackets, a dentilled cornice and fish scale shingles in the pediment.

Non-Residential Properties: Educational & Cemetery

The former **District No. 16 School** (ca. 1900; Photo 3-15)⁵ at **154 North Ellicott Creek Road** is a good example of early twentieth-century, rural school design. The brick building references the Georgian Revival style, with original six-over-six, and three-over-three double-hung wood sash windows, and an embellished center entrance with pilasters supporting a broken pediment. An inventory form is on file at the NYS-OPRHP (USN 02902.000752). The building is National Register Eligible.

White Chapel Memorial Park, 3210 Niagara Falls Boulevard (ca. 1930; Photo 3-13) is a cemetery bounded by Niagara Falls Boulevard Tonawanda Creek Road, and Tonawanda Creek. The resource is significant as an example of funerary landscape design of the early twentieth century. Neoclassical stone posts, cast iron gates and a central stone arch mark the entrance. An inventory form is on file for this property at the NYS-OPRHP (USN 02902.000874). It has been determined that the cemetery is a National Register Eligible District.

Residential Properties:

Representative nineteenth-century properties in Area 3 are rural, vernacular frame houses. The property located at **319 Old Niagara Falls Boulevard** (ca. 1900; Photo 3-17, 3-18) retains its intersecting-gable mass form. As a vernacular type it represents the simple typology of residential building that was likely found throughout the farming community of Area 3, as well as the other areas on the northern part of the town. Associated with this farmhouse is a side-gabled barn with board-and-batten-siding. The rural context has been significantly altered to the east by the development of Niagara Falls Boulevard into a

⁵ School No. 16 appears at the same location on the 1880 map, however it is unlikely, based upon stylistic design that the present structure is from that period.

multilane, commercial strip. Although the property at **233 Old Niagara Falls Boulevard** (ca. 1910; Photo 3-16), retains its mass form and segmental detailing at the windows, its integrity has been significantly compromised by a non-historic wall dormer and enclosed porch. Both properties are currently part of a commercial retail nursery.

The **Diebold House** (ca. 1929; Photo 3-10), located at **750 Dodge Road**, is an excellent example of an intact, frame vernacular farmhouse with colonial detailing in the full-width front porch and simple massing. The context of the farmhouse remains intact with mature trees lining the drive. The integrity of the property lot remains intact as evidenced by a comparison to the historic maps.

580 Campbell Boulevard (ca. 1930; Photo 3-7) is an example of the Tudor Revival style found in many of the 1930 suburban neighborhoods throughout the town. The house exhibits brick at the first story walls, and smooth stucco and half-timbering at the upper story walls. Quarry-faced stone is used at the base of the brick chimney. The variety of textural qualities is characteristic of the Tudor Revival style.

The **Brunner Farmhouse, 2751 North Forest Road** (ca. 1870; Photo 3-12) is a one-and-one-half story, side gable, frame vernacular residence with original wood siding and windows. The side gable windows are four-over-four segmental hoods, while the front elevation has unadorned four-over-four sash windows. Rectangular windows are located under the frieze band. The property is National Register Eligible and an inventory form is on file at the NYS-OPRHP (USN 02902.000823).

Mill Port was located at the intersection of Transit Road and Tonawanda Creek/Tonawanda Creek Road. Primarily post-World War II buildings define the intersection. **4610 Tonawanda Creek Road** (ca. 1890; Photo 3-19) is the only remaining structure that was part of the Mill Port hamlet and as a result is significant locally despite numerous alterations and additions.

Post World War II:

The majority of properties constructed after World War II in the neighborhoods to the east and west of Sweet Home Drive have a diminished level of integrity as a result of alterations and additions. Ranch, Cape Cods, Split-levels characterize these properties, and Neocolonial styled houses.

Demolished Properties:

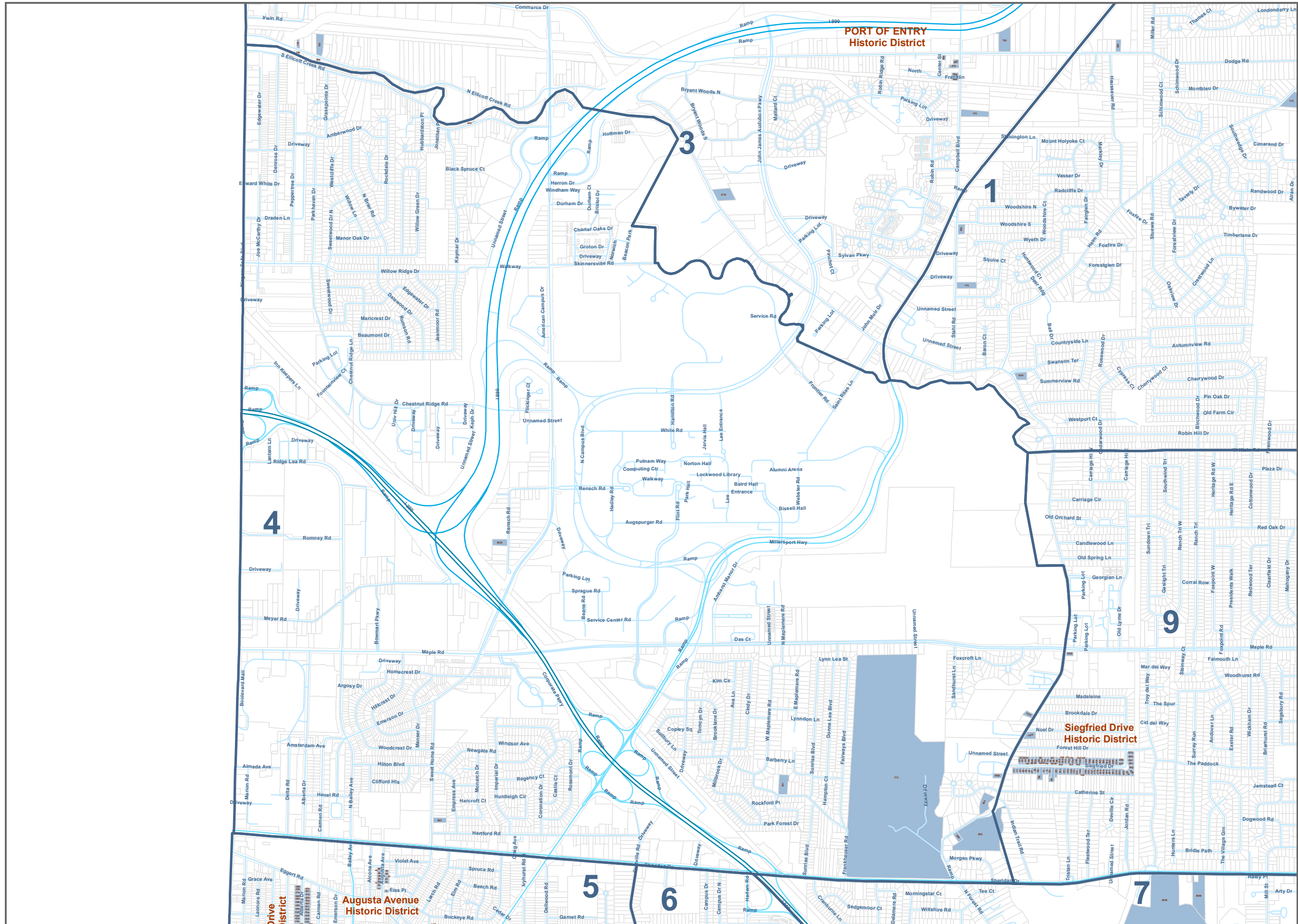
The Craftsman/Bungalow style residence at **2650 North Forest Road** (ca. 1914) has also been demolished. The property is not eligible for the National Register.

The collection of outbuildings at **400 Dodge Road** (ca. 1930) has demolished. These included a side-gabled barn with "Chew Mail Pouch Tobacco" advertised on its east elevation.

850 Dodge Road (ca. 1880) is a late nineteenth-century simple front-gable frame farmhouse. The *Reconnaissance Level Survey*, 1997 identified this property as having a significant number of late nineteenth- and early twentieth century agricultural buildings. The residence lacks individual distinction and has been altered with vinyl siding, replacement windows and additions. Loss of significance as an agricultural complex due to demolition of barns.

Area 4

Historic Districts and Properties



AREA 4

Area 4 is bounded by Ellicott Creek on the north and east; North Forest Road on the east; Niagara Falls Boulevard to the west, and Sheridan Drive to the South. The Youngman Memorial Highway¹ (I-290) cuts diagonally through the area moving east-west, while the Lockport Expressway (I-990) travels north, toward Transit Road. The State University of New York at Buffalo is situated on a 1200-acre site along the south side of Ellicott Creek in the northwest portion of Area 4. The Audubon Parkway curves through, and around, the university campus connecting it to Millersport Highway to the southeast, and the Youngman to the northwest.

As documented by the 1855 and 1866 maps New Home Road, which will become Millersport Highway, and the roads, which will become South Ellicott Creek Road, North Forest Road, Sweet Home Road, Niagara Falls Boulevard, Sheridan Drive, Allenbach Road, Meyer Road and Rensch Road have been laid out. Vincent Station (Area 3) is located at the intersection Ellicott Creek, Niagara Falls Boulevard, and South Ellicott Creek Road. By 1855 and 1866 the settlement along Millersport Road and Sweet Home Road is spread out, while it is much more dense along South Ellicott Creek Road by Vincent Station. By 1903 the Canal Rail Road Company and the Lehigh Valley Railroad merged to form the Niagara Falls Branch of the Lehigh Valley Railroad. The tracks of this branch moved diagonally through Area 4 travelling southeast from Transit Station. Sweet Home Road is named on the 1909 map. At this point large tracts of individually owned property are indicated. No change is noted on the 1915 map.

It is not until 1938 that any type of suburban development is noted. By this time the alignment of Sheridan Drive had been established, and Millersport Highway constructed. Two subdivisions are noted. At the northwest corner of Area 4, off Niagara Falls Boulevard, is a neighborhood which included, running east-west, Dover Terrace, Mohican Drive, Dexter Terrace, Willow Drive, and 1st, 2nd, 3rd, and 4th Avenues. Running north-south, east of Niagara Falls Boulevard, were Edge Water Drive, Wood Lawn Drive and Park Avenue. As exists the property below Willow Drive has been developed as commercial retail, 4th Street no longer exists, and the streets have been renamed to Willow Ridge Drive; Draden Lane; Edward White Drive, and Roger Chaffee Drive running east-west, and running north-south east of Niagara Falls Boulevard are Joe McCarthy Drive, and Denrose Drive. The other subdivision was located to the north of Sheridan Drive, and south of Meyer Road between Niagara Falls Boulevard and Sweet Home Road, and is characterized by curvilinear streets. The area of this subdivision to the west of Delta Road and Alberta Drive was demolished when the Boulevard Mall was built in ca. 1962. The main roads remaining in the subdivision are Delta Road, Alberta Drive, Carmen Road, North Bailey, Clifford Heights, Hilton Boulevard, Woodcrest Drive, Hillcrest Drive, Emerson Drive, and Argosy Drive.

¹ The Youngman Memorial Highway was constructed in ca. 1962 as a connector between the New York Thruway (Interstate 90) and Interstate 190.

Post-World War II residential subdivision development occurred south of Maple Road in Area 4. This development is characterized by streets laid out on an orthogonal grid with the short ends of the grid curved. Examples include Empress Avenue, Monarch Drive, Imperial Drive, Corinthian Drive, and Rosemont Drive in the subdivision to the west of Millersport Highway, and Frankhauser Road, Millbrook Drive, Ava Lane Sunrise Boulevard, and Fairways Boulevard to the east of Millersport Highway.

In the early 1970s the State University of New York was constructed on a 1200 acre site along the south side of Ellicott Creek. The general plan for the campus was based on the master plan of Sasaki, Dawson and DeMay. A number of prominent architectural firms have designed buildings on campus, including I.M. Pei, Marcel Breuer, and Peter Castle. The survey of these properties is outside the scope of this study, however future documentation is warranted.

Much of the development in Area 4 is commercial, in response to the proximity of the university campus. Niagara Falls Boulevard, Maple Road, Sweet Home Drive and Millersport Highway have been developed with contemporary retail, and commercial office and industrial parks.

Non-Residential Properties: Recreational

The pattern of development in Area 4 has resulted in few historic architectural cultural resources remaining intact. The Town Park, which contains the Audubon Golf course and public playing fields, is situated north of Maple Road, and west of Ellicott Creek, extending west from Ellicott Creek to Millersport Highway. To the south of Maple Road is the **Westwood Country Club** (ca. 1920; Photo 4-2), located at **772 North Forest Road**. The clubhouse is an early twentieth-century stucco clad Tudor Revival building, with decorative half-timbering and hexagonal tower with conical roof. Some of the original slate roof has been replaced and a flat-roof single story addition added to the north. Despite these alterations the building retains sufficient period integrity and is significant in association with the social and recreational history of the town.

Residential Properties and Suburban Development:

Given the development patterns in Area 4, the historic residential architecture is represented by isolated buildings, or small residential neighborhoods constructed after 1915. Some residential neighborhoods were constructed after World War II, however most of the development did not occur until after 1970. The post World War II neighborhoods have a diminished level of integrity as a result of alterations. A number of properties along South Ellicott Creek Road, between Niagara Falls Boulevard and Sweet Home Road, were constructed in the late nineteenth-and early twentieth-century, however these are interspersed among new residential construction.

459 South Ellicott Creek Road (ca. 1890; Photo 4-6) is an excellent example of a late nineteenth-century farmhouse. The front-gable block is brick with Italianate detailing at the segmental hoods, while the intersecting gable wing is frame, suggesting the

possibility of two different building campaigns. A single story porch with square posts is located at the intersecting “el”. The property retains a high level of period integrity, and is a rare example of nineteenth-century brick residential construction in the town. A commemorative plaque installed by the “People of Erie County” in honor of “Marse” Joe McCarthy (1887-1978), manager of the Yankees, who won seven pennants and six world series, is located in front of the house. An inventory form is on file at the NYS-OPRHP (USN 02902.000495). A determination of National Register eligibility has not been made.

Rensch Road, which is located west of Sweet Home Road and north of Maple Road, appears on the 1855 map. Rensch Road is now a dead-end street, and no longer connects with Meyer Road, which is located on the other side of the Youngman Expressway. Mid-twentieth-century houses, including examples of the Bungalow style, and post-World War II Ranch and Cape Cod styles, define the residential character. **4030 Rensch Road** (ca. 1850; Photo 4-5) is a one-and-one-half story side-gable Onondaga limestone house with a frame, shed roof addition ca. 1900. The stone portion of the house is only three bays wide, and one bay deep. The entrance is to the left of center, likely in response to a stair located behind. The residence retains a high level of period integrity, dating to the mid-nineteenth century, and is one of six remaining Onondaga limestone buildings in the town.² An inventory form is on file at the NYS-OPRHP (USN 02902.000492). The property has been determined to be National Register Eligible and was part of the *Intensive Level Survey*, 1998.

A good example of a brick, intersecting gable Italianate residence, with stone foundation, watertable and window sills is located at **251 Frankhauser Road** (ca. 1870; Photo 4-1). Four-over-four, double-hung sash windows are set within round arched window openings. Despite later additions the building retains sufficient integrity of material and form to convey historic meaning. Brick Italianate style residences are a rare resource in the town.

The **J. Getz House** at **829 North Forest Road** (ca.1825; Photo 4-3) is an excellent example of a brick, intersecting gable, Greek Revival residence with stone foundation, stone lintels and sills, and gable return. The original porch posts and rails have been replaced, but the porch foundation remains. The building is one of the oldest in town. An inventory form is on file at the NYS-OPRHP (USN 02902.000257). The property has been determined to be National Register Eligible.

663 Sweet Home Road (ca. 1900; Photo 4-7) is a vernacular frame farmhouse whose surroundings have been compromised by a context of post-World War II growth, and modern ecclesiastic complexes. Asbestos siding and removal of the porch have compromised the integrity of the building. Although the property is one of the few examples of late nineteenth-century residential buildings in Area 4, it has low significance as an historic resource.

² The limestone residences at 6701 Main Street and 6720 Main Street, both in Area 8 have been demolished.

The Stimm House at 895 North Forest (ca. 1942; Photo 4-4) is a two-story flat roof residence designed in the International Style. The building features an asymmetrical plan with broad roof overhang and cantilevered concrete balcony at the second story. An inventory form is on file at the NYS-OPRHP (USN 02902.000485/I). The property is National Register Eligible.

Post-World War II:

Post World War II development includes the Willow Ridge Estates subdivision located on the north side of Willow Ridge Road, south of Ellicott Creek and east of Niagara Falls Boulevard. The residential character is defined by modest ca. 1950s Split Level style homes.

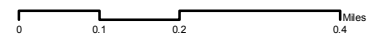
Demolished Properties:

1101 Sweet Home Road (ca. 1850), the **Abraham Kittinger House** was an early nineteenth-century brick house. An inventory form is on file at the NYS-OPRHP (USN 02902.000085). The building was determined to not be eligible for the National Register. It has been demolished.

Area 5 Historic Districts and Properties



Area Number
 Historic Property or District
Road Name



AREA 5

Area 5 is located in the southwest corner of the town. It is bounded by Sheridan Drive to the north; Getzville Road and Berryman Drive on the east; Kenmore Avenue, Main Street and the property line of the Grover Cleveland Golf Course on the south, and Niagara Falls Boulevard on the west. The west and southern boundaries form the town line. Eggertsville, a hamlet established in the early nineteenth-century, is located within Area 5.

The main thoroughfares traversing Area 5, running north-south, are Niagara Falls Boulevard and Bailey Avenue. Eggert Road runs north-south at the southern portion of the area, before veering to the west as it continues diagonally toward the north. Sheridan Drive to the north, Longmeadow Road, and Main Street to the south run essentially east-west. Cutting diagonally through the area is Millersport Highway, which becomes Grover Cleveland Highway south of Longmeadow Road.

Area 5 is characterized by rapid suburbanization, which began in the early twentieth-century. Unlike the areas to the north, there is no undeveloped land in Area 5. The green space in the area is developed recreational space, such as Grover Cleveland Golf Course, and playing fields associated with educational institutions, such as the Windermere Boulevard School.

Prior to the early-twentieth-century Area 5 was divided into farm tracts. As indicated on the 1829 map, the roads that will become Main Street and Getzville Road had been laid out. The 1855 and 1866 historic maps show a number of structures on Main Street. Getzville Road, south of Sheridan Drive shows very few structures. At this point Sheridan Drive has not been extended through Area 5. Eggert Road has been laid out and has a scattering of structures. Two hamlets, "Egertsville"¹ and "Snyderville" appear on the 1866 map. "Egertsville" is located just north of Main Street and east of Eggert Road, and Snyderville is located just east of "Egertsville" at the intersection of Main Street and Harlem Road. Snyderville will be included in a discussion of Area 6. Trolley service along Main Street was established in the 1890s, and provided a convenient transportation route into Buffalo. This service was continued as the Electric Trolley Line into Williamsville. Although the 1909 map shows a similar density of structures, and no new roads, the components are in place to facilitate suburban development. Egertsville is now spelled Eggertsville and Snyderville has been shortened to Snyder. "The Country Club" first appears on the 1909 map at the southwest corner of the area, this will become Grover Cleveland Park, which appears on the 1948 map.

