kta.

HISTORIC RESOURCES SURVEY

Town-wide Reconnaissance-level Historic Resources Survey

Prepared for:	Town of Irondequoit, NY
Prepared by:	kta preservation specialists https://kta-preservation.com
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1.0 PROJECT OVERVIEW

1.1 Project Location

The Town of Irondequoit in Monroe County, New York lies between three bodies of water including the Genesee River (to the west), Irondequoit Bay (to the east), and Lake Ontario (to the north) (Figure 1). It is bordered by the Town of Greece to the west, Irondequoit Bay to the east with the Town of Webster on the eastern shore and Town of Penfield on the southeastern shore of the bay, and the City of Rochester to the south/southwest. The eastern portion of Irondequoit extends southward to the bottom of Irondequoit Bay wrapping around the City of Rochester. The total area surveyed of the Town of Irondequoit is approximately seventeen (17) square miles.

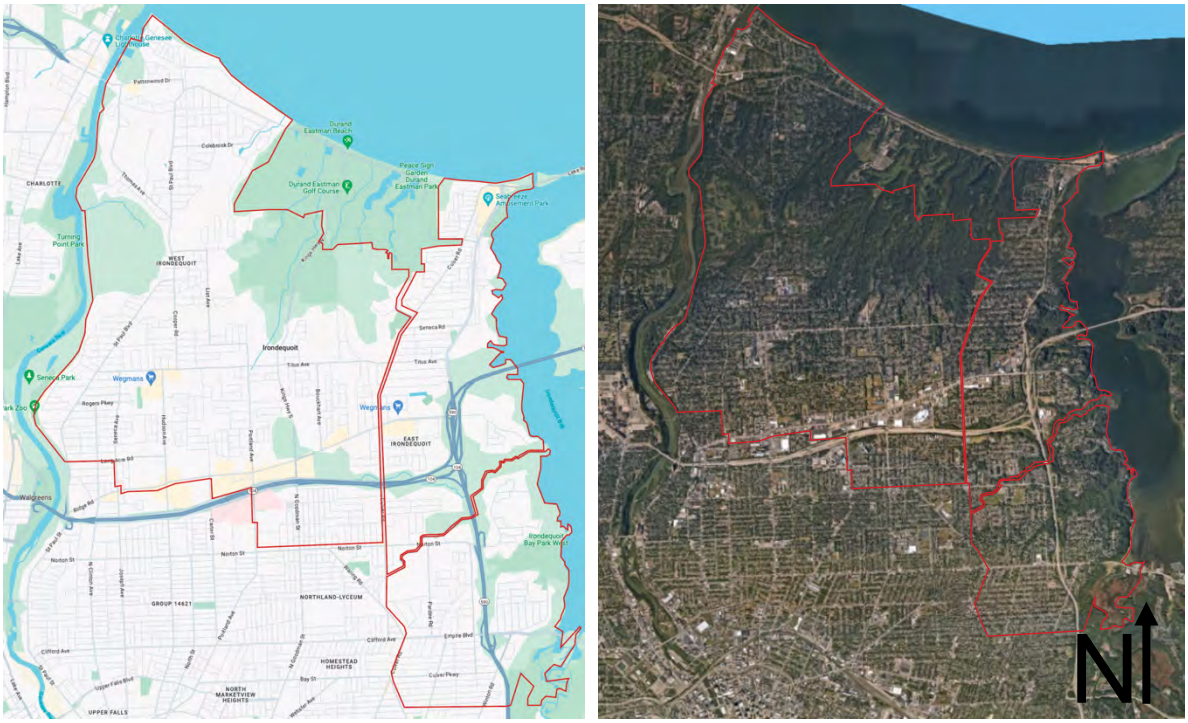


Figure 1. Current Maps of Town of Irondequoit.
Town Boundary (in red) overlaid on Monroe County GIS map (left) and current satellite Imagery of Irondequoit via maps.monroecounty.gov (right).

1.2 Project Overview

This reconnaissance-level historic resource survey was initiated by the Town of Irondequoit. The survey was funded in large part by a FY2023 Certified Local Government Grant awarded to the Town of Irondequoit from the New York State Office of Parks, Recreation, and Historic Preservation (SHPO). On March 21, 2024, the Town of Irondequoit released a request for proposals (RFP) for a Town-wide, Reconnaissance-level Historic Resource Survey. No comprehensive survey has ever been undertaken in this area of Monroe County, New York. Because of this, this survey should be considered an important first step in documenting its history and physical fabric and its primary purpose is to identify areas worthy of greater study. This survey did not comprehensively assess the integrity of individual resources as that is the purpose of an intensive-level survey.

Of the roughly twenty-one thousand buildings within the survey area, approximately nineteen thousand are residential buildings. Currently, there are thirty-three (33) listed resources in the National Register of Historic Places. There are twenty-one (21) locally designated individual landmarks—one of which is also listed (Figure 2). The Cultural Resource Information System (CRIS) also indicates there are six (6) existing historic districts within the survey area including Rogers Fruit Farms Subdivision Historic District (USN: 05508.000391, S/NRHP-Eligible); Seneca Park Tract Subdivision Historic District (USN: 05508.000506, S/NRHP-Eligible); Wimbledon Road Historic District (USN: 05508.000299, Listed 2024); Saint Thomas the Apostle Roman Catholic Church Complex (USN: 05508.000434, S/NRHP-Eligible); Irondequoit Bay State Marine Park (USN: 05508.000954, S/NRHP-Undetermined); and the Fairview Subdivision Historic District (USN: 05540.011480, S/NRHP-Eligible).

Impetus for this project comes from the Town's effort to evaluate and assess the incorporation of historic preservation into their overall planning process, according to the RFP. The Town's intent with this survey is to "provide the information necessary for the community to identify their potential existing historic resources," and to "provide information for determining future intensive level surveys, planning priorities and historic designation at local, state, and federal levels." ***kta*** has consulted with the Town's Historic Preservation Commission and SHPO to identify historic resources meriting further intensive-level investigation according to guidelines set forth by *National Park Service National Register Bulletin #24* and SHPO guidelines.

The National Park Service describes a reconnaissance survey as "a 'once over lightly' inspection of an area, most useful for characterizing its resources in general and for developing a basis for deciding how to organize and orient more detailed survey efforts." Equally useful in guiding future study of an area is the input of the local community with its intimate familiarity and collective memory of place. The Town of Irondequoit Historic Preservation Commission has provided crucial support in the preparation of this survey. Along with supplying a map identifying noteworthy resources throughout Irondequoit, which has been referenced for this survey, members of the commission actively supported ***kta*** offering selected

historic sources, initial guidance on town history, assistance reviewing town historian files, as well as photographing resources throughout the survey area.

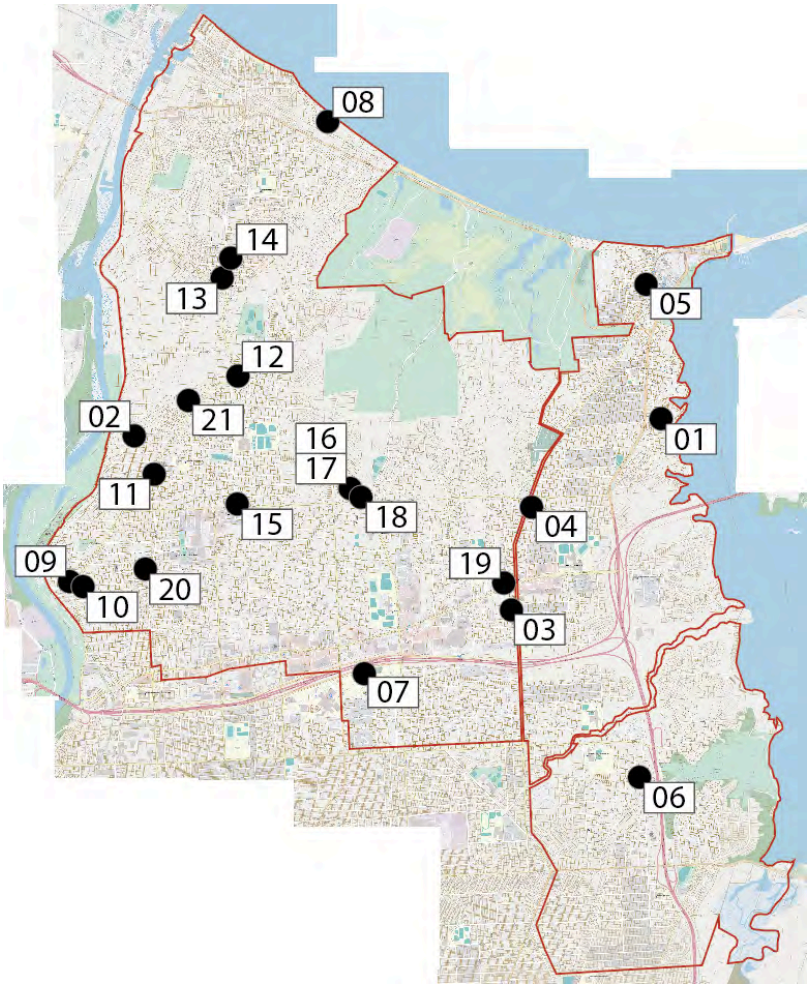


Figure 2. Locally Designated Landmarks.

01 Friederich Cottage, 450 Avondale Rd
02 The Spirit of Main Street Bungalow, 101 Chestnut Hill Dr
03 Residence, 2905 Culver Rd
04 Italianate Farmhouse, 3390 Culver Rd
05 Cobblestone Clubhouse, 4535 Culver Rd
06 Nineteenth-century Farmhouse, 763 Helendale Rd
07 Hooker Cemetery, 1562 Portland Ave
08 Residence, 630 Rock Beach Rd
09 Langworthy Farmhouse, 2523 St Paul Blvd
10 Armstrong Farmhouse, 2524 St Paul Blvd
11 Brown House, 3146 St Paul Blvd
12 Resurrection Lutheran Church, 3736 St Paul Blvd
13 Residence, 4185 St Paul Blvd
14 Residence, 4265 St Paul Blvd
15 Titus Tavern, 690 Titus Ave
16 Cobblestone Blacksmith Shop, 1288 Titus Ave
17 Pioneer House, 1288 Titus Ave
18 Irondequoit Town Hall, 1280 Titus Ave
19 Residence, 21 Walzer Rd
20 1928 Democrat & Chronicle Master Model Home, 288 Wimbledon Rd (S/NRHP-Listed)
21 Bemish-Schantz House, 959 Winona Blvd

1.3 Summary of Existing CRIS Resources

There is a total of nine-hundred-nineteen (919) existing resources already included in CRIS. This includes thirty-three (33) Listed, thirty-four (34) Eligible, ninety-nine (99) Undetermined, one (1) resource listed with two USNs that is both Undetermined and Not Eligible, and seven-hundred-fifty-two (752) Not Eligible. Two (2) S/NRHP–Eligible resources within the survey area could not be physically located when surveying the area. These included the resources at 4 Beach Ave (USN: 05540.008845) and 2 Beach Ave (USN: 05540.008843). It is likely that these resources were inaccurately geo-located within the Trekker system. Both USNs appear to have been created in January of 2012 and appear on the map near 5274 and 5270 St. Paul Blvd, which are unlikely to be the properties indicated. A road named Beach Ave does exist in

Charlotte, NY just west of the Genesee River, however, there does not appear to be any properties associated with these two addresses—183 Beach Ave is the lowest building number. No additional information was available for these properties on CRIS.

In addition, there are six (6) existing districts within the survey area: Saint Thomas the Apostle Roman Catholic Church Complex (USN: 05508.000434, Eligible), Irondequoit Bay State Marine Park (USN: 05508.000954, Undetermined), Irondequoit Bay State Marine Park (south) (USN: 05508.000956, Undetermined), Seneca Park Tract Subdivision Historic District (USN: 05508.000506, Eligible), Rogers Fruit Farms Subdivision Historic District (USN: 05508.000391, Eligible), Wimbledon Road Historic District (Listed 2024), and Fairview Subdivision Historic District (USN: 05540.011480, Eligible).

A complete Site File Search can be found in the Appendix (Appendix B: Site File Search for Town of Irondequoit).

2.0 METHODOLOGY

2.1 Project Approach

kta has been conducting reconnaissance and intensive level surveys since 1999. While the technical methodology as described below must be consistent with established standards, the approach and strategy to each survey are different because each building, each neighborhood, and each city, town, or village is different. Our approach considers the character defining features and story that make a building, a neighborhood, a district, and a city, town or village unique. The research and documentation produced during the preparation of the Town-Wide Reconnaissance-Level Historic Resources Survey for the Town of Irondequoit will be easily understandable and adaptable so that it may be used as a basis to guide future preservation work in the area (listing a district on the State and National Register for instance) that is consistent with the requirements of local preservation ordinances, the New York State Office of Parks Recreation and Historic Preservation (SHPO), and the National Park Service (NPS).

A reconnaissance level historic resource survey will be the first step in identifying and gathering data on historic resources within the survey area, as described below, that may be worthy of preservation. A reconnaissance survey may be thought of as a "once over lightly" inspection of a neighborhood, useful in characterizing resources in an area. The survey process includes planning; research; fieldwork; data organization; evaluation; mapping, and reporting. The main goal of a reconnaissance survey is not to gain highly detailed information on every building in the survey area, but to get a general picture of the distribution of property types, architectural styles, and the character of the neighborhood in the survey area (described below).

Technical Methodology

The Reconnaissance-Level Historic Resources Survey for Town of Irondequoit will be conducted using a methodology in accordance with the New York State Education Department's *Work Scope Specifications for Cultural Resource Investigations* (NYSED 2004). The methodology and criteria used to evaluate properties are codified in the *Code of Federal Regulations, Title 36: Part 60* and reprinted in the National Park Service Publication *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* The guidelines followed for the evaluation and identification of National Register Eligible properties/districts are contained in the National Park Service Publications *Standards and Guidelines for Evaluation*; *Standards and Guidelines for Identification*; and *Guidelines for Local Surveys: A Basis for Preservation Planning*. Consultation with the Survey and National Register Coordinator at the SHPO, and other stakeholders and interested parties will be ongoing throughout the process to identify guidelines and criteria of specific relevance to the history of the properties in the survey area. By applying the strict rigor of the Department of the Interior (NPS), in addition to state and local criteria for evaluation, a comprehensive intensive level survey of the historic resources will be produced.

2.2 Reconnaissance Level Historic Resource Survey Work Scope

The reconnaissance-level historic resources survey to investigate and determine the eligible properties within the Town of Irondequoit was conducted in the field through pedestrian-level and windshield surveys, archival and literature searches, and historic map analysis. The intent was to identify guidelines and criteria of specific relevance to the history and property types in the study area.

Historic Context Analysis & Evaluation

Historic research was conducted to establish a historic context. Archival and literature research, and site file searches of local and state resources including, but not limited to the New York State Cultural Resources database (CRIS), Local History Archives, City/Town Planning and Engineering Departments, was conducted.

A thorough study and analysis of the historic trends and themes that influenced social, cultural, economic, political, and growth and development in the Town of Irondequoit on a local, state, national, and international level was conducted. How these developments were manifest in the built environment was studied using a historic map analysis of the area to identify broad development patterns that can then be evaluated in conjunction with the historic trends and themes identified. The study and analysis of historic trends and themes, in conjunction with survey fieldwork in the defined town-wide survey area of the Town of Irondequoit provides the information necessary to evaluate the properties applying all the National Register Eligibility Criteria to determine both individually potentially eligible properties, and the potential for historic districts.

Survey & Fieldwork

The survey fieldwork identified all properties (buildings, structures, sites, historic districts) within the area. This included looking into the area to ensure a full capture of eligible properties. This research also looked at properties that have been previously determined eligible for inclusion in, or were already listed in, the New York State and National Registers of Historic Places using CRIS. The survey fieldwork was conducted in-person and later uploaded to Trekker. Upon completion the digital Trekker survey forms were submitted to the Survey/National Register Unit Staff for review. ***kta*** determined eligibility for this survey-level overview by considering a recourses overall historic and material integrity alongside both the historic context, and the relative prevalence of specific examples within the survey area. As a survey-level overview, the resources proposed eligible by ***kta*** represent those we witnessed immediately and at this scale. Future intensive-level surveys are likely to identify many additional resources worthy of eligibility.

In addition to field investigation, the following sources were reviewed by ***kta*** to identify any previously recorded historic properties located within the project area:

- consultation with SHPO
- the State and National Register of Historic Places (S/NRHP)
- CRIS

- previous cultural resource survey reports, historic property evaluations, and National Register nominations

Mapping and Documentation

As a final component of the survey, a large sampling of historic resources was identified on the accompanying maps and identified by color code. This was accomplished using Arc GIS to create the maps with parcel data downloaded from the Monroe County GIS and Town of Irondequoit GIS database. The data populates the addresses in the GIS program, accordingly some of the properties on the maps have '0' for an address. This mapping, in conjunction with the color-coding methodological tool, will be used to translate data for the properties into an overview of the survey area for further analysis, and as a future preservation planning tool.

Color Coding System- A Methodological Tool

In order to organize the large amount of data that results from the individual analysis of resources surveyed in the Survey Area, a color-coding system was utilized in conjunction with the National Register criteria. A rating system was used to provide a basis of comparison for the relative merit of properties on a survey area-wide, city-wide, and regional context. The architectural significance (locally, regionally, and nationally), the architectural integrity, the integrity of the setting or context, and the historic significance (locally, regionally, and nationally) were considered when evaluating a property. It should be noted that a local resource might be given a higher rating despite a loss of integrity if the resource is rare, and not well represented in the area. Furthermore, while properties considered individually eligible in this report are each color-coded, the resources within proposed districts have been color-coded to reflect an approximation based on their characteristics as a group. Those resources within proposed districts have **not** been evaluated on a building-by-building basis for this reconnaissance-level survey due to the scale of the districts and of the Town.

The application of this color-coding system is intended as a methodological tool used to examine thousands of properties both individually and, when mapped, in conjunction with one another to identify any potential clusters of properties that retain sufficient integrity to be considered as a potential National Register Eligible (“NRE”) district. When mapped, this color-coding provides an important method of identifying areas that could be recommended as potential NRE historic districts that exhibited a particularly strong grouping of properties with historic significance and substantial architectural integrity according to this system, and the National Register criteria. Note that not every resource in the survey area was color-coded, as efforts are typically focused on certain areas, based on pedestrian and windshield investigation of the survey area. Moreover, given the size of the Town of Irondequoit, not every property within the survey area was color-coded. This report focused its use of color-coding on the proposed districts and individually eligible properties with some attention to the properties peripheral to each proposed district. Color-coding was one of many tools employed to identify and define district boundaries.

Some of the properties in the survey area will be assigned one of the following color codes:

BLUE: The highest level of architectural and/or historic significance. These properties would likely meet the criteria to be considered individually NRE or have already been determined as such. Blue coding indicates the highest level of significance or architectural integrity as they retain a high percentage of material fabric; overall massing to convey historic meaning; a high level of architectural integrity, and/or historic significance. It may indicate a locally significant district or property, or a resource that is rare and lacks individual distinction. Blue properties are the most likely to be determined individually NRE or are the strongest candidates for listing within the context of a potential historic district. Blue properties should be considered as contributing to a potential recommended National Register district.

GREEN: Above average architectural and/or historical significance. These resources may have some alterations that compromise the integrity of the building, such as replacement windows or siding, but in context provides a good example of an architectural style or form, massing and/or ornamentation. These resources would possibly meet the criteria to be considered National Register eligible in the context of an overall district, but perhaps not at an individual level. Green properties should be considered as contributing to a potential recommended National Register eligible district.

YELLOW: Moderate architectural and/or historical significance. These resources have been altered in terms of massing and/or material fabric but may still retain sufficient historic fabric to convey historic meaning. Though potentially an important local resource, these properties would likely not meet the criteria to be considered National Register eligible and may be out of the defined period of significance for the area. Yellow properties should be considered as non-contributing to a potential recommended National Register eligible district.

Survey Report Components

The following components are typically included in the submission of the Survey Report: Title Page, Methodology, Historic Context Statement, Recommendations, Bibliography, and Appendices. Appendices include an annotated list of individual properties that appear individually eligible for the Town of Irondequoit landmark status and/or listing on the State & National Registers of Historic Places. The list is in table format and includes a photograph, assessment address, date of construction, brief physical description, and brief one or two sentences on potential significance. If a potential historic district(s) is identified, the annotated list will include it/them as well. The list includes the name of the district and all address ranges in the district. In addition to the annotated list of entries, it includes a stand-alone inventory form on the potential historic district(s) that includes a brief description, statement of significance, justification for the proposed boundary, streetscape photographs and a map showing the recommended district.

Survey Data

In addition to preparing an annotated list in the Survey Report, all basic property data for potentially eligible individual properties (that is, properties that appear to individually meet the National Register criteria) were entered into CRIS database using the CRIS Trekker app.

The intensive level data to be entered in CRIS for individual properties will include:

- Location on GIS map in CRIS
- Building address
- Resource type (building, structure, object, site)
- Approximate date of construction
- Name of architect/builder
- Outbuildings or landscape features: yes/no and type
- Current use
- Historic use
- Ownership information
- Brief physical description, including integrity
- Brief significance statement, including current/proposed criteria of significance
- Contributing or non-contributing status
- Historic images or resources
- Digital photograph (JPEG) of exterior

For any potential NRE districts identified, ***kta*** delineated the historic district boundaries in the CRIS geo-spatial layer, and a JPEG of the proposed district map(s) was uploaded into CRIS. The map illustrates the boundaries of the proposed historic district, street numbers and street names, north arrow, scale, and non-contributing buildings. The base map was a tax or other parcel map. ***kta*** included a brief narrative description and statement of significance explaining how the potential historic district meets the National Register criteria. Drawing on facts about the history of the district and the historic trends (local, state, or national) that the district reflects, ***kta*** made the case for the district's historic significance and integrity and included streetscape photographs (JPEG) of the district.

As this is a reconnaissance survey, ***kta*** **did not** enter data for all of the buildings that fell within proposed district boundaries. The survey results only included the potentially eligible individual properties and/or proposed boundaries of properties in a proposed district, sufficient to identify those with historic or architectural significance. This is consistent with the requirements of the RFP provided by the client as well.

All work performed was in compliance with the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, NEPA1969, and Executive Order 11593. The methodology and evaluation criteria used to evaluate properties are codified in the *Code of Federal Regulations, Title 36: Part 60* and reprinted in the National Park Service Publication *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The guidelines followed for the evaluation and identification of National Register Eligible properties are contained in the National Park Service Publications *Standards and Guidelines for Evaluation*; *Standards and Guidelines for Identification; and Guidelines for Local Surveys: A Basis for Preservation Planning*.

The intent was to identify guidelines and criteria of specific relevance to the history and property types in the study area. By applying the strict rigor of the Department of the Interior (National Park Service), in addition to state and local criteria for evaluation, a comprehensive architectural survey of the entire Town of Irondequoit has been produced following the Reconnaissance-Level Historic Resource Survey format. The survey has been completed by a principal investigator and architectural historians who are 36 CFR 61 qualified, and also meet the professional qualification standards set forth in the *Secretary of the Interior's Professional Qualification Standards* (48 CFR Part 44738-9). The final product is a Town-Wide Reconnaissance-Level Historic Resource Survey of the Town of Irondequoit conforming to SHPO Standards.

3.0 HISTORIC OVERVIEW

3.1 Early History, 1600–1800

Archeologists and historians generally accept 1600 CE as the beginning of the Historic period in northeastern North America. The Haudenosaunee (sometimes called the Iroquois Confederacy), a defense league of nations whose combined territory then stretched from the Mohawk River Valley west through the Finger Lakes to the Genesee River, was formed by the second half of the sixteenth century, some have argued as early as the twelfth century. Initially, this incorporated five distinct Indigenous groups often referred to as the Five Nations including the Mohawk, Oneida, Onondaga, Cayuga, and Seneca (and later renamed the Six Nations with the incorporation of the Tuscarora). The Haudenosaunee were the most powerful military and trading group in North America both orchestrating access to lucrative trade routes leading deep into the continent and demanding tribute from European colonial outposts along the Mid-Atlantic seaboard.[1]

French and English fur traders competed with one another in the business of trading with Indigenous groups, who controlled access to hunting grounds and thus the supply of extremely valuable beaver pelts. New France (Canada) employed the already long-standing animosity between the Algonquin and Haudenosaunee. Military raids across the border into New England and New York were common. In 1669, the first known Europeans to arrive in the survey area landed on the southern shore of Lake Ontario near Irondequoit Bay under the leadership of Robert Cavelier Sieur de la Salle believing they had arrived at the northwest passage to India. In 1687, the next Governor General of New France, Denonville (also De Nonville), supposedly captured several Seneca chiefs, sent them to France, and had them executed. He then arrived at Irondequoit Bay in hopes to acquire new territories with a force of two thousand consisting of army regulars, colonists, and Indigenous allies. Despite this coalition, Denonville nearly lost the first battle to five hundred Seneca warriors. After a short campaign pillaging and burning settlements, he quickly returned to New France having failed to gain the upper hand.[2]

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[1] Pekka Hämäläinen, *Indigenous Continent: The Epic Contest for North America*, Liveright Publishing Corporation, 2022, 97–141, 125; Richard White, *The Middle Ground: Indians, Empires, and Republics in the Great Lakes Region, 1650-1815*, Cambridge: Cambridge University Press, 1991, 19, 23, 1.

[2] Henry O'Reilly, *Settlement in the West: Sketches of Rochester; with incidental notices of western New-York*, Rochester, NY: William Alling, 1838, 350, 361; Orasmus Turner, *History of the pioneer settlement of Phelps & Gorham's purchase, and Morris' reserve*, Rochester, NY: Published by William Alling, 1852, 468–469; Willis G. Broadbooks (ed), *Irondequoit Centennial Album, 1839–1939*, NY: Irondequoit Centennial Committee, 1939, 4; David Minor, "Western / Central New York timeline / 1710-1724," *The Crooked Lake Review Blog* (Friday, Wednesday, April 29, 2009). Accessed October 7, 2024. https://crookedlakereview.blogspot.com/2009/04/western-central-new-york-timeline-1710.html For Denonville's route see John G. Sherret, "The Expedition of the Marquis de Denonville, and Related Matters," *The Crooked Lake Review* 143 (Fall 2007): 136–150.

The name of Irondequoit Bay reflects the early dominance of Indigenous authority in the region. The Bay's name progresses through several different versions on historic, European maps of the region, none of which attempt to rename an important trading site so close to the heart of the Iroquois' empire by Canandaigua lake. An early historian of the area, Henry O'Reilly, explained in 1838 that:

> The Teoronto Bay of Lake Ontario merits more particular notice, if for no other purpose than to speak of Gerundegut, Irondequoit, and Rundicut—names by which it is also known. The Indians called it 'Teoronto'—a sonorous and purely Indian name, too good to be supplanted by such vulgarisms as Gerundegut or Irondequoit! The bay is about five miles long and one mile wide, communicating with the lake by a very narrow opening—or such it used to have—and Teoronto, or Tche-o-ron-tok, perhaps rather nearer the Indian pronunciation, is *the place where the waves breathe and die*, or *gasp and expire*.[3]

According to O'Reilly, Seneca chiefs responded amicably and shrewdly to British protests against French trading posts in Irondequoit. They "promised to send the French home *as soon as* the English supplied smiths to reside in their villages; they also agreed to welcome Protestant missionaries *as soon as* the prices at Albany were low enough to enable them to buy Sunday clothes!" As Pekka Hämäläinen explained more recently, the apparent willingness of the Five Nations to replace French with British trading posts and Jesuit with Protestant missionaries reflected their "principled plasticity" enabling them "to forge alliances with European powers that were locked into intense rivalries" without becoming embroiled in them. This and other forms of "Indigenous pragmatism" allowed the Haudenosaunee to keep the upper hand in negotiations without endangering their confederacy of nations.[4]

The desire for peaceful trading relations eventually lead to the construction of a fort at the foot of Lake Ontario to protect traders and attempt to impose themselves on local Indigenous settlements (Figure 3). As early as 1716, Ruth L. Higgins notes, English traders from Albany encountered an established "trading house at Irondequoit, where five French traders and a blacksmith were stationed." Named Fort des Sables ("Fort of the Sands") at the Lake Ontario outlet of Irondequoit Bay (near the present location of Seabreeze), this trading post had been granted permission by the Seneca Nation, who sought an outlet for their trade goods and access to European-made tools and supplies. It was not until the appointment of a new English Governor of the Province in 1721 that the English colonial government sought to establish trading relations with the Five Nations in central and western New York, and to undermine France's role in the region. They sent Abraham Schuyler along with nine others to establish a post at the creek near the

[3] O'Reilly *Settlement in the West*, 12. See also "Origin of Names in New York—(VIII.)," *Journal of Education* Vol.62, No.10 (September 7, 1905), 284; Joel N. Eno, "A Tercentennial History of the Towns and Cities Of New York; Their Origin, Dates and Names 1614-1914," *Proceedings of the New York State Historical Association*, Vol.15 (1916), 225-264, 243.

[4] Hämäläinen, *Indigenous Continent*, 118, 136, 136n14.

south end of Irondequoit Bay. However, no English trading post in Irondequoit was permanently established until 1742 when the Five Nations "deeded a tract of land at Irondequoit to the English."[5]



Figure 3. Map Diagrams of Waterways, Transit Routes, and Early Settlements near Lake Ontario.

(left) Map showing the prehistoric, glacial Lake Iroquois, a body of water preceding and in the same location as Lake Ontario, when the shoreline extended to create what would become Ridge Road. As published in A.W. Grabau, *Bulletin of the Buffalo Society of Natural Sciences*, Albany, NY: University of the State of New York, 1901, 60. Based on the map in G.K. Gilbert, *The History of the Niagara River*, Albany, NY: James B. Lyon Printing, 1890, Plate V.

(right) The location of overland trails and canoe navigable waterways ca.1500–1700. Note the appearance of what will later be called Ridge Road following the shore of Lake Ontario. Overlaid (red dot) is the location of Fort Des Sables built near the current location of Seabreeze in 1717 as a French colonial trading outpost. As published in Eric E. Jones, "An Analysis of Factors Influencing Sixteenth Century and Seventeenth Century Haudenosaunee (Iroquois) Settlement Locations," *Journal of Anthropological Archaeology*, Vol.29 (2010): 1–14, 8.

Throughout the mid-1770s, the Seneca Nation alongside the Mohawk Nation allied themselves with the British army against the separatist settlers moving into western New York. The Onedia Nation alone supported the settlers and the aspiring U.S. government, while the Cayuga, Tuscarora, and Onondaga Nations all remained neutral in the conflict. In 1779, Major General John Sullivan advanced on central and western NY following orders from General George Washington who instructed him to "lay waste [to] all the settlements" he encountered.[6] Nineteenth-century historians attributed the ensuing massacre of Indigenous towns and villages to several notorious attacks on white settlers on the NY frontier. However, as John Butler explained as early as 1929, this "old interpretation" overemphasizes the punitive nature of the campaign. In fact, General Washington's agenda was far more integrated with the needs of a nascent

[5] Ruth Loving Higgins, *Expansion in New York, with especial reference to the eighteenth century*, Philadelphia: Porcupine Press, 1976, 42–43; Minor, "Western/Central New York timeline / 1680-1689"; David Minor, "Western/Central New York Timeline / 1735-1749," *The Crooked Lake Review Blog* (Sunday, June 7, 2009). Accessed October 7, 2024. https://crookedlakereview.blogspot.com/2009/06/western-central-new-york-timeline-1735.htmll; Broadbooks, *Irondequoit Centennial Album,* 4.

[6] As quoted in Roxanne Dunbar-Ortize, *An Indigenous Peoples' History of the United States*, Boston, MA: Beacon Press, 2014, 76–77.

U.S. government to acquire valuable land, pay its soldiers, and display its military capacity during an ongoing war with Britain.[7]

Fears of raids on frontier communities were the result not only of Indigenous tribes, but also of Loyalist "rangers" working alongside their Indigenous allies to disrupt the efforts of the future U.S. government. Thousands of white Loyalists still called the Finger Lakes region, Chemung valley, and areas near the St. Lawrence River home. It was also crucial that General Washington both defend and demonstrate his ability to defend the primary waterways connecting the Atlantic Ocean to the interior of the North American continent, namely the Hudson, St. Lawrence, and Mohawk Rivers. Sullivan's campaign not only alleviated pressures on these waterways, but it also showed the strength of the nascent U.S. military to the British.

This aggressive military campaign burned dozens of Seneca settlements as they moved northward through central New York. According to the annalist of Tryon County (which then included all of central and western NY), the severity of Sullivan's destruction was necessary insofar as Indigenous "towns were their retreats, and from thence they made incursions into the [white] settlements: driven back to Niagara, and rendered dependent upon the English for supplies of provisions, they would necessarily be much crippled in their future operations." Nineteenth-century historians often overlooked just how significant the agricultural production of the Haudenosaunee was for the British military in North America. Despite the alliance between British soldiers, English loyalists, and the Seneca Nation, however, and as many early accounts noted, large numbers barely survived the intense cold of the subsequent winter. Many Senecas fled west, to the Buffalo area, Fort Niagara, and Canada while others made their way south along the Allegheny River.[8]

Alongside these horrors, it is important to note the impact of this military expedition on settler-colonial expansion in the Genesee River Valley. The expedition had revealed the fertility of western New York to a great number of soldiers and "produced a tide of emigration to the West, which has not yet ceased to flow." "Many of the soldiers who were at the close of the war without homes, and who had been stationed along the frontier," the Tryon County annalist continued, "returned and settled upon the places of their former trials and sufferings."[9] The Seneca Nation eventually made peace with the new U.S. government, when they signed the Treaty of Fort Stanwix in 1784. Following their success in the revolution, the new New York State government changed the name of Tryon County, named for the last of the colonial governors in NY, to Montgomery County. Permanent settler communities arrived rapidly in the region.

A series of land cessions followed the agreements made at Fort Stanwix once the new government was able to sort out existing land claims to western NY. As Henry Osgood explains, the "Kings of England and France were either poor geographers, or very careless in their grants of territory in the new world." As a

[7] John Butler, "New Sources on the Sullivan-Clinton Campaign in 1779," *The Quarterly Journal of the New York State Historical Association*, Vol.10, No.3 (July 1929): 185–224, 188, 192-194.

[8] Charles Congdon, *The Historic Annals of Southwestern New York*, v. 2, New York: Lewis Historical Publishing Co., 1940, 622-623; O'Reilly, *Settlement in the West,* 399, 46

[9] O'Reilly, *Settlement in the West*, 393–400, 393.

result, the State of New York and the Commonwealth of Massachusetts both claimed the lands of what would become Western New York State. The 1786 Treaty of Hartford settled the dispute by drawing a "preemption line" running north-to-south between the Pennsylvania border and Lake Ontario immediately west of Seneca Lake. West of this boundary, Massachusetts would have the right to acquire and sell Indigenous territories; and once sold, these lands would then be incorporated within the legal jurisdiction of the State of New York.[10]

In 1787, an association of wealthy individuals interested in the survey area and surrounding region established the New York Genesee Land Company and the Niagara Genesee Land Company in a vaguely legal attempt to acquire lands in Western New York directly from the Six Nations. The companies drew on the animosities between Loyalists and Patriots and between the Senecas and other confederate members of the Six Nations to negotiate a treaty not sanctioned by the U.S. government, which established a nine-hundred ninety-nine-year lease to all the Six Nations territory for the purposes of hunting, fishing, and trapping. In 1788, Governor George Clinton was authorized by an Act of the NY Legislature to disregard any contract made with the Six Nations not sanctioned by the State, and to both evict and destroy the property of all who entered these territories upon those contracts.[11]

The first sanctioned land cession took place in 1788 when Massachusetts sold all the lands west of the preemption line to two financiers, Oliver Phelps and Nathaniel Gorham. Once they had made their purchase from the Commonwealth of Massachusetts, the purchase contract required Phelps and Gorham pay three installments of one million dollars and extinguish Indigenous claims to the land before they were able to secure land titles.

The first settler-colonial outpost arrived in the survey area in 1789 as part of Phelps and Gorham's negotiations with the Seneca Nation. Along with the lands east of the Genesee River, they also acquired an area of land for the purpose of erecting a grist mill to aid Indigenous communities alongside future settlers (Map 4). The "One-Hundred Acre Tract" (also referred to as the "Mill Yard Tract" and "Fall Town") encompassed the lands of the Phelps and Gorham purchase immediately west of the Genesee with plans for the mill to be erected on the western shore at the High Falls.[12] They hired Ebenezer "Indian" Allan to build and operate the new mill.

Amidst the rising value of Massachusetts currency in 1791, Phelps and Gorham were unable to pay the second installment of the purchase price and Massachusetts resold the land west of the River to Robert Morris. A year later, Phelps and Gorham sold the remainder of their lands east of the River to Morris directly, who quickly attempted to establish a new town in the survey area. A 1792 map documents the first attempt to establish a formal settlement near the mouth of the Genesee River (Map 3). Drafted by Charles de Krafft (1752-1804), a prominent mapmaker and draftsman recently employed as part of the L'Enfant plan of Washington D.C., the map articulates the town plan of two new commercial settlements

[10] Howard L. Osgood, *The Title of the Phelps and Gorham Purchase*, Rochester, NY: 1891, 6–7, 105–106.
[11] Osgood, *The Title of the Phelps and Gorham Purchase*, 107–109, 240–249.
[12] Higgins, *Expansion in New York*, 157.

on the east shore of the Genesee River at the lower falls. Morris sought to develop the new city of Athens with his agent Samuel Ogden, the surveyor Samuel Street, and fellow financier Benjamin Barton. Barton had already reacquired the Mill Yard Tract from Ebenezer Allan to ensure it would not compete against this new venture. Due east, this consortium planned the second village at the west shore of Irondequoit Bay connected to Athens by a new road.[13] Unfortunately, Morris fared no better than Phelps and Gorham before him, and following a quick financial decline was confined to debtors' prison before the end of the century. The plan for Athens was abandoned. Attempting to pay his debts, Morris sold all his remaining land holdings west of the Genesee to the Holland Land Company, and those to the east to an association of English financiers led by Sir William Pulteney (also "Pulteny"). Pulteney was the major investor of what was then called the "English Association" or "London Association," which would continue to operate in the region until 1925.[14]

Following Ebenezer Allan's arrival in 1789, Samuel Street in 1790, and William Walker—also known as "Walker the Ranger," a former soldier of Sullivan's campaign—in 1791, most early settlers near the survey area traveled from New England. Allan's mill supplied critical early infrastructure allowing future settlers to grind their wheat and saw their lumber. Potash, as with most other frontier settlements, provided the earliest means of generating an income from newly acquired lands. Walker built his cabin on the east shore of the mouth of the Genesee (at Summerville) becoming the first permanent, white settler north of what would become Ridge Road.[15] In 1796, Oliver Culver, for whom Culver Road was later named, built a farmhouse at Irondequoit Landing near the south end of the bay. There he established the first Ashery in 1800. Asheries offered the means to further refine the production of potash in the survey area, allowing local settlers to increase their profits while continuing to clear the land. Potash was often the only means for new arrivals to pay off their debts while they labored to make the land ready for agricultural production. Elijah Scudder, Jesse Case, and Jesse Tainter all arrived ca.1800 and settled near Culver (then known as Culver's Settlement).[16]

Along with numerous early white settlers were several African Americans. Before 1800, Black settlers comprised a larger portion of the village community than any other time until the second half of the twentieth century. Historian Blake McKelvey explains that Asa Dunbar was among the earliest pioneers of the lower Genesee Valley near what is now Winton Road North. Dunbar "opened one of the first clearings in Irondequoit in 1795 and shared the trials of all early frontiersmen," according to McKelvey.

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[13] Blake McKelvey, "Indian Allan's Mills," *Rochester History*, Vol.1, No.4 (October 1939): 1–24, 1-2, 8. Howard L. Osgood, *The Title of the Phelps and Gorham Purchase*, Rochester, NY: 1891, 107–109, 240–249.

[14] For a detailed overview see James D. Folts, "The 'Alien Propietorship': The Putleney Estate during the Nineteenth Century," *The Crooked Lake Review*, Iss.129 (Fall 2003): 101–135.

[15] Osgood, *The Title of the Phelps and Gorham Purchase*, 414; Rochester Chamber of Commerce, *Illustrated Rochester, 1898-1899*, 24; Broadbooks, *Irondequoit Centennial Album,* 5.

[16] Broadbooks, *Irondequoit Centennial Album,* 5; Rochester Chamber of Commerce, *Illustrated Rochester, 1898-1899*, 15. For more detail on the sale of these lands to individuals typically for use as farms see Robert W. Silsby, "Mortgage Credit in the Phelps-Gorham Purchase," *New York History*, Vol.41, No.1 (January 1960): 3–34. https://www.jstor.org/stable/23154226

The frontier held opportunities for "liberty-loving fugitives" that would have been more difficult or even illegal in other parts of the newly established United States.[17]

3.2 Development in the Survey Area

3.2.1 Early Nineteenth-Century Development, 1800–1860s

In 1798, Judge John Tryon of Lebanon Springs acquired land south of Irondequoit Landing from a brother who had failed to pay his debts. Picking up a town plan initiated by his brother, Judge Tryon built and opened a store and storehouse with a partner that they called Tryon & Adams in 1799. Early shipments of goods to stock the store arrived overground via sleigh. Asa Dayton opened a tavern, Stephen Lusk a tannery and shoe-making business, Asa Dunbar had a farm nearby, and by 1801 Silas Losea opened a blacksmith's shop. An ashery and distillery were included as well by this time. Tryon Town, according to Willis G. Broadbooks, editor of the *Irondequoit Centennial Album*, also provided the "first inkling of real estate booms" that would overtake the survey area by the turn of the twentieth century.[18] According to early Irondequoit settler Oliver Culver, "pretty much all the Lake business of this region, was transacted at Irondequoit Landing."[19] By 1800, roads were laid out connecting Tryon Town, Irondequoit Landing, and the Genesee River along what would later become East Avenue (Figure 4).

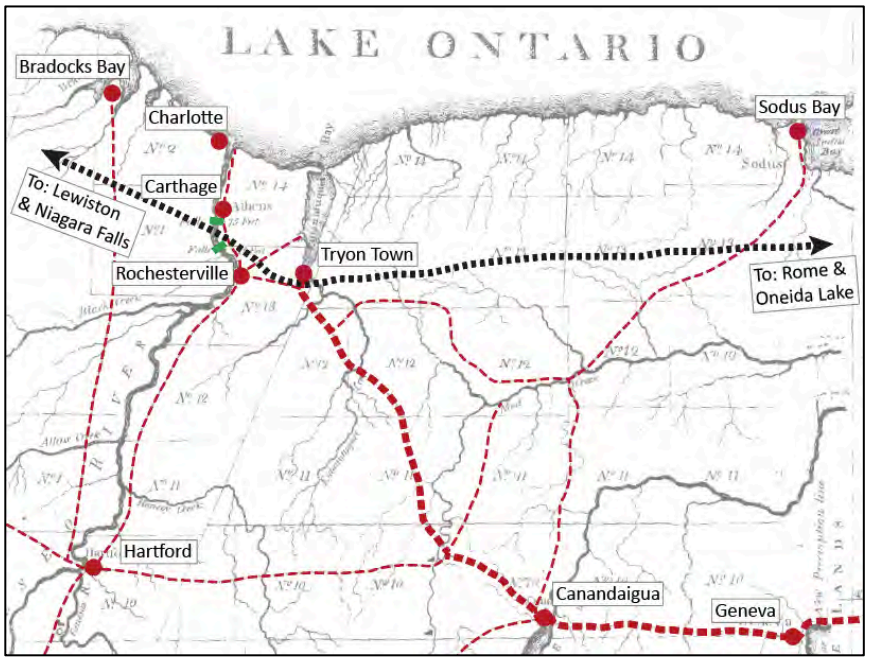


Figure 4. Map Diagram showing waterways, towns, and roads ca.1800–1830.

Ridge road (black dotted line) and Merchant's Road (thick red dotted line) show major two major routes alongside several others.

Red and black diagram lines overlaid on 1794 Map of the Phelps and Gorham Purchase (Map 4).

(bottom right) detail of Figure 2 showing Indigenous transit routes ca.1500–1700.



[17] Blake McKelvey, "Lights and Shadows in Local Negro History," *Rochester History*, Vol.XXI, No.4 (October 1959), 1–27, 2.
[18] Broadbooks, *Irondequoit Centennial Album, 1839–1939*, 5.
[19] Turner, *History of the pioneer settlement…*, 428.

However, the City of Tryon suffered a quick demise. With most of the stores closed by 1818, Turner would note in 1852 that "there now remains scarcely a vestige of the once 'city of Tryon.'"[20] Although it lasted less than twenty years, Tryon town was the most successful settlement near the survey area to date controlling all trade from the Genesee River Valley. At the turn of the nineteenth century, Irondequoit Bay, and not any of the settlements on the Genesee River, was the main port. "It was not until along about 1813," wrote Culver, "that we abandoned the idea that it would be the great commercial point of this region."[21]

The village of Charlotte at the mouth of the Genesee River on Lake Ontario was another early site of local development. Founded in 1792 and sometimes referred to as Charlottesburg, this settlement's location and the whims of chance provided it "a temporary preeminence over its shipping rivals." While the sandbar at the opening of Irondequoit Bay slowly silted over discouraging continued development at Tryon Town, the village of Carthage at the high falls was decimated by fever. In 1805, Congress named Charlotte the "Port of the Genesee," and an official entry point into the U.S.[22] The first customs collector for the district was located here and all goods leaving for foreign markets from Tryon Town and later Rochester were obliged to embark from Charlotte. Within a few years," writes Barnes, "Charlotte became the principal settlement on the lake between Oswego and Lewiston, and controlled an expanding export business in frontier produce demanded in Canadian ports."[23]

Early transportation routes were crucial for the communication of goods to regional and foreign markets. In addition to the road laid out between Tryon Town and the Genesee River, Caleb Lyon surveyed and began building a new Bay Road in 1812 and in 1815 a road was built along the sandbar connecting the survey area with the east side of Irondequoit Bay. Perhaps the most influential new road was formally established in 1815, but was itself, in the words of Historian O'Reilly, "a fruitful source of speculation to the geologist and antiquarian." Built along a naturally occurring ridge line, Ridge Road was in use long before the early eighteen hundreds.[24] During his visit to the region ca.1810, the surveyor DeWitt Clinton recorded his experience of the road in his personal journal:

> From the Genesee near Rochester to Lewiston on the Niagara, there is a remarkable ridge or elevation of land running almost the whole distance, which is seventy-eight miles, and in a direction from east to west. Its general altitude above the neighboring land is thirty feet, and its width varies considerably; in some places it is not more than forty yards. Its elevation above Lake Ontario is perhaps 160 feet, to which it descends with a gradual slope; and its distance from that water is between six and ten miles. This remarkable strip of land would appear as if intended by nature for the purpose of

[20] Turner, *History of the pioneer settlement…*, 429–430.
[21] Turner, *History of the pioneer settlement…*, 428. See also Florence C. Smith, "Irondequoit Bay: The Business of Pleasure," *Rochester History* Vol.LVI, No.1 (Winter 1994), 1–36, 4.
[22] Broadbooks, *Irondequoit Centennial Album, 1839–1939*, 5.
[23] Barnes, "Rochester's Era of Annexations, 1901–1926," 184.
[24] O'Reilly, *Settlement in the West*, 387.

> an easy communication. It is, in fact, a stupendous natural turnpike, descending gently on each side, and covered with gravel; and but little labour is requisite to make it the best road in the United States.[25]

The settlement of Rochesterville was initially laid out by Nathaniel Rochester, Charles Carroll, and William Fitzhugh in 1812 with a bridge at Main Street extending across the Genesee.[26] Although a new village, it was situated within the "Hundred-Acre Tract" initially negotiated by Phelps and Gorham and occupied (further north on the west shore of the River) by Ebenezer Allan's mill site, also known as Fall Town. Rochesterville became the new nucleus of this early tract when Nathaniel Rochester purchased it from the London Association (Pulteney Estate) in 1802.[27] The War of 1812 and the many raids it catalyzed from British troops along the lower Genesee Valley was the regional setback Rochester, Carroll, and Fitzhugh needed to establish their nascent prospect against Charlotte, the main port and center of trade. The war also led to increased trade with Carthage, set on the east bank of the River between Charlotte and Rochester.[28] Alongside two adjoining tracts, Rochesterville was incorporated in 1817. In 1821, it successfully won negotiations to become the County Seat of the new Monroe County, named for then President James Monroe. And in 1822, it finally became Rochester. By 1834, following years of opposition from Ontario and Genesee Counties inspired by their competing interest in the towns of Canandaigua and Batavia respectively, it seemed to have won the local battle for preeminence as well, having grown sufficiently to incorporate as a city.[29]

Prior to this success, the biggest challenge to Rochester was the village of Carthage in the southwestern corner of the survey area on the east shore of the Genesee River. Built on the site imagined by Robert Morris and his investors as the town of Athens opposite Allen's Mills (Fall Town) in 1792, Carthage was settled in the early 1800s. In 1804, Noah Smith built a mill on the west side of the Genesee opposite Allan's sawmill, which had been irreparably damaged by a flood in 1803 and then rebuilt by Oliver Culver alongside Solomon Hatch in 1806. By 1815 following the end of the war, travelers were still reticent of settling too near the Bay and the Ridge Road became a major thoroughfare for emigrants heading west. Carthage was formally established in 1816 by Caleb Lyons alongside Elisha B. Strong and Elisha Beach. Early settlers in Carthage included Oliver Taylor, Captain Ebenezer Spear, Adonijah Green, and Hosea Rogers, who was born on St. Paul Blvd.[30]

The early settlers at Carthage were serious and aggressive in their attempts to challenge Rochesterville as the local site of trading power. In 1817, Elisha Beach, Levi H. Clarke, Heman Norton (for whom Norton Street was named), Francis Albright, and Elisha Strong supported the erection of a wooden-arch bridge across the River connecting the Ridge Road on either side of the gorge and opening trade west toward

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[25] O'Reilly, *Settlement in the West*, Appendix, 381.
[26] Broadbooks, *Irondequoit Centennial Album, 1839–1939*, 6.
[27] O'Reilly, *Settlement in the West*, 29–30.
[28] Barnes, "Rochester's Era of Annexations, 1901–1926," 184–185.
[29] Blake McKelvey, "A Panoramic Review of Rochester's History," Vol.XI, No.2 (April 1949): 1–24, 3–4.
[30] Rochester Chamber of Commerce, *Illustrated Rochester, 1898-1899*, Rochester, NY: 1899, 15; Turner, *History of the pioneer settlement…*, 429; Broadbooks, *Irondequoit Centennial Album, 1839–1939*, 6–7.

Buffalo. In 1818 they petitioned for a branch of the U.S. Bank. The bridge was completed in 1819 crossing the seven-hundred eighteen feet between the lower falls and the Ontario Steamboat-landing with a thirty-foot-wide deck some two-hundred feet above the river. Designed by architects Brainerd and Chapman, the central rounded arch of the bridge required approximately seventy-thousand feet of timber and was built atop a massive wooden, gothic arch, itself as great a "curiosity as the bridge itself." Precipitating the failure of Carthage, the bridge fell a little over a year after its completion due to a design flaw.[31] The collapse of the Carthage bridge and the success of the Erie Canal in 1825 meant that Rochester had won trade dominance in the region, but Carthage did not succumb until the mid-1830s having shifted their attention to trade with Canada (Figure 5).[32]



Figure 5. Plaque commemorating historic Carthage.
As published by West, *Irondequoit Story*, 12.

Sawmills were still numerous throughout the survey area in the mid-nineteenth century while much of the land was still covered in forest and Rochester was building quickly. Hosea Rogers operated one on his property near Stanton Pond. West reports that the "Zwergers, Meisenzahls and Baumans, who lived near Bay View and Glen Haven were loggers and were employed to clear the land for crops. They sawed the logs into 12 to 16 inch lengths and split them for dressing into hand made shingles which outlasted those that were sawed." This led to Bay View to be known at the time as "Shingle Landing." At Newport Cove Joseph Vinton operated a ferry terminal for transporting lumber to his sawmill in Webster across the bay. Vinton used his horse-powered mill to saw logs, which were then sent on to Rochester for sale.[33]

In 1839, Irondequoit separated from Brighton forming its own township. During the 1830s, townspeople laid out the main highways organizing the territory. They firmly established Culver Rd, Portland Ave, Hudson Ave, and St Paul Street (later Blvd) running north-south, and Clifford Ave, Norton St, Ridge Rd, and Titus Ave running east-west. Roads of hard-packed dirt and clay soon gave way to gravel and

[31] Accounts vary on the length of time the bridge was in use. According to O'Reilly in 1838, the bridge stood "one year and *one day*, which latter period saved the builders from the loss, as the guarantied that the structure would endure *one year*." O'Reilly, *Settlement in the West*, 385. Broadbooks echoes this claim. *Irondequoit Centennial Album, 1839–1939*, 6. Alternatively, Joseph W. Barnes cites a different 1834 source stating the bridge collapsed fifteen months after completion. Joseph W. Barnes, "Bridging the Lower Falls," *Rochester History*, Vol.XXXVI, No.1 (January 1974): 1–24, 9.

[32] West, *Irondequoit Story*, 11.

[33] West, *Irondequoit Story*, 28–29, 55.

eventually plank-roads by midcentury.[34] With new roads granting access throughout the town, Irondequoit shifts focus and begins to enter a new era of its development.

3.2.2 Recreational & Commercial Development, 1840s–1930s

Antebellum social and cultural life in the survey area was driven by what the imminent sociologist Max Weber famously termed the Protestant work ethic. In the words of Florence C. Smith, the region's settlers largely "looked askance upon many activities that invited patrons to be absent from work and perhaps overindulge in food, drink, or boisterous behavior."

> To control such behavior, the Rochester Common Council passed penal ordinances 'relating to nuisances; on November 11, 1862. Included were fines for any person keeping a 'faro bank, shuffle board, bagatelle, playing cards, or any instrument, device or thing employed for gambling.' Playing for liquor was also subject to penalty, as was operating a billiard table or a nine pin bowling alley. Even flying a kite or bathing in the canal or river between 6 in the morning and 8 at night were forbidden.[35]

However, by 1890, the increase in urban population, spending power, and municipal transportation systems led to a shift in popular attitudes toward the same leisure activities formerly deemed immoral. The business leaders "in such industries as nursery businesses and the manufacture of shoes and clothing provided more spending power and shorter working days for its citizens" with fifty firms moving their closing times from nine to seven in the evening in 1860 and eventually instituting the eight-hour workday by 1867. In 1887, many enjoyed half-days of work on Saturdays for the first time as well.[36]

This shift in social mores was especially true amongst Irondequoit entrepreneurs whose new businesses along the edges of the Lake and Bay began to blur class distinctions. As Kyle Somerville explained, seaside destinations became popular escapes. And while these businesses catered to upper- and middle-class patrons, once there "the types of leisure open to resort vacationers pushed the boundaries of acceptable behavior." Moreover, not only did resort destinations "invite guests to shrug off notions of modesty and thrift, they encouraged them to reconsider other Victorian restraints." While the City of Rochester mandated licenses for those "who wished to exhibit or allow performances by theaters, circuses 'or any concert, musical entertainments, exhibitions or dances, or series of lectures for private emolument or gain' as late as 1881," Irondequoit did not.[37] In so doing, the new group of so-called "pleasure-seekers" escaping to the shoreline of Irondequoit from Rochester's bustling urban core were also socially interacting with a different class of citizens. Waterside resorts brought people of diverse ethnic and socioeconomic backgrounds into direct contact "in a setting that encouraged, and made acceptable, much

[34] West, *Irondequoit Story*, 24–25.
[35] Smith, "Irondequoit Bay: The Business of Pleasure," 5; see also Kyle Somerville, "'This is where I love to go': The (Re)creation of Place at Ontario Beach Park," *Rochester History*, Vol.75, No.1 (Spring 2013): 1–36, 8–11.
[36] Smith, "Irondequoit Bay: The Business of Pleasure," 6.
[37] Smith, "Irondequoit Bay: The Business of Pleasure," 15.

more intimate contact with each other than was possible outside the park."[38] Irondequoit's "experiment in pluralistic elbow-rubbing" would have been unimaginable a half-century before, but it quickly became the backbone of their development with long-lasting effects.[39]

At first, waterside clubs and hotels focused on summer entertainments like fishing, sailing, and group dinners—activities in themselves not yet at odds with Victorian culture. In 1840, Vinton renovated his sawmill into a hotel on the western shore of Irondequoit Bay (Map 13). Originally called the Old Steam Saw Mill before it became known as the "New-Port hotel," Vinton's establishment was the earliest site for summer entertainment in the area.[40] Similarly, Mr. George Allen remodeled an existing home in Irondequoit into a new hotel named Allen House following the end of the Civil War, which he again remodeled in 1868. Eventually, Allen's establishment would take the name Seabreeze House becoming one of the busiest pleasure-related businesses on the Bay.[41] Several establishments built originally for private use became commercial businesses in the 1870s. "Typically," Smith explains, "the owners transformed a private house into a place where summer guests could eat, drink, and stay overnight."[42] Smith identifies the Bay View House (opened in 1871, renamed the Bay View Hotel), the Outlet House (opened in 1884, renamed Rebholz's), Drakes Landing (opened in 1870, renamed Glen Edith in 1892), and Griebel's Hotel (opened in 1879, renamed Hebing's), among others (Map 17).

Railroads further reinforced recreational development. John T. Clark & David Vaughan's 1855 "Map of the State of New-York Showing its Water and Rail Road Lines," displays the major water and railroad transportation routes throughout NYS including its connections with routes through Pennsylvania, Connecticut, Massachusetts, Vermont, and Canada around the perimeter of Lake Ontario including railroads that have been constructed, are in progress of construction, or have been proposed (Map 15). The series of intersecting lines it illustrates places greater Rochester at a critical juncture of western and central NY. It places the survey area adjacent to and accessible from a transportation network spreading out in every direction. These included the Auburn and Rochester Railroad, which was chartered in 1834 and completed by 1841, marking the first appearance of the railroad near the survey area (Map 13). In 1852 it was renamed the Buffalo & Rochester R.R. and included the construction of the Lockport & Niagara Falls R.R., which split off just west of Rochester heading northwest (Map 14). At the same time, the Rochester & Charlotte R.R. leads north along the western shore of the Genesee River ending at Charlotte providing not only increased freight capacity to the port at Charlotte, but also quick access to the waterside from Rochester's downtown.

[38] Somerville, "'This is where I love to go,'" 10.
[39] Somerville, "'This is where I love to go,'" 11.
[40] West, *Irondequoit Story*, 67.
[41] Smith, "Irondequoit Bay: The Business of Pleasure," 7, 8.
[42] Smith, "Irondequoit Bay: The Business of Pleasure," 13.

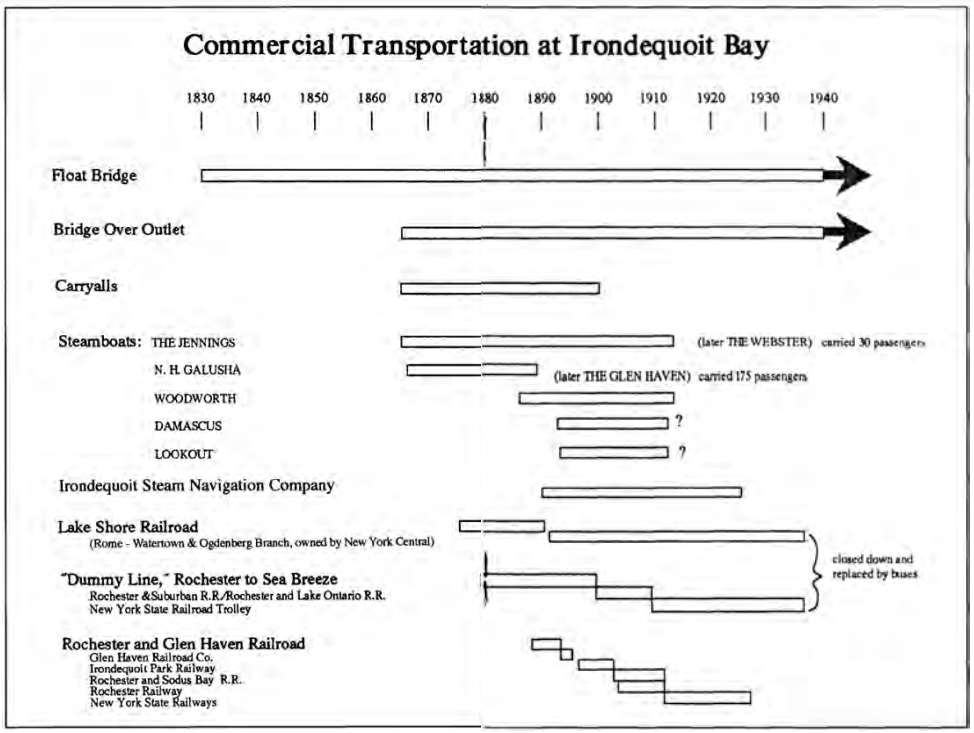


Figure 6. Timeline showing commercial transportation routes to Irondequoit Bay.

As published in Florence C. Smith, "Irondequoit Bay: The Business of Pleasure," *Rochester History* Vol.LVI, No.1 (Winter 1994), 1–36, 18–19.

According to Smith, the early 1870s marked a significant turning point in the history of Irondequoit's resort businesses. This followed several modes of transportation allowing pleasure-seekers access to Irondequoit resorts (Figure 6). In 1876, the Rome & Watertown R.R. built a line running from central Rochester along the east shore of the Genesee through Irondequoit to Summerville, and from there along the Lake shore to Seabreeze before extending along the sandbar into Webster. Alongside the railroads there were also streetcar lines. In 1879, the "Dummy Line" established a north-south route running through Irondequoit and run entirely by "Rochester Men," who purchased land in the northeast of Rochester for a station and round house, as well as fifty acres on the bay for a new resort.[43] Although they went bankrupt in 1899 following a bad accident, they were quickly replaced with the Rochester and Suburban Railroad's electric line. Finally, local entrepreneurs had set up hack stands with horse-drawn vehicles ready for hire. New businesses hired out what they called "carryalls" on an hourly rate. These large horse-drawn vehicles carried up to forty passengers into the country and down the steep roads leading to waterside resorts. By the end of the decade, steamships docked near the city's edge and carried passengers up the bay to Newport and Seabreeze dropping them at new, private piers. In 1874, the Newport House supported between one and two hundred visitors, with an additional three hundred picknickers and other visitors arrived in the surrounding area. Large, private resort parties and bayside cabins had become a local status symbol.[44]

[43] Smith, "Irondequoit Bay: The Business of Pleasure," 11.
[44] Smith, "Irondequoit Bay: The Business of Pleasure," 8–10.

The new resort industry was not without its challenges. Sanitation became a significant problem for the greater Rochester area moving into the 1890s with the City reaching a population of 134,000. Sewage draining from the residences and businesses in the city and surrounding area began affecting the population of fish while local businesses illegally continued to fish within the bay to cheaply meet their customer demands and further diminishing the fish population.[45] Moreover, as McKelvey notes, "the practice of terminating the sewers in open ditches at the city limits inevitably discouraged settlement." Most sewage and grey water from the east side of the City ultimately drained toward Irondequoit Bay. The east-side sewer trunk of 1887 assuaged some concerns, but the problem persisted well into the twentieth century.[46]

The turn of the twentieth century was a golden age for Irondequoit's waterside resorts. Prior to the 1890s, the names of resorts were not included on national maps. With the growth of transportation infrastructure so too came the appearance of railway maps and travel guides encouraging travelers to take a trip to Windsor Beach or Seabreeze Park. "In this way," Somerville writes, "the lakeshore became a series of discrete places, full of 'fancy names, having no local significance, given apparently to look well in print and sound well in the advertisements,' which could be found on a map."[47] Their broad distribution gave legitimacy to the resorts and confidence to Irondequoit's developers. For example, one guide the R.W.&O. R.R. included a map illustration titled "The Tourists Ideal Route, Season 1895" was published by the American Bank Note Company and prominently features the Irondequoit stops alongside other major tourist destinations across NYS.

New leisure businesses were also encouraged by the appearance of gasoline-powered motorboats on the lake and bay after 1900. In 1909, five local men founded the Irondequoit Navigation Company operating six motorboats until 1925. Each boat could carry up to seventy-five people and would make regular trips between Seabreeze and Glen Haven stopping at each public dock along the way.[48] The "Pink Ticket Trip" was another way the owners of railroads and passenger boats encouraged Rochester's citizens to visit the resorts and hotels in Irondequoit. For a standard rate of five cents, a passenger could step on a trolly anywhere in the city, obtain a transfer to Seabreeze or Glen Haven, and then pay an additional twenty cents for a trolley and boat ticket, which would include "a round trip through the bay, an hour-long side trip along the shoreline to Ontario Beach at Charlotte," as well as a return trip to Rochester.[49]

Recreation reached a fever pitch in the 1920s that was unexpectedly followed by a relatively rapid decline in the 1930s. Slowing commercial and recreational activity was followed by years of relative stagnation as Irondequoiters refocused on the war effort and struggled to find housing. Cottages in Summerville were converted to keep out the cold in winter and resorts fell into disrepair.

[45] Smith, "Irondequoit Bay: The Business of Pleasure," 15–16.

[46] Blake McKelvey, "The Physical Growth of Rochester," *Rochester History*, Vol.XIII, No.4 (October 1951): 1–24, 16.

[47] Somerville, "'This is where I love to go,'" 22.

[48] Smith, "Irondequoit Bay: The Business of Pleasure," 17.

[49] Smith, "Irondequoit Bay: The Business of Pleasure," 17.

3.2.3 Suburbanization & Residential Developments, 1890–1940s

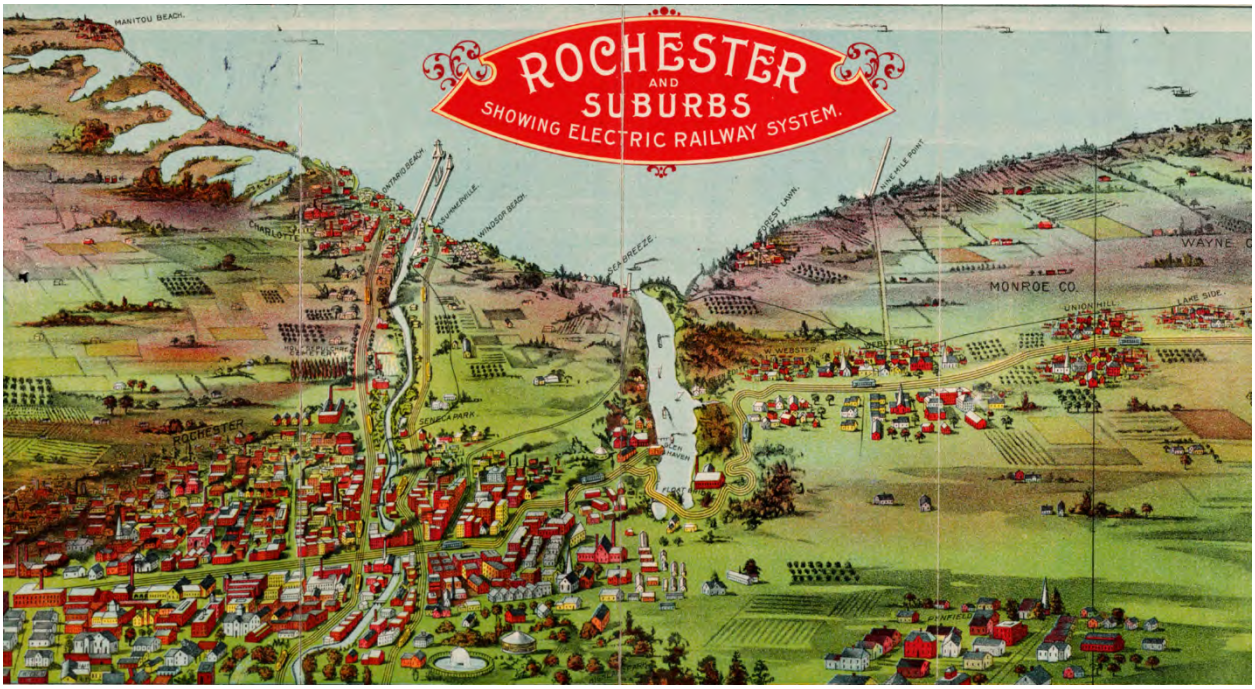


Figure 7. Illustration of Lake Ontario shoreline showing Rochester's electric railway system, 1901.

The first three decades of the twentieth century witnessed a deluge of residential development projects spreading through Irondequoit along the major thoroughfares. These were catalyzed and then supported by much of the same infrastructure that had been developed to serve the by now extremely successful resorts along the Lake and Bay. A 1901 brochure put out by the Rochester Railway Company detailed interurban, electric railway routes from the city of Rochester to resort destinations on the Lake and Bay.[50] This brochure illustrated the overall condition of the survey area at the turn of the century (Figure 7). It labels Seneca Park, Summerville, Windsor Beach, Seabreeze, Glen Haven, and the Float Bridge while displaying the potential railway routes to reach them. This illustration presents the early developments in the survey area, each of which immediately surround the labeled destinations and what was then the southern boundary of Irondequoit (later annexed by the City). In between these transportation lines and early developments, it also reveals the large expanses of undeveloped property that remains predominantly rural in character. These areas show farmhouses, agricultural fields, and some minor forested lands, as well as marking the river's edge with foliage.

The suburban development of Irondequoit had already begun in the late nineteenth century. An increase in the density of residential construction along existing roads within the survey area began as early as the

[50] "Rochester's pleasure resorts: how to get there [map]." Rochester, NY: Rochester Railway Company, 1901.

1870s. By 1872, the parcels closest to the northern and eastern edges of the City of Rochester showed new informal development. F.W. Beers's detailed maps of Irondequoit show, for instance, the development organized by the St. Joseph Orphan Asylum Association on Clifford Ave between St. Joseph St. and Hudson St. including several new roads, lot divisions, and building footprints demonstrating early construction (Maps 17, 18). Further informal development is visible along existing roads as parcels are divided into increasingly smaller lots with new construction as is evident, in particular, along North Clinton St and North Ave near Bay St. Likewise, Swaines Corners at the intersection of Culver Rd and Ridge Rd also showed increasing density in construction including the cutting of Brown St near the intersection to accommodate more residences. By 1887 (Map 19), informal, owner-occupier development continued northward up Portland Ave following the installation of the Rochester & Lake Ontario R.R. route which led up Portland Ave to Ridge Road, across to Swaines Corners, and up Culver Road to Seabreeze. In 1893, St. Paul Blvd was extended northward to the Lake with an electric trolley line following the same route.

During the early twentieth century, improved transportation infrastructure for middle and working class Rochesterians granted easier access to the resorts on the Lake and Bay; it also encouraged developers to invest in the creation of streetcar suburbs although this would not begin in earnest until after WWI. The train lines connecting pleasure-seekers to lakeside and bayside resorts like the New York Central & Hudson River line had no stations between central Rochester and the resorts themselves. Such quick transport led to some limited owner-occupied development along the shorelines in Summerville, Windsor Beach, and Seabreeze between 1900 and 1912 (Maps 23, 24). In 1902 this already included organized lot divisions at Bietry Beach, Windsor Beach, White City, and Lake Tract Cove, as well as The Highlands, Eugene Van Voorhis development, the Marle Lawn Tract, Point Pleasant Tract, and lot division surrounding the Birds & Worms Hotel (Map 23). Direct rail lines were supplemented by improved electric trolley lines running along St. Paul Blvd and the Rochester & Suburban Electric Railroad running along Portland Ave, Ridge Rd, and Culver Rd each with several stops between Rochester and resorts destinations (Map 22). As a result, the corridor along St. Paul Blvd and Culver Rd witnessed significant development before WWI. Economic vitality in the early 1900s brought both a surge of interest in leisure activities and a building boom in search of inexpensive and desirable properties outside the dense center of Rochester. This "modern mechanical age," writes McKelvey, "brought the automobile and many other highly significant conveniences to Rochester, greatly transforming its life patterns and enforcing many new structural changes."[51]

Irondequoit benefited from the material and economic expansion of the City of Rochester, but it also suffered from its difficulties. The chronic shortage of low-cost housing throughout the greater Rochester area undermined its claim to be the "City of Homes." As Joseph W. Barnes explained in his 1974 dissertation on Rochester's expansion in the early twentieth century, the city could claim a preeminent place among U.S. metropoles of the same general size when it came to home ownership and the ratio of dwellings to families with forty-four percent of houses owner-occupied. However, the focus on middle-class, single-family homes in these statistics "ignored the plight of thousands of recent immigrants and

[51] McKelvey, "The Physical Growth of Rochester," 17.

other poor whose families occupied tenements, houses converted from single-family use, or tiny 'workingman's cottages' packed densely on numerous side streets."[52] The Rochester Chamber of Commerce and other organizations conducted surveys through the 1890s and early 1900s revealing a serious shortage in rental housing across Rochester. While plans to construct low-cost housing on the periphery of the city—for instance, along Norton St. or Waring Rd at the southern edge of the survey area—never materialized, McKelvey explains, "the introduction of an easy-credit scheme to grant long-term mortgages at modest rates did help after 1904 to stimulate a new upsurge in home construction."[53] The town of Irondequoit has a notable lack of tenement housing and a wealth of single-family, suburban homes. The relatively slow start to suburban expansion north of Norton St between 1890 and 1915 reflects the Town of Irondequoit's strong desire to remain distinct from the growing city and its problems (Figure 8).

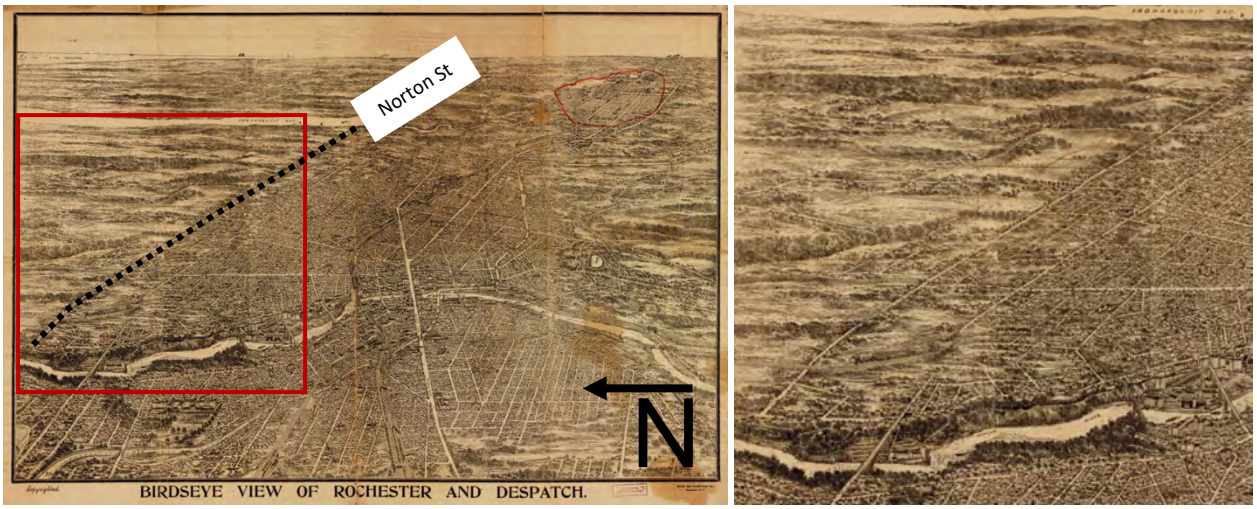


Figure 8. Birdseye view showing development north and south of Norton St, ca.1910.

Reits, and Union And Advertiser Co. *Birdseye view of Rochester and Despatch*. Rochester, NY: Union and Advertiser Co., ca.1910. Map. https://www.loc.gov/item/2009584359/

In response to this housing shortage, Rochester planners, developers, philanthropists, and city leaders influenced by the City Beautiful Movement insisted on the need for a comprehensive city plan. In 1911, Arnold W. Brunner and Frederick Law Olmsted, Jr. fulfilled this hope with specific proposals including "the extension of certain dead-end streets and development of parkways to connect the several parks and afford worthy approaches from the central part of town" (Figure 9).[54] Before the plan was even issued, F.L. Olmsted, Sr. had been a consulting architect for the City since the formation of the Parks Commission

[52] Joseph W. Barnes (City Historian of Rocheser), "Rochester's Era of Annexations, 1901–1926," (Ph.D. Dissertation, SUNY Buffalo, 1974), 41–42; McKelvey, "The Physical Growth of Rochester," 18.

[53] Blake McKelvey, "Housing and Urban Renewal: The Rochester Experience," *Rochester History*, Vol.XXVII, No.4 (October 1965), 1–28, 4.

[54] Arnold W. Brunner, Frederick Law Olmsted, and Bion J. Arnold, *A City Plan for Rochester: A Report Prepared for the Rochester Civic Improvement Committee*, Rochester, NY: Rochester Civic Improvement Committee, 1911; Blake McKelvey, "A History of City Planning in Rochester," *Rochester History*, Vol.VI, No.4 (October 1944), 1–24, 9-10.

in 1888. The outward pressure of suburban developments in the 1870s–80s had encouraged several prominent Rochester citizens including some nurserymen to lobby on behalf of identifying the location of future parks, which would themselves surely stimulate the construction of new residential neighborhoods. Amidst differing opinions, they solicited Olmsted, Sr.'s opinion, who "recommended that priority be given to the purchase and development of two large parks straddling the river north and south of the city." Given that the Genesee River was the City's greatest scenic aspect, this would aid in its lasting preservation as well as providing a major public amenity.[55] First known as North Park, the Commission began constructing what would be renamed Seneca Park along the eastern and western shore of the Genesee. In 1890, the Seneca Park bridge opened connecting the two segments of the park across the Genesee. By the early twentieth century, the portion along the western shore of the River was separated forming Mapelwood Park and Seneca Park West.

The largest park in the greater Rochester area appears to be within Irondequoit but is actually a part of the City of Rochester. A gift of four-hundred eighty-four acres along the shore of Lake Ontario from Dr. Henry S. Durand and George Eastman formed the Durand-Eastman Park in 1907. It first appears on historic maps in 1912 (Map 26), and by 1918 had extended to its current boundaries (Map 28). Alongside the many resort destinations along the waterfront surrounding Irondequoit on three sides, this new public amenity made two-thousand-feet of the Lake's shoreline easily accessible to Rochester's working class. The same rugged terrain that limited the area's potential for residential or industrial development, made it the ideal destination for a picturesque public park. Several additional parks appear within the survey area during and after the 1970s. Though important for the history of Irondequoit, these later additions follow the major periods of development in the survey area. A Cultural Landscape Report for the Town of Irondequoit could provide further insight into the role of these amenities in local history and their relation to the history of prior development.

Considered too expansive in scope, Brunner and Olmsted, Jr.'s 1911 plan was never officially adopted by the City, although it did serve to guide some future decisions. For instance, residential developments in the southwest of Irondequoit show some of this influence with the introduction of short parkways on Longacre Road, Rogers Pkwy, and Daley Blvd. by 1924 (Map 31). However, the Brunner-Olmsted plan's cost was still easily overshadowed not only by the housing crisis, but also by ongoing sanitation problems including unreliable garbage services and an overburdened sewage system typical of rapidly expanding urban centers. "When an English visitor, Ewart G. Culpin, secretary of the Garden City and Town Planning Association of London, addressed the Chamber of Commerce in March 1913 he congratulated Rochester on its many beautiful sections," McKelvey writes, "but [he also] warned that 'Your poor sections and the

[55] Blake McKelvey, "An Historical View of Rochester's Parks and Playgrounds," *Rochester History* Vol.XI, No.1 (January 1949), 1–24, 4; Marjorie Wickes and Tim O'Connell, "The Legacy of Frederick Law Olmsted," *Rochester History*, Vol.L, No.2 (April 1988): 1–24, 19–20; Katie Eggers Comeau, "125 years of Rochester's Parks," *Rochester History* Vol.75, No.2 (Fall 2013): 1–31.

districts where the average citizen lives have not been given the attention that is due them. . . In all your movements for city betterment you have got to deal with the whole city as a unit.'"[56] The investment potential of Irondequoit and other surrounding towns made Culpin's warning irrelevant. Developers proved too interested in new subdivisions oriented toward single-family homes to address Rochester's housing crisis.

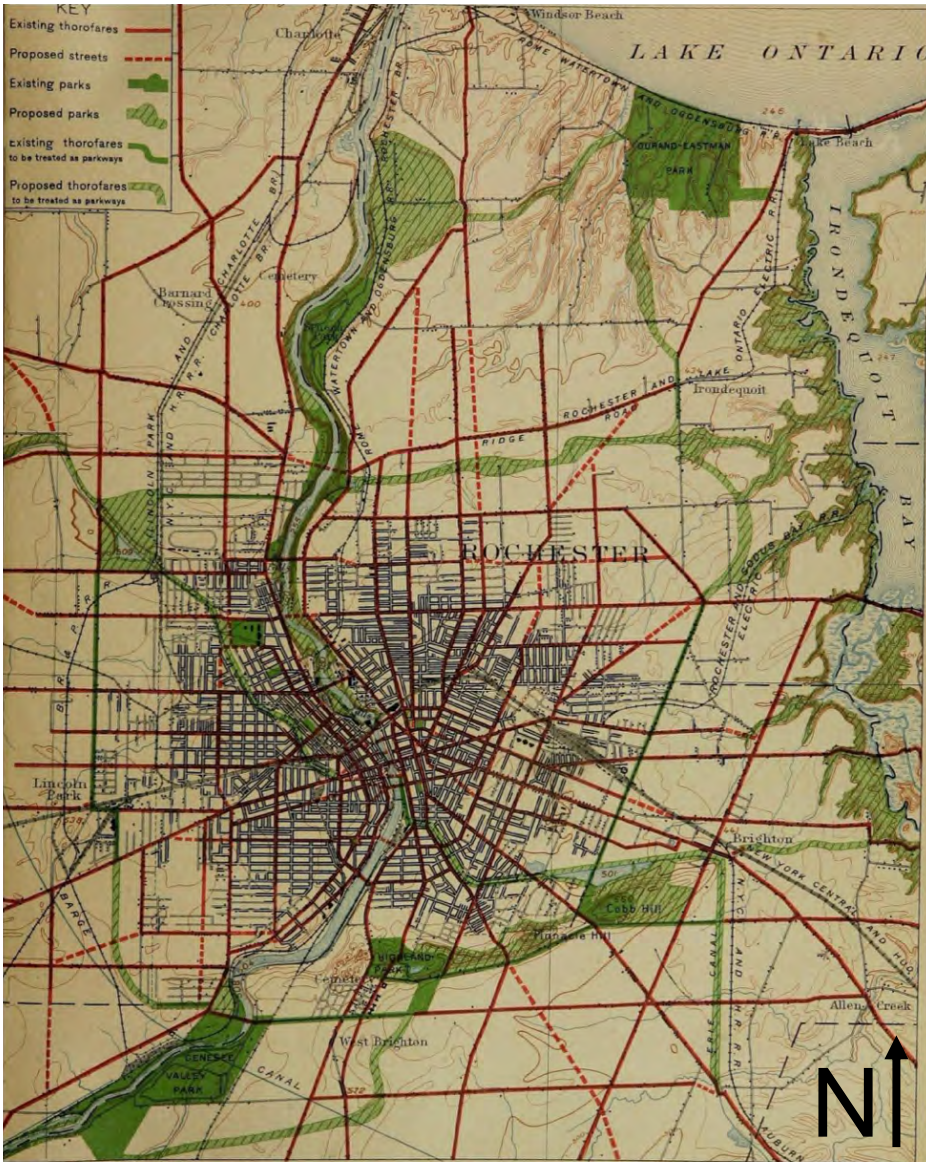


Figure 9. The Park System proposed by the 1911 Brunner-Olmsted Plan.

Brunner, Olmsted, and Arnold, "Map of Rochester Showing Thorofares, Parks, and Parkways," *A City Plan for Rochester*, 41.

[56] McKelvey, "Housing and Urban Renewal: The Rochester Experience," 8–9.

Throughout the first half of the twentieth century, Rochester set out to annex various parts of Irondequoit, while the majority of Irondequoiters strongly opposed each attempt. With growing demands on public finances, Rochester sought new means of income including the annexation of recent developments along their periphery to bolster their tax revenue. While portions of Irondequoit had already been annexed by the City in 1874 and 1891, moving north of Norton St was one step too far for the citizens of Irondequoit. Barnes's dissertation, "Rochester's Era of Annexations, 1901–1926," details these battles and the Annexation Map of the City of Rochester from 1950 outlines them visually (Map 48). Public disagreements over annexations typically looked for a balance between the increased taxes that would apply to any annexed territory, and the improved sanitation services and property values that would also apply to them. To give one example from Barnes's dissertation, the Town of Brighton Supervisor "warned that annexation of farmland could bring financial ruin to its owners."

> He cited examples of Irondequoit farms put out of business in recent years because they were located in areas the city annexed. At the same meeting, the annexationist Edmund Lyon estimated the assessed valuation of homes in the Holland Settlement at $1,000 to $1,200. Since the market value of the 'garden' farms in Brighton and Irondequoit was as much as $1,000 per acre, it is probable that farmers in the Holland Settlement were contemplating city tax bills several times as large as those of neighboring non-farm homeowners. The annexationist reply to this fear was that the small farms, if cut into building lots, would bring a handsome profit, particularly if the land was already in the city. This was small comfort to the farmers who wished to continue their way of life, or to those farmers whose land was not yet in line for residential development. Edmund Lyon conceded that "if a farm was to remain a farm for the production of onions and other farm produce, it would receive no benefit by annexation. A farm would raise no better onions because it was taken into the city."[57]

The first major annexation coincided with Durand and Eastman's five-hundred-acre donation of Irondequoit land to the City of Rochester in 1907.[58] In order to avoid protracted negotiations or the need to pay the Town of Irondequoit, the City also annexed a large stretch of Culver Road providing a pathway from the city into the park. This created the awkward and unique circumstance of a township divided into an eastern and western part by what has been called the "shoestring." This bifurcation created what City Historian Barnes called "a sometimes subtle sense of apartness."[59]

Those for and against annexation rarely agreed. Irondequoiters living on farmland between the city and the resorts saw little benefit, while those closer to the City line thought it inevitable and desirable. A vehemently opposed, but ultimately passed, "omnibus annexation bill" announced in March 1913

[57] Barnes "Rochester's Era of Annexations, 1901–1926," 106.
[58] Barnes "Rochester's Era of Annexations, 1901–1926," 38–39.
[59] Barnes goes onto describe an "amusing consequence" of Culver and Norton Rd annexation noting "that motorists traveling on the norther part of Culver Road between Norton Street and the park see 'Entering Irondequoit' signs on both sides of major intersections." Barnes "Rochester's Era of Annexations, 1901–1926," 123.

changed the boundaries of Irondequoit again. Barnes outlines the debate and its major fault lines once more: increased taxes, improved municipal services, improved healthfulness via sewage treatment plans and river depollution, and a resulting rise in property values.[60] Citizens living in southwest Irondequoit actively campaigned in favor of the bill declaring that even if it were defeated, they wanted the option to be annexed. The city was happy to comply with their request and in 1914 "the small section of Irondequoit north of Norton Street roughly bounded by the river, Ridge Road, and Joseph Avenue" became part of the City.[61]

Several new developments emerged during this period throughout the survey area, but largely concentrated along St. Paul Blvd, Culver Rd, and Norton St. Those along Norton St were relatively small in scale and consisted of a series of thin, vertical (north-south) subdivisions projecting from Norton northward into Irondequoit. These included the Raleigh Subdivision, North View, Gazeszcak & Smitka Subdivision, the Northeast High School site, Norton Terrace, Vineyard Tract, Aug. Avens Subdivision, Maplewood Amendment, Brookhaven Heights, and others all documented on the 1918 plat maps of the area (Map 27). Local, small-scale developers likely hoped for annexation and the resulting increase in their property values, but they could also benefit from Irondequoit's lower taxes in the meantime. Either way, this area of Irondequoit was prime real estate for suburban development.

Meanwhile, immediately above these Norton St developments, Ridge Road continued to reflect the agrarian character of the nineteenth century in central Irondequoit despite its relatively dense population historically. Further north along St. Paul Blvd, several larger scale developments had already established clear lot divisions and started home construction. These included the Seneca Side Subdivision, St. Paul Estates, Maplehurst, Rogers Fruit Farm Subdivision, Summerville Blvd Tract, Charlton Estates, Parkside Terrace, Montrose, Seneca Park Tract, Winona Terrace, Boulevard Crescent, Boulevard Manor, and Nowadaga among others, all articulated on 1918 plat maps.

Following a brief decline in construction during U.S. involvement in the First World War, the survey area experienced an interwar building boom. This was limited largely to the high-cost construction of middle-class suburban homes sold at a premium. McKelvey notes that several residential neighborhoods opened before the war "were now filled with comfortable homes which sold at peak prices, ranging from $10,000 up." Moreover, "new tracts were laid out and improvements installed" with an eye to an expanding real-estate market. However, the decline experienced during the war years had brought the housing crisis to a tipping point. A NYS housing committee found that "hundreds of families were camping out in summer cottages or using other makeshift methods to avoid rent increases of 95% since the war's end."[62] In 1910, greater Rochester reported 1,949 new dwellings, while in 1916 that number fell by nearly fifty percent

[60] Barnes "Rochester's Era of Annexations, 1901–1926," 148–167.
[61] Barnes "Rochester's Era of Annexations, 1901–1926," 157.
[62] Blake McKelvey, "The Physical Growth of Rochester," *Rochester History*, Vol.XIII, No.4 (October 1951), 1–24, 21; Blake McKelvey, "Housing and Urban Renewal: The Rochester Experience," *Rochester History*, Vol.XXVII, No.4 (October 1965), 1–28, 9.

and did not recover until the early 1920s. Builders simply couldn't keep pace with rising demands while developers were focused on high-end, single-family, suburban homes in Irondequoit and elsewhere.

With suburban expansion in Irondequoit came new non-recreational, commercial development. This occurred along major thoroughfares connecting the City of Rochester to major Irondequoit destinations including along Culver Rd and St Paul Blvd. Perhaps more notably, however, were the new commercial centers forming along Titus Ave. Ridge Rd had been a commercial route since at least the formation of Tyron Town and Swayne's Corners well before the turn of the twentieth century. Similarly, new shops, restaurants, and parking emerged along Titus Ave near, for instance, the reimagined Town Hall at 1280 Titus (local landmark). Small commercial hubs also appeared embedded within quickly growing subdivisions. The one- and two-story buildings at 290 Culver Pkwy at the intersection with Shelford Rd in Laurelton and at 2185 N Clinton Ave at the intersection with Rawlinson Rd in Seneca Side give two examples.

New opportunities in transportation infrastructure propped up the suburban housing market making it profitable well into the 1920s. The explosion of affordable cars opened new settlement patterns raising property values across the township as developers looked to build new subdivisions away from St. Paul Blvd, Culver Road, and Norton Street. By 1924, more than one out of every five people in Rochester owned a personal vehicle. As Barnes explains, families able to afford automobiles were now "building or choosing homes away from the old inner wards leading to the residential population of the survey area to expand during the 1920s from 5,123 to 18,024."[63] Similar boosts to speculative development continued throughout the 1920s leading residential construction permits to nearly double by 1925.[64]

Rochester's administration further encouraged new suburban growth in the survey area, in part, through the sponsorship of legislation to establish and enforce city building codes in the neighborhoods of adjacent townships. Once enacted, these efforts would eventually streamline future annexations of neighborhoods near the City line by improving the building stock to meet City standards.[65] The new codes would require subdividers to submit plans before construction commenced. Moreover:

> A new subdivision was to have graded streets at least fifty feet wide, no dead-end streets, and no blocks longer than one thousand feet. In addition, the street plan had to be approved by the County Superintendent of Highways. The town board could require a topographical map, and the tentative street names submitted by developers had to be new ones not conflicting with those already in use.[66]

[63] Barnes, "Rochester's Era of Annexations, 1901–1926," 236–238.
[64] Blake McKelvey, "Housing and Urban Renewal: The Rochester Experience," *Rochester History*, Vol.XXVII, No.4 (October 1965), 1–28, 10.
[65] Joseph W. Barnes (City Historian of Rochester), "Rochester's Era of Annexations, 1901–1926," (Ph.D. Dissertation, SUNY Buffalo, 1974), 239–240.
[66] Joseph W. Barnes (City Historian of Rochester), "Rochester's Era of Annexations, 1901–1926," (Ph.D. Dissertation, SUNY Buffalo, 1974), 240.

The comprehensive town planning imagined in the early 1900s had finally arrived in the mid-nineteen-twenties with a series of careful surveys including 1,453 assessment-district maps produced by 1929.[67] Unsurprisingly, however, the debates about annexation continued unabated while the City collected more territory from Irondequoit in 1914, 1923, 1926, and 1932 (Map 48). As the sanitation problems continued, the city contracted a series of new studies in 1913 and 1929 to determine the current condition of water quality in the River, Bay, and Lake, and to consider their suitability for receiving effluent from new sewage treatment plants in Brighton and Irondequoit (that is, the Sewage Reduction Plant built in the annexed territory along the Lake shore at the end of Pine Grove Ave in 1917).[68] New treatment plants were one more step in their attempt to both address the difficulties of a growing urban center and to incentivize willing annexations of Irondequoit land for a broader city tax base.

Throughout the 1920s several new developments appeared in the survey area, the majority of which continued to fill in the non-urbanized areas adjacent to existing subdivisions with proven success. These included, for example, new investments in the southeast of Irondequoit (east of Rochester) near the Fairview Subdivision, Bedford Manor, Clifford Gardens Subdivision, Culver Parkway, Fruit Dale Park Tract, and massive Laurelton subdivision established in 1918 (Map 29). By 1924, this same area also supported the Pardee Estates, Eastview, and Orchard Park subdivisions, as well as Brentwick Park, Vine M. Rose Subdivision, and expansions to Laurelton (Map 33). According to Garfield Real Estate Company, the residential rentals in Rochester increased by eighty percent between 1916 and 1926 "while the value of residential property has increased 108 percent" and the assessed value of those properties rose by seventy percent even with rapidly rising tax rates.[69]

By 1931, these areas were nearly saturated with many smaller subdivisions filling the remaining gaps between the larger investments. These included the Whalen Subdivision, Pardee Estates amended, A.J. Wagner Subdivision, Warrenton, and the Shelford Tract, among others (Map 42). While the roads and lot divisions are fully laid out in this portion of the survey area—other areas in the survey area remained farmland, or at least not yet developed—all these subdivisions had many empty lots awaiting future construction. "Rochester's building boom of the early twenties had tapered off sharply during the latter part of that decade," explains McKelvey.[70] The arrival of the Great Depression meant most would wait empty until after WWII.

The stock market crash of 1929 had a confusing effect on the real estate market in Irondequoit. While sales slowed, Real Estate companies purchased more land for subdivisions and sought new means of advertising the value their services provided with renewed insistence. For instance, in January of 1930,

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[67] Blake McKelvey, "A History of City Planning in Rochester," *Rochester History*, Vol.VI, No.4 (October 1944), 1–24, 15.

[68] Edwin A. Fisher, "Report on the Sewage Disposal System of Rochester, N.Y.," April 1913. See also New York State Department of Health, *Lake Ontario Drainage Basin Survey Series Report No.2: Irondequoit Bay Drainage Basin; Surface Waters…* NY: November 1955, 1–73; Blake McKelvey, "The History of Public Health in Rochester, New York," *Rochester History*, Vol.XVIII, No.3 (July 1956): 1–28, 23.

[69] "Increase in Value of Residential Property Found 108 Per Cent," *Democrat and Chronicle*, December 19, 1926, 76.

[70] McKelvey, "A History of City Planning in Rochester," 19. See also McKelvey, "Housing and Urban Renewal: The Rochester Experience," 10.

William C. Daley, President of General Realty Service, Inc., purchased one hundred houses across several developments (including Laurelton, Seneca Park, and Rogers Park) for approximately $750,000. "Rochester realtors point to this big transaction," the article continues, "as proof of their contention that the real estate market in Rochester is on the up trend, and assert further that sales in the last two months have been extremely encouraging, compared with the market in realty a few months back." According to realtors, the volatility of the stock market had been a disincentive to invest in real estate before the 1929 crash; however, "common sense" has returned and individual's money will return "to its natural base—real estate—commonly admitted to be the safest investment in the world."[71] The FHA later claimed that real-estate speculation like this precipitated a collapse in the mortgage market and as of July 1930, the majority of lots in the Laurelton subdivision remained vacant despite Daley's pleas.[72]

The Great Depression slowed development, but it also slowed the sanitation crisis in the City of Rochester. While the systems remained under pressure, the decline of building expansion necessary to address the housing crisis also "saved it from a desperate water shortage" during the thirties and forties.[73] Always responsive to changing economic conditions, the construction industry came to a standstill almost immediately during the depression. A composite image of aerial photographs from 1931 illustrates just how many lots remained without homes in 1931 (Figure 10). In the 1930s, the *Monthly Labor Review* published estimated residential construction costs for permitted buildings in principal cities across the U.S. While the data for Irondequoit shows a significant increase in expenditures over these two years, the gross amount in construction fees remained staggeringly low suggesting that new construction remained stagnant.[74] McKelvey notes that "fewer dwelling units were built in the decade of the 1930's than in a single season a few years before." More significantly, the "congestion in the less expensive areas actually increased," which in conjunction with less money for repairs resulted in slum conditions that remained unaddressed until the late 1940s.[75]

The middle-class suburbs of Irondequoit were also impacted. With widespread unemployment and looming foreclosures, local and regional banks established a Home Mortgage Advisory Committee in 1932 that was quickly overwhelmed with appeals. The arrival of the Federal Home Owner's Loan Corporation (HOLC) mitigated their fears and within one year granted loans to nearly two-thousand five-hundred homeowners amounting to over eight million dollars allowing middle-class families to meet their mortgage payments and even make home improvements. The later arrival of the Federal Housing Administration in 1937 soon dwarfed these numbers.[76]

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[71] "Realtor Buys 100 Houses in One Purchase: William C. Daley Backs His Faith in Market by Three-Quarter Million Deal," *Democrat and Chronicle*, Friday, January 03, 1930, 22.

[72] *Democrat and Chronicle*, January 1, 1930; "Town Seeks Back Taxes of $250,000," *Democrat and Chronicle*, Saturday, July 26, 1930, 13.

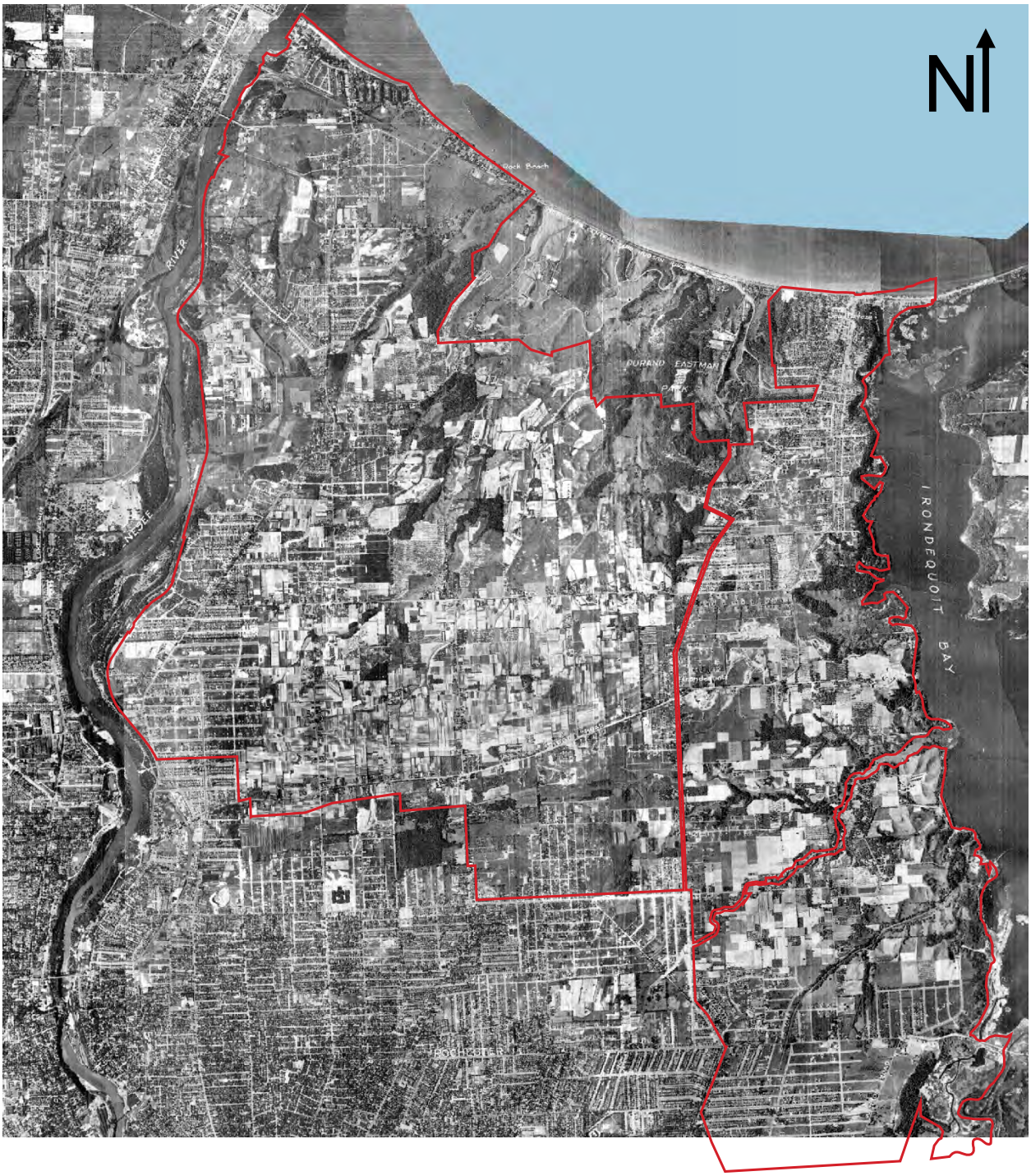
[73] Blake McKelvey, "The History of Public Health in Rochester, New York," *Rochester History*, Vol.XVIII, No.3 (July 1956): 1–28, 23.

[74] Information compiled from "Housing," *Monthly Labor Review* Vol.36–39 (April 1933–November 1934).

[75] Blake McKelvey, "The Physical Growth of Rochester," *Rochester History*, Vol.XIII, No.4 (October 1951), 1–24, 22.

[76] McKelvey, "Housing and Urban Renewal," 11.

Figure 10. Historic Aerial Photo of Irondequoit with Town boundary in red, 1930
Historic aerial maps from Monroe County Interactive Maps. https://maps.monroecounty.gov/portal/home/



However, despite its relatively brief and limited role, the impact of the HOLC on the survey area should not be overlooked. In order to determine the viability of potential mortgage agreements, the HOLC produced a series of maps of major U.S. cities and the immediate environs to investigate the "economic viability and attendant lending risks." Referred to as residential "Security Maps"—later known as Redlining Maps—each map used color-coding to render economic health and mortgage lending risk by geographic location. Two historic maps of this kind document the survey area: the 1932 City Markets map of Rochester (Map 43), and the 1938 HOLC map of Rochester (Map 45).

The City Markets map is color-coded and published alongside a corresponding table articulating the value of single-family homes, rental rates, size of family, race of the head of household, as well as the numbers buying or subscribed to either the *Saturday Evening Post* or the *Ladies Home Journal*. The atlas to which this map belongs was compiled and published for marketing purposes and effectively demonstrates early segregation by race and income in Rochester and the parts of Irondequoit west of Culver Rd. Portions of the survey area along the River and southern edge of the Bay have the highest median home values (~$9,300), lowest density, and highest concentration of subscriptions with approximately one in every three and one-half families. The central and northeastern portions of the survey area are shown with the lowest home values (~$5,800), highest density, and lowest concentration of subscriptions with one in every fifteen to thirty-two families. The map also indicates that in 1932 for a total of 84,735 families surveyed, thirty-seven percent have a "head of family" that is "foreign-born white" and only one percent that is "Colored (Negro and Other Races)." These statistics generally correspond with the census data for this period during which the white population of Rochester consisted of nearly one hundred percent.[77]

The HOLC map includes color-coding for four grades (A, B, C, and D) of houses with the most desirable neighborhoods deemed a "safe" investment labeled A and colored green. Those considered "hazardous" were labeled D and colored red. According to the "Mapping Inequality" digital humanities project, documentation provided "descriptions of the houses, the sales and rental history, and of the residents." "If those residents were African Americans or, to a lesser extent, immigrants or Jews," they continue, "HOLC deemed them a threat to the stability of home values and described their presence as an 'infiltration.'"[78] The HOLC map gives ten area descriptions in the survey area while also marking large portions of Irondequoit as "Undeveloped or Farmland." The impact of determining a neighborhoods' relative "economic viability" according to lending risk, potential property value, and the race of residents restructured the path of development throughout U.S. urban locations and within the survey area. Primarily driven by financial speculation, residential developers in Irondequoit in the postwar era would learn from these "security maps" as they expanded into the central and western regions of the township.

[77] Advertising Department of the Curtis Publishing Co., *City Markets, A Study in Thirty-Five Cities*, Philadelphia, PA: Cutis Publishing Co., 1932, 15.

[78] Robert K. Nelson (project director), "Mapping Inequality: Redlining in New Deal America," Digital Humanities Project, version 3.3, Richmond, VA: University of Richmond, March 10, 2025. Accessed August, 2025. https://dsl.richmond.edu/panorama/redlining

While construction of new homes slowed to a crawl in the early 1940s, the Monroe County Division of Regional Planning found that many subdivisions and peripheral villages had taken the opportunity to improve municipal infrastructure including "water and sewage connections, gas and electric and telephone services," and access to public transportation. "Even in the outlying towns," McKelvey explains, "most of the residents had electricity, and approximately half had telephones, running water and bathrooms."[79] And yet, ongoing scrap metal and salvage drives led to pulling up old trolley lines throughout greater Rochester to contribute to the war effort in the 1940s.[80] Alongside these improvements and continuing austerity, came a new outlook on residential properties previously dedicated solely to leisure activities. A study completed by the Bureau of Municipal Research indicated that in the summer of 1942, there were over one-thousand three-hundred housing vacancies but "many of them lake cottages and other units uninhabitable all or part of the time."[81]

By the mid-1940s, however, McKelvey notes that new housing developments were already appearing. "From Cape Cod cottages to ranch houses, the buyer had a wide choice in styles and in prices, though the latter began at $8,000 and rose rapidly."[82] Suburban development, as with previous decades, was focusing on middle-class buyers.

3.2.4 Postwar Development, 1945–1970s

Following the end of World War II, commercial and residential development quickly reacted to the return of soldiers and resulting explosion of family sizes with the arrival of a new generation. New families sought new homes and the region's developers were eager for the opportunity. A postwar building boom fueled residential subdivisions in the 1950s and 60s. As McKelvey and Rosenberg-Naparsteck explain, suburban migration out of Rochester into Irondequoit and elsewhere "swelled to 100,000 in the fifties, [while] the city's population decreased by 16,000." Most of the newcomers, they continued, "were handicapped by poverty and welcomed the opportunity to move into the aging quarters abandoned by the suburban migrants." Opening dilapidated and cramped inner-city accommodation to foreign and southern immigrants further fueled "white flight" laying the groundwork for later urban renewal catastrophes.[83]

With the advent of standardized postwar suburbs focused on the personal vehicle as transportation, it also fueled an unprecedented expansion in commercial development throughout Irondequoit. While there were still pockets of agricultural land—especially in central Irondequoit (Figure 11, 12)—it became increasingly difficult for Irondequoit's historic orchardists and nursery families to turn down lucrative

[79] McKelvey, "Rochester's Metropolitan Prospects in Historical Perspective," 24.
[80] McKelvey and Rosenberg-Naparsteck, *Rochester: A Panoramic History*, 142.
[81] According to "Wartime Housing in Rochester and Monroe County," *Municipal Research*, February 1943. As referenced by McKelvey, "Housing and Urban Renewal: The Rochester Experience," 15.
[82] McKelvey, "The Physical Growth of Rochester," 23.
[83] McKelvey and Rosenberg-Naparsteck, *Rochester: A Panoramic History*, 146, 148.

offers for the large expanses of open land.[84] For instance, in 1948, the Irondequoit Planning Commission considered proposals to rezone several residential lots in the Laurelton neighborhood including Walter Costich's request for permits to use his ten-acre agricultural parcel and three parcels on the west side of Shelford Rd for the erection of commercial properties.[85]

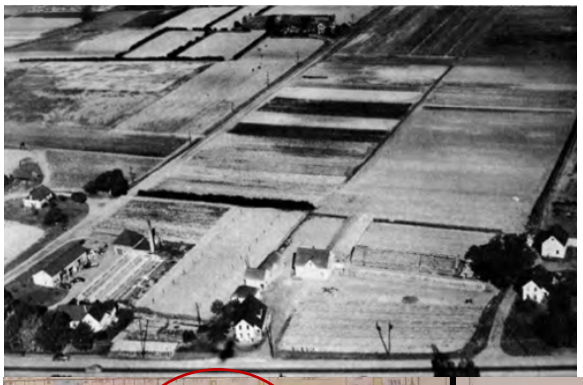
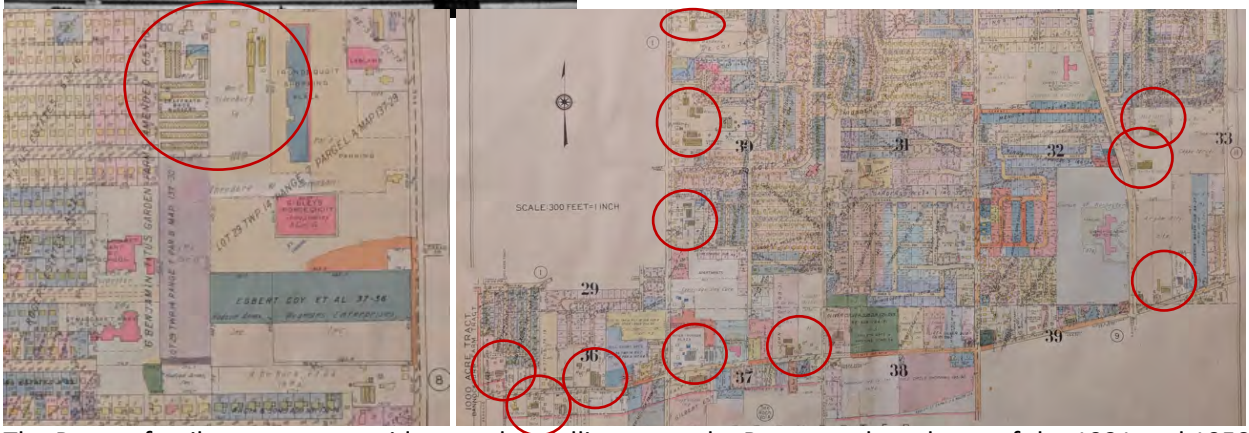


Figure 11. Aerial View of Agricultural Land in Central Irondequoit, 1950 (left).

Pockets of agricultural land remained in central Irondequoit into the latter half of the twentieth century. Near the intersection of Ridge Road and King's Highway (then Parker Rd) the Willis Duerr farm and Art Bell farm and road stand persisted in 1950. As published in Sassaman, *Early Irondequoit*, 7.

Figure 12. Details of 1959 plat maps showing remaining truck gardens and nurseries (red circles, below).



The Rogers family property provides another telling example. Between the release of the 1931 and 1959 plat maps, Asentha Rogers sold the remainder of the family's large land holding west of St. Paul Blvd to Oscar Kohl who formed one of the few large subdivisions of the 1950s and 1960s. Rogers also appears to have either sold or donated a 3.53-acre section to establish the Parkside Public School, then part of the Central School District of Irondequoit (No.3). It is not clear whether the school building was constructed or used, but Story does indicate a school with this name was indeed built and occupied in 1954. Oscar Kohl's new subdivisions were thirty percent filled by 1959 and today demonstrate coshesive 1950s/60s suburban streets.

The majority of postwar residential developments emerged in central Irondequoit between E Ridge Rd to the south, Titus Ave to the north, Hudson Ave to the west, and Culver Rd to the east. This block of land, as USGS maps, plat maps, and aerial photographs demonstrate, was still relatively open for development (1931: Map 38, Map 39; 1952: Map 50; 1959: Map 54, Map 56, Map 58). As developers outlined building lots on former agricultural land and greenhouses, new streetscapes emerged with modest, horizontal

[84] Walter Sassaman, *Early Irondequoit: A Re-printing of eighty-four of the pictures which have appeared in the Irondequoit Press*, Irondequoit, NY: Irondequoit Historical Society, 1978, 7.

[85] *Democrat and Chronicle*, Saturday, January 31, 1948, 10.

massing, winding streets with limited connections to larger throughorfares, and attached garages. Comparing the plat maps of central Irondequoit from 1931 and 1959 plainly illustrates the transformation between Hudson Ave and Bouckhart Ave (Figure 13). These new neighborhoods bore little resemblance with the pre-war residential corridors of St Paul Blvd and Culver Rd. Unlike previous subdivisions, postwar developments in central Irondequoit had no historic relationship with the pleasure-seekers of the nineteenth century, early means of transportation, or the constant battles over City annexations. They even had little relationship to the historic orchards, greenhouses, and nurseries they supplanted holding names like Irondequoit Heights, Irondequoit Gardens, Irondequoit Village, North Ridge, and Crest Ridge.

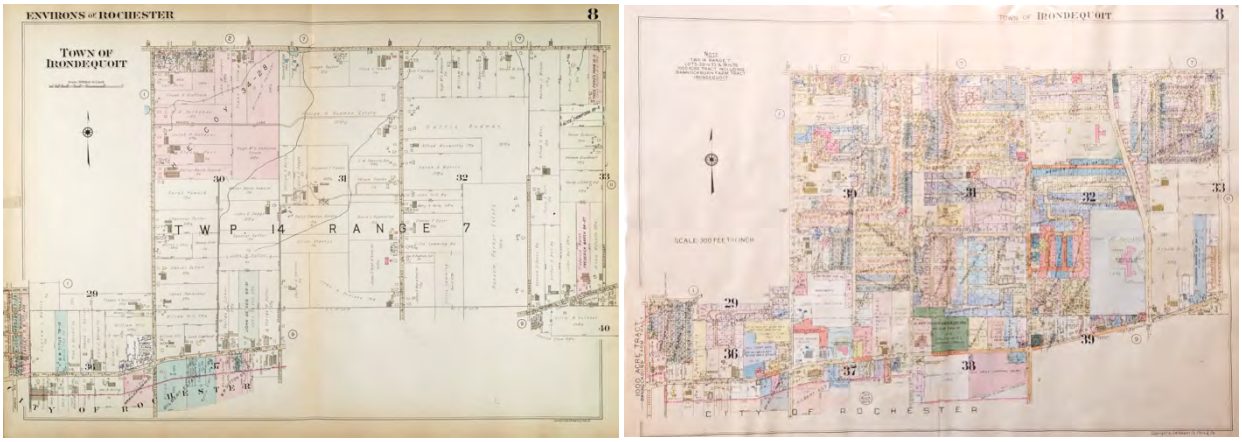


Figure 13. Comparison of Plate 8 from 1931 and 1959 plat maps of Irondequoit.

This period witnessed a shift of emphasis from large subdivisions to individual building lots and improved infrastructure. The 1959 plat maps of Irondequoit provide numerous examples of amendments to existing subdivision maps combining previous lots to accommodate postwar suburban standards for horizontal buildings, larger lots, and attached garages (Maps 51–58). Additionally, several local architects and architecture firms designed and built distinctive homes throughout Irondequoit in a turn away from mail-order plans and styles, and the developer- or builder-driven development prior to WWII (See Section 4.7 Miscellaneous Resources). Moreover, it was at this time that planning began for the Keeler Street Expressway parallel to Ridge Road that would eventually separate the affluent suburbs of Irondequoit from Rochester, and for the Seabreeze Expressway improving access to summertime destinations while decreasing traffic through suburban neighborhoods. Demand for housing led to an increased acceptance of multi-family homes, especially along commercial streets and near the new transportation corridors.

Between the end of WWII and the early 1960s, residential subdivisions appear to have been fully built up. The largest developments east of St. Paul Blvd and east/west of Seneca Ave, between Titus (to the north) and Long Acre (to the south) in 1931 included Rogers Fruit Farms, Rogers Estates, and Seneca Side Revised. In 1959, Rogers Fruit Farms remains intact as it was already near one hundred percent built in 1931. Rogers Estates appears substantially broken up and re-amended into numerous smaller (often individual) lots largely, I suspect, in an effort to fill out those portions unbuilt before WWII. The same story is true of Seneca Side Revised and all other smaller developments in this area that were not built before WWII. Parkwood Tract and Maplehurst subdivisions to the west of St. Paul Blvd remain largely intact with several

resubs that appear fully built by 1959. The compilation of aerial photographs showing Irondequoit in 1970 articulates the physical result of these trends (Figure 14).

Figure 14. Historic Aerial Photo of Irondequoit with Town boundary in red, 1970.
Note: the portion below showing a map underlay indicates a missing photograph from the series. Historic aerial maps from Monroe County Interactive Maps. https://maps.monroecounty.gov/portal/home/



3.3 Map Analysis

Map 1. 1724, "Country of the Five Nations belonging to the Province of New York and of the Lakes near which the Nations of Far Indians live with parts of Canada taken from the map of the Louisiane done by Mr. DeLisle in 1718," by Cadwallader Colden. Drawn just before the Tuscarora Nation joined the previous five nations to form the Six Nations, Colden's map shows the lands between the Hudson Bay, St. Lawrence River, and Lake Michigan. It chiefly indicates the locations and names of waterways in this region naming the Lake of the Hurons, Lake Erie or Oswego, Cataraqui or Ontario Lake, and Lake Champlain along with showing the collection of smaller lakes that will later be known as the Finger Lakes within the Country of the Five Nations. The survey area appears on the map to the west of "New York" with the name "Irondequat" between the lands of the Senecas and Cayugas. While the Genesee River is visible to the south, the boundaries of the survey are not visible at the scale of this map, nor is the bay to its immediate east (later called Irondequoit bay).

Map 2. 1757, "Carte de la Nouvelle Angleterre, Nouvelle Yorcke, et Pensilvanie, Pour sevir á l'Histoire Générale des Voyages," by Jackques Nicolas Bellin. This map shows the land between "Nouv Jersey" and "Pensilvanie" (to the south), all of "Nouvelle Angleterre" (to the north and east), and "Lac Erie" and "Lac Ontario" (to the northwest). The survey area itself now appears between what will later be called the Genesee River and Irondequoit Bay on the southern shore of Lake Ontario. To the west the "Fort de Niagara" is indicated. The label for the region appears just below the finger lakes (here all shown interconnected) as "Les V Nations Iroquoises."

Map 3. ca.1792, "A Map of Township (No.14) in the 7th Range of townships in County of Ontario," by DeKrafft, Street, and Gilbert. This map, created on behalf of J. Gilbert by Samuel Street from a survey by DeKrafft provides the first known record to property boundaries and owners within the land between the "Geneseo River" (to the west), "The West Shore of the Gerundigut Bay" (later Irondequoit Bay, to the east), "The South Shore of the Lake Ontario" (to the north), and the "Adjoining Township No.15 in the 2d Range" (to the south). It encompasses nearly all the survey area, although some areas of the modern boundaries of Irondequoit extend southward beyond the maps edge into then Township No.15. The total area has been divided into one-hundred eighty-nine parcels (fifty-one large plots, thirty-eight smaller plots in the southeast, and one-hundred smaller plots to the southwest) and roughly unequally among four individuals: S. Ogden, R. Morris, S. Street, and B. Barton, as well as a fifth with a smaller portion under the name "Glebe." Along with several roads following parcel lines, there are four noteworthy areas. To the north at the eastern shore of the mouth of the Genessee River there are two "Butternut" trees drawn and labeled near a small creek labeled "Swampy Ground" and what appears to be a church building on the two hundred acres of B. Barton" at the terminus of a road labeled "Point Road leading to the Mouth of the River." To the north at the western edge of the bay is the terminus of a road labeled "North [Tract] Road leading to the Lake" where to "Yellow Oak Trees" are drawn and labeled on the two hundred and thirty seven acres of S. Ogden. At the southeastern corner of the township, the parcels are more densely divided showing only the first and last initials of property owners. This area also has two additional roads added between the new lot lines. The southeasternmost point is marked by "A Small Walnut Tree on the

West Shore of the Gerundigut Bay." The southwestern corner of the township appears to be the most developed on this map with a much greater number of plots and several north-south and east-west roads added between properties including Walnut Street, Chestnut Street, Broad Street, and Oak, Pine, Spruce, and Maple street to the northern edge of this development. A "Public Square" is also visible near what is named the "old landing" on the River's edge just north of the "Great Falls" and "Little Falls." No other buildings or structures are yet visible, and it is uncertain whether this map was speculative or documenting established boundaries.

Map 4. 1794, "A Map of Mess. Gorham & Phelps Purchase; now the County of Ontario in the State of New York; From actual Survey," by A. Porter and engraved by A. Doolittle NHaven. This map documents the territory now known as the Phelps and Gorham Purchase. It displays the region from the Pennsylvania state boundary or the 42nd Parallel (to the south) to the Lake of Ontario (to the north), and from the Military Tract of NYS or the "new" Preemption Line (to the east) to an approximate western boundary at the Genesee River as established by treaty in 1788. Along with waterways, the map notes existing roads, settlements, and mills while dividing the territory up into a series of seven ranges stretching the length of the area in narrow, vertical bands. Each of these were divided into numbered townships of approximately the same size. Three additional townships appear immediately west of the Genesee River near at the northwest of the territory. Settlements are visible at the terminus of roads leading north from Geneva, Canandaigua, Hartford, Geneseo, and Williamsburg including Great Sodus Bay (to the east of the survey area) and Bradocks Bay (to the west of the survey area). A buildings and mills are visible in a yet unnamed settlement on the Genesee River south of the survey area that will later become Rochester. Within the survey (Township No. 14 in Range 7) near two Falls indicated on the Genesee River (one labeled 75 feet, the other 95 feet) is a settlement named "Athens." This village stands between the Genesee River and the Bay to the west here labeled "Futanntuquet Bay."

Map 5. 1804, "Map of the State of New York," by Simeon DeWitt. This map offers a detail overview of all of NYS including the large Genesee, Steuben, and Ontario Counties west of the preemption line. Township boundaries within Ontario County are shown. Not much detail of the survey area itself is articulated. A single road is clearly visible extending from the road connecting Canandaigua and Hartford, following along an arcing path northward past the bay (here labeled "Randeguat B.") and terminating at the Genesee River (apparently where Map 4 labels the settlement of Athens) in the survey area. A second road extends from Canandaigua and follows a path toward Sodus Bay. Insofar as the map shows no other roads in the north of the County, the survey area appears somewhat isolated at the edge of a network of roads.

Map 6. 1804, "Map of the United States, exhibiting the post-roads, the situations, connections & distances of the post-offices, stage roads, counties & principal rivers," Abraham Bradley, William Harrison, and William Barker. This map shows a map of the United State of America following the Louisiana Purchase with the majority of North America west of the Rocky Mountains still known as New Mexico. New York State appears with less detail than Map 5, but the survey area is shown to hold a post office with the bay here labeled "Rundegut B."

Map 7. 1808, "A map of the State of New York: compiled from the latest authorities: including the turnpike roads now granted, as also the principal common roads connected therewith: intended as well for the student in geography as a directory to the traveller," William McCalpin. This map of NYS demonstrates the updated County boundaries as well as the State's major settlements. In addition, it emphasizes the principal roads and turnpikes providing for improved travel across the State. Although it gives little detail within the survey area itself, this map shows how the survey area was now accessed in the first decade of the nineteenth century. The road first seen in 1794 (Map 4) and then emphasized in 1804 (Map 5), is shown here extending from the road connecting Canandaigua and Hartford up toward the bay and across to eastern shore of the Genesee River near Athens, although this village does not appear on the map. The road leading from Canandaigua to Sodus Bay is again visible here as well. A third road is now visible for the first time. The "New State Road" begins near the headwaters of the Mohawk River near Rome, NY (also Fort Stanwix) and travels westward across the southern shore of Oneida Lake crossing through Madison, Onondaga, Cayuga, and Seneca Counties until it terminates on the road leading into Athens at the southwestern edge of Rundegut Bay (Irondequoit Bay). This route parallels a pre-existing overland sequence of roads and turnpikes to the south which connects Buffalo through Batavia, Genesee, Bloomfield, Canandaigua, Geneva, and on through a scattering of roads and towns to eastern NYS and NYC. Rapidly built, this new turnpike establishes the mouth of the Genesee River north of the Falls at one end of a cohesive overland route stretching eastward across the State to the Mohawk River and thence to New York City and the Hudson Bay.

Map 8. 1812, "Map of the Northern Part of the State of New York," by Amos Lay. This map shows an overview of the majority of NYS including all central and western NY. It again shows updated County boundaries, major settlements and roads, as well as significant detail on the Canadian sides of Lake Ontario and Lake Erie. Most notably, Lay's map shows the path of the "Proposed Canal." Although construction would not begin on the Erie Canal until 1817, the significance for the survey area of this route cannot be overstated. This proposed route follows closely along the New State Road first visible in 1808 (Map 7) until it approaches the survey area. West of Irondequoit Bay, the proposed canal route bends southward before continuing along the bottom of Lake Erie. Unlike the New State Road culminating in Athens, the route instead crosses the Genesee River south of the Falls in Rochesterville (later Rochester). Reorienting travel along the canal through Rochester promised to end the role of Athens in the trade of the Genesee River valley. This is also the first map to show a road or turnpike extending west of the Genesee River near the survey area. Here it is shown crossing the River in or near Athens.

Map 9. 1817, "Map of the State of New York with part of the States Of Pennsylvania, New Jersey &c. Compiled Corrected and Published from the most recent Authorities and accurate Surveys," by Amos Lay. This map is the first of this report to identify "Rochester" although it was officially incorporated as the Village of Rochesterville in 1817 and not generally known as Rochester until 1823. By the time of its publication, the Erie Canal was under construction although the exact path it would follow was not yet certain. Lay's 1817 map shows the detailed path of the canal route through Ontario County and its path near the survey area, here identified with the Township of Brighton. Alongside this detailed route of the canal, Lay also displays the "Survey" path of the canal as it was identified in his 1812 map (Map 8). The

village of Athens first seen in 1794 (Map 4) is here renamed "Carthage." This bay is now labeled "Irondequat Bay." The map also demonstrates the increase in development along the Genesee River showing a road on the east shore running between Rochester, Carthage, and the mouth of the River on the Lake. Another road and collection of buildings also appears for the first time on the western shore of the river running from Rochester to Charlotte at the mouth of the River on the Lake.

Map 10. 1823, "New York," as published in *A New American Atlas Containing Maps Of The Several States of the North American Union, Projected and drawn on a Uniform Scale from Documents found in the public Offices of the United States and State Governments, and other Original and Authentic Information* by Henry Schenck Tanner. Providing a detailed overview of the State within a larger Atlas, this map shows several roads in and near the survey area for the first time since the detailed map of Township 14 from 1792 (Map 3) and the overview given in the Phelps and Gorham Purchase in 1794 (Map 5). Along with the roads connecting Carthage to the south, two new roads extend eastward. One from Carthage (later named Ridge Road) and one from Rochester both lead to a settlement on the western shore of the bay (here called Gerundegut B.) at a ferry landing. On the other side of the bay, the road continues along the southern shore of the lake where it connects to Sodus Bay. Similarly, roads from the western shore of the Genesee extend westward along the southern shore of the lake. Landing, another new settlement, appears at the southern edge of the bay north of where the canal crosses the Village of Pittford.

Map 11. 1823, "Map of the Western Part of New York State," by David H. Vance. This map depicts western and central NY State with updated County boundaries. It is the first to show the survey area within Monroe County, which separated from Ontario and Livingston Counties in 1821. Vance's map shows the continuation of Carthage and also depicts the roads described in Map 10.

Map 12. 1829, "Map of the County of Monroe," as published in *An Atlas Of The State of New York, Containing A Map of the State And Of The Several Counties* by David H. Burr. This map shows the township boundaries across Monroe County including the parcel boundaries within each township. The township of Brighton encompasses the survey area with the village of Carthage as well as the Villages of Rochester, Brighton, and Landing. In Carthage, Burr's map notes three falls (20 ft, 59 ft, and 105 ft). It shows several roads connecting in Carthage and outwards throughout the county and state; and it is the first appearance of the name Ridge Road for the route connecting Carthage to the Ferry at the Bay, here named "Teoronto Bay." This is the first appearance of lot lines within the survey area since 1792 (Map 4) and they seem to have remained unchanged and here appear numbered in ways that likely divide the township into smaller wards (although no such divisions are shown). Charlotte, on the western shore of the River, is now shown with a lighthouse at the mouth of the River on the edge of Lake Ontario indicating the need for improved means of transportation to support an increase in trade traffic along this route and into the Genesee River Valley. Burr's map clearly illustrates that by 1829 the Village of Rochester was substantially larger and more developed than the Village of Carthage, as well as any nearby settlement.

Map 13. 1840, "Map of the County of Monroe," as published in *An Atlas Of The State of New York, Containing A Map of the State And Of The Several Counties* by David H. Burr. Although the overall

geography remains largely unchanged, Burr's new map released eleven years after Map 12 shows four significant transformations. First, this is the first map to depict the City of Rochester, established in 1824 from parts of both Gates, Greece, and Brighton townships. Second, the Auburn and Rochester Railroad, which was chartered in 1834 and completed by 1841, crossed the Erie Canal near Pittsford and again within the new City of Rochester just west of the River. This is the first appearance of the railroad near the survey area. Third, the Township of Irondequoit was formed from Brighton in 1839 making this the first appearance of the new township and name of the survey area. Finally, this is the first appearance of the modern name "Irondequoit Bay." Within the survey area itself there are minimal changes including the indication of a Post Office in Carthage (which had first appeared here as early as the first decade of the nineteenth century) and of a settlement where the Ridge Road crosses a road leading to the northeast corner of the township at the western mouth of Irondequoit Bay.

Map 14. 1852, "Map of Monroe County, NY," by P.J. Browne, A.G. Gillet, and Robert Pearsall Smith. This map demonstrates the slow adjustment of the boundary separating Irondequoit from the expanding City of Rochester. It shows that Carthage has nearly disappeared from the map with its location is barely discernible where the boundaries of the City of Rochester reach the farthest north by a rectangular boundary road surrounding (or at least nearby) what would have been the town square. Six schools appear within the township along with several taverns, club houses, and a toll gate at the western terminus of Ridge Road at the city's northernmost limit. A dense collection of warehouses appear in the northwest corner immediately across from the old Charlotte lighthouse, which was by this time replaced by a new Light House on a jetty extending into the Lake. These include warehouses owned by J. Eaton, Supley, D.S. Holden standing alongside the American Inn and Fronteer House. Map 14 also outlines the path of two new railroads near the survey area. While the path of the Auburn and Rochester R.R., renamed the Buffalo & Rochester R.R., follows the same path from east to west, the Lockport & Niagara Falls R.R. splits off just west of Rochester heading northwest. Likewise, the Rochester & Charlotte R.R. branches off north along the western shore of the Genesee River ending at Charlotte providing increased freight capacity to the port at Charlotte. This is the first appearance of property owner's names since Map 4 in 1792. The original names of property owners in the area (S. Ogden, R. Morris, S. Street, and B. Barton) are no longer visible among the names indicated at buildings in this mid-nineteenth century map. The Titus, Vinton, and Swayne families among many others are clearly indicated.