By 1915 a number of suburban neighborhoods had been established. To the north of Main Street, and bounded by Bailey Avenue to the west, the neighborhood made up of Brant Street, Freemont Avenue, Springville Avenue and Callodine Avenue had been laid out. Most of the lots remain vacant, except for a few, close to Main Street, along Springville, Callodine and Bailey Avenues. A number of subdivisions had been established south of Main Street, to the east and west of Eggert Road. Directly south of Main Street, and east of Eggert Road was the

¹ "Egertsville" appears on the 1866 map with only one 'g'.

“Chassin’s Subdivision”. Most of the lots have structures, and St. Paul’s German Lutheran Church forms the eastern boundary of the neighborhood. Farther south along Eggert Road is the “Lyman, Spitzmiller, Et. Al. Subdivision”, which features larger lots surrounding a dead end road. To the south of the “Lyman, Spitzmiller Subdivision”, on the east side of Eggert Road, Cornell Avenue, Layton Avenue, Lenox Avenue and Argyle Avenue have been laid out with lots, but only one residence is shown on Cornell Avenue. Lots have been laid out, though no structures have been built along High Park Boulevard. “The Amherst Estates”, which includes LeBrun Road, LeBrun Circle, Brantwood Road, Keswick Road, Westmoreland Road and Saratoga Road features large lots, but no structures. Ruskin Road, which is located between LeBrun Road and Brantwood Road has not been laid out. North of Main Street, on the east side of Eggert Road, the Rosedale and Rosedale Park Subdivisions have been established. Rosedale includes Adrian, Addison, Arcade, and Albion Avenues. Rosedale Park, which is bound by Sweet Home Road on the east, includes Alcona, Augusta and Violet Avenues. None of the lots show structures.

The increase in automobile ownership in the 1920s allowed for suburban residential development to occur away from Main Street, and the trolley line. By 1938 the suburban residential street layout, characteristic of Area 5, was essentially complete. Some larger tracts still remained, such as those between Dellwood Road and Hedstrom Drive, which will not be developed until the late 1970s, and along Getzville Road, which would be developed in the 1960s.

Area 5 is predominantly suburban/residential in character, defined by architectural styles of the period. These include Colonial Revival, Tudor Revival, Bungalow, Craftsman, and American Foursquare. There are pockets of noteworthy, post-World War II residential architecture. These neighborhoods are characterized by a uniform set back of repetitive, single-story, brick faced residences. There is little commercial development in Area 5. The non-residential properties are represented by a fire house, educational buildings, ecclesiastic buildings, and a theater.

Non-Residential Properties: Entertainment; Recreational; Commercial Retail; Ecclesiastic; Educational

The first means of public transportation was established in 1830 along Buffalo Road, which would become Main Street (New York State Route 5)². As a result small-scale businesses that catered to the farming community and stagecoach began to line Main Street. By 1892, an electric trolley, running from the intersection of Main Street and Bailey Avenue, into Williamsville, connected Amherst with the city of Buffalo. Main Street is the major east-west route through the southern portion of the town from Kenmore Avenue to Transit Corners. Buffalo Road appears on the 1829 map, with significant settlement indicated on the 1855 and 1866 maps. Today, Main Street is a busy four-lane road that includes both commercial and

² Route 5 extends approximately 370 miles, running from the Pennsylvania state line, at Ripley in Chautauqua County across New York State to downtown Albany in Albany County.

residential properties. At the west end of Main Street, on the grounds of the Erie County Almshouse, is the south campus of the University of Buffalo.

Directly across Main Street from the campus is a contemporary plaza within which is located the National Register Eligible Art Deco **Amherst Theater, 3500 Main Street** (ca. 1940; Photo 5-135). An inventory form for the theater is on file at the NYS-OPRHP (USN 02902.000309). The theater was documented in the *Intensive Level Survey*, 1998. Located at the southeast intersection of Main Street and Bailey Avenue is the Grover Cleveland Golf Course on the grounds of the former Country Club of Buffalo. The Country Club appears on the 1907 map. The Schenk House, a stone residence, is located on the property, first appearing on the 1855 map as 'S. Schenk'. This residence is no longer located within the town limits.

The center of Eggertsville is positioned at the intersection of Main Street and Eggert Road. Modern commercial properties and the concrete glass Hengerer's Department Store³, which has since been converted into office space, dominate the intersection. There are a number of significant cultural resources and National Register eligible properties in the hamlet. **1317 Eggert Road**, is located at the northeast corner of the intersection. The property consists of the Late Gothic Revival **St. Benedict's Roman Catholic Church** (ca. 1950; Photo 5-49, 5-50, 5-52), **school building** (ca. 1930; 5-51) and **rectory** (ca. 1930). The complex and individual buildings retain a high level of period integrity. The church is National Register Eligible (USN 02902.000058) and was included in the *Intensive Level Survey*, 1998. The **Eggert Road School** (ca. 1923; Photo 5-53), at **1360 Eggert Road** is located across the street from St. Benedicts. The two-story, brick, Georgian Revival school and property feature a curved, formal green space adjacent to Crosby Boulevard off which residential streets radiate. The grammar school is currently owned by the Cantalician Center for Learning.

Although not located on Eggert Road, the Late Gothic Revival, National Register Eligible **Saint Paul's Lutheran Church** (1880/1930; Photo 5-140) (USN 02902.000477) at **4001 Main Street**, and the Georgian Revival, National Register Eligible **Buffalo Academy of the Sacred Heart** (1930; Photo 5-139) (USN 02902.000476) at **3860 Main Street** are other historic properties within Eggertsville. Also National Register Eligible are the Georgian Revival styled **Eggertsville Hose Company** (USN 02902.000475), located **3826 Main Street** (ca. 1931; Photo 5-138), which is now the Museum of the History of disAbility, and **4140 Main Street** (ca. 1935; Photo 5-142) (USN 02902.000477), a simple side-gable frame building that served as an early twentieth-century subdivision office. St. Paul's, the Buffalo Academy and the Hose Company were documented in the *Intensive Level Survey*, 1998.

The commercial properties in Eggertsville at the intersection of Main Street and Eggert Road are a corner gas station; early-twentieth century residences that have been converted to commercial office space, and Eggertsville Square, a post-World War II commercial building, fronted by a parking lot.

³ Hengerer's became Sibley's in 1981. Sibley's occupied the building until 1987, at which time the building no longer served a retail function.

The commercial development along Bailey Avenue, Eggert Road, Millersport Highway and Grover Cleveland Highway is characterized by the modern strip mall, and features retail, office and restaurant establishments

Temple Sinai, 50 Alberta Drive (ca. 1955; Photo 5-3), a post-World War II Synagogue is discussed in the context of the proposed **Alberta Drive Historic District** below.

Residential Properties and Suburban Development:

As indicated on the historic maps, specifically the 1907, 1915, 1932 and 1948 maps, the connection to downtown via trolley, electric street car, and eventually the automobile, allowed a middle, and upper middle class to live away from the city, in the “country”, and commute to work. Increased automobile ownership in the mid-1920s resulted in rapid suburbanization of the southern portion of Amherst. Farm tracts evidenced on the early historic maps were subdivided into new housing tracts. Area 5 has the earliest examples of suburban residential development in the town. The roads of the new suburban neighborhoods tend to be broad expanses, laid out orthogonally. The streetscape was defined by houses with a uniform setback, expansive front lawns, and a garage located to the rear.

The residences exhibit a variety of architectural styles popular during the period including Colonial Revival, Tudor Revival, Bungalow, Craftsman and American Foursquare. Examples of Spanish Eclectic, Neoclassicism, and Renaissance Revival are also found. A large number of the houses in Area 5 appear to be architect-designed as suggested by the sensitivity to the stylistic motifs of period represented. The residences designed in the years leading up to, and following World War II, tend to be Ranch houses, small Cape Cods, Neocolonials and Split Levels. Five neighborhoods, not identified in the *Reconnaissance Level Survey*, 1997 have been identified as significant post-World War II districts.

East of Bailey Avenue, Main Street is essentially residential, with both pre- and post-World War II houses. A number of residences along Main Street are of cultural significance. The **caretaker’s cottage for the Arthur E. Hedstrom Estate** (ca. 1910; Photo 5-144) (USN 02902.000478), located at **4196-4230 Main Street** is a wonderfully picturesque, stucco-clad Tudor Revival style, caretaker’s quarters. The residence for the estate is located at 50 Getzville Road (Area 6). The **stone wall** (Photo 5-144), which runs along the property lines at Main Street and Getzville Road is a contributing structure. The cottage, which had been converted into office space, is currently being rehabilitated as a private residence. **4163 Main Street** (ca. 1914; Photo 5-143) (USN 02902.000904) is an eclectic, front-facing gable, brick residence, with Colonial Revival, Prairie and Craftsman influences. Both properties are National Register Eligible. The **caretaker’s cottage** and associated **stone wall** were designated as Local Historic Landmarks in 2002. **4025 Main Street** (ca. 1920; Photo 141) is a side gable Colonial Revival residence with stone gate posts at the entrance to the property.

Two residences along Main Street not identified by the *Reconnaissance Level Survey*, 1997 are significant, and National Register Eligible: **3690 Main Street** (ca. 1945; Photo 5-136) (USN 02902.000901), and **3736 Main Street** (ca. 1930; Photo 5-137) (USN

02902.000902). **3690 Main Street** is a side-gable, five-bay Colonial Revival style residence with Federal detailing. The center entrance, with lead glass sidelights and elliptical paneled transom, has a pedimented portico supported by paired square fluted posts. **3763 Main Street** is an excellent example of the Federal Revival style. The two-story red brick residence has a full height pedimented porch supported by Tuscan columns. A full entablature, with broken segmental arch heads the door, and is supported by fluted pilasters. Metal casement windows, with a paneled transom are set within the arched window openings on the first floor of the front elevation. The reduced second story windows are flush with the fascia board. The bricks are Roman in proportion (long and thin), which give the building a refined, delicate appearance.

Eggert Road varies from contemporary commercial and residential properties at the northern section of the road, to primarily residential properties between Bailey Avenue, and the intersection of Millersport and Grover Cleveland Highways; to commercial development north of Longmeadow Road, until returning to residential as one approaches Main Street. **1223 Eggert Road** (ca. 1830-1850; Photo 5-48)⁴ is a simple, front-gable frame structure retaining a moderate level of integrity of material fabric. Although **1219 Eggert Road** (ca. 1830-1850; Photo 5-47) dates to a similar period, it has been altered with synthetic siding and replacement windows. Farther south along Eggert Road is the Foursquare style house at **1035 Eggert Road**, (ca. 1915; Photo 5-44). The property features brick walls on the first floor, and wood shingles above. Brick piers support the hip-roof front porch. The Tudor Revival residence at **1136 Eggert Road** (ca. 1930; Photo 5-45) also retains a high level of integrity. The cross-gabled residence with stucco walls and decorative half-timbering is typical of the revival style.

1145 Eggert Road (ca. 1940; Photo 5-46) was constructed as a model home for the University Court subdivision located south of Main Street. The layout for this subdivision appears on the 1938 map. The model home is a simple one-and-one half story, side-gable frame Cape Cod style residence, with two front-facing gabled dormers and center entrance. The *Reconnaissance Level Survey*, 1997 proposed the **University Court Historic District** along University Court, a dead end street located to the east of Eggert Road. Replacement windows and/or synthetic siding on over half of the properties have compromised the integrity of the individual properties in the neighborhood, however, the intact collection of pre-World War II, small-scale, brick Tudor Revival, and Colonial Revival residences is significant as an example of a late 1930s-, early 1940s middle-class suburban neighborhood. The houses were constructed by the same builder/developer, Jack Belinson. The proposed district is also significant for its association with the history of suburban development in Amherst. The proposed **University Court Historic District**, which includes 1145 Eggert Road (Photos 5-164; 5-165; 5-166; 5-16) is composed of twenty-five residences (24 contributing, 1 non-contributing). Included in the district are **20-64 University Court** (north

⁴ Three properties exist at approximately this location relative to Main Street on the 1855 historic map).

side), and **19-65 University Court** (south side). **17 University Court** was constructed ca.1951⁵ and is non-contributing.

Within Area 5 a number of distinct neighborhoods can be defined, and identified by their street layout, setbacks and architectural stylistic vocabulary. Typically these neighborhoods are bounded by streets identified on the early historic maps. The neighborhoods and streets closer to the city of Buffalo, and off Main Street tend to be oldest. For example, Allenhurst Road, Capen Boulevard, Windermere Boulevard, Springville Road, and Callodine Avenue all intersect with Main Street, and the trolley line.

The neighborhood bounded by Eggert Road to the north; Bailey Avenue to the east; Main Street and Kenmore Avenue to the south, and Niagara Falls Boulevard to the west, consists of a number of small, early twentieth-century through post-World War II houses. This neighborhood is defined by streets laid out on an orthogonal grid, defined by mature trees. The lots are relatively small, and the residences, which tend to be similar in scale, have a uniform setback. Capen Boulevard and Windermere Boulevard both have grassed medians. Capen Boulevard is unique as a result of the ambience created by the mature trees and grassed median, juxtaposed against a collection of relatively small, period styled residential structures.

The proposed **Capen Boulevard Historic District** (Photos 5-15; 5-16; 5-17; 5-18; 5-19) is located between Cambridge Boulevard and Kenmore Avenue. The district, which consists of a total of 88 houses (67 contributing and 21 non-contributing), is an intact example of an early twentieth-century, middle class trolley car neighborhood. The small sized lots, uniform setback, and consistent scale unify the variety of architectural styles represented, which include Colonial Revival, Spanish Eclectic, Tudor Revival, Bungalow, Craftsman, and American Foursquare. The district includes **79 to 267 Capen Boulevard** (east side), and **72 to 266 Capen Boulevard** (west side). The non-contributing properties are 80, 84, 99, 103, 140, 152, 143, 151, 159, 175, 179, 211, 215, 219, 251, 255, 259, 260, 263, 266, and 267 Capen Boulevard.

Included within the **Capen Historic District** are properties significant for their architectural style. Significant properties include **79 Capen Boulevard** (ca. 1930), which exhibits fine brick Tudor Revival detailing; the stucco clad Tudor Revival residence at **83 Capen Boulevard** (ca. 1920); the one-and-one-half story brick Tudor Revival residence at **123 Capen Boulevard** (ca. 1929; Photo 5-16), the Spanish Eclectic residence, with decorative brick detailing, elaborate cast concrete columns and lintels, and the original clay tile roof, at **127 Capen Boulevard** (ca. 1928), and the one-and-one-half story brick Tudor Revival residence with leaded glass and lancet window at **139 Capen Boulevard** (ca. 1929).

Windermere Boulevard does not retain the same consistency found on Capen Boulevard. There are a number of Tudor Revival styled residences with low to moderate period integrity. Nine properties, all constructed ca. 1930, on Windermere Boulevard

⁵ The residence at this location is not consistent stylistically and it does not appear on the 1950 Sanborn Map.

between Kenmore Avenue and Princeton Avenue retain a significant level of integrity. **63 Windermere Boulevard** (ca. 1935; Photo 5-170), **71 Windermere Boulevard** (ca. 1931; Photo 5-171), **75 Windermere Boulevard** (ca. 1930; Photo 5-172), **76 Windermere Boulevard** (ca. 1927; Photo 5-173), **80 Windermere Boulevard** (1927; Photo 5-174), **87 Windermere Boulevard** (ca. 1940; Photo 5-175), **127 Windermere Boulevard** (ca. 1930; Photo 5-177) **168 Windermere Boulevard** (ca. 1929; Photo 5-178) , and **175 Windermere Boulevard** (ca. 1922; Photo 5-179), all exhibit detailing consistent with the Tudor Revival style, including steeply pitched gables, half-timbering, polychromatic brick and arched entrances with original wood doors. **124 Windermere Boulevard** (ca. 1929; Photo 5-176) is a simple front facing gable structure with Corinthian columns in antis at the front window bay, and Doric columns supporting the porch entablature.

Callodine Avenue, one of the early suburban streets, intersects Main Street just west of Bailey Avenue. Located in the block off Main Street are two significant residences, **26 Callodine Avenue** (Photo 5-13) and **79 Callodine Avenue** (Photo 5-14), both constructed ca. 1930. **26 Callodine Avenue** is a simple front facing gable structure with full front porch. Simple fish scale shingles mark the porch pediment, and wood clapboard sheathes the structure. **79 Callodine Avenue** is a square massed, hip-roofed structure with outriggers, supported by knee brackets in the broad eaves. The second story rises out of the roof, within the mass of the main block. The broad eaves are also detailed with outriggers and knee brackets. Both structures retain a high level of integrity.

Cleveland Park Terrace⁶ is a residential neighborhood located north of Main Street, between Bailey Avenue to the west, and Eggert Road to the east, which began to be developed in the early 1920s. The streets tend to be curvilinear as they cross over Grover Cleveland Highway, which was constructed ca. 1931⁷.

The houses in the neighborhood represent a range of twentieth-century styles including Colonial Revival, Tudor Revival, Craftsman, Capes, Neocolonials, and Ranches. Larger sized houses are located on Crosby Boulevard, Park Circle, and Garden Court. The *Reconnaissance Level Survey*, 1997 identified a number of significant architectural resources in the neighborhood. Examples of the Colonial Revival style included **28 Fairchild Drive** (ca. 1931; Photo 5-62), **242 Hendricks Boulevard** (ca. 1927; Photo 5-87), and **44 Maynard Road** (ca. 1905; Photo 145). **44 Maynard Road**, a small Dutch colonial with gambrel roof and flared eaves has been altered with replacement siding and windows, and as a result has lost integrity. Examples of Colonial Revival brick houses displaying a high level of craftsmanship and design are **174 Crosby Boulevard** (ca. 1940; Photo 5-37), **128 Crosby Boulevard** (ca. 1937; Photo 5-35), the **James A. Croley House**, **223 Crosby Boulevard** (ca. 1927; 5-39), and

⁶ Cleveland Park Terrace Subdivision developed by Turner, Porter and Doehr. This subdivision was developed on the former Crosby Estate (the Crosby House was demolished in the 1930s). Jack Belinson built many of the houses in this neighborhood.

⁷ Grover Cleveland Highway is part of New York State Route 263. NY 263 extends from just north of the northeast corner of the city of Buffalo in a northeast direction to just south of the Erie County line at the community called Millersport. NY 263 is named Grover Cleveland Highway south of Eggert Road, and Millersport Highway north of Eggert.

48 Park Circle (ca. 1930; Photo 5-155). The residences at **128 Crosby Boulevard** (USN 02902.000047) and **48 Park Circle** (USN 02902.00000) were documented as part of the *Intensive Level Survey*, 1998. Inventory forms for both properties are on file at the NYS-OPRHP. No National Register eligibility determination has been made.

Addition examples of the Colonial Revival style not previously identified are **143 Hendricks Boulevard** (ca. 1940; Photo 5-85), **93 Hendricks Boulevard** (ca. 1922; Photo 5-81) and **152 Crosby Boulevard** (ca. 1942; Photo 5-36). **143 Hendricks Boulevard**, is a brick residence with reduced second story windows, detailed at their sill with a soldier belt course. The corners are articulated by piers in relief, suggestive of Federal stylistic motifs. **93 Hendricks Boulevard** is a Colonial style residence with a gambrel roof and fanlight window at the entrance, while **152 Crosby Boulevard** is brick, side-gable Colonial Revival residence. Set back from the plane of the facing elevation, and projecting off the side gable is a garage with a wall dormer centered on the elevation.

A large number of properties in the neighborhood are excellent examples of the Tudor Revival Style. Many of those properties were identified in the *Reconnaissance Level Survey*, 1997, and still maintain a high level of integrity. Examples of the Tudor Revival style, previously identified are **267 Rosedale Boulevard** (ca. 1931; Photo 5-157), **27 Manning Road** (ca. 1932; Photo 5-145), **88 Garland Drive** (ca. 1931; Photo 5-77), **312 Maynard Road** (ca. 1930; Photos 5-150, 5-151), **53 Stevenson Boulevard** (ca. 1927; Photo 5-163), **85 Crosby Boulevard** (ca. 1939; Photo 5-30), **91 Crosby Boulevard** (ca. 1931; Photo 5-32), **57 Garden Court** (ca. 1940; Photo 5-75), **63 Garden Court** (ca. 1939; Photo 5-76), and **66 Park Circle** (ca. 1920; Photo 5-156). These examples are notable for their high level of design, craftsmanship, and materials. Elements of the Tudor Revival style exhibited by these examples include steeply pitched roofs, distinctive brickwork, stone embellished entrances and windows, and half-timbering. **85 Crosby Boulevard** (USN 02902.000042), the **Edward J. Lublin House**, and **91 Crosby Boulevard** (USN 02902.000046) were documented in the *Intensive Level Survey*, 1998 and an inventory form for each is on file at the NYS-OPRHP. No National Register eligibility determination has been made for either.

Twenty-six additional examples of the Tudor Revival Style have been identified, with the largest number on Crosby Boulevard and Hendricks Boulevard, and a sampling on Endicott Drive, Maynard Drive and Garden Court. The properties are notable for their distinctive brickwork that utilizes the color and tonal variations in the red/brown brick, and brickwork detail, to provide variations in texture and shadow on the wall surfaces. **97 Maynard Drive** (ca. 1932; Photo 5-147), and **114 Hendricks Boulevard** (ca. 1936; Photo 5-83), provide examples of such brickwork. Other characteristic elements include steeply pitched sweeping gables, **60 Crosby Boulevard** (ca. 1944; Photo 5-29); curved towers **127 Crosby Boulevard** (ca. 1940; Photo 5-34) and half timbering **101 Hendricks Boulevard** (ca. 1937; Photo 5-82), in addition to leaded glass, lancet windows, and round arched forms. Included as fine examples of the Tudor Revival style are: **32 Crosby Boulevard** (ca. 1942; Photo 5-23), **38 Crosby Boulevard** (ca. 1935; Photo 5-25), **52 Crosby Boulevard** (ca. 1938; Photo 5-26), **53 Crosby Boulevard** (ca. 1924; Photo 5-27), **59 Crosby Boulevard** (ca. 1925; Photo 5-28), **100 Crosby Boulevard** (ca. 1928; Photo 5-33), **180 Crosby Boulevard** (ca.

1940; Photo 5-38), **8 Hendricks Boulevard**, (ca. 1930; Photo 5-79), **90 Hendricks Boulevard**, (ca. 1937; Photo 5-80), **121 Hendricks Boulevard**, (ca. 1920; Photo 5-84), **38 Endicott Drive** (ca. 1932; Photo 5-59), **39 Endicott Drive** (ca. 1936; Photo 5-60), **54 Endicott Drive** (ca. 1940; Photo 5-61), **46 Garden Court** (ca. 1935; Photo 5-73), and **54 Garden Court** (ca. 1935; Photo 5-74).

The Renaissance Revival house at **224 Maynard Road** (ca. 1929; Photo 5-148), and the contributing garage retain the high level of integrity previously identified. The residences at **43 Fairchild Drive** (ca. 1937; Photo 5-63) and **78 Olney Drive** (ca. 1930; Photo 5-154) have not been altered, and retain their distinction as examples of eclectic design featuring both Bungalow/Craftsman and Tudor revival styles. **93 Hendricks Boulevard** (ca. 1940; Photo 5-81) is a brick and stucco Colonial Revival residence featuring a gambrel roof.

The two-and-one-half story brick house at **33 Crosby Boulevard** (ca. 1927; Photo 5-24) was identified as a fine example of an American Foursquare/Prairie influenced residence. **17 Maynard Road** (ca. 1927; Photo 5-146) is an example of an American Foursquare residence with full front porch and square columns.

The neighborhood located directly north of Main Street, and east of Eggert Road was laid out in the early 1920s. The variety of styles evident are typical of the period, and include Colonial Revival, Dutch Colonial, English Cottage, Tudor Revival, Spanish Revival, French Eclectic, Prairie, Craftsman, Cape Cod and Ranch. The street layout is orthogonal, with Westfield Road, Ivyhurst Road, Koster Row, Fairlawn Drive and Getzville Road intersecting Main Street. Only Getzville Road, which was laid out by 1855, runs through to Sheridan Drive. Bondcroft Drive runs east-west between Ivyhurst Road and Hedstrom Drive. Woodbury Drive is a 'U' shaped road that intersects Getzville Road twice. The lot sizes and houses are considerably larger than those located west of Eggert Road, and north of Main Street. Curved limestone gates mark the **entrance to Ivyhurst Road** (ca. 1920; Photo 5-96) and **Westfield Road** (ca. 1920; Photo 5-168). The gates are a designated Local Historic Landmark and are National Register Listed (added 12/7/05, 08NR05873)⁸. There are nine gates that mark the entrance to streets located off Main Street as one moves toward Williamsville. All of the entranceways are Local Historic Landmarks, and are National Register Listed⁹. The entrance gateways found precedent in the walls lining the property of larger estates, such as those still existing in front of the **Hedstrom Estate Gatehouse** (ca. 1820; Photo 5-144) and in front of the former **Henry Knox Cottage Deaconess Methodist Home** (Area 8) both of which are designated Local Historic Landmarks. The gateways were the threshold to "estate" suburban living.¹⁰

⁸ The entrance gates at Westfield Road and Ivyhurst Road are listed as a single National Register resource.

⁹ There entrance gates located at Main Street and: Darwin Drive (added 7/23/09, 08NR05874); High Park Boulevard (added 7/23/09, 08NR05872); Lafayette Boulevard (added 7/23/09, 08NR5870); LeBrun Road (added 7/23/09, 08NR05871); Roycroft Boulevard (added 12/7/05, 05NR05515); Westfield Road & Ivyhurst Road (added 7/23/09, 08NR05873), and Lamarck Drive & Smallwood Drive (added 12/7/05, 05NR05516).

¹⁰ There are four entranceways in Area 5 (Main Street and Westfield Road; Ivyhurst Road; High Park Boulevard and LeBrun Road). There are four entranceways in Area 6 (Main Street and Smallwood

Located north of Main Street and south of Bondcroft Drive, just west of Getzville Road are Koster Row and Fairlawn Drive. Both streets retain a high level of integrity. The period integrity of the proposed **Fairlawn-Koster Historic District** (Photos 5-64 through 5-71) as identified in the *Reconnaissance Level Survey*, 1997 remains high, and minimal alterations to the properties were noted. The proposed district includes the following properties: **4154 Main Street** (corner of Fairlawn), **1 to 183 Fairlawn Drive** (east side), **10 to 190 Fairlawn Drive** (west side), **11 to 97 Koster Row** (east side), and **24 to 168 Koster Row** (west side). The proposed district contains 86 buildings (74 contributing and 12 non-contributing). The district is notable for its mature street trees, large lots, and large-scale residences with outstanding period integrity. The contributing properties exhibit Tudor Revival and Colonial Revival stylistic motifs, constructed in the 1920s and 1930s. **173 Fairlawn Drive** (ca. 1937; Photo 5-67) a brick side-gable Tudor Revival residence with half-timbering in the cross, entry gable is National Register Eligible (USN 02902.000892). The non-contributing properties identified were constructed later, and are not in keeping with the stylistic language of the neighborhood. The non-contributing properties are 21, 146, 161, 171 and 190 Fairlawn Drive; 52, 84, 112, 118, 136, 144, and 156 Koster Row

The houses along Westfield Road, Ivyhurst Road, and Bondcroft Drive are smaller scaled early twentieth-century Bungalows, Craftsmans, Colonial Revivals, and Tudor Revivals set among later 1940s and post-World War II Capes, Neocolonials, and Ranches. Two properties were identified along Ivyhurst Road of architectural interest: The **John C. Sattler House**, a tile roofed Prairie style brick house at **32 Ivyhurst** (ca. 1915; Photo 5-97), and the Spanish Eclectic stucco house at **144 Ivyhurst Road** (ca. 1940; Photo 5-102). **32 Ivyhurst Road** was documented in the *Intensive Level Survey*, 1998. An inventory form is on file for the property at the NYS-OPRHP (USN 02902.000463). No National Register eligibility determination has been made.

In addition to the properties previously identified, a number noteworthy properties remain. **125 Westfield Road** (ca. 1925; Photo 5-169) is an interesting one-and-one-half story, cast, ashlar-faced, concrete block building. Gable dormers intersect the hip roof, and rafter tails are located within the open eaves. The front, shed roof porch spans the elevation, nestled under the broad eaves of the main roof, supported by four ashlar-faced, cast concrete pillars. It is highly likely that the ashlar-faced, cast concrete blocks. In the early decades of the twentieth-century Sears Roebuck sold block-making machines to manufacture rock-faced and panel faced blocks on site. It is likely that the block for this residence was produced using one of these machines. The building retains a high level of period integrity. In addition to 32 and 144 Ivyhurst Road previously identified, **78 Ivyhurst Road** (ca. 1937; Photo 5-98), **84 Ivyhurst Road** (ca. 1930; Photo 5-100), and **110 Ivyhurst Road** (ca. 1932; Photo 5-101), are good examples of the early twentieth-century Tudor Revival style seen elsewhere in Area 5, and exhibit similar brick detailing, cross gables and half timbering. **79 Ivyhurst Road** (ca. 1926; Photo 5-99), is an interesting single-story, cubic brick structure. The hip roof retains its original clay tile. A ribbon of four sash windows, with continuous

Drive; Lamarck Drive; Darwin Drive, and Roycroft Boulevard). There is one entranceway in Area 7 at Main Street and Lafayette Boulevard.

transom occupies the projecting, and recessed portion of front elevation, and the west portion of the north elevation. A header course forms the sill, and wraps continuously around the building, unifying the composition horizontally.

To the south of Main Street, and west of Eggert Road, bounded by Grover Cleveland Golf to the south and west, is a residential community whose roads have been laid out since 1932 on land that is identified on the 1909 and 1915 maps as being part of the R.W. Pomeroy Estate. The portion of the neighborhood consisting of Bradenham Place, Audley End and Greenaway Road is access from Main Street at Longleat Drive and Eltham Drive. The buildings retain a high level of integrity.

Cloister Court, Lyman Road and Stonecroft Lane, are non-through streets off Eggert Road. Lyman Road is indicated on the 1932 map, whereas Cloister Court and Stonecroft Lane are not. **50 Lyman Road** (ca. 1930; Photo 5-134), **24 Lyman Road** (ca. 1910; Photo 5-132), **1 Cloister Court** (ca. 1914; Photo 5-20), and **9 Cloister Court** (ca. 1914; Photo 5-21) retain a high level of period integrity. **9 Cloister Court** was the garage/caretaker's quarters for the Frank & Ida Bapst Estate whose residence was located at **1 Cloister Court**. **50 Lyman Road** is a lovely, picturesque Tudor Revival residence, clad in stucco, with a steeply pitched gable and hip on gable slate roof line. **24 Lyman Road**, which was not identified in the *Reconnaissance Level Survey*, 1997, is a simple, side-gable Colonial Revival style residence with three wall dormers on the front elevation. Also of note on Lyman Road is the **stone wall** (ca. 1920; Photo 5-133) that runs parallel to the north edge of the street, turning the corner at **50 Lyman Road**. **1 Cloister Court** and **9 Cloister Court** are both stucco clad structures with a horizontal composition and broad overhanging eaves with outriggers. **1 Cloister Court** (USN 02902.000044) and **9 Cloister Court** (USN 02902.000045) were documented in the *Intensive Level Survey*, 1998. An inventory form is on file for the property at the NYS-OPRHP. No National Register eligibility determination has been made.

By 1932 the lots along Saratoga Drive, South Drive, Mona Drive and Morton had also been established. Significant properties in this area include the Tudor Revival style residences at **156 Mona Drive** (ca. 1927; Photo 5-152), **8 Morton Drive** (ca. 1927; Photo 5-153), **110 Saratoga Road** (ca. 1930; Photo 5-158), and **36 South Drive** (ca. 1927; Photo 5-161). **114 Saratoga Road** (ca. 1929; Photo 5-159) is an example of the Tudor Revival style with complicated massing. The residence at **35 South Drive** (ca. 1927; Photo 5-160) is an example of the Craftsman Bungalow style with a high level of period integrity and **42 South Drive** (ca. 1932; Photo 5-162) is a good example of the Colonial Revival style.

The proposed **Eltham-Longleat Historic District** (Photos 5-54 through 5-58) is the portion of the neighborhood accessed off Main Street, consisting primarily of large, architect-designed Tudor Revival, and contemporary Tudor styled, red/brown brick faced houses. The district includes **20 to 44 Longleat Park** (east side), **11 to 57 Longleat Park** (west side); **59 to 201 Greenaway Road** (north and east sides), **94 to 180 Greenaway Road** (south side); and **7 and 71 Audley End** (south side), **18 to 56 Audley End** (north side), **11 to 53 Bradenham Place** (south side), **16 to 48 Bradenham Place** (north side), **8 to 52 Eltham Drive** (east side), and **11 to 51 Eltham Drive** (west side). The district has a total of 74 houses (68 contributing and 6 non-contributing). The winding streets in the neighborhood

are lined with mature trees, street gutters made of cobblestones, and historic streetlight fixtures. A grassed median further distinguishes Longleat Drive. There are four residences designed in a style other than Tudor. The picturesque neighborhood features a green space, with stream running through the middle of the south side of Audley End. **37 Longleat Park** (ca. 1932) is a beautiful stucco clad residence evoking elements of the French vernacular style. The symmetrical, 3-bay front elevation, and steep slate mansard roof accented by a single segmental window dormer are in complete opposition to the asymmetrical red brick Tudor styled neighboring residences. **18 Audley End** (ca. 1930) is symmetrical also, designed in the gambrel style, with a front-facing, cross-gable entrance supported by fluted Doric columns. It is clad in white stucco, again a stark contrast with the red/brown brick of its neighbors. **116 Greenaway Road** (ca. 1929; Photo 5-57), is built of limestone with a finely detailed entrance. The entablature is supported by Ionic columns, and ionic columns in antis support the broken pediment beneath which is a half round window. Sidelights are located between the columns. **8 Eltham Drive** (ca. 1940; Photo 5-56) is a classically detailed structure faced in tan brick, with colossal Ionic columns supporting a full entablature and balustrade, painted white. The property is National Register Eligible and an inventory form is on file at the NYD-OPRHP (USN 02902.000910). Many of the Tudor examples are simplified in terms of massing and brick detailing, hence the term contemporary Tudor. Cross gables, with unadorned gables and simple half-timbering are the main references to the Tudor style in a massing that lacks the picturesque quality and material complexity of the Tudor Revival style. There are a few examples of residences that are rich in ornamental detailing and massing suggestive of a full born Tudor exploration. Examples of the contemporary Tudor include **11 Longleat Park** (ca. 1947; Photo 5-54), and **43 Longleat Park** (ca. 1937), and **91 Greenaway Road** (ca. 1937) and **129 Greenaway Road** (ca. 1940). Examples expressive of the picturesque Tudor include **47 Longleat Park** (ca. 1937) whose front elevation is a dynamic composition of gables, a chimney stack, half-timber, and a bay window with crenellations, and **71 Audley End** (ca.1927), with its crenellated semi-hexagonal tower located in the “el” of the intersecting gables. A number of the properties have been altered by the replacement of the original window, though the fenestration remains unchanged. The overall consistency and character of the neighborhood is not diminished by these alterations. The consistency in stylistic language, and the contrast of those properties that step out of the language, while still maintaining the scale and character of the neighborhood, result in an ambience of feeling and association that makes this an excellent example of suburban development in Amherst. The non-contributing properties are: **11, 28, and 30 Bradenham Place**, and **59, 73, and 160 Greenaway Road**.

Hyledge Drive, Cornell Avenue, Layton Avenue, Lennox Avenue and Argyle Avenue are all located to the east of Eggert Road, south of Cloister Court. Hyledge is not a through street, but is intersected by High Park Boulevard. Cornell Avenue and Layton Avenue are not through streets, but curve to become the other, as do Lennox Avenue and Argyle Avenue. The residences on these streets tend to be modest capes. **79 Hyledge Drive** (ca. 1942; 5-95) is a good example of a center entrance Colonial Revival with wood shingles, **44 Argyle Avenue** (ca. 1870s; Photo 5-6) is an interesting, late nineteenth century front-gable brick vernacular Italianate residence, and **31 Cornell Avenue** (ca. 1900; Photo 5-22) is an intact, wood frame American Foursquare.

The proposed **High Park Historic District** (Photos 5-88 through 5-92) is located south of Main Street on Hide Park Boulevard. A **stone entrance wall and posts** (ca. 1920; Photo 5-88) mark the entry from Main Street, and a grass median denotes the length of the district. The entrance is one of nine gates along Main Street that are designated Local Historic Landmarks, and are listed on the National Register of Historic Places (refer to footnote 9). The proposed district is composed of early twentieth-century, architect-designed houses that exhibit Bungalow, Prairie, Colonial Revival, Dutch Colonial, and Tudor Revival styles. A number of the properties have been altered with replacement windows and/or synthetic siding including **17 High Park Boulevard** (Photo 5-89); **23 High Park Boulevard**; **26 High Park Boulevard**; **75 High Park Boulevard**; **82 High Park Boulevard**; **85 High Park Boulevard**; **90 High Park Boulevard**; **113 High Park Boulevard** (Photo 5-90); **121 High Park Boulevard**; **122 High Park Boulevard**; **131 High Park Boulevard**, and **135 High Park Boulevard**, **143 High Park Boulevard**. Though this diminishes the integrity of the individual property, the integrity of the overall district remains, enhanced by the historic streetlight fixtures with acorn tops, and the stone entrance. It is recommended that the district end at **145 High Park Boulevard** as opposed to **171 High Park Boulevard**. **155 High Park Boulevard** and **171 High Park Boulevard** are one-and-one-half story Capes, and **163 High Park Boulevard** (ca. 1950; Photo 5-91) is a post-World War II ranch, which are not consistent with the character of the district. The proposed district would include **26 to 196 High Park Boulevard** (east side), and **17 to 145 High Park Boulevard** (west side). The proposed district, with new boundaries has 38 houses (35 contributing, 3 non-contributing). The non-contributing residences are **26, 150, and 180 High Park Boulevard**.

The 1915 map shows what will become Lebrun Road, and Ruskin Road running north/south, Keswick Road and Westmorland Road between them, and Lebrun Circle as “private roads”. Although lots have been laid out no development has occurred. In the area where Berryman Road will be laid out and developed is the 34-acre “Berryman Estate”.

The lots along Lebrun Road, and Lebrun Circle are much larger than those along the other streets in this neighborhood. The residences tend to be large, set back from the street, and exhibit styles popular in the late teens and, early 1920s and 30s. Some post-World War II and contemporary structures are also present. Though some have been altered with replacement windows, the massing and material composition remains otherwise intact, and the overall integrity of the property remains high. Although there are a number of architecturally significant properties identified along LeBrun Road and LeBrun Circle, the number of post-World War II residences interspersed among them negates any historic district potential. Further, the post World War II residences, though large, lack architectural distinction.