Map 15. 1855, "Map of the State of New-York Showing its Water and Rail Road Lines," by John T. Clark & David Vaughan. This map displays the major water and railroad transportation routes throughout NYS including its connections with routes through Pennsylvania, Connecticut, Massachusetts, Vermont, and Canada around the perimeter of Lake Ontario including railroads that have been constructed, are in progress of construction, or have been proposed. The City of Rochester stands at the intersection of the Erie Canal running East to West across the State and the Genesee Valley Canal running North to South between Olean, NY on the southern boundary of NY and Lake Ontario. The New York Central R.R. line passes through Rochester including the Lockport & Niagara Falls branch and the Rochester & Buffalo branch. The Rochester & Charlotte R.R. is visible. A Genesee Valley R.R. line is shown under construction running between Rochester and Genesee County where it intersects the Buffalo & Corning R.R. The series

of intersecting lines locate Rochester at a critical juncture of western and central NY. It places the survey area adjacent to and accessible from a transportation network spreading out in every direction.

Map 16. 1858, "Gillette's Map of Monroe County, NY: from actual surveys," P.J. Browne, John E. Gillette, C.K. Stone, and Robert Pearsall Smith. This map gives an overview of Monroe County showing the township boundaries. A close look at the map reveals a detailed accounting of the survey area including the boundary with the City of Rochester, existing plot boundaries, buildings with owners' or business names, the location of schools, and two toll gates. According to the map, the Union House has built an adjoining racetrack since 1852, the Irondequoit Post Office continues at its prior location near J. Swayne's Tavern at the intersection (what will later be called Swaine's Corners) of Ridge Road and the yet unnamed north-south route toward the northeast corner of the township. Also, Joseph Vinton's Tavern continues at the same location, which once held the ferry terminal (no longer indicated) across Irondequoit Bay. At this point the collection of warehouses, still visible six years prior (Map 14) near the old light house (no longer pictured) appear to have been demolished suggesting a decline in the area's role in heavy trade. Six schools remain visible including the "Red" (at the northeast corner of the intersection of what will be Titus Ave and Cooper Rd) and the "White" (just east of the intersection of what will be Norton St and Portland Ave) schoolhouses. Since 1852 (Map 14) the southwest corner of the township has undergone heavy development (between Norton St and Clifford Ave), while the remainder of the survey area appears to have grown in population only slightly from the number of buildings indicated.

Map 17. 1872, "Town of Irondequoit," as published in *Atlas of Monroe Co. New York* by F.W. Beers. This plate of the Beers *Atlas* shows the Township of Irondequoit with an inset of Swaine's Corners (previously spelled Swayne). The township has been divided into six districts and color-coded to clearly mark out their boundaries. Each district has a schoolhouse four of which remain in the same locations as previous maps. Schoolhouse No.3 appears on the northwest corner of an intersection opposite the former "Red Schoolhouse" described on Map 16. Schoolhouse No.1 also appears to have been newly constructed immediately west of the "White Schoolhouse" described on Map 16. In general, Irondequoit appears to have increased notably in overall population since 1858 (Map 16) across all areas except for the far northwest near the mouth of the Genesee. The most notable density increases occur in District No.4 (in the northwest), District No.6 (in the southeast), and District No.2 (along the bay just north of District No.6) described as "Swaine's Corners" for the first time. A new development appears in the southwest corner of District No.4 towards the Genesee River with two new roads and several new residences (in the area later known as The Flats). This includes the home and nurseries of the Moulson family as well as residences of the Mattle, Kalmbach, Graft, Keller, Flatcher, Michaels, Hundurp, Farey, and Berhues families. Perhaps most significant, this map presents the first appearance of Seabreeze House and Newport House (former site of the J. Vinton Tavern) on historic maps. Their appearance presages the quick expansion of summer resort-focused businesses leading into the twentieth century. This map also displays what appears to be a geological phenomenon given the name "Round Hole" along the coast of the Irondequoit Bay approximately equidistant between Seabreeze House and Newport House. It is unclear whether this site was previously unrecorded or the result of a local change.

Map 18. 1872, "Part of the Town of Irondequoit: adjoining City of Rochester," as published in *Atlas of Monroe Co. New York* F.W. Beers. This map offers a detailed look at the southwest corner of District No.1 of the Town of Irondequoit noted in Map 17. It shows the area between Norton Street and Clifford St, here named for the first time. It also names the north-south cross streets connecting them including North Clinton St, St. Joseph St., Hudson St, Carter St, North Ave, and Goodman St, as well as the Webster Plank Road. It also includes several smaller named roads including Miller St, Jennings St, Green St, Edward St, Henry St, Thomas St, Alphonsus St, Bernard St, and Marla St. The map shows several new developments along the southern edge including along North Clinton Street near Clifford, North Ave at Bay St, and the St. Joseph Orphan Asylum Association which laid out a series of crossroads and modern sized lots between Clifford Ave and Bernard St. The lot sizes in other areas remain much larger than today but are now approximately the width of a residence in many locations indicating the increasing value of property and the demand for housing in the areas nearest Rochester. There is also a schoolhouse visible at the southeastern corner of the intersection of St. Joseph and Norton St not visible on Map 17.

Map 19. 1887, "Map of Monroe County, New York," J.B. Beers. This map presents an overview of Monroe County that clearly demonstrates the extent of the City of Rochester's growth since the early nineteenth century. The boundary separating Irondequoit from the City of Rochester has moved northward with the full area presented in Map 18 annexed to the City. The length of the boundary line wrapping around the northeast and eastern sides of the City are now populated with many nurseries including G. Moulson & Son Nurseries (two locations), W.S. Little Nurseries (four locations), and the J. Wentz Nursery. The six districts remain visible and otherwise unchanged, as are the six Irondequoit schools. Several roads are now named within the township in addition to Ridge Road including Norton St, Webster Plank Rd, Garden St, Newport Rd, Birds & Worms Rd, Seabreeze Rd, Twitchele Conney Rd, and Log Rd. While the Union House and Union Race Track have disappeared, many new establishments are now visible throughout the township concentrated at the mouth of the Genesee, the sandbank to the northeast, as well as the full length of the Bay's west shore. These areas are now named on the map as well including Summerville, Elm Beach, Windsor Beach, Chapin's Point, Rock Beach; Seabreeze, Cottage Grove, Highland Park; Round Hole, Birds & Worms, Little Massaug, Big Massaug, Blind Massaug, and Point Lookout. Three railroad lines are now depicted on the map. The Rome, Watertown, & Ogdenbsurg R.R. runs along the Lake shore extending from the west through Charlotte, along the coast of Irondequoit to Seabreeze, and then over the sandbank toward Great Sodus Bay. A branch Rome, Watertown, & Ogdensburg R.R. leads south along the east shore of the Genesee River toward downtown Rochester. There is one stop along the way at Brinker Station near where the Rifle Range Hotel is now visible (likely at the western end of what is now Chestnut Hill Dr). The new Rochester & Lake Ontario R.R. (or the Bay R.R.) runs from a new station near the intersection of Clifford Ave and North Ave in the City of Rochester along North Ave to Ridge Road, then along Ridge road to near the west shore of the Bay before heading north to terminate in Seabreeze near the Bay R.R. Pavilion & Hotel. Finally, two cemeteries are visible for the first time. One is in District No.4 on the unnamed road to the east of Washington Ave (newly named) near the Cole family residences. The other is near the southeast corner of the intersection of North Ave and Ridge Road.

Map 20. 1895, "Orleans, Genesee, and Monroe Counties," as published in *Atlas of the State of New York* by Joseph Rudolf Bien. This map displays three different counties within NYS displaying the major cities, railroad lines, Erie Canal and its feeder canals, as well as the township and plot boundaries within each county. Within Irondequoit, it itemizes the parcels with numbers appearing to count upwards from "1" within each district separately. The map highlights select neighborhoods or perhaps destinations within the survey area including Summerville, Windsor Beach, Lake Beach (a name given to the Seabreeze resort and surrounding infrastructure and neighborhoods), and Glen Haven. This is the first indication of Glen Haven on a historic map. It appears on the western shore of Irondequoit Bay approximately two-thirds of the Bay's length to the south of the Lake. The new destination appears at the terminus of a new railroad, as well. The Glen Haven R.R. extends from the Bay's edge to a new station on the east side of Rochester. Like the Bay R.R., this new line does not link into existing New York Central railroad routes but stands independent and serves only to transport pleasure-seekers from Rochester to the new resort.

Map 21. 1895, "New York, Monroe Co, Rochester Street," USGS 1:62,500. This map displays the same destinations and neighborhoods as Map 20. It is the first known example of a map showing Seneca Park, which is located to the west of the R.W.&O.R.R. on the east shore of the Genesee River near the terminus of what will later be named Titus Ave. The map depicts building along the many roads throughout the survey area, which here appears far less densely populated than the previous plat maps—although this may be because of the large scale of the blocks between roads, which shows no other information beyond topographic lines and no buildings that do not appear on roads. This is the first map of the survey area seen to show topographic lines. This information emphasizes the sharp drop from the land to the water's edge at the southwestern end along the River and at the southeastern end along the full length of the Bay. The Lake's edge displays a less steep transition from the land. The central portion of the survey area toward the Lake (later established as the Durand Eastman Park) stands out clearly from the surrounding landscape with steep ravines following sinuous creek beds extending from Lake Ontario into the center of the township.

Map 22. 1902, "Irondequoit," as published in *Plat Book of Monroe County, New York* by J.M. Lathrop. This map presents the property divisions, property owners, existing buildings, and tract names of Irondequoit township. It is the first to name several larger tracts including Hannockburn Tract (in the southwest corner), Lake Tract (immediately west of Seabreeze), and Bay Village Tract (in the southeast along the Bay). It names several destinations along the Lake and Bay including Summerville, Windsor Beach, White City, Lake Cove Tract, Point Pleasant, Birds & Worms Hotel, Newport Point, Newport House, Point Lookout, Dake Point, Glen Haven, and Float Bridge. This map articulates the same six school buildings as prior maps. The N.Y.C.&H.R. R.R. runs along the eastern shore of the Genesee up through the survey area with no stations between downtown Rochester and Windsor Beach Station on the Lake where it joins up with the other branch of the N.Y.C.&H.R. R.R. (R.W.&O.R.R. Division). Along the Lake shore are several more stations including Willow Bank Sta, Irondequoit Manor Sta, The Highlands Sta, and Seabreeze Sta. before the rail line continues east across the sandbar. It also continues to show the Rochester & Suburban Electric R.R. leading from Rochester to Seabreeze. It is the first known depiction of the Electric Rail Line following St. Paul Blvd. to where it intersects Hudson Ave and continues north along East Side Blvd to

Summerville in the far northwestern corner of the town. Along with property owner names and acreage of all parcels, this maps outlines several early developments articulated in inset maps (Map 23).

Map 23. 1902, "Parts of Irondequoit," as published in *Plat Book of Monroe County, New York* by J.M. Lathrop. This map includes a series of inset maps giving increased detail to the 1902 plat map of Irondequoit. It focuses on three areas: first, Summerville-Windsor Beach-Lake Cove Tract; second, Seabreeze-Point Pleasant-Birds & Worms; and third, the area between Ridge Road (to the north), Norton St (to the south), Hollenbeck (to the west) and slightly past Hudson Ave (to the east). The first inset shows roads, lot divisions, and some frame construction from Summerville in the far west, through Bietry Beach, Windsor Beach, and White City, to Lake Cove Tract. It shows some hotels and stores along with the U.S. Naval Reserve, and Life Saving Station. The second inset shows The Highlands, east to the Eugene Van Voorhis development and to the Lake Shore Hotel. It shows Seabreeze Park down to the Marle Lawn Tract, Point Pleasant Tract, and lot division surrounding the Birds & Worms Hotel. The third inset shows the Wales Subdivision, Charles Rau subdivision, and Straub Tract spaced out between several farm, nursery, and future development lots.

Map 24. 1912, Index & Map Numbers 15, 16, 17, "Insurance Maps of Charlotte including Summerville, Windsor Beach, Seabreeze, and Irondequoit Bay Resorts," Sanborn Map Company. These maps show three plates detailing the northwestern end of the survey area surrounding Summerville. Plate 15 in the far northwest corner of the township shows the octagonal Summerville Gardens building, the Rochester Yacht Club, Century Club, and other club houses and hotels, the NYS Armory Naval Reserves complex, U.S. Life Saving Service, Charlotte Station, and a small collection of residential buildings some of which appear to be vacation rental properties. Plate 16 shows the Rochester and Lake Ontario Water Co. Pumping Station, the NY Central Charlotte Engine House, the St. George Catholic Church, Fire Station, and The Lyceum, alongside several residential properties. Plate 17 presents Windsor Beach with the Windsor Hotel and Central Ave, Monroe Ave, Washington Ave, The Boulevard, and Wabash Ave partially lined with residential houses and incomplete lot divisions.

Map 25. 1912, Index & Map Numbers 18, 19, 20, "Insurance Maps of Charlotte including Summerville, Windsor Beach, Seabreeze, and Irondequoit Bay Resorts," Sanborn Map Company. These maps show three plates detailing the northeastern end of the survey area surrounding Seabreeze. Plate 18 shows established lot divisions west of Seabreeze with a scattering of residences, hotels, and clubs along James, Elizabeth, and Helendale streets. It also depicts the Point Pleasant Hotel complex further south on the western shore of Irondequoit Bay. Plate 19 depicts Seabreeze Park including the Circle Swing, Dancing Pavilion, Japanese Rolling B[all?], Bowling Casino, Photo [?], Restaurant, and Trolley Waiting Room. Immediately adjacent to this it shows Lake Rd, 2nd Lake Rd, Iroquois, Irondequoit, Woodman, Marian, and Seabreeze streets with incomplete lot divisions, a scattering of residential buildings and resort business buildings, and indications of established "tent floors." Plate 20 shows the area slightly to the south of Plate 19 presenting more of Seabreeze Park including a Carousel and Roller Coaster. It also shows more scattered buildings and lot divisions down Seabreeze Dr. Plate 20 also depicts a portion of the Seabreeze Sandbar connecting across the northern edge of the Bay and separating it from the Lake. It presents the

Seabreeze Station of the N.Y.C.&H.R. R.R. and the nearby Lake Shore Hotel and bath houses, another Carousel, the Pier Hotel and beer garden, and other resort businesses along Woodman Rd running eastward. It also presents the Hotel Oxford, American Cottage Hotel, Hubner Hotel, and several other resort businesses and clubhouses along the Lake side of the sandbar.

Map 26. 1912, "New York, Monroe Co, Rochester Quadrangle," USGS 1:62500. This map shows the survey area in the context of the greater Rochester area at a larger scale than other USGS maps included in this report. It articulates the topographical shifts, road network, building footprints, and some place names including Seneca Park, Windsor Beach, Rock Beach, Durand-Eastman Park, Seabreeze, Point Pleasant, Newport, Point Lookout, Glen Haven, and the float bridge. It also shows the paths of the branch of the N.Y.C.& Hudson River R.R. running on the east bank of the Genesee River, the N.Y.C.&H.R. line running on the south bank of Lake Ontario, the Rochester and Lake Ontario Electric R.R. leaving downtown Rochester for Seabreeze, and the Rochester and Sodus Bay Electric R.R. running first to Glen Haven and then around the southern edge of the Bay along the float bridge toward Sodus Bay. It also shows a line of the R.&L.O. Electric branching west near its northern terminus and leading into Durand-Eastman Park. The map does not reflect the substantial development displayed in the Lathrop Plat Book (Maps 22-23). From the road network and building footprints it appears as if the only residential developments follow the sides of the existing, widely spaced road network with no neighborhoods outside of Seabreeze (and likely Windsor Beach if it were not partially beyond the map's edge).

Maps 27–29. 1918, Plates 45–50, as published in *Plat Book of the City of Rochester, NY and Vicinity: from official records, private plans, and actual surveys* by Griffith Morgan Hopkins, Jr. These six maps provide detailed information on the development of the town of Irondequoit including street names, train lines and stations, building footprints, cemeteries, and most importantly, the owners and boundaries of existing property divisions. This also includes the names and layouts of tracts and subdivisions, as well as the parks. From these maps it is possible to identify major property owners and owner-developers, and to determine the approximate date when a development was initiated or how far along development had proceeded in a development known to have started at an earlier date. For instance, in the northwest corner of the township, where previous maps identified Summerville, Windsor Beach, White City, Lake Cove Tract, and Rock Beach as destinations on the map, Plate 47 of the Hopkins Plat Book shows Summerville to be the name of the area between Summerville Beach and White City including Summerville Terraces, Bietry Beach Tract, White City. It also shows that the area previously referred to as Windsor Beach including the Windsor Hotel to be coextensive with the area now called White City. Similarly, Plate 48 details the property divisions, tract and subdivision names, street development, and housing density in the area previously designated only as Seabreeze in several instances or as the Lake Tract (Map 22) in 1902. The 1918 Hopkins Plat Book demonstrates significant detail throughout Irondequoit offering a useful reference point for corroborating historical development.

Map 30. 1920, "New York, Monroe Co, Rochester Quadrangle," USGS 1:62500. This map shows little adjustment from the 1912 USGS map of the area. The map does not reflect the substantial development

displayed in the Maps 27–29. The road network and building footprints show no neighborhoods outside of Windsor Beach and Seabreeze.

Maps 31–33. 1924, Plates 1–6, as published in *Plat Book of Monroe County, New York* by Griffith Morgan Hopkins, Jr. These six maps provide detailed information on the development of the town of Irondequoit since 1918 (Maps 27–29) including street names, train lines and stations, building footprints, cemeteries, and most importantly, the names and layouts of tracts and subdivisions, and the owners and boundaries of existing property divisions. From these maps it is possible to identify major property owners and owner-developers, and to determine the approximate date when a development was initiated or how far along development had proceeded in a development known to have started at an earlier date. The 1924 Hopkins Plat Book demonstrates significant detail throughout Irondequoit offering a useful reference point for corroborating historical development.

Map 34. 1931, "New York, Monroe Co, Rochester East Quadrangle," USGS 1:24000. This map shows the survey area emphasizing topographical changes and the street grid including figures of building footprints. It demonstrates the density of residential development throughout the survey area by 1931. The historically populous Ridge Road does not appear to have changed much since the start of the century, but the corridors along St. Paul Blvd leading to Summerville and Windsor Beach on the west and Culver Rd leading to Seabreeze on the east show significant development as illustrated in Maps 27–29, 32–34. Summerville and Seabreeze also show significant concentrations of roads and buildings. The map also displays the potential impact of topography on residential development including areas to the northwest south of Summerville and on the river's eastern bank, and to varied landscape south of the Durand-Eastman Park, which appear undeveloped at this point.

Maps 35–42. 1931, Plates 1–16, as published in *Plat Book of the City of Roch*ester, New York, Vol 3, Griffith Morgan Hopkins, Jr. These sixteen maps provide detailed information on the development of the town of Irondequoit since 1924 (Maps 31–33) including street names, train lines and stations, building footprints, cemeteries, and most importantly, the names and layouts of tracts and subdivisions, and the owners and boundaries of existing property divisions. From these maps it is possible to identify major property owners and owner-developers, and to determine the approximate date when a development was initiated or how far along development had proceeded in a development known to have started at an earlier date. The 1931 Hopkins Plat Book demonstrates significant detail throughout Irondequoit offering a useful reference point for corroborating historical development.

Map 43. 1932, "Rochester," *City Markets, A Study in Thirty-Five Cities*, Advertising Department of the Curtis Publishing Co. This map is color-coded and published alongside a corresponding table (not included) articulating the value of single-family homes, rental rates, size of family, race of the head of household, as well as the numbers buying or subscribed to either the Saturday Evening Post or the Ladies Home Journal. The atlas to which this map belongs was compiled and published for marketing purposes and effectively demonstrates early segregation by race and income in Rochester and the parts of Irondequoit west of Culver Rd. Irondequoit is not distinguished from Rochester in the map, and it has been divided into nine parts (some of which cross the township boundary). The boundaries between these

outlined and color-coded districts appear to follow existing roads, but do not perfectly align with census enumeration districts, neighborhood boundaries, or historic residential developments. Portions of the survey area along the River and southern edge of the Bay have the highest median home values (~$9,300), lowest density, and highest concentration of subscriptions with approximately one in every three and one-half families. The central and northeastern portions of the survey area are shown with the lowest home values (~$5,800), highest density, and lowest concentration of subscriptions with one in every fifteen to thirty-two families. The map also indicates that in 1932 for a total of 84,735 families surveyed, thirty-seven percent have a "head of family" that is "foreign-born white" and only one percent that is "Colored (Negro and Other Races)." These statistics generally correspond with the census data for this period during which the white population of Rochester consisted of nearly one-hundred percent.

Map 44. January 1936, "Irondequoit: Monroe County, NY," U.S. Census Bureau Enumeration District Map by Joseph Bevacqua. This map outlines the enumeration districts of the Town of Irondequoit as used for the 1936 U.S. Census. It uses color-coding to indicate the town line (red) and enumeration district boundaries (orange) but is here reproduced in black and white. The map shows the city boundary as it surrounds Irondequoit on three sides and divides it along Culver Rd toward the park and along Densmore Creek to the Bay. The town's area has been divided into sixteen enumeration districts of varying sizes that suggest the areas with the densest populations. The smallest districts (presumably with the highest population) include the three districts around Seabreeze, the three districts surrounding the southern half of St. Paul Blvd. to the southwest, and the two districts south of Empire Blvd to the east. The map also names some areas along the Lake and Bay including Summerville, Windsor Beach, Seabreeze, Point Pleasant, Ides Cove, Birds & Worms, Little and Big Massaug Cove, and Newport Cove.

Map 45. 1938, "Map of Rochester, N.Y. with surrounding territory," Home Owner's Loan Corporation. This map was prepared by the Division of Research and Statistics of the Federal Home Loan Bank Board with the cooperation of the Appraisal Department of the Home Owner's Loan Corporation (HOLC). Known as a "Residential Security Map," this document was employed to implement what is commonly known as red-lining practices. It divides the greater Rochester area (including the Town of Irondequoit) into eight categories providing color-coding and cross-hatching to indicate each category (as shown in the map's legend). Approximately half of Irondequoit appears as "Undeveloped or Farmland (no probable change within 5 years)." These portions show few roads and include the areas between Ridge Road and the park in the center of the town, along the Genesee River at the northwestern edge of the town, and along the west shore of the Bay east of Culver Rd approximately between Wyndham Rd (to the south) and Newport Point (to the north). The remainder of the map divides developments into first, second, or third grade assigning colors to each. These grades organized and displayed HOLC data for potential lenders correlating housing quality, sales history, rent values, and the racial, ethnic, and class identity of residents. Thus correlated, banks and other potential lenders would use these maps to determine whether or not a property was a "safe" investment. Each of the divided areas are assigned a letter (corresponding to each grade) as well as a number to define the boundaries of individual neighborhoods according to HOLC data, rather than following the boundaries of the developments or of the limits of the town. Along the western side of Irondequoit, the neighborhoods identified follow St. Paul Blvd: "C2" (from the Lake to Colebrook

Rd including Summerville and surrounding areas); "A2" (from Colebrook Rd to Pine Grove on either side of St. Paul) and "A3" (Winona Woods and Parkside neighborhoods); and "B2," "B4," and "B5" (from Pine Grove to Long Acre Rd east of St. Paul). Along the eastern side of Irondequoit, the designated neighborhoods follow Culver Rd: "C3" (from the Lake to Liberty St between Durand Eastman Park and Seabreeze and including the area along the east shore of the Bay between Point Pleasant and Little Massaug Cove); "B3" (from Liberty St. south to Ridge Road on either side of Culver); and, "C8" (including most but not all of the areas from Ridge Road south to Norton St running the full width of the town from Culver Rd west). The southeastern portion of Irondequoit includes two neighborhoods: "B7" (east of Culver Rd from Seymore Rd to Harwick Rd) and "C15" (east of Culver Rd from Harwick Rd to Melville St/Brett Rd at the Town's southern boundary). Furthermore, areas "B4," "B7," "C2," and "C8" are also diagonally hatched indicating these neighborhoods are "sparsely built up."

Map 46. 1938, "Town Map of Irondequoit, NY," Sampson & Murdock Co, Inc. This map presents a line drawing of the survey area depicting streets (many with names), the city boundary line both surrounding and dividing Irondequoit into two along Culver Road, and rural delivery routes. These delivery routes extend north and east from the city of Rochester, but do not proceed far into Irondequoit. One set of routes appear to lead north up Portland Ave and create a rough loop running east from Portland on Ridge Road to Walzer Rd, north on Brown Rd, Bouckhart Ave, and Portland Ave, and then along Titus Ave between Portland and Walzer Rd. The second set of routes lead east from the city on Norton St, south on Culer Rd, Pardee Rd, and Helendale Rd, and then run along Empire Blvd eastward until it becomes Dayton Rd and continues east out of Irondequoit. This route includes a secondary loop that begins where Empire meets Orchard Park Blvd, extends around the development there including Wyndham Rd, and continues to wrap around until Orchard Park becomes Bayview Rd and eventually reconnects with Helendale Rd. This map names several areas along the Lake and one inland including Summerville, Windsor Beach, Willow Bank, Rock Beach, Durand-Eastman Park, Cottage Grove, Seabreeze, and Irondequoit Outlet along the Lake, and Huntington Hills south of the Park near Culver Rd. The map also shows the location of the Irondequoit Sewage Disposal Plant within the Park.

Map 47. 1947, "Airways and Airports, State of New York," as published in *Nirenstein's Middle Atlantic States Edition*, Department of Commerce, Nathan Nirenstein. This map presents airline routes across New York State while marking connections outside the state as well as major and minor airports. Rochester appears as a major NY airport alongside ten others providing direct daily service to several other NY cities. Near the survey area, the map shows existing minor airports at Pittsford, Newark, and Red Creek each with a population below ten thousand. It also shows a proposed minor aiport in Irondequoit, which indicates the town population is between ten and fifty thousand.

Map 48. 1950, "Annexation Map, City of Rochester," City Survey. This map presents the greater Rochester area including the survey area drawing a series of expanding boundaries to demonstrate the territory annexed by the city of Rochester. Each new boundary includes the date of its annexation inset directly on the map. In the survey area, several annexations are depicted. The earliest dates visible are in 1836, 1840, 1843, 1850, and 1874 showing the expansion of Rochester from its original boundaries

incorporated in 1834. The first date displayed near the survey area is 1891 on the southwestern and southern edges along the Genesee River gorge near the former site of the village of Carthage and Norton Street. This annexation included land on either side of the river, as well as the northern and southern sides of Norton St. The 1907, 1914, 1923, and 1957 annexations pushed this southern boundary of Irondequoit northward. The annexation of 1907 included a large tract of land along Lake Ontario that is now Durand-Eastman Park. It also included two corridors on the eastern side of the survey area. The first follows Culver Road through Irondequoit until it reaches Hoffman Road and jogs westward to connect to Durand-Eastman Park providing city access. The second begins at the intersection of Densmore Street and Waring Road at the northeast corner of the City before extending northeasterly along the path of Densmore Creek, which empties into the Bay.

Map 49. 1950, "Town of Irondequoit: Monroe County, NY," U.S. Census Bureau Enumeration Districts 28-59 to 28-92, Monroe County Division of Regional Planning. This map outlines the enumeration districts of the Town of Irondequoit as used for the 1950 U.S. Census. It uses color-coding to indicate the town line (red), enumeration district boundaries (orange), and urbanized areas (yellow). While the red and orange lines denote bounded areas, the use of yellow lines are more difficult to interpret with the map including the application of text in some places to indicate "non-urbanized areas." These color-coded lines are overlaid on the existing street grid. The outline of existing streets suggests areas of greater and lesser concentration of development throughout the survey area. Development seems most extensive expanding outward from St. Paul Blvd, Culver Road, and in the southeastern corner of the township between the eastern end of Rochester and the southern end of Irondequoit Bay. The greatest development has occurred along the boundary with the City of Rochester and at the location of late-nineteenth and early-twentieth century resort destinations. The areas between these dense road grids have been labeled "Non-Urbanized Areas." Ridge Road, the long-dominant road connecting western and eastern portions of the survey area, appears surprisingly underdeveloped here with few roads projecting out from it.

Map 50. 1952, "New York, Monroe Co, Rochester East Quadrangle," USGS 1:24000. This map shows the City of Rochester and township of Irondequoit with strong color-coding to denote urbanized and non-urbanized areas. A wash of red clearly identifies the "urbanized" areas (including the areas along St. Paul Blvd and Culver Rd north of Ridge Rd) while revealing the "non-urbanized" areas (including, for instance, Durand-Eastman Park) throughout the survey area with most of the central and eastern portions of the township remaining less developed at mid-century. It identifies schools, green spaces, major building footprints, and some road and street names. It also indicates "heavy-duty," "light-duty," "medium-duty," and "unimproved dirt" roads with differing line-weights and colors. Ridge Rd running east-west is a "heavy-duty" road. The map draws the proposed path of a partially constructed four-lane highway as a "heavy-duty" road that will link up with the east end of Ridge Rd (later NY-590/Seabreeze Drive). St. Paul Blvd, Pine Grove Ave, King's Highway, Rock Beach RoRdad, and Culver Rd to where it follows the city annexation line into the Park are all marked as "light-duty" roads and appear to be traffic conduits smaller than the "heavy-duty," and larger than the "medium-duty" roads displayed on the map. Historic resort destinations including Windsor Beach, Seabreeze, Birds and Worms, Glen Haven and others continue to

be noted on the map designating local areas long after the original establishments giving these names have closed (with Seabreeze the sole exception).

Maps 51–58. 1959, Plates 1–16, as published in *Plat Book of the City of Roch*ester, New York, Vol 3, Griffith Morgan Hopkins, Jr. These sixteen maps provide detailed information on the development of the town of Irondequoit since 1931 (Maps 35–42) including street names, train lines and stations, building footprints, cemeteries, and most importantly, the names and layouts of tracts and subdivisions, and the owners and boundaries of existing property divisions. From these maps it is possible to identify major property owners and owner-developers, and to determine the approximate date when a development was initiated or how far along development had proceeded in a development known to have started at an earlier date. The 1959 G.M. Hopkins & Co. Plat Book demonstrates significant detail throughout Irondequoit offering a useful reference point for corroborating historical development. Additionally, these maps have gone through ten revisions between 1961 and 1975. Careful attention to Revision Service Notes reproduced alongside the plates grants further insight into the transformation of the study area over an extended period of time.

Map 59. 1960, "Rochester, United States," USGS 1:250000. This map zooms out to show the southeastern shore of Lake Ontario. It depicts the greater Rochester area designating major transportation routes of the region in red and urbanized areas with a yellow color wash. The non-urbanized portions of the survey area contracted since 1952. The central portions surrounding Ridge Road, the far northwest, areas around Durand-Eastman Park, and the majority of the western shore of Irondequoit Bay are the only remaining non-urbanized areas. Along the western shore of the Bay, this map is the first to depict an airport in the survey area: the Newport Bay View Glen Haven Skyport—this name combines three historic resort names. While no new roads are visible, the eastern portion of Empire Blvd. has been transformed into US-104 where it wraps around the southern end of the Bay and Clifford Ave appears to have become a major thoroughfare through northern Rochester just south of the survey area.

Map 60. 1971, "Rochester East Quadrangle, New York–Monroe Co," USGS 1:24000. This map presents the same quadrangle as Map 50 (1952). It is the first to depict a new highway system moving through greater Rochester and the survey area. A new clover leaf intersection is visible near the intersection of Empire Blvd and Winton Rd in the survey area east of Rochester. The four-lane NY-47 (today NY-590) runs north-south from Brighton up to Seabreeze at the sandbar and is also called the Seabreeze Expressway. The NY-104 has been relocated from its position in 1960 (Map 51) to run east-west across south Irondequoit between Norton St. and Ridge Road. It crosses the Genesee River over an existing bridge located near the former site of the Carthage Bridge and extends eastward to intersect with NY-47 where it briefly turns north before continuing west just north of Newport Bay and crossing a new bridge spanning Irondequoit Bay and leading into Webster. Sewage disposal sites are clearly marked including the old location west of Durand-Eastman park and at three new locations: near Point Lookout between Newport and Bay View, at Seabreeze, and south of Summerville on the River. Non-urbanized areas have nearly disappeared from the map except for Seneca Park, Durand-Eastman Park, and the immediate vicinity of

school buildings, religious buildings, and town hall. The Flats, triangulated between the River, St. Paul Blvd, and Sagamore Dr appears to be the only non-urbanized area that remains.

4.0 HISTORIC TRENDS & THEMES

This section expands on the Historic Overview (Section 3.2.1) to address several historic trends and themes within the town of Irondequoit with reference to individually eligible buildings. Each thematic subsection below will present further historical context as needed to establish a framework for identifying and evaluating significant resources within the survey area. The themes and trends include agriculture, leisure, transportation, development, education, religious traditions, and miscellaneous resources. By narrating these themes and trends and linking them with a series of individually significant resources, this section articulates the critical property types, materials, styles, and other architectural traditions in the physical development of the town of Irondequoit.

4.1 Agriculture

Since the first half of the nineteenth century, the agricultural market of greater Rochester has been the dominant supplier for produce throughout the Genesee River valley extending from the mouth of the river on Lake Ontario down to the Pennsylvania line with its primary impacts felt across Wayne, Ontario, Livingston, Genesee, Orleans, and Monroe counties. Blake McKelvey referred to Rochester as "the flower city" during the period 1855–1890 to describe its dominance in the intensive cultivation of agricultural land for use as nurseries, orchards, and truck farms extending beyond the region. According to the New York Census in 1855, nearly half of the State's "nurserymen" could be found in Monroe County operating approximately thirty nurseries. Moreover, McKelvey notes, any one of the three largest nurseries "had a larger area under cultivation in 1860 than the total of any other county in the state."[86]

The height of Irondequoit's nurserymen and orchardists came in the 1870s with thousands of acres cultivated within five miles of the central market and a massive quantity of agricultural exports throughout the U.S. and abroad. For instance, according to *The Genesee Farmer*, a prominent US farm journal founded in the 1830s, approximately one half of all fruit trees in the US originated from Rochester's market.[87] Several family farms gained prominence by the mid-nineteenth century including:

- **Samuel Moulson's "Old Rochester Nursery"** was a fifty-acre enterprise already thriving by 1845 (Map 14, Map 16, Map 17).[88] In the early twentieth century, plat maps continue to refer to the area surrounding Moulson's original nursery as "Moulson's Flats" (Map 27), and by the plat maps

[86] Blake McKelvey, "The Flower City: Center of Nurseries and Fruit Orchards," *The Rochester Historical Society Publication Fund Series*, Volume XVIII, Rochester, NY: The Rochester Historical Society, 1940, 121–169, 148, 150.

[87] Joseph W. Barnes, "Rennes & Rochester: A Silver Anniversary," *Rochester History*, Vol.XLIII, No.4 (October 1981): 1–20, 17.

[88] Blake McKelvey, "The Flower City," 140.

of 1924 and 1931, the farm transitioned into a series of subdivisions (Map 31, Map 35). It is still known as "The Flats" today.

- **Hiram Pardee** (180 Pardee Rd) produced the first commercial crop of peaches in Irondequoit.[89]
- **Hosea Rogers** (2689 St Paul Blvd) established a seventy-acre farm with eight thousand trees to commercially produce peaches soon after the Pardee family.[90]
- **William Rudman** (2174 Portland Ave) and his brother **Roy Rudman** were known as the "peach kings of western New York" and occupied "all of the land to the west of Oakview Drive from Titus Avenue to Thornton Road (west of List) and the northern portion of Upland Drive" (Figure 15). By the early twentieth century they employed one-hundred five pickers to harvest forty-seven thousand baskets of fruit.[91] The homestead was owned by at least three generations of the Rudman family.



Figure 15. Photo of peach-laden wagons leaving the Rudman Peach Orchard for Rochester's market.

As published in Sassaman, *Early Irondequoit*, 21.

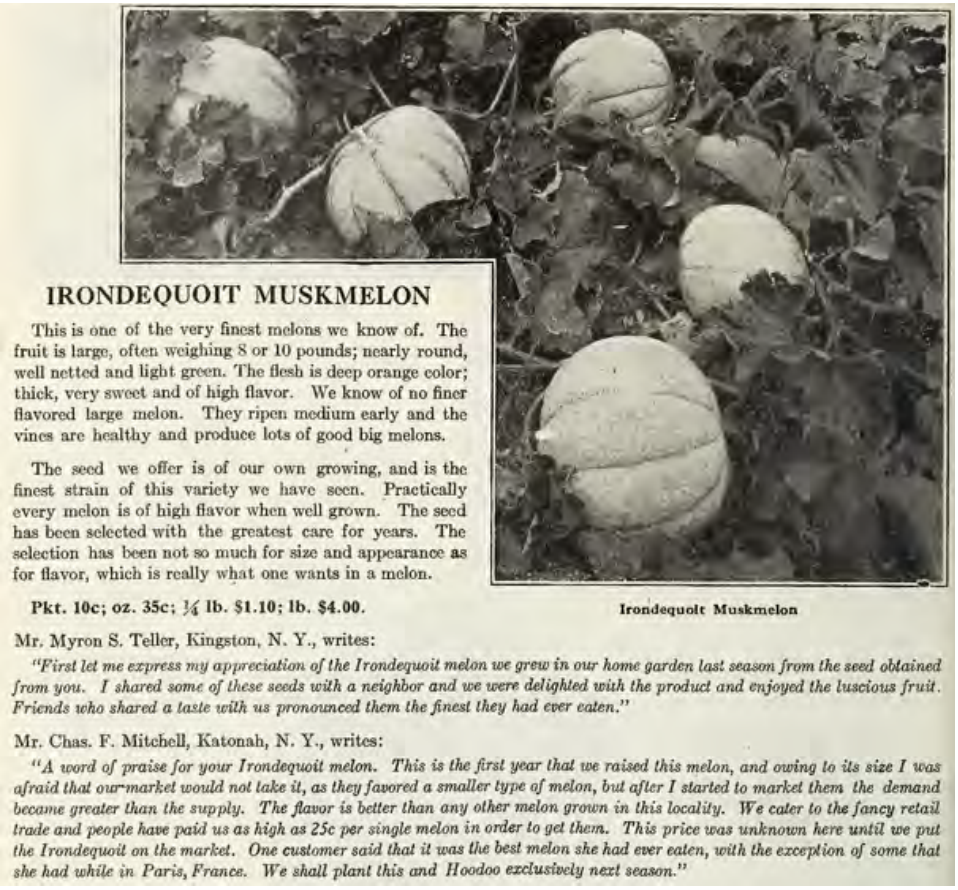
By the turn of the century, Irondequoit may have been best known as the source of peaches and melons. In the Town's centennial publication, Broadbooks notes that Irondequoit's melons and peaches were known "wherever civilized commerce goes. They are equally famous," he continued, "at the Waldorf-Astoria in New York, the Savoy in London, and the retreats of noblemen high in the Swiss Alps." Irondequoit Muskmelons arrived late on the scene in 1899 having been invented on the William Sutton Farm along E Ridge Rd in Irondequoit. They were first successfully marketed by the James Vick Seed Company of Rochester and later by others as can be seen in the Joseph Harris Company Seed Catalog for 1918 (Figure 16). Hiram Pardee, said to have produced the first commercial crop of peaches, operated a well-known farm along the eastern side of the township, but it was far from the largest. That distinction

[89] Patrick McNally, "Loss and the Last Farms of Irondequoit," *Democrat and Chronicle* blog post, April 22, 2010.

[90] Patricia Wayne, "Irondequoit has ripe history with peaches," *Democrat and Chronicle* blog post, August 21, 2014. Accessed Wednesday, February 19, 2025. https://democratandchronicle.com/story/news/local/irondequoit/2014/08/21/irondequoit-has-ripe-history-with/36628920007/

[91] Sassaman, *Early Irondequoit*, 21; Wayne, "Irondequoit has ripe history with peaches"; McNally, "Loss and the Last Farms of Irondequoit."

belongs to the Rogers family along St Paul Blvd. Seventy acres of farmland held roughly eight thousand trees in active production.[92]



IRONDEQUOIT MUSKMELON

This is one of the very finest melons we know of. The fruit is large, often weighing 8 or 10 pounds; nearly round, well netted and light green. The flesh is deep orange color; thick, very sweet and of high flavor. We know of no finer flavored large melon. They ripen medium early and the vines are healthy and produce lots of good big melons.

The seed we offer is of our own growing, and is the finest strain of this variety we have seen. Practically every melon is of high flavor when well grown. The seed has been selected with the greatest care for years. The selection has been not so much for size and appearance as for flavor, which is really what one wants in a melon.

Pkt. 10c; oz. 35c; ¼ lb. $1.10; lb. $4.00.

Irondequoit Muskmelon

Mr. Myron S. Teller, Kingston, N. Y., writes:

"First let me express my appreciation of the Irondequoit melon we grew in our home garden last season from the seed obtained from you. I shared some of these seeds with a neighbor and we were delighted with the product and enjoyed the luscious fruit. Friends who shared a taste with us pronounced them the finest they had ever eaten."

Mr. Chas. F. Mitchell, Katonah, N. Y., writes:

"A word of praise for your Irondequoit melon. This is the first year that we raised this melon, and owing to its size I was afraid that our market would not take it, as they favored a smaller type of melon, but after I started to market them the demand became greater than the supply. The flavor is better than any other melon grown in this locality. We cater to the fancy retail trade and people have paid us as high as 25c per single melon in order to get them. This price was unknown here until we put the Irondequoit on the market. One customer said that it was the best melon she had ever eaten, with the exception of some that she had while in Paris, France. We shall plant this and Hoodoo exclusively next season."

Figure 16. Photo, Description, and Testimonials of Irondequoit Muskmelons ca.1918.

Joseph Harris Co., *Harris Seeds for 1918*, Moreton Farm, Coldwater, NY (1918), 14.

Irondequoit's agricultural highpoint in the late-nineteenth century was followed by a slow contraction through the first half of the twentieth century. This contraction in part had to do with just how large and successful Rochester's nurseries had been. By 1890, many of those Rochester had supplied seeds, fruit trees, and other products over the preceding forty years were now well stocked and capable of growing their own supply locally. Rochester's agricultural market faced substantial difficulties due to a confluence of technological, economic, and labor transformations in the surrounding region as early as the mid-nineteenth century. Historians have noted the ongoing impact of advancements in the transportation of perishable food including the invention of refrigerated railroad cars, improved highways for the trucking industry, as well as the adaptation of the insurance industry's risk-assessment tools. Growing agriculture markets in Syracuse and Buffalo alongside lagging improvements in market infrastructure led to a steady decline of its former dominance in these industries.[93]

[92] Broadbooks, *Irondequoit Centennial*, 41, 18; West, *Irondequoit Story*, 38; McNally, "Loss and the Last Farms of Irondequoit."
[93] The Rochester Market Committee, "The Rochester Market: A Report on the Present Situation with Suggestions for Improvement," Rochester, NY: June 5, 1939; Michael Osman, "Cold Storage and the Speculative Market of Preserved

Many farmhouses and outbuildings from the nineteenth century remain extant throughout Irondequoit. These buildings testify to the agricultural history of the Town even as this industry has all but vanished from the landscape. These include:

- **The Langworthy farmhouse** also known as the Jenkins Cobble House and the Flint-Grimwood residence at 2523 St Paul Blvd was built ca.1815–1840 (Map 14).
- **The farm complex** at 1917 Portland Ave (perhaps previously built or occupied by either E.Port or G.B. Woodworth, dates back to 1834.
- **The Isaac Butts House** is an 1839 Greek Revival farmhouse saved from demolition in 1974 by the Irondequoit Historical Society and relocated to a suburban plot at 140 Kindlewood Ln from its original location at 1571 E Ridge Rd.
- **The J. Walser (also Walzer) residence** (3390 Culver Rd, local landmark) is visible on historic maps by 1872 (Map 18) and was likely built by J. White in 1843.
- **The Van Voorhis - D'Amanda Farm** (now the Coerte Farm) at 591 Thomas Ave, which was owned by the Van Voorhis family from 1900 and was built as the J.B. Manning farmhouse before 1852. J.B. Manning was a ship builder responsible for constructing one of the steamboats connecting visitors to Summerville before the arrival of the train from Charlotte across the mouth of the Genesee.
- **The West Homestead** (1853 Portland Ave) is the family home of the former Town Historian, Maude West. The family has owned the property since at least 1852 and it shows the impact twentieth-century commercial operations in the industrial buildings toward the rear of the parcel.
- **The Thomas Farm** (177 Thomas Ave) was built in 1851. The surrounding land was sold to form the Nowadaga subdivision, and the farmhouse now stands surrounded by single-family homes.
- **The Hosea Rogers Farm** (2689 St Paul Blvd) was built in 1851–52 operating well in the twentieth century. Several agricultural buildings remain extant from different periods of operation.
- **The Simpson farmhouse** (2354 St. Paul Blvd) was built in 1876 on property owned by the Simpson family since at least 1852.
- What is likely **the Wild farmhouse** (4415 Culver Rd) and later the Charles Baker residence is visible as early as 1852.
- **The Rogers–Armstrong Farmhouse** (2524 St Paul Blvd, local landmark) was built by 1852 by E. Rogers and later occupied by E.R. Armstrong by 1902 (Map 22).
- What is likely **the Ernest (also Ernisse) farmhouse** (1759 Portland Ave) was first visible in 1872 (Map 17) and appears again in 1902, 1918, and 1924 (Maps 22, 29, 33).
- **The Rudman Farm complex** (2174 Portland Ave) dates to 1880 with several surviving outbuildings from across its years of operation.
- **The Franke Farm** (51 Greenhaven Rd) has stood since at least 1887 (Map 19) near the middle of the block between Hudson and Portland Ave.

Assets," in *Modernism's Visible Hand: Architecture and Regulation in America*, Minneapolis, MN: University of Minnesota Press, 2018, 45–80.

- **The Baycrest Residence** (763 Helendale Rd, local landmark), likely built for **George Schneeberger** in 1880, was first on historic maps in 1902 (Map 22).

As the export market for trees and fruit declined, the prominence of flowers and ornamental trees increased among local nurseries. By the 1880s those producing and exporting seeds were competing with nurserymen for arable land throughout the city. The population of Rochester had also begun to expand rapidly with a forty percent growth in the seventies and a fifty percent growth in the eighties as the city more than doubled its size with annexations. Under these circumstances, the orchards and nurseries located along main routes in and out of the city became prime real estate for new subdivisions.[94] While property closer to the city center became more profitable as a housing subdivision, the outlying nurseries—including those in Irondequoit—took on a greater share of the agricultural market delaying their eventual subdivision (Figure 17).[95]

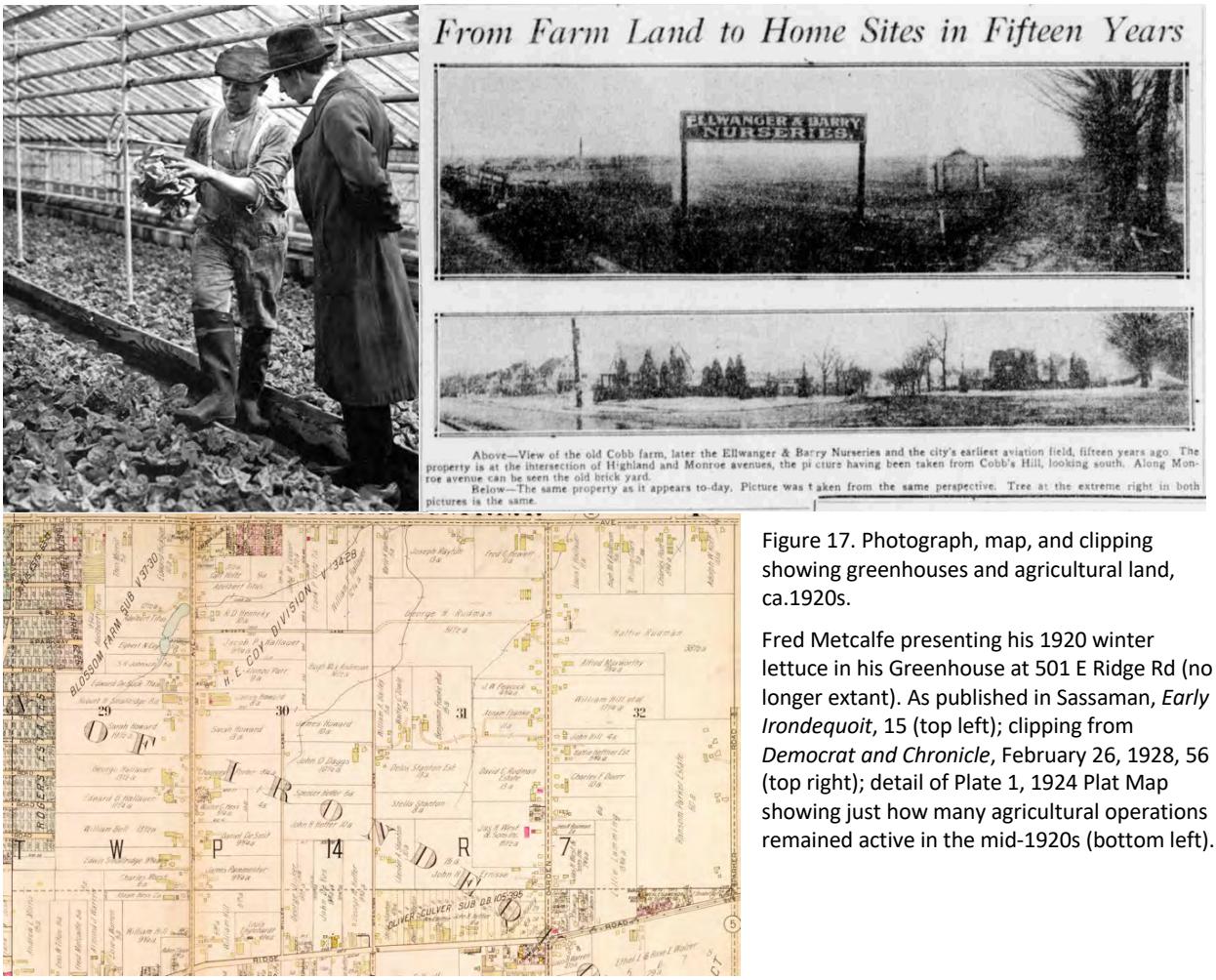


Figure 17. Photograph, map, and clipping showing greenhouses and agricultural land, ca.1920s.

Fred Metcalfe presenting his 1920 winter lettuce in his Greenhouse at 501 E Ridge Rd (no longer extant). As published in Sassaman, *Early Irondequoit*, 15 (top left); clipping from *Democrat and Chronicle*, February 26, 1928, 56 (top right); detail of Plate 1, 1924 Plat Map showing just how many agricultural operations remained active in the mid-1920s (bottom left).

[94] McKelvey, "The Flower City," 161–164.
[95] McKelvey, "The Flower City," 157–68.

Plat Maps from 1918, 1924, and 1931 demonstrate the shrinking scale of agricultural land as former nurserymen and orchardists slowly sold off their land holdings. For instance, by 1918 the Fairview Subdivision developed over the former W.S. Little Nurseries at the intersection of Culver Rd and Clifford Ave (now Empire Blvd). Similarly, the Rogers and Rudman families sold off one portion of their orchard after another developing Rogers Fruit Farms Subdivision by 1918 (Map 27), Rogers Estates and Rudman Farms subdivisions by 1924 (Map 31).

By the 1930s many nurseries and orchards across Irondequoit had been subdivided with those remaining by the 1950s vastly reduced in scale. Nevertheless, McKelvey describes another "era of prosperity" among farmers with a new wave of immigrants from southern Europe, who were "skilled in the intensive cultivation of small plots, [and] transformed the bogs south of the Ridge Road into productive oases" using irrigation pipes and drainage ditches. Although Monroe County lost the distinction of exporting more nursery and seed products than any other state to California in 1900, glass-covered hothouses continued production into the twentieth century. In 1914, the County retained approximately forty active greenhouses producing in excess of eight hundred carloads of young trees. Even then, it continued to enjoy its standing as "the first county in the nation in apple production in value and in volume."[96]

In July 1944, a major storm hit Irondequoit. As Maude West wrote:

> Coming without warning, the tempest seemed to concentrate its fury within a mile radius, north from Ridge Rd and Norton St and from the Flats to Irondequoit Bay. Huge hailstones were hurled against fields, hot houses and other buildings. Windows were broken, trees were stripped of their bark, fruit from apple, pear and peach trees covered the ground. Most field crops were totally destroyed.[97]

That winter a series of heavy snowfalls put even more growers out of business with the snow collapsing several greenhouses and bringing Irondequoit to a standstill for near a week. Heavy snowfall during March were common leading up to this point with forty-three inches falling in the first three days of March 1900, nineteen across another three days in 1930, fifteen in 1932, and so on. Major weather events and annual inconveniences likely contributed to the end of agriculture operations in Irondequoit helping to convince farmers there may be more profit in accepting what were likely ever-more frequent offers from local real-estate developers for their land.[98]

Few greenhouses remain extant in Irondequoit. The earliest enacted agricultural zones in the U.S. appeared in Hawaii in 1961, and no greenhouses or other intensive farming practices are visible on historic maps of Irondequoit reviewed for this survey after 1959.[99] Nevertheless, some do remain in operation. Two appear to be standing adjacent to the farmhouse at 1339 Stanton Ln, according to satellite views of

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[96] Blake McKelvey, *Rochester: The Quest for Quality, 1890–1925*, Cambridge, MA: Harvard University Library, 1956, 253–254.

[97] West, *Irondequoit Story*, 97.

[98] West, *Irondequoit Story*, 97–98.

[99] Catherine Brinkley and Domenic Vitiello, "From Farm to Nuisance: Animal Agriculture and the Rise of Planning Regulation," *Journal of Planning History*, Vol.13, No.2 (May 2014): 113–135,126, 126n129.

the area. They are not visible from the public right-of-way; however, they are associated with the Bailey Farm & Greenhouses which first appears on historic maps in 1924 (Map 33) as five acres belonging to William A. Bailey. The greenhouses first appear in 1931 (Map 40). The Case Farm, to give another example, remains in operation as the Case Garden Center at 2511 Norton Rd at the intersection with Pardee Rd. Historic maps show the Case family has been farming at this location since its founding in the 1850s: Henry Case (1852, Map 14); Stephanie Case (1902, Map 22); Stephanie, William, and Robert Case (1918, Map 29; 1924, Map 33); William and Robert Case (1931, Map 41); Gerard Case (1959, Map 57). The Laurelton-Pardee Intermediate School grounds at 600 Pardee Rd were originally part of the farm (compare its current location with Map 58, 1959). The Case Farm practices a form of intensive horticulture relying on greenhouses and selling their diverse produce directly to local markets. As of 2010, they operated 75,000 square feet of greenhouse and sold thirty-five tons of leeks to Wegman's.[100] On the west side of Irondequoit, the Genrich's Garden Center, Florist & Greenhouses operates at 375 Cooper Rd at the site of what was the eleven-acre Hammon (also Hamman) farm at least between 1902–1931 and the Cooper Farm by 1959. Likewise, a nearby old farmhouse at 3408 St. Paul Blvd provides no easily identifiable business name but in recent years appears to have used the surrounding property for some form of agricultural cultivation including open fields and poly-tunnels (removed in 2025).

4.2 Leisure

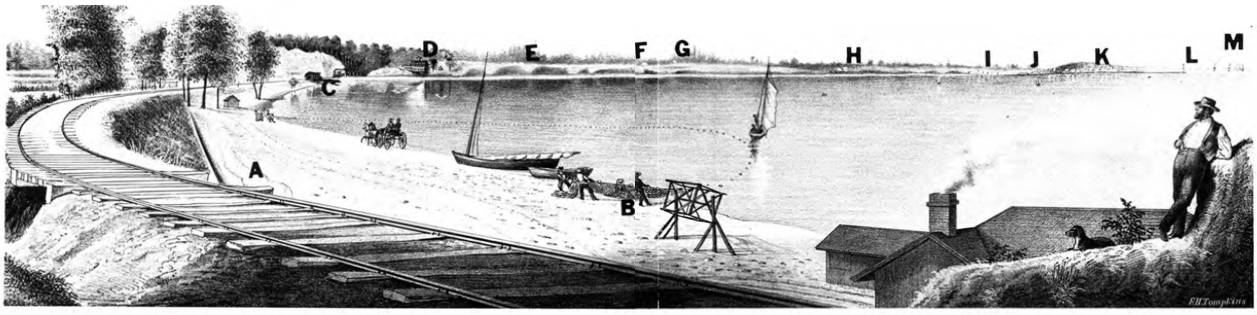
Leisure and recreation activities have played a critical role in the history and material development of Irondequoit. This includes a range of historic properties that no longer remain as well as some key sites of remaining architectural integrity. The history of the recreational and commercial development of Irondequoit from the mid-nineteenth to mid-twentieth century is outlined in the Historic Overview (Section 3.2.2). This section will identify some of the historic sites and properties that either remain extant or had a notable impact on the physical development of the town.

By the mid-nineteenth century, Irondequoit was already becoming a summertime resort destination. Dining rooms, hotels, music halls, bandstands, and private clubs of all sorts proliferated, including:

- **New Port (Newport) House** (ca.1840) was established by J. Vinton, purchased by Mr. Walzer on or before 1870, and then by Mr. Sours in 1880 when Walzer died. No longer extant.
- **Union Race Track and Hotel** (ca.1850s) was established by Hosea Rogers at the corner of St. Paul Blvd and Scholfield Rd. The first track burned in 1858 and was quickly rebuilt but burned again in 1873 and was never rebuilt.[101]

[100] McNally, "Loss and the Last Farms of Irondequoit."
[101] Wayne, "Home is historical treasure in Irondequoit"; West, *Irondequoit Story*, 93–94.

- **Allen House** (1864) was the first iteration of what would become Seabreeze. It burned down in 1885.[102]
- **Bay View Hotel** (1871) was converted to the Whitehouse ca.1905 and then partially renovated into apartments in the mid-1970s before it was demolished and the site used for new condominiums by 1980.[103]
- **Glen Haven** (1872) opened with the completion of the Glen Haven Railroad Line, which later became the Sodus Bay line, a major suburban transit route in the region. The hotel had become resort by the 1910s but closed permanently in 1923. The building burned in 1928.
- **Birds & Worms Club/Hotel** (1873/1890) was first established as the "Early Birds and Unfortunate Worms Club" referring to their two activities—hunters (the birds) and fisherman (the worms). They combined into a single location by the 1890s remodeling in the 1910s and 1940s. In 1942, the club closed and sold its premises to the Newport Yacht Club (founded in 1936) who renovated the building in 1977-78 and continue to operate today at 694 Seneca Rd.
- **Snyder's Island Hotel** (1877–1925) appears on historic maps and is no longer extant.
- **The Union Tavern** (ca. 1880s) at 4565 Culver Rd is a 2-story, brick, Italianate building with central tower and rear/side additions with minimal entryway embellishment.
- **Rochester Canoe Club** (1881/1883) erected their first clubhouse near the Massaug coves. In 1887 they erected a new clubhouse on Canoe Point near Newport House, and again in 1915 they moved to the former residence of Hiram Edgerton. In 1958 they began planning a new building at 1676 Bay Shore Blvd (1970).[104]
- **Unique Social Club** (1892) operated at several locations over its first decade until acquiring a cottage on Irondequoit Bay shortly after 1900.[105]



IN 1876 WHEN IRONDEQUOIT was celebrating the Centennial its lake shore looked like this as seen from (A) Oklahoma Beach, then as now reached from Lake Road, Webster, under a bridge on the (then) RW&O. This used to be favorite spot for (B) commercial fishing. Note the net carried into place by the boat, dropped and then hauled to shore by the two teams of four men. Toleration of "anything for a fast buck" fishing has long since stripped the Lake of the white fish and sturgeon once plentiful. At (C) a RW&O train is headed east and about to cross the bridge over the Outlet. The old Sea Breeze Hotel (1865-1885), Irondequoit's first major recreation spot, is at (D). The three little white dots at (E) are buildings on what was then the Jedediah White farm and now the Reunion at 4565 Culver Rd. At (F) are three buildings still standing at 47, 21 and 11 Lake Bluff Road. No. 47 is the old Davis Summer home, possibly the earliest lakeshore house in Irondequoit; it is currently being demolished. Nos. 21 and 11 have been extensively remodeled. (G) is the house still standing (remodeled) at 345 Birch Hills Dr. Long-gone farm buildings in what is now Durand-Eastman Park are at (H) and at (I) are early homes along what is now Rock Beach Road. The two white dots at (J) are the old Lake Bluff Hotel and an unidentified building in the White City area. The sizable village at (K) is Charlotte, with its light house at (L) and a steamer and two schooners approaching the mouth of the Genesee at (M). Could a camera have recorded this scene any better .... or even as well? - Town Historian Walter Sassaman. (This picture will be found between pages 214 and 215 in McIntosh's History of Monroe County - 1877, a long out-of-print volume now in reprint.)

Figure 18. View from Webster of Irondequoit's lake shore ca.1877.

The illustration shows the first version of the Seabreeze Hotel (D), a series of summer houses (E, F, G, H, I), and the demolished Lake Bluff Hotel (J). As republished in Sassaman, *Early Irondequoit*, 19–20.

[102] Sassaman, *Early Irondequoit*, 19–20.
[103] Sassaman, *Early Irondequoit*, 13.
[104] Broadbooks, *Irondequoit Centennial*, 18; West, *Irondequoit Story*, 79.
[105] West, *Irondequoit Story*, 79.

In 1872, Joseph Tone laid out the tract of land he named Summerville. Initially, transportation from the city was difficult. Reaching Summerville required traveling along a rough dirt road (that later became St. Paul Blvd) by private carriage or horse car to Glen House on the shore of the Genesee to board a steamboat, which traveled the rest of the distance (Figure 19). The railroad arrived from Charlotte by 1883 under the direction of the Rochester and Pittsburgh Railway Co. At this time there were four attractions along with Windsor Beach: the Orrin Sachett's hotel (1874), the Yacht Club (ca.1877), the Windsor Beach Pavilion (1882), and the Lake Bluff Hotel (1883). From its beginning, the entrepreneurs and residents of Summerville sought to develop a "more refined type" of summer destination free of the "rowdyism" typical of other resort locations. According to the *Union and Advertiser* in 1883, the Lake Bluff Hotel was "reserved for the use of such ladies and gentlemen and families and parties as desire quiet and repose and freedom from the sound of clinking glasses and so forth on unwilling ears."[106]



Figure 19. Glen House on the Genesee River, ca.1889.

As published in A. Wittemann, *Rochester Illustrated in Albertype*, NY: The Albertype Co., 1889.

This attitude was carried forward in the 1890s through the creation of several summer colonies including Bietry Beach Park, Elm Beach, and White City. These institutions, like those before them, were designed for wealthier patrons who could enjoy more time away from work and had the funds to afford the trip out of the city. Rochester's working class had little opportunity for enjoying Irondequoit's leisure activities until the end of the nineteenth century. This began to change when the first electric route to Charlotte opened in 1890 and the electrification of the newly extended St. Paul Blvd three years later. By the turn of the century, there were five rail routes for urbanites of varying incomes to make their way toward the Lake's shore.[107] Moreover, the arrival of the safety bicycle (1888) precipitated a series of bicycle races making use of the newly improved, cinder roadbeds to Charlotte and Summerville.[108]

This period witnessed the construction of the Round House, or Summerville Pavilion (1894), the Adelphia Hotel (1894), and the Windsor Beach Hotel (1896). By the end of the century, the land leading up to Windsor Beach was covered with approximately two hundred tents and cottages supporting a population

[106] Dorothy Dengler, "The Rise and Fall of White City, Windsor Beach and Summerville," Rochester, New York: 1945.
[107] Blake McKelvey, "Rochester's Metropolitan Prospects in Historical Perspective," Rochester History Vol.XIX, No.3 (July 1957): 1–31, 7–8.
[108] McKelvey, "Rochester's Metropolitan Prospects in Historical Perspective," 8; Broadbooks, *Irondequoit Centennial*, 22.

of around eight hundred summertime residents. Cottages were largely owned by those who had built them, but the tents occupied land leased from the Rochester and Irondequoit Railway Co. The railroad company supplied fresh water and lined the streets with electric lights provided by the Rochester Gas & Electric Co. Nearly all of this burned in 1908 when a fire destroyed twenty acres extending from Wabash Ave to the lake front with a loss of an estimated twenty-five thousand dollars of property (Figure 20).[109]



Figure 20. St. Paul Blvd before and after the White City fire on October 31, 1908.
As published in Walter Sassaman, *Early Irondequoit*, 29.

Quickly rebuilt, the area was finally incorporated as White City, Windsor Beach and Summerville Athletic Association to "promote social and friendly relation, athletics, sports, and entertainment for its members," according to their constitution. By the 1920s, the area entered its golden era. Postcards and photographs show contented, middle-class families strolling down shaded, grassy paths to the lakeshore or lounging near the front of their tents (Figure 21). True to its founding intent, the Athletic Association maintained restrictions on who could spend their time as part of this close-knit community. Communally owned by its residents, Bietry Beach Park, for instance, required unanimous agreement for any changes or sales. And, in 1925, they established rules to govern the rentals which were strictly enforced by the Railway Properties Corporation. These included requiring written consent from each property's immediate neighbors approving any rental or sale.[110]



Figure 21. Views of White City, ca.1900–1915.
Undated photo of White City tent likely ca.1900–1915 (top left), photo of White City published by L.H. Nelson Co., 1900 (right).

[109] Dengler, "The Rise and Fall of White City, Windsor Beach and Summerville"; Bushrod Washington James, *American resorts; with notes upon their climate*, Philadelphia and London, F. A. Davis, 1889, 70.
[110] Dengler, "The Rise and Fall of White City, Windsor Beach and Summerville."