The **entrance to LeBrun Road** (Photo 5-111) from Main Street is defined by a brick entrance gate, one of the nine designated Local Historic Landmarks and National Register Listed entranceways noted above. Upon entering LeBrun Road from Main Street the expansive layout of the street is defined by the large Tudor Revivals at **889 LeBrun Road** (ca. 1921; Photo 5-131), and **845 LeBrun Road** (ca. 1927; Photo 5-130), the **Lawrence D. and Lucille Bell House**. The *Reconnaissance Level Survey*, 1997 identified six properties

displaying characteristics of the Tudor Revival style. Design elements associated with this style include: steeply pitched slate-shingled gables roofs; prominent chimneys; conical towers (may or may not be present), patterned brick, stucco, and/or stone walls; decorative half-timbering; stone trim at windows, doors, and chimneys; multi-light leaded glass casements, and picturesque asymmetrical plans. **231 LeBrun Road** (ca. 1925; Photo 5-118) has been altered with replacement windows. The other properties identified retain a high level of integrity and include: **651 LeBrun Road** (ca. 1937; Photo 5-123); **655 LeBrun Road** (ca. 1938; Photo 5-124); **845 LeBrun Road** (ca. 1927; Photo 5-130); **889 LeBrun Road** (ca. 1921; Photo 5-131); and **36 LeBrun Circle** (ca. 1917; Photo 5-112). An inventory form for **655 LeBrun Road** (USN 02902.000469), **845 LeBrun Road** (USN 02902.000473) and **889 LeBrun Road** (USN 02902.000474) are on file at the NYS-OPRHP. These properties were also documented in the *Intensive Level Survey*, 1998. No determination of National Register eligibility has been made.

In addition to the large number of Tudor Revival style houses, the Colonial/Georgian Revival Style is also represented. The residences present a high degree of integrity of craftsmanship, materials and design. The stylistic elements commonly employed remain true to the Revival style, and include side gable roofs, punctuated by dormers; symmetrical façades with multi-light double hung sash windows, and center entrances adorned with classically detailed porches and porticos. The *Reconnaissance Survey*, 1997 also identified a number of properties designed in this style. **240 LeBrun Road** (ca. 1922; Photo 5-119); **276 LeBrun Road** (ca. 1922; Photo 5-120); **47 LeBrun Circle** (ca. 1936; Photo 5-113), and **99 LeBrun Circle** (ca. 1927; Photo 5-114) have been altered with replacement windows and muntin inserts. **145 LeBrun Circle** (ca. 1919; Photo 5-116) has been significantly altered by the replacement of the original stucco with vinyl siding. The windows have also been replaced. The properties retaining a high level of integrity are the **F. & D. Dietsche House** at **367 LeBrun Road** (ca. 1915; Photo 5-121); the **F & M Dietsche House** at **381 LeBrun road** (ca. 1929; Photo 5-122); **725 LeBrun Road** (ca. 1925; Photo 5-127), and **115 LeBrun Circle** (ca. 1925; Photo 5-115). The following properties were included in the *Intensive Level Survey*, 1998 and inventory forms are on file at the NYS-OPRHP for **145 LeBrun Circle** (USN 02902.000466); **367 LeBrun Road** (USN 02902.000467); **381 LeBrun Road** (USN 02902.000468); **725 LeBrun Road** (USN 02902.000471); and **889 LeBrun Road** (USN 02902.000474). No determination of National Register eligibility has been made.

An example of a stucco clad Prairie style house was identified at **670 LeBrun Road** (ca. 1920; Photo 5-125). The residence at **697 LeBrun Road** (ca. 1900) is an example of the French Eclectic style and the details of the Italian Renaissance style are evident at **151 LeBrun Road** (ca. 1934; Photo 5-117), a yellow brick residence, and at the stucco clad house at **726 LeBrun Road** (ca. 1932; Photo 5-128). The properties located at **697 LeBrun Road** (USN 02902.000470) and **726 LeBrun Road** (USN 02902.000472), the **Samuel J. Dark House** were documented in the *Intensive Level Survey*, 1998, and have inventory forms on file at the NYS-OPRHP.

Three additional properties along LeBrun Road, not previously identified, are noteworthy for their architectural merits and high level of period integrity. **107 LeBrun Road** (ca. 1930; Photo 5-181) and **880 LeBrun Road** (ca. 1948; Photo 5-182) are both

examples of the Tudor Revival style. **107 LeBrun Road** is a two-and-one-half story side gable residence with cross-gable and a conical copper roof sheltering the entrance. Shed-roof dormers break up the slate roof line and half-timbering adds texture at the cross gables and second story of the front elevation. **880 Lebrun Road** is a two-and-one-half story brick residence that features steeply pitched gables and cross gable slate roof-lines. The tan brick one-and-one half story bungalow, with classically detailed full front porch and broad overhanging eaves at **902 LeBrun Road** (ca. 1900; Photo 5-183) retains a high level of integrity and is architecturally significant.

The private drives identified on the 1915 map, which run east/west between LeBrun Road and Ruskin Road will become Keswick Road and Westmoreland Road. The Berryman Estate was located to the east of Ruskin Road on the 1915 map. Berryman Drive appears on the 1932 map, as does Brantwood Road to the west. Keswick Road has been extended to Brantwood Road, and Westmoreland Road to Harlem Road. Given the history of the layout of the streets, and the number of residences on Keswick Road retaining a high level of architectural integrity it is recommended that the proposed **Brantwood-Ruskin Historic District** be expanded to include Keswick Road, and be named the **Keswick-Ruskin-Brantwood Historic District** or simply “**Brantwood Park**” (Photos 5-103 through 5-110). In addition to the French Eclectic residence at **74 Keswick Road** (ca. 1925; Photo 5-106) and the Tudor Revival house at **80 Keswick Road** (ca. 1920; Photo 5-107) previously identified, though not included in the district initially proposed, **10 Keswick Road** (ca. 1905; Photo 5-104); **54 Keswick Road** (ca. 1945); **89 Keswick Road** (ca. 1924); **90 Keswick Road** (ca. 1917); **91 Keswick Road** (ca. 1924); **92 Keswick Road** (ca. 1934) and **102 Keswick Road** (ca. 1915) contribute to this intact suburban neighborhood. As is the case with the properties previously identified, most of the houses date from the period of the late 1920s through the 1940s. **10 Keswick Road**; **54 Keswick Road**; **89 Keswick Road** and **90 Keswick Road** are all Colonial Revival styled residences. **10 Keswick Road** and **54 Keswick Road** are frame structures with Georgian proportions and detailing, while **89 Keswick Road** and **92 Keswick Road** are brick faced structures with Federal detailing. **102 Keswick Road** is an American Foursquare with craftsman detailing exhibited in the knee bracing at the broad eaves and exposed framing at the porch. **74 Keswick Road** (USN 02902.000464) was documented in the *Intensive Level Survey*, 1998 and has an inventory form on file at the NYS-OPRHP. National Register eligibility has not been determined.

The district, as originally proposed, had a total of 203 houses, with 160 contributing and 43 non-contributing. The proposed **Brantwood-Ruskin-Keswick Historic District** includes **19 to 353 Ruskin Road** (west side), **10 to 364 Ruskin Road** (east side), **3 to 365 Brantwood Road** (west side), **2 to 406 Brantwood Road** (east side), **7 to 41 Woodhaven Road** (south side), **8 to 36 Woodhaven Road** (north side), and **10 to 102 Keswick Road** (north side) and **41 to 91 Keswick Road (south side)**. There are a total of 212 houses with 169 contributing and 43 non-contributing. Typically the non-contributing properties are not consistent with the mass-forms, and period styles represented in the district. The properties that have replacement windows or synthetic siding were considered contributing if the overall sensibility of their original design remained intact. The non-contributing properties are: 41, 42 and 78 Keswick Road (3 properties); 27, 41, 49, 87, 143, 159, 188, 204, 217, 218, 223, 235, 255, 271, 293, 298, 303, 317, 333, and 365 Ruskin Road (20 properties); 2, 3, 11, 21,

30, 77, 80, 120, 97, 141, 211, 246, 259, 283, 298, 304, 310, 340, and 402 Brantwood Road (19 Properties) and 41 Woodhaven Road (1 property).

Not identified in the *Reconnaissance Level Survey, 1997*¹¹ are distinctive post-World War II neighborhoods that exhibit a standardization of site plan and architectural design. Of particular interest are five neighborhoods, located well north of Main Street along Alberta Drive, Albion Drive, Augusta Drive, Callodine Avenue, and Danebrock Drive, which were constructed in the 1950s. The building forms move along the street with a uniform setback, and broad expanse of lawn, creating a dynamic rhythm, broken only by the change of entrance part from center to side. There are some trees lining each street, but they tend to be relatively immature. All of the neighborhoods have their utility lines buried, except for Callodine Avenue, where they remain, with their poles, above ground. Individually these stylistic types are not significant. It is the repetition of a standardized type on a street with similar set backs, sidewalks, landscaping and relation of driveway to entry, and entrance path that is significant. Each of these neighborhoods is significant as a unique, uniformly planned post-World War II residential suburban landscape that retains significant integrity of context, materials, and feeling and association to be considered an Historic District.

The proposed **Alberta Drive Historic District** (Photos 5-1, 5-2, 5-3) is located between Longmeadow Road and Eggert Road. The proposed district includes **10 to 190 Alberta Drive** (west side) and **11 to 185 Longmeadow Drive** (east side). There are 55 buildings (48 contributing and 7 non-contributing) in the proposed district. The district includes **Temple Sinai, 50 Alberta Drive** (ca. 1955; Photo 5-3). The residences, which were constructed in the 1950s are a collection of small, cubic massed, hip-roofed, single-story buildings, approximately one-thousand square-feet in area, and clad in yellow brick. The cubic forms move along the street with a uniform setback, and broad expanse of lawn, creating a dynamic rhythm, broken only by the change of entrance part from center to side. A simple, cubic garage is located to the rear. The slightly curved path from the driveway to entry is the same for each residence. There are some trees lining the street and the utility lines have been buried. The design and layout are standardized. Collectively the properties form a district, significant as a rare example of a uniformly planned, post-World War II, suburban design, in the town of Amherst. The non-contributing properties are 18, 27, 53, 86, 125, 135, and 185 Alberta Drive.

Temple Sinai, 50 Alberta Drive, ca. 1955, a post-World War II Synagogue, compliments the contextual sensibility of the district. The material fabric of the synagogue is the same tan brick, and the formal qualities are cubic, in keeping with the rhythm of the residential structures lining the street. There are two main components to the building. The two-story temple space and the single story entrance and office/support space. The entrance is centered with the temple space to the south and ancillary space to the north. Though cubic in form, the elevation of the temple space has a sense of verticality, a result of the repetitive cast piers across the front elevation, which continue two-thirds of the way up the elevation. In the middle of this elevation a full story cubic volume projects slightly beyond the plane of the

¹¹ These properties were constructed in the mid- to late-1950s. They would not have achieved significance within 50-years of construction at the time of the 1997 *Reconnaissance Level Survey*.

wall. The ancillary space to the south is composed of a wall of metal hopper windows vertically stacked. The temple is significant as an example of modern, ecclesiastic architecture set within and complimentary to, its suburban residential neighborhood.

The proposed **Albion Avenue Historic District** (Photos 5-4, 5-5) is located between Adrian Avenue and Akron Avenue.. The proposed district includes **1 to 101 Albion Drive** (south side) and **4 to 98 Albion Drive** (north side). The proposed district contains 41 buildings (39 contributing and 2 non-contributing). This neighborhood contains a collection of one-and-one-half story cross-gable structures, and single-story, hip-roofed cubic structures with burnt sienna or tan brick cladding. In some instances the side gable is clad in vinyl or wood siding. An octagonal window is located in the facing gable, and a picture window in the wings. The entrance is located at the inner bay of the front-facing gable type. In the cubic structures the entrance is located centrally, or at the outer bay closest to the driveway. There are some newly planted trees lining the street and the utility lines have been buried. Contributing front-gable garages are associated with the cross gable residences and cubic garages with the cubic residences. The non-contributing residences are 27 and 40 Albion Drive.

The proposed **Augusta Avenue Historic District** (Photo 5-7, 5-8) is located between Eggert Road and Violet Avenue. The proposed district includes **4 to 50 Augusta Drive** (east side) and **5 to 43 Augusta Drive** (west side). The proposed district contains 20 buildings, all contributing. The neighborhood is made up of single story, cubic structures with a hip roof, and entrance defined by a projecting cubic bay centrally located, or a cubic bay projecting from one half of the main cubic mass. Picture windows penetrate the walls of the front elevation, while rectangular windows, located just below the eaves, are on the side elevation. The hip roofed garage is set back along, and attached to, the main block. The buildings are clad in tan brick, and in some instances the side elevations are clad in wood or vinyl siding. The garage is clad in the same material as the side elevation. There are a few trees lining the street, and the utility wires are buried.

The proposed **Callodine Avenue Historic District** (5-10, 5-11, 5-12) is located between Freemont Avenue and Longmeadow Road. The proposed district includes **374 to 453 Callodine Drive** (east side) and **380 to 444 Callodine Drive** (west side). The proposed district contains 34 buildings, all contributing. This neighborhood contains a collection of one- and two-story residences. The hip-roofed, single-story residences feature a side, center, or recessed center entrance on the front elevation. The main elevation is clad in tan or red brick, while the side elevations are vinyl or wood sided. When the entrance is centrally located, a picture window is located in the flanking bay. When the center entrance is recessed the garage is attached. The two-story residences are cubic forms with picture windows in the four quadrants, and an entrance located centrally. Electric poles and utility wires line the street, in addition to some trees. Contributing garages located to the rear.

The proposed **Danebrock Drive Historic District** (Photos 5-41, 5-42, 5-43) is located along Danebrock Drive, a dead end street east of Ivyhurst Road. The proposed district includes **15 to 115 Danebrock Drive** (south side) and **26 to 120 Danebrock Drive** (north

side). The proposed district contains 37 buildings, 32 contributing and 5 non-contributing. This neighborhood contains a collection of one-story, cross-hip and cross-pyramidal residences, with the entrance located in the front facing bay. The residences are typically clad in brick, though in some instances the side elevations are clad in wood or vinyl siding. Garages, located to the rear of the property are contributing. The utility lines have been buried and some trees line the street. The non-contributing properties are: 15, 34, 46, 99, and 105 Danebrook Drive.

Demolished and Significantly Altered Properties:

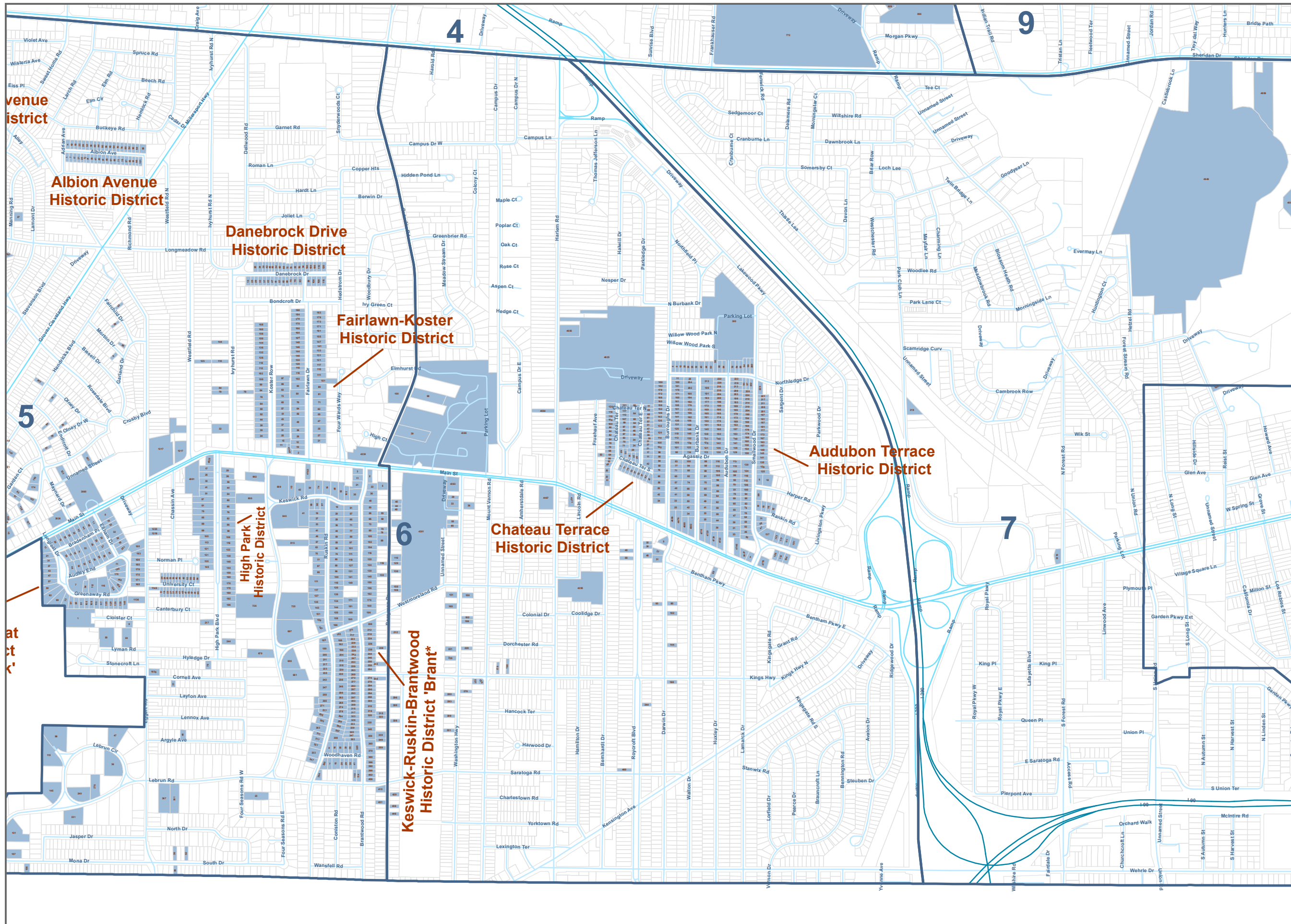
The **Belinson Real Estate Office at 3879 Bailey Avenue** (ca.1930), facing Crosby Circle has been significantly altered with changes to the original side facing hip on gable mass. A full gable with fish scale shingles, a rear addition, vinyl siding and replacement windows have significantly altered the original domestic scale office.

320 Capen Street (ca. 1930) is a 1 1/2-story front gables Bungalow originally exhibited Tudor Revival influences. The stucco & decorative half-timbering in the gables has been replaced with shingle and the windows replaced. These alterations significantly compromise the integrity of the building.

44 Maynard Road (ca. 1901) a small Dutch colonial with gambrel roof and flared eaves has been altered with replacement siding and windows and as a result has lost integrity.

Area 6

Historic Districts and Properties



Area Number
 Historic Property or District
Road Name

0 0.1 0.2 0.4 Miles

AREA 6

Area 6 is located to the west of Area 5, and is bounded by, and includes, Getzville Road and Berryman Drive on the west; the Youngman Expressway (I-290) on the east, Sheridan Drive on the north, and the Amherst-Cheektowaga town line on the south.