In 1930, Summerville was still at the height of its popularity, but rapid decline was just around the corner. Several factors precipitated this decline, not least of which was the railway corporation's announcement they would be selling their land. They offered current renters the opportunity to purchase the property occupied by their tents. Those who stayed formed the Windsor Park Lot Owners association to address future water supply. As Dengler explains, the privatization of the lots surrounding Windsor Beach, while not entirely novel in 1930, resulted in a growing lack of cooperation among residents. Freed from the restrictions of earlier years, new renters and owners built hedges and fences, posted "private property" signs, and no longer participated in community planning events. The Great Depression was also a significant factor. "Families who had lost their life savings and jobs," writes Alan Morell, "converted their summertime tents into wooden cottages and lived there year-round." By 1941-42, the Association ceased to function and nearly four decades of dilapidation ensued.

On the eastern side of Irondequoit along Irondequoit Bay a related story played out over the same period. Social clubs, hotels, and other entertainment destinations slowly transformed from dinner clubs in the 1870s to resorts by the turn of the century. From the first appearance of the Allen House in 1864 up to the 1930s, Seabreeze and the surrounding area grew not only in size, but in reputation bringing tourists from across the region. The Seabreeze Resort opened in 1879 and continued operating until its name was changed to "Dreamland Park" when it was purchased by George Long.[111]



Figure 22. Photos of Lake shore near Seabreeze, ca.1902-10.
(left) Swimmers in front of Geisler's Pier Hotel at right in 1902. (right) The old and new piers at Seabreeze and the "Circle Swing" in 1910. As published in Sassaman, *Early Irondequoit*, 9, 21.

In the early 1900s, the northeastern corner of Irondequoit near the mouth of Irondequoit Bay hosted many destinations including Louis Geisler's Pier Hotel, the Wisner Hotel, the Outlet House, and a dozen others ran thriving businesses alongside Seabreeze. It was at this time that they first began installing spectacular rides. The "Circle Swing" was the first of its kind in Western NY and it attracted onlookers as much as riders (Figure 22).[112]

[111] Broadbooks, *Irondequoit Centennial*, 16, 34.
[112] Broadbooks, *Irondequoit Centennial*, 19; Sassaman, *Early Irondequoit*, 21.

Transportation to the resorts along the Bay was difficult into the early twentieth century, even with the advent of railroads and electric trolleys. The electrified Rochester & Suburban Railroad had stops for the Glen Haven hotel, Newport House, Birds & Worms Club and Hotel, Point Pleasant, and Seabreeze.[113] Several of these relied on additional modes of transit including carryalls. Glen Haven built its own railroad that eventually expanded into the Sodus Bay Railroad. Glen Haven and Bay View, in particular, were outstanding resort buildings neither of which survive (Figure 23).



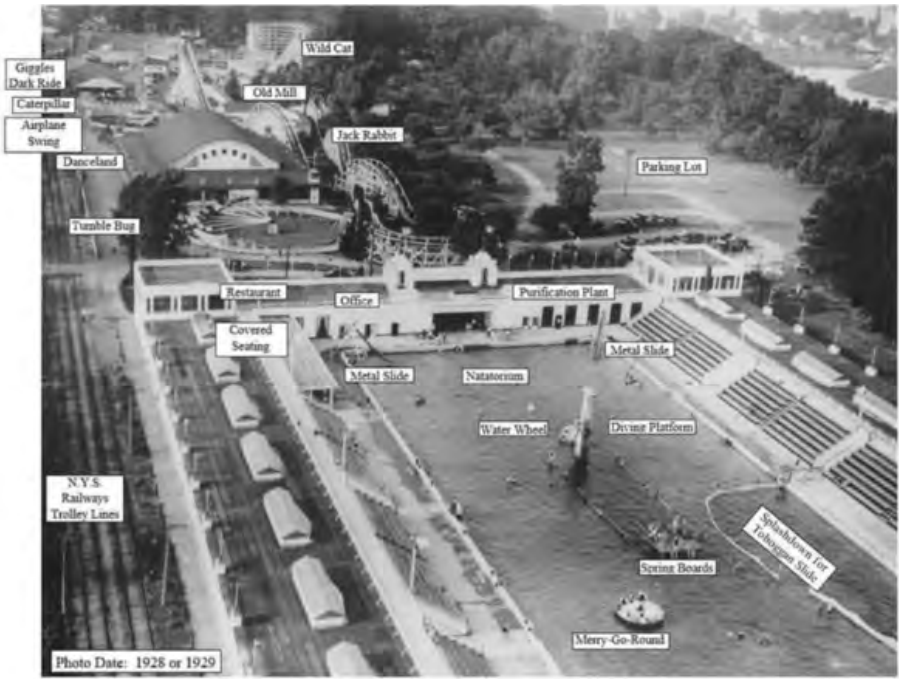
Figure 23. Photos of Bay View Hotel (top) and Glen Haven Hotel (bottom), ca.1889.

The first (top left) was taken shorten shortly after opening in 1872 and the second (top right) in ca.1889. As published in Sassaman, *Early Irondequoit*, 13 and Wittemann, *Rochester Illustrated in Albertype, NY: The Albertype Co., 1889*. Glen Haven as published in A. Wittemann, *Rochester Illustrated in Albertype*, NY: The Albertype Co., 1889 (bottom left) and in Smith, "Irondequoit Bay: The Business of Pleasure," 2 (bottom right).

During the boom of the 1920s, leisure activities expanded to include miniature golf. The Whispering Pines miniature golf course (4383 Culver Rd, 1930) designed by Robert Ocorr first opened during this period of expansion. Originally named Tall Maples Miniature Golf Course, it remains as the oldest surviving mini-golf course from the pre-war years (Listed 2003). Seabreeze took another daring step and in 1925 opened the world's largest saltwater swimming pool. The Natatorium measured over three-hundred feet long and featured a metal slide, toboggan slide, merry-go-round, water wheel, springboards, and diving platforms.

[113] Broadbooks, *Irondequoit Centennial*, 24.

It also had attached offices, a purification system, restaurant, and both covered and stadium seating (Figure 24). Although immensely popular, the Natatorium did not even last a decade before closing in 1931. It was drained, roofed over, and converted into a bingo hall, and then eventually demolished in the 1960s. Pieces of the original structure remain visible at times embedded within the walls of buildings.



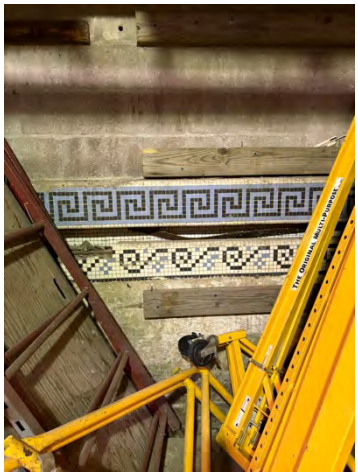


Figure 24. Photo Diagram of Natatorium and Seabreeze, ca.1929 (left); survey photo of some remaining Natatorium material (bottom).

Smith warns that over-emphasizing the impact of the Great Depression on the decline of Irondequoit's leisure activities in the 1930s overlooks more than it explains. Smith uses Glen Haven as a key illustration of this:

> By 1910 [Glen Haven] had become a full-fledged amusement park with an open air theater, rides such as a merry-go-round and the "Mystic Chut," and concession booths. It reached its peak of activity in World War I. But by 1923 it had closed down for good. In 1928 the Glen Haven Hotel burned down and was never rebuilt. Thus, the Glen Haven resort had died even before the Depression spelled widespread commercial failure. Ontario Beach Park at Charlotte closed even earlier in 1919.[114]

Alongside the lean years of the 1930s, Smith attributes the decline in part to boredom. For businesses reliant on thrilling new experiences, the resorts along Irondequoit Bay had little new to offer. Even before the Depression struck, entrance prices had already been dropping. No significant new resorts are built in Irondequoit after 1912.[115] It was not until the 1960s and 70s with the Pure Waters program and investment in the shoreline that leisure activities revived, and developers began to regain interest.

[114] Smith, "Irondequoit Bay: The Business of Pleasure," 22.
[115] Smith, "Irondequoit Bay: The Business of Pleasure," 22, 24.

Unfortunately, very little of the material history of Irondequoit's leisure activities remain—the proposed Seabreeze Historic District and White City Historic District are notable exceptions. There are some significant examples of postwar leisure sites including the Donuts Delite building at 1700 Culver Rd. Built in 1956 by Sam and Marty Rabin, this turquoise and pink storefront offers important insight into postwar recreation and aesthetics across the U.S. Unfortunately, even fewer examples of this appear to remain within the survey area. Despite the lack of surviving leisure architecture and designed landscapes, however, the influence of this largely prewar trend remains visible in the Town's residential development.

4.3 Transportation

The introduction of transportation infrastructure in Irondequoit played a crucial role in its physical development from the earliest periods of settlement. In the seventeenth century, the Genesee River, Lake Ontario, and Irondequoit Bay were some of the waterways that aided the Five Nations (Haudenosaunee, or Iroquois Confederacy) in maintaining not only regional dominance from the St. Lawrence to Ohio River valleys, but also international trade relations with English, French, Dutch, and Spanish governments. Beginning in the nineteenth century, white settlers in the area relied on the water routes and a series of roads and bridges. The survey area consists of five major transportation corridors with significant historic impact: Ridge Road, Culver Road, St. Paul Boulevard, Seabreeze Expressway (NY-590), and Keeler Street Expressway (NY-104). Additionally, the construction and destruction of bridges connecting the survey area across the Genesee River and Irondequoit Bay alongside railroad lines have played a major role in the area's historic development.

Ridge Road is the major outlier of existing roads in that it was formed by receding glaciers and the former shoreline of Lake Ontario. The route pre-existed all settlement to the region and offers a relatively level path across the State. Officially established as a modern road in 1815, Ridge Road had been serving the westward migration of white settlers since the end of the War of 1812 as one of the State's "great thoroughfares." It became a plank road by 1852 and was continually improved throughout the decades having an ongoing impact on the physical development of Irondequoit including the location of bridge construction such as the Carthage Bridge (now Veterans Memorial Bridge) and the Float Bridge (now NY-404). While the float bridge did not fall on the historic ridge line giving Ridge Road its name, it did follow the approximate detour around Irondequoit Bay. Today NY-104 continues to follow this historic path.[116]

Early bridges were crucial for local and regional trade; they also played a major role in driving early development. The construction of the Carthage Bridge across the Genesee River in 1817–1819 was part of a larger effort to achieve regional trade dominance before Rochester or Charlotte could. The impressive, arched bridged spanned over seven hundred feet, but due to a design flaw lasted little more

[116] Broadbooks, *Irondequoit Centennial*, 6, 11.

than a year. The second bridge at Carthage was built in the early 1850s and it carried its first wagon in 1856. However, by this time Rochester had already won the competition and Carthage's trading prospects were quickly subsumed. Similarly, before the construction of the float bridge in 1836, there was no path across Irondequoit Creek at the southern end of the Bay. The town Supervisor, John McGonegal bridged the marshy area with a series of floating logs formed into a pontoon-style bridge anchored near Clifford Ave (Empire Blvd) and extending eastward. In 1890 the Town filled one thousand feet of the bridge's path with solid earth, and then in 1924 it was replaced with concrete structure. Today the route is part of the Great Lakes Seaway Trail extending from the St. Lawrence River along the southern edge of Lake Ontario and on to Lake Erie (Figure 25). The construction of these early routes across waterways and the travelers they carried attracted the nearby development hotels. Near the float bridge these included Walton House (also known as Monk House) (ca.1850–1874), Mr. Rau's Hotel (ca.1872), and the Float Bridge Hotel (ca.1850s–1940s).[117]



Figure 25. Historic Views of Float Bridge.
As published in West, *Irondequoit Story*, 27.

In addition to naturally occurring routes and the construction of bridges to extend them over waterways, the introduction of artificial roads and railways directed the development of Irondequoit. These paths connected historic sites of settlement including Rochester, Charlotte, Irondequoit Bay, and other sites along the shorelines of the Lake and River. Most significant have been the construction of Woodman Rd (later Culver Rd) and St. Paul Blvd (Map 22), and the assembly of the Rome, Watertown, & Ontario Railroad (R.W.&O. R.R.) and other rail routes (Map 19). These pathways linked Irondequoit destinations into a broader network of transportation and economic infrastructure as it became a summertime resort destination, a center of nurseries and orchards, and an affluent suburb serving greater Rochester.

By the end of the nineteenth century, all three of these core development phases were already in full swing driving the development of Irondequoit and transforming it from thinly settled agricultural land into a densely built and thriving community. The introduction of electrified public transportation along Culver and St Paul alongside additional suburban routes spreading through Irondequoit and nearby towns

[117] West, *Irondequoit Story*, 26; Broadbooks, *Irondequoit Centennial*, 12

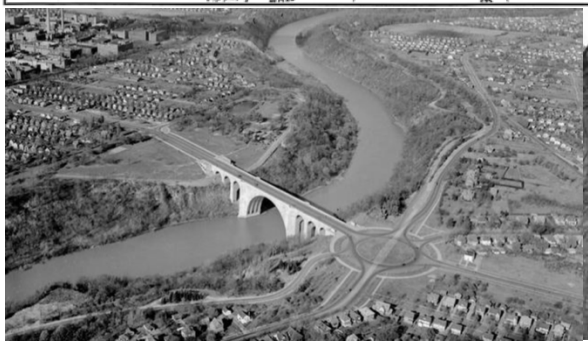
spurred suburban development, which would eventually overtake Irondequoit's reputation as a resort destination. By 1929, public passenger routes were extensive (Figure 26).

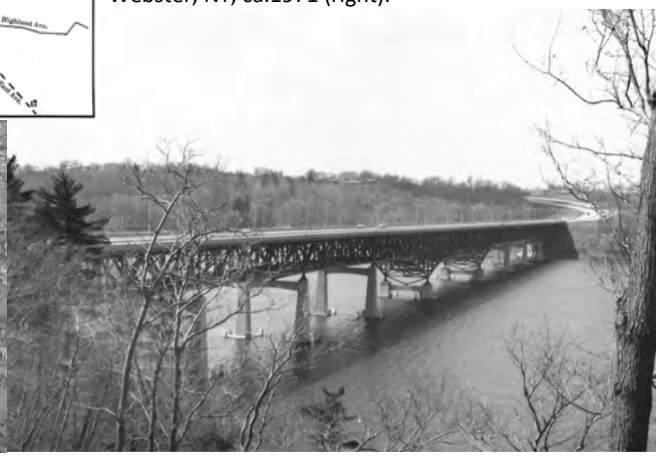
The introduction of several modern bridges and highways further increased access to and thus development within Irondequoit. The 1931 Veteran's Memorial bridge served the dual function of recreating the path of the Carthage Bridge and addressing the unemployment crisis. The city sought to alleviate some of the hardships of the Great Depression with large public projects to meet the needs of unemployed citizens. The construction of the Veterans Memorial Bridge was one of the earliest (Figure 27).[118] The 1960s witnessed the opening of several infrastructure projects. The Irondequoit Bay Bridge (1967) finally connected Ridge Road from the western shore of the Genesee River across Irondequoit to the eastern shore of Irondequoit Bay in Webster. Ridge Rd could finally fulfill its historic capacity with the construction of the Keeler Street Expressway, or NY-104 (1969) which provided a high-speed bypass to Ridge Rd in Irondequoit. The Seabreeze Expressway, or NY-590 (ca.1955–1960) and Seabreeze Dr (ca.1955–1960) both offered a high-speed route roughly parallel to Culver Rd near the western shore of Irondequoit Bay granting an easier bypass route to Seabreeze. Finally, in 2004 the Colonel Patrick O'Rorke Memorial Bridge replaced the Stutson Street Bridge (1927) connecting Charlotte to Summerville.



Figure 26. Map of 1929 passenger routes in Irondequoit. As published in New York State Railways, *A guide to parks, beaches, amusement resorts, hotels, bus lines, trolley lines, subway, theatres, golf courses, etc.* Rochester, NY: Published by the Passenger Dept., New York State Railways, 1929.

Figure 27. Aerial View of Veteran's Memorial Bridge (left) and Irondequoit Bay Bridge (right).
"Aerial view of Veterans Memorial Bridge, Rochester N.Y [picture]." Rochester Municipal Archives modern collection. Monroe County Library, ca.1940 (left). Photograph of Irondequoit Bay Bridge looking toward Webster, NY, ca.1971 (right).





[118] Blake McKelvey and Ruth Rosenberg-Naparsteck, *Rochester: A Panoramic History*, Sun Valley, CA: American Historical Press, 2001, 130.

The theme of Community Planning and Development considers the evolution of land use and settlement patterns in the Town of Irondequoit. This theme significantly overlaps with others discussed in Section 4, particularly those that address the town's agricultural (4.1) and recreational development (4.2). In conjunction with these other themes, the narrative and resources presented here illustrate the changing patterns of settlement beginning at the turn of the twentieth century. Between the 1890s and the early 1960s, suburban developments slowly displaced agricultural land use and significantly decreased the scale of recreational land use. Further detail concerning specific residential developments along St. Paul Blvd and in the Huntington Hills, Arlington, and Laurelton neighborhoods are discussed below in Section 5 Overview of Proposed Districts.

Following the panic of 1893 and resulting economic depression, greater Rochester experienced three building booms that spurred residential development in Irondequoit. At the end of the nineteenth century, most of the area's population lived in the center of Rochester drawing people from the peripheral towns including Greece, Penfield, Webster, and Irondequoit, among others. A massive influx of foreign immigrants from southern Europe crowded into small homes and tenements at the edges of the City, and into makeshift residences and dormitories in the upper stories above downtown stores. With building work halted in the 1890s, rents escalated quickly. Over the next century, Rochester's increasing population, industrial expansion, and the resulting housing crises had an ongoing impact on residential developments in Irondequoit.[119]

In response to this housing crisis, City officials called on builders to increase their efforts. Simultaneously, the squalid conditions for Rochester's workers encouraged officials to impose strict building codes, which in turn further incentivized developers to look toward nearby Irondequoit. Additionally, the rise of affordable automobiles and increasing number of electric trolleys had the same effect. Electrified trolleys could now the full length of St Paul Blvd and up Culver Rd speeding access to outlying wards.[120] The nearly crippling traffic congestion in the city center catalyzed the use of asphalt road surfaces previously deemed too expensive by government officials. Alongside the Good Roads Movement, smooth and durable highways now extended from the city center out to distant villages spurring the development of suburban communities further and further away from central Rochester. These circumstances made constructing high-quality homes in attractive new subdivisions more profitable for developers than ever before.

By 1910, Irondequoit's first suburban building boom was well underway. Most builders in the area focused their attention on creating new suburban communities while ignoring the challenges faced in central

[119] Blake McKelvey, "Housing and Urban Renewal: The Rochester Experience," *Rochester History* Vol.XXVII, No.4 (October 1965): 1–28, 3–5; Blake McKelvey, "The Physical Growth of Rochester," *Rochester History* Vol.XIII, No.4 (October 1951): 1–24, 18.

[120] Blake McKelvey, "Rochester's Metropolitan Prospects in Historical Perspective," Rochester History Vol.XIX, No.3 (July 1957): 1–31, 7.

Rochester. These included new subdivisions in Irondequoit just beyond the city line along Culver Rd and St. Paul Blvd. New subdivisions were often named for the orchardists and farms from which the land was acquired, such as the Fruitdale Park Tract, G. Costich Subdivision, and Bauman Farm Tract along Culver Rd, or for the nearby attractions they sought to advertise, such as the Seneca Park Tract, Summerville Blvd Tract, or Lake Shore Blvd Tract along St. Paul Blvd.[121]

Real-estate companies advertised their new subdivisions prominently in the *Democrat and Chronicle* newspaper including Alliance Realty Co., Elliott Realty Co., Neil & Parmelee Co., Inc., General Realty Service, and Wyant-Simpson Co, among others. In 1911, the real estate firm Abbey, Elliott, & Guelich was selling lots in the Fruitdale Subdivision for one dollar down with bank loans for one dollar per week. Five years later, they were offering nearby lots on Culver Pkwy for no less than ten dollars down. Property with no taxes and no interest was attracting many new customers. One ad sought to convince potential buyers noting that subdivision restrictions require new homes cost a minimum of three-thousand dollars and be set back twenty-five feet from the street. Its location, they explained, on Culver Rd at the end of the Webster electric line "makes its desirability for investment certain."[122] Elliott Realty Co. was selling lots in the Bedford Manor subdivision for similar rates at a total cost of between five and six-hundred dollars in 1920. Newspaper ads continued to emphasize subdivision restrictions seeking what they termed "discriminating buyers." "The young man of to-day, who will be the successful business man of to-morrow," one argued, "is looking for just this opportunity to secure a lot that is within his reach, and located in a section keeping pace in development with his achievements. We advise you to buy," they continued, "where you are glad to know your neighbors."[123] Advertisements like these played off middle-class Rochesterians potential disdain for non-white immigrants and poor families as they sought single-family homes away from the dense city center while echoing future red-lining practices of the HOLC and FHA.

Rochester's housing crisis did not abate, but industrial expansion in the early twentieth century also meant new opportunities and higher wages for workers. As one newspaper put it, even Italians now want houses.[124] "Observations of the city's growth," explains Joseph Barnes, "sometimes generated descriptive theories to explain its shape or direction." Barnes continues:

> As a feature writer for the *Evening Times* explained it, the 'Population of A City is Not Unlike Water in Seeking Level.' In the article following this banner, he stressed that Rochester's growth was now taking place in outlying districts and seemed to move in

[121] McKelvey, "The Physical Growth of Rochester," 17; McKelvey, "Housing and Urban Renewal: The Rochester Experience," 7; Joseph W. Barnes, "The City's Golden Age," *Rochester History* Vol.XXXV, No.2 (April 1973): 1–24, 19.
[122] *Democrat and Chronicle*, Thursday, May 18, 1911, 4; *Democrat and Chronicle*, Saturday, May 13, 1916, 10; Saturday, June 10, 1916, 14.
[123] *Democrat and Chronicle*, Saturday, September 18, 1920, 25.
[124] Referenced in Barnes, "The City's Golden Age," 13.

> all directions; hills and other barriers acted as effective, but only temporary, obstacles to this human flood.[125]

While affluent workers and white-collar executives sought improved accommodations, architects embarked on their own form of advertising publishing illustrations of their designs of model homes for workers and of suburban cottages for an expanding middle class (Figure 28). By the release of the 1918 plat maps of Irondequoit, real estate companies outlined subdivisions for both kinds of designs including the Seneca Ridge and Seneca Side subdivisions on either side of the city line, and Boulevard Manor and Nowadaga subdivisions further north along Thomas Ave.



Figure 28. Published Drawing of Suburban House in Irondequoit, 1892.

"Cottage for Mr. A.D. McBride, Irondequoit Bay, New York," Gordon, Bragdon and Orchard Architects, *American Architect and Building News*, Vol.36, No.849 (April 2, 1892).

The U.S. entrance into World War I eclipsed the first suburban building boom. Overall construction spending decreasing nearly eight hundred percent in greater Rochester between 1916 and 1918. While automobiles had become relatively commonplace for wealthier families, the suburbs of Rochester were still unevenly developed and had few of the same social infrastructure of the city from a relative lack of existing religious communities to fewer and less-affluent public schools. Even as construction continued to expand outwards, developers were careful to emphasize easy access to city advantages.[126]

Automobile suburbanization had begun with the emergence of a second, more modest building boom in the early 1920s. Proving more desirable to those who could afford them, the private automobile "transformed the suburban seepage into a flood," writes McKelvey.[127] "There seems to be a general desire," explained representatives of the General Realty Service, "to remove from the crowded sections of the city to some section where a good-sized lot is obtainable at low cost and where suburban roads invite more generous use of the family automobile."[128] Monroe County car registrations doubled to nearly

[125] Barnes, "The City's Golden Age," 13.
[126] Barnes, "The City's Golden Age," 24, 11.
[127] McKelvey, "Rochester's Metropolitan Prospects in Historical Perspective," 20–21.
[128] "Unusual Interest Shown in Realty Developments This Season, Firm Says," *Democrat and Chronicle*, Sunday, August 01, 1926, 56.

one-hundred thousand between 1922 and 1926. Although residential building permits in the city had increased fourfold between 1919 and 1925, these numbers quickly tapered off as moving out to nearby suburbs became more popular and more affordable than ever.

While middle-class families could escape the rent crisis mounting downtown, families with lower incomes "were forced to share the divided-up quarters of those who moved to new homes."[129] Again, builders focused their attention on high-cost construction in existing suburbs aimed at the affluent middle-class while developers continued to set up new subdivisions along the major thoroughfares in Irondequoit.[130] "We offer Laurelton lots at an opportune time," wrote the General Realty Service in their announcement of a new "first class" subdivision in 1921. Due in part to the scarcity of available lots, they reported that "50% of the lots have already been sold with absolutely no advertising," and that "many reputable 18th Ward builders have already purchased lots in Laurelton." They were offering lots for one hundred dollars down and ten-dollar monthly payments for total prices between eight hundred and nine-hundred fifty dollars.[131] While prices had increased steeply from ten years prior, they were still far more affordable than attempting to purchase property in the city's densely built interior.

In an effort to combat this out-migration of tax-revenue, Rochester sought to annex peripheral suburbs beyond the city line. The Irondequoit Town Board and most long-time Irondequoit residents were vehemently opposed to Rochester's ongoing encroachment on their territory. However, many of the residents in these new suburbs had only recently moved into Irondequoit and were keen to regain access to city infrastructure. Francis Bower, the owner of the Culver Parkway Tract, favored annexation due to the continued necessity of cesspools in his subdivision, which had been stifling sales. Likewise, residents in the Bedford Manor tract also sought the advantages of the city's water and sewer systems. One of the many debates over annexation took place in February of 1923. Three Irondequoit Town Board members and their attorney "battled vainly to defeat the city's proposed plan to annex about a square mile of their territory north of Clifford avenue." They were opposed by forty to fifty local residents all of whom were staunchly in favor of annexation. A newspaper article of the debate explained that one-hundred twenty-two out of one-hundred thirty of the lot owners in the Brentwood Park tract lots were delaying construction until after annexation had been approved.[132] Shortly following their loss, the Irondequoit Town Board contracted the Oliver Costich Development Co. to furnish a new eighteen-mile sewer line in the "Winton-Clifford district" for nearly half a million dollars lest they lose even more battles.[133]

Sensing the opportunity, General Realty Service purchased up the remaining land east of the existing subdivisions along Culver Rd and announced a massive expansion of their Laurelton Subdivision in 1925.

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[129] McKelvey, "Housing and Urban Renewal: The Rochester Experience," 10.
[130] McKelvey, "The Physical Growth of Rochester," 21.
[131] "First Announcement: Laurelton, A Subdivision of the First Class," *Democrat and Chronicle*, Sunday, April 03, 1921, 41.
[132] "Residents Laud City's Plan for Annexing Land: Greater Part of Irondequoit Owners in Favor of Early Action," *Democrat and Chronicle* Saturday, February 10, 1923, 17.
[133] "Sewage Facilities Will Be Furnished Irondequoit Tract," *Democrat and Chronicle*, Tuesday, June 17, 1924, 18.

At the time, this was "the largest single realty development ever placed upon the Rochester market."[134] As one of the largest real estate companies in the area, General Realty Service relied heavily on their reputation. It was company policy "to arrange for the complete improvement of a tract as soon as possible after the land is acquired."[135] Not only did they actively address buyers' concerns about the limited infrastructure in Irondequoit, but General Realty also emphasized their planning for automobile traffic and parking needs. "In laying out the Laurelton subdivision," one article noted, "the streets are laid out sufficiently wide to permit parking in front of the homes, leaving plenty of room for passing traffic." Moreover, they advised home-seekers that along with ongoing streetcar service, the subdivision already had church and school facilities.[136] To further entice middle-class buyers and to compete with other subdivisions, General Realty Service would also advertise fully built homes as "open for inspection" and describing them as "exceptionally well built," with a "convenient arrangement of space," "all modern improvements," and always as "a good investment."[137]

An example from the west side of Irondequoit offers another strategy on development in the 1920s. Architects in the 1920s largely continued to balk at advertising their services. Having also turned their attention away from anything but high-priced residential designs, other building industry professionals, who did not share their trepidation, happily moved in to fill the void. Having purchased lots and constructed new homes, builders would then advertise individual properties in the newspaper.[138] The existing Wimbledon Road Historic District (Listed 2024) offers the perfect example. Fred P. Tosch (1890–1967) worked with General Realty Service to develop one full block of residences in complimentary revival styles (Colonial, Dutch, Tudor) at once. All of the houses were built 1927–28 with two "Master" model homes widely advertised in the *Democrat and Chronicle*. Each was opened to the public for inspections as well as viewings of a film reel of the building's construction made by Eastman Kodak and playing in the basement. General Realty Service bet on Tosch's well-established reputation as a local builder, as well as the effect such advertising campaigns would have on the many lots awaiting sale surrounding "Tosch-town" in the Seneca Side and Rogers Estate subdivisions. Cyril Tucker, another well-known architect and ui der in Irondequoit alongside several others, made similar efforts in the 1920s and 30s.

The rhetoric of "modernizing" was another important promotional tactic. Developers filled newspaper pages with competitions and exhibition-style openings of model homes. The *Democrat and Chronicle* alongside General Electric sponsored several model homes across greater Rochester to publicize new standards for suburban housing, modern living, and, hopefully, increased sales. This was not limited to

[134] "Unusual Interest Shown in Realty Developments This Season, Firm Says," *Democrat and Chronicle*, Sunday, August 01, 1926, 56.

[135] "21 Subdivisions Opened here by General Realty: Laurelton Addition Latest Home Site Tract to Be Launched," *Democrat and Chronicle*, Sunday, August 01, 1926, 56.

[136] "Laurelton Laid Out for Future, General Realty, Inc., Claims," *Democrat and Chronicle*, Sunday, April 12, 1925, 60.

[137] General Realty Service, Inc. advertisement, *Democrat and Chronicle*, Sunday, October 18, 1925, 41.

[138] *Democrat and Chronicle*, Sunday, October 22, 1922, 21. See Gwendolyn Wright, *Moralism and the Model Home: Domestic Architecture and Cultural Conflict in Chicago, 1873-1913*, Chicago: University of Chicago Press, 1983; Andrew Shanken, "Breaking the Taboo: Architects and Advertising in Depression and War," *Journal of the Society of Architectural Historians* Vol. 69, No.3 (2010): 406–429.

newly constructed homes, but also employed historic structures. For instance, the Flint-Grimwood cobblestone residence at 2523 St Paul Blvd (local landmark) built in the early-nineteenth century was the subject of a well-publicized modernization program and public viewing events.[139]

Due to the large scale of agricultural tracts Garfield Real Estate Co sought to develop throughout Western New York including in Irondequoit, they use automobiles "very liberally" in their publicity methods.[140] Automobile tours gave Garfield realtors the opportunity to show potential buyers several properties quickly with the added bonus of a sense of luxury before personal vehicles were common (Figure 29). In the 1920s they employed a stunt plane to create a spectacle above Rogers Estates in the attempt to generate public interest and bring visitors to the newly subdivided land (Figure 30).



Figure 29. Image produced by Garfield Real Estate Co., 1914.
As published in *The Real Estate Magazine*, Vol.IV, No.VI (June 1914): 73, 75, 77, 79.

During this early period of suburban expansion several smaller scale commerical blocks would appear alongside growing neighborhoods. Often located on higher traffic streets, their scale and design emphasized pedestrian traffic. The Stein Block at 4358 Culver Rd is a one and two-story Mission Revival commerical building constructed by Frank L. Stein in ca.1900. It served the residential neighborhoods surrounding further inland from Seabreeze including the Crouch Farm subdivision, Maple Lawn, Bucher's Subdivision, Bonaire, and historic Point Pleasant Tract (established in 1891). Similarly, the one- and two-story brick, commerical building at 205 Rawlinson Rd served the surrounding houses of the Seneca Side Subdivision since 1939 (Figure 32).

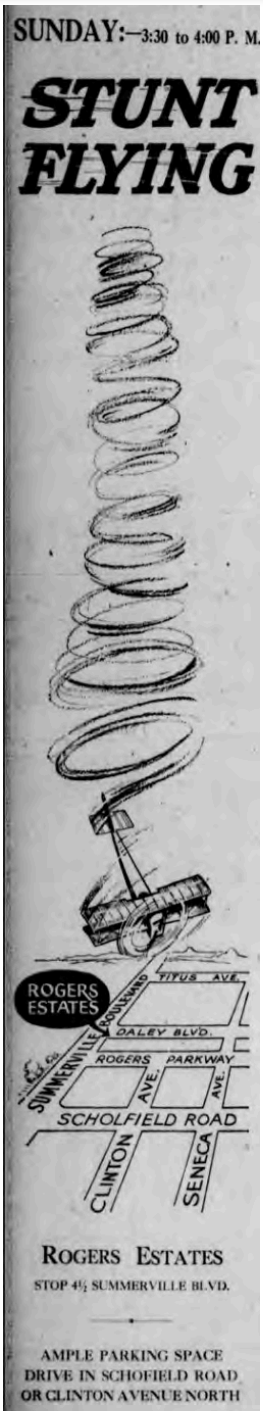


Figure 30. Newspaper Ad for Rogers Estate. Democrat and Chronicle, October 1, 1926, 24.

[139] "Subdivision Business Gains—D-C Modernized Home Planned: Century Old Dwelling to be Restored," *Democrat and Chronicle*, Sunday, July 6, 1930, section III.
[140] *The Real Estate Magazine*, Vol.IV, No.VI (June 1914): 73.

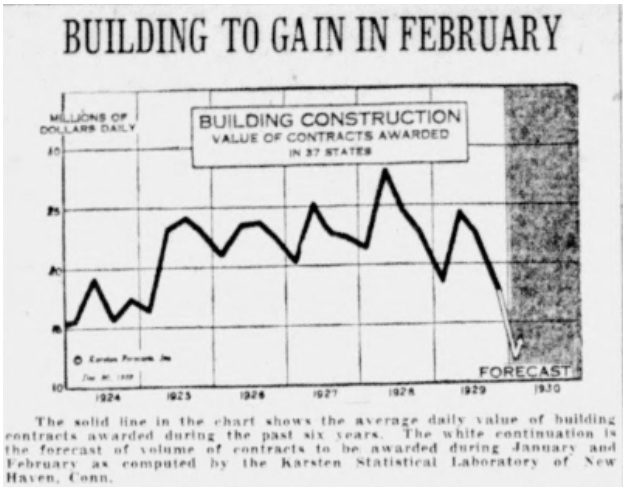


Figure 32. Views of commercial buildings at 4358 Culver Rd and 205 Rawlinson Rd, 2025.

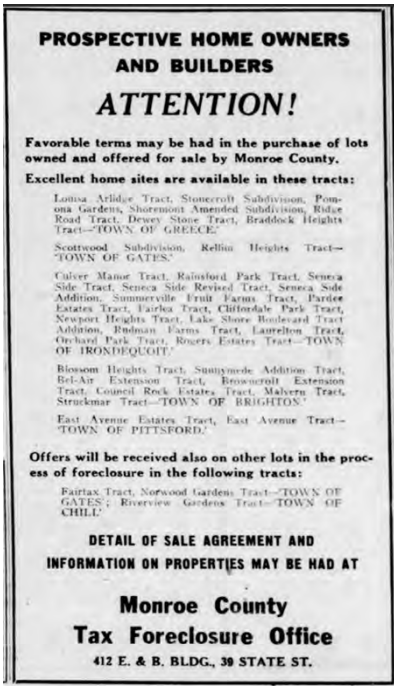
The stock market crash of 1929 confused the real-estate market across the country. While fewer people had cash to spend, banks were also offering increased credit with far more favorable conditions. No one yet suspected the bread lines on the horizon. This suggested to some that the construction industry, which typically fares the worst during periods of econmoic recession, would quickly rebound in the early 1930s. Although this was not the case, it led many real estate businesses to increase their purchase of land for new subdivisions and continue advertising widely.[141] By 1939–40, newspaper ads had shifted tone and one could now find optimistic pleas for owning your own home alongside attempts to promote foreclosures as an investment opportunity (Figure 31). Stewart McDonald, a Federal Housing Authority administrator, asserted in a 1940 article published in the *Democrat and Chronicle* that the real-estate market made serious mistakes precipitating the collapse of the mortgage market in 1932 and the resulting "ghost towns" they had created throughout the U.S.[142]

Figure 31. Projection of Construction Industry in 1930 with later ads, ca.1939-40.

(left) As published in Democrat and Chronicle, January 1, 1930; (middle) *Democrat and Chronicle*, May 12, 1940, 19; (right) *Democrat and Chronicle*, May 28, 1939, 11.







[141] *Democrat and Chronicle*, January 1, 1930.
[142] "Realty Field More Stable, FHA Reports," *Democrat and Chronicle*, August 11, 1940, 16.

Despite these "mistakes," postwar construction was quick to rebound sparking Irondequoit's third building boom. While many industries required re-conversion to domestic products after the end of WWII, some believed this would not affect the construction industry making it a fantastic source of both new homes and new jobs for returning soldiers.[143] This led developers back to Irondequoit to fill in remaining empty lots within existing subdivisions and to again speculate on new ventures. While agricultural land remained—especially in central Irondequoit—it was quickly disappearing.

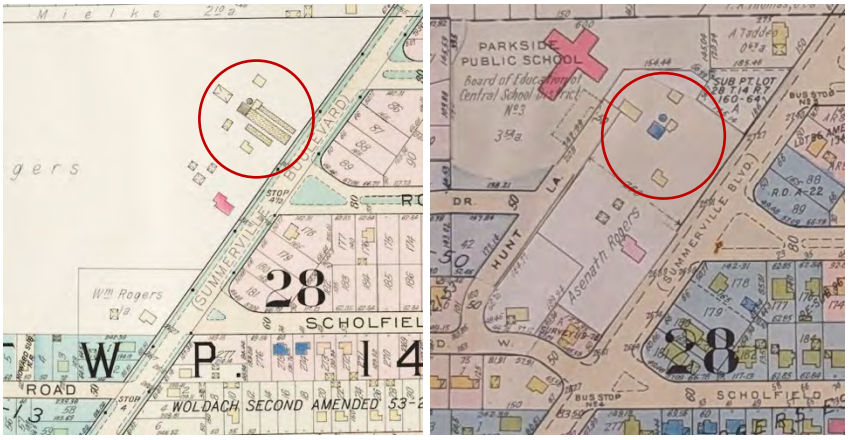


Figure 33. Details of Plat Maps from 1931 (left) and 1959 (right) showing the A. Rogers property.

The Rogers family property provides a telling example. Between the release of the 1931 and 1959 plat maps, Asentha Rogers sold the remainder of the family's large land holding west of St Paul Blvd to Oscar Kohl who formed one of the few large subdivisions of the 1950s and 1960s in this area. From the plat maps it appears that Asentha Rogers ceased using the land for agricultural purposes demolishing some, but not all of the associated outbuildings. The building in the shape of a square and circle remained in 1959 while the greenhouses that were attached in 1931 were demolished (see red circles in Figure 33). The square rock face block building and circular chimney remain standing at 2715 St Paul Blvd (also identifed as 50 Hunt Ln), as does the Rogers farmhouse (2689 St Paul).

A 1953 aerial photo shows the intersection of Titus Ave, Cooper Rd, and Hudson Ave showing the Grange Hall (now House of Guitars) at 645 Titus Ave, the United Congregational Church (now Irondequoit Church of Christ) at 644 Titus Ave, and Titus Tavern (local landmark) at 690 Titus Ave, all still extant (Figure 34).[144] Built in 1910, the Grange Hall has served as a community gathering space for Grange meetings, Sunday school groups, and commercial operations in the twentieth century. The many additions at the rear of this rock face block building are only partially visible in the 1950s. The commercial properties at 657 and 653 Titus Ave remain standing as well, while Sibley's Department Store had not yet been built. They stand near the old Irondequoit High School (demolished) and several other commercial properties since demolished. Another historic aerial photo shows the then newly constructed Sibley's department store in Irondequoit Plaza (Figure 35).

[143] *Democrat and Chronicle*, December 24, 1944, 32.
[144] Sassaman, *Early Irondequoit*, 3.



Figure 34. Aerial view of Titus and Hudson in 1953 (left) and Grange Hall in 2025.

This photograph (ca.1953) may have been misdated as another aerial photo dated 1950 (Figure 33 below) shows Sibley's fully constructed where the farmhouse stands in the top center of this photo. (Left) As published in Sassaman, *Early Irondequoit*, 3; (right) Survey Photo Jan 2025.



Figure 35. Aerial Photo showing Sibley's Department Store, 1950 (demolished).

St. Margaret Mary Church is visible in the upper left corner (to the southwest), Hudson Ave runs from the lower right corner diagonally up toward the middle left, Titus Ave runs diagonally from the bottom to the middle right. Greenhouses still visible at middle/top right. This photograph may have been misdated as another aerial photo dated 1953 shows Sibley's not yet constructed and the previous farmhouse still standing. "Sibley Lindsay & Curr department store at Irondequoit Shopping Center (Irondequoit, NY)," Abbott Merkt and Company records, 1906-1994, Avery Drawings & Archives, Avery Architectural and Fine Arts Library, Columbia University. https://www.jstor.org/stable/community.35217596



Demand for housing led to an increased acceptance of multi-family homes, especially along commercial streets and near the new transportation corridors. Architect Thomas W. Boyde, Jr., designed the Imperial Garden Apartments (1961) at 472 E Ridge Road. Boyde's design was economical and elegant. It provided off-street parking, green space, and an adaptable building envelope with graceful brick ornamentation all within an extremely narrow parcel (Figure 36). Similar apartment developments appeared at 2475 St. Paul (1960), 2465 St. Paul Blvd (1965), 435 Titus Ave (1967), 2057/59 Hudson Ave (1967), 30 Parker Ln (1968), 2699 E Ridge Rd (1969), and 2389 E Ridge Road (1970), to identify a few. In 1965, a new series of apartment blocks named "Westage at the Harbor" were constructed at the end of St. Paul Blvd adjacent to the Coast Guard building (5500 St. Paul Blvd) (Figure 37). Although they do not have sufficient integrity for nomination at this point, they do illustrate 1960s urban planning ideas at an unexpected and historically prominent location.



Figure 37. Imperial Garden Apartments (1961) designed by Thomas W. Boyde, Jr., 2025. Survey photos Jan 2025.

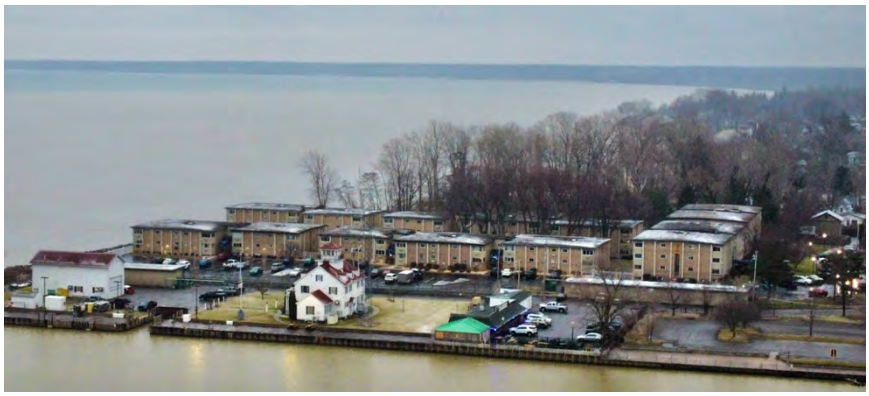


Figure 36. Aerial Photo of "Westage at the Harbor," 2023.

Photo uploaded by D. Dangler to Google. Still extant.

4.5 Education

The theme of Education considers the construction of educational buildings across the survey area. These buildings often follow the development of new neighborhoods serving the incoming population. The first official school building in Irondequoit was established in 1814. It was a log cabin standing eighteen feet wide and twenty-four feet long.[145] Maude West notes an additional two log schools built by 1815—one in 1814 at the corner of Waring Rd and Norton St that soon burned, and another replacing it on the other side of Norton St on the Ganyard Farm property in 1815.[146] Oliver Culver recounts the construction of a fourth log school in 1826 named Carthage Presbyterian. According to Culver, "We clubbed together, built a log school house, and hired a young man by the name of Turner, who was clerk in Tryon & Adams' store, to open a school. I wanted to go to school, and for my part, I got logs to a saw mill, and furnished the roof boards."[147] The first two frame-built school houses appeared in 1825 and 1828. The first was built at the

[145] Broadbooks, *Irondequoit Centennial Album, 1839–1939*, 6.
[146] West, *Irondequoit Story*, 103.
[147] Turner, *History of the pioneer settlement…*, 428; O'Reilly, *Settlement in the West*, 291.

northeast corner of Norton St. and Portland Ave, and the second at the junction of Culver Rd and Merchant's Rd, which stood until 1844 when it was replaced by the "Cobblestone School" built on Culver Rd opposite Bay St. Unfortunately, nothing remains of these early educational buildings including the Cobblestone schoolhouse.

Over the next century, Irondequoit organized and re-organized their school system as necessary following popular trends and local demands. In 1839, Irondequoit officially separated from Brighton and divided the Town into four school districts.[148] By 1887 there were six school districts as shown in Map 19 with District No.1 along the northern boundary of Rochester, District No.2 leading approximately from Portland Ave to the Bay, District No.3 extending to the north along St. Paul to Dake's Corners, District No.4 in the northwest corner of the Town, District No.5 in the northeast corner, and District No.6 immediately east of Rochester between the city line, the Bay, and Brighton to the south. In 1938 the district lines were again redrawn to include a seventh district. There were now approximately one hundred teachers, according to the *Rochester Suburban Directory*.[149] Following WWII, however, rather than continuing to increase the number of districts to address increasing enrollment, Irondequoit began consolidating their public-school districts into an Eastern and Western district. In 1953, districts numbers three and four combined to form the West Irondequoit Central School District, and in 1956 district five joined East Irondequoit Central School District.[150]

As suburban subdivisions filled in throughout Irondequoit, new school buildings were constructed alongside the communities they served. Often integrated within the fabric of the communities themselves, these new buildings and their subsequent renovations reflect the prevalent construction materials and architectural styles of the eras in which they first appeared. In the early-twentieth century, this largely meant the use of bricks and stone for two-story school buildings. The most common style for schools of this period was Collegiate Gothic, but the citizens of Irondequoit appear to have favored the Colonial Revival. Drawing heavily on Maude West's prior work, the following pages consider the lifespan of each school building as it changed over time.

District School No.1 / Edwin S. Pardee School (1912–1936) / Laurelton School (1936–1954) / Pardee School (1954–Present) cost the Town approximately twelve thousand dollars in 1912, but only survived five years before a fire destroyed it. Funding had followed a 1912 vote to abandon the old cobblestone schoolhouse on Culver Rd to build a new "modern" school building on Clifford Ave (now Empire Blvd) on land originally belonging to the Pardee family. They rebuilt on the same site, but in 1927, decided to move to a nearby site on Helendale Rd and sold it to the Laurelton Fire Association. The new school building opened in 1936 and was expanded in 1951 with an annex (Figure 38). That same year they purchased another new site at Helendale and Westchester Ave and set to building a new school building again to be once more named the Pardee School opening in 1954 (220 Helendale Rd). In 1956 they joined the East

[148] West, *Irondequoit Story*, 103.
[149] *Rochester Suburban Directory For the year 1938*, Rochester, NY: Sampson & Murdock Co., Inc., November 1937, 469.
[150] West, *Irondequoit Story*, 109, 111.

Irondequoit Central School District.[151] In 1968, another the Town bought another new lot building the Laurelton-Pardee Intermediate School at 600 Pardee Rd. The former Pardee School building was extensively renovated in the late-twentieth century and currently holds the Helendale Primary School. Today, old the Laurelton school building is simply known as "The Laurelton" and has been renovated to support a variety of commercial and social services.



Figure 38. The Laurelton School building (500 Helendale Rd), 2025. The Laurelton School building was vacated in 1954 leaving this high-quality, Beaux-Arts-inspired brick building with a large rear annex for other uses. Survey Photo, September 2025.

District School No.2 / The Hobbie School (1887, ca.1930–Present) is the only nineteenth-century school building that remains extant in Irondequoit. The District School No.2 building, also known as the Hobbie School, was initially a one-room, wood-frame school built on a half-acre purchased from Caleb Hobbie and his wife for a sum of twenty-five dollars. Isaac Hobbie (1820–1909), Caleb's son, was a lifelong educator and eventually the Superintendent of Irondequoit schools. In 1889, the school building was moved from its location on Culver Rd just north of Main Street (now a Dollar Tree at 821 Culver Rd) to a new location and transformed into a residence (location unknown). This led the Town to build a new, two-room brick school at 2841 Culver Rd where it still stands (Figure 39). Designed by architect Orlando K. Foote, this building served the district until it was sold in 1927 to the Independent Order of Odd Fellows and renovated by Dryer & ryer architects ca.1930. The Hobbie school sold again in 1947 becoming the Seventh Day Adventists' School, which has since removed to 2639 Culver Rd (Bay Knoll Seventh Day Adventist School). Today it stands as the Irondequoit Community Cupboard retaining significant architectural integrity. Both the frame and brick buildings have been known as "the Hobbie School."[152]



Figure 39. Current View of the former Hobbie School built 1887/ca.1930. Survey Photo, January 2025.

[151] West, *Irondequoit Story*, 105–106.
[152] West, *Irondequoit Story*, 106, 113.

Ridgewood School (1926, 1954–1956) / Eastridge High, Junior High, & Elementary School (1957–Present) was built initially in 1926 on property purchased from the Bumpus Estate. It cost the Town roughly $260,000. Additions were added in 1954 and 1956 when the school joined the East Irondequoit Central School District. The additional rooms remained insufficient and that same year the district voted for the appropriation of an additional $5,160,00 for the conversion of the Ridgewood into Ridgewood Junior High, the construction of a new high school building to be called Eastridge High, and the construction of a new elementary school.[153]

Irondequoit District No.3 School / Irondequoit Free Union School / Irondequoit High School (1895–1949) was a two-and-one-half story brick school building at the corner of Titus Ave and Cooper Rd built in 1895 to house the District No.3 school (Figure 40). It replaced the original log building first constructed in 1840 and re-built in 1884. In the early-twentieth century, it became the Irondequoit Union Free School voting for additions to the building in 1908, 1922, and 1923. In 1924 it became the Irondequoit High School, purchased additional adjoining land, and renovated inside to increase the number of rooms. In 1927, the district voted to appropriate funds for constructing school buildings on Hudson Ave (to the south) and Cooper Rd (nearby to the north). These would become the Hosea Rogers School (219 Northfield Rd) and the Irondequoit High School (350 Cooper Rd). By 1949, the 1895 brick school had been destroyed.[154]



Figure 40. Photo of the District No.3 School building in 1896 (demolished).

This school stood at the corner of Titus Ave and Cooper Rd visible in the aerial photo above in Figure 34. No longer extant.

Hosea Rogers School (1928/29–1956) / Rogers Middle School and Southlawn Elementary School (1956–present) was designed and built in 1928 by Gordon & Kaelber architects (Figure 41, left). It is the only example of Collegiate Gothic style school architecture in Irondequoit. The two-and-one-half story building is faced in stone with details derived from Gothic Revival churches. As with other architectural styles of the early twentieth-century, Collegiate Gothic drew on a fascination with a uniquely American form of Anglo-Saxonism. School buildings of this style sought to imbue students with a moral investment in learning. In 1956, Southlawn Elementary School (455 Rawlinson Rd) was built as an addition. Now called

[153] West, *Irondequoit Story*, 106, 1111.
[154] West, *Irondequoit Story*, 108.

the Rogers Middle School (219 Northfield Rd), the connection between these two buildings on their primary (east) elevation clearly demonstrates the shift in architectural styles while retaining the overall character of the Collegiate Gothic style of the original building.



Figure 41. Views of Hosea Rogers School (left) and Irondequoit High School (right), December 2024.

Reuben A. Dake School (1931–Present) (USN: 05508.000212, S/NRHP-Eligible) was built at 350 Cooper Rd on the former site of the Williams Farm in 1931. It is a two-story brick building that cost the district two-hundred thousand dollars (Figure 41, right).[155] It displays Colonial Revival styling with a full-height portico on the front elevation supported by Corinthian columns. Heavy brick quoins appear at the corners and a centrally located belltower rises above the portic. In 1948–50, the construction of a new Irondequoit High School building at 260 Cooper Rd to replace the one at the corner of Cooper and Titus to south cost one million dollars. It was renovated in 1987 and again in 1993. One final building was added to this educational complex in 1997 when the Town built the Irondequoit High School Gym (USN: 05508.000680, S/NRHP-Not Eligible) at 221 Cooper Rd.[156]

District School No. 4 (1851–1922) / Seneca Elementary School (1922–Present) went through several transformations between 1851 and 1921. The building housing District School No.4 was built and rebuilt four times. The current (fifth) building was renamed the Seneca School when money was appropriated for its construction in 1922 at 4143 St. Paul Blvd.[157] Now known as the Seneca Elementary School (USN: 05508.000220, S/NRHP-Not Eligible), this building was designed by the architect Leander McCord (Figure 42). This two-story, brick building, like the nearby Reuben A. Dake school, uses Colonial Revival architecture to draw on the tradition of Federalist college buildings constructed in the early nineteenth century. Like the University of Virginia and many others, McCord's school building uses brick for the main walls with Colonial Revival detailing along at the doors, windows, and parapet. Here, the front elevation is characterized by a full height engaged portico supported by engaged, Ionic columns and a wide cornice line along the parapet surrounding the building. The pediment has a brick face with an inset elliptical window at its center referencing the Federalist style most directly. The building was first modernized in 1947–1948 and it appears to have been updated since then with contemporary replacement windows.

[155] West, *Irondequoit Story*, 108.
[156] West, *Irondequoit Story*, 109.
[157] West, *Irondequoit Story*, 109.

These have relatively narrow surrounds, lintels, and sills clearly distinguishing them from their stylistic precedents.[158]



Figure 42. Current View of Seneca Elementary School built in 1922. Survey Photo, December 2024.

District School No.5 / Durand-Eastman School (1914–2006/07–Present) at 94 Point Pleasant Rd was originally constructed in 1914 as a two-room structure. Over the next ninety years, the building had several additions built to improve its accommodation of local students. These included two major new wings, a gymnasium, and a kindergarten building. A "drastic" renovation took place in 2006–07 which replaced up to three-quarters of the old school buildings with new construction for approximately eleven million dollars.[159]

Schools expand in size after WWII. The population boom called for a more utilitarian approach to education infrastructure—the use of aluminum, steel, and muted color-palettes typical of International Style buildings soon proliferated. New pedagogical approaches in the latter part of the twentieth century led to a rash of renovations and replacements, in particular to the elementary school buildings scattered throughout the town's neighborhoods. For instance, **Briarwood Elementary** at 215 Briarwood Dr, **Brookview Elementary** at 300 Brookview Dr, **Colebrook Elementary** at 210 Colebrook Dr were all rebuilt in the early-twenty-first century (Figure 43).







Figure 43. Current Views of Elementary School Buildings at Briarwood (top left), Brookview (bottom left), and Colebrook (right).

Survey Photos December 2024–January 2025.

[158] West, *Irondequoit Story*, 110.

[159] Linda Quinlan, "We're back and everything's okay," Dailey Messenger June 11, 2007. Accessed March 14, 2025. mpnnow.com/story/news/education/2007/11/06/we-re-back-everything/45564990007/; West, *Irondequoit Story*, 111.

Whipple Lane School / Ivan L. Green Primary School (1957–Present) at 800 Brown Rd and **Helendale Road Primary School (1954, 1980s)** at 220 Helendale Rd were both initially consructed in the 1950s soon joining the East Irondequoit School District. Alongside other nearby schools, the composition of students at these schools shifted decade to decade depending upon the districts needs—at one point even closing the Helendale school in the 1970s before reopening it in 1983.[160]

As local suburban communities grew, so too did religious communities. Irondequoit has been home to a particularly active group of parochial schools beginning in the early twentieth century. In the first decade of the twenty-first century, however, several private Catholic schools consolidated into the Monroe County Catholic School System in an effort to maintain service for their community in Irondequoit. This brought several schools together while many buildings were closed.

St. Salome School (1921–2007) on Point Pleasant Rd was initially built in 1921 as the first parochial school and one of the earliest uses of structural cinder blocks in Irondequoit. It closed its doors in 2007 just three years before St. Salome Church, the oldest Catholic parish in the Town, also closed.[161] No longer extant.

St. Thomas the Apostle School (1923, 1928, 1932, 1949, 1952) (USN: 05508.000792) at the corner of Colebrook Dr and St. Paul Blvd (41 Colebrook Dr) was initially built in 1923 and expanded in 1928, 1932, 1949, and 1952. It is part of a larger complex including a church and convent.[162]

St. Margaret Mary School / The Kessler Center (1930, 1947) was formerly located at 402 Rogers Pl across the street from the St. Margaret Mary church. St. Margaret Mary school closed in 2008. The building is now operated by Easterseals New York as The Kessler Center, an approved private special education school for students with developmental disabilities.[163]

St. James school (1950, 1953) at 119 Brockley Rd was initially constructed in 1950 with an addition in 1953. It is associated with the St. James Church (Peace of Christ Parish), the adjoining St. James Adoration Chapel at 120 Whittington built as a convent in 1957, and the Rectory at 109 Brockley Rd (Figure 44).[164]



Figure 44. Current Views of St. James Complex at 130 Brett Rd. Survey Photo, January 2025.

[160] "The History of Ivan Green," East Irondequoit Central School District website. Accessed March 14, 2025. https://www.eastiron.org/o/igp/page/the-history-of-ivan-green; "The History of Helendale Road Primary School," East Irondequoit Central School District website. Accessed March 14, 2025. https://www.eastiron.org/o/hrp/page/history-of-helendale-road-school

[161] West, *Irondequoit Story*, 112.

[162] West, *Irondequoit Story*, 112.

[163] West, *Irondequoit Story*, 112.

[164] West, *Irondequoit Story*, 113, 112.

The **St. Cecilia school (1951)** at 85 Brower Rd was initially constructed in 1951. The building does not appear currently in use, and it is still attached to the St. Cecelia Church building at 2732 Culver Rd. The school building at 445 Kings Hwy S was initially built in 1956-57 alongside Christ the King Church and is now named the **Saint Kateri School**. It was originally a parochial school named Christ the King school built in 1956–1957. It joined with other parochial schools ca.2007. It recently announced that it will be closing at the end of the 2025 academic year due to the financial stress on the Christ the King parish caused by under enrollment. **Bishop Kearney High School (1962)** at 125 Kings Hwy S was named after James E. Kearney of the Roman Catholic Diocese of Rochester (Figure 45). One of the few remaining independent Catholic schools, it continues to display the tell-tale design attributes of mid-century modernism.



Figure 45. Historic view of Bishop Kearney High School. Still Extant.

Table 1. Extant School Buildings in Irondequoit.

Address	School Name (USN, Current Status)	Date	Notes
2841 Culver Rd	Hobbie School	1887 1930s	Only surviving 19th century schoolhouse. Orlando K. Foote, architect Dryer & Dryer, architects for renovation (c.1930s)
4143 St Paul Blvd	Seneca Elementary School	ca.1922 1947-48	Leander McCord, architect
219 Northfield Rd	Hosea Rogers Middle School	1928	Gordon & Kaelber, architects
350 Cooper Rd	Ruben Dake Junior High School	1931 1987 1993	
41 Colebrook Dr	St. Thomas the Apostle School	1923 1928 1932 1949 1952	
125 Kings Highway S	Bishop Kearney High School; Chesterton Academy of Rochester	1962; 2014	Chesterton Academy was founded in 2014 and is located inside Bishop Kearney High School building
31 Empire Blvd	St. Ambrose Academy	1922 1923 1930	
2350 East Ridge Rd	Eastridge Senior High School	1926, 1955-56	Formerly named Ridgewood School
355 N Park Dr	Abraham Lincoln School (now A.L. Apartments)	1925	Converted into Apartments in 1991-92
260 Cooper Rd	Irondequoit High School	1948	
45 Cooper Rd	Evans & McGraw Learning Center: West Irondequoit School District	1963	
221 Cooper Rd	Irondequoit HS Gym	1997	
455 Rawlinson Rd	Southlawn Elementary School	1956	
325 List Ave	Listwood Elementary School	1954	Irondequoit School complex
150 Colebrook Dr	Iroquois Middle School	ca.1950s	late-20th cent. renovations
210 Colebrook Dr	Colebrook Elementary School	1956	
95 Point Pleasant Rd	Durand-Eastman Intermediate School	1914 1925-26 1946 1951 2006-07	
215 Briarwood Dr	Briarwood Elementary	1954	late-20th cent. renovations
300 Brookview Dr	Brookview Elementary	1957	late-20th cent. renovations
800 Brown Rd	Ivan L Green Primary School	1957	
155 Densmore Rd	East Irondequoit Middle School	1976, 2003	
600 Pardee Rd	Laurelton-Pardee Intermediate School	1936, 1968	
220 Helendale Rd	Helendale Road Primary School	1954 1980s	Closed in the 1970s and reopened in 1983
321 List Ave	Irondequoit Schools District Office		
330 Pattonwood Dr	Lake View School	1954	

Many religious buildings were constructed and reconstructed in Irondequoit throughout the twentieth century. As of 1895, Irondequoit Union Chapel was "the only approach to church organization."[165] However, by the 1970s there were no fewer than twenty-six (26) churches and two (2) synagogues. Religious buildings followed from the increasing population in area subdivisions with the first new buildings constructed in the late 1890s. Few buildings remain from this early period.

The United Congregational Church of Irondequoit (today the United Church of Christ) at 644 Titus Ave was designed and built by Rochester architecture firm Foote & Carpenter in 1926. As part of a complex including the Women's Christian Temperance Union (1884)—that once hosted the Sunday School group that became the United Congregational Church—CRIS indicates this property was Listed on the National Historic Register in 2002.[166] Along with reflecting the rapid expansion of the suburban community in Irondequoit, this church provides a grand and high-quality example of a Colonial Revival church with pedimented temple front and oversized belltower extending above (Figure 46).

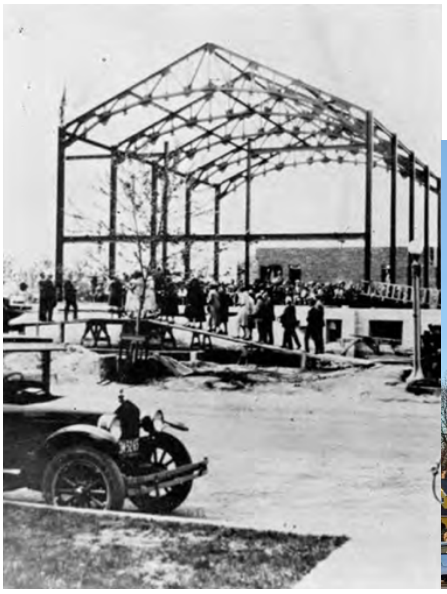




Figure 46. United Church of Christ (1926) at 644 Titus Ave.
(left) 1926 construction photo showing steel frame trusses creating the nave.
(right) Survey photo, 2025.

The Seneca United Methodist Church (1932, 1950–51) has been located at 121 Scholfield Rd since its inception in the 1930s. Their first church building was completed in October of 1932 thanks to the donation of both the lot and construction costs by Mr. Frederick Wyatt, president of the Rochester Lumber Co (Figure 47, left).[167] It presented a moderately pitched front-gabled volume covered in decorative half-timbering at the entrance with shingle siding. In 1950–51, the church was renovated and a large wing was

[165] Willis G. Broadbooks (ed), *Irondequoit Centennial Album, 1839–1939*, NY: Irondequoit Centennial Committee, 1939, 22.
[166] Sassaman, *Early Irondequoit*, 36.
[167] Sassaman, *Early Irondequoit*, 26.

added along Scholfield Rd housing church school classrooms, a library, office, minister's study, and the fellowship room named Carpenter Hall (Map 51).[168] The building footprint expanded again after 1959. The exterior character of the church was likely altered at this time, although further research would reveal additional details. Exterior renovations transformed this original simple volume into an L-shaped, gabled volume with asymmetrical modern windows and a white stucco exterior surface (Figure 47, right). The church temporarily closed in November of 2020 to reopen with a new mission and early childhood center in April 2021 as the Agape Fellowship Church.



Figure 47. Seneca United Methodist Church (1932, 1950–51) at 121 Scholfield Rd.
(left) Photo of original 1932 church as published in Sassaman, *Early Irondequoit*, 26; (right) Survey photo 2025.

The Peace of Christ Parish organizes three churches in the greater Rochester area including two in Irondequoit. St James Church at 130 Brett Rd was built in 1949. The associated complex including a school (119 Brockley Rd), convent (120 Whittington Rd), and rectory (109 Brockley Rd) were built ca.1954. The St. Ambrose Church (USN: 05540.007597, Eligible) at 25 Empire Blvd was designed by architect Joseph Sanford Shanley and built in 1959–1960. While the St. Ambrose church is located in the City of Rochester (due to its proximity to the Culver Rd corridor owned by the City), the school, convent, and rectory are within the Town of Irondequoit.

The St. Kateri Catholic community, named after Saint Kateri Tekakwitha ("Lily of the Mohawks"), the first Indigenous woman to be recognized as a saint by the Catholic Church, consists of four churches in Irondequoit. The St. Margaret Mary Roman Catholic Church was already present at 401 Rogers Pkwy serving the neighborhoods south of Titus Ave near St. Paul Blvd by 1931 (Map 34). The church hired the architect George F. Lorenz to design and build a school in 1930 and a convent in 1939. They then hired architect Joseph P. Flynn, who designed and built the rectory, demolished and rebuilt the church, and expanded the school from its frame construction and masonry façade to a larger masonry building with construction of additional side building to the west. The St. Cecelia Church at 2732 Culver Rd was built in 1950 also with an associated school building that now appears to be vacant. The house across the road at 2763 Culver Rd (USN: 05540.013530, 1950, Undetermined) may be the former Convent of the church. The Rectory of St. Cecelia was the only known example of an A-Frame style building in Irondequoit but was demolished. This parcel now holds parking for the condominiums at 65 Brower Rd (Episcopal Senior Life

[168] "Seneca Methodist Church Has Double Celebration," *Democrat and Chronicle*, Saturday, November 6, 1965, 22.

— Ellen's Place, built 2024), which replaced a previous apartment block built in 1970. These residences also appear associated with the church. A large and distinctively mid-century church was built for Christ the King Church in 1955 at 445 Kings Hwy S and remains extant today with some modification to the primary façade. The largest and most striking church of the St. Kateri community is certainly the Saint Thomas the Apostle Roman Catholic complex (USN: 05508.000434) already indicated as Eligible in CRIS. Designed and built in 1964 at 4536 St Paul Blvd by Joseph Sanford Shanley (1895–1969), the building is composed of four, square volumes each with brick walls and a curved, thin-shell concrete roof (Figure 48). A school and convent building are also of architectural interest and integrity that make them eligible as part of this complex but lack the distinctiveness the church demonstrates.

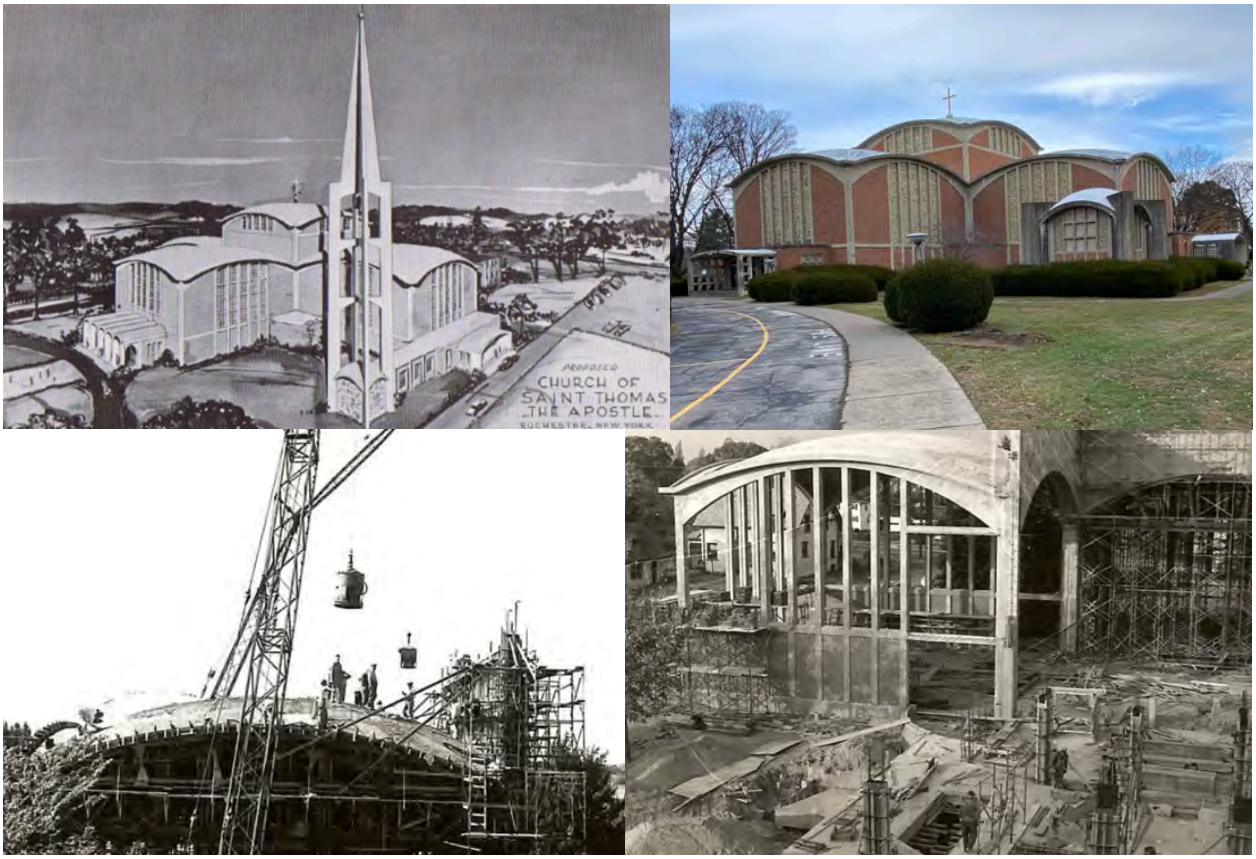


Figure 48. Views of St. Thomas the Apostle Church.
(top left) Illustration of St. Thomas the Apostle as initially designed ca.1964 and showing belltower that was never constructed; (top right) Survey photo 2025; (bottom) Construction photos showing the method of building the concrete shell roof and December 2024 survey photo of church.

Two Synagogues were previously located in Irondequoit. The community of the Temple Emanu-El congregation met at the former Norwich Residence (2956 St Paul Blvd) between 1954 and 2021. This building was designed as a private residence by architect Joseph Oberlies ca.1919. The distinctive, two-and-one-half story brick building is a horizontal, cross-gabled building with large, paired dormers on the front elevation, two shed roofs at the first story projecting over the windows, and a gabled, entry roof also at the first story. In the 1930s the house became the Rectory for St. Margaret Mary Catholic Church

before it was sold to Wallace Geck in 1954. Geck sold the house to the Temple Emanu-El congregation claiming that "he agreed to sell because he approved of the building being used as a house of worship." Mid-century architect Michael DeAngelis was hired for the renovations. In 2021, Temple Emanu-El left the building, which is now occupied by Tender Loving Family Care, Inc, a home care provider.[169] The building recently sold again in April 2025.

In 1963, Irondequoit's conservative Jewish congregation began constructing a new building (1963–69) at 3200 St Paul Blvd.[170] The new building was designed by Northrup & Kaelber architects as "a symbolic tent-shaped structure of timber." The building plans included a sanctuary, assembly hall, rabbi's study, library, youth counseling room, youth lounge, and twelve classrooms. A dispute between the builders and Temple slowed construction in 1966, but it was finally completed in 1969.[171] The building is characterized by a slightly curving, single-span, timber roof floating over a ring of clerestory windows extending from the roof's curving edge down to a rectangular brick volume set above an articulated concrete foundation. Single-story brick volumes flank the main space on either side and basement-level windows are inset along the foundation on each side elevation. A second clerestory spine rises above the center of the curved roof and is only slightly visible from the street (Figure 49). An obituary in the *Democrat and Chronicle* confirms the building was occupied by the Slavic Bible Baptist Church by 2017.[172]



Figure 49. Temple Beth David (1963–69) at 3200 St Paul Blvd.

(left) Photo published in "Dispute Stops Work on Temple," *Democrat and Chronicle*, Monday, December 26, 1966, 41; (right) Survey Photo, July 2025.

Following their displacement after WWII, Irondequoit witnessed a wave of Ukrainian immigrants. More soon followed and by 2017, the area is home to over forty-two thousand former Ukrainians. With them came their religious communities which soon established several large churches.[173] Two stand out in

[169] "Our Irondequoit Building," Temple Emanu-El website. Accessed February 2025, https://emanuelrochester.org/our-irondequoit-building/

[170] Herbert Smith, "'Holy City United,' Rabbi Declares," *Democrat and Chronicle*, Friday, August 15, 1969, 20.

[171] "Dispute Stops Work on Temple," *Democrat and Chronicle*, Monday, December 26, 1966, 41; "Temple Opening Set for Fall," 6.

[172] *Democrat and Chronicle*, Saturday, November 4, 2017, A17.

[173] Mary Chao, "Rich history of Ukrainians in Rochester on display during four-day festival," *Democrat and Chronicle*, August 20, 2017.

particular, St. Mary the Protectress (ca.1970) at 3176 St Paul Blvd and St. Josephat's Ukrainian Church (1977) at 940 E Ridge Rd.

St. Mary the Protectress Ukrainian Autocephalous Orthodox Church (ca.1971-75) at 3176 St Paul Blvd is designed as a Ukrainian Baroque style church featuring an ornate, partial-height, pedimented portico, square towers at each of the four corners with octagonal towers extending from them into an onion dome topped by a cross, and a larger, central octagonal dome rising to an onion dome and cross over the crossing. This is the only building of its kind in Irondequoit (Figure 50).



Figure 50. St. Mary the Protectress Ukrainian Autocephalous Orthodox Church (ca.1971-75) at 3176 St Paul Blvd, 2025. Still extant.

It was built on the site of a recently closed truck garden. One of the few remaining agricultural operations on St Paul Blvd, the owners attempted to sell their land to a developer for a new series of U-shaped apartment blocks. However, Justice Arthur Ervin Blauvelt ruled in 1962 that apartments could not be constructed at this location (3170–3176 St Paul Blvd) citing the "general welfare" of the Town's residents despite the appeal made by property owners Carmelo Farruggia and Sam Alongi. The lot was too narrow for more than one row of single-family homes, making it far less profitable than the construction of an apartment building.[174] Two years later, the matter continued while Farruggia continued to operate the truck garden.[175] By 1966, the developers had filed a hardship plea with the Town hoping to move forward with plans for the apartment blocks. However, approximately three-hundred nearby residents, who opposed to the development, filed a petition hoping to stop construction. Similarly, in an effort to stop this development, a representative from Temple Beth David offered to buy the property to convert it into parking for the temple or additional recreation area for the nearby Briarwood school. Yet another citizen group petitioned for the land to be purchased by the Town and developed as a park stating they "would prefer higher taxes over apartments."[176] Farruggia, Alongi, and the developers appear to have failed in

[174] "Court Upholds Irondequoit Apartment Ban," *Democrat and Chronicle*, Tuesday, May 8, 1962, 23.
[175] "Rushing the Season," *Democrat and Chronicle*, Tuesday, July 21, 1964, 11.
[176] "Hardship Plea Questioned in Irondequoit," *Democrat and Chronicle*, Friday, April 8, 1966, 26.

their plans eventually deciding to sell the land to the organizers of St. Mary the Protectress, a Ukrainian Orthodox Church who built a new church building at 3176 St Paul Blvd by 1976.[177]

St. Josephat's Ukrainian Church (1977) at 940 East Ridge Road presents another distinctive church and the only of its kind in Irondequoit (Figure 51). The first group of Ukrainians had arrived in Irondequoit in the 1870s, and the first church community they formed appears in a 1914 newspaper referencing this group and a church south of Ridge Rd named St. Josephat's Ruthenian Church at 303-305 Hudson Ave.[178] In 1964, the Rochester Department of Urban Renewal and Economic Development decided to expand a nearby commercial district over the land where the church then stood. The Baden-Ormand project was the City's first federally financed urban renewal project and led to the construction of one-hundred eighty-four residential units including eleven apartment buildings and a playground alongside shopping. St. Josephat's had already built a new school (95 Stanton Ln), rectory (950 E Ridge Rd), and convent (910 E Ridge Rd) by 1965. They moved to Irondequoit in 1966 and there held a series of fundraisers for the construction of a new, ten-story church building (940 E Ridge Rd) including a "bazaar" in November 1977.[179]

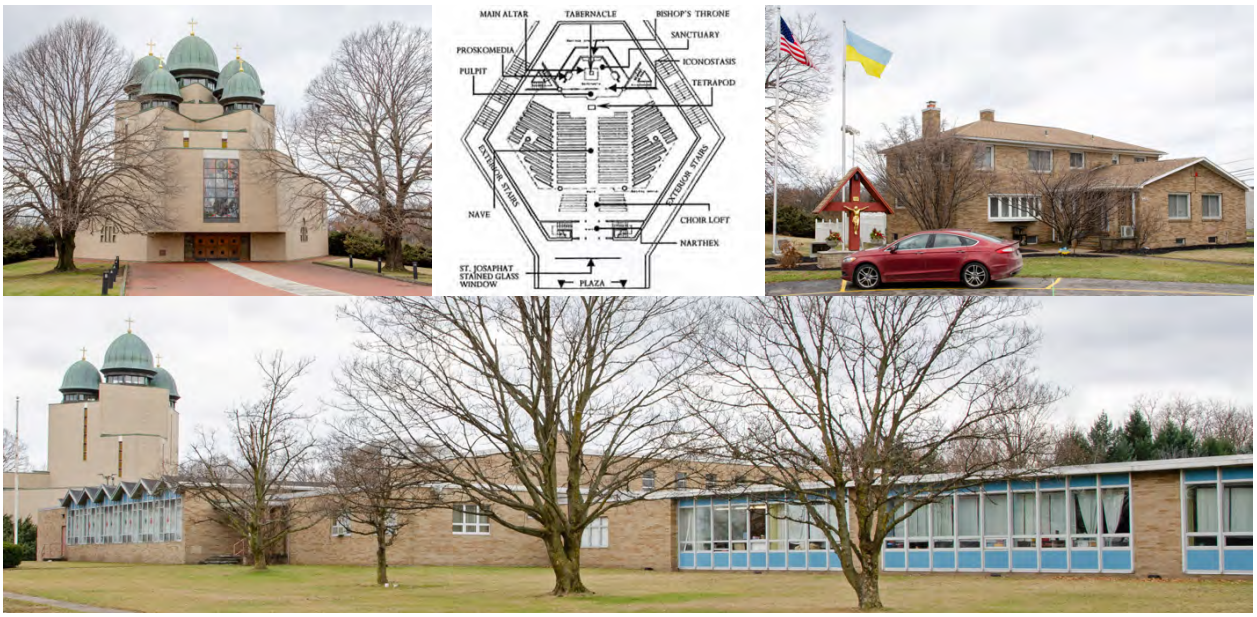


Figure 51. St. Josephat's Ukrainian Church (1977) at 940 East Ridge Road, 2025. Still extant.

(top left) Front elevation, Survey photo 2025; (top middle) plan diagram showing layout of church found at http://dorchurches.com/stjosaphat; (top right) Survey photo showing the Rectory, one of two associated residential buildings; (bottom) Survey photo showing school building with church in background.

[177] "Udall, Jackson soon will visit Rochester," *Democrat and Chronicle*, Thursday, March 11, 1976, 20.
[178] *Democrat and Chronicle*, Saturday, September 26, 1914, 14.
[179] *Democrat and Chronicle*, Monday, November 14, 1977, 9; First reference to school building found in *Democrat and Chronicle*, Thursday, September 30, 1965, 52; "Baden-Ormand Expansion to Be Asked," *Democrat and Chronicle*, Friday, January 10, 1964.

Table 2. Non-exhaustive List of Extant Religious Buildings in Irondequoit.

Address	Property Name	USN	S/NRHP Status; Local Landmark Status	Year Built
4275 Culver Rd	Former Seabreeze Congregational Currently Vacant	Not Assigned	None Proposed	1914
4845 St Paul Blvd	Summerville Presbyterian Church	Not Assigned	Proposed eligible by *kta*	1914, 1922, 1956
644 Titus Ave	Irondequoit United Church of Christ	05508.000215	Listed 2002	1926, 1950–51
3736 St Paul Blvd	Resurrection Lutheran Church	05508.000829	Undetermined; Local Landmark	1927
2881 Culver Rd	Irondequoit Presbyterian Church	Not Assigned	Proposed eligible by *kta*	1930
2956 St Paul Blvd	Tender Loving Family Care, Inc Former Rectory of St. Mary Margaret Catholic Church Former Temple Emanu-El Built as Norwich Residence	Not Assigned	Proposed eligible by *kta*	ca.1919
335 Helendale Dr	The Well Former Laurelton United Presbyterian	05508.000665	Not Eligible	1929–30, 1949
121 Scholfield Rd	Seneca United Methodist Church	Not Assigned	Proposed eligible by *kta*	1932, 1950–51
759 Winona Blvd	Trinity Communion Church All Saints Anglican	Not Assigned	Proposed eligible by *kta*	1949
401 Rogers Pkwy	St. Margaret Mary Catholic Church	Not Assigned	Proposed eligible by *kta*	1949
130 Brett Rd	St. James Church	Not Assigned	Proposed eligible by *kta*	1949
2732 Culver Rd	St. Cecelia	Not Assigned	None Proposed	1950
2763–2271 Culver Rd	Residence (may be former Convent of St. Cecelia Church at 2732 Culver Rd)	05540.013530	Undetermined	1950
800 E Ridge Rd	St. John's Evangelical Lutheran Church Faith Chapel Apostolic Church	Not Assigned	Proposed eligible by *kta*	1955
445 Kings Hwy S	Christ the King Church	Not Assigned	Proposed eligible by *kta*	1955
25 Empire Blvd	St. Ambrose Church	05540.007597	Eligible	1960
1500 Portland Ave	St. Ann Community Chapel (Founded in 1873 by the Sisters of St. Joseph)	Not Assigned	None Proposed	ca.1961
36 Karlan Dr	Ukrainian Christian Pentecostal Slavic Pentecostal	Not Assigned	None Proposed	1962
3200 St Paul Blvd	Temple Beth David Slavic Bible Baptist Church	Not Assigned	Proposed eligible by *kta*	1963–69
4536 St Paul Blvd	Saint Thomas the Apostle Roman Catholic complex	05508.000434	Eligible	1964
1980 Culver Rd	Glad Tidings Church Touchstone CM	Not Assigned	None Proposed	1970
3176 St Paul Blvd	St. Mary the Protectress	Not Assigned	Proposed eligible by *kta*	ca.1976
500 Simpson Rd	St Casimir's Polish National Catholic Church (closed) 3RA Iglesia Pentecostal La Vid Verdadera (since 2019)	Not Assigned	None Proposed	1977
940 East Ridge Road	St. Josephat's Ukrainian Church	Not Assigned	Proposed eligible by *kta*	1977
2229 Bay Shore Blvd	Grace Baptist Church	Not Assigned	None Proposed	1979
3760 Culver Rd	Transfiguration Lutheran Church	Not Assigned	None Proposed	1931
275 Whipple Ln	The Church of Jesus Christ of Latter-day Saints	Not Assigned	None Proposed	1988
2150 Portland Ave	Vineyard Church of Irondequoit	Not Assigned	None Proposed	1996

A handful of buildings remain in the survey area from the early-nineteenth century including frame houses and cobblestone buildings. Two of these buildings now stand at 1288 Titus Ave near Town Hall (1280 Titus Ave, local landmark) having been moved to this location. The Cobblestone Blacksmith Shop was originally built ca.1820–30 on the south side of E Ridge Rd near Culver Rd by Ransford Perrin. Over the next century the building changed owners many times. In 1945, it was purchased by Mr. and Mrs. Gerard Richter who altered the building significantly installing display windows (Figure 52, top).[180] The building continued standing in this altered state at 2025 E Ridge Rd into the twenty-first century. In 2008, then Town Historian, Pat Wayne, oversaw its transportation.[181] The Pioneer House was also relocated to stand alongside the Cobblestone Blacksmith Shop. Built ca.1830 near the intersection of Ridge Rd and Culver Rd, this is the third location of this New England "salt box" style building (Figure 52, bottom left). By bringing these two local historic landmarks together near the Town Hall, they help tell a story about the early history of the area. These two buildings are individually eligible under Criterion F as resources "primarily commemorative in intent" given that their design, age, tradition, and symbolic value appear to have been significant aspects of their reconstruction at this location.



Figure 52. Views of three buildings constructed ca.1820–1839.
(top left) Blacksmith shop ca.2007 on Ridge Rd as published by Morell, "Roots: Cobblestone Blacksmith Shop…." (top right) 2025 survey photo of Blacksmith shop near 1288 Titus Ave. (bottom left) 2025 survey photo of Pioneer house near 1280 Titus Ave. (bottom right) 2025 survey photo of Greek Revival building at 140 Kindlewood Ln.

The Irondequoit Historical Society relocated a third early-nineteenth century building to a suburban street at 140 Kindlewood Ln (Figure 52, bottom right). Originally built in 1839 at 1751 E Ridge Rd near the original locations of both the Blacksmith Shop and the Pioneer House, the building was under threat of demolition in 1974 leading to its removal. This 1839 frame house is the only surviving example of Greek Revival

[180] West, *Irondequoit* Story, 86–88.
[181] Alan Morell, "Roots: Cobblestone Blacksmith Shop a testament of days gone by," *Democrat and Chronicle*, November 9, 2016.

architecture known in the survey area. All three buildings were relatively near the historical location of Swayne's Corners, an early commercial hub of Irondequoit.

Cobblestone buildings are not in themselves rare. Approximately one thousand buildings have been identified in North America. However, near ninety-four percent of these are located within eighty miles of the survey area. Like several of the revival styles that proliferated in the twentieth century, this method of construction likely derives from the East of England. Vernacular building traditions throughout Norfolk and Suffolk have used the flintstones lining the beaches and agricultural fields since at least ca.1700, and likely earlier.[182] By the mid-nineteenth century, NY builders had adapted this style of construction to suit local conditions taking advantage of the readily available supply of cobblestones along the southern shore of Lake Ontario. Three cobblestone buildings remain extant in the survey area.

A hexagonal building at 4535 Culver Rd (local landmark) is thought to be a "Gentleman's Clubhouse" originally constructed in 1924 (Figure 53). Built alongside a suburban house, the homeowner used it as a gathering space for friends "to smoke cigars and possibly play cards," according to former Town Historian Patricia Wayne. The Town Historic Preservation Commission designated it a local historic landmark in 2001. It was moved from 2940 Culver Rd to its current location in the Oscar Roth Lake View Memorial Park in 2004 in order to serve as an information kiosk concerning the Irondequoit Lakeside Trail.[183] Despite the continued integrity of this building's design, materials, and workmanship, the overall lack of association with a historic site as well as the absence of any feeling and association related to a "gentleman's clubhouse," the building is likely not individually eligible. However, the building does meet many of the requirements for Criterion F as a property "primarily commemorative in intent." Future research may be able to demonstrate the symbolic value of this property for the local community in this context.



Figure 53. Views of Former Gentleman's Clubhouse, 1924.
2025 survey photo showing the cobblestone kiosk in its current location at 4535 Culver Rd (left). A detail of the same photo (right) shows two sculpted cement faces, cement cocktail shakers and tumblers embedded int the wall to either side of the door, and detailed, ornamental leaded glass in the windows above brick sills.

[182] See, for example, Gerda Peterich, "Cobblestone Architecture of Upstate New York," *Journal of Society of Architectural Historians* Vol.15, No.2 (May 1956): 12–18; Olaf William Shelgren, Jr., Cary Lattin, and Robert W. Frasch, *Cobblestone landmarks of New York State*, Syracuse, NY: Syracuse University Press, 1978; Robert L. Roudabush, "Cobblestone Buildings in New York State: A Survey," The Landmark Society of Western New York, Rochester, NY, 1976–80.

[183] Meghan M. McDermott, "Irondequoit Moving Hut to Lakeside Trail," *Democrat and Chronicle*, March 07, 2004.

The Hiram Pardee House (1846) at 180 Pardee Rd is an outstanding example of cobblestone architecture and the only remaining cobblestone building that does not yet hold a historic designation (Figure 54). It is a front-gabled, two-story house with two, historic frame extensions at the rear. A wide cornice stretches down the side elevations and smooth-faced stone quoins line both the corners of the house and form the stone lintels and sills of each window. Hiram Pardee was a prominent local landowner and orchardist well-known for his peaches. The Pardee House showcases a much higher-level of craftsmanship than the Gentleman's Clubhouse or the Blacksmith's shop. The cobbles are consistent in size and set in regular courses spanning the full length of each elevation of the main volume. The limestone quoins each precisely match five courses of cobblestones.



Figure 54. Views of Hiram Pardee House (1847) and Photos of Cobblestone Coursing.
Three Survey Photos of Pardee House at 180 Pardee Rd, 2025 (top left, top right, bottom left). Three photos of types of cobblestone coursing and texture as published in Peterich, "Cobblestone Architecture of Upsate NY," 15.

The Langworthy Farmhouse (ca.1815–1840, local landmark) also known as the Flint-Grimwood house and Jenkins Cobble House stands at 2523 St Paul Blvd (Figure 55). It is a one-and-one-half story, cobblestone building with a front-gable, two partial-height wings (one forms a porch, the other an interior room), and a partial-height front porch with delicate, cast-iron trim in front of full-height, glass doors. Like the Pardee house, the Langworthy farmhouse displays regular coursework and smooth-faced stone quoins, lintels, and sills. The home went through several owners and in 1930 became the *Democrat and Chronicle* Modernizing Demonstration Home and the subject of numerous news stories as well as a public inspection. Under the supervision of Benjamin F. Weld, a Better Homes Bureau building engineer, the house went through a "modernization" process that included maintenance to the exterior, the renovation

of a brick shed at the rear of the house into a two-car garage, and the replacement of the three existing wood porches with concrete. Interior renovations altered and added partitions, re-oriented or closed fireplaces, and updated both the kitchen and bathrooms.[184]



Figure 55. Langworthy Farmhouse (ca.1815–1840) at 2523 St Paul Blvd.
2025 Survey Photo (top right) and two clippings from the *Democrat and Chronicle* in 1930: *Democrat and Chronicle*, August 10, 1930, 25 (top right), Sunday, July 6, 1930, Section III (bottom).

While concrete was in use as early as the 1830s in the U.S., hollow-core, concrete blocks became available following the first patents in 1866 and 1870. Mass-produced concrete block was provided early on by the Frear Stone Manufacturing Co. and the Ransome Artifical Stone Co. The advent of cast-iron block-making machines with leaver-operated tampers by 1900 catalyzed a new wave of interest with these relatively

[184] "Old Cobblestone Dwelling Being Restored Under Direction of Better Homes Bureau; Interion Painting Scheduled for This Week," *Democrat and Chronicle*, August 10, 1930, 25; "Century Old Dwelling to be Restores: Modernizing Work Will Be Started on Summerville Boulevard Dwelling: Inspection is Invited: Project Shows Advantages And Economics Possible in Remodeling Work," *Democrat and Chronicle*, Sunday, July 6, 1930, Section III.

inexpensive machines becoming available for public use. Some early manufacturers of these machines included the Jarvis Concrete Block Machine Co., the Ideal Concrete Machine Co., and soon you could buy one from the Sears, Roebuck and Co. catalog (Figure 56). As J. Randall Cotton explains, "Block machines were heavily advertised to owner-builders, especially farmers who could purportedly make blocks for their own use 'on rainy days' or 'during the dull season of the year,' producing up to 150 blocks per day."[185] This new material became known as "Rock-face Block" (RFB), and sometimes called rusticated concrete block, decorative block, cast block, and imitation or artificial stone.





Figure 56. Rock-face Block machine and samples, 1910.
As published in "Concrete products and how to make them," Chicago: Sears, Roebuck and Co. Undated 48-page pamphlet (likely ca.1910).

RFB units were often used for utilitarian applications like pump houses, barns, and garages. But they were also regularly used for architectural applications as well and could be used to build in various styles.[186] This construction method was in use early enough to have successful Queen Anne residences, as well as Colonial Revival, Bungalow, Foursquare, and Prairie Style houses (Figure 57). Architects, builders, manufacturers, and owners often disagreed about the suitability of these decorative cast blocks. Although both inexpensive and effective, the idea that they imitated stone upset many "modern" architects and critics of the time. "The average rock-face block structure," wrote one critic, "reflects credit upon neither the builder nor the owner."[187] H.F. Hobbs, another concrete expert and critic of the rock-face block, was careful to distinguish concrete blocks made with iron plates and a more tailored approach using plaster casts in varying sizes to create exact facsimiles. "Rock-face block will always be used," Hobbs continued, "because they are the most profitable style to handle and set," including no material waste even when a block's edge is broken or otherwise marred given that their goal is to create a natural, rock-face look.

[185] J. Randall Cotton, "Ornamental Concrete Block Houses," *Old House Journal*, XII:8 (Oct. 1984) 165, 180-183.
[186] H. Colin Campbell, "How Concrete Meets Home Requirements," 285–292, 285 (farmhouse), 136 (barn), 154 (garage), 288 (molded courses), 289 (stucco), 290 (bungalow), 291 (prairie). In *How to use Cement for Concrete Construction for Town and Farm: Including Formulas, Drawing and Specific Instruction to Enable the Reader to Construct Farm and Town Equipment*, London: Stanton & Van Vliet Co., 1920.
[187] "One Difficulty in Getting Rid of the Rock-Face Block," *Concrete* Vol.X, No.10 (October 1910): 51.

There is no need for exactness, consistent mortar joints, or a lack of variation in color for the same reasons making this mode of construction too profitable to overlook.[188]

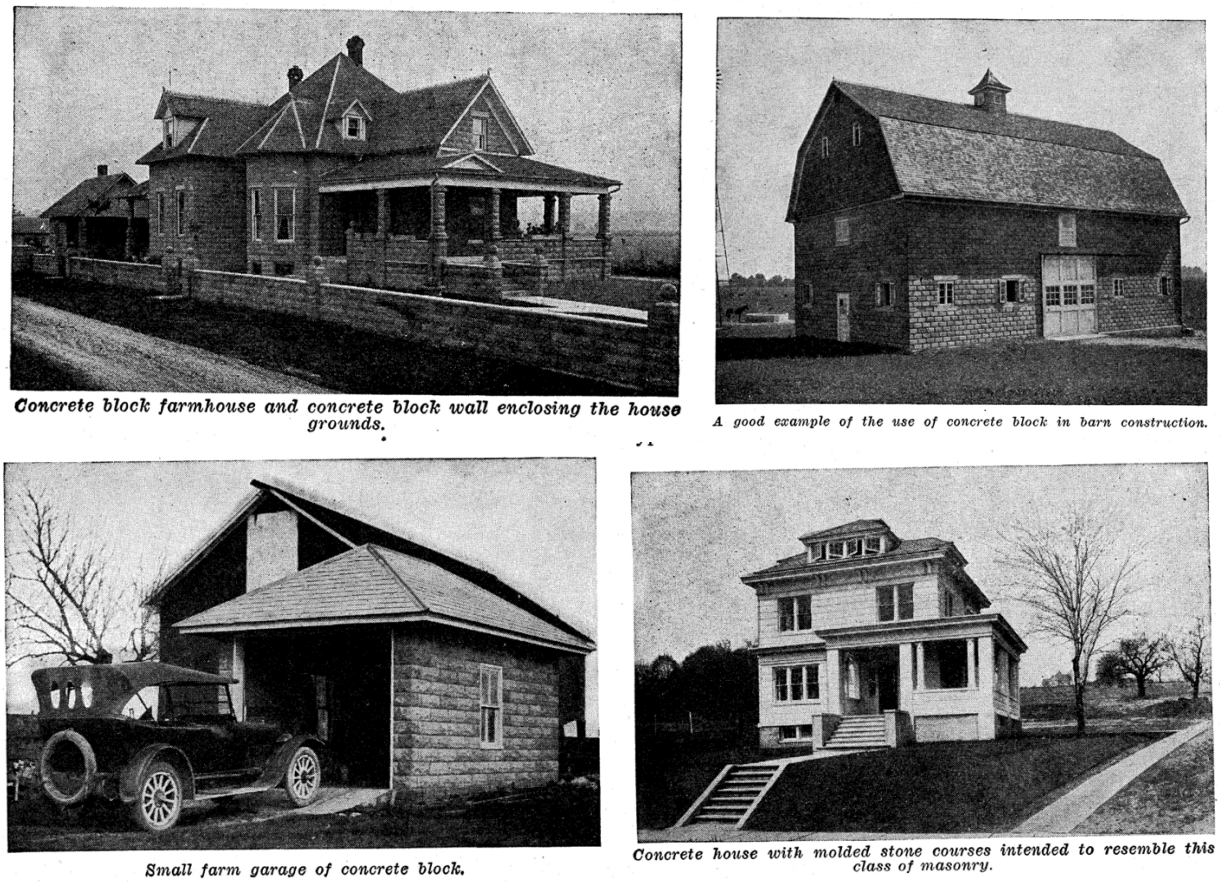


Figure 57. Examples of Rock-face Block Construction.
As published in Campbell, "How Concrete Meets Home Requirements."

Real estate developers working in Irondequoit and other suburbs in greater Rochester published advertisements that included RFB buildings, and several examples can be found throughout the survey area.[189] This includes the residences at 5182 St Paul Blvd (ca.1908-1910), 232 St. Joseph St (1913), 177 Sagamore Dr (1940), 433 Sagamore Dr (1953), and 494 Sagamore Dr (1941). It also includes the Seabreeze Fire Department (USN: 05508.000308, 1920, Not Eligible) at 4657 Culver Rd, the Grange Building 645 Titus Ave (1910), as well as agricultural outbuildings at the Rudman Farm (2174 Portland Ave) and Rogers Farm (2691 St Paul Blvd) both build ca.1920 (Figure 58).

[188] H.F. Hobbs, "Defense of the Rock-Face Design of Concrete Block," *Concrete* Vol.X, No.10 (October 1910): 72.
[189] *Democrat and Chronicle*, June 5, 1927, 13.



Figure 58. Four Rock-face Block houses in Irondequoit, Survey Photos 2025.
(top left) 177 Sagamore Dr; (top right) 433 Sagamore Dr; (bottom left) 494 Sagamore Dr; (bottom right) 232 St Joseph St.

The survey area includes several individually eligible homes that bear special mention. This includes several Art Moderne-style buildings such as the residences at 991 Thomas Ave (1940), 880 Titus Ave (ca.1935–40), and 1781 N Goodman St (1947). Further research could indicate who designed these buildings, whether they only worked in Modernistic styles, and if they built other residences within the survey area. Some Art Moderne residences were later renovated in ways that both destroy the historic integrity of the architectural style and rudely illustrate changing preferences such as the concrete house at 167 Willowbend Rd in Brighton, NY.[190] The Fassin-Valenti House (1936) at 217 Huntington Hill North is an outstanding example of an Art Moderne residence in Irondequoit that retains a high-level of integrity (Figure 59).



Figure 59. Fassin-Valenti House (1936) at 217 Huntington Hill N, 2025.

[190] *Democrat and Chronicle*, July 21, 1940, 13; see also "Modern Builders Eager to Give you Anything You Like in Shape of a House," *Democrat and Chronicle*, Sunday, June 21, 1936.

Throughout the survey area there are also a number of kit houses. Kit Houses could be purchased in any popular architectural style of the time. Historic examples are most commonly found within suburban subdivisions given that speculative builders and individual homeowners rarely employed professional architects to design their houses. Rather, like most developers in quickly developing areas aimed to attract working-and middle-class residents, they used plans that could be purchased cheaply from various house plan companies. Some may also have built popular kit houses, especially individual owners who would buy complete house units designed to be assembled on the buyer's site. Architectural historian Daniel D. Reiff has identified more than seventy-five companies that between 1883 and 1951 sold house plans through the mail. Builders throughout the country relied on the good-looking plan catalogs from such Chicago companies as the Radford Architectural Company, Sears, Roebuck & Company, and the Chicago House Wrecking Company rather than on professional architects for designs, blueprints, and specifications for buildings they erected. "All this detailed information will [enable you to] . . . estimate almost to the dollar what the building, when completed, will cost," read a typical claim in such literature.[191]



Figure 60. Aladdin Kit House at 334 Titus Ave, January 2025.

(top left) Colonial Revival house at 334 Titus Ave, Survey Photo 2025.

(right) Page 29 from the 1918 *Aladdin Kit Houses* catalog distributed by The Aladdin Company of Bay City Michigan.

(bottom left) A historic photo of another Aladdin "Brentwood" house outside the survey area.

The side-gabled, Colonial Revival house (ca.1916–26) at 334 Titus Ave is a rare example of an Aladdin Company kit house named "The Brentwood" (Figure 60). Buying a kit house did not mean homeowners needed to sacrifice quality or personalization. Small modifications were often easy for local builders, particularly when they were familiar with the "kit" they were using. The Brentwood was a popular model and examples can be found throughout the U.S. Likewise, the Bungalow (1923) at 310 Walzford Rd is a Harris Brothers kit house model number 1026 (Figure 61). The use of cobblestone to adapt Craftsman-

[191] Daniel D. Reiff, *Houses from Books, Treatises, Pattern Books, and Catalogs in American Architecture, 1733-1950: A History and Guide*, University Park: The Pennsylvania State University Press, 2000, 185.

style piers for the Bungalow on Walzford demonstrates the value of small modifications for suiting local context.







Figure 61. House at 310 Walford Ave, 2025.

(top left) The house at 310 Walzford Rd (still extant), Survey Photo 2025.

(right) Page 23 from a Harris Brothers Company catalog showing "Harris Home No. N-1026."

(bottom left) Another Harris Home model 1026 outside the survey area.

Although less common, Irondequoit also has many residences designed by local architects including Joseph Oberlies (1873–1925), Leander McCord (1884-1953), Otis Walter Dryer (1858-1957) and his son Harwood Brownell Dryer (1895-1992), Arthur Headley, Thomas W. Boyde, Jr. (1905–1981), Verendon Upham, Don Hershey (1904-1993), Robert L. Macon (1934–2002), Charles F. Lewis, and Myron Starks (1922–2010), among others (Table 3). Some of these houses are discussed elsewhere in the report (See Sections 3.2.3, 3.2.4, 4.4–6). Here it is worth noting that beginning in the early twentieth century, wealthy Irondequoit families were not only able to afford hiring professional architects, but they deemed it an important use of their resources. Further research into the work of individual architects is certainly warranted, in particular with the work of both Thomas W. Boyde, Jr. and Don Hershey.

Table 3. Non-exhaustive List of Architect-designed Residences in Irondequoit.

Architect	Property Name	Address	USN	S/NRHP Status	Year Built
Leander McCord	Hattie Robinson Residence	4213 St Paul Blvd	Not Assigned	Proposed eligible by *kta*	1914
	Residence	4057 St Paul Blvd	Not Assigned	Proposed eligible by *kta*	1920
Joseph Oberlies	Norwich Residence	2956 St Paul Blvd	Not Assigned	Proposed eligible by *kta*	1919
Dryer & Dryer	Perrin Residence	475 Sagamore Dr	Not Assigned	Proposed eligible by *kta*	1938
Cyril Tucker	Lochner Residence	515 Sagamore Dr	Not Assigned	Proposed eligible by *kta*	1939
	Residence	317 Oakridge Dr	Not Assigned	Proposed eligible by *kta*	1941
Arthur Headley	"The Spirit House"	72 Dorvid Rd	Not Assigned	Proposed eligible by *kta*	1924
Verendon Upham	Upham House	175 Thurlow Ave	Not Assigned	Proposed eligible by *kta*	1940
Myron Starks	Residence	76 Orenda Dr	Not Assigned	None Proposed	ca.1967
Robert L. Macon	Shed-style Residence	345 Van Voorhis Ave	Not Assigned	Proposed eligible by *kta*	1978
Charles F. Lewis	Kaufman Residence	249 Hoffman Rd	Not Assigned	Proposed eligible by *kta*	1976
	Spencer Residence	3549 St. Paul Blvd	Not Assigned	Proposed eligible by *kta*	1972
Thomas W. Boyde Jr.	Lanzatella Residence	160 Wisner Rd	Not Assigned	Proposed eligible by *kta*	1952
	Locurcio Residence	14 Mt Airy Dr	Not Assigned	Proposed eligible by *kta*	1954
	Giordano Residence	3883 St Paul Blvd	Not Assigned	Proposed eligible by *kta*	1955
	Valle Residence	107 Druid Hill Park	Not Assigned	Proposed eligible by *kta*	1959
	Imperial Garden Apartments	472 E Ridge Road	Not Assigned	Proposed eligible by *kta*	1961
	C.P. Ward Residence	212 Baycrest Dr	Not Assigned	Proposed eligible by *kta*	1966
	Residence (potentially Boyde)	254 Oakridge Dr	Not Assigned	Proposed eligible by *kta*	1956
Don Hershey	Harry Freeman	138 Mt. Airy Drive	Not Assigned	None Proposed	1935
	James Evelyn McVittie Residence	221 Rock Beach Road	Not Assigned	None Proposed	1939
	Richard Young Residence	190 Bellehurst Dr	Not Assigned	Proposed eligible by *kta*	1940
	Godfrey Residence	170 Avondale Rd	Not Assigned	Proposed eligible by *kta*	1940
	Joseph Gail Stampfli	168 Harvington Drive	Not Assigned	None Proposed	1940
	Alfred Bolger Residence	63 Mt. Airy Drive	Not Assigned	None Proposed	1940–42
	Glenn and Norma Mentch Residence	80 Wisner Road	Not Assigned	Proposed eligible by *kta*	1942
	John Eagle	148 Huntington Hills S	Not Assigned	None Proposed	1947
	Robert Kahse	175 Huntington Hills S	Not Assigned	None Proposed	1947
	Clarence and Dotty Maier	145 Huntington Hills S	Not Assigned	None Proposed	1947–49
	Freeman Residence	150 Mt Airy Dr	Not Assigned	Proposed eligible by *kta*	ca.1950-55
	Residence	414 Mt Airy Dr	Not Assigned	Proposed eligible by *kta*	1950
	Residence	182 Glen Haven	Not Assigned	None Proposed	1950
	Leo and Claire Pfeiffer	115 Huntington Hills S	Not Assigned	Proposed eligible by *kta*	1950
	Myrtle and Gertrude Residence	St. Paul Boulevard	Not Assigned	None Proposed	1952
	Residence	134 Glen Haven Rd	Not Assigned	Proposed eligible by *kta*	1952
	Robert Kewin Residence	602 Van Voorhis Drive	Not Assigned	None Proposed	1955
	Wolfe Residence	164 Mt Airy Dr	Not Assigned	Proposed eligible by *kta*	1959–60
	Richard S. Manchee Residence	103 Glenview Lane	Not Assigned	Proposed eligible by *kta*	1961
	Residence	137 Glenview Lane	Not Assigned	None Proposed	1967

5.0 OVERVIEW OF PROPOSED DISTRICTS

In addition to ***kta*** proposes five (5) historic districts in the Town of Irondequoit. The proposed **White City Historic District** is located at the far northwest corner of the Town. The proposed **St. Paul Corridor Historic District** follows the historic route of St. Paul Blvd along the western edge of the Town from the city line at Long Acre Rd in the southwest corner to Colebrook Dr in the northwest corner. The proposed **Huntington Hills Subdivision Historic District** is located at the intersection of Culver Rd with southern edge of Durand-Eastman Park. The proposed **Seabreeze Historic District** is located at the far northeast corner at the terminus of Seabreeze Dr (the extension of the Seabreeze Expressway). The proposed **Laurelton Historic District** is located at the far southeast corner between the City of Rochester (to the west and south) and the Town of Penfield (to the east).

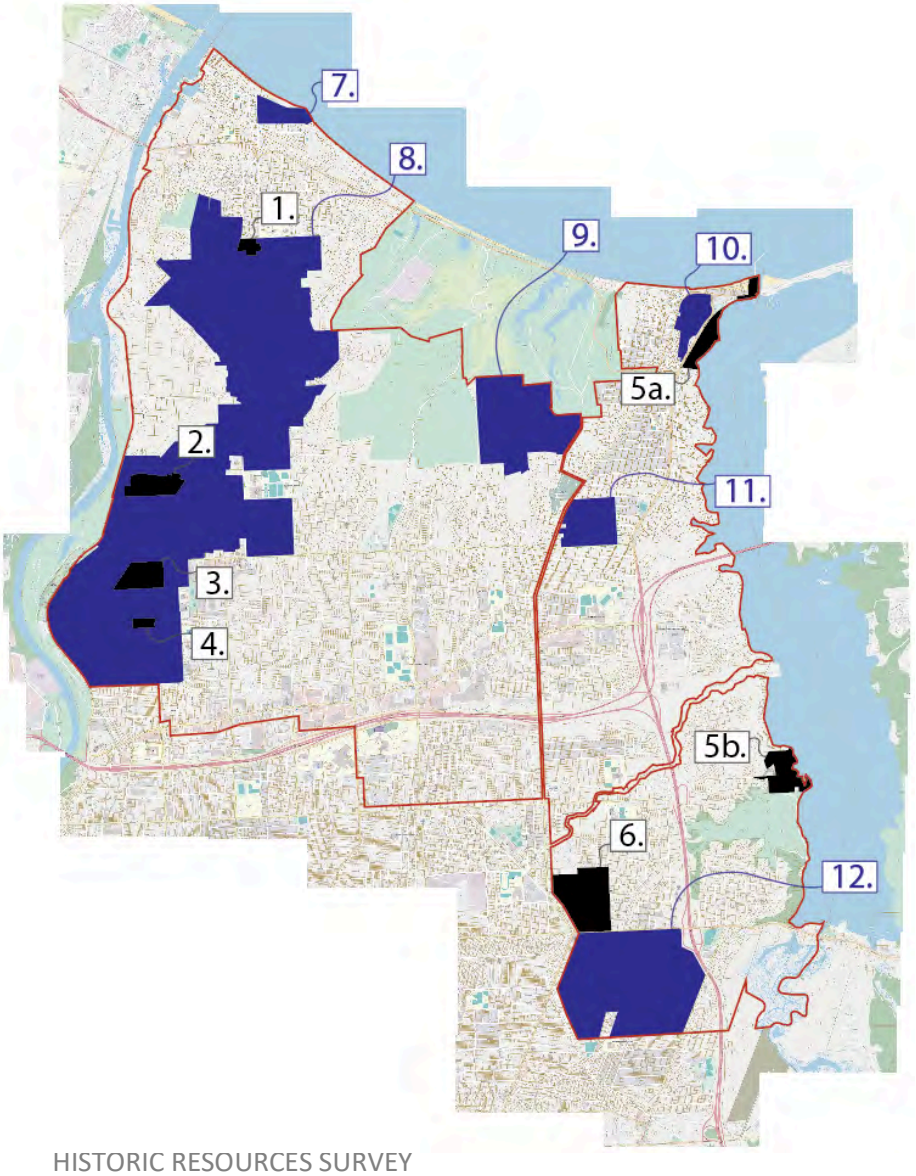


Figure 62. Existing and Proposed Historic Districts.

Existing (black)

1. St. Thomas the Apostle Catholic Church Complex, USN: 05508.000434, Eligible

2. Seneca Park Tract Subdivision Historic District, USN: 05508.000506, Eligible

3. Rogers Fruit Farms Subdivision Historic District, USN: 05508.000391, Eligible

4. Wimbledon Road Historic District, USN: 05508.000299, Listed

5a/b. Irondequoit Bay State Marine Park (north/south), USN: 05508.000956, Undetermined

6. Fairview Subdivision Historic District, USN: 05540.011480, Eligible

Proposed (blue)

7. White City Historic District

8. St. Paul Corridor Historic District

9. Huntington Hills Subdivision Historic District

10. Sea Breeze Historic District

11. Arlington Subdivision Historic District

12. Laurelton Historic District

5.1 Proposed Seabreeze Historic District, 1879–1936

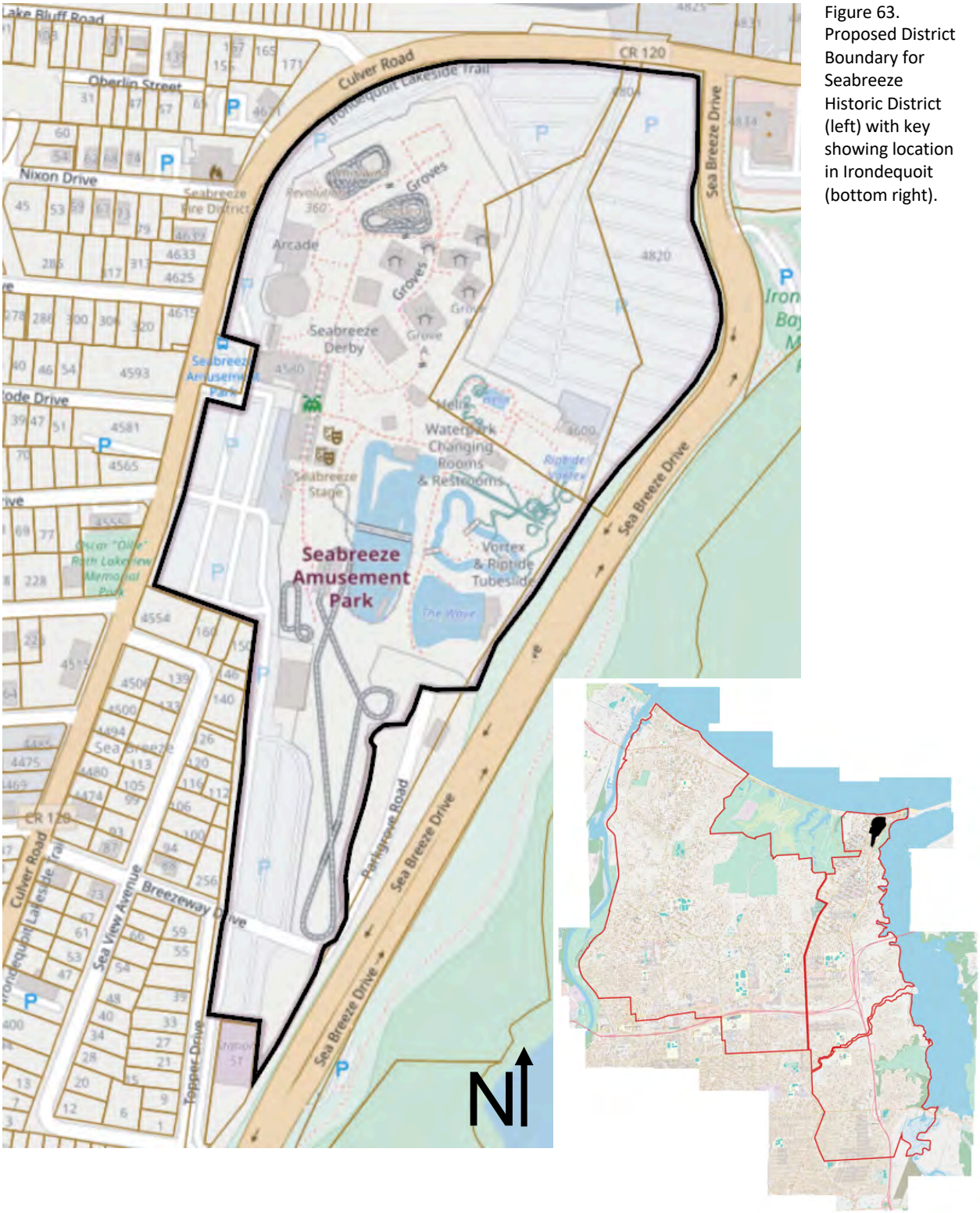


Figure 63. Proposed District Boundary for Seabreeze Historic District (left) with key showing location in Irondequoit (bottom right).

5.1.1 Location

The proposed Seabreeze Historic District is in the northeast corner of the Town of Irondequoit between Culver Road (CR-120) to the west and north, and Seabreeze Expressway (NY-590) to the east. Immediately east of Seabreeze Expressway is the existing Irondequoit Bay State Marine Park (USN: 05508.000954, S/NRHP-Undetermined). To the southern boundary of the site stands the residential area along Sea View Ave, Seabreeze Dr, and Topper Dr (Figure 63).

5.1.2 Significance

The proposed Seabreeze Historic District is significant under Criteria A embodying the historic emergence and golden era of summertime leisure activities in the Town of Irondequoit that ultimately contributed a core component of the Town's historic character. The Seabreeze amusement park is significant within the area of Entertainment/Recreation as the fourth oldest amusement park in operation in the U.S. and the thirteenth oldest in the world.[192] At the turn of the twentieth century, Irondequoit boasted several entertainment venues near the water from hotels and racetracks to competing amusement parks, dance halls, music stages, and boardwalks. Seabreeze is one of the only surviving nineteenth-century entertainment attractions in Irondequoit today. While the origins of Seabreeze date to the 1860s, the period of significance begins with the opening of the park in 1879 and concludes with the sale of the park to George Long, Jr. in 1936, who soon changed the name to Dreamland. During this period, Seabreeze had an ongoing and critical impact on the social history of Irondequoit. It has served as an anchor in the northeast corner of the Town drawing people from central Rochester and the surrounding region during summer months. The expansion of recreational activities in the area both reflected a shift in the social mores of the middle-class population away from Victorian propriety and catalyzed the rise of summertime pleasure-seekers. Along with the surge of interest in leisure, economic vitality in the early 1900s and interwar period brought a building boom seeking suburban properties along the Culver Rd corridor connecting central Rochester to the Durand-Eastman Park on the shore of Lake Ontario and immediately west of Seabreeze. With increasing attention to the surrounding parcels, Seabreeze continued to innovate leading to the development of new attractions and rides. In 1920, Harry C. Baker and John A. Miller built a wooden rollercoaster dubbed the Jack Rabbit, which is now the oldest, continuously operating rollercoaster in North America. Summertime activities in Irondequoit and at Seabreeze began to decline at the end of the 1920s. In 1929, the electrified trainline extending from central Rochester through suburban and rural Irondequoit to culminate at Seabreeze station was shuttered. All resorts, hotels, and amusement parks across Irondequoit noted a decrease in visitors. The decrease in profit led to fewer updates and eventually to disrepair and the closing of rides and other attractions. By 1936, the golden age of recreation in Irondequoit had come to an end. The significance of the proposed Seabreeze Historic

[192] "World's Oldest Amusement Parks Operating in the Same Location," National Amusement Park Historical Association. Accessed January 2025. https://napha.org/Resources/Facts-Figures/Worlds-Oldest-Operating-Parks; "World's Oldest Roller Coasters Operating in the Same Location," National Amusement Park Historical Association. Accessed January 2025. https://napha.org/Resources/Facts-Figures/Worlds-Oldest-Operating-Roller-Coasters

District stems from its reflection of these historic transformations and its role in the development of Irondequoit between 1879 and 1936. There are no criteria considerations for this proposed district.

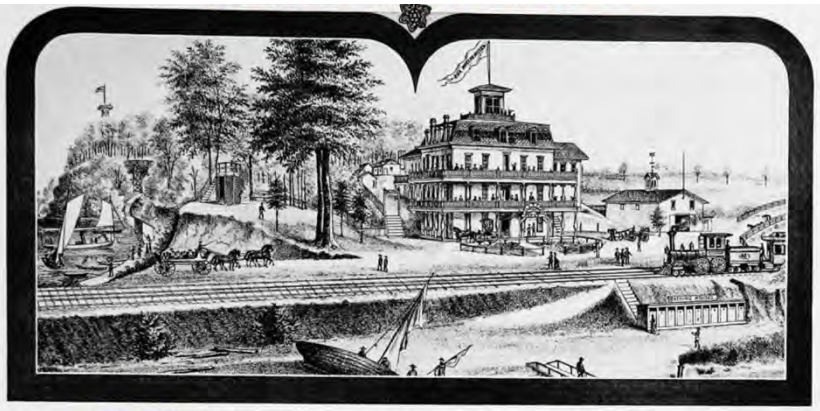


Figure 64. 1877 view of Seabreeze Hotel showing the railroad passing along the Lake shore.

As published in Broadbrooks, *Irondequoit Centennial*, 9.

5.1.3 Period of Significance Justification

The period of significance for the proposed district extends from 1879 to 1936. During this period Seabreeze was a site of public recreation and leisure activities for the surrounding region predominantly accessed by railroad and steamboat. The earliest iteration of this recreational site was the Seabreeze House, a hotel constructed after the Civil War and then remodeled in 1868. In 1876, a railway line started by the Lake Ontario Shore Railroad Company and completed by the Rome, Watertown and Ogdensburg Railroad passed through Irondequoit with a station in Seabreeze. With this new railway station, Seabreeze received its first major means of advertising, as well as a much-needed improvement to transportation infrastructure. On August 5, 1879, the Seabreeze Amusement Park officially opened (Figure 64). That same year a new suburban railroad later known as The Dummy Line linked Seabreeze to central Rochester. Seabreeze had already become one of the busiest pleasure-related businesses on Irondequoit Bay. Following the electrification of The Dummy Line in 1900 (Figure 65), Seabreeze grew even faster in popularity as a resort destination largely patronized by middle-class urbanites even drawing tourists from across NYS and further afield. Seabreeze had become an anchor for summertime pleasure seekers in Irondequoit with concessions, games, and rides. It reached its peak in the 1920s with a host of roller coaster, rides, dancehalls, stages, concessions, and more. In 1925 it opened the Natatorium, then the world's largest saltwater pool. However, with limited funds for leisure activities leading into the Great Depression, customers visited less-and-less, and by the early 1930s, busses replaced trainlines. Hotels and amusement destinations throughout Irondequoit fell into disrepair or closed by the end of the 1930s. The first phase of Seabreeze's history concluded with the sale of Seabreeze to George Long, Jr. in 1936.[193] Further research into the social and economic relationship between the Seabreeze Amusement Park and both the surrounding residential and commercial districts, and the technological advancements in park rides and entertainment may provide further insight to help refine the period of significance.

[193] Smith, "Irondequoit Bay: The Business of Pleasure," 7, 8, 24; *Irondequoit Centennial*, 16, 23, 32, 34.

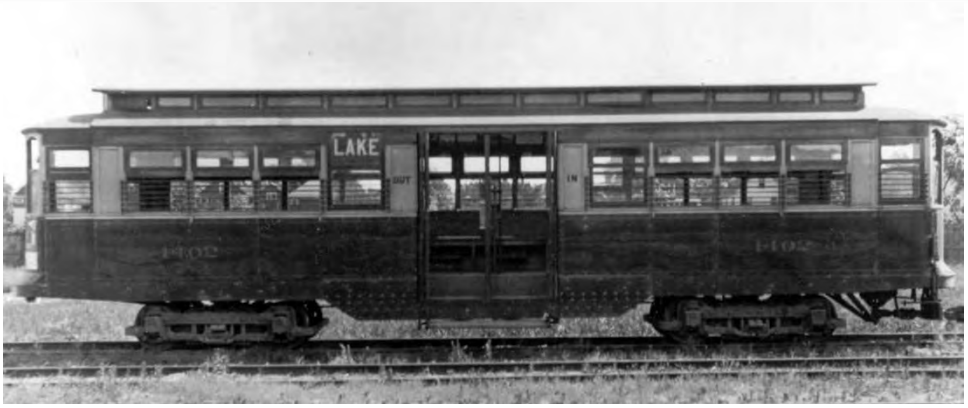


Figure 65. ca. 1900s photograph of electric trolley car used by the Rochester and Suburban Railway Company.

As published in "Incredible images from 1994 fire and more rare photos from Seabreeze Amusement Park," *Democrat and Chronicle blog*, August 12, 2019. Accessed February 23, 2025.

5.1.4 Boundary Justification

The boundaries of the proposed Seabreeze Historic District follow the current property boundaries of the amusement park (4600 Culver Rd) including the adjacent parking lots (4804 REAR Culver Rd; 4820 Culver Rd). Historically, the Seabreeze resort and amusement park extended all the way to Irondequoit Bay (Figure 66). The introduction of Seabreeze Drive/Seabreeze Expressway following the period of significance separated the amusement park from the Bay's edge in the mid-twentieth century. Further research into the rides, buildings, and material infrastructure of Seabreeze as it relates to the internal development of the park and the residential and commercial districts surrounding the park may provide further insight to help refine the district boundaries.



Figure 66. Aerial photos of Seabreeze in 1930, 1951, and 1970 with proposed district boundary (in red).

5.1.5 Physical Summary

The district boundaries include thirty-four (34) rides (structures) and approximately eight (8) commercial buildings. There are no (0) existing CRIS resources in the proposed Seabreeze Historic District. ***kta*** proposed no (0) individually eligible resources within the proposed district, however it is likely that

additional research and in-person evaluation will identify several worthy structures for individual eligibility including, for instance, the Jack Rabbit wooden rollercoaster.

Rides built during the period of significance:

- 1903-1915 – Figure Eight was a John A. Miller side-friction coaster. **No longer extant**.
- 1908 – Circle Swing installed 1908, ca. 1930 still at south end of park between Danceland and Dodgem. In 1940's at north end of park as Sky Ride. **No longer extant**.
- 1914–1932 – Karnival Kourt was a long promenade of games and rides. **No longer extant**.
- 1916-1933 – Greyhound was called Dips for its first decade of operation. It was a wood coaster built by T.M. Harton, and it was damaged by fire in 1933. **No longer extant**.
- ca.1920 – Old Mill [log ride] built on the land between the loops of the Jack Rabbit with loading platform and water wheel immediately northeast of the Jack Rabbit platform. Rebuilt after the August 1923 Dreamland dance hall fire under and adjacent to the Jack Rabbit lift hill. Later converted to the waterless Subway, then to Kaleidoscope. Torn down when Kirby house removed. **No longer extant**.
- 1920–present – Jack Rabbit (Figure 67). The original entry burned in a 1923 fire. **Still Extant**.
- 1921-1930 – Virginia Reel/Jack 'n' Jill Scenic Coaster — Starting as the spinning Virginia Reel until it was damaged by fire in 1924, it was rebuilt and got a new name but was burned by another fire in 1931. **No longer extant**.
- 1922 – Dodgem. Built by G.W. Long in 1922 to the west of the Jack Rabbit lift hill and south of the Pagoda. Later used as games pavilion by Ken Murai. **No longer extant**.
- 1920s–1935 – Wild Cat was a wooden Philadelphia Toboggan Company ride built in the 1920s. Various reports are that it was either damaged by fire or just condemned in 1935. **No longer extant**.
- 1925–1931 – Natatorium – the largest saltwater pool in the world. It had several water slides, a water wheel, bathhouse, stage, and promenade. **No longer extant**.
- 1930s – Flying Turtles – built by Traver Engineering & R.E. Chambers. **Still Extant**.



Figure 67. Photographs of the Jack Rabbit in the 1920s (top left), 1970s (top right), and in 2025 (bottom row).

Figure 68. Photo Key for Proposed Seabreeze Historic District.



A01	View to North Carousel Building	**A10**	View to North of Jack Rabbit's Wooden Tracks
A02	View to South Entrance Gate, Pavilions, and Rides	**A11**	View to South/Southwest of Tube Slides
A03	View to Northeast of Bobsleds Entrance	**A12**	View to North/Northeast of Parking Lot #3 and Waterpark Entrance
A04	View to Southwest of Bobsleds and Whirlwind	**A13**	View to Northeast of Bumper Cars, Star Rockets, and Flying Turtles
A05	View to South/Southwest of Log Flume	**A14**	View to South/Southeast of Kiddie City
A06	View to North of Gift Shop and Midway Games	**A15**	View to East of Screamin' Eagle and Balloon Race
A07	View to South of Entrance Gate	**A16**	View to East of Parking Lot #3 toward Sea Breeze Dr
A08	View to North of Entrance, Gift Shop, and Chill & Refill pavilion	**A17**	View to West from top of Water Park
A09	View to South of Jack Rabbit's Lift Hill and First Drop		

5.2 Proposed Laurelton Historic District, 1911–1961

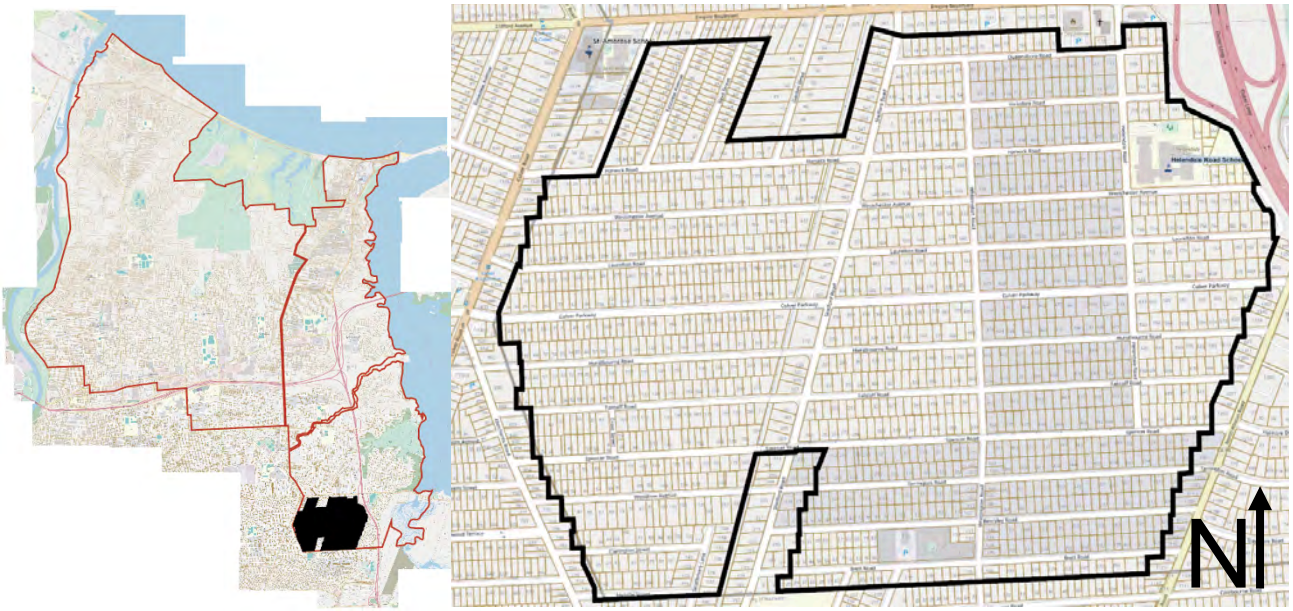


Figure 69. Proposed District Boundary for Laurelton Historic District (right) with key showing location in Irondequoit (left).

5.2.1 Location

The proposed Laurelton Historic District is in the southeast corner of the Town of Irondequoit between Culver Road (CR-120) and Merchants Road to the west, Clifford Ave (Great Lakes Seaway Trl; Empire Blvd; NY-404) to the north, Melville St and Brett Rd to the south, and Winton Rd and Seabreeze Expressway (NY-590) to the east. It consists of a series of East-West roads (Queensboro Rd, Yorkshire Rd, Harwick Rd, Westchester Ave, Laurelton Rd, Culver Pkwy, Hurstbourne Rd, Falstaff Rd, Spencer Rd, Woodrow Ave, Tarrington Rd, Clarington St, Brockley Rd, Brett Rd, and Melville St), some north-south roads (Strathmore Ln, Cross St, Whittington Rd, and Helendale Rd), and Shelford Rd cutting across the site from the southwest to the northeast. It also includes three streets in the northwest corner of the district running parallel to Shelford Rd (Waldo Ave, Eastview Ave, and Vayo St) (Figure 69). Along the western boundary (Culver Rd and Merchants Rd) is the existing Culver Road Historic District (USN: 05540.015004). To the west/southwest in the City of Rochester is the Beechwood / Culver-Merchants Study Area (USN: 05540.015005). Across Empire Blvd to the north is the Fairview Subdivision Historic District (USN: 05540.011480).