The hamlet of Snyder appeared as “Snyderville” on the historic maps until at least 1901, at which point the name was shortened to Snyder. The hamlet is centered on the intersection of Main Street and Harlem Road, where Snyder’s business district was historically located. The intersection is devoid of any remnants of its nineteenth-century commercial built form.

The road, which will become Buffalo Road, and eventually Main Street and NY State Route 5, had essentially been laid out, and appears on the 1829 map, as does the road that will become Getzville Road. By 1855 the portion of Main Street extending through Area 6 shows a number of property owners including a “Mrs. Snyder” and an “M Snyder” to her west. “G. Snyder” is shown to own property on the road, which will become Harlem Road by 1855. The hamlet of Snyderville, centered at the intersection of Main Street and Harlem Road, is noted on the 1866 map, with “Mrs. Snyder” and “M Snyder” still residents on Main Street. By 1901 the hamlet of Snyderville is identified simply as Snyder. The electric trolley has been established on Main Street in Amherst, providing a convenient way for people to live away from the city, and commute to work. In response farm tracts were sold and subdivisions developed. By 1909, two subdivisions are noted: north of Main Street at Harlem Road, and one just slightly west at “Witmer Farm”.

By 1915 the area west of Harlem Road had been laid out as a subdivision called “College Hill”, while the “M. Snyder Estate” owned the area immediately to the east. The street farthest west, running north-south adjacent to the Pomeroy Estate was Washington Highway. Mount Vernon was the primary north-south route with Yorktown Road, Saratoga Road, Kings Highway and Alpha Road running east-west. The “Schenck Estate”, “Rost Estate” and “Snyder Estate” bound the neighborhood on the east. As of 1915, the area north of Main Street in Area 6 had no suburban development.

By 1923 Roycroft Boulevard and Berryman Drive had been constructed south of Main Street, as had Fruehauf Avenue, Chateau Terrace, Chateau Terrace East, Chateau Terrace South, Burroughs Drive north to Northledge Drive, Burbank Drive, and Audubon Drive to the north. It was not until 1932 that Smallwood Drive, Livingston Parkway, and Lakewood Parkway were constructed. As of 1948, the only additional suburban growth north of Main Street, and east of Getzville, was the small neighborhood along Avalon Drive and Ridgewood Drive, south of Kensington Avenue. By 1972 the area would be completely developed.

The Non-Residential Buildings: Ecclesiastic, Educational and Commercial

There are three educational institutions with buildings of significance in Area 6: **Daemen College, Amherst Central High School** and **The Park School**. Though no longer retaining its original function, **District No. 15 School Building** is also located in Area 6.

Daemen College, which was founded in 1947 as Rosary Hill College for women, is located at **4380 Main Street**, just east of Getzville Road. In 1915 the area to the east of Getzville Road were the estates of "H.E. Crouch" and "Allen L. Gardner". The significant buildings on campus are the former **Rosa Coplon Mansion** (ca. 1918; Photo 6-77), which is now Curtis Hall, and the former **Crouch-Waite Mansion** (ca. 1912; Photo 6-78), the current Rosary Hall. The **Coplon Mansion**, which was constructed ca. 1918, is an excellent example of the Italian Renaissance Revival style. The property is a designated Local Historic Landmark, and is National Register Eligible (USN 02902.000480). An inventory form is on file for this building at the NYS-OPRHP. The **Crouch-Waite Mansion** is also an excellent example of the Italian Renaissance Revival style, and was constructed ca. 1912.¹

Amherst Central High School (ca. 1930; Photo 6-75) located at **4301 Main Street**, was constructed on the grounds of the former Berryman Estate, and Douglass & Pomeroy Estate, which ran from Main Street to the town line. The grounds of the brick clad, early twentieth-century, Late Gothic Revival school extend south to Kings Highway, between Berryman to the west, and Washington Highway to the east. The property is National Register Eligible (USN 02902.000780). Behind the high school, at **55 Kings Highway**, is **Amherst Middle School** ca. 1960, which has been determined to not be eligible for the National Register (USN 02902.000781).

The former **Amherst School District No. 18 Building**, (ca. 1930; Photo 6-61)², located at **4255 Harlem Road**, was designed using a Tudor Revival vocabulary. The red brick building with stone trim at the doors and windows is consistent with residential buildings located throughout Area 5 and Area 6. The property has been determined to be National Register Eligible (USN 02902.000091). The building is currently the Harlem Road Community Center.

Christ the King Roman Catholic Church (ca. 1928; Photo 6-72, 6-73) is located at **30 Lamarck Drive**, at the southeast corner of Main Street. The church retains a high level of period design integrity and material fabric. It is an excellent example of a church designed, and constructed, in the Tudor Revival style. It is National Register Eligible (USN 02902.000465). To the east of the church is the **school** (Photo 7-74) building constructed in 1952. The Tudor Revival school features pre-cast, ashlar-faced concrete at the first floor, and brick at the second floor level. The parapet and corner piers are also capped with cast stone. Aedicule, with statues flank the center, smooth, precast entry bay. The simple three bay elevation is defined by the corner piers, and smooth precast entry bay, which project beyond the plane of the wall. The flanking aedicule complete the composition. Cast stone

¹ The Crouch estate does not appear on the 1909 map, however it appears on the 1915 map.

² The school is not on the 1923 Sanborn map, however appears on the 1932 Sanborn Map.

muntins divide the second story window at the entrance bay. Windows along the side elevations allow natural light into the classroom. The school is a good example of mid-century institutional Tudor Revival design, sensitive to the adjacent church, and consistent with the residential flavor of the neighborhood.

4511 Main Street (ca. 1930; Photo 6-80) is a rare example of an intact commercial storefront in town. Although the building has been altered with replacement windows and changes to the storefront, Art Deco detailing at the piers and second story remain intact. The property was documented as part of the *Reconnaissance Level Survey*, 1998 and an inventory form is on file at the NYS-OPRHP (USN 02902.000481). National register eligibility has not been determined.

4363 Main Street (ca. 1912), at the northwest corner of Washington Highway, was originally constructed to market the adjacent College Hill subdivision. The simple one-story Colonial Revival building with center entrance was the subdivision/builder's office. The three-bay wide north elevation features a center entrance with a flat-roofed porch supported by Tuscan columns. Tripartite windows flank the entry. The gabled ends feature stepped parapets.

The building located at **4467 Main Street** (ca. 1930; Photo 6-79), at the southwest corner of Harlem, is a single story Georgian Revival tan brick commercial building. The building first appears on the 1932 Sanborn map as a bank, and continues to retain that function as an HSBC Bank. Not only is the building significantly architecturally, it is a rare example of early twentieth-century commercial architecture in Amherst that has maintained the same functional use for over 80-years.

Residential Properties and Suburban Development:

A study of the historic maps, specifically the map; the 1909 map; 1915 map, and the 1923, 1932 and 1950 Sanborn maps provide a graphic description of residential and suburban growth in Area 6. The 1909 map shows development along Main Street. Large tracts of land make up most of the area north and south of Main Street. There are two suburbs evident. The west half of the "Witmer Farm", lots 30 and 39, which are located west of Harlem Road have been divided into individual lots lining one side of an unidentified street. The east side of Harlem Road, just north of Main Street has been divided into six individual lots.

By 1915 the "Meadow Crest" subdivision had been laid out north of Main Street, on the west side of Harlem Road, though only a few lots show houses on the 1915 map. The "College Hill" subdivision is located south of Main Street, to the west of Harlem Road. Running north-south are Washington Highway, and Mount Vernon Road; while Yorktown Road, Charlestown Road, Saratoga Road, Kings Highway, and Alpha Road move east-west through the neighborhood. Between Alpha Road (becomes part of Westmoreland Road), and Main Street on either side of Mount Vernon Road, the "Suer Estate" remains intact, while the "Schenck", "Rost" and "Snyder" Estates remain south of Main Street, and west of Harlem Road, north of Saratoga Road. At this point there are only a handful of residences

between Kings Highway and Alpha Road. This is important because any residences on these properties constructed prior to 1915 have an amplified level of significance for their association with early suburban development.

North of Main Street, the neighborhood, including Fruehauf Road; Chateau Terrace; Chateau Terrace South; Chateau Terrace East; Burroughs Drive; Burbank Drive; Audubon Drive; Agassiz Drive, and Northledge Drive had been laid out, though houses had only been constructed on Fruehauf Road by 1923. South of Main Street, Bernhardt³ Road and Roycroft Boulevard are identified, however there are no residents or lots on Bernhardt Drive, and only one residence on Roycroft Boulevard. While residences have been constructed in Meadow Crest, and along Washington Highway in College Hill, most of the streets laid out by 1915 still remain lined with vacant lots.

By 1932 the situation has changed dramatically. New roads and neighborhoods have been constructed. Moving west from Washington Highway, and the lot where **Amherst Central High School** (Photo 6-75) is located, Berryman Drive and Brantwood Road now run north-south between Main Street, and the town line. Kings Highway runs east-west between the school lot, and Brantwood Road. North of Kings Highway, Alpha Road has become Westmoreland Road, which runs east-west, cutting across the school lot between South Harlem Road and Berryman Drive in Area 5. South of Kings Highway, Saratoga Road also cuts across the school lot east to Mount Vernon Road, and heads west toward Ruskin Road in Area 5. The farm tracts located between Mount Vernon Road and Bernhardt Drive, south of Main Street, have been divided into individual lots. Amherstdale Road has been constructed between Harlem Road to the east, and Mount Vernon Road to the west. It continues south, across Westmoreland Road to a new east-west connector called Dorchester Road, which runs between Mount Vernon and South Harlem, just north of Kings Highway. To the north of Dorchester Road is Colonial Drive, which crosses South Harlem Road to become Coolidge Drive. Coolidge Drive dead-ends at Bernhardt Drive. To the south of Kings Highway is Hancock Terrace, running east-west between South Harlem Road and Mount Vernon Road. At the midpoint of Coolidge Drive, running south, is Hamilton Drive. Lincoln Road has been constructed south of Main Street, between South Harlem Road to the west, and Bernhardt Drive to the east. It turns at **Amherst School District Number 18**⁴ (Photo 6-61) and continues as Lincoln Road, which continues west to South Harlem Road. To the east of Roycroft Boulevard, which has been extended south to Kensington Avenue, are Darwin Drive, Walton Drive, Huxley Drive and Lamarck Drive. Lamarck Drive and Darwin Drive intersect Main Street. Walton Drive and Huxley Drive intersect Bentham Parkway to the north, which parallels Main Street, located to the south. Kensington Avenue has been built by 1932, however no structures appear on the Sanborn Map. No new roads have been constructed north of Main Street. By 1932 a number of suburban, residential roads have been constructed off Main Street. At this time, roads have been constructed off the suburban roads, in the grid, both orthogonal and curvilinear, which have come to define the suburban landscape of Amherst.

³ The "Bernhardt Bros" owned land on tracts 28 and 31, as noted on the 1915 map.

⁴ An important aspect of "School 18" (Harlem Road Community Center) significance is that it was constructed to accommodate this newly established neighborhood.

The 1932 map illustrates not only the layout of new streets, lots and neighborhoods, but it also presents the density of residential construction graphically. Brantwood Road, Berryman Drive and Washington Highway had approximately fifty-percent of their lots occupied. The new subdivision between Mount Vernon Road and Bernhardt Drive was essentially vacant, except for small pockets. Coolidge Drive was completely occupied, and the south end of Hamilton Drive shows twenty lots with houses with a similar footprint and set back constructed. Nothing has been built along Bernhardt Drive, and very little on the streets eastward. Interestingly, and likely because the neighborhoods are older, most of the lots north of Main Street that appeared as development on the 1907 map show houses. It is important to note that as of 1932 no development had occurred in Area 6 east of Lamarck Drive to the south of Main Street, and along Audubon Parkway to the north.

Post-World War II development is graphically illustrated by the 1950 Sanborn Map. By 1950 there are few vacant lots on existing or new suburban streets. Development had occurred south of Kensington Avenue, and Wehrle Drive appears for the first time. Saratoga Springs Road has been extended past Kensington Avenue to the east to cross over Lamarck Drive. This reflects the development of the area to the south of Saratoga Road along all of the north-south routes. In addition to Wehrle Drive, Lexington Terrace, Yorktown Road and Charlestown Road have been constructed between Mount Vernon Road and Harlem Road, south of Saratoga Road. To the north of Main Street, west of Harlem Road, Campus Drive and Campus Drive East have been constructed. Interestingly the first cul-de-sac appears in Area 6 off Harlem Road just north of Saratoga Road. Harwood Drive breaks the rectilinear pattern, consistently observed in early twentieth-century suburban development, as a cul-de-sac to the west of Harlem Road, just north of Saratoga Road.

The majority of residential properties in Area 6 were constructed after World War II. Those that were constructed prior to that period are significant as they are associated with, and contribute to, the story of suburban growth in the town.

Four properties along Getzville Road have been identified as resources. Two of the residences show elements of the Craftsman style as exhibited by the wood shingled structure at **99 Getzville Road** (ca. 1920; Photo 6-59) and **50 Getzville Road** (ca. 1910; Photo 6-58) with its quarry-face random stonework (ca. 1904). **39 Getzville Road** (ca. 1912; Photo 6-57) is a frame residence with Craftsman/Colonial Revival detailing and clapboard siding. **100 Getzville Road** (ca. 1920; Photo 6-60) is a wood shingled Colonial Revival house. The **stone wall** located in front of the caretaker's quarters at 4196-4200 Main Street (Area 5, Photo 5-144), continues along Main Street and turns to run north along the west side of Getzville Road, to just before Elmhurst Road (Photo 5-78, north of High Court; Photo 6-60). **50 Getzville Road** was the main house for the Arthur E. Hedstrom Estate. The property was documented in the *Intensive Level Survey*, 1998 and an inventory form is on file at the NYS-OPRHP (USN 02902.000462). No National Register eligibility determination has been made.

Berryman Drive does not appear on the 1923 map, however by 1932 it had been laid out, and approximately half the lots were developed. The residences from that period were constructed primarily using a Tudor Revival and Colonial Revival Style. A few Craftsman Bungalow style residences also date to this time. Although there are a number of properties along Berryman Road that retain a high level of period significance, there are not enough, given the total number of properties on the street to warrant an historic district. The properties identified in the *Reconnaissance Level Survey*, 1997 include **40, 130 and 349 Berryman Drive**, (Photos 6-12, 6-23, 6-38), which are brick Bungalows with tile roofs and contributing garages. **89 Berryman Drive** (ca. 1922; Photo 6-19) and **5 Berryman Drive** (ca. 1928; Photo 6-11) are both reminiscent of the English Cottage Craftsman style with rolled roof eaves, while **431 Berryman Drive** (ca. 1910; Photo 6-42) and **229 Berryman Drive** (ca. 1939; Photo 6-28) are both designed with Tudor Revival detailing. **5 Berryman Drive** (USN 02902.000459), **89 Berryman Drive** (USN 02902.000460), and **130 Berryman Drive** (USN 02902.000461) were documented in the *Intensive Level Survey*, 1998, and have inventory forms on file at the NYS-OPRHP. National Register eligibility has not been determined for any of the properties.

A number of properties, not previously identified, exhibit characteristics of the Craftsman Bungalow style **446 Berryman Drive** (ca. 1931; Photo 6-44) is a Bungalow with a tile roof and contributing garage. **339 Berryman Road** (ca. 1937; Photo 6-37) is a frame building with front facing gable and cross gables detailed with knee bracing at the broad over hanging eaves. **119 Berryman Drive** (ca. 1930; Photo 6-21) is an example of American Foursquare with open eaves showing outriggers and columns in antis at the center entrance.

Additionally 10 residences, typically constructed ca. 1930, designed in the Tudor Revival style were identified. The residences exhibit character defining features associated with the style such as leaded glass, patterned stonework details, stone surrounds at arched doorways, gable roofs with cross gable entries, and half-timbering. All of these properties are located south of Kings Highway. The properties are **269 Berryman Road** (ca. 1930; Photo 6-31), **296 Berryman Road** (ca. 1930; Photo 6-32), **300 Berryman Road** (ca. 1932; Photo 6-33), **315 Berryman Road** (ca. 1927; Photo 6-34), **323 Berryman Road** (ca. 1929; Photo 6-35), **326 Berryman Road** (ca. 1930; Photo 6-36), **359 Berryman Road** (ca. 1930; Photo 6-39), **415 Berryman Road** (ca. 1929; Photo 6-40), **420 Berryman Road** (ca. 1919; Photo 6-41) and **436 Berryman Road** (ca. 1920; Photo 6-43). **359 Berryman Road** is the only frame example. Three examples showing references to the Tudor Revival Style that were constructed after ca. 1935, and do not appear on the 1932 map are **59 Berryman Road** (ca. 1940), **212 Berryman Road** (ca. 1932; Photo 6-27), and **259 Berryman Road** (ca. 1939; Photo 6-30).

There are ten examples of residences designed in the Colonial Revival style that appear on the 1932 Sanborn map, and retain a high level of period integrity. **44 Berryman Road** (ca. 1930; Photo 6-13) is a simple one-and-one half story front facing gable with wood shingle siding; **48 Berryman Road** (ca. 1925; Photo 6-14), is a side entrance colonial with gambrel roof; **53 Berryman Road** (ca. 1915; Photo 6-15) is noteworthy for its full front porch supported by Tuscan columns; **73 Berryman Road** (ca. 1927; Photo 6-17)

shows paired columns supporting a portico with heavy entablature supporting a broken segmental arch; **79 Berryman Road** (ca. 1922; Photo 6-18) is a frame building with wood siding and correctly scaled corner quoins executed in wood suggesting a reference to the Georgian Revival style; **110 Berryman Road** (ca. 1920; Photo 6-20) is a front gable frame building with a battered, stucco faced chimney, and two-story intersecting shed roof bay providing a side entrance; **120 Berryman Road** (ca. 1928; Photo 6-22) is also a front facing gable structure with a brick chimney intersecting the facing gable, and full single story screened front porch with entablature and Tuscan column supports; **156 Berryman Road** (ca. 1920; Photo 6-26) is an excellent example of a Dutch Colonial, and **253 Berryman Road** (ca. 1930; Photo 6-29) is a brick colonial with tile roof and brick gabled entrance. **150 Berryman Road** (ca. 1930; Photo 6-25) is somewhat eclectic with its asymmetrical facing gable, gabled dormer with rafter tails, and segmental portico supported by wall brackets at the entrance. **133 Berryman Road** (ca. 1923; Photo 6-24) is an eclectic single-story, side gable, tan brick residence with tile roof. The brick detailing under the broad eaves continues horizontally to strike a line at the side chimney, and in doing so provides scale and proportion to the windowless elevation. The properties constructed in the years leading up to, and following World War II tend to be smaller Capes, Ranches and Neocolonials that lack distinction.

One of the first suburbs laid out in Area 6 was College Hill with fourteen residences constructed along Washington Highway, south of Alpha Road (Westmoreland Road) by 1915. **4363 Main Street** (ca. 1912; Photo 6-76) was constructed to market the subdivision. Four properties were identified in the *Reconnaissance Level Survey*, 1997. **33 Washington Highway** (ca. 1907; Photo 6-92) and **36 Washington Highway** (ca. 1910; Photo 6-93) are both Craftsman inspired residences, and first appear on the 1923 Sanborn map. **65 Washington Highway** (ca. 1925; Photo 6-95), a craftsman inspired bungalow first appears on the 1932 Sanborn Map. **55 Washington Highway** (ca. 1936; Photo 6-94) exhibits formal qualities of the International Style including cubic massing, flat roofs with no overhangs, a large, floor-to-ceiling window, obscured entry and smooth, unadorned walls. **33 Washington Highway** (USN 02902.000502), **36 Washington Highway** (USN 02902.000503) and **55 Washington Highway** (USN 02902.000504) were all included in the *Intensive level Survey*, 1998 and have inventory forms on file at the NYS-OPRHP. National Register eligibility has not been determined for the properties.