5.2.2 Significance

The proposed Laurelton Historic District is significant under Criterion A in the area of Community Planning and Development. This neighborhood reflects several broader historical transformations impacting residential developments across Irondequoit from the late-nineteenth century to the mid-twentieth century as land use patterns shifted from agriculture and recreation to year-round suburban living. These include construction booms, the draw of recreation activities as well as the influence of transportation infrastructure accessing Seabreeze, the Great Depression, and returning G.I.s. More specifically, it reflects tensions caused by the steady creep of City annexations of Irondequoit land as this related to sewer and water infrastructure as well as property values.

The proposed Laurelton Historic District is also significant under Criterion C in the area of Architecture. It embodies the neighborhood's three periods of construction through the type, design, style, and building methods of the resources themselves. In particular, the setbacks and eventual addition of rear, semi-attached, and attached garages, as well as the massing and ornamentation of residences reflect changing trends. While reflecting shifting trends, Laurelton remains cohesive due in large part to the maintaining of early-twentieth subdivision layouts. Because of this, Laurelton presents a cohesive example of an early twentieth century streetcar suburb transitioning to the use of private automobiles in the interwar and then postwar periods.

Moreso than other subdivisions along the boundary between Rochester and Irondequoit, the proposed Laurelton Historic District embodies the full arc of Irondequoit's residential development. In Laurelton this can be seen in three stages of development that are today displayed simultaneously. The proposed district's space planning began in 1911 with eight initial subdivisions divided by a series of newly cut east-west roads and north-south connectors all set between Culver Rd and the Glen Have RR line. The neighborhood was conceived as a streetcar suburb reliant on public transportation and sidewalk lined streets with streetlighting for access. During this first stage developers constructed approximately seventy-five residences aimed at white-collar employees and affluent laborers seeking to own their own home while retaining easy access to Rochester along the trolley line and Culver Rd. Positioned immediately adjacent to the Rochester city line, Laurelton illustrates a history of development similar to much of Irondequoit's suburbs. As opposed to adjacent neighborhoods within Rochester's boundaries, Laurelton began developing during a period of economic success and outward expansion as workers sought suburban homes away from the city center.

The second phase of development began in 1926 expanding the neighborhood streets from the RR line east to Winton Rd. The new lots followed the same pattern as before with similar lot sizes, setbacks, sidewalks, and streetlamps. Increased distance from public transit was made possible by the affordability of private automobiles in the 1920s. During this period, many homes added small garages at the rear of their lots connected to the street with narrow driveways filling the space between houses.





Figure 70. Historic Views to the east down Culver Pkwy (left) and down Hurstbourne St (bottom) in 1926.

As published in *Democrat and Chronicle*, Sunday, December 19, 1926, 76 (top) and Sunday, September 19, 1926, 63 (bottom).

A historic photograph looking eastward down Culver Pkwy in 1926 illustrates the characteristics of an early-automobile suburb with two American Foursquare residences in the foreground with narrow lawns, rounded, concrete curb cuts for driveways, and a 1920s automobile parked on the road. Looking down the street several lots remain unbuilt. Similarly, a historic eastward view of Hurstbourne St shows a Tudor Revival with a rear, one-story, gabled garage, curb cuts for private driveways, and cast concrete streetlights with harp lamp fixtures installed by Rochester Gas & Electric ca.1915–20 (Figure 70). Streetlamps cab provide a lasting reminder of the slow transformation in municipal infrastructure. The Laurelton neighborhood retains street lighting from four periods including the 1920s, 1930s, late-twentieth century, and more recent historic reconstructions of some cast concrete lighting from the 1920s (Figure 71).

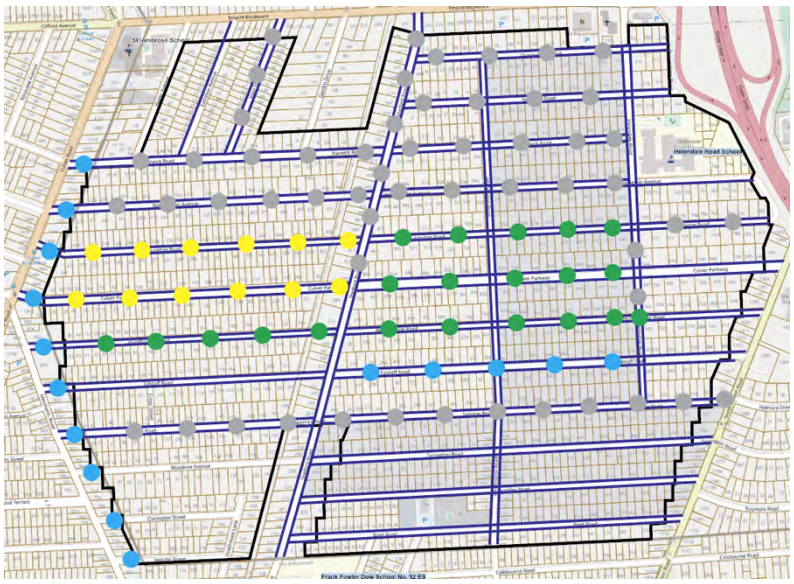


Figure 71. Map Diagram showing street lighting and sidewalks.

Blue lines: sidewalks
Yellow dot: 1920s streetlamp
Blue dot: 1930s streetlamp
Grey dot: late-20th century streetlamps
Green dot: Reconstructed 1920s streetlamp

Laurelton expanded quickly after 1926. While in 1907, the territory east of Shelford Rd was still in use as agricultural fields, the nurseries and orchards of men like Thomas Bowman (also Bauman), Joseph Heberle, and other smaller farmers growing stock for the Brown Brothers, who each operated on the

Laurelton tract, had sold their land to developers (Figure 72).[194] The expansion of the Laurelton subdivision in 1925 "was the twenty-first subdivision sponsored by General Realty Service, Inc. increasing the total number of lots in Laurelton to 1,750 and making it the largest ever put on the Rochester market."[195] According to a representative of General Realty Service quoted in the newspaper, "When Laurelton was opened to the public a little more than a year ago it was thought that this subdivision, because of its mammoth size, would be a slow mover and that it would take several years before its full development was reached. As a matter of fact it has proved to be the fastest selling development of the twenty or more which General Realty Service has sponsored during the last few years." This unusually high demand led the President and Treasurer, W.C. Daley, to add a further three-hundred-fifty lots to the original Laurelton tract, which was opened in March of 1926 and was nearly sold out.[196]



Figure 72. 1907 view looking east along Empire Blvd (Clifford Ave) toward Irondequoit Bay.

The bridge in the center of the image covers the route of the former Glen Haven R.R. along Shelford Rd with the farmland beyond to the right showing the area later developed as the Laurelton Subdivision B in 1921. As published in Walter Sassaman, *Early Irondequoit*, 10.

Over the next three years, a series of infrastructural changes transformed the Laurelton neighborhood from a streetcar suburb to one focused on the affluence signaled by ownership of private automobiles. In 1927-28, a twenty-inch water supply main arrived in the area from Charlotte along a circuitous route through Irondequoit. The main followed Titus Ave weaving south/southeast until it reached the intersection of Pardee Rd and Clifford Ave where it continued east until turning south and following Shelford Rd through the proposed district to the city line.[197] And, in 1928, the newspaper reported the addition of twelve thousand feet of underground cable by the Rochester Telephone Corporation in the

[194] West, *Irondequoit Story*, 32.
[195] "21 Subdivisions Opened here by General Realty: Laurelton Addition Latest Home Site Tract to Be Launched," *Democrat and Chronicle*, Sunday, August 01, 1926, 56.
[196] "Only Five Lots Unsold of 1,200 in Laurelton: New Record Established in Realty Annals with Development, Claim," *Democrat and Chronicle*, Sunday, August 22, 1926, 52.
[197] West, *Irondequoit Story*, 133.

Laurelton subdivision making "all classes of telephone service" available to residents.[198] A March 8, 1929 Town Board meeting focused on Lots 704 and 705 along Shelford Rd. Members heard arguments and voted on a proposal to add a "public gasoline station" on the north side of Culver parkway by Helendale road, which would require an exception to zoning ordinances, rules, and regulations.[199] In the early 1930s, significant portions of Laurelton remained undeveloped (Figure 73). The interurban rail line to Sodus Bay, which ran along Empire Blvd into Webster, ceased operating in 1929, and the streetcar service running through Laurelton to Glen Haven closed in 1933. These closures coincided with the decreased demand for housing during the Great Depression. Sales and construction in Laurelton slowed rapidly.

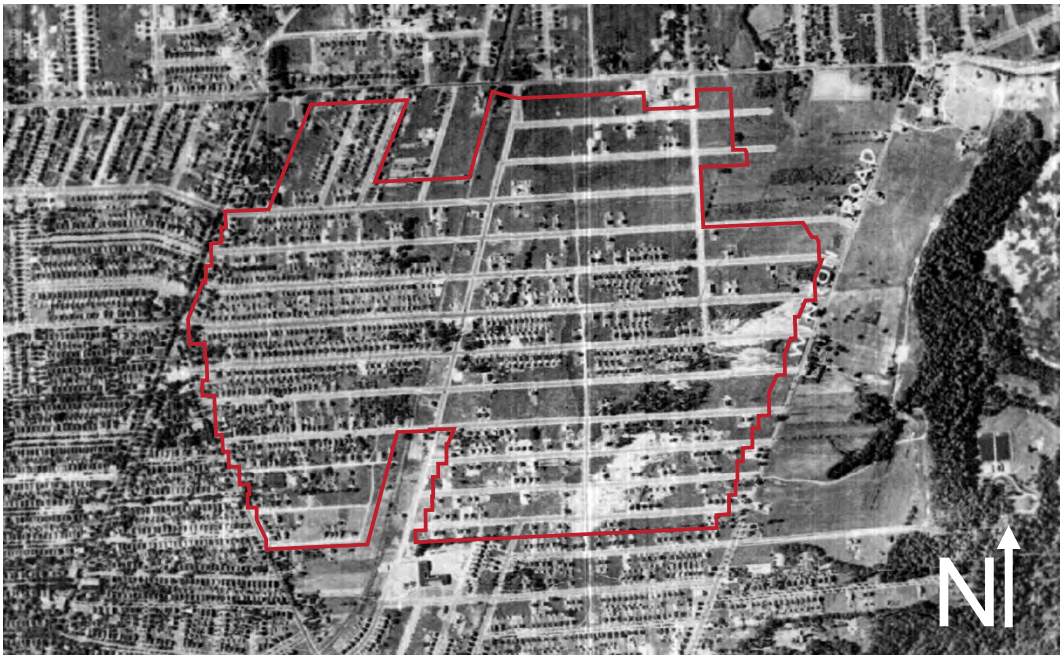


Figure 73. Aerial Photograph of Laurelton in 1930 overlaid with proposed district boundary (in red).

In 1935, the Home Owners Loan Corporation (HOLC) released maps of the greater Rochester area including the Laurelton neighborhood in Irondequoit. They divide the proposed district into two sections with the areas north of Harwick Rd described as "still desirable" (coded blue) and those south of Harwick to the city line described as "definitely declining" (coded yellow) (Map 45). The two streets north of Harwick (Yorkshire Rd and Queensboro Rd) held only thirteen residences among some two-hundred-thirty lots. Even if an additional fifty homes had been built between 1931 and 1935 when the maps were produced, these streets would remain nearly seventy-five percent empty lots. The Bedford Manor subdivision, on the other hand, was near fully developed by 1931. HOLC appraisers found these properties were in overall "good repair" and inhabited by "white-collar and minor executives" all of whom were native-born, white Americans. Moreover, although the value of their homes had fallen by approximately

[198] "Extends Phone Service for Laurelton People," *Democrat and Chronicle*, Thursday, February 09, 1928, 17.
[199] Announcement from Earl A. Partridge, Town Clerk dated Feb. 21, 1929, *Democrat and Chronicle*, Friday, March 01, 1929, 26.

nineteen percent between 1935 and 1939, the homes remained seventy percent owner-occupied. As such, the area north of Harwick Rd remained a worthy investment.

The remaining eighty-five percent of the proposed district was deemed "definitely declining" and thus a poor investment. "Despite its age," the HOLC report writes to characterize this neighborhood, "this area continues to hold its own and will doubtlessly continue to do so largely because it is too far out to attract an undesirable element." They note the neighborhood is only sixty percent developed at this time leaving sufficient open lots for the construction of new, more desirable housing. For existing residences, the price bracket for the area fell by eleven percent between 1935 and 1937, and then an additional eleven percent over the next two years. Although the existing homes were ninety-eight percent occupied, little more than half owned their homes. Rental prices had increased by fourteen percent over the same period. The problem, they concluded, was "no sales demand." Inhabitants at this time were described as "white-collar factory workers, etc." who were largely white and native born with only three percent attributable to immigrants including "few Italians" and no "Negroes." As has been well-documented by historians, economists, and social critics, the HOLC's determinations and "security" maps acted as guides for bank investment using racist, classist, xenophobic ideas.[200] Unsurprisingly, they were wrong about the Laurelton neighborhood.

In the third phase of development following the Great Depression and greatly expanded after WWII, space planning practices were altered by contemporary tastes. The near complete shift to private automobiles and new architectural styles resulted in many subdivision amendments combining lots for additional space to facilitate greater emphasis on horizontal architectural massing, attached garages, larger driveways, and landscaping.



Figure 74. Survey Photo of 132–164 Yorkshire Rd, 2025.

By the mid-1940s, many new houses were on the market throughout the Laurelton section for between approximately seven and twelve thousand dollars.[201] A present-day view of Yorkshire Rd illustrates the

[200] Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America*, New York: Liveright Publishing Corporation (W.W. Norton & Co.), 2017.

[201] *Democrat and Chronicle*, Sunday, April 20, 1947, 49; Wednesday, Feb 02, 1949, 27.

architectural character of a postwar streetscape in Laurelton (Figure 74). As opposed to the comparative views presented above of Culver Pkwy and Hurstbourne Rd, this depicture highlights the consistency of postwar construction along with horizontal massing, increased setbacks, and modest colonial revival detailing.

Over the next two decades the Laurelton neighborhood built up nearly all remaining lots throughout the proposed district. Advertisements mentioned architectural styles (typically Minimal Traditional), but they emphasized interior property features including infrastructure like insulation, air conditioning, and oil heat, but with special attention to more qualitative aspects: "master living room, with real open fireplace, sizeable dream kitchen, dainty powder room, pleasant dining room," and so on. Their use of descriptive language was not new for real estate advertisements, but the tenor of their ad campaigns had shifted from future investment as it had been in the 1920s, to the trappings of what several architectural historians have analyzed as "domestic bliss."[202] By the end of the 1950s and early 1960s, however, newspaper advertisements shifted from sales to rentals, and increasingly, to boarders.

Each phase of development is characterized by its relationship to updated planning standards, transportation norms, expectations of neighborhood life, and architectural styles. Some blocks within the proposed district were erected during a single stage of development in the 1910s, mid-1920s, or 1940s and reflect that specific moment. However, there was no comprehensive plan for the area, and it instead developed organically in response to these changing norms. As a result, most blocks include resources from each stage of development standing side-by-side. Because of this, the proposed Laurelton Historic District is characterized by its cohesive embodiment of distinctive planning characteristics throughout the fifty-year period of significance.

5.2.3 Period of Significance Justification

The proposed historic district was developed in three phases spreading eastward from Culver Road on the western edge to Winton Road on the eastern edge. The period of significance begins in 1911 with the construction of Culver Pkwy leading east from Culver Rd to the Glen Haven R.R. route and the beginning of construction in the first developments. The new opening for the road followed the demolition of the old Cobblestone Schoolhouse just north of the intersection between Culver and Merchants Road after students moved to the new Pardee School on Clifford Ave (the site of what is now the Laurelton Fire Dept).[203] During the first phase (1911–1925), various development companies established seven subdivisions between Culver and Shelford Road including Bedford Manor (opened ca.1919), Brentwick

[202] *Democrat and Chronicle*, Wednesday, January 02, 1946, 25; Beatriz Colomina, *Domesticity at War*, Cambridge, MA: The MIT Press, 2007; D. Medina Lasansky, "The Domestic Bliss of Life," in *Playing Place: Board Games, Popular Culture, Space*, Cambridge, MA: The MIT Press, 2023, 11-14.

[203] Sassaman, *Early Irondequoit*, 36.

Park (opened ca.1919), Culver Parkway (opened ca.1916), Laurelton (opened ca.1921), Fruit-Dale Park (opened ca. 1911), Spencer Park (opened ca.1913), and Rutland Park (ca.1919) (Figure 75).[204]







Figure 75. Selection of Early Subdivision Ads ca.1913-19.

Democrat and Chronicle, Sunday, May 07, 1916, 37 (left); *Democrat and Chronicle*, Sunday, October 19, 1913 (top right); *Democrat and Chronicle*, Friday, October 03, 1919, 24 (bottom right).

The expansion of the Laurelton subdivision east of Shelford road dominated the second phase (1925–1930s) of the area's development. In 1926, the General Realty Service announced Laurelton's expansion by cutting three new roads. Hurstbourne Road, Culver Parkway, and Laurelton Road would each connect Culver Rd past Shelford Rd to Winton Rd North articulating the eastern edge of the new subdivisions (Figure 76).[205] The new Laurelton Section B and Laurelton Addition soon encompassed the twelve roads extending east/west between Shelford and Winton. This second phase ground to a halt in the 1930s leaving the area east of Shelford with open lots in more than half the district.

[204] *Democrat and Chronicle*, Friday, October 03, 1919, 24; *Democrat and Chronicle*, Saturday, July 12, 1919, 10; *Democrat and Chronicle*, Sunday, May 07, 1916, 37; "First Announcement: Laurelton, A Subdivision of the First Class," *Democrat and Chronicle*, Sunday, April 03, 1921, 41; *Democrat and Chronicle*, Thursday, May 18, 1911, 4; *Democrat and Chronicle*, Sunday, October 19, 1913; *Democrat and Chronicle*, Sunday, October 26, 1919, 44.

[205] "New Streets Connect Culver and Winton," *Democrat and Chronicle*, Sunday, July 25, 1926, 14; "Section of new Laurelton Development," *Democrat and Chronicle*, Sunday, September 19, 1926, 63; "Culver Parkway Celebrates First Birthday," *Democrat and Chronicle*, Sunday, December 19, 1926, 76.

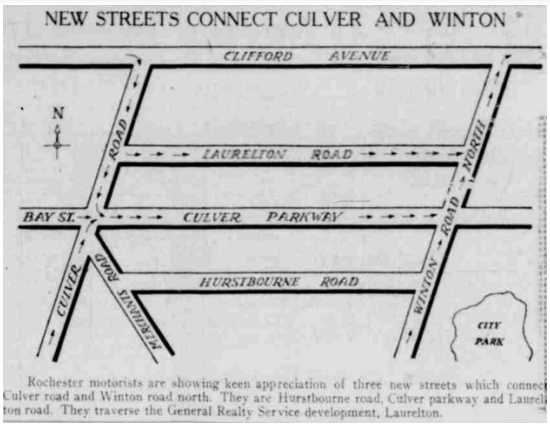




Figure 76. Newspaper articles showing new streets in Laurelton neighborhood.

(left) *Democrat and Chronicle*, Sunday, July 25, 1926, 14. (right) *Democrat and Chronicle*, Sunday, March 14, 1926, 7.

The third phase (1940s–1961) of development followed the return of soldiers from WWII and responded to increased housing demand. The remaining lots were quickly filled between the late 1940s and early 1960s. By 1952, the U.S. Geological Survey deemed the area sufficiently dense to justify a color-coded wash on area maps replacing the articulation of individual building footprints, which were now too numerous to reasonably include. A 1951 aerial photograph of the neighborhood shows it has few obvious open spaces remaining: for instance, the Rutland Park subdivision in the southwest corner (Figure 77).



Figure 77. Detail of 1951 Aerial Photograph overlaid with proposed district boundary (in red).

By 1959 plat maps demonstrate the neighborhood has few remaining empty lots while the majority of references to the district in the *Democrat and Chronicle* newspaper shifted ca.1961 from property sales to room rentals indicating the end of a long period of construction (Map 58, Figure 78).

The "Rural Landscape Bulletin" and other NPS publications recommend districts whose significance spans long periods of time be given several periods of significance.[206] However, the proposed Laurelton Historic District is significant not only because it represents several periods of development simultaneously, but

[206] Rural Landscape Bulletin, 21; Best Practices Review Issue 10, 4.

also because construction continued throughout these fifty years (excluding the late 1930s). There are no criteria considerations for this proposed district.



Figure 78. Aerial Photo of Laurelton overlaid with proposed district boundary (in red), 1960.

5.2.4 Boundary Justification

The boundaries of the proposed Laurelton Historic District are predominantly defined by the historic boundaries of the residential subdivisions in the area including Bedford Manor, Brentwick Park, Culver Parkway, Laurelton Sec A, Fruitdale Park Tract, Spencer Park, Rutland Park, Laurelton Sec B, and Laurelton Addition. These boundaries include most of the present-day Laurelton neighborhood, which extends outside the proposed district to include the streets east of Winton Rd and south of the Seabreeze Expressway (Halmore Dr, Tarrington Rd, Tarrington Cir, and Traymore Rd).

The northern and southern boundaries are plainly visible as early as the 1902 Lathrop plat maps of the area (Map 22). Development had not yet begun in the proposed district, but the northern boundary is delineated not only as Clifford St, but also as an east/west line at which the grid of property boundaries shifts. Above Clifford St the grid of property lines largely follows an east/west and north/south orientation. Below Clifford St the east/west property lines remain consistent while the north/south lines are angled to match the pathway of the former Glen Haven Railroad following a north/northwesterly orientation through the area. And the southern boundary is already the division line between Irondequoit and the City of Rochester. The western boundary is marked by Merchants Road and Culver Road. Although present in 1902 as Arbutus Ave (later Winton Road), the eastern boundary is not yet easily identified. Comparing G.M. Hopkins's 1918 (Figure 79) and 1924 (Figure 80) Plat Maps illustrates the expansion of the Laurelton neighborhood from the first seven subdivisions already mentioned. The Laurelton expansion divided the remaining land east of Shelford road into blocks and numbered lots ending at Winton Rd North (formerly Arbutus Ave).

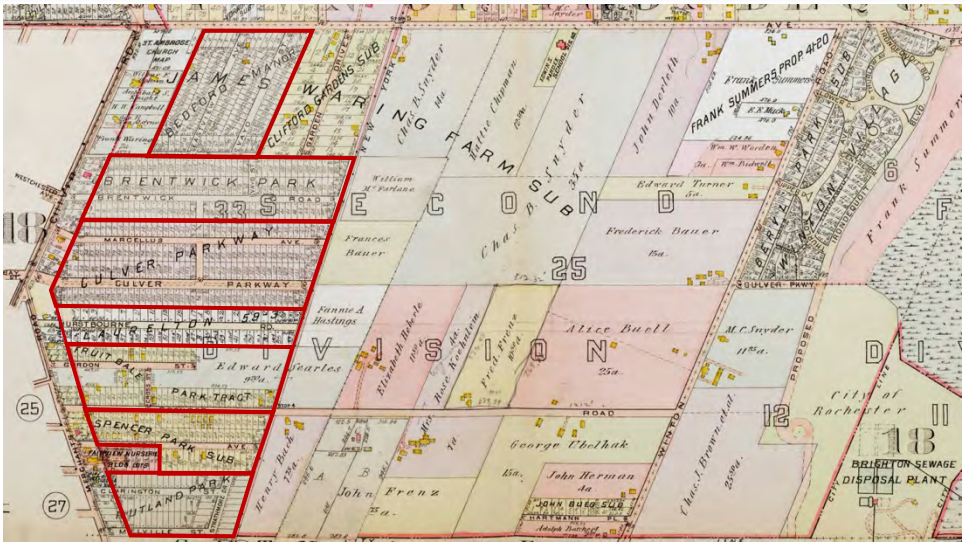


Figure 79. Diagram of Subdivision boundaries overlaid on 1918 Hopkins Plat Book detail of Plate 50.

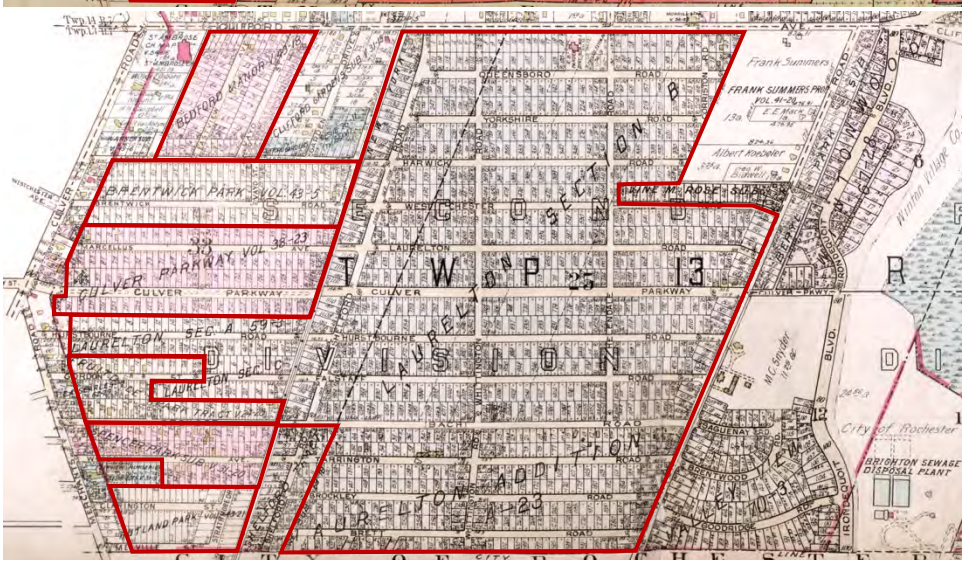


Figure 80. Diagram of Subdivision boundaries overlaid on 1924 Hopkins Plat Book detail of Plate 6.

Some areas within the Laurelton neighborhood have been excluded from the proposed historic district. Winton Village and Valley View subdivisions emerged before 1924 east of Winton Road, but these were different in character than those in the proposed district. They follow curvilinear street grids and providing varying lot sizes. The proposed district boundary also excludes two subdivisions between the general northern and southern boundaries. Clifford Gardens subdivision along Empire Blvd and the Shelford Tract subdivision leading north along Shelford Rd from the City Line. While developed at the same time as the broader district, these two subdivisions appear different in character due to the overall massing, orientation, and setback of homes.

The Shelford Road corridor, however, has been included in the proposed district despite the slight difference in lot shape, orientation, and resulting setbacks and street rhythm. The character of Shelford Rd can be distinguished from the houses along the east/west streets throughout the district due to both the orientation of the road altering the street frontage of each lot, and the rezoning of certain properties from residential to commercial in 1948. The four commercial buildings on the corner of the Culver

Parkway and Shelford Road intersection are not individually contributing to the district, but they do demonstrate a broader social historical transformation in postwar suburbs. The lots proposed for rezoning were already owned by the city and a plan was put forth by the Irondequoit Planning Commission for approval at a town hall meeting. Although the move angered some Laurelton residents, the need for small local commercial opportunities won out.[207]

5.2.5 Physical Summary

The proposed Laurelton Historic District is characterized by largely consistent lot sizes, setbacks, sidewalks, mature trees, and selection of architectural styles. It presents a cohesive portrait of a suburban neighborhood developed initially for streetcar access and then increasingly for automobiles. Architecture in the study area is predominantly made up of single-family housing built for middle-class residents from 1911 to the 1930s, and then after the local real-estate market recovered from the Great Depression, construction resumed from the 1940s to approximately 1961. The residences reflect common vernacular housing types of these two eras with some sections consisting almost entirely of pre-WWII homes (1911–1930s), some almost entirely of post-WWII homes (1940s–1961), and others comprised of homes from both periods of construction interspersed. Each of these conditions slightly alters the streetscapes throughout the district as they shift between construction periods.

The proposed district includes thirty-six (36) existing CRIS resources (see Table 4 below). The oldest streets in the proposed district predated residential development. Culver Road and Merchants Road, which intersect at the western edge of the district, date back to the pioneer period of the region. Clifford Ave along the northern boundary and Arbutus Ave (now Winton Rd) were in place by 1852 (Map 14) and by 1872 Bach Rd (now Spencer Rd) extended east from Merchants Rd to approximately what is now Whittington Rd, although Whittington did not yet exist. Prior to 1910, these roads and the surrounding landscape east of Culver Rd were agricultural in character with farmhouses and outbuildings set back irregularly from Clifford Ave, Winton Rd, and Spencer Rd. This included the farmhouses of John Derleth (off Clifford Ave), Frederick Baur and M.C. Snyder (off Winton Rd), the Fairview Nurseries (off Merchants Rd), and Henry Bach, E. Heberle, John Frenz, Fred Frenz, and George Ubelhak (off Spencer Rd). Of these many farmhouses, only the John Frenz Residence remains at 400 Spencer Rd (likely built after 1902).

In 1891, the Rochester & Glen Haven Railroad line was completed connecting downtown Rochester with the Glen Haven Hotel, which opened in 1889. The line was converted to electricity in 1896 and soon extended from Rochester to Sodus Bay roughly forty miles to the east. With service every twenty minutes, suburban development in Laurelton was able to begin in earnest. Several new roads were constructed by 1918 including nine east-west roads connecting Culver Rd and Merchants Rd east to the railway line (Melville St, Clarington St, Woodrow Ave, Gordon St., Hurstbourne Rd, Culver Pkwy, Marcellus Ave, Brentwick Rd, and Harwick Rd). Also built were several shorter connecting streets including East View Ave,

[207] "Shelford Rd Rezoning Hit," *Democrat and Chronicle*, Saturday, January 31, 1948, 10.

Vayo St, Garden Dr, Cross St, and Strathmore Dr. At this point, only Spencer Rd extended east past Shelford Rd to Winton Rd.

Eight developments divided the land between these roads including Bedford Manor, Culver Gardens Sub, Brentwick Park, Culver Parkway, Laurelton [Sec A], Fruitdale Park Tract, Spencer Park Sub, and Rutland Park. Most divided the land with similar lot widths and depths with those in the Laurelton Section A along Hurstbourne Ave and in Culver Gardens along Garden Dr being set slightly wider than the others. In 1918, too few buildings appear on plat maps to comment on setbacks, but by 1924, the setbacks along Gordon St (later Falstaff), Spencer Rd, and Woodrow Ave appear consistent with one another.

The largest single residential expansion to the area occurred between 1924 and 1926. General Realty Service announced the expansion of the Laurelton subdivision, previously only including properties along Hurstbourne Rd (between Culver and the railway line) to the full remainder of the neighborhood (Map 33). They constructed Shelford Rd running diagonally through the new Laurelton B Subdivision and Laurelton Addition subdivision parallel with the railway line, extended existing east-west roads past the railway line to Winton Rd giving some of them new names (Brentwick becomes Westchester Ave, Marcellus becomes Laurelton Rd, Gordon becomes Falstaff Rd, Spencer returns to Bach Rd, and Woodrow becomes Tarrington Rd), built new east-west roads from Shelford to Winton (including Queensboro Rd, Yorkshire Rd, Brockley Rd, and Brett Rd), and constructed two new north-south streets (Whittington Rd and Helendale Rd). The new Laurelton lot divisions followed the dimensions of the earlier Laurelton subdivision meaning that along Hurstbourne Rd west of Shelford Rd and throughout the remainder of the neighborhood east of Shelford, all lot sizes were consistent.

Between 1924 and 1931, the area witnessed the construction of approximately six hundred fifty new buildings with roughly four hundred west of Shelford Rd in the earliest part of the neighborhood bringing it to sixty-five percent built. Bedford Manor, Laurelton Section A, and Fruitdale Park Tract were now almost complete. East of Shelford Rd there now stood one hundred sixty new buildings in Laurelton Section B with another one hundred in Laurelton Addition making it near twenty-eight percent built (Map 42). At that time, setbacks are largely consistent throughout the proposed district. Developers relied on the distribution of lots and use of restrictions to produce the general character of each subdivision within the proposed district in each period. These subdivisions combine into an overall cohesive picture. 1918, 1924, and 1931 plat maps of Irondequoit alongside historic photographs show a neighborhood characterized by consistent massing on relatively narrow lots, modest setbacks, mature trees, and sidewalks. With the transition toward personal automobiles, the neighborhood also saw the construction of detached garages on many of the lots. During this period throughout greater Rochester, the construction of detached garages notably outnumbered new homes significantly inflating building industry statistics.

These buildings illustrate contemporaneous suburban architectural styles as indicated by the streetscape photographs. The Photo Key can be found below showing the location of streetscape photos labeled B1–B35. Twentieth-century buildings largely consist of Colonial and English Revival in a variety of sub-types. A small selection includes:

- Side-gabled Colonial Revival (360, 353 Hurstbourne Rd; 221 Westchester Ave, USN: 05508.000245, S/NRHP-Not Eligible)
- Side-gabled Dutch Revival (43, 51, 71, 117, 552 Hurstbourne Rd; 615 Laurelton Rd; 98 Spencer Rd)
- Front-gabled Dutch Revival (80 Eastview Ave, USN: 05508.000285, S/NRHP–Not Eligible; 607 Laurelton Rd; 103, 409 Spencer Rd)
- Bungalow (56 Falstaff Rd, USN: 05508.000867, S/NRHP-Not Eligible; 62 Falstaff Rd, 125–141 Spencer Rd; 95–101 Woodrow Ave)
- American Foursquare in various styles and roof lines (379 Hurstbourne Rd; 96–70, 60, 48 Vayo St; 25–53 Eastview Ave)
- Tudor Revival or "Elizabethan" (127 Harwick Rd; 103 Hurstbourne Rd; 358, 445, 455, 459 Hurstbourne Rd; 520 Hurstbourne Rd, USN: 05508.000286, S/NRHP–Not Eligible; 345, 361 Culver Pkwy; 236–244, 266, 276, 290–312 Westchester Ave; 600 Westchester Ave, USN: 05508.000853, S/NRHP–Undetermined)

It seems the developers and the clients moving to this area of Irondequoit strongly favored the American Foursquare typology (B05: 236–244, 266, 276 Westchester Ave, B06: 215-233 Eastview Ave, 123-91 Culver Parkway) and the Tudor Revival style (B02: 25–53 Eastview Ave) (Figure 81).

The series of residences at 92–97 Hurstbourne Rd, 465–445 Hurstbourne Rd (B25), 66–128 Culver Pkwy, and 307–319 Culver Pkwy (B26) all demonstrate the parallel use of several architectural styles then popular. They also indicate that neighborhood developers did not rely on a single contractor or builder and instead allowed (or required) lot owners to build their own homes. There are some examples of properties in which a series of new buildings with the same overall massing appear together on new plat maps suggesting a builder has purchased a series of lots, constructed new homes, and sold them individually, although this appears far less common than is typical in 1920s suburbs throughout the region and State.

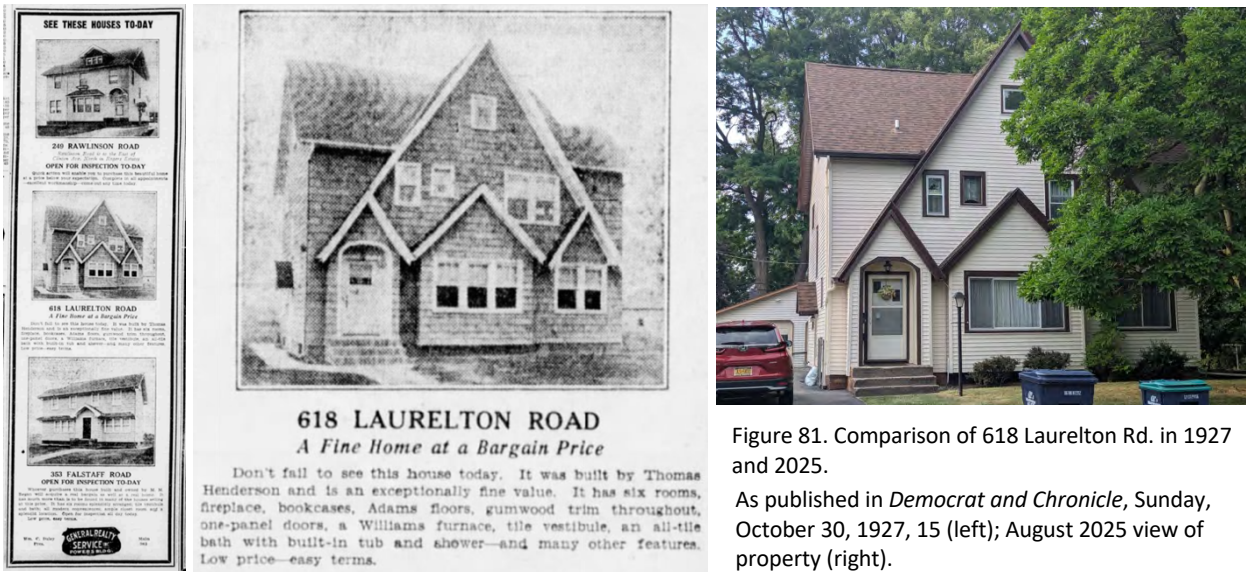


Figure 81. Comparison of 618 Laurelton Rd. in 1927 and 2025.
As published in *Democrat and Chronicle*, Sunday, October 30, 1927, 15 (left); August 2025 view of property (right).

Following near stagnation in the 1930s, residential construction in the Laurelton neighborhood boomed by the mid-1940s. Most of the lots in Laurelton Section B and Laurelton Addition were filled during this period. Yorkshire Rd in the northeast corner of the district best exemplifies the new standards of construction in the 1940s (B36, B38, B39, and especially B35). In 1931, the top three east-west streets in Laurelton Sec B had no more than thirteen residences constructed. By 1959, one hundred forty-four were constructed with only ten empty lots remaining.

Postwar subdivisions demonstrate a shift in design perspective regarding massing and cultural expectations. Deed restrictions in Laurelton subdivisions required main front walls of all buildings be set back not less than forty feet from the front lot line expanding them from twenty-five feet in the 1910s. In 1946, following the foreclosure and purchase of several lots on the north side of Spencer Rd in the Laurelton subdivision, owners petitioned the Town Board to amend deed restrictions allowing new construction within thirty feet of the front lot line. With the assent of all property owners of lots on the north side of Spencer Rd, the Board approved the proposal.[208] The northern side of Brockley St (Laurelton Addition) gives an uncommon illustration of this shift in setbacks from the earlier to later construction periods as the houses sweep back from the street to meet postwar neighborhood standards (Figure 82).



Figure 82. Map diagram showing shift in setbacks on detail of 1959 Plat Map.

New residential construction further amended prior standards by reorienting building massing with more horizontal architectural styles, larger grass lawns, and increased spacing between homes (Figure 83). The buildings are platform-framed often integrating prefabrication and garages, and by the 1960s, new buildings and renovations often including attached garages (B28: 808–780 Laurelton Rd). Postwar buildings in the proposed district largely consist of:

- Minimal Traditional (B14, B18, B20, B30; 433 Tarrington Rd, USN: 05508.000377, S/NRHP-Not Eligible; 35 Clarington Rd, USN: 05508.000752, S/NRHP-Not Eligible; 80 Brockley Rd, USN: 05508.000844, S/NRHP-Not Eligible; 128 Brockley Rd, USN: 05508.000395, S/NRHP-Not Eligible)
- Garrison Revival (69 Queensboro Rd; 43 Yorkshire Rd; 588, 594 Westchester Ave)
- Ranch Style (B27: 547–635 Culver Pkwy; 527 Hurstbourne Rd, USN: 05508.000761, S/NRHP-Undetermined; 524 Laurelton Rd, USN: 05508.000743, S/NRHP-Not Eligible; 163 Falstaff Rd, USN: 05508.000275, S/NRHP-Not Eligible)

[208] "Consenting to the Modification of Restrictions Affecting Lots Situate on the North Side of Spencer Road in Laurelton Subdivision, Section "B," Town of Irondequoit, County of Monroe, State of New York," *Democrat and Chronicle*, Saturday, October 05, 1946, 21.

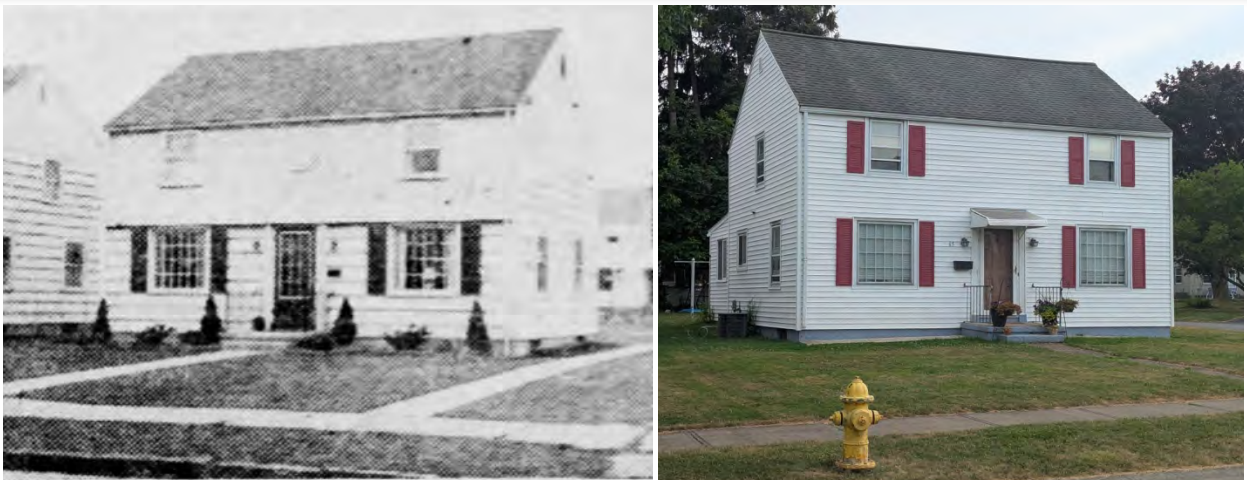


Figure 83. Comparison of 69 Queensboro Rd in 1949 and 2025.
Democrat and Chronicle, Sunday, January 23, 1949, 35 (left); current view of property, August 2025 (right).

A large portion of the proposed district is characterized by a mixture of pre-war and postwar residences. In some instances, pre-war buildings were renovated to postwar standards. The streets integrating buildings from both periods of construction remain cohesive not only despite the variations the styles, but often because of them. The building at 622 Laurelton Rd, for instance, added a two-car, attached garage to a front-gabled, Dutch Revival style home from the 1920s (Figure 84). Likewise, the homes along Westchester Ave shift abruptly in style midway through the block. From 423–377 Westchester Ave (B04), the houses appear standardized postwar suburban, but eastward from 377 toward Shelford Rd they appear 1920s/30s suburban American Foursquare and Tudor. The sometimes-abrupt stylistic shifts including the preference for one-story rather than two-story homes after WWII are mollified by the consistency of lot sizes, setbacks, planting, and building spacing on each block. These mixtures are evident throughout the proposed district (B11, B15, B17, B19, B23; 25-57, 133-217 Harwick Rd).



Figure 84. Front-gabled Dutch Revival with attached two-car garage at 622 Laurelton Rd.

Google map image, April 2025.

Table 4. Existing Resources found in CRIS within proposed Laurelton Historic District.

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
345 Culver Pkwy	Residence	Irondequoit	Monroe	05508.000573	1930	Eligible
228 Westchester Ave	Residence	Irondequoit	Monroe	05508.000895	1944	Undetermined
167 Harwick Rd	Michael & Cherly Tacito Residence	Irondequoit	Monroe	05508.000972	1950	Undetermined
600 Westchester Ave	Residence	Irondequoit	Monroe	05508.000853	1928	Undetermined
171 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000834	1928	Undetermined
327 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000567	1950	Undetermined
527 Hurstbourne Rd	Residence	Irondequoit	Monroe	05508.000761	1951	Undetermined
47 Clarington St	Residence	Irondequoit	Monroe	05508.000888	1940	Undetermined
80 Eastview Ave	Residence	Irondequoit	Monroe	05508.000285	1932	Not Eligible
76 Vayo St	Residence	Irondequoit	Monroe	05508.000356	1951	Not Eligible
619 Shelford Rd	Residence	Irondequoit	Monroe	05508.000270	1962	Not Eligible
181 Harwick Rd	Residence	Irondequoit	Monroe	05508.000372	1952	Not Eligible
191 Harwick Rd	Residence	Irondequoit	Monroe	05508.000697	1949	Not Eligible
221 Westchester Ave	Residence	Irondequoit	Monroe	05508.000245	1930	Not Eligible
473 Shelford Rd	Residence	Irondequoit	Monroe	05508.000898	1930	Not Eligible
524 Laurelton Rd	Residence	Irondequoit	Monroe	05508.000743	1949	Not Eligible
550 Laurelton Rd	Residence	Irondequoit	Monroe	05508.000857	1950	Not Eligible
200 Culver Pkwy	Residence	Irondequoit	Monroe	05508.000348	1930	Not Eligible
520 Hurstbourne Rd	Residence	Irondequoit	Monroe	05508.000286	1940	Not Eligible
56 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000867	1927	Not Eligible
53 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000566	1955	Not Eligible
136 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000402	1930	Not Eligible
123 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000565	1951	Not Eligible
163 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000275	1963	Not Eligible
329 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000727	1946	Not Eligible
207 Spencer Rd	Residence	Irondequoit	Monroe	05508.000699	1951	Not Eligible
417 Spencer Rd	Residence	Irondequoit	Monroe	05508.000230	Unknown	Not Eligible
474 Spencer Rd	Residence	Irondequoit	Monroe	05508.000484	1947	Not Eligible
115 Woodrow Ave	Residence	Irondequoit	Monroe	05508.000347	1947	Not Eligible
433 Tarrington Rd	Residence	Irondequoit	Monroe	05508.000377	1950	Not Eligible
35 Clarington Rd	Residence	Irondequoit	Monroe	05508.000752	1950	Not Eligible
40 Brockley Rd	Residence	Irondequoit	Monroe	05508.000480	1945	Not Eligible
80 Brockley Rd	Residence	Irondequoit	Monroe	05508.000844	1944	Not Eligible
83 Brockley Rd	Residence	Irondequoit	Monroe	05508.000682	1945	Not Eligible
128 Brockley Rd	Residence	Irondequoit	Monroe	05508.000395	1950	Not Eligible
119 Brett Rd	Residence	Irondequoit	Monroe	05508.000305	1947	Not Eligible

Table 5. Individually Eligible Resources within Proposed Laurelton Historic District.

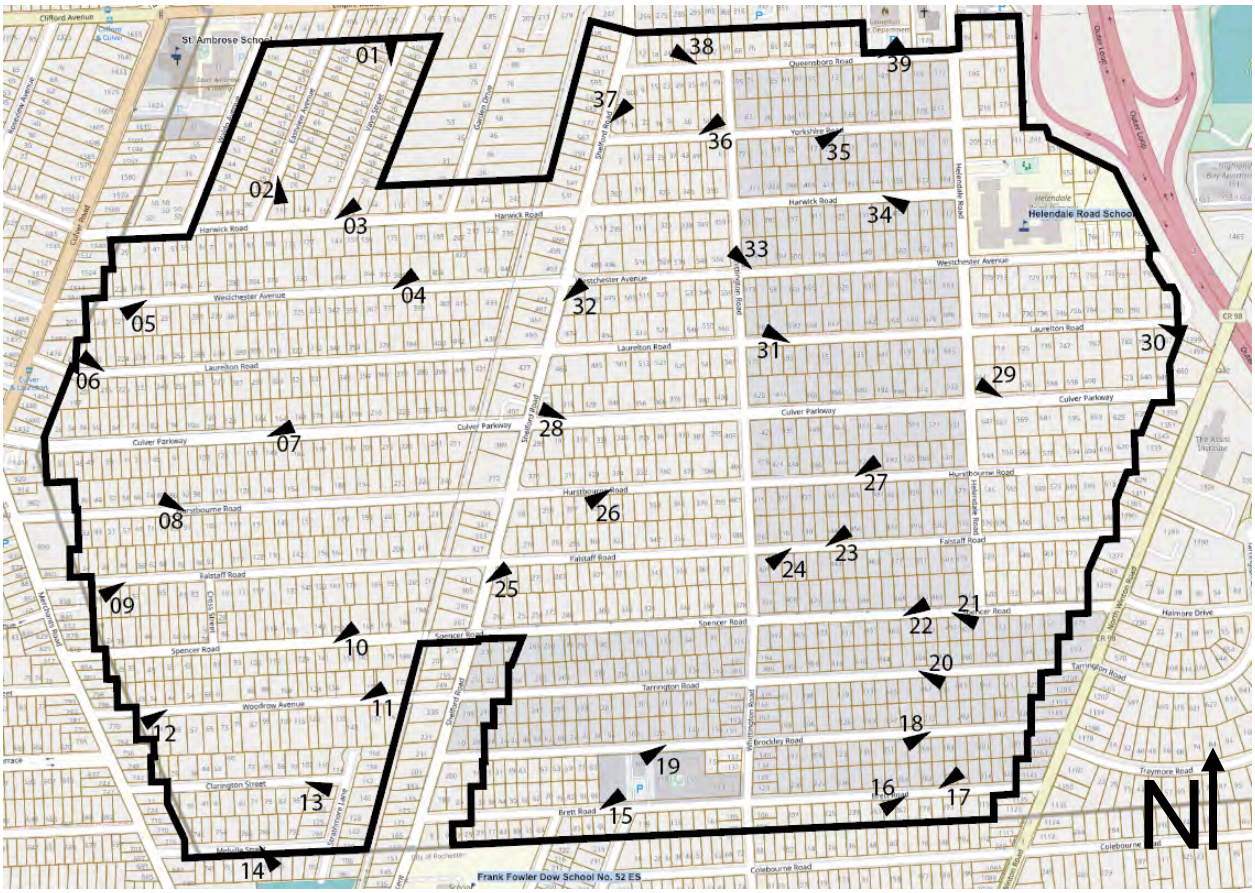
Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
345 Culver Pkwy	Residence	Irondequoit	Monroe	05508.000573	1930	Eligible

Table 6. District Photos Organized By Subdivision

Subdivision	Period of Development	District Photo Numbers
Bedford Manor		B01. View to NE of 70–108 Vayo St B02. View toward NW of 25–47 Eastview Ave
Brentwick Park		B03. View to NW of 130–120 Harwick Rd

		B04. View to NW of 410–390 Westchester Ave B05. View to NE of 236–254 Westchester Ave
Culver Parkway Tract		B06. View toward SW of 233–219 Laurelton Rd B07. View to SW of 123-103 Culver Pkwy
Fruitdale Park Tract		B09. View to NW of 40–20 Falstaff Rd B10. View to SE of 125–141 Spencer Rd
Spencer Park Sub		B11. View to SW of 115–79 Woodrow Ave B12. View to NE of 24–54 Woodrow Ave
Rutland Park Sub		B13. View to SW of 61–25 Clarington St B14. View to SW of 753–741 Melville St B15. View to S of 146–122 Strathmore Ln
Laurelton Section A		B08. View to SW of 57–33 Hurstbourne Rd
Laurelton Sections B		B21. View to NE of 448–516 Spencer Rd B22. View to SW of 437–409 Falstaff Rd B23. View to SW of 311–287 Shelford Rd B24. View to SE of 345–371 Hurstbourne Rd B25. View to SW on 481–425 Hurstbourne Rd B26. View to SE of 307–319 Culver Parkway B27. View to SE of 555–595 Culver Pkwy B28. View to NW of 808–780 Laurelton Rd B29. View to SE of 581–607 Laurelton Rd B30. View to SW of 473–450 Shelford Rd B31. View to SE of 573–601 Westchester Ave B32. View to NW of 458–432 Harwick Rd B33. View to NE of 132–164 Yorkshire Rd B34. View to SW of 577–541 Shelford Rd B35. View to SW of 143–115 Queensboro Rd
Laurelton Addition		B16. View to NW of 96–76 Brett Rd B17. View to NW of 268–236 Brett Rd B18. View to NE of 266–312 Brockley Rd B19. View to NE of 120–146 Brockley Rd B20. View to SW of 467–425 Tarrington Rd

Figure 85. Photo Key for Proposed Laurelton Historic District.



B01	View to NE of 70–108 Vayo St	**B13**	View to SW of 61–25 Clarington St	**B25**	View to SW on 481–425 Hurstbourne Rd
B02	View to NW of 25–47 Eastview Ave	**B14**	View to SW of 753–741 Melville St	**B26**	View to SE of 307–319 Culver Parkway
B03	View to NW of 130–120 Harwick Rd	**B15**	View to S of 146–122 Strathmore Ln	**B27**	View to SE of 555–595 Culver Pkwy
B04	View to NW of 410–390 Westchester Ave	**B16**	View to NW of 96–76 Brett Rd	**B28**	View to NW of 808–780 Laurelton Rd
B05	View to NE of 236–254 Westchester Ave	**B17**	View to NW of 268–236 Brett Rd	**B29**	View to SE of 581–607 Laurelton Rd
B06	View to SW of 233–219 Laurelton Rd	**B18**	View to NE of 266–312 Brockley Rd	**B30**	View to SW of 473–450 Shelford Rd
B07	View to SW of 103–123 Culver Pkwy	**B19**	View to NE of 120–146 Brockley Rd	**B31**	View to SE of 573–601 Westchester Ave
B08	View to SW of 57–33 Hurstbourne Rd	**B20**	View to SW of 467–425 Tarrington Rd	**B32**	View to NW of 458–432 Harwick Rd
B09	View to NW of 40–20 Falstaff Rd	**B21**	View to NE of 448–516 Spencer Rd	**B33**	View to NE of 132–164 Yorkshire Rd
B10	View to SE of 125–141 Spencer Rd	**B22**	View to SW of 437–409 Falstaff Rd	**B34**	View to SW of 577–541 Shelford Rd
B11	View to SW of 115–79 Woodrow Ave	**B23**	View to SW of 311–287 Shelford Rd	**B35**	View to SW of 143–115 Queensboro Rd
B12	View to NE of 24–54 Woodrow Ave	**B24**	View to SE of 345–371 Hurstbourne Rd		

5.3 Proposed St. Paul Corridor Historic District, 1893–1963

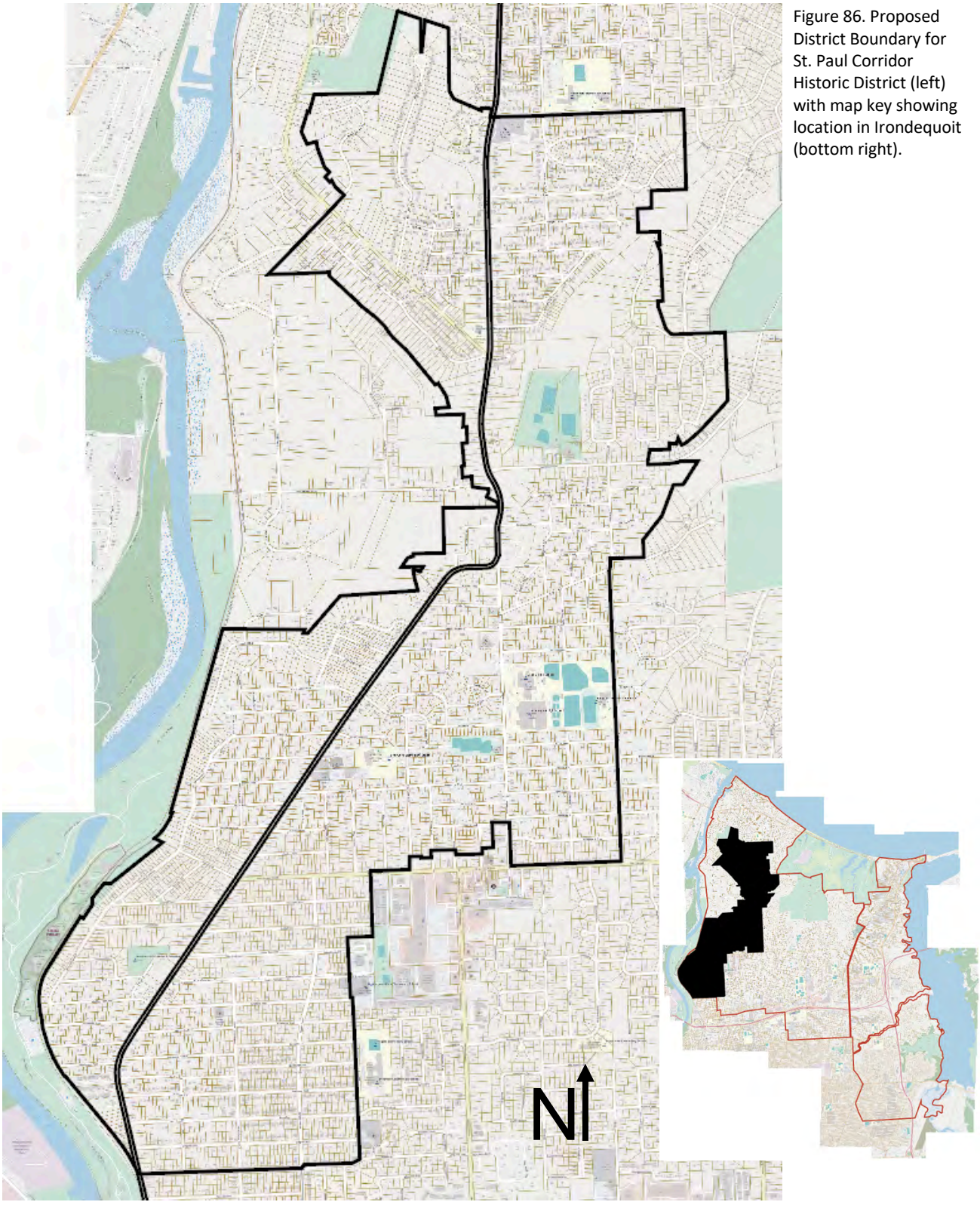


Figure 86. Proposed District Boundary for St. Paul Corridor Historic District (left) with map key showing location in Irondequoit (bottom right).

5.3.1 Location

The proposed St. Paul Corridor Historic District follows the path of St. Paul Blvd along the western edge of the Town of Irondequoit from the Rochester City Line at Long Acre Rd northward to approximately Colebrook Dr. The eastern and western boundaries extend irregularly to either side of St. Paul Blvd (see Figure 86). South of Pine Grove Ave, the proposed district extends eastward from Winona Blvd across St. Paul to one block west of Seneca Ave (south of Titus Ave), Cooper Rd (between Titus Ave and Biltmore Dr), and List Ave (north of Biltmore Dr) inclusive of Van Deben Ln and Pinewood Trail to the east of List Ave. North of Pine Grove Ave to the west of St. Paul Blvd., the proposed district includes Sagamore Dr to Van Voorhis Ave including Valley View Crescent, Thomas Ave to approximately one block beyond Van Voorhis Ave, Mt. Airy Dr along with all the roads connecting it to St. Paul Blvd., and Farrell Terr. To the east of St. Paul Blvd., it includes all of the streets between Sagamore Cir and Colebrook Ave. This large corridor incorporates two (2) existing S/NRHP-Eligible districts (Rogers Fruit Farms Subdivision Historic District, USN: 05508.000391; Seneca Park Tract Subdivision Historic District, USN: 05508.000506), and the S/NRHP-Listed Wimbledon Road Historic District (USN: 05508.000299). The northern edge of the proposed district ends adjacent to the Saint Thomas the Apostle Roman Catholic Church Complex (USN: 05508.000434, S/NRHP-Eligible), and the western boundary is adjacent to the NR-Listed Seneca Park East and West district (03NR05052).

5.3.2 Significance

The proposed St Paul Corridor Historic District is significant under Criterion A in the area of Community Planning and Development. This large district reflects several broader historical transformations impacting residential developments across Irondequoit including the draw of recreation activities in Summerville, construction booms, tensions over City annexations, the Great Depression, and returning G.I.s. The two most relevant are Irondequoit's transition from agricultural to residential land use and the influence transportation infrastructure connecting Rochester to Summerville in the northeast of the Town. The significance of this large district derives from the role of the St Paul transportation corridor in Irondequoit's development. The spatial organization of west Irondequoit reflects an overall organic process driven by many developers each executing their own subdivision plans. Although there were several important transportation routes in nineteenth- and early-twentieth century Irondequoit, St Paul Blvd had a far greater impact the residential development of Irondequoit during its period of significance than any other. The proposed district reflects the three main stages of Irondequoit's residential development. These stages include the late-nineteenth-century proliferation of homes along St Paul Blvd and its quick emergence as a streetcar suburb by the 1910s, the shift from reliance on streetcars alone to the increased use of automobiles into the 1920s, and the closing of streetcar lines to be replaced by bus routes and a heavy reliance on personal automobiles entering the second half of the twentieth century. St Paul Blvd itself is consistent in its agglomeration of buildings from various periods with one lot containing a nineteenth-century farmhouse alongside an early-twentieth-century colonial revival, followed by a mid-century ranch house. Similarly, while some subdivision blocks appear to derive from

one of these periods, others include residences from multiple development stages. The homes along St Paul Blvd tend to have larger setbacks, larger lot sizes, and shifting orientations to the street. The residences within the subdivisions branching off from St Paul Blvd demonstrate relative consistency block-by-block while sometimes showing noteworthy variation between them. What had been widely spaced farm homes were now tightly woven suburban streets winding back-and-forth across St Paul Blvd. Embodying intertwined periods of development anchored to a single transportation route, the proposed St Paul Corridor Historic District demonstrates the full history of Irondequoit suburban development spanning near three-quarters of a century.

The proposed St Paul Corridor Historic District is also significant under Criterion C in the area of Architecture. The individual resources within this large district embody the distinctive characteristics of suburban residential styles and methods of construction across its three stages of construction. These include the shift from stone foundations with wood-frame residences in National Style, Queen Anne, American Foursquare, and Colonial Revival, to the use of concrete foundations for concrete block and wood-frame residences in Colonial Revival, Tudor Revival, and Dutch Revival. By the third period of construction residences can be found in Cape Cod Revival, Garrison Revival, Minimal Traditional, as well as Ranch Style and Split-Levels. Collectively, these individual resources present an intertwined and coherent depiction of changing trends in suburban architectural styles as they relate to shifts in transportation and other cultural shifts. Collectively the individual resources within this large area are significant as an embodiment of a suburban development in the Town of Irondequoit. While reflecting these shifts, the proposed district remains a distinguishable entity retaining an overall sense of cohesion due each subdivision's historic relationship to St Paul Corridor.

The first phase of construction created the transportation corridor and began development along its edges. St Paul St (as it was initially called) appears on historic maps as early as 1852 (Map 14). In order to reach Summerville in the far northwestern corner of the Town through most of the nineteenth century required following St Paul St above Dake's Corners and then either taking Washington Ave to the Lake shore or Thomas Ave to the eastern shore of the Genesee River. Steamboats would leave from either location. One could also cross from Charlotte on the western shore of the Genesee. In 1893, local government granted a charter to a private company to build a turnpike extending St. Paul St all the way to Summerville and the mouth of the Genesee River. The route was quickly electrified and in 1902 was known as the East Side Blvd (Map 22). The increased traffic along this north-south artery spanning the Town catalyzed the first push of early suburban development.

By November 1910, the final tollgate on St Paul closed and the road was deeded to the Town ending the turnpike period (Figure 87). In 1912, the Town paved St Paul Blvd between Dake's Corners and Lake Boulevard in asphalt. Within two years, they extended the asphalt from Dake's Corners south to the Rochester City Line.[209] It is around this time that the availability and affordability of private automobiles

[209] West, *Irondequoit Story*, 44.

expanded significantly increasing demand for parking including the construction of garages for homeowners.





Figure 87. View of a toll house on St. Paul Blvd (no longer extant) and view down St. Paul Blvd looking north in 1918.

(Top) As published in West, *Irondequoit Story*, 45. (Right) As published by Sassaman, *Early Irondequoit*, 41.

During the first three decades of the twentieth century, two surges of economic vitality followed by two steep recessions impacted development in the proposed district. Before WWI, a building boom within greater Rochester sent developers in search of inexpensive property further from the city center that was still desirable to potential homeowners. At the same time, a surge of interest in leisure activities brought ever more travelers down St. Paul on their way to Summerville. While no suburban subdivisions are yet visible north of Ridge Road within the proposed district in 1902 plat maps (Map 22), there are twenty articulated by 1918 (Map 27, Figure 88).







Figure 88. Three views of developments along the St. Paul Corridor, ca.1920s.

Democrat and Chronicle, Sunday, March 20, 1921, 45 (top left); "General Realty Service Opens New Street," Democrat & Chronical, Sunday, August 22, 1926, 52 (bottom left); View of 137 Legran Road in 1920. As published in Sassaman, *Early Irondequoit*, 38 (right).

The second phase of construction came during an interwar building boom and renewed investment in advertising to potential homeowners. U.S. involvement in the First World War had an enormous impact on the construction industry. Almost no new homes appear within these newly outlined subdivisions until the interwar period. With subdivisions and roads already laid out to receive new residences, the proposed district expanded quickly during this period. It received an additional eleven new subdivisions and substantial residential construction of middle-class homes in the Boulevard Crescent, Charlton Estates, Montrose, Summerville Blvd Tract, Rogers Fruit Farms, and Maplehurst subdivisions. A 1926 newspaper article reporting on the success of General Realty Service developments in the proposed district explained that:

> 'If only a small percentage of Sunday visitors carry out their intention of building a home somewhere out in the 'great open spaces' Rochester will surpass all previous figures in that line,' says the company. 'There seems to be a general desire to remove from the crowded sections of the city to some section where a good-sized lot is obtainable at low cost and where suburban roads invite more generous use of the family automobile. 'Already the sales in each of the General Realty tracts are sufficiently numerous to indicate that the next few months will see a home building campaign that will spread the city far beyond its present limits. Tracts which have been farms for years are being improved and divided into lots. Streets are being laid out, sewers are being installed and connections are being made for gas and electric light.[210]

Again in 1929, the Town decided to improve the surface of St. Paul Blvd. At a cost of three-hundred-thousand dollars, the Town taxed those with property along the road itself ten dollars per foot of street frontage.[211] While these taxes may have negatively impacted sales along the boulevard itself, the increased speed of transportation spurred developers to extend their reach further.