Not identified by the previous survey, but of particular note are 7 properties that appear on the 1915 map, namely **6 Washington Avenue** (ca. 1910; Photo 6-90); **151 Washington Highway** (ca. 1912; Photo 6-97), **182 Washington Highway** (ca. 1910; Photo 6-99), **220 Washington Highway** (ca. 1910; Photo 6-101), **221 Washington Highway** (ca. 1902; Photo 6-102), **235 Washington Highway** (ca. 1914; Photo 6-103), and **278 Washington Highway** (ca. 1910; Photo 6-104). These properties retain a high level of integrity and were among the first constructed in College Hill. **6 Washington Avenue** is a National Register Eligible Craftsman style residence. An inventory form is on file at the NYS-OPRHP (USN 02902.000823). **151 Washington Highway** is a side gable brick and wood shingle Colonial Revival residence with pedimented portico supported by square columns. **235 Washington Highway** exhibits craftsman detailing with an unusual combination of shed and gable roof lines and eaves supported by knee braces with a ninety

degree angle supporting the fascia. **220 and 278 Washington Highway** exhibit craftsman detailing. Of particular note is the stained glass at **220 Washington Highway**. A number of properties constructed between in the late teens and 1920s, in addition to those already identified, retain moderate to a high level of period integrity. **165 Washington Highway** (ca. 1920; Photo 6-98), **186 Washington Highway** (ca. 1920; Photo 6-100), **293 Washington Highway** (ca. 1915; Photo 6-106), and **331 Washington Highway** (ca. 1919; Photo 6-108) appear on the 1923 Sanborn map. **29 Washington Highway** (ca. 1925; Photo 6-91), **150 Washington Highway** (ca. 1925; Photo 6-96), **285 Washington Highway** (ca. 1927; Photo 6-105), and **309 Washington Highway** (ca. 1925; Photo 6-107) first appear on the 1932 Sanborn Map. **285 and 331 Washington Highway** were designed in the Craftsman Bungalow style, while **182, 293 and 309 Washington Highway** exhibit Craftsman detailing. **150 and 186 Washington Highway** are American Foursquare residences with Prairie detailing. **165, 221, and 309 Washington Highway** were designed with Colonial Revival style detailing. Of particular interest is **293 Washington Highway**, a front gable frame building with projecting pediment. Bolted fasteners at the open eaves and fascia board are suggestive of hand tooling, a common theme in the arts and crafts movement.

Aside from the residences constructed on Washington Highway, and a few residences on King's Highway, no development had occurred on the other streets of the College Hill suburb prior to 1923. **178 Kings Highway** (ca. 1925; Photo 6-69) is an example of the Craftsman style, while **151 Kings Highway** (ca. 1920; Photo 6-67), and **190 Kings Highway** are examples of the Bungalow style. **178 Kings Highway** is two-and-one-half story residence with open eaves, knee bracing and shingle siding. A shed roof, supported by "stick" bracing shelters the side entrance. **151 Kings Highway** is a one-and-one-half story, stucco residence with a king's post at the entry stoop. Knee bracing is located at the open eaves and shed roof dormers at the front and back elevations. **190 Kings Highway** (ca. 1928; Photo 6-70) was designed in the Bungalow style, and features wood shingles, open eaves with knee bracing. The side gable roof extends to cover the porch and is supported by square, battered columns. **155 Kings Highway** (ca. 1920; Photo 6-68) is representative of the Dutch Colonial style and features wood shingles, a segmental portico supported by paired, thin Tuscan columns and six-over-one sash windows. A contributing stone wall surrounds the corner lot. While there are a handful of residences constructed in the Tudor style on Mount Vernon Road, they are similar to those found elsewhere in Amherst, and are situated at a distance from each other and therefore lack the contextual cohesion found in other neighborhoods.

The historic resources along Harlem Road, north of Main Street have been previously documented, and have not been significantly altered. **4554 Harlem Road** (ca. 1910; Photo 6-63) (USN 02902.000176) and **4655 Harlem Road** (ca. 1915; Photo 6-66) (USN 02902.000227) are good examples of the Bungalow style. **4554 Harlem Road** was a part of the Meadow Crest subdivision. **4655 Harlem Road** was included in the *Intensive Level Survey*, 1998. Inventory forms for both properties are on file at the NYS-OPRHP. Both have been determined not to be eligible for the National Register.

There are three properties of high significance located on the east side of Harlem Road, across from the Meadow Crest subdivision. **4531⁵ Harlem Road** (ca. 1850; Photo 6-62) is a very good example of the **Greek Revival** style popular in the 1830s – 1850s, and one of the oldest surviving properties in Area 6. A house at this approximate location is shown on the 1855 map. **4635 Harlem Road** (ca. 1830; Photo 6-65), the **John Schenck House**, is one of six nineteenth century houses in the town constructed out of Onondaga limestone. It retains a high level of integrity with only the basement windows having been replaced with glass block. The house is currently owned by Park School, a private institution located to the north and west. This property was documented in the *Intensive Level Survey*, 1998, and an inventory form is on file at the NYS-OPRHP (USN 02902.000158). The property is National Register Eligible. Park School also owns **4625 Harlem Road** (ca. 1880s; Photo 6-64), a front-gable frame building. Although this structure has been altered with the removal of the front porch, and the addition of vinyl siding, there are few remaining examples from the late nineteenth-century in this part of Amherst due to early suburban development. Further, it retains sufficient integrity of mass and fenestration to contribute to an understanding of late nineteenth-century residential architecture in Amherst.

The land east of Harlem Road, north of Main Street, remained as large tracts of privately owned land until after 1915. By 1923 the individual tracts had been sold, and developed as individual lots. Park School buffers the neighborhood to the north, as do residential lots lining Main Street to the south. In 1923 only the lots on Fruehauf Avenue show houses constructed. By 1932 houses had been constructed on Chateau Terrace South, and Chateau Terrace East, with some construction on Chateau Terrace. The *Reconnaissance Level Survey*, 1997 proposed the **Chateau Terrace Historic District** (Photos 6-45, 6-46) as a distinct residential enclave featuring winding streets, and modestly scaled houses in close proximity to one another. The proposed district includes 70 houses, 47 contributing and 23 non-contributing. The district consists of the following houses: **11 to 77 Chateau Terrace East** (east side) and **20 to 80 Chateau Terrace East** (west side); **7 to 47 Chateau Terrace South** (south side) and **10 to 42 Chateau Terrace South** (north side); **22 to 120 Chateau Terrace** (west side) and **65 to 121 Chateau Terrace** (east side). The non-contributing properties are: **11, 17, 46, 51, 77, and 80 Chateau Terrace East; 3, 20, 37, and 42 Chateau Terrace South; Chateau Terrace 48, 68, 78, 83, 84, 87, 92, 93, 94, 98, 107, 110, and 113 Chateau Terrace.**

The area to the east of the Chateau Terrace neighborhood was still privately owned large tracts of land in 1915.⁶ It was laid out, and divided into lots by 1923, however very few houses had been built. By 1932 there were more residences, though half of the lots remained vacant. By 1952 there were houses on most lots. The *Reconnaissance Level Survey*, 1998 proposed the potentially significant **Audubon Terrace Historic District**. The

⁵ This property was labeled 4534 Harlem Road on the *Reconnaissance Level Survey*, 1997 and on the *Intensive Level Survey*, 1998.

⁶ The *Reconnaissance Level Survey*, 1998 suggested that this neighborhood had been laid out prior to 1915 by Charles Bernhardt. The 1915 Century Atlas indicates that Bernhardt owned a tract of land across Main Street directly south of where the Audubon Neighborhood would be developed.

proposed district is quite large with approximately 240 houses, 197 contributing and 43 non-contributing making up the district. The majority of the houses in the district were constructed in the decade leading up to 1930, in the 1940s, and just after World War II. The 20th century architectural styles represented in the district include Bungalow, Prairie, American Foursquare, Colonial Revival, Dutch Colonial Revival, Tudor Revival and small vernacular Capes. The properties retain a moderate level of integrity with some replacement windows and siding.

The **Audubon Terrace Historic District** is accessed off Main Street at Burroughs Drive, Burbank Drive, Audubon Drive and Smallwood Drive. Each intersection is detailed to give it a particular character. For example at the intersections of Main Street with **Audubon Drive** (Photo 6-2), **Burroughs Drive** (Photo 3) and **Burbank Drive** (Photo 6-6) cut metal street signs depict different silhouetted scenes⁷. The signs are designated Local Historic Landmarks. The intersection of **Smallwood Drive and Main Street** (Photo 6-1) features copper roof gazebo with ashlar brick walls, and supporting posts with tall piers defining the entrance.

The **Audubon Terrace Historic District** (Photos 6-1 through 6-9) is defined as follows: **4666 to 4778 Main Street; 17 to 229 and 4 to 260 Smallwood Drive; 25 to 223 and 36 to 222 Audubon Drive; 7 to 213 and 34 to 204 Burbank Drive; 25 to 185 and 34 to 186 Burroughs Drive; 4 to 98 and 11 to 93 Northledge Drive; 6 and 18 Harper Road; 10 to 22 Rankin Road; 101 to 137 and 104 to 120 Livingston Parkway**. The district includes a collection of early 20th century residential district featuring a variety of styles such as Bungalow, Prairie, American Foursquare, Colonial Revival, and Tudor Revival. There are 240 houses (197 contributing; 43 non-contributing) in the district. Originally 10 to 94 Livingston Parkway was included in original district, however these properties have been demolished and replaced with a late twentieth-century subdivision. The non-contributing properties are: **4754 Main Street, 4, 47, 59, 71, 81, 124, 125, 129, 141, 145, 154, 163, 167, 181, 198, 210, and 211 Smallwood Drive; 15, 23, 44, 93, 106, 149, 193, 203, 223, and 219 Audubon terrace, 25 Burbank, 74, 82, 88, 114, 140 and 199 Burbank Drive, 57, 65, 109, 119, 175, and 178 Burroughs Drive; 16 Rankin Road, and 101 Livingston Parkway**.

Roycroft Boulevard first appears on the 1923 Sanborn map, though only one house has been constructed on the east side of the street, a few lots down from Main Street. By 1932 Darwin Drive, Walton Drive, Huxley Drive and Lamarck Drive had all been laid out. A number of residences had been constructed on Roycroft Boulevard and Darwin Drive, while the remaining streets showed no construction. Kings Highway was extended to travel through the neighborhood on an east-west path, while Bentham Parkway intersected Darwin Drive, Walton Drive, Huxley Drive, and Lamarck Drive to the north, with only Darwin Drive and Lamarck Drive accessing Main Street. By 1950 most lots had houses, except for Huxley Drive and Lamarck Drive, which still had a number of vacant sites. The street layout and landscape is lovely with grassed medians on Bentham Parkway and on

⁷ During World War II the signs were dismantled and donated to the “war effort”. The existing signs are replicas.

Roycroft Boulevard, south of Kings Highway. The entrances off Main Street are defined. Stone walls and posts topped with elaborate lights flank the street, and a wrought iron arch with attached lights defines the sidewalk at the entrance to Darwin Drive. At Lamarck Drive the entrance is defined by stone walls and posts, crowned with metal silhouettes of Indian tepees (west post), and buildings with poplar trees (east post). Although the entrance to Roycroft Boulevard off Main Street is not as elaborately detailed, the intersection of **Main Street and Kensington Avenue** (ca. 1920; Photo 6-82) is defined by stone walls. The entranceways at the intersection of **Main Street and Roycroft Boulevard** (ca. 1920; Photo 6-81), **Main Street and Darwin Drive** (ca. 1920; Photo 6-47) and **Lamarck Drive and Smallwood Drive** (ca. 1920; Photo 6-71) are designated Local Landmark Properties and Listed on the National Register.⁸ The metal signs at **Main Street** and **Burroughs Drive** (ca. 1920; Photo 6-3), **Burbank Drive** (ca. 1920; Photo 6-6), and **Audubon Drive** (ca. 1920; Photo 6-2) are designated Local Landmark Properties, as are the entrance gateways, north and south, at Roycroft Boulevard and Kensington Avenue.

The *Reconnaissance Level Survey*, 1998 identified three historic resources in this neighborhood: **60 Bentham Parkway** (ca. 1940; Photo 6-10), **31 Darwin Drive** (ca. 1928; Photo 6-50), and **102 Darwin Drive** (ca. 1935; Photo 6-53). **60 Bentham Parkway** is a neoclassical composition with a full height pedimented Ionic entrance porch. **31 Darwin Drive** is an English Cottage/Craftsman style house with curved roof eaves, while **102 Darwin Drive** shows references to the Tudor style with front gable end bays, recessed entry porte and irregular brick surrounds, suggesting fallen stucco, at the windows and doors. **31 Darwin Drive** was documented in the *Intensive Level Survey*, 1998.

A number of other properties are significant cultural resources in this neighborhood. **32 Roycroft Boulevard** (ca. 1932; Photo 6-83) is beautiful brick colonial revival composition with fine brick work detailing at the window surrounds and brick sills, and within the stone arch defining the center entry bay. **38 Roycroft Boulevard** (ca. 1920; Photo 6-84) is a brick residence with stone sills and contributing garage, both detailed with broad overhanging eaves supported by knee braces, in a manner typical of the Craftsman vocabulary. **45 Roycroft Boulevard** (ca. 1925 Photo 6-85) is a wonderful frame Bungalow style dwelling with full front porch sheltered by the gable flare and support by substantial square piers. **48 Roycroft Boulevard** (ca. 1930 Photo 6-86) is a brick and shingle Bungalow style residence with full front porch sheltered by the extension of the gable roof, which is supported by groupings of square masonry piers. **55 Roycroft Boulevard** (ca. 1929 Photo 6-87) is detailed in the craftsman style with a hipped roof and broad overhanging eaves at the roof, expansive front dormer, and enclosed porch, all of which are supported by brackets. **244 Roycroft Boulevard** (ca. 1915 Photo 6-88) is a lovely stucco front facing gable residence with shed dormer along the length of the main gable. **460 Saratoga Road** (ca. 1928 Photo 6-89) is a good example of a Colonial Revival style residence with Georgian details. **5 Darwin Drive** (ca. 1933 Photo 6-48) and **27 Darwin**

⁸ Darwin Drive (added 7/23/09, 08NR05874); Lamarck Drive & Smallwood Drive (added 12/7/05, 05NR05516); Roycroft Boulevard (added 12/7/05, 05NR05515). Refer to footnotes 9 and 10 in Area 5.

Drive (ca. 1930; Photo 6-49) are both Colonial Revival style house with federal detailing as noted in the fan arch, and sidelights at the center entrance of **5 Darwin Drive**, and the arched opening, with transom and swags, at **27 Darwin Drive**. **90 Darwin Drive** (ca. 1927; Photo 6-51) is a frame Dutch Colonial with front entry and side gambrel. The segmental portico is support by square posts and fluted pilasters turn the corners at each elevation. **93 Darwin Drive** (ca. 1929; Photo 6-52) is a good example of the Tudor style with asymmetric facing gable, half timbering above a projecting bay, arched entry and open gabled wall dormer with half timbering in the recessed pediment. **144 Darwin Drive** (ca. 1925; Photo 6-54) is a stucco clad reside-on-gable roofs. A semi-hexagonal bay projects from the front gable to the left of the arched entry door. **190 Darwin Drive** (ca. 1930; Photo 6-55) is side gable medieval brick cottage with broadly overhanging eaves with rafter tails supporting a red tile roof. Note the paired arched windows above the single story gabled entry bay, and the flush masonry arches above the first floor windows.

Other neighborhoods and streets in Area 6 were developed primarily after World War II, and present unremarkable Ranches, Split Levels and Capes. The neighborhood to the southeast of Kensington Avenue is made up of curvilinear streets, including Stanwix Road, Lorfield Drive, Pearce Drive, Bennington Road, Brauncroft Drive, Steuben Road, Avalon Drive and Ridgewood Drive, a noticeable change from the predominately orthogonal street layout prominent in the early decades of the twentieth-century. Wehrle Drive and Kensington Avenue are both heavily traveled routes. Both show a mixture of commercial and post-World War II residential development.

Demolished and Significantly Altered Properties:

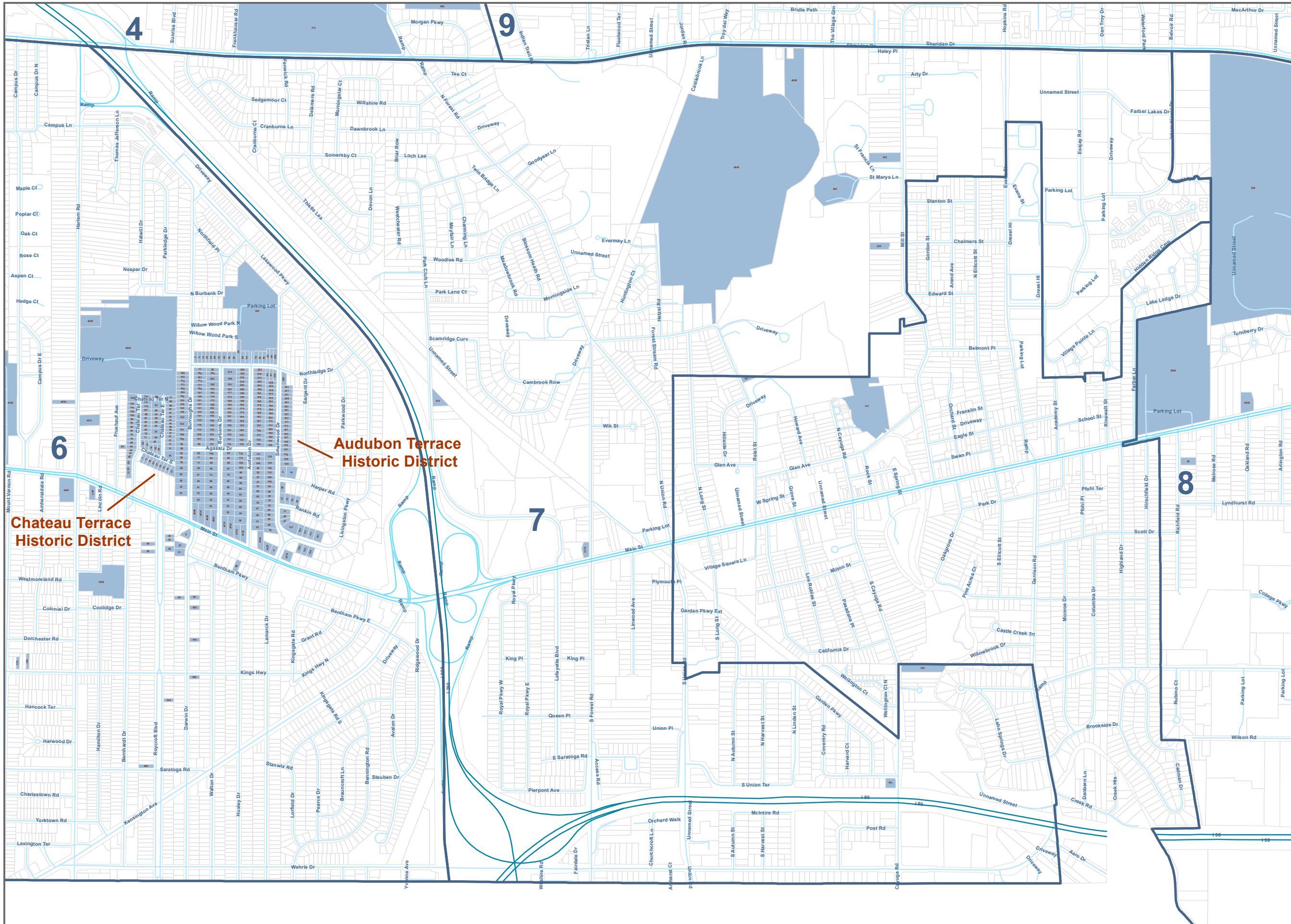
The early twentieth-century, rock-faced cast concrete commercial block that was located at **3935 Harlem Road**, at the intersection of Kensington Avenue has been **demolished**. This property was documented in the *Intensive Level Survey*, 1998.

10 to 94 Livingston Parkway, originally included in the proposed **Audubon Historic District** have been demolished and replaced with a late twentieth-century subdivision.

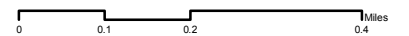
While it is likely that the residence at **4287 Main Street** located at the east corner of Berryman Road dates back to the "C. Berryman Estate", later additions to the original structure, whose plan is drawn on the 1915 map, obscure the original form. That in addition to replacement windows and siding compromise the integrity of the building and any understanding of the original building.

Area 7

Historic Districts and Properties



- Area Number
- Historic Property or District
- Road Name



AREA 7

Area 7 is bounded by Sheridan Drive on the north, International Drive and the eastern line of the Village of Williamsville to the east, the town line at Wehrle Drive to the south, and the Youngman Memorial Highway (I-290)¹ to the west. Ellicott Creek runs diagonally from the northwest through the area. The Village of Williamsville is located in the center, and eastern portion of Area 7. The middle portion of the area to the north was developed as the Park Country Club, and the Franciscan Sister's Complex, now Amherst State Park. As a result the development is limited to the western and northeast portion of Area 7, and is characterized by extensive post-World War II residential building.

As indicated on the 1855 map, in addition to Main Street, the routes that will become Park Club Lane, Forest Road, Reist Street, Mill Street and Cayuga Road had been established. Buildings line Main Street, Cayuga Road, Mill Street and Forest Road, just north of Reist Road. By 1866 what will become Union Road and Wehrle Drive/Garrison Road have been added. A significant number of buildings are now on Forest Road, just north of Reist Road; on Reist Road, and on Mill Street. The Lehigh Valley Rail Road, which had been expanding in the Buffalo area in the 1880s, and 1890s, ran diagonally northwest to southeast through Area 7. By 1909 no major roads have been added, however there is a subdivision to the west of Forest Avenue, just south of Main Street, and one just east of Mill Street. By 1915 Rose Acres had been developed to the south of Main Street, west of North Forest, though only three houses had been constructed. Royal Parkway accessed the development off Main Street, before it divided to form Clover Street to the west, and Camden Street to the east. King Place, Queen Place, and Garden Place are the east-west connectors. Piedmont Place runs east-west at the southern edge of the subdivision where it intersects with Forest Avenue. In 1928 the Park Country Club of Buffalo relocated from Delaware Park to the area just west of Ellicott Creek. To the east of the creek is Amherst State Park,² the former grounds of the Franciscan Sisters³. By 1939 Sheridan Drive had been extended, though the land to the north of the rail road, and east of village remained as large tracts of privately owned property. The suburban residential development that occurred in these areas happened after World War II.

Historic resources in Area 7, including residential, ecclesiastic, commercial, recreational and agricultural buildings are found on roads laid out by the nineteenth century. These resources are rare, and therefore remaining examples are significant for their association with the rural agricultural history of the town, and the subsequent suburban development.

¹ The Youngman Memorial Highway was constructed in ca. 1962 as a connector between the New York Thruway (Interstate 90) and Interstate 190.

² The town of Amherst acquired the property and mother house in 2001. The Sister's of St. Francis complex also known as the St. Mary of the Angels Mother House Complex is Listed on the National Register of Historic Places (added October 24, 2002, 01NR01730).

³ The sister's did not occupy the property before 1880. By 1909 they have acquired the land as indicated on the historic maps.

Non-Residential Buildings: Ecclesiastic, Recreation and Commercial

There are a number of commercial buildings along Main Street in Area 7. These buildings include modern commercial buildings and shopping centers, and some older residential buildings that have been converted for commercial use. East of Mill Street, Sheridan Drive is a highly traveled, four-lane road with extensive modern commercial development, including individual businesses and plazas. None are significant cultural resources.

The **Mennonite Meeting House, 5178 Main Street** (Photo 7-2), located at the northwest corner of Main and North Forest Street is a front-gabled, Greek Revival limestone building, significant for its architecture and historic associations. It was constructed in 1834 as an ecclesiastic structure, and is currently the town's Archival Research Center. Onondaga limestone is locally quarried from the Onondaga Escarpment. The 1866 map shows a stone quarry to the north of Main Street, just west of Forest Road. The **Mennonite Meeting House** (USN 02902.000040) is listed on the National Register of Historic Places (added July 3, 2003; NRHP #03000596) and is a designated Local Historic Landmark Property.

The **St. Mary of the Angels/Sisters of St. Francis Mother House** is located at **400 Mill Street** (Photo 7-4). Built in 1926, the late Gothic Revival Convent is constructed out of brick with stone trim. Contributing buildings include a brick power plant, two brick garages and a frame maintenance building. The building is listed on the National Register of Historic Places (added October 24, 2002, 01NR01730) and is a designated Local Historic Landmark Property. The town purchased the convent and complex, which include stone walls and steps, curving drives, and an old apple orchard in 2001. The complex is now the Amherst State Park.

Located on the grounds of the Sisters of St. Francis Home (ca. 1901) at **147 Reist Street**, are a number of historic buildings. The L-plan gabled-roof grist mill was destroyed by fire in 2008. A gabled-roof barn is located on the hill near the Saint Francis cemetery, and two sheds complete the complex. Also located on the property is the diminutive Gothic Revival style **stone chapel** (ca. 1901; Photo 7-7) adjacent to the St. Francis cemetery. The chapel features lancet windows, a steeply pitched gable roof and semi-polygonal apse.

The **Park Country Club of Buffalo, 4949 Sheridan Drive** (ca. 1928; Photo 7-9) relocated to Amherst from Delaware Park⁴ in 1928. The Country Club occupies the south side of Sheridan Drive, just west of Ellicott Creek. The brick with stone trim **clubhouse** building was designed in the English Gothic and Tudor Revival style, with a steeply pitched slate roof, central front gabled entrance pavilion, with a battlement tower behind. The **Park Country Club of Buffalo** was founded in 1903, and is significant as a social and recreational club in the town of Amherst. An inventory form is on file at the NYS-OPRHP (USN 02902.000067). Country Club was documented as part of the *Intensive Level Survey*, 1998 and is National Register Eligible.

⁴ At that time Delaware Park, designed by Fredrick Law Olmsted, was known simply as The Park.

Residential Properties and Suburban Development:

There is a significant amount of “green space” in Area 7 as a result of the Park Country Club, and the Amherst State Park (former St. Francis Complex). Historically development occurred in suburbs close to the village, while the outlying area remained as tracts of privately owned agricultural land. It was not until after World War II that a boom in residential suburban development occurred in Area 7.

There are a number of houses identified as cultural resources by the *Reconnaissance Level Survey, 1997*. The residence located at **432 Mill Street** (ca. 1860; Photo 7-5) is a vernacular, side gable Italianate farmhouse, with substantial chimneys located on each gable end. An addition was added to give the residence a “saltbox” form, and a non-historic porch added to the front. Although the windows have been replaced, the historic surrounds and simple segmental hood remain intact. The center entrance is detailed with a fanlight and sidelights. A contributing English barn is also on the site.⁵ Despite these alterations a residence, and contributing barn from this period are relatively rare and therefore significant resources. The building retains sufficient integrity to convey historic meaning, and is therefore an important cultural resource in Amherst. **320 Mill Street**⁶ (ca 1880; Photo 7-3)⁷ is a front-gabled frame house. The residence has been altered with replacement windows and asbestos siding, however it retains sufficient integrity as a rare example from this time period in Area 7. **320 Mill Street** makes nods to Victorian motifs as illustrated in the iron cresting above the pseudo hexagonal bay at the front elevation, and the relatively heavy cornice at the hoods of the windows.

There are two properties on South Cayuga Road that have been previously identified. **220 South Cayuga Road** (ca. 1920; Photo 7-11) is an excellent example of a Georgian Revival house with smooth plaster walls, classical cornice with triglyphs in the frieze, symmetrical façade with center entrance porch featuring paired Tuscan columns, and Palladian window extending up into the broken pediment. The property is National Register Eligible, and an inventory form is on file at the NYS-OPRHP (USN 02902.000826). The house located at **361 South Cayuga Road** (ca. 1830-1850; Photo 7-12) is a simple front-gable vernacular residence with side entrance. The proportions, and low profile roof suggest Greek Revival influences. Despite numerous alterations, including replacement siding and windows, there are few examples from this time period in Area 7, and it is therefore an important cultural resource.

⁵ Refer to the Historic Architectural Development section and Areas 1 and 2 for a discussion of agricultural outbuildings.

⁶ The legal address for this residence is 322 Mill Street.

⁷ It is unlikely that this house dates to 1827 as suggested in the *Reconnaissance Level Survey, 1997*. The paired windows in the gable, and the pseudo hexagonal bay were not part of the architectural vocabulary at that time. Further the roof pitch and verticality of the frame building are not consistent with either late Federal or Greek Revival stylistic elements that would have been typical at the time.

The **Fogelsonger House, 219 Park Club Lane** (ca. 1830; Photo 7-6) is one of six remaining stone buildings constructed using limestone from the Onondaga Escarpment.⁸ The simple vernacular Federal residence retains a high degree of integrity. The 1866 map shows a stone quarry just south of the residence on Park Club Lane. The property is National Register Eligible and was documented in the *Intensive Level Survey*, 1998. An inventory form is on file at the NYS-OPRHP (USN 02902.000490).

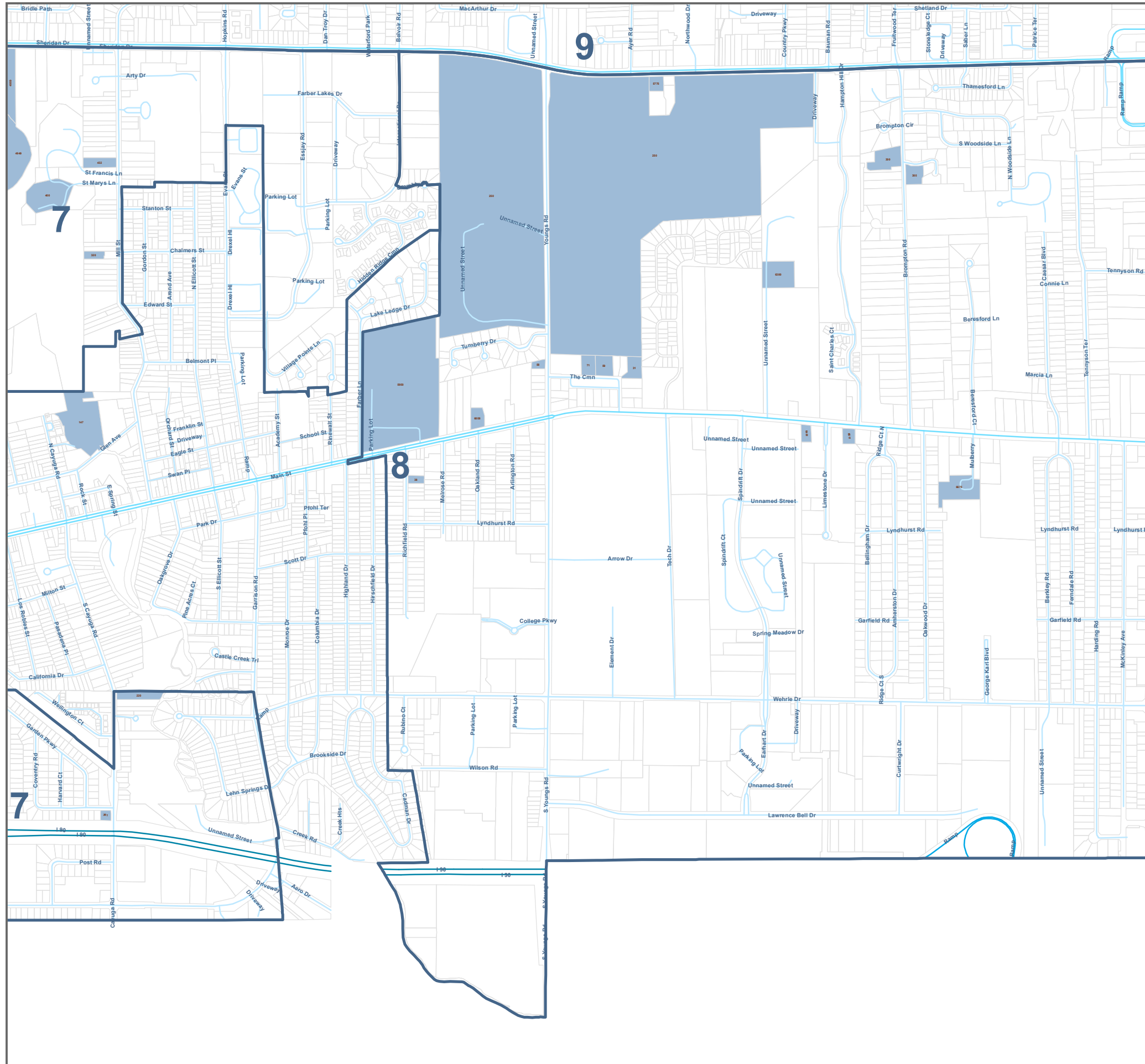
One of the oldest neighborhoods in Area 7 is the “Rose A. Acres” subdivision, which had been laid out west of South Forest Road by 1915. The *Reconnaissance Level Survey*, 1997 identified one historic resource in this neighborhood. The neighborhood features a mix of styles popular during the early twentieth-century through the post-war years including Bungalows, American Foursquare, Colonial Revivals, pre-war Capes and post-war Ranches. **89 Royal Parkway West** (ca. 1920; Photo 7-8) is an excellent example of a Bungalow style residence featuring wood shingle siding, broad overhanging eaves with triangular knee braces, an abstracted play on the Palladian window motif in the gable and a front porch with tapered paneled posts. The property was included in the *Intensive Level Survey*, 1998, and an inventory form is on file at the NYS-OPRHP (USN 02902.000493). National Register eligibility determination has not been made.

The remaining neighborhoods in Area 7 feature a variety of post World War II apartment buildings, as seen in Williamsburg Square, east of South Forest Road; a mix of pre- and post-World War II residential buildings as evidenced on North and South Union Road, Mill Street north of the village, and Autumn and Harvest Roads; and modern residential construction along Lake Ledge Drive, Village Pointe, Hidden Ridge, and Brambly Court in the northeast corner of Area 7.

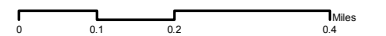
⁸ The limestone residences at 6701 Main Street and 6720 Main Street in Area 8 have been demolished.

Area 8

Historic Districts and Properties



- Area Number
- Historic Property or District
- Road Name



AREA 8

Area 8 encompasses the southeast part of the town of Amherst, and is bounded by Sheridan Drive to the North, Transit Road to the east, the New York State Thruway (I-90) and Ellicott Creek to the south, and the Village of Williamsville to the west. The area is characterized by residential, commercial and light industrial development.

The 1855 and 1866 maps show properties spread out along Main Street, which continues to Transit Corners, with privately owned tracts extending north to Sheridan Drive, and south to the town line. The 1909 map shows little change, except the eastern edge of the lower portion of the tract running north adjacent to Transit Road has been divided into lots fronting the road. The only other road in the area, which is also drawn on the 1855 and 1866 maps, is labeled Amherst Villa Drive on the 1907 map. This road will become Youngs Road. The 1915 map shows little change.

By 1938 a suburb has been developed between Main Street and Wehrle Drive east of Youngs Road, and includes Bellingham Drive, Amherston Drive, Oakwood Drive, and Columbia Road (will become Lyndhurst Road). The 1938 map also shows a subdivision west of Transit Road, between Wehrle Drive and Main Street, and one south of Wehrle Drive. These neighborhoods are made up of Berkley Road, Ferndale Road, Harding Road, and McKinley Avenue running north-south, and Columbia Road running east-west. To the west of Youngs Road, south of Main Street, the neighborhood including Melrose Drive, Oakland Drive, Arlington Drive, Lyndhurst Road, Richfield Road and Wilson Road has also been developed. To the north of Main Street, Brompton Road and Tennyson Terrace have been constructed. The Buffalo Country Club is located at the northwest corner of Area 7, and the Buffalo Deaconess Methodist Home and J. Goodyear Convalescence Home have been constructed north of Main Street between Youngs Road and Brompton Road. At this point in 1938, as indicated on the 1948 map, and the 1972 Amherst Community Development map, the historic neighborhoods in Area 8 had been establish. The other neighborhoods in Area 8 are non-historic, contemporary suburban developments occurring after 1972.

The Non-Residential Buildings: Ecclesiastic, Recreation and Educational:

There were very few public buildings in Area 8. As documented by the historic maps, large tracts of privately owned land made up Area 8 until after 1915. The significant non-residential buildings/structures that exist in Area 8 are the **octagonal water tower** and **frame barn**, which were part of the demolished Franciscan Missionary/Sisters of the Divine Child, **6380 Main Street**, the former Goodyear Estate; the **Country Club of Buffalo**; **Williamsville High School, 5950 Main Street**, and the **Deaconess Methodist Home** at **6350 Main Street**, located on the grounds of the Knox Estate, current Gateway Youth and Family Services complex.

The property and buildings located on the grounds of the **Franciscan Missionary/Sisters of the Divine Child, 6380 Main Street** were purchased and the

building demolished for residential development.¹ The structures were part of the Goodyear Estate and the Goodyear Convalescence Home. The only structures remaining are the **octagonal frame water tower** (ca. 1910; Photo 8-9), and a **frame barn** (ca. 1910; Photo 8-10). Both can be accessed along Stoneham Way, a road recently constructed as part of a new suburban residential development. Both structures are significant as cultural resources for their rarity, and association with the Missionary grounds. The water tower was included in the *Intensive Level Survey*, 1998 and an inventory form is on file at the NYS-OPRHP (USN 02902.000049). National register eligibility has not been determined. The water tower is a designated Local Historic Landmark.