As always, the impact of the economic crisis precipitated by the stock market crash in 1929 was quick to affect the construction industry. As with the beginning of WWI, suburban subdivisions continued advertising and attempting to sell property—often with minimal down payments and no-interest loans—while few new homes were built. According to statistics published alongside Map 44, by 1932 the St Paul Corridor included approximately two thousand families with one-thousand six-hundred homes at a median value of $9,137. An additional four hundred homes were rented at a median monthly rate of $67. This represents roughly twice as many residential buildings as there were a decade prior.

Three years later, the Home Owners Loan Corporation (HOLC) released a new set of maps describing greater Rochester including the neighborhoods stretching along St. Paul. These "security maps" were intended for mortgage lenders to help assess whether a neighborhood was a "safe" investment. The HOLC divided the proposed district into two sections with the "best" (coded green) areas to the northwest of St

[210] "Unusual Interest Shown in Realty Developments This Season, Firm Says," *Democrat and Chronicle*, Sunday, August 01, 1926, 56.

[211] West, *Irondequoit Story*, 44.

Paul Blvd and the less safe but “still desirable” (coded blue) areas to the southeast of the corridor (Map 45).

The descriptions provided by HOLC surveyors present a biased portrait of the St. Paul Corridor conflating its public image with monetary value. The “best” areas, according to the HOLC, were inhabited by highly successful white-collar workers alongside business and professional men with incomes between three and ten thousand annually. While homes had decreased in value by approximately twenty-two percent, their maximum values remained over seventeen thousand—roughly ten thousand dollars higher than those in the “still desirable” districts to the southeast. Throughout these areas, they note “exceptionally attractive” homes, “ample room for continued development,” and that the future seems “definitely assured.”

To the southeast in the less desirable and less “safe” areas, inhabitants’ income drops significantly to between two and five thousand annually with homes valuing at a maximum of seven thousand five hundred. HOLC surveyors note the recent popularity of this area among speculative developers who improved large tracts of land purchased from “truck gardens” by improving local civic infrastructure. The area’s principal criticisms are narrow lot sizes and high bonded assessments. “However,” they note, “it seems definitely on the upgrade.”

By the end of the 1930s, the St. Paul corridor had been outfitted with sodium lights earning it the name “Path of Gold” from some advertisers. However, the corridor’s electric streetcars had already been closed with the Summerville Electric Line now operating as a bus route. Removing the final vestige of the proposed district’s connection to its routes as a streetcar suburb, set the stage for low-cost development in the late 1930s and early 1940s. During this period, the few homes constructed reflect these circumstances by continuing to infill existing subdivisions while adapting them to the expectation of private vehicles.

The third phase of construction was part of the post-WWI building boom affecting the entire country. Returning soldiers reignited the housing crisis in the City of Rochester leading developers to look once again to surrounding areas for relief. Irondequoit’s existing subdivisions filled quickly. With renewed vigor, real-estate companies purchased nearly all the remaining agricultural land converting it into new subdivisions. By the early 1960s, development shifted first from large tracts to individual blocks, and then to individual lots. Few open lots remained and buyers seeking postwar living standards appear to have purchased adjacent empty lots to combine the square footage and construct the horizontal massing and wide lawn typical of the postwar Ranch and Split-level.

Because of these intertwined periods of development, the proposed St. Paul Corridor Historic District demonstrates the full history of Irondequoit suburban development spanning near three-quarters of a century. What had been widely spaced farm homes were now tightly woven suburban streets winding back-and-forth across St. Paul Blvd.

5.3.3 Period of Significance Justification

The period of significance begins in 1893 with the extension of St Paul St (as it was then known) from the Town's southern boundary at Longacre Rd through to Summerville in the northeast corner, and it ends in 1963 when the construction of residential suburbs along the St Paul corridor were substantially completed. Transforming St Paul St into St Paul Blvd catalyzed real-estate speculation in Irondequoit. During its seventy-year period of significance, the land within the proposed district transformed from single-family farms to streetcar suburbs, and then into interwar automobile suburbs before finally becoming postwar, commuter suburbs. This proposed district illustrates how three distinct periods of development in Irondequoit's history have been physically interwoven along St Paul Blvd while remaining visible.

From the late-eighteenth century, Irondequoit had been primarily used as agricultural land and the location of several trading sites, each with aspirations to dominate those that surrounded it. The advent of Victorian recreational activities along the Lake and Bay shore transformed popular understandings of Irondequoit, but the landscape itself changed little until the end of the nineteenth century. In 1893, the Turnpike Company received a state charter to transform St Paul St into a smooth gravel boulevard and operate it as a toll road. Having crossed the R.W.&O. railroad tracks with wooden bridges, the new St Paul Blvd was widened to eighty feet along its existing path from the City Line to Colebrook Rd. The 1893 extension of the road continued this new width northward for the first time beyond Colebrook Rd through the Cole and Bietry Farms to a new ferry landing in Summerville in the northeast corner of the Town. In the same year, the Rochester & Irondequoit Railroad Company began purchasing land to construct a new electric trolley line alongside St Paul Blvd. The turnpike was an immediate success and soon became the main artery connecting the citizens of Rochester to the Lake's shore in northwest Irondequoit (Figure 89).[212] For the first time since the 1790s (Map 3), the land in Irondequoit became the subject of real-estate speculation paving the way for the first stage of residential development.

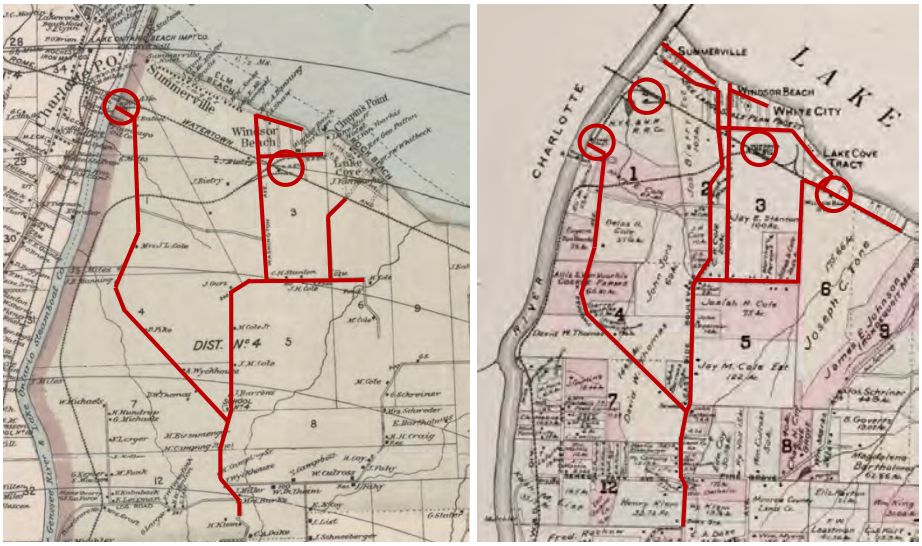


Figure 89. Comparison of 1887 and 1902 maps showing roads and railroad stops leading to Summerville (in red).

[212] Willis G. Broadbooks (ed), *Irondequoit Centennial Album, 1839–1939*, NY: Irondequoit Centennial Committee, 1939, 14–15, 20–21; Maude I. West (Town Historian), *Irondequoit Story: A History of the Town of Irondequoit (Suburb of Rochester, County of Monroe, State of New York) covering the years 1839–1957*, Irondequoit, NY: Town of Irondequoit, 1957, 43.

USGS maps reflected the increasing density of residential development in Irondequoit throughout the first half of the twentieth century (Figure 90). The red shading on the 1935, 1952, and 1971 USGS maps shown below denotes building densities too great to depict by articulating individual footprints or blocks. In the 1935 USGS map (left), no portion of Irondequoit warrants the use of red shading to denote density. By the mid-twentieth century, real estate companies had fully subdivided the easily available land along the St Paul corridor and had begun venturing deeper into the ravines along the southwestern edge of Durand-Eastman Park. The release of the 1952 USGS map (center) illustrates the density of buildings along St. Paul Blvd, which at this point is shaded almost entirely red. By the early 1960s, the proposed district is fully developed and has reached the end of its period of significance. This is illustrated here with the 1971 USGS map (right) showing all residential areas along St Paul Blvd shaded red except for schools or church complexes and the semi-circular area along the western edge known as The Flats.

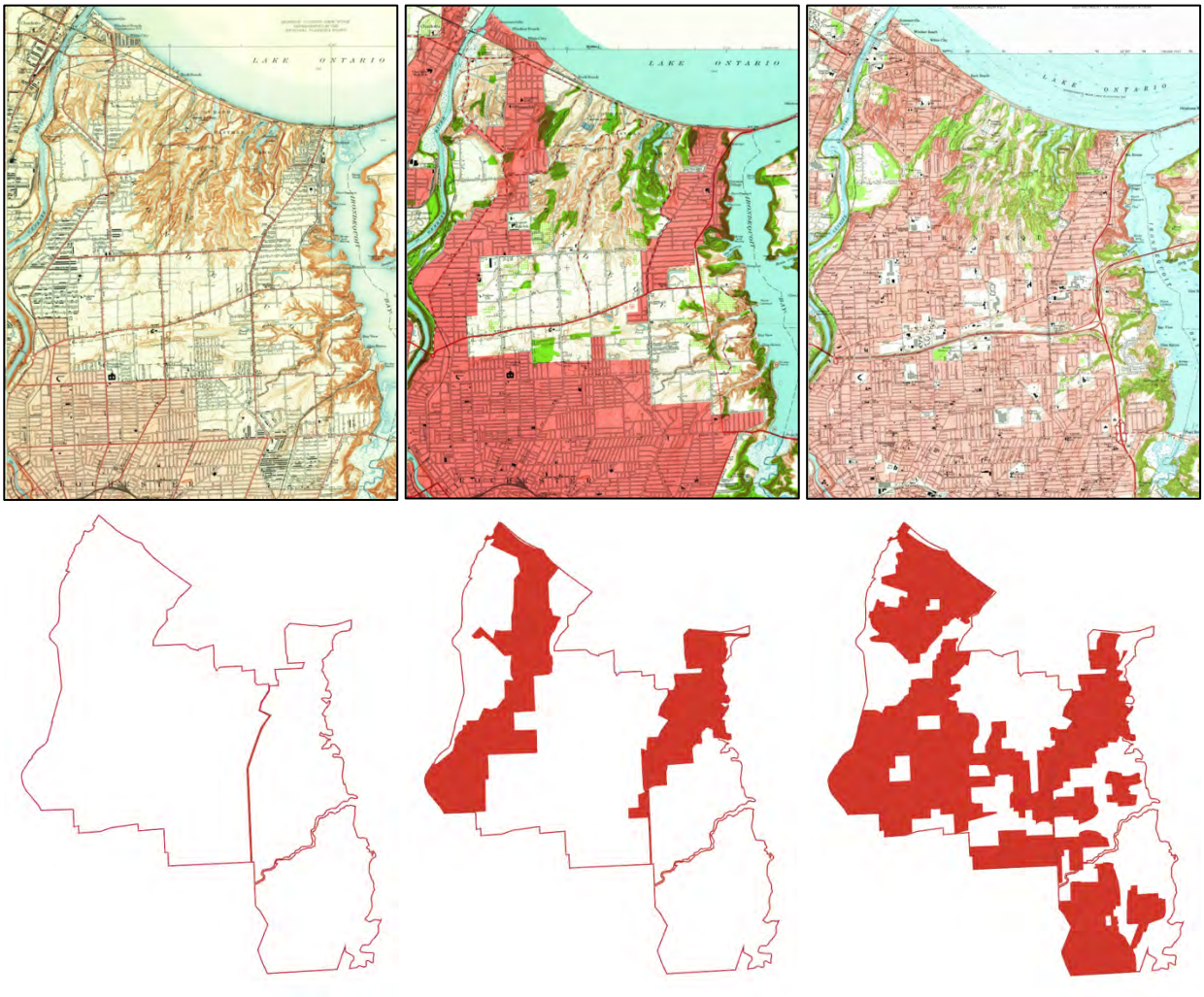


Figure 90. Map diagram showing increasing density of proposed St. Paul Corridor Historic District, ca.1935–1971.
Based on USGS maps of Irondequoit released in 1935, 1952, and 1971. The red tint on the maps indicates densely built-up areas of Irondequoit.

5.3.4 Boundary Justification

The scale of the proposed St Paul Corridor Historic District required several methods of determining district boundaries including the use of plat maps, distance from St Paul Blvd, historic density of residential districts, topography, and the overall cohesion of architectural traits.

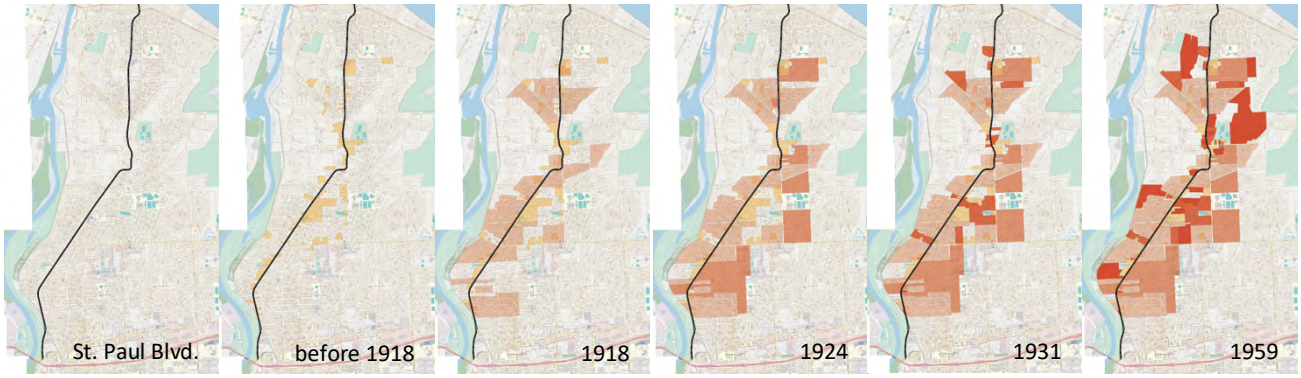


Figure 91. Map diagram showing development of subdivisions in proposed St. Paul Corridor Historic District, ca.1902–1959. Based on the Lathrop Plat Map in 1902 and the G.M. Hopkins Plat Maps in 1918, 1924, 1931, and 1959.

The emergence and proliferation of subdivisions within the proposed district provides the most direct means of locating district boundaries. The history of developing subdivisions across Irondequoit is laid out across several volumes of plat maps released in 1902, 1918, 1924, 1931, and 1959 (Figure 91, Table 7). Over this period the number of individual large- and medium-sized developments expanded from none (0) in 1902, when the area was defined by agriculture, to no fewer than fifty-three (53) in 1959. The 1918, 1924, and 1931 plat maps each show a steadily increasing number from twenty-three (23) to forty-two (42) large- to medium-sized developments and a significant number of small-scale developments focused on fewer than five parcels. Crucially, although well over half of the developments were already established by the mid-1920s, few of them had residences built on more than half of their available lots. Plat maps reveal the edges of residential subdivisions as well as the slow increase of housing density over the period of significance. This method provided the southeastern boundary of the proposed district between Long Acre Rd and Titus Ave east of Seneca Ave where Seneca Side, Rogers Estates, and Rogers Fruit Farms both ended and postwar subdivisions with little relationship to St Paul Blvd emerged.

Table 7. Multi-property subdivisions and the year they first appeared on plat maps.

1918	1924	1931	1959
Seneca Side	Rogers Estates	Minette Village	Oscar Kohl
St. Paul Estates	Titus Estates	Rainsford Park Tract	Arlington Village
Woldach Second Sub	G. Benj. Titus Garden Farms	Green Acres	Bach & Waterstraat
Maplehurst	Parkwood Tract		Chestnut Hills Sub
Summerville Blvd Tract	Rudman Farms		Hedgegarth Amended
Rogers Fruit Farms	Rudman Estates		Pine View Heights
Richland Gardens	Cedarwood		Charles R. Hersey Sub (& other tiny subs)
Charlton Estates	Suburba		Boulevard Heights
Boulevard Fruit Farms	Pinewood		Maywood Hills

1918	1924	1931	1959
Kingston Tract	Summerville Fruit Farms		Mt. Airy Heights
Seneca Park Tract Amended	Maywood		Allis S. Van Voorhis
Parkside Terrace			
Montrose			
Seneca Park Tract			
Winona Terrace			
Boulevard Crescent			
Fairview Farm			
Nowadoga			
Boulevard Manor			
David Thomas Sub			

Topography is also a relevant factor in determining the proposed district boundaries. Historian Joseph Barnes notes that "observations of the city's growth sometimes generated descriptive theories to explain its shape or direction." As one newspaper columnist put it, Barnes explained, "the 'Population of A City is Not Unlike Water in Seeking Level.' In the article following this banner, he stressed that Rochester's growth was now taking place in outlying districts and seemed to move in all directions; hills and other barriers acted as effective, but only temporary, obstacles to this human flood."[213] Irondequoit possesses significant topographical shifts along its eastern and western shorelines at the River and Bay respectively, throughout Durand-Eastman Park, and in the northwestern corner of Town.

A map diagram based on the 1935 USGS survey demonstrates the impact of topography on the proposed district (Figure 92). St Paul Blvd extends northward from Ridge Rd before leading northeast, turning north again at Dake's Corners where it passes along the eastern edge of the Flats, and then extends northward into Summerville. Topographical lines reveal increased elevation change along that path with the most significant shifts occurring between Dake's Corners and Nowadoga pinching the center of the proposed district at this point to little more than the width of St Paul Blvd. These topographical shifts delayed development of certain regions of Irondequoit into the second half of the twentieth century because it was less profitable to develop middle-class suburbs on steep terrain where standardized construction systems were less effective. The eastern boundary along List Ave between Titus Ave and Dake Ave draws in part on historic subdivisions developed in relation to St Paul Blvd, but also on the encroaching ravines coming south/southwest from the Park. The western boundary is first limited by steep drop down to the Genesee River at Seneca Park (in the City of Rochester). Near Dake's Corners the western boundary circumnavigates the area known as the Flats, a floodplain draining into the river. And then, at the northern end of the proposed district, the western boundary is again limited by steep topographical variations along the Genesee and down into the flats.

[213] Barnes, "The City's Golden Age," 13.

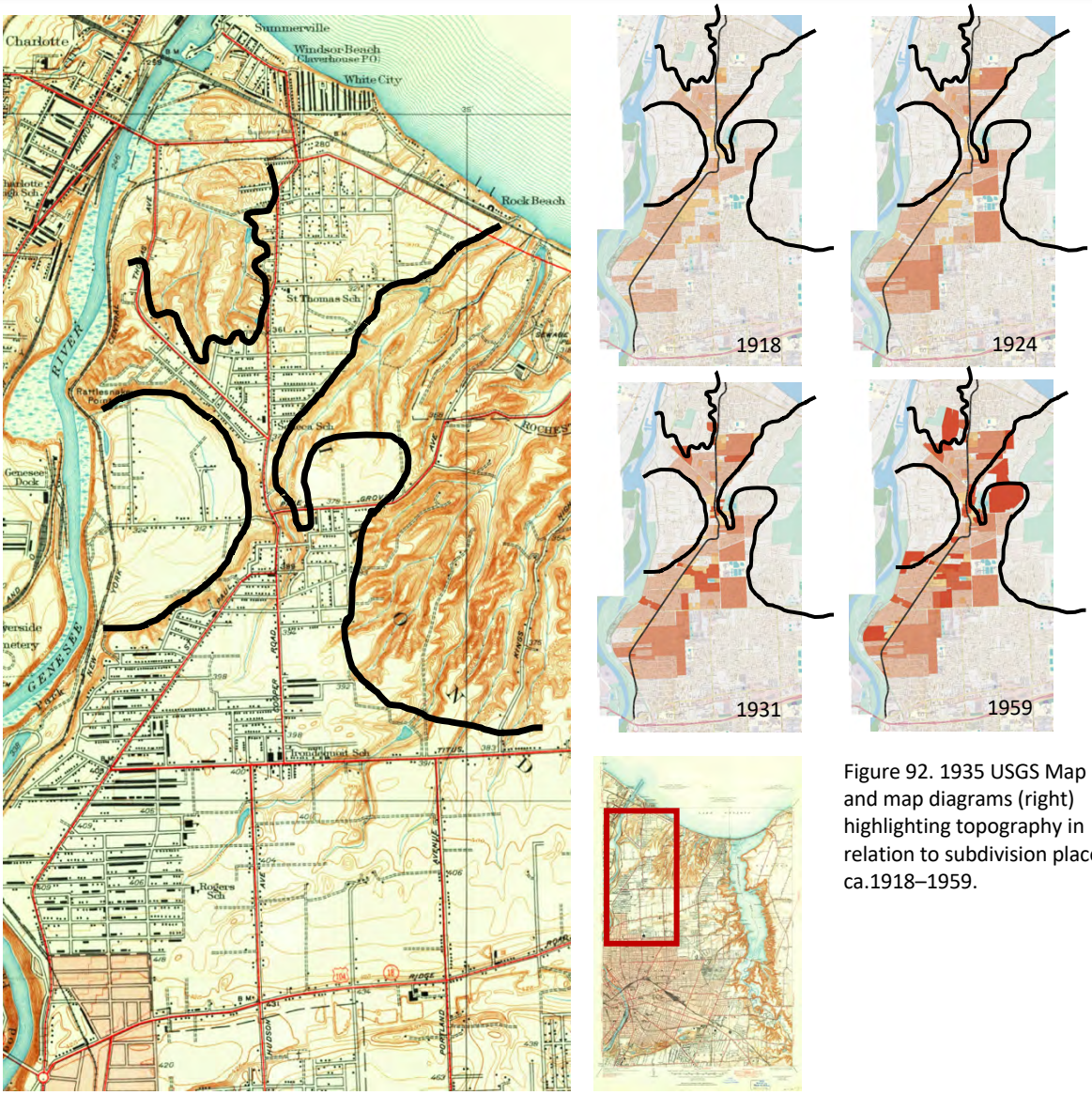


Figure 92. 1935 USGS Map (left) and map diagrams (right) highlighting topography in relation to subdivision placement, ca.1918–1959.

The northern and northwestern boundaries followed both from historic neighborhood boundaries and from overall cohesion of architectural traits. Colebrook Ave was the historic, northern terminus of St Paul St before it became a boulevard. Above Colebrook, the northwestern corner of Irondequoit is characterized by Summerville and its surrounding historic clubs, resorts, leisure activities, and residential neighborhoods. Where residences along the St Paul Corridor are oriented toward the boulevard and the link it provides back to Rochester, the residences in and around Summerville are oriented toward Lake Ontario. A division between the proposed suburban residential district and the recreation-focused areas to the north can be found in the historic boundaries of the White City, Windsor Beach and Summerville Athletic Association, which organized community events, water and sewar infrastructure, and deed restrictions. The southern boundary of the Athletic Association was Cole Rd (now Colebrook Dr) until the early 1930s. This same boundary is echoed in the 1938 HOLC maps of Rochester (Map 45). As St Paul Blvd

approaches Summerville, the houses become increasingly influenced by summertime recreational culture. Additionally, the properties within the present-day Lakeside neighborhood (between Colebrook Ave and Lake Shore Blvd) appear to display less overall integrity than the proposed district to the south. Although it is not a stark difference in integrity, the aggregate effect reinforces this historic boundary. Similarly, the northwestern boundary of the district abruptly concludes along Thomas Ave. Not only does this reflect the historic boundaries of earlier subdivisions, but also the shifting character of the residences which display a different feeling and sense of place easily discernible when compared with any other block within the proposed district.

The southeastern boundaries of the proposed district have been defined according to their proximity to the transportation corridor, emergence of new subdivisions, and overall housing density. This has led to the exclusion of some postwar subdivisions along the southeastern boundary line that might otherwise have been included. Although the architectural integrity of some of these later subdivisions may be sufficient for inclusion, their distance from St Paul Blvd and lack of relationship to pre-WWII development history suggests they ought to be excluded due to their lack of affiliation with the St Paul transportation corridor. For instance, a subdivision between Longacre Rd and Wimbledon Rd, Oak Ln and Hudson Ave immediately south of present-day Southlawn Elementary School was first established by J. Proia & Sons in 1956. The subdivision was roughly contemporaneous with the expansion of the school complex on Oak Ln and required locally contested zoning approval.[214] A 1930 aerial photograph shows the pre-war state of development in this area with nothing but agricultural land between the Hosea Rogers School (red square) and Hudson Ave to the east (black line) (Figure 93). With no change by the release of the 1931 plat maps, it is safe to say the J. Proia & Sons example subdivision along with other nearby postwar subdivisions have little in common with the proposed district's historic narrative and fall outside the boundaries.

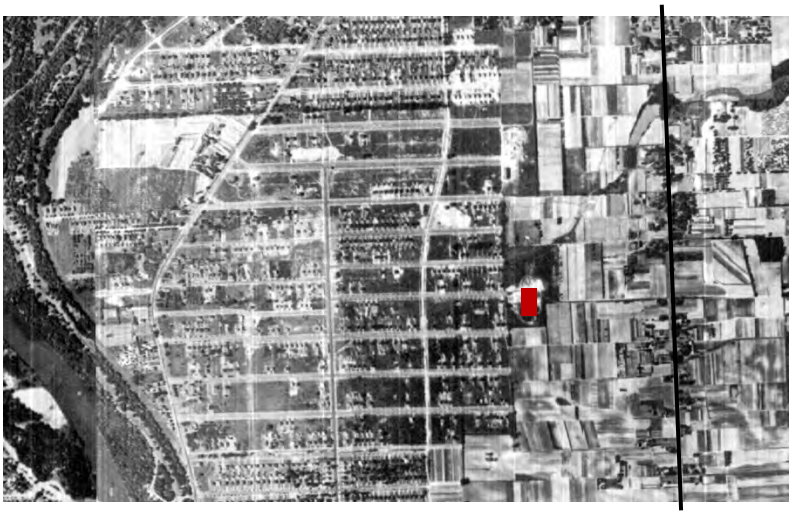


Figure 93. Aerial photo showing clear division between residential development and farmland in 1930.

[214] "Irondequoiters Fight Big Apartment Project," *Democrat and Chronicle*, Tuesday, September 11, 1956, 21.

By determining these proposed district boundaries in conjunction with the broad narrative arc of residential development between 1893 and 1963, it was possible to include several portions of the proposed district that would have been otherwise excluded. Separating out smaller sections within the proposed district would undermine its potential to represent the broad arc of residential development. Outlining a series of smaller districts with several shorter periods of significance or separating them along subdivision boundaries would easily result in more than thirty districts. While some of these would certainly be eligible, others would face difficulties. Despite similar architectural integrity and ability to embody a portion of the Town's development history, many smaller sections would no longer be eligible outside of the broad narrative of Irondequoit's residential development. In addition, some larger sections would likely not be eligible because they are either non-contiguous or could not represent a narrow period of significance.

5.3.5 Physical Summary

The district boundaries include approximately 4,500 residential buildings many with associated garages or outbuildings. There are one hundred thirty-four (134) existing CRIS resources in proposed St. Paul Corridor Historic District (Table 12). Forty-six (46) of the resources *kta* proposes as individually eligible can be found within this proposed district (Table 13). Site surveys, historic context, and plat maps indicate the area eligible under Criterion A in the area of Community Planning and Development, and under Criterion C in the area of Architecture. House styles are typically two-story and two-and-a-half story Colonial Revival, Tudor Revival, and American Foursquare alongside the later introduction of minimal traditional and ranch or split-level style homes within postwar standardized neighborhoods. The character-defining features of residences follow from the architectural styles in use, while the surrounding lot is often impacted by the period the development was initially subdivided and partially filled with buildings.

Along St. Paul Blvd itself, the houses are more varied than within adjacent subdivisions. Nineteenth-century buildings consisting largely of farmhouses and associated outbuildings appear alongside early- and mid-twentieth century homes. These include, for example, farmhouses with Italianate styling (2354 St. Paul Blvd; 2524 St Paul Blvd; 2689 St Paul Blvd) and an 1840s cobblestone residence (2523 St Paul Blvd).

Developers relied on the distribution of lots and use of restrictions to produce the general character of each subdivision within the proposed district in each period. These subdivisions combine into an overall cohesive picture. Subdivisions that appeared on 1918, 1924, and 1931 plat maps of Irondequoit are characterized by consistent massing on relatively narrow lots, modest setbacks, mature trees, and sidewalks. Twentieth-century buildings largely consist of Colonial and English Revival in a variety of sub-types including Side-gabled Colonial Revival (81 Radcliffe Rd, USN: 05508.000390; 381 Titus Ave, USN: 05508.000295; 43, 57 Westbourne Rd), Pyramidal Colonial Revival (83 Wildmere Rd (USN: 05508.000515, Not Eligible, 1924); 71 Radcliffe Rd), Front-gabled Dutch Revival (49, 63 Seville Dr; 63 Radcliff Dr; 30 Elgrove Rd), Side-gabled Dutch Revival (86 Hardison Rd; 198 Longacre Rd; 25, 31 Pontiac Dr; 72 Parkside Crescent); Minimal Traditional variations on prior revival styles (44, 38, 30 Poppy St, USN: 05508.000393;

124 Hermitage Rd, USN: 05508.000344), American Foursquare (49, 55, USN: 05508.000420; 61 Legran Rd; 53 Hoover Rd, USN: 05508.000313), and Tudor Revival or "Elizabethan" (175 Thurlow Ave 175; 73, 67 Thornton Rd, USN: 05508.000738; 120 Hermitage Rd; 2845, 3051 St. Paul Blvd; Tuscarora Dr 35; 887 Titus Ave). There are few examples within the proposed district of Bungalow style residences (109 Mayfair Dr, USN: 05508.000862; 92, 96 Maplehurst Rd; 72 Radcliffe, USN: 05508.000958) and Queen Ann style homes (95/101 Maplehurst Rd; 3745 St Paul Blvd).

Table 8. List of Streetscapes displaying all pre-WWII homes.

Pre-WWII Streetscapes			
C01	View to W of 15–25 Farrell Terr	**C25**	View to SE of 33–49 Winchester
C04	View to NE of 4450–4446 St Paul Blvd	**C28**	View to W/SW of 139–113 Belcoda Dr
C08	View to SE of 17–49 Florenton Rd	**C33**	View to SE of 335–355 Somershire Dr
C09	View to W/SW of 103–69 Hermitage Rd	**C34**	View to SE of 21–48 Thornton Rd
C10	View to S of 4254–4202 St Paul Blvd	**C36**	View to SE of 69–85 Parkside Crescent
C11	View to NW of 222–260 Sagamore Dr	**C45**	View to N of 29–51 Lanvale Park
C12	View to N of 136–164 Thomas Ave	**C47**	View to NE of 170–192 Seville Dr
C13	View to SE of 37–65 Wildmere Rd	**C52**	View to NW of 236–210 Wimbledon Rd
C21	View to W of 95–83 Fairview Crescent	**C53**	View to SE of 149–171 Burwell Rd
C23	View to SE of 63–81 Radcliffe Dr	**C61**	View to NE of 32–40 Longacre Rd
C24	View to NW of 3685–3671 St Paul Blvd		

During the 1930s and 1940s, lot sizes and setbacks remain largely unchanged. Building massing shifts slightly as styles begin shifting toward more horizontal variants including Cape Cods and Garrison Revival homes with an emphasis on side-gabled forms, second-story overhangs, and modest colonial revival ornamentation (87 Biltmore Dr, USN: 05508.000315; 89 Amerige Park). More importantly, homes begin to shrink in size providing the necessary room to allow car-width driveways between each house accessing rear garages now standard with new buildings (Figure 94). Streetscapes along Somershire Dr, Catalpa Rd, Biltmore Rd, Seville Dr, and Pontiac Dr demonstrate this period.



Figure 94. View of houses at 58, 63, 68 Pontiac Dr.

Survey photo, July 2025.

Postwar subdivisions demonstrate a shift in perspective. These areas of the proposed district are characterized by deeper setbacks often with increased spacing between homes, horizontal massing, and broad expanses of lawn. The buildings are platform-framed often integrating prefabrication and attached garages. Postwar buildings appear within standardized layouts with curvilinear streets where possible (as in Greenacres Subdivision) and largely consist of Minimal Traditional including Second-story overhang (95, 109 Mayville Ln; 132 Thorncliffe Dr; 105, 99 Glenmount Dr; 68–64, 58 Pontiac Dr, USN: 05508.000396), Side-gabled (102 Mayville Ln, USN: 05508.000744; 129 Thorncliffe Dr, USN: 05508.000329; 149 Simpson Rd, USN: 05508.000438, Not Eligible, 1949), Front-gabled (60 Thorncliffe Dr; 174 Rawlinson Rd, USN: 05508.000462), Pyramidal (89 Suburba Ave, USN: 05508.000790; 95 Suburba Ave, USN: 05508.000741; 103 Suburba Ave, USN: 05508.000297), and several with the influence of steep Tudor Revival rooflines and asymmetrical chimneys (Figure 95).

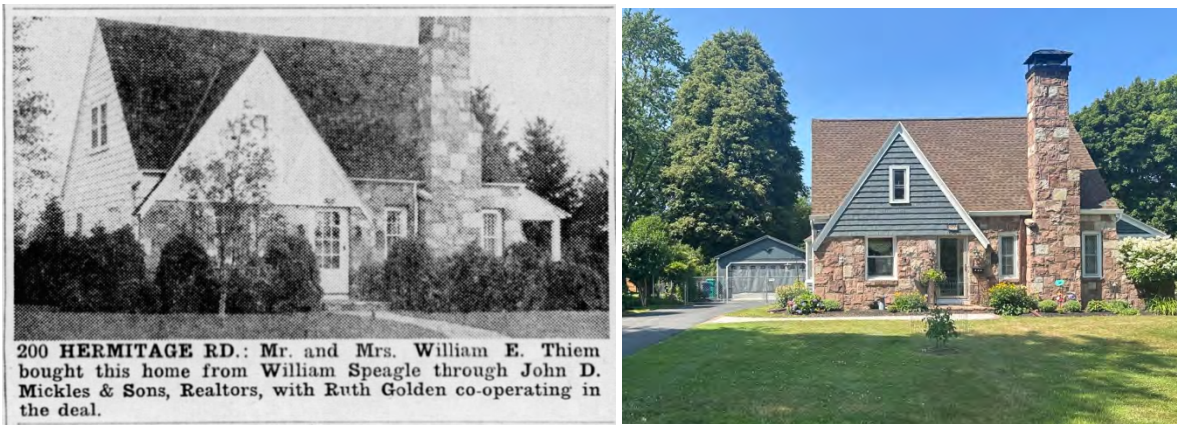


Figure 95. View of 200 Hermitage Rd in 1948 and 2025.
Democrat and Chronicle, Sunday, January 04, 1948, 24 (left); Survey photo, July 2025 (right).

There are also many examples of Ranch style residences (92 Hastings Ln, USN: 05508.000850; 209 Armstrong Ave, USN: 05508.000890; 54 Kohlwood Dr, USN: 05508.000832; 39 Scotch Ln, USN: 05508.000423; 67 Briarwood, USN: 05508.000892; 49 Kohlwood Dr, USN: 05508.000442; 42 Mary Dr, USN: 05508.000421) and some Split-level homes (5 Lanvale Park, USN: 05508.000554).

Table 9. List of Streetscapes displaying all postwar homes.

Post-WWII Streetscapes			
C02	View to N/NE of 290–328 Mt Airy Dr	**C29**	View to NE of 40–46 Thistledown Rd
C03	View to SW of 99–55 Glenmont Dr	**C30**	View to NW of 56–22 Northwick Dr
C05	View to SE of 25–79 Pinecrest Dr	**C31**	View to NW of 230–202 Thorncliffe Dr
C06	View to N/NE of 200–258 Bellehurst Dr	**C35**	View to SE of 144–155 Wyndale Rd
C15	View to SE of 19–37 Sagamore Cir	**C38**	View to W of 65–39 Wicklow Dr
C16	View to NW of 71–107 Cornwall Ln	**C40**	View to N/NE of 30–50 Mayfair Dr
C17	View to NW of 97–127 Charing Rd	**C41**	View to N/NE of 40–64 Mayville Ln
C18	View to NE of 42–66 Tyringham Rd	**C42**	View to SW of 67–37 Briarwood Dr
C19	View to SE of 213–201 Frankland Rd	**C49**	View to NE of 14–54 Mary Dr
C26	View to SE of 9–15 Brentfield Cir	**C50**	View to NE of 132–156 Rogers Pkwy
C27	View to N/NW of 230–194 Chapel Hill Dr	**C59**	View to SE of 251–279 Simpson Rd

Some streetscapes display complete postwar scenes including, for instance, the buildings surrounding the residence at 65 Simpson Rd, 11 Hollymount Rd (USN: 05508.000278), and 39 Wicklow Dr (USN: 05508.000468). While some of the homes along Hedgegarth Dr were built at the end of the 1930s and in the early 1940s, the majority appear built after the end of WWII. These midcentury residences are likely prefabricated kit houses referencing Bungalow-style massing and rooflines (Figure 96).



Figure 96. View of houses at 87–47 Hedgegarth Dr.

Survey photo, July 2025.

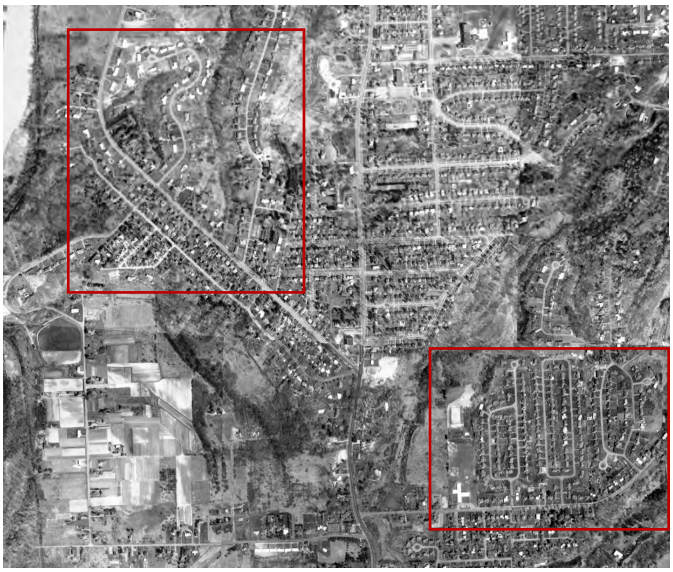






Figure 97. 1961 Aerial Photo of St. Paul Corridor showing two details of postwar developments (left).

Detail of northwestern edge of proposed district showing transition from pre- to post-war land use for suburban developments (top right).

Detail of the eastern edge of proposed district showing three loop developments extending northward from Pinegrove Ave (bottom right).

Kenmore Ln, Hastings Ln, and Charing Rd offer another version of the postwar streetscape with cohesive developments formed as loops where one street divides into two parallel routes that rejoin at the far end of the development. Within these loops, all the residences display the same overall setbacks much larger than pre-war developments, massing, and use of architectural style, often Ranch-style design privileging one-story homes with garages. See, for instance, the residences at 36 Kenmore Ln, USN: 05508.000586; 47 Kenmore Ln, USN: 05508.000264; 161 Hastings Ln, USN: 05508.000856; 192 Charing Rd, USN: 05508.000870. These shifts in land use are visible in aerial photographs where the transition to postwar sections exhibits significantly more space surrounding each home with a longer driveway making a much more tenuous connection to the now curving common road (Figure 97).

At the very end of the period of significance, infill developments from the late 1950s and early-1960s display Ranch-style homes with attached one- and two-car garages emphasizing horizontal expansion and large front lawns (49 Kohlwood Dr, USN: 05508.000442; 42 Mary Dr, USN: 05508.000421; 60 Scholfield Rd W, USN: 05508.000553; 31 Winona Blvd, USN: 05508.000726). See especially Kohlwood Dr and Mary Dr, which display cohesive streetscapes consisting fully of this type (Figures 98, 99).



Figure 98. Views of Kohlwood Dr and Mary Dr, 2025.
Google map images dated April 2025.



Figure 99. 1961 Aerial Photo and detail showing developments west of St. Paul Blvd between Maplehurst Rd and Mary Dr.

Table 10. Existing Resources found in CRIS within Proposed St. Paul Corridor Historic District.

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
201 Wimbledon Rd	Residence Wimbledon Rd Historic District (WRHD)	Irondequoit	Monroe	05508.000924	ca.1927-1928	Listed
202 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000925	ca.1927-1928	Listed
207 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000926	ca.1927-1928	Listed
210 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000927	ca.1927-1928	Listed
213 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000928	ca.1927-1928	Listed
214 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000833	ca.1927-1928	Listed
221 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000929	ca.1927-1928	Listed
222 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000930	ca.1927-1928	Listed
225 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000931	ca.1927-1928	Listed
230 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000932	ca.1927-1928	Listed
233 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000933	ca.1927-1928	Listed
236 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000935	ca.1927-1928	Listed
235 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000934	ca.1927-1928	Listed
242 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000936	ca.1927-1928	Listed
247 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000937	ca.1927-1928	Listed
250 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000938	ca.1927-1928	Listed
253 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000939	ca.1927-1928	Listed
256 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000940	ca.1927-1928	Listed
259 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000941	ca.1927-1928	Listed
262 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000942	ca.1927-1928	Listed
265 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000943	ca.1927-1928	Listed
268 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000944	ca.1927-1928	Listed
271 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000945	ca.1927-1928	Listed
274 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000946	ca.1927-1928	Listed
279 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000947	ca.1927-1928	Listed
282 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000948	ca.1927-1928	Listed
281 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000279	ca.1927-1928	Listed
288 Wimbledon Rd	Model House (WRHD)	Irondequoit	Monroe	05508.000244	ca.1927-1928	Listed, Local landmark
287 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000949	ca.1927-1928	Listed
294 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000950	ca.1927-1928	Listed
300 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000951	ca.1927-1928	Listed

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
644 Titus Ave	Irondequoit United Church of Christ	Irondequoit	Monroe	05508.000215	ca.1926	Listed
78 Seville Dr	Residence	Irondequoit	Monroe	05508.000388	1925	Eligible
305 Titus Ave	Residence	Irondequoit	Monroe	05508.000288	ca.1920s	Eligible
254 Belcoda Dr	Residence	Irondequoit	Monroe	05508.000236	1927	Eligible
350 Cooper Rd	Ruben Dake Junior High School	Irondequoit	Monroe	05508.000212	1931, 1987, 1993	Eligible
209 Armstrong Ave	Residence	Irondequoit	Monroe	05508.000890	1953	Undetermined
2523 St. Paul Blvd.	Flint-Grumwood House	Irondequoit	Monroe	05508.000003	1830s	Undetermined; local landmark
2689 St Paul Blvd	Hosea Rogers House	Irondequoit	Monroe	05508.000001	1836, 1851–1852	Undetermined
54 Kohlwood Dr	Residence	Irondequoit	Monroe	05508.000832	1962	Undetermined
251 Daley Blvd	Residence	Irondequoit	Monroe	05508.000921	1947	Undetermined
46 Seville Dr	Fraizer Residence	Irondequoit	Monroe	05508.000784	1923	Undetermined
75 Thorndyke Rd	Montebella Residence	Irondequoit	Monroe	05508.000748	1929	Undetermined
32 Titus Ave	Residence	Irondequoit	Monroe	05508.000854	1920	Undetermined
248 Belcoda Dr	Residence	Irondequoit	Monroe	05508.000900	1928	Undetermined
78 Hardison Rd	Residence	Irondequoit	Monroe	05508.000755	1928	Undetermined
109 Mayfair Dr	Residence	Irondequoit	Monroe	05508.000862	1928	Undetermined
102 Mayville Ln	Residence	Irondequoit	Monroe	05508.000744	1965	Undetermined
129 Thorncliffe Dr	Residence	Irondequoit	Monroe	05508.000329	ca.1950s	Undetermined
81 Radcliffe Rd	Residence	Irondequoit	Monroe	05508.000390	ca.1925	Undetermined
100 Radcliffe Rd	Residence	Irondequoit	Monroe	05508.000369	1888	Undetermined
67 Thornton Rd	Dimartino Residence	Irondequoit	Monroe	05508.000738	1930	Undetermined
53 Hoover Rd	Residence	Irondequoit	Monroe	05508.000313	1930	Undetermined
3736 St Paul Blvd	Resurrection Lutheran Church	Irondequoit	Monroe	05508.000829	1927	Undetermined
30 Poppy St	Residence	Irondequoit	Monroe	05508.000393	1930	Undetermined
92 Hastings Ln	Residence	Irondequoit	Monroe	05508.000850	1952	Undetermined
230 Long Acre Rd	Chue Lin Shao Residence	Irondequoit	Monroe	05508.000967	1928	Not Eligible
149 Simpson Rd	Residence	Irondequoit	Monroe	05508.000438	1949	Not Eligible
65 Simpson Rd	Residence	Irondequoit	Monroe	05508.000419	1951	Not Eligible
234 Simpson Rd	Residence	Irondequoit	Monroe	05508.000467	1951	Not Eligible
224 Simpson Rd	Residence	Irondequoit	Monroe	05508.000368	1928	Not Eligible
174 Rawlinson Rd	Residence	Irondequoit	Monroe	05508.000462	1940	Not Eligible
49 Westbourne Rd	Residence	Irondequoit	Monroe	05508.000686	1939	Not Eligible
21 Northfield Rd	Residence	Irondequoit	Monroe	05508.000460	1950	Not Eligible
155 Burwell Rd	Residence	Irondequoit	Monroe	05508.000334	1928	Not Eligible
29 Burwell Rd	Residence	Irondequoit	Monroe	05508.000590	1950	Not Eligible
44 Armstrong Ave	Residence	Irondequoit	Monroe	05508.000218	ca.1925-29	Not Eligible
90 Covington Rd	Residence	Irondequoit	Monroe	05508.000300	1941	Not Eligible
76 Maplehurst Rd	Residence	Irondequoit	Monroe	05508.000923	1921	Not Eligible
6 Maplehurst Rd	Residence	Irondequoit	Monroe	05508.000323	1927	Not Eligible
31 Winona Blvd	Residence	Irondequoit	Monroe	05508.000726	1965	Not Eligible
60 Scholfield Rd W	Residence	Irondequoit	Monroe	05508.000553	1957	Not Eligible
87 Wimbledon Rd	Residence	Irondequoit	Monroe	05508.000281	ca.1927–1928	Not Eligible
396 Wimbledon Rd	Residence	Irondequoit	Monroe	05508.000425	1930	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
42 Mary Dr	Residence	Irondequoit	Monroe	05508.000421	1960	Not Eligible
49 Kohlwood Dr	Residence	Irondequoit	Monroe	05508.000442	1962	Not Eligible
224 Seville Dr	Residence	Irondequoit	Monroe	05508.000424	1938	Not Eligible
189 Thorndyke Rd	Mercado & Gerena Residence	Irondequoit	Monroe	05508.000271	1955	Not Eligible
251 Thorndyke Rd	Residence	Irondequoit	Monroe	05508.000529	1939	Not Eligible
405 Titus Ave	Residence	Irondequoit	Monroe	05508.000597	1928	Not Eligible
381 Titus Ave	Residence	Irondequoit	Monroe	05508.000295	1928	Not Eligible
141 Thorndyke Rd	Residence	Irondequoit	Monroe	05508.000735	1925	Not Eligible
142 Amerige Park	Residence	Irondequoit	Monroe	05508.000816	1936	Not Eligible
5 Lanvale Park	Residence	Irondequoit	Monroe	05508.000554	1958	Not Eligible
364 Winona Blvd	Residence	Irondequoit	Monroe	05508.000733	1950	Not Eligible
39 Wicklow Dr	Residence	Irondequoit	Monroe	05508.000468	1951	Not Eligible
68 Parkside Cresc.	Residence	Irondequoit	Monroe	05508.000311	1928	Not Eligible
79 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000531	1939	Not Eligible
58 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000396	1948	Not Eligible
26 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000269	1934	Not Eligible
55 Le Gran Rd	Residence	Irondequoit	Monroe	05508.000420	1925	Not Eligible
135 Catalpa Rd	Residence	Irondequoit	Monroe	05508.000367	1924	Not Eligible
66 Catalpa Rd	Residence	Irondequoit	Monroe	05508.000430	1930	Not Eligible
23 Chelsea Rd	Residence	Irondequoit	Monroe	05508.000718	1928	Not Eligible
3489 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000341	1915	Not Eligible
55 Charlton Rd	Residence	Irondequoit	Monroe	05508.000302	1920	Not Eligible
59 Hardison Rd	Residence	Irondequoit	Monroe	05508.000535	1929	Not Eligible
22 Elgrove Rd	Residence	Irondequoit	Monroe	05508.000337	1928	Not Eligible
67 Briarwood Dr	Residence	Irondequoit	Monroe	05508.000892	1955	Not Eligible
45 Cooper Rd	Irondequoit Public Library	Irondequoit	Monroe	05508.000235	1963	Not Eligible
68 Chimayo Rd	Karla Gaetano Residence	Irondequoit	Monroe	05508.000977	1929	Not Eligible
168 Somershire Dr	Residence	Irondequoit	Monroe	05508.000668	1929	Not Eligible
272 Somershire Dr	Residence	Irondequoit	Monroe	05508.000598	1928	Not Eligible
310 Somershire Dr	Residence	Irondequoit	Monroe	05508.000496	1945	Not Eligible
123 Oneta Rd	Residence	Irondequoit	Monroe	05508.000907	1950	Not Eligible
221 Cooper Rd	Irondequoit HS Gym	Irondequoit	Monroe	05508.000680	1997	Not Eligible
11 Hollymount Rd	Residence	Irondequoit	Monroe	05508.000278	1947	Not Eligible
46 Placid Pl	Residence	Irondequoit	Monroe	05508.000716	1954	Not Eligible
72 Radcliffe Rd	Hillary Cardin Residence	Irondequoit	Monroe	05508.000958	1932	Not Eligible
840 Titus Ave	Residence	Irondequoit	Monroe	05508.000759	1955	Not Eligible
107 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000272	1949	Not Eligible
152 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000319	1939	Not Eligible
179 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000572	1952	Not Eligible
169 Wyndale Rd	Residence	Irondequoit	Monroe	05508.000532	1945	Not Eligible
156 Thornton Rd	Residence	Irondequoit	Monroe	05508.000375	1945	Not Eligible
260 Cooper Rd	Irondequoit High School	Irondequoit	Monroe	05508.000219	1948	Not Eligible
87 Biltmore Dr	Residence	Irondequoit	Monroe	05508.000315	1940	Not Eligible
175 Biltmore Dr	Residence	Irondequoit	Monroe	05508.000513	1946	Not Eligible
12 Dover Rd	Residence	Irondequoit	Monroe	05508.000444	1947	Not Eligible
89 Suburba Ave	Residence	Irondequoit	Monroe	05508.000790	1946	Not Eligible
95 Suburba Ave	Residence	Irondequoit	Monroe	05508.000741	1945	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
103 Suburba Ave	Residence	Irondequoit	Monroe	05508.000297	1950	Not Eligible
30 Nob Hill	Budny Residence	Irondequoit	Monroe	05508.000274	1915	Not Eligible
81 Pinegrove Ave	Residence	Irondequoit	Monroe	05508.000509	1983	Not Eligible
154 Pinegrove Ave	Senior Center	Irondequoit	Monroe	05508.000233	1954	Not Eligible
36 Kenmore Ln	Residence	Irondequoit	Monroe	05508.000586	1953	Not Eligible
47 Kenmore Ln	Residence	Irondequoit	Monroe	05508.000264	1950	Not Eligible
161 Hastings Ln	Residence	Irondequoit	Monroe	05508.000856	1951	Not Eligible
192 Charing Rd	Residence	Irondequoit	Monroe	05508.000870	1951	Not Eligible
39 Scotch Ln	Residence	Irondequoit	Monroe	05508.000423	1952	Not Eligible
83 Wildmere Rd	Residence	Irondequoit	Monroe	05508.000515	1924	Not Eligible
124 Hermitage Rd	Residence	Irondequoit	Monroe	05508.000344	1936	Not Eligible
115 Glenmont Dr	Residence	Irondequoit	Monroe	05508.000330	1951	Not Eligible
4143 St Paul Blvd	Seneca Elementary School	Irondequoit	Monroe	05508.000220	1922	Not Eligible

Table 11. Individually Eligible Resources within Proposed St. Paul Corridor Historic District.

Address	Property Name	USN	Year Built	S/NRHP Status
78 Seville Dr	Residence	05508.000388	1925	Eligible
305 Titus Ave	Residence	05508.000288	ca.1920s	Eligible
254 Belcoda Dr	Residence	05508.000236	1927	Eligible
350 Cooper Rd	Ruben Dake Junior High School	05508.000212	1931, 1987, 1993	Eligible
2523 St. Paul Blvd.	Flint-Grumwood House	05508.000003	1830s	Undetermined, Local landmark, Proposed Eligible by *kta*
2689 St Paul Blvd	Hosea Rogers House	05508.000001	1851–1852	Undetermined, Proposed Eligible by *kta*
4143 St Paul Blvd	Seneca Elementary School	05508.000220	1922	Not Eligible, Proposed Eligible by *kta*
53 Hoover Rd	Residence	05508.000313	1930	Undetermined; Proposed Eligible by *kta*
2354 St. Paul Blvd	Simpson Farmhouse	Not Assigned	1876	Proposed eligible by kta
2524 St Paul Blvd	Rogers-Armstrong Farmhouse	Not Assigned	1852	Local landmark, Proposed eligible by kta
95/101 Maplehurst Rd	Queen Ann Residence	Not Assigned	1905	Proposed eligible by kta
2627 St Paul Blvd	W.H. Rogers Residence	Not Assigned	ca.1918	Proposed eligible by kta
2691 St Paul Blvd	Residence and Outbuildings associated with H. Rogers estate	Not Assigned	1920	Proposed eligible by kta
4185 St Paul Blvd	Residence	Not Assigned	1914	Local landmark; Proposed eligible by kta
334 Titus Ave	Aladdin Kit House Residence	Not Assigned	ca.1916–26	Proposed eligible by kta
959 Winona Blvd	Bemish-Schantz House	04540.001457	1917	Undetermined; Local landmark; Proposed eligible by kta
140 Kindlewood Ln	Isaac Butts House	Not Assigned	1839	Proposed eligible by kta
295 Colebrook Dr	Italianate Farmhouse	Not Assigned	1860	Proposed eligible by kta
138 Washington Ave	Nun's House of St. Thomas the Apostle	Not Assigned	1929	Proposed eligible by kta
33 Dorvid Rd	Residence	Not Assigned	1912	Proposed eligible by kta
3745 St. Paul Blvd	Klem House	Not Assigned	1881	Proposed eligible by kta

Address	Property Name	USN	Year Built	S/NRHP Status
4300 St. Paul Blvd	Bob Wegman Residence	Not Assigned	1928	Proposed eligible by kta
37 Thatcher Rd	Bungalow	Not Assigned	1916	Proposed eligible by kta
4213 St Paul Blvd	Hattie Robinson Residence	Not Assigned	1914	Proposed eligible by kta
2956 St Paul Blvd	Norwich Residence	Not Assigned	ca.1919	Proposed eligible by kta
4057 St Paul Blvd	Residence	Not Assigned	1920	Proposed eligible by kta
72 Dorvid Rd	"The Spirit House"	Not Assigned	1924	Proposed eligible by kta
70 Westbourne Rd	Residence	Not Assigned	1929	Proposed eligible by kta
190 Bellehurst Dr	Richard Young Residence	Not Assigned	1940	Proposed eligible by kta
14 Mt. Airy Dr	Locurcio Residence	Not Assigned	1954	Proposed eligible by kta
150 Mt Airy Dr	Freeman Residence	Not Assigned	ca.1950-55	Proposed eligible by kta
164 Mt Airy Dr	Wolfe Residence	Not Assigned	1959–60	Proposed eligible by kta
414 Mt Airy Dr	Residence	Not Assigned	1950	Proposed eligible by kta
3883 St Paul Blvd	Giordano Residence	Not Assigned	1955	Proposed eligible by kta
3549 St. Paul Blvd	Spencer Residence	Not Assigned	1972	Proposed eligible by kta
219 Northfield Road	Hosea Rogers Middle School	Not Assigned	1928	Proposed eligible by kta
350 Cooper Rd	Ruben Dake Junior High School	05508.00021	1931, 1987, 1993	Eligible
4143 St Paul Blvd	Seneca Elementary School	Not Assigned	1922	Proposed eligible by kta
3176 St Paul Blvd	St. Mary the Protectress Ukrainian Autocephalous Orthodox Church	Not Assigned	ca.1971–75	Proposed eligible by kta
3200 St Paul Blvd	Temple Beth David building (now occupied by Slavic Bible Baptist Church)	Not Assigned	1963–69	Proposed eligible by kta
3736 St Paul Blvd	Resurrection Lutheran Church	05508.000829	1927	Undetermined; Local landmark; Proposed eligible by kta
401 Rogers Pkwy	St. Mary Margaret Parish Campus	Not Assigned	1949	Proposed eligible by kta
759 Winona Blvd	Trinity Communion Church / All Saints Anglican	Not Assigned	1949	Proposed eligible by kta
121 Scholfield Rd	Seneca United Methodist Church	Not Assigned	1932, 1950–51	Proposed eligible by kta
23/29 Armstrong Ave	Rogers Cemetery	Not Assigned	ca.1840	Proposed eligible by kta

Figure 100. Photo Key of Proposed St. Paul Corridor Historic District.

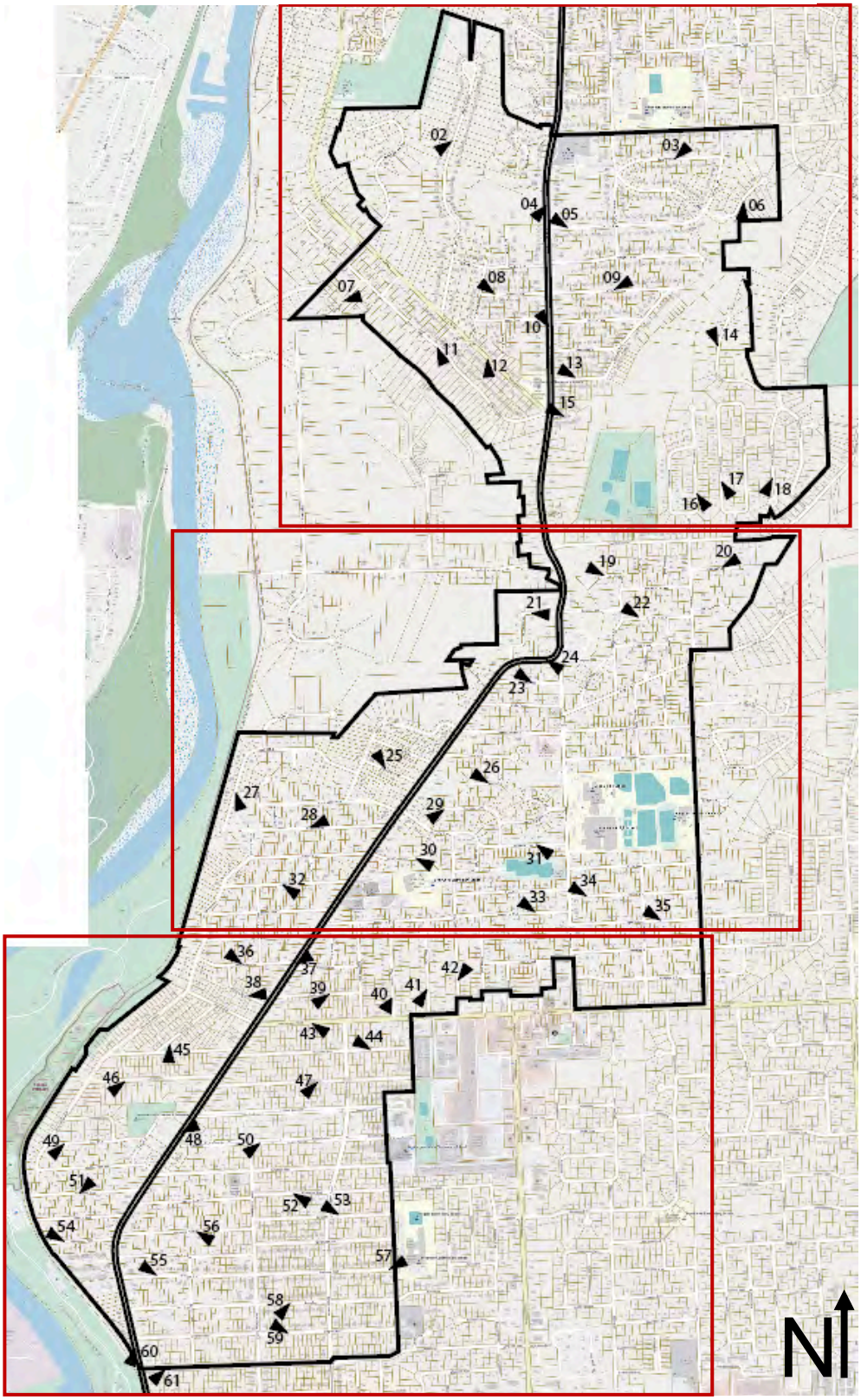
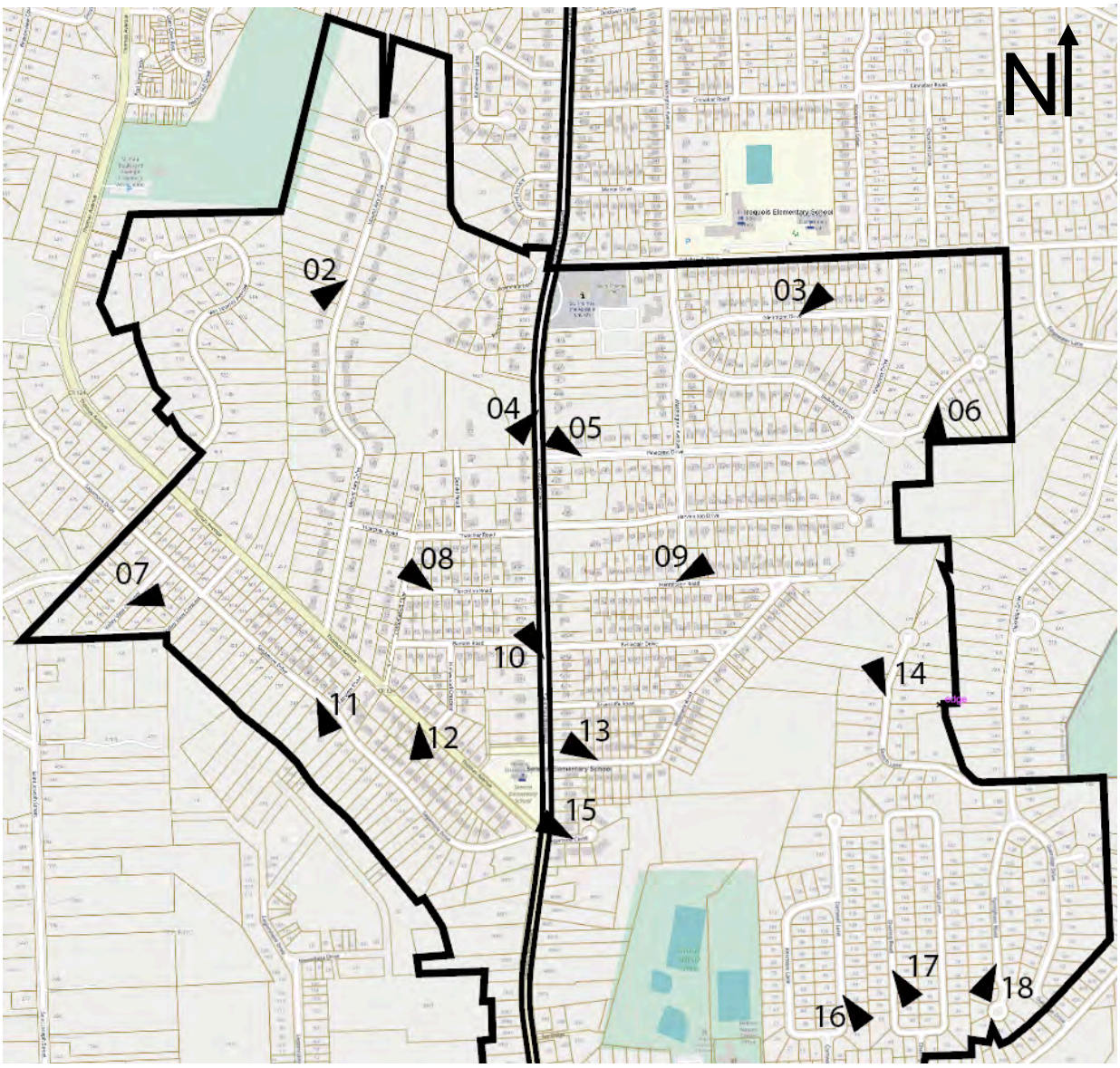


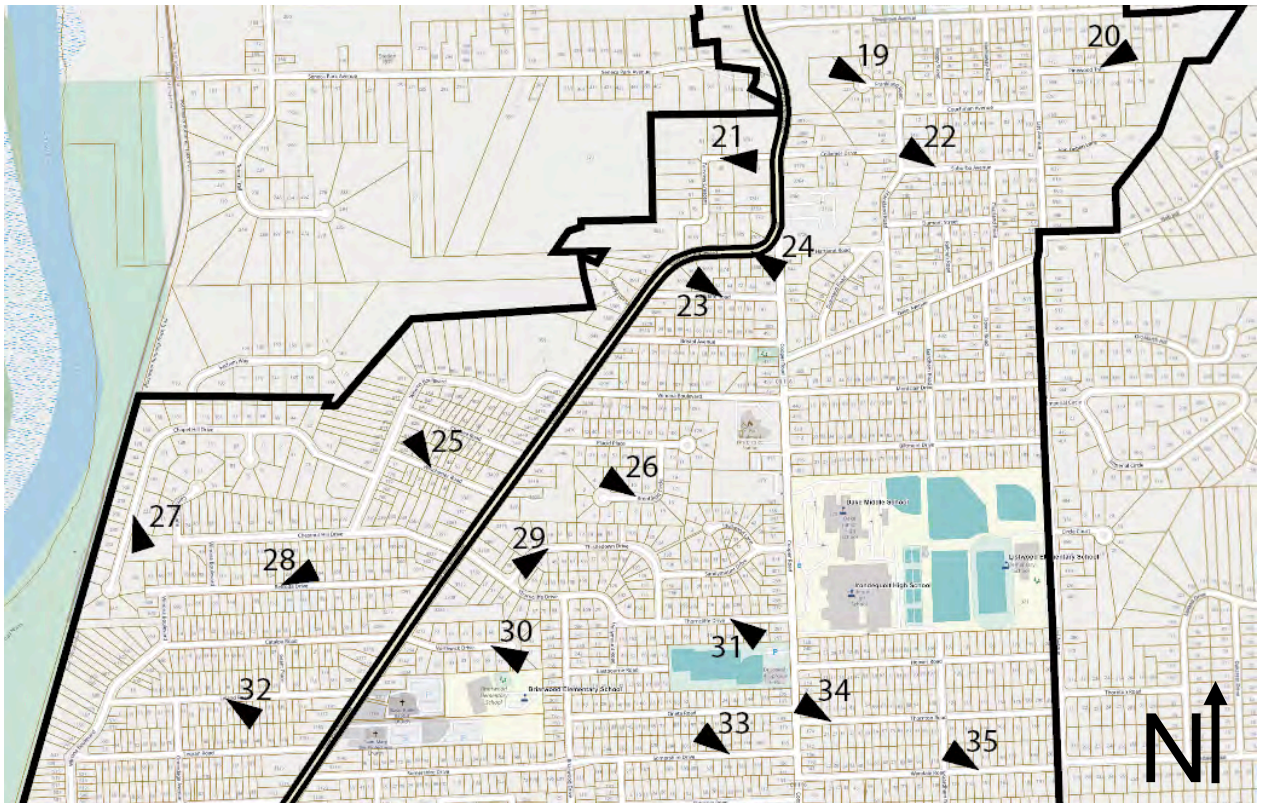
Figure 101. Section A detail of Photo Key for St. Paul Corridor Historic District.