The **Buffalo Country Club, 250 Youngs Road** (ca. 1926; Photo 8-20) is located on the east and west sides of Youngs Road, south of Sheridan Drive. The **clubhouse** is a wonderful, and rare example of the Neoclassical style in the town of Amherst. The full-height Corinthian portico gives presence to the west façade, while the north end of the building reveals a Gothic/Tudor Revival wing. Located on the grounds of the Country Club, across Youngs Road, is the **James F. Youngs House**, a vernacular, front-gable **stone farmhouse** (ca 1830-1850; Photo 8-21). The proportions, stone lintels at the windows and shallow roof pitch are consistent with the Greek Revival style. The foundations of an extant porch remain. This limestone was quarried locally from Onondaga Escarpment. The house is one of six remaining limestone buildings in the town. The **clubhouse** (USN 02902.000505) and **James F. Youngs House** (USN 02902.000506) were documented in the *Intensive Level Survey*, 1998 and an inventory form is on file for each at the NYS-OPRHP. Both are National Register Eligible.

Williamsville High School is located at **5950 Main Street** (Photo 8-4), just east of the village line. Constructed in 1949 the Colonial Revival school, with Georgian detailing was designed by Duane S Lyman and associates, and is listed on the National Register of Historic Places (listed May 12, 2008, NRHP#08000407). The building features a prominent, full height Ionic portico, with Wren inspired bell tower. The property is also a designated Local Historic Landmark.

The **Deaconess Methodist Home** at **6350 Main Street**, is located on the grounds of the Knox Estate, current Gateway Youth and Family Services complex. The **Henry Knox Cottage** (ca. 1920; Photo 8-6) is a Craftsman style residence with broad, overhanging open eaves, and a simple, though large, mass form. The **stone wall** (ca. 1920; Photo 8-7) in front of the property is a designated Local Historic Landmark.

Residential Properties:

The residential neighborhoods developed in the late 1920s, and early 1930s, north and south of Main Street, contain a mixture of modest houses with moderate to low levels of integrity. The buildings tend to be unremarkable 1940s Capes, post-World War II ranches and Neocolonial style houses.

¹ Legal notice published in the Amherst Bee, November 11, 2007.

A number of significant, historic residences remain on Main Street. These buildings are all significant because of their association with, and ability to tell the story of, nineteenth-century residential architecture that would have been present all along Main Street in the town of Amherst. For the most part these buildings are isolated moments in a highly developed commercial landscape, making their presence more rare and important.

The simple vernacular frame residence located at **6058 Main Street** (ca. 1870; Photo 8-5) is the former **Wittenbeck Residence**. A porch is located in the “el” of the intersecting gables, and the fenestration remains intact. Despite the addition of replacement windows and siding the property is significant as a rare example of the vernacular residential type on Main Street, and it retains sufficient period integrity to convey meaning. Attached to the rear is a large, early twentieth-century Colonial Revival stable, typical of the development of “country-estates” along Main Street in the early twentieth century. A stone wall is located along the front of the property. An inventory form for the building is on file at the NYS-OPRHP (USN 02902.000109). The building is not National Register eligible, however is locally significant.

6461 Main Street (ca. 1890; Photo 8-10) is a rare example of the Queen Anne style in Amherst. Although the property now serves a commercial function as office space, the exterior retains a high level of integrity. Characteristics indicative of the Queen Anne style remain intact, including the wrap around porch with slender turned posts and rails, the semi hexagonal bay at the second floor, the projecting pediment supported by brackets with drip mold pendants, the fish scale shingles in the gable, and cross gabled mass form. The frame carriage barn identified in the *Reconnaissance Survey*, 1997 has been demolished. An inventory form for the building is on file at the NYS-OPRHP (USN 02902.000339). The building National Register Eligible, and locally significant.

The small brick side-gable vernacular residence located at **6511 Main Street** (ca. 1860; Photo 8-11) has been altered with the addition of a front porch, however it still retains sufficient period integrity of massing, proportion and fenestration. The building is significant as a rare example of a brick residential structure from this period. An inventory form for the building is on file at the NYS-OPRHP (USN 02902.000345). The building is not eligible for the National Register, however it is locally significant.

The Bennett Residence, at **6675 Main Street** (ca 1832; Photo 8-12) is set back off Main Street on Mulberry Street. The building is a rare example of an early brick Greek Revival residence. A full story porch with square posts is located in the “el” of the intersecting gables. The windows show stone heads and sills, and the entrance has a full entablature and sidelights. Although there has been some brick repair, and a late nineteenth-century semi hexagonal bay added, the building retains a high level of period integrity. An inventory form for the building is on file at the NYS-OPRHP (USN 02902.000050). National Register eligible has not been determined.

The residential area south of Main Street between Youngs Road and the Village line was developed by 1938. The neighborhood is a collection of pre- and post-World War II development. Of significance in the neighborhood is the stone house at **38 Richfield Road**

(ca. 1830s, early 20th remodeling; Photo 8-13). The small side-gable Onondaga limestone cottage was remodeled with the addition of a Craftsman inspired porch in the early-twentieth century. The property is significant as an early nineteenth-century vernacular residence constructed out of locally quarried limestone. Its association with suburban development is evident in the twentieth-century Craftsman remodeling.

The Common was a 1920s residential neighborhood located to the east of Youngs Road, just north of Main Street. To the north of the neighborhood is the Buffalo Country Club. The small neighborhood, with a rectangular cul-du-sac, and central grassy mall was assessed off Youngs Road. The *Reconnaissance Level Survey*, 1997 identified two properties as cultural resources. The **Weber Residence**, at **59 The Common** (ca. 1920; Photo 8-16) is a large stucco clad cross-gable residence with intersecting gable wing, and steeply pitched wood shingle roof. The building detail makes reference to the Tudor style. The **Geier Residence** is a large wood shingle and stone residence, with Colonial Revival detailing located at **71 The Common** (ca. 1920; Photo 8-17). The massing is complicating with cross gables intersected by a third gable projecting from the “el” at a forty-five degrees angle. Each gable face is Onondaga limestone, while the remaining walls are wood shingle. Inventory forms for the **Weber Residence** (USN 02902.000070) and the **Geier Residence** (USN 02902.000071) are on file at the NYS-OPRHP. National Register eligibility has not been determined.

Although not documented in the *Reconnaissance Level Survey*, 1997 **31 The Common**, (ca. 1930; Photo 8-15) is a large brick faced residence with intersecting hips. Located to the north of The Common at **58 Youngs Road** (ca. 1905; Photo 8-18) is an early twentieth-century vernacular farmhouse with full front porch in the “el” of the cross gables. Despite window replacement, and asbestos siding on some of the elevations, the building retains period integrity of both massing and fenestration, and is rare example of late nineteenth century vernacular residential architecture on Youngs Road. Two hitching posts add significance of the property, which is located close to the street.

The neighborhood west of Transit Road, between Main Street and Wehrle Drive was also developed by 1938, and features early 1940s Capes and post-World War II Ranches. The vernacular Greek Revival house at **70 Ferndale** (ca. 1840) was incorporated into the new 1930s suburb. The property has been significantly altered with an inappropriate porch, roof line extension and triangular dormers. Very little remains to convey any architectural meaning or its place in the history of the town of Amherst.

Brompton Road runs north-south between Main Street and Sheridan Drive and first appears on the 1938 map. **305 Brompton Road** (ca. 1920; Photo 8-3) is a good example of a Colonial Revival house with intersecting hips and wrap around porch. The building retains a high level of integrity. The National Register Eligible property was included in the *Intensive Level Survey*, 1998, and an inventory form is on file at the NYS-OPRHP (USN 02902.000089). The residence at **300 Brompton Road** (ca. 1882; Photo 802) was not included in the *Reconnaissance Level Survey*, 1997. The building is a large, single story residence whose original mass form was U-shaped with facing hip-roofed wings. The building is cut into the topography exposing the limestone foundation wall, which is

penetrated with sash windows as a primary elevation. The main level is stucco faced. Tuscan columns support the entry porch. Although the property has had a number of additions, the street elevation retains a high level of integrity. The property is significant as an eclectic late nineteenth century stylistic type.

The portion of Sheridan Drive in Area 8 is one of the oldest roads in the town. Presently, Sheridan drive is a busy, four lane arterial, with a mix of commercial buildings, modern office parks, contemporary condominiums, and some ca. 1940s Capes. Few mid-nineteenth century residences exist making **5775 Sheridan Drive** (ca. 1850; Photo 8-14) a significant structure. The simple front-gable vernacular residence retains sufficient integrity of massing and fenestration to be associated with, and contribute to the story of Amherst's historic growth and suburban development.

Demolished and Significantly Altered Properties:

6121 Main Street (ca. 1850) was a simple facing-gable frame residence. It has been demolished

6701 Main Street and **6720 Main Street**, two limestone residences associated with the Metz family (ca. 1850) constructed out of locally quarried Onondaga have been demolished. **6720 Main Street** was National Register Eligible.

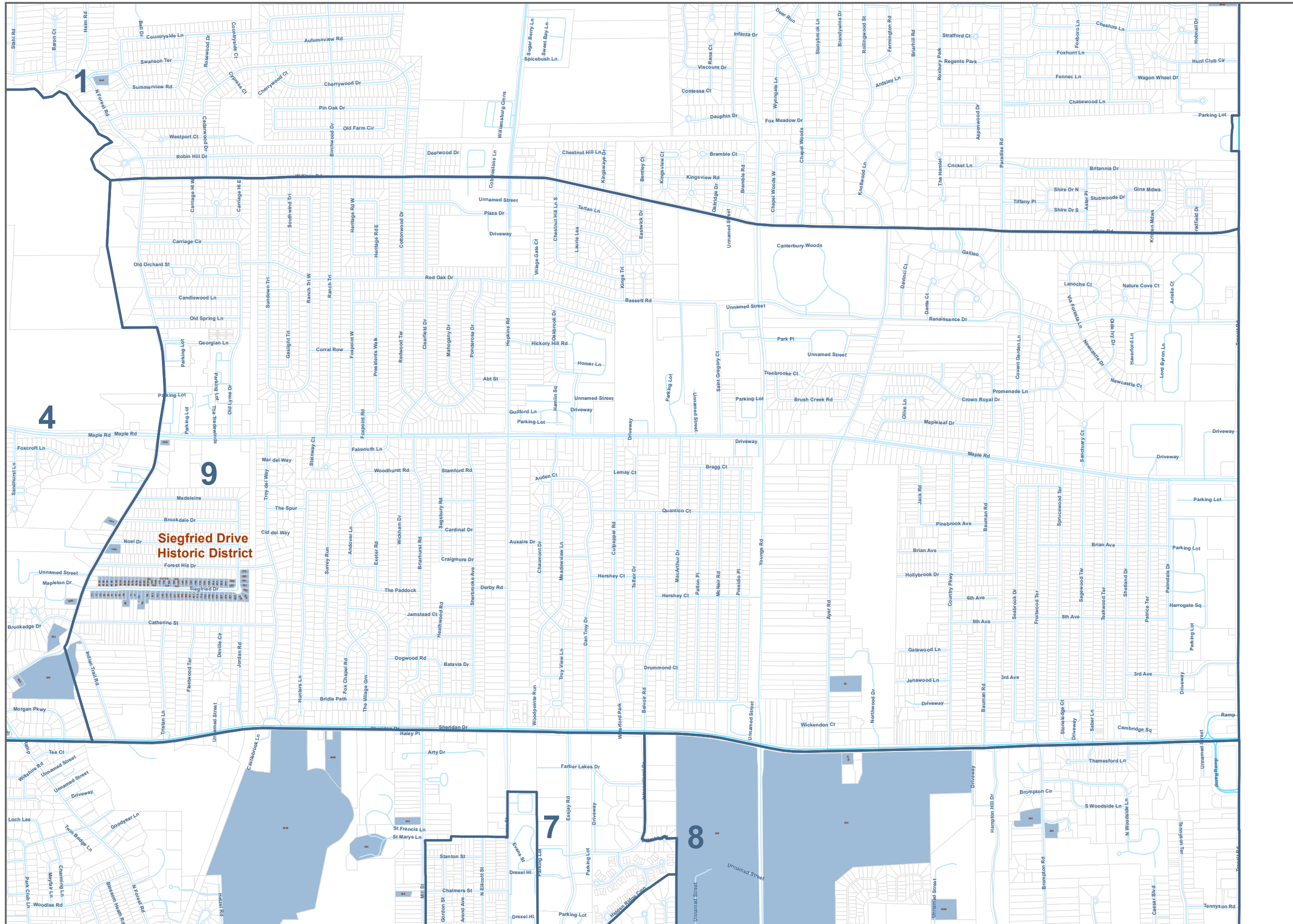
70 Ferndale (ca. 1840) has been significantly altered with an inappropriate porch, roof line extension and triangular dormers. Very little remains to convey any architectural meaning or its place in the history of the town of Amherst.

Franciscan Missionary/Sisters of the Divine Child, 6380 Main Street, demolished to accommodate a new suburban, residential development.

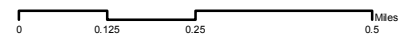
The historic properties associated with the **Newman Center, 6325 Main Street** were demolished in August 2011.

Area 9

Historic Districts and Properties



- Area Number
- Historic Property or District
- Road Name



AREA 9

Area 9 is bounded by Klein Road to the north, Transit Road to the east, Sheridan Drive to the south, and North Forest Road and Ellicott Creek to the west. The main period of development in Area 9 was after World War II through to the present and, as a result, historic resources tend to be minimal, and scattered on nineteenth-century roads.

The 1855 and 1866 maps show Forest Avenue; “Swamp” Road, which will become Hopkins Road; Ayers Road; Maple Road; Sheridan Drive, and the portion of Klein Road, between Transit Road and Ayers Road, in place¹. The area at this time shows little settlement, with only a few buildings shown on North Forest, Maple Road and Klein Road. **District School No. 17** (Photo 9-6) is located at the intersection of Maple and North Forest Roads. By 1909 there are a greater number of buildings, though the properties remain primarily large farm tracts. The 1915 map does not show any changes. By 1938 Catherine Street, which is located just north of, and parallel to, Sheridan Drive in the southwest corner of Area 9, has been constructed. Indian Tail Road connects Catherine Street to Sheridan Drive. In the southeast corner of Area 9 a small subdivision has been constructed between Maple Road and Sheridan Drive, just east of Ayer Road, and includes Country Parkway, and Bauman Road running north-south, and 3rd (currently Jenawood Lane), 4th (currently Gatewood Lane), 5th, 6th, 7th (currently Hollybrook Drive), 8th (currently Brian Avenue), and 9th Streets (currently Pinebrook Avenue) running east-west. The area to the east is a privately owned tract, and remains as green space today. In the post-World War II years subdivisions were developed to the west of Hopkins Road, south of Klein; to the east of Bauman Road, between Sheridan Drive and Hopkins Road, and west of Hopkins to just before Ayers Road. In 1972 the area to the south of Klein, east of Ayers Road, remained undeveloped.

The Non-Residential Buildings – Education:

Area 9 was primarily a rural area, and as expected there are no major public buildings, except for **District No. 17 School, 1323 North Forest Road** (Photo 9-6), a one-room, front-gable brick building, located at the southeast corner of Maple and North Forest Roads. The school appears on the 1855 map. Although the windows have been replaced, this building embodies the characteristics of a rural school house, and is the last remaining of its type in the town. The building was documented in the *Intensive Level Survey*, 1998 and an inventory form is on file at the NYS-OPRHP (USN 02902.00047). The building has been determined to not be eligible for listing on the National Register, however it is locally significant and has been designated as a Local Historic Landmark.

The intersection of North Forest Road and Maple Road is otherwise commercial. North Forest Road, north of Maple Road consists of contemporary commercial development and recreational space, including the Ellicott Creek Trailway, and the Audubon Golf Course on the west side of the road. Maple Road has also been developed with modern commercial, medical, educational and ecclesiastical buildings east of North Forest Road.

¹ Only Swamp Road is labeled on the maps.

Residential Properties:

The existing late nineteenth- and early twentieth-century buildings of significance are located on North Forest Road, and Ayer Road. The examples on North Forest Road are **954, 1000, 1109, 1134, 1500 and 2751 North Forest Road**, while those on Ayer Road are **85 and 690 Ayer Road**.

954 North Forest Road (ca. 1890; Photo 9-2) is a fair example of a vernacular Queen Anne. The wrap around porch, with Tuscan columns remains intact. The original siding, and fish scale shingles have been replaced with synthetic siding. The Palladian windows in the pediments have been removed. The property, which was once a dairy farm, retains sufficient integrity as one of the few examples of a late nineteenth-century rural residence in Amherst. The property was documented in the *Intensive Level Survey*, 1998 and an inventory form is on file at the NYS-OPRHP (USN 02902.000486). There has been no determination of National Register eligibility.

1109 and 1134 North Forest Road are also examples of relatively rare late nineteenth-century farmhouses. Both are simple L-plans with cross gables. **1109 North Forest** (ca. 1885; Photo 9-4) has been altered with the enclosure of the single story porch in the “el”, asbestos siding and a new cinder block chimney in the facing gable. The detailing at the window head remains intact. **1134 North Forest** (ca. 1870; Photo 9-5) retains the original turned posts, and contributing buildings including chicken coops, a privy and a shed.

The **Haussauer House** is one-and-one-half story hipped roof frame house located at **1000 North Forest Avenue** (ca. 1920; Photo 9-3). The residence is a wonderful example of the Craftsman Bungalow style. The pyramidal roof is accented by hip roof dormers with rafter tails in the broad overhanging eaves. The wrap-around veranda has a simple wood balustrade and paired square posts, which become a triple to turn the corner. The property was documented in the *Intensive Level Survey*, 1998, and an inventory form is on file at the NYS-OPRHP (USN 02902.000487). The building is National Register Eligible and is a designated Local Historic Property.

The residence at **1500 North Forest Road** (ca. 1930; Photo 9-7) is an excellent example of the stucco clad Craftsman style with a cross gable on hip roof line. The outriggers support the broadly overhanging eaves. The flare of the hip extends to form the veranda roof, with chinois inspired rails and square post, which extend to grade. Half-timbering is observed in the cross gables. The residence is set back from the road, and retains a park-like setting.

85 Ayers Road (ca. 1850; Photo 9-1) is a good example of a brick one-and-one-half story front facing gable, with cornice returns Greek Revival residence. The entrance with stone lintel and sidelights is located to the left of center. The windows feature stone stills and lintels, and a stone water table separates the brick from the limestone foundation. A

long single-story gable frame addition has been added to the side, flush with the front façade.

Although a significant amount of residential development occurred after World War II, there is very little architecture of significance from that time period. The properties along **Siegfried Drive**, embody interesting characteristics of a post World War II suburban residential development. All of the properties are standardized. They are a single-story in height, and maintain the same set back; they are all faced in tan or red brick and maintain a simple, cubic or rectangular mass, with the entrance is defined by either a projection or subtraction from the geometric mass. The windows are located in response to the functional use of the plan, with a picture window denoting the living room behind the front elevation. The roof is typically hip or pyramidal in form. The houses with attached garages are rectangular mass-forms, while those with the garage located to the rear of the property are cubic-mass forms. The proposed **Siegfried Historic District** (Photos 9-8, 9-9, 9-10) is a post-World War II collection of houses with a standardized plan, and articulation designed to accommodate middle-class suburbia in the 1950s. The proposed district includes: **22 to 256 Siegfried Drive** (north side), and **11 to 275 Siegfried Drive** (south side). There are 76 houses in the proposed district, all are contributing and significant for their association with suburban residential development and standardized design in the town of Amherst in the mid-twentieth century.

Demolished Properties:

The house at **690 Ayer Road**, a mid-nineteenth century brick vernacular farmhouse, was demolished for the new residential development north of Maple Road and east of Youngs Road.

The residence at **50 Campbell Boulevard**, a late nineteenth century vernacular frame building has been demolished.