C02*	View to N/NE of 290–328 Mt Airy Dr	**C11**	View to N of 136–164 Thomas Ave
C03	View to SW of 99–55 Glenmont Dr	**C12**	View to N of 136–164 Thomas Ave
C04	View to NE of 4450–4446 St Paul Blvd	**C13**	View to SE of 37–65 Wildmere Rd
C05	View to SE of 25–79 Pinecrest Dr	**C14**	View to NE of 60–78 Scotch Ln
C06	View to N/NE of 200–258 Bellehurst Dr	**C15**	View to SE of 19–37 Sagamore Cir
C07	View to SW of 159–145 Valley View Cres	**C16**	View to NW of 71–107 Cornwall Ln
C08	View to SE of 17–49 Florenton Rd	**C17**	View to NW of 97–127 Charing Rd
C09	View to W/SW of 103–69 Hermitage Rd	**C18**	View to NE of 42–66 Tyringham Rd
C10	View to S of 4254–4202 St Paul Blvd		

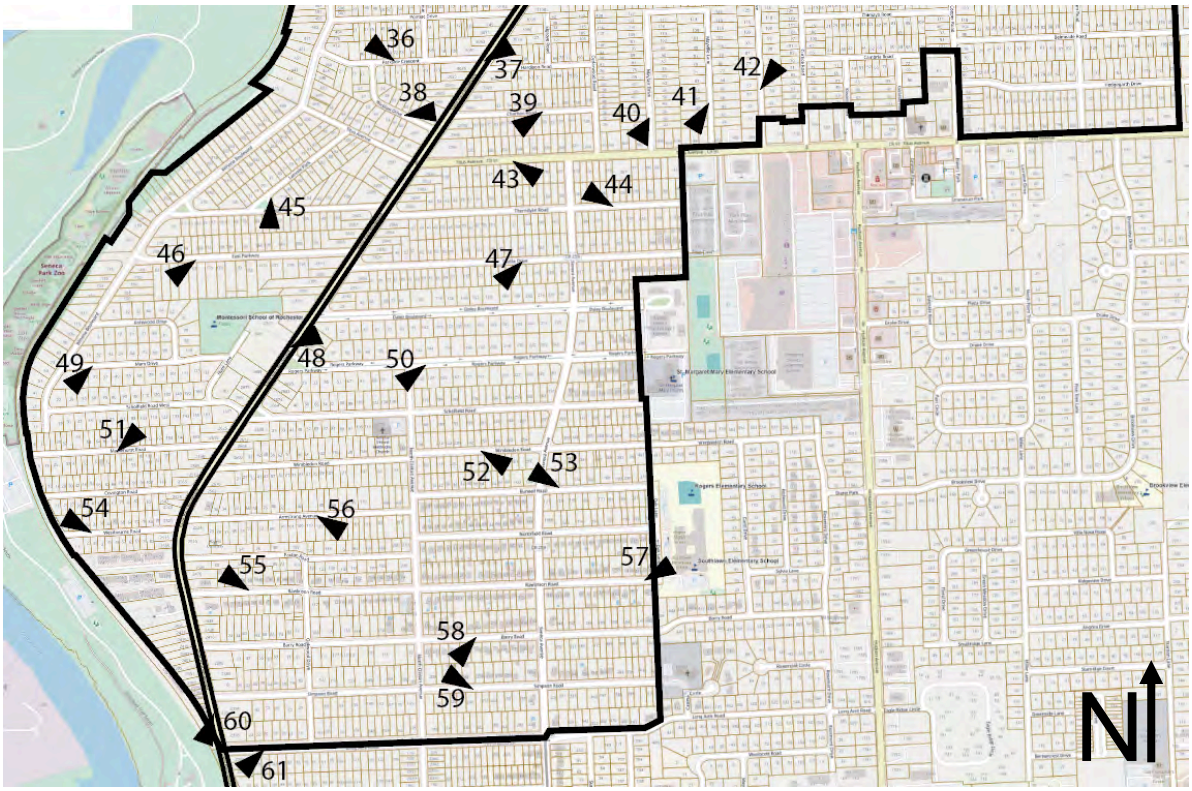
** C01 was intentionally excluded because it was no longer relevant. This series of streetscapes begins with "C02."*

Figure 102. Section B detail of Photo Key for St. Paul Corridor Historic District.



C19	View to SE of 213–201 Frankland Rd	**C28**	View to W/SW of 139–113 Belcoda Dr
C20	View to W/SW of 206–224 Pinewood Trl	**C29**	View to NE of 40–46 Thistledown Rd
C21	View to W of 95–83 Fairview Crescent	**C30**	View to NW of 56–22 Northwick Dr
C22	View to SE of 23–49 Suburba Ave	**C31**	View to NW of 230–202 Thorncliffe Dr
C23	View to SE of 63–81 Radcliffe Dr	**C32**	View to NW of 96–85 Leland Rd
C24	View to NW of 3685–3671 St Paul Blvd	**C33**	View to SE of 335–355 Somershire Dr
C25	View to SE of 33–49 Winchester Rd	**C34**	View to SE of 21–48 Thornton Rd
C26	View to SE of 9–15 Brentfield Cir	**C35**	View to SE of 144–155 Wyndale Rd
C27	View to N/NW of 230–194 Chapel Hill Dr		

Figure 103. Section C detail of Photo Key for St. Paul Corridor Historic District.



C36	View to SE of 69–85 Parkside Crescent	**C49**	View to NE of 14–54 Mary Dr
C37	View to W of 3035–3015 St Paul Blvd	**C50**	View to NE of 132–156 Rogers Pkwy
C38	View to W of 65–39 Wicklow Dr	**C51**	View to SW of 67–41 Maplehurst Rd
C39	View to NE of 80–102 Charlton Rd	**C52**	View to NW of 236–210 Wimbledon Rd
C40	View to N/NE of 30–50 Mayfair Dr	**C53**	View to SE of 149–171 Burwell Rd
C41	View to N/NE of 40–64 Mayville Ln	**C54**	View to SW of 43–11 Westbourne Rd
C42	View to SW of 67–37 Briarwood Dr	**C55**	View to SE of 67–73 Rawlinson Rd
C43	View to NW of 256–221 Titus Ave	**C56**	View to NW of 120–100 Armstrong Ave
C44	View to SE of 226–251 Thorndyke Rd	**C57**	View to SW of 437–411 Rawlinson Rd
C45	View to N of 29–51 Lanvale Park	**C58**	View to NE of 270–286 Barry Rd
C46	View to NE of 108–122 East Pkwy	**C59**	View to SE of 251–279 Simpson Rd
C47	View to NE of 170–192 Seville Dr	**C60**	View to N/NE of 2354 St Paul Blvd
C48	View to SW of 2715–2689 of St Paul Blvd	**C61**	View to NE of 32–40 Longacre Rd

5.4 Proposed Arlington Subdivision Historic District, 1924–1951

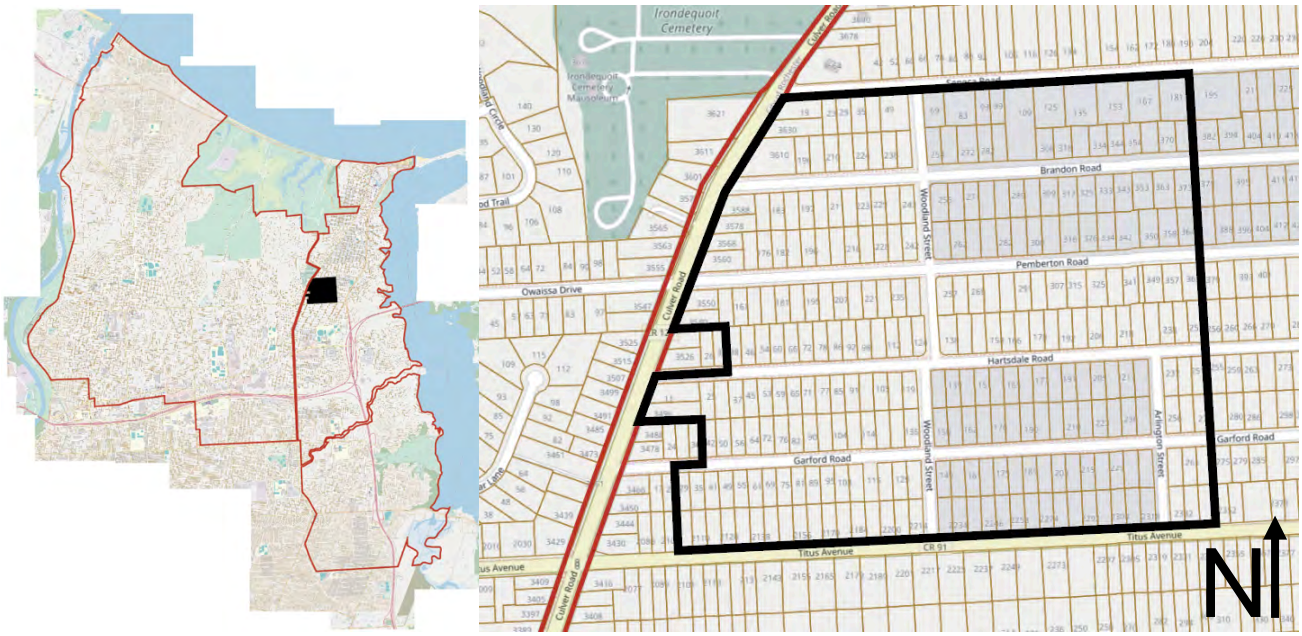


Figure 104. Proposed District Boundary for Arlington Subdivision Historic District (right) with map key showing location in Irondequoit (left).

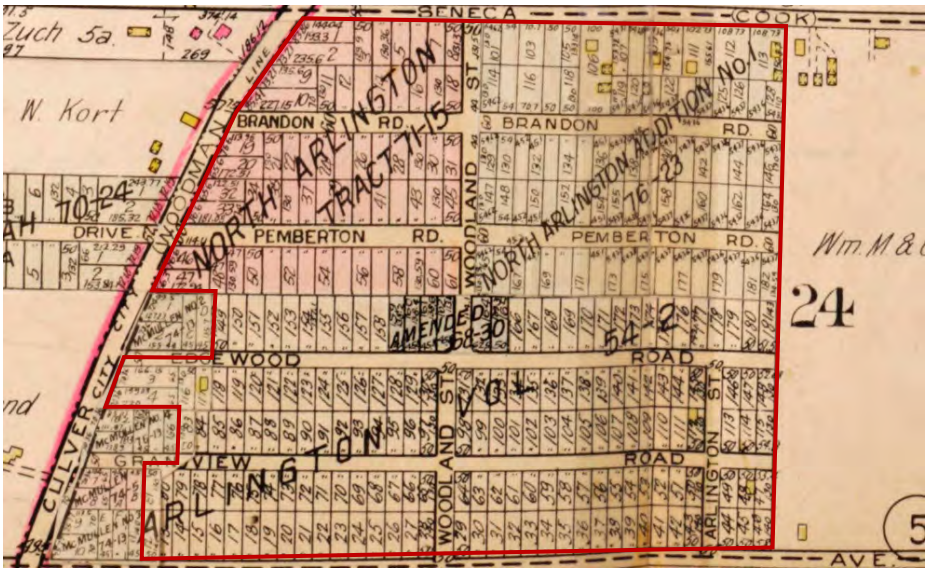
5.4.1 Location

The proposed Arlington Subdivision Historic District is in the northeast of Irondequoit. Beginning at the intersection of Culver Rd and Titus Ave, the proposed district extends northward from the southern boundary at Titus Ave to the northern boundary at Seneca Rd. It extends eastward from the western boundary at Culver Rd to the eastern boundary beginning three lots east of Arlington St. (Figure 104).

5.4.2 Significance

The proposed Arlington Subdivision Historic District is significant under Criterion C in the area of Architecture. The character-defining features of the proposed district follows from the dominant use of Bungalows in a variety of styles and subtypes. The resources within the proposed district display a cohesive and relatively late example of the "bungalow craze" with a neighborhood characterized by compact lots and houses, low-pitched roofs, large (often enclosed) porches, and detached rear garages providing an affordable suburban option in the late 1920s through the 1940s. There are examples of clipped-gabled, front-gabled, double front-gabled, and side-gabled residences with stylistic detailing referring to Craftsman, Colonial Revival, Tudor Revival, American Foursquare, Garrison Revival, Minimal Traditional, and Cape Cod Revival. Irondequoit has a surprisingly low number of bungalows in comparison with other suburbs across the country from the same period of development. The proposed Arlington

district is the only known cohesive area of development displaying these characteristics. The proposed district may also be significant under Criterion A for Social History following what additional research may reveal about its residents.





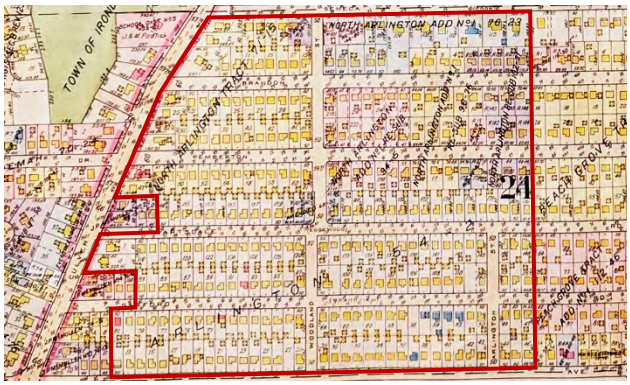


Figure 105. Details of plat maps with proposed district boundary. 1924, 1931, 1959.

5.4.3 Period of Significance Justification

The period of significance for the proposed district begins with the 1924 plat map showing the full extents of the historic Arlington Subdivision with seven buildings constructed across three hundred thirteen lots. The period of significance ends in 1951 with construction in the subdivision substantially completed with few empty lots remaining as is shown in a 1951 aerial photograph (Figure 106, 107). While two properties within the proposed district were constructed before 1924 (181 Seneca Rd, 1900; 109 Seneca Rd, 1907) and four following 1959 (83 Seneca Rd, 1961; 236 Garford, 1970; 203 Garford, 1961; 2204 Titus, 1985), nearly all resources within the proposed district were built and occupied during the period of significance.

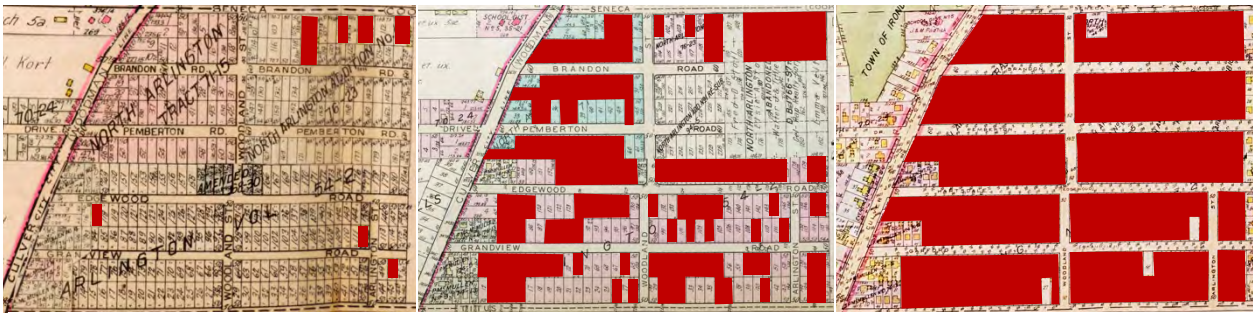


Figure 106. Map diagrams showing residential construction (red) in 1924, 1931, and 1959.
Diagram overlaid on details of Hopkins plat maps from 1924 plate 4, 1931 plate 12, and 1959 plate 12.



Figure 107. Photo diagrams showing area east of Arlington subdivision (red dashed line) in 1930 and 1951.
Diagram overlaid on aerial photographs of Irondequoit from 1930 and 1951 from Monroe County Interactive Maps, maps.monroecounty.gov

5.4.4 Boundary Justification

The boundary of the proposed district follows the historic boundaries of the Arlington Subdivision. The historic subdivision developed in three sections including Arlington (1918), North Arlington Addition (1924), and North Arlington Tract (1924). Properties along the western edge of this area to the east of Culver Rd were part of the J.P. McMullen subdivision and have been excluded. The proposed district's eastern boundary divides Arlington subdivision from the Evershed subdivision, thus those properties east of the proposed boundary have been excluded from the district despite appearing today as part of the same neighborhood (Figure 107). All of the properties within the proposed boundary were developed and advertised by the Alliance Realty Co. under the name Arlington during the period of significance.

5.4.5 Physical Summary

The district boundaries include approximately two hundred eighty-four (284) residential buildings many with associated garages or outbuildings. Fifteen (15) of these buildings are existing CRIS resources (Table 12). *kta* proposes one (1) resource as individually eligible: the Maurice Greer Residence at 109 Seneca Ave (1907). The district includes three north-south roads: Culver Rd, Woodland St, and Arlington Rd. Although

Culver Rd at this point is part of the City of Rochester, the municipal boundary on tax maps suggests the houses remain within Irondequoit, although this should be confirmed. It also includes six east-west streets: the south side of Seneca Ave, Brandon Rd, Pemberton Rd, Hartsdale Rd, Garford Rd, and the north side of Titus Ave. Most streets within the proposed district include sidewalks and curbs (Figure 108). This includes the portions of the proposed district that were part of the North Arlington Tract and the initial Arlington subdivision. The lot sizes, setbacks, road width, and general massing of residences is largely consistent throughout the proposed district. Some variation is apparent along Culver Rd reflecting its historic role as a major thoroughfare, and also in the northeast corner revealing the extended agricultural use of the land in the North Arlington Addition (as demonstrated in the 1930 aerial photograph, see Figure 107 above).



Figure 108. Diagram showing sidewalks in Arlington neighborhood.

The character-defining features of the proposed Arlington Subdivision Historic District follows from the dominant use of Bungalow style residences. In the proposed district, houses are typically one-and-one-half stories with compact footprints, low-pitched roofs, and large front porches. There are examples of clipped gables (211 Garford Rd; 177, 192, 218 Hartsdale Rd), front-gabled (204–224, 229 Garford Rd), and side-gabled (217 Garford Rd) variants including some with more direct Craftsman-style detailing (98, 206 Hartsdale Rd). The streetscapes along Hartsdale Rd provide a characteristic view of the proposed district (Figure 109).



Figure 109. Streetscapes of proposed Arlington Subdivision Historic District. D13, D14.

Also evident within the proposed district are one-and-one-half and two-story residences in other styles. These include **Minimal Traditional** (D05; D06; D10; 234 Pemberton Rd; 256 Pemberton Rd, D11; 349 Pemberton Rd, D12; 124 Hartsdale Rd, D15; D19), **Tudor Revival** (23 Seneca Ave, D01; 43, 49 Seneca Ave; D02; 183 Pemberton, D08; 207 Pemberton Rd, D10), **Garrison Revival** (99 Seneca Ave; 263–289 Brandon Rd, D06; D22; 208 Pemberton Rd), **American Foursquare** (93 Seneca Ave; D18; 215,221,229 Garford Rd), **Cape Cod Revival** (276 Pemberton Rd, D11; D18; D19; D21; 417 Pemberton Rd; 262 Brandon Rd), **Colonial Revival** (109 Seneca Ave), **Dutch Revival** (155 Pemberton Rd, D09), **National Style**, and **Ranch Style** (19 Seneca Ave, D01; 83 Seneca Ave) resources.

As is common for "bungalow" homes, existing architectural styles have been modified to fit in with the scale and compact character of the small homes that surround them. The houses at 2110 and 2118 Titus Ave (D22) show the characteristic massing of American Foursquare houses while integrating one-story side wing porches enclosed by ribbon windows. 2118 Titus Ave also presents clipped gables at either end of its side-gabled massing. The resources at 2214 (D21) and 2240 (D20) Titus Ave present small-style massing with colonial revival detailing at their primary entrances. Some resources incorporate multiple stylistic references. The house at 2318 Titus Ave has Garrison Revival massing, an attached one-car garage with a Cape Cod Revival dormer projecting above, and a Colonial Revival surround at the primary entrance. Similarly, the house at 334 Brandon Rd is a mixture of several styles built at the scale of the Arlington neighborhood (Figure 110). It displays a simple horizontal massing with a front-facing gable, windowless

dormer making it similar to Minimal Traditional residences. The primary entrance is covered by a projecting gabled entry porch supported by two square columns. A Cape Cod Revival style dormer rises above a picture window with a curving front walkway leading to the driveway, and a detached one-story garage at the rear of the lot. Ranch style homes tend to be too distinct from the bungalow style to effectively adapt. The few national style residences (such as the Veith Residence at 181 Seneca Ave, ca.1900) that remain predate the bungalow style entirely.



Figure 110. Arlington residence showing integration of architectural styles.

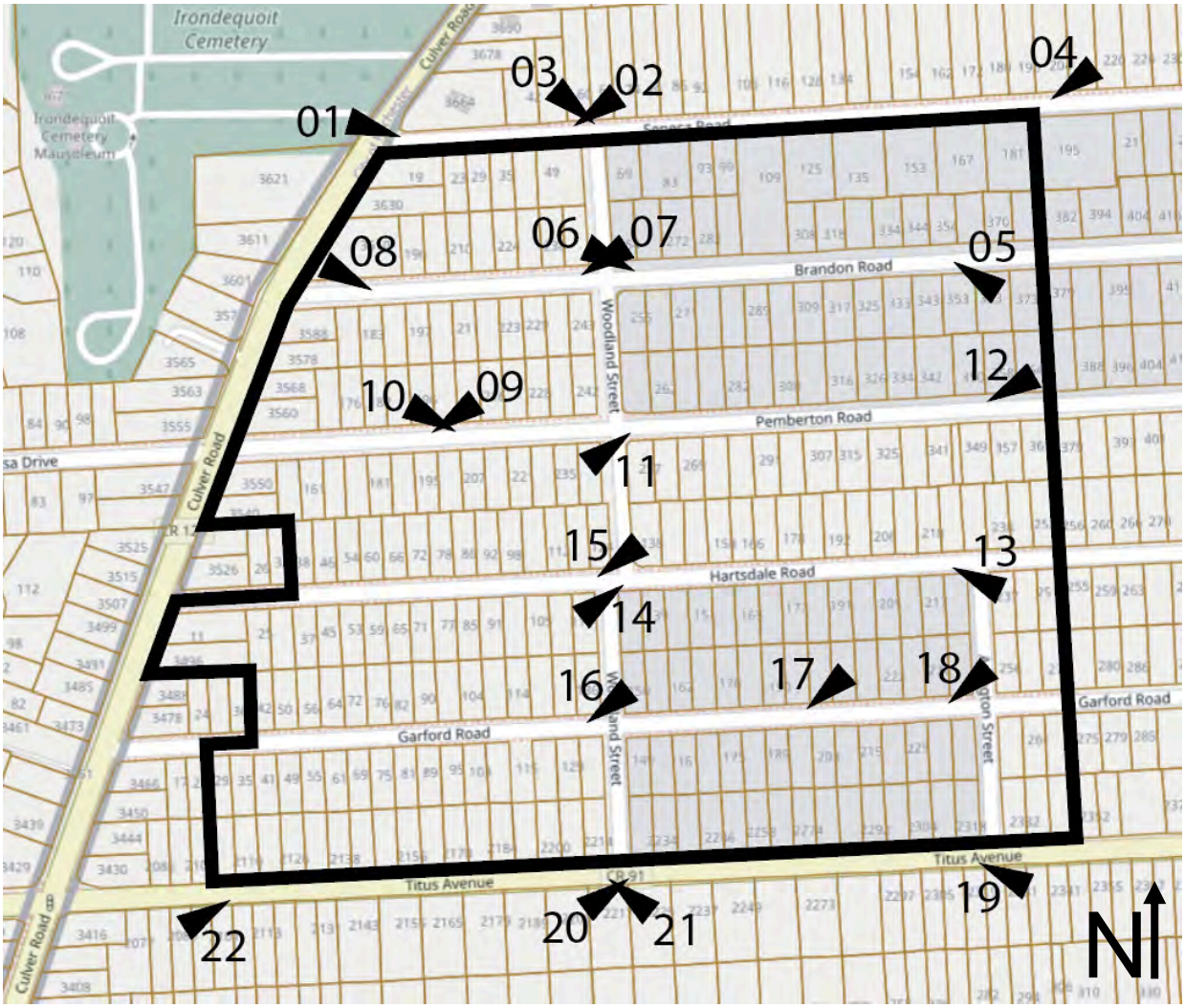
334 Brandon Rd, Google Image dated April 2024.

The proposed district retains a good level of integrity overall for a local level of significance in the Town of Irondequoit. Many residences throughout the area have been adjusted since the period of significance to adapt first to postwar and then to contemporary living standards including expanded driveways and attached garages. For instance, the house at 189 Brandon Rd adapts the Tudor Revival style to include an attached two-car garage necessitating the adjustment of its steeply pitched roofline where it would intersect with the new garage. However, there are too few of these instances to alter the overall character of the neighborhood. Some of these resources are contributing, while others have been altered too significantly and are non-contributing to the district.

Table 12. Existing Resources found in CRIS within Proposed Arlington Subdivision Historic District.

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
49 Seneca Rd	Residence	Irondequoit	Monroe	05508.000408	1930	Not Eligible
197 Brandon Rd	Residence	Irondequoit	Monroe	05508.000287	1929	Not Eligible
308 Brandon Rd	Residence	Irondequoit	Monroe	05508.000683	1949	Not Eligible
181 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000298	1930	Not Eligible
270 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000729	1941	Not Eligible
59 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000876	1941	Not Eligible
205 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000809	1938	Not Eligible
232 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000447	1949	Not Eligible
69 Garford Rd	Residence	Irondequoit	Monroe	05508.000501	1933	Not Eligible
72 Garford Rd	Residence	Irondequoit	Monroe	05508.000583	1920	Not Eligible
89 Garford Rd	Residence	Irondequoit	Monroe	05508.000750	1925	Not Eligible
104 Garford Rd	Residence	Irondequoit	Monroe	05508.000474	1951	Not Eligible
222 Garford Rd	Residence	Irondequoit	Monroe	05508.000280	1928	Not Eligible
2204 Titus Ave	Residence	Irondequoit	Monroe	05508.000381	1985	Not Eligible
2250 Titus Ave	Residence	Irondequoit	Monroe	05508.000840	1938	Not Eligible

Figure 111. Photo Key for Proposed Arlington Subdivision Historic District.



D01	View to SE at 19 Seneca Rd	**D12**	View to SE at 349 Pemberton Rd
D02	View to SW at 49 Seneca Rd	**D13**	View to NW at 226 Hartsdale Rd
D03	View to SE at 69 Seneca Rd	**D14**	View to NE at 138 Hartsdale Rd
D04	View to SW at 181 Seneca Rd	**D15**	View to SW at 119 Hartsdale Rd
D05	View to NW at 354 Brandon Rd	**D16**	View to SW at 135 Garford Rd
D06	View to SE at 256 Brandon Rd	**D17**	View to SW at 195 Garford Rd
D07	View to SW at 243 Brandon Rd	**D18**	View to SW at 235 Garford Rd
D08	View to SE at 183 Brandon Rd	**D19**	View to NW at 2318 Titus Ave
D09	View to SW at 195 Pemberton Rd	**D20**	View to NE at 2224 Titus Ave
D10	View to SE at 207 Pemberton Rd	**D21**	View to NW at 2214 Titus Ave
D11	View to NE at 256 Pemberton Rd	**D22**	View to NE at 2110 Titus Ave

5.5 Proposed Huntington Hills Historic District, 1920–1975

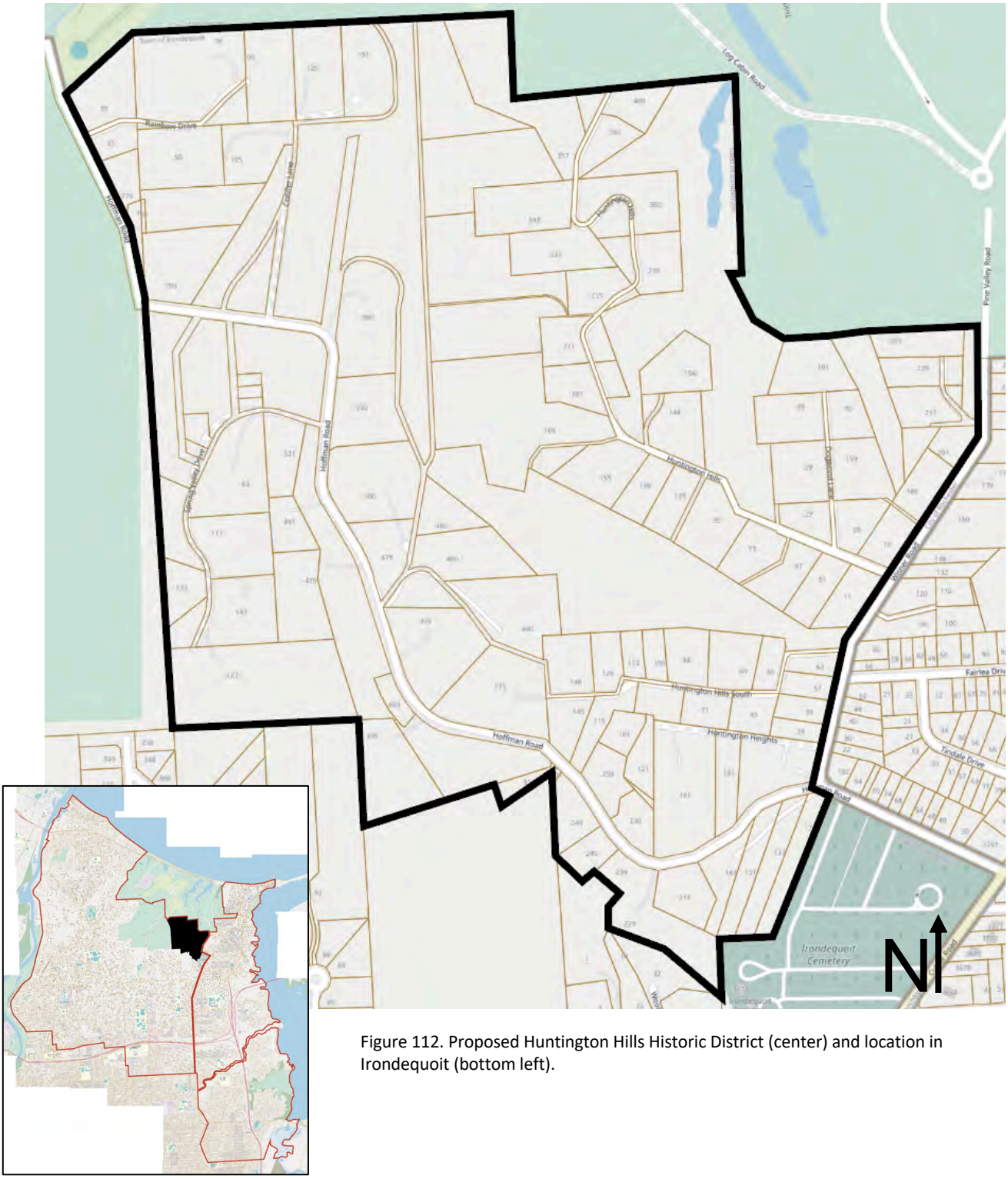


Figure 112. Proposed Huntington Hills Historic District (center) and location in Irondequoit (bottom left).

5.5.1 Location

The proposed Huntington Hills Historic District is located in the Town of Irondequoit at the southeast corner of the Durand-Eastman Park. Beginning above the Irondequoit Cemetery (3671 Culver Rd), the district extends to the northeast from the intersection of Hoffman Rd and Wisner Rd. The boundary of the district circumnavigates a set of irregular roads winding along ravines and ridges following the natural topography of the site. Because of the irregular topography, the southern and western boundaries follow the property boundaries of included resources and is best articulated in maps (Figure 112). The eastern boundary falls along the northwestern edge of Irondequoit Cemetery and Wisner Rd as it extends to the park. The northern boundary corresponds to a portion of the southern edge of Durand-Eastman park.

5.5.2 Significance

The proposed Huntington Hills Historic District is significant under Criterion A in the area of Community Planning and Development, and Criterion C in the area of Architecture. The significance of the proposed district follows from the continued use of the neighborhoods initial planning ideas throughout the fifty-five years of development including the construction of roads, buildings, and the management of the landscape. E. Maurice Trimble purchased two hundred acres of land bordering Durand-Eastman park from Alfred J. Elston, who had inherited the land from Alcesta F. Huntington a few years prior. The 1918 plat map of Irondequoit is the first known presentation of the Huntington Hills subdivision. In 1922 Trimble filed a survey and subdivision map officially naming the area Huntington Hills (Figure 113). This subdivision map outlines the main design principles that characterized the proposed district. These include winding roadways following the irregular terrain with residential areas set into the flat areas between steep hills. Between residential areas, Trimble designated roughly fifty-four acres of land as green belts he called “Commons,” which all future residents would have equal rights and obligations toward. Along with the private enjoyment of green space, it was hoped that these “forever wild” sections of land would increase homeowner’s property values. Initially established as a joint stock corporation with seventy-four equal shares, this was dissolved in 1949 and replaced by a membership corporation of the same name. The local community actively organize for various reasons including, for example, the maintenance of roadways and entrances, the Hammer Grog and Hat Club which manages a tennis court and swimming pool, and the Huntington Hills Garden Club. In addition to the narrow, winding roads set into the irregular terrain and the maintenance of permanent green space, Trimble introduced one final design principle. He established a deed restriction requiring all future home construction to be approved by an architect selected by the corporation. As a result, the domestic architecture and space-planning within each lot vary significantly from parcel to parcel. Unlike any other subdivision within the Town of Irondequoit, the

architecture of Huntington Hills reflects individual rather than popular tastes, and the subdivision's reliance on owner-constructed homes rather than speculative development.[215]

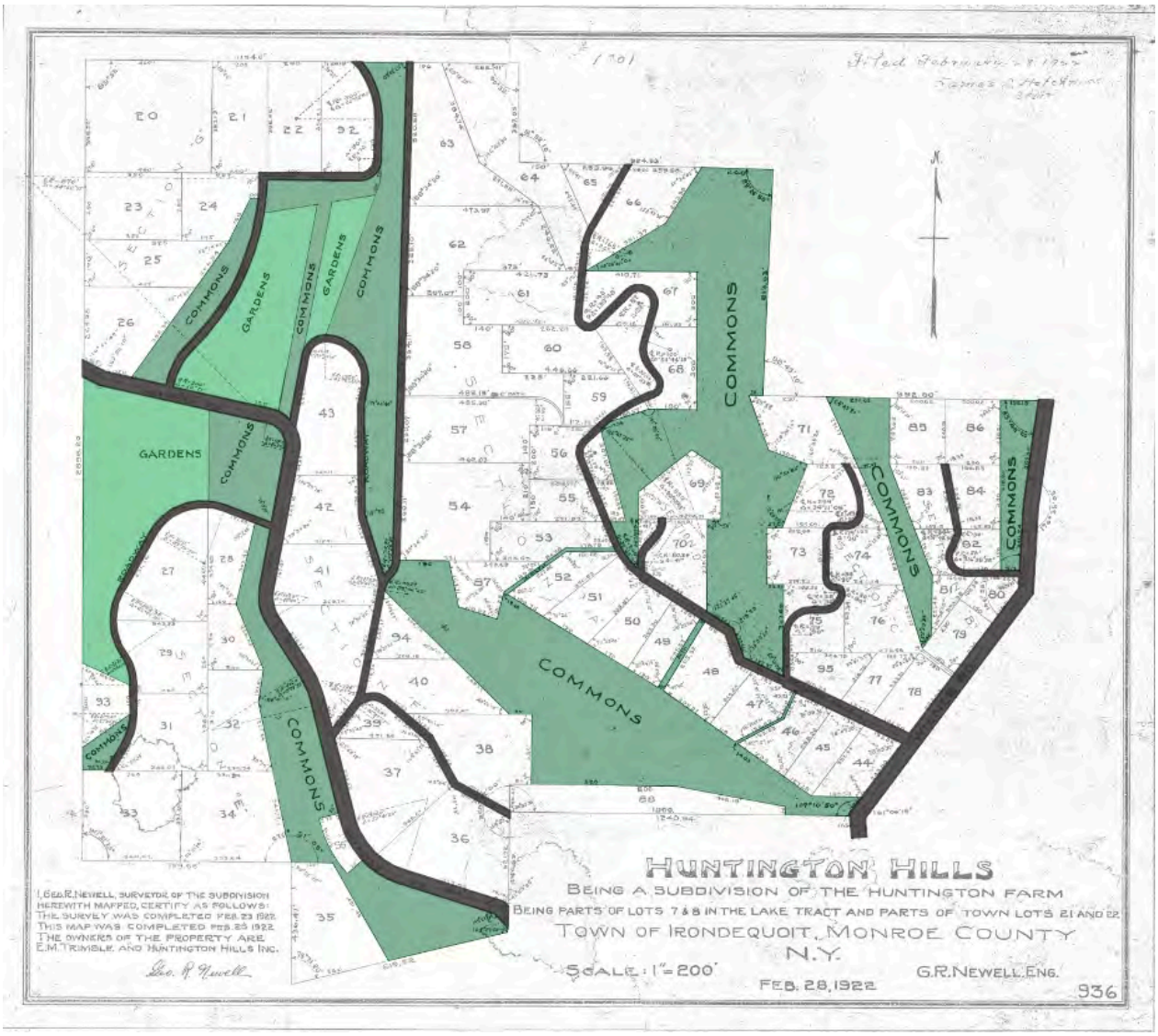


Figure 113. Map diagrams highlighting 1922 design of roads (black), commons (dark green), and gardens (light green). G.R. Newell (Surveying Engineer), "Huntington Hills: Being a Subdivision of the Huntington Farm," February 28, 1922.

5.5.3 Period of Significance Justification

The period of significance for the proposed district begins in 1920 when the first three houses of the proposed district were constructed: 144 Huntington Hills Center, 211 Huntington Hills Center, and 766

[215] Donald T. Becker, "A History of Huntington Hills, Inc.: 1922 to 2005," November 2005. Accessed July 2025, www.huntingtonhillsinc.org/history

Hoffman Rd. The period of significance ends in 1975 with construction in the expanded Huntington Hills neighborhood substantially completed (Figure 114). Further research in an intensive-level survey may uncover important reasons to extend to reduce this period of significance.

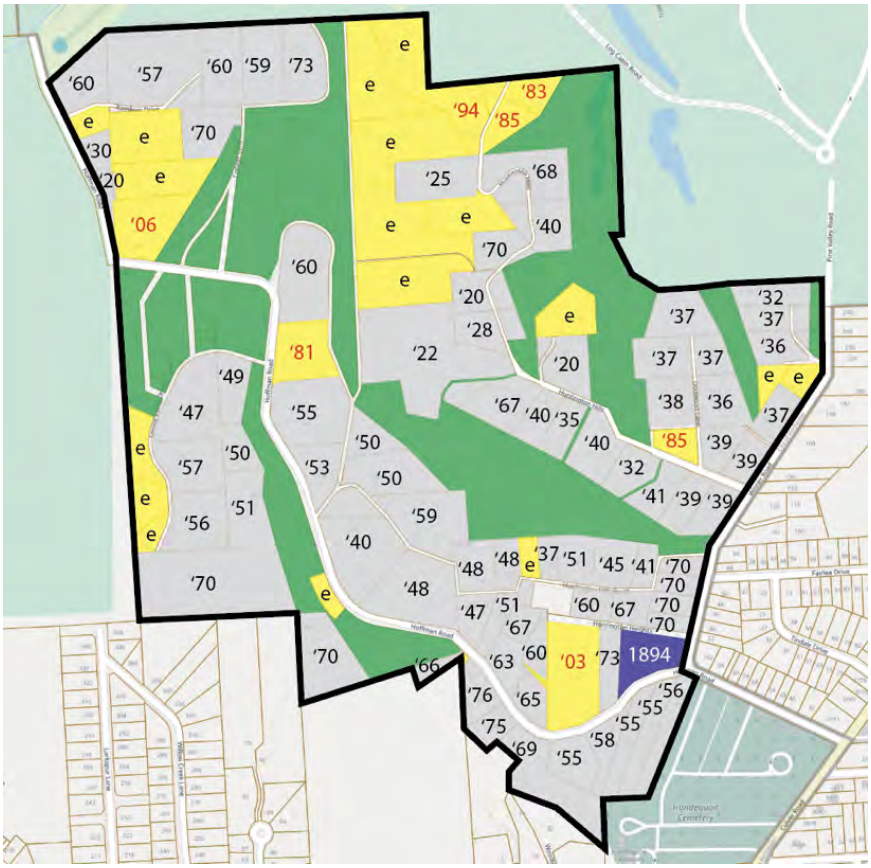


Figure 114. Map diagram showing residence construction years, empty lots, and commons.

5.5.4 Boundary Justification

The boundary of the proposed district generally follows the boundaries of the Huntington Hills subdivision and the parcels of A.J. Elston, Elmer Buckland, and Adam Thran. The Huntington Hills subdivision first appears on the 1918 plat map. Over the next forty years or so, several subidivisions were developed adjacent to this initial area including those by E. Maurice Trimble, R.J. Frenz, J. Veith, A.F. Ciaccio, R. Snellman, and others that was eventually grouped into the Huntington Woods subdivision (Figure 115, see also 2025 Monroe County Tax Maps). Although not official additions to Huntington Hills, Inc., the organization managing the initial subdivision, these newer developments followed the same principles of design and today reflect the same historic character. Moreover, current residents appear to consider all of the proposed district a part of Huntington Hills despite the more limited boundaries of the original corporation. Lastly, current administrative boundaries define the proposed district with the neighborhood code #34251. There are no (0) properties using this neighborhood code not included in the proposed district, and only two (2) properties within the boundaries that are not part of the same neighborhood

code. The houses at 57 and 63 Wisner Rd are the only two properties on the west side of Wisner Rd. These use the neighborhood code #34231. This administrative distinction did not seem sufficient reason to exclude them from the others given their parallel social and architectural context.

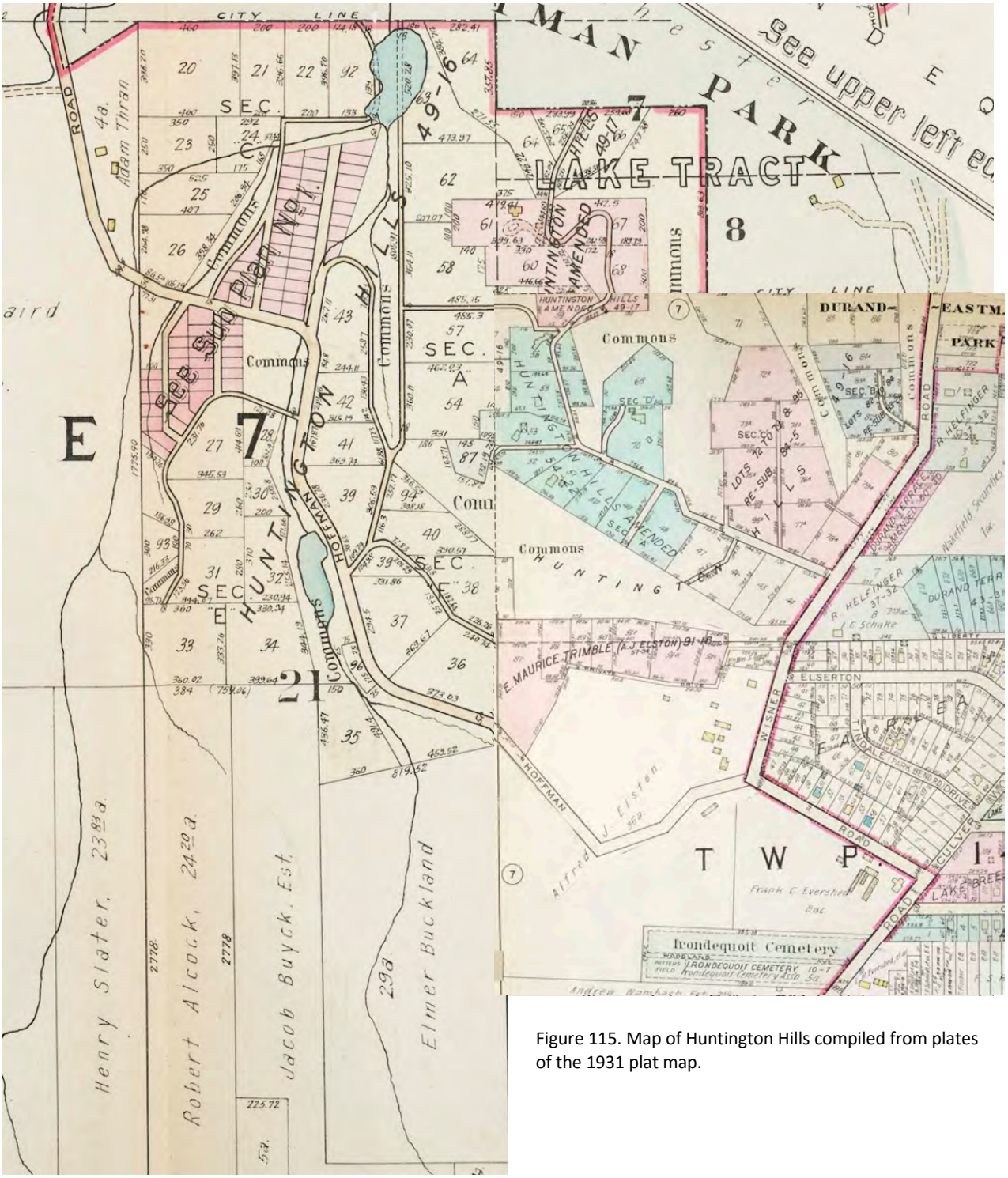


Figure 115. Map of Huntington Hills compiled from plates of the 1931 plat map.

5.5.5 Physical Summary

The proposed district includes a total of one hundred six (106) lots: one (1) resource was built in 1894; seventy-nine (79) resources were constructed during the period of significance; eight (8) resources have been built since 1975; eighteen (18) lots remain vacant. All seventy-nine (79) existing buildings constructed between 1920 and 1975 are contributing. The proposed district retains a high level of integrity overall for a local level of significance in the Town of Irondequoit. There are no (0) currently existing CRIS resources. ***kta*** proposes three (03 buildings within the proposed district individually eligible: 217 Huntington Hills N (1936); 115 Huntington Hills S (1950/51); 249 Hoffman Rd (1976). Future research may deem eligible one or all of the seven existing resources built after the proposed period of significance in 1981 (550 Hoffman Rd), 1983 (400 Huntington Hills), 1985 (300 Huntington Hills), 1985 (29 Dogwood Ln), 1994 (357 Huntington Hills), 2003 (161 Huntington Heights), and 2006 (700 Hoffman Rd).

The district includes seven (7) roads: Huntington Hills N; Huntington Hills; Huntington Hills S; Wisner Rd; Hoffman Rd; Conifer Ln; and Spring Valley Dr. Roads are paved in asphalt and contain no curbs, sidewalks, or lighting. Road widths vary depending upon the topography and density of housing. Although difficult to identify, connecting roads and common areas are a series of private footpaths. Some of the roads within Huntington Hills subdivision remain private including Huntington Hills North and South, Spring Valley Dr, Rainbow Dr, and Conifer Ln. Hoffman Rd became a public roadway in 1996, while Huntington Hills (Center) and Dogwood Ln became public in 2017. The effect of narrow roads winding through the ridges and valleys with residences huddled among the trees is striking. Houses are setback from the roadside when the topography of the lot allows and surrounded by mature trees and other plants. A 1931 aerial photograph presents the three ridge lines making up the site. Huntington Hills (center), Huntington Hills N, and Huntington Hills S all follow topographical ridges, while Hoffman Rd follows a valley (Figure 116).

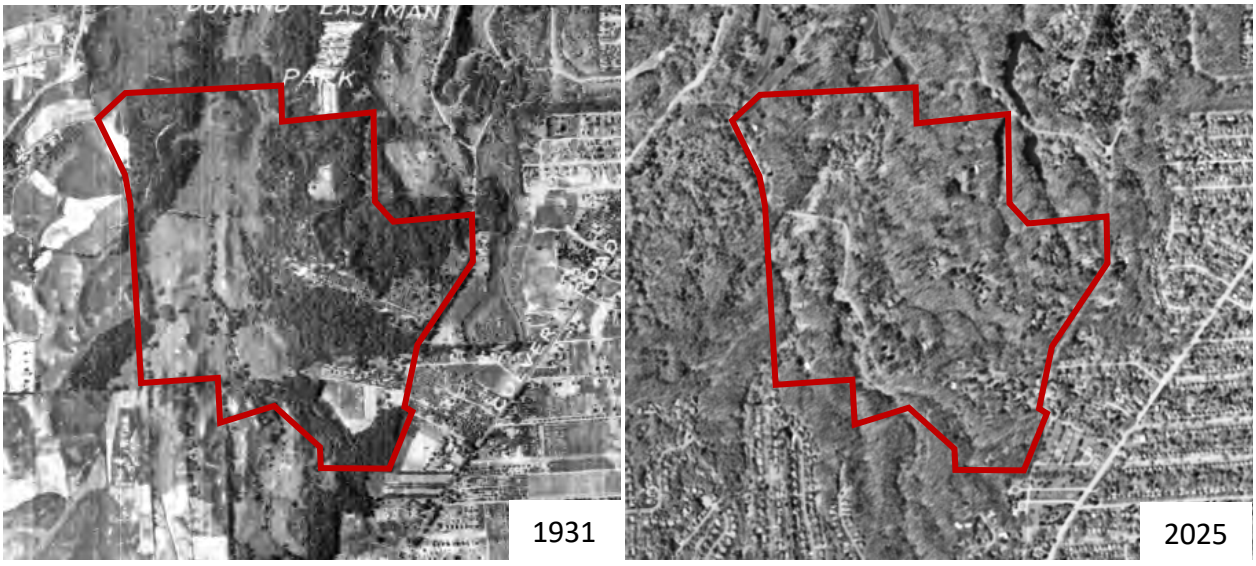


Figure 116. Proposed District Boundary Overlaid on Aerial Photographs.

The lot sizes, setbacks, road width, and general massing of residences is inconsistent throughout the proposed district as it follows the topography of the site. Residential lots vary in size from the smallest at less than four-tenths of an acre to the largest at twenty-nine and one-fifth acres. Most lots are between one-half and one acre in size. The size and boundaries of each lot were intentionally laid out as they now exist, however the reasoning behind these divisions is not clear from the layout alone. While most lots have at least one edge along a roadway, at least sixteen (16) do not. In several instances, the road cuts through one or more residential lots splitting the parcel with a sometimes public and sometimes private right-of-way. Lots without immediate access to roads have a right-of-way through adjacent parcels supplied as part of the deed. Topographical maps reveal the logic behind land partitions (Figure 117). Historic USGS maps show the development of roads through the proposed district following the winding ridges and ravines of steep topographical shifts. Lot boundaries partition the landscape providing buildable space for each lot.

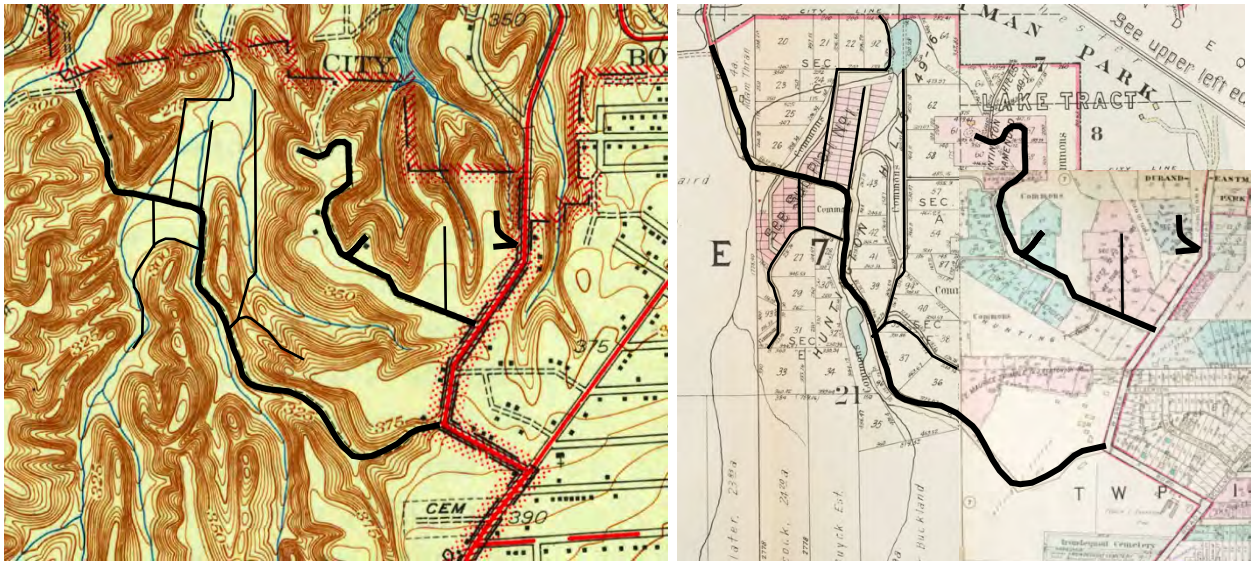


Figure 117. Map Diagrams showing link between roads and parcel layouts, ca.1931–35.
Huntington Hills, Huntington Hills N, and Hoffman Rd Ln are visible winding through the hills in the 1935 USGS map (left). Overlaying the paths of Spring Valley Dr, Conifer Ln, and Dogwood on this map shows their relation to the topography. The allocation of residential parcels in the 1931 plat map follows the winding paths of the roads (right).

The character-defining features of the proposed district's architecture follows from the integration of buildings into the landscape while drawing on a variety of architectural styles. The buildings were constructed between 1894 and the early 2000s with approximately thirty-seven percent built before 1950, and an additional thirty-seven percent constructed before 1980.

The earlier period of construction primarily drew on revival styles. One National Style resource stands at 7 Wisner Rd. Purchased and occupied by Alcesta Huntington when she acquired all of her father's land and that of A.J. Elston. The houses at 11, 28, 31, and 125 Huntington Hills all display Colonial Revival style. The house at 187 Huntington Hills (1928) presents a striking Colonial Revival massing of the side-gable subtype while covered with unpainted wooden shingle siding and contrasting green trim on the window

and door surrounds. A single Bungalow style house can be found at 57 Wisner Rd (1930). There are also two Craftsman and two English Cottage homes at 73 Wisner Rd (1932), 169 Huntington Hills (1922); and 73 Huntington Hills (1932), 159 Dogwood Ln (1939) respectively. The Craftsman house at 169 Huntington Hills was constructed for E. Maurice Trimble, who was responsible for laying out the roads and lot divisions. Perhaps the most popular architectural style in Huntington Hills during this early period was Cape Cod Revival with no fewer than nine (9) examples including one at 10 Hunting Hills (1939) that is combined with Dutch Revival massing and another at 169 Wisner Rd (1937) displaying Colonial Revival detailing. Typical Cape Cod Revivals are located at 70 Dogwood Ln (1937), 101 Dogwood Ln (1937), 69 Dogwood Ln (1937), 100 Huntington Hills S (1937), 95 Huntington Hills (1940), 139 Huntington Hills (1940), and 40 Huntington Hills S (1941). Several modern styles also appeared during this early period with two Art Moderne residences (217 Huntington Hills N, 1936; 47 Huntington Hills, 1941), one two-story Ranch style (270 Huntington Hills, 1940), and four Contemporary style houses in the flat-roof (145 Huntington Hills S, 1947; 63 Spring Valley Dr, 1947) and pitched roof (148 Huntington Hills S (1948; 175 Huntington Hills S, 1948) subtypes.

The next thirty-seven percent of houses were built between 1950 and 1975. This period is dominated by the construction of Ranch Style homes (460 Hoffman Rd, 1950; 491 Hoffman Rd, 1950; 475 Hoffman Rd, 1951; 39 Wisner Rd, 1955; 29 Wisner Rd, 1956; 125 Conifer Ln, 1959; 71 Huntington Hills S, 1960; 71 Huntington Hills S, 1960; 90 Conifer Ln, 1970) and Contemporary Style homes (flat-roof subtype: 145 Huntington Hills S, 1947; 63 Spring Valley Dr, 1947; 30 Rainbow Dr, 1960; 478 Hoffman Rd, 1953; pitched-roof subtype: 148 Huntington Hills S, 1948; 175 Huntington Hills S, 1948; 115 Huntington Hills S, 1951; 450 Hoffman Rd, 1950; 500 Hoffman Rd, 1955; 229 Hoffman Road, 1969; 105 Conifer Ln, 1970; 187 Spring Valley, 1970; 151 Conifer Ln, 1973; 245 Hoffman Rd, 1975). Four of these contemporary-style residences were designed and built by well-known, local architect Don Hershey (Table 13). It also includes late examples of Tudor Revival (84 Huntington Hills S, 1951), Dutch Revival (70 Rainbow Dr, 1957), and a Ranch-style home heavily influenced by the Colonial Revival Style at 235 Huntington Hills. This period also witnessed the construction of two notable Shed Style resources. The house at 230 Hoffman Rd (1965) and the Charles F. Lewis designed house of high integrity at 249 Hoffman Rd (1976).

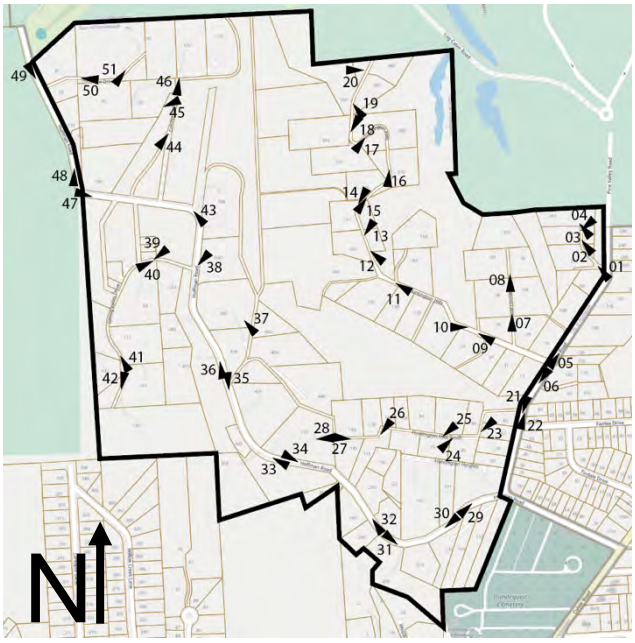
Table 13. Residences designed by Don Hershey in Huntington Hills.

Property Name	Address	USN	S/NRHP Status	Year Built
Robert Kahse	175 Huntington Hills S	Not Assigned	None Proposed	1947
John Eagle	148 Huntington Hills S	Not Assigned	None Proposed	1947
Clarence and Dotty Maier	145 Huntington Hills S	Not Assigned	None Proposed	1947–49
Leo and Claire Pfeiffer	115 Huntington Hills S	Not Assigned	Proposed eligible by *kta*	1950

Table 14. Individually Eligible Resources within Proposed Huntington Hills Historic District.

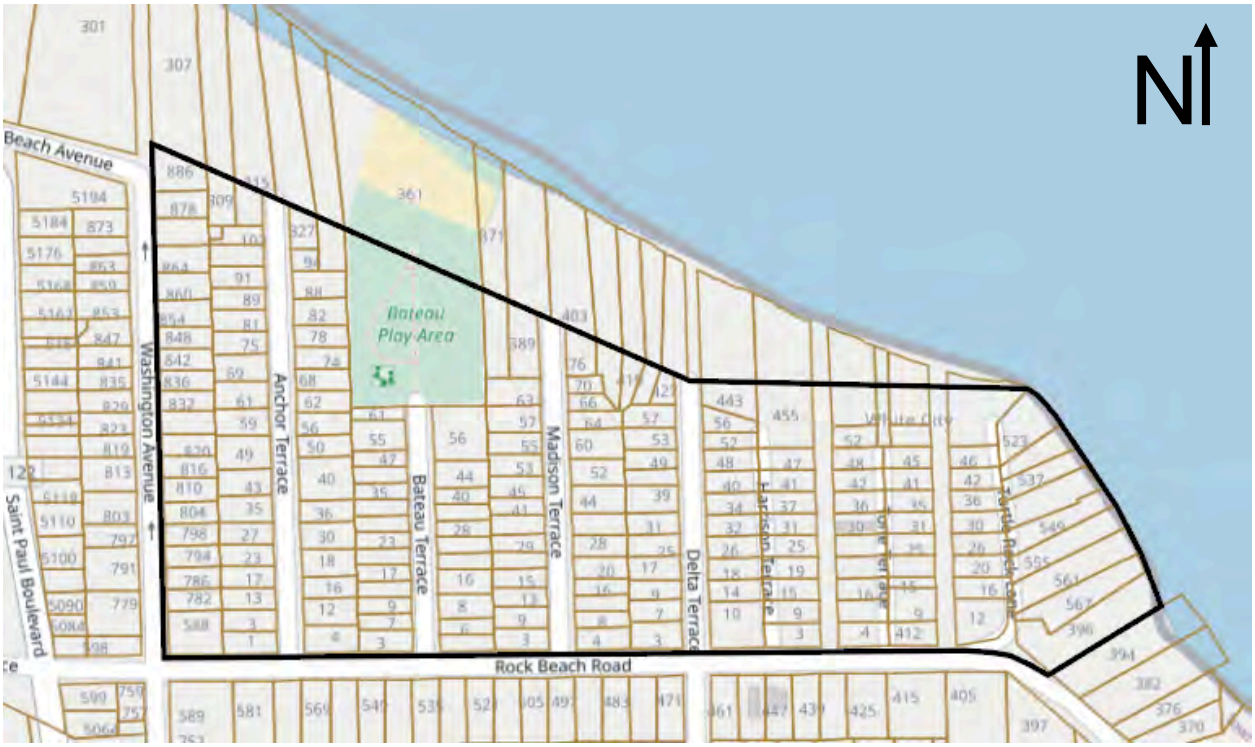
Address	Property Name	USN	Year Built	S/NRHP Status
217 Huntington Hills N	Fassin-Valenti House	Not Assigned	1936	Proposed eligible by kta
115 Huntington Hills S	Leo and Claire Pfeiffer Residence	Not Assigned	1950/51	Proposed eligible by kta
249 Hoffman Rd	Spencer Residence	Not Assigned	1976	Proposed eligible by kta

Figure 118. Photo Key for Proposed Huntington Hills Historic District.



E01	View to NW toward 217 Huntington Hills N	**E27**	View to E toward 145/148 Huntington Hills S
E02	View to NW toward 239 Huntington Hills N	**E28**	View to NE toward 175 Huntington Hills S
E03	View to NW toward 263 Huntington Hills N	**E29**	View to NE toward 181 Hoffman Rd
E04	View to SW at 217/239 Huntington Hills N	**E30**	View to SW at 181 Hoffman Rd
E05	View to NE at 11 Wisner Rd	**E31**	View to SE at 230 Hoffman Rd
E06	View to SW at 11 Wisner Rd	**E32**	View to NW toward 245 Hoffman Rd
E07	View to N at 29 Dogwood Ln	**E33**	View to NW at 403 Hoffman Rd
E08	View to N at 39 Dogwood Ln	**E34**	View to SE at 403 Hoffman Rd
E09	View to NW at 73 Huntington Hills	**E35**	View to S at 478 Hoffman Rd
E10	View to E on Huntington Hills toward 29 Dogwood Ln	**E36**	View to N toward 478 Hoffman Rd
E11	View to NW toward 169 Huntington Hills	**E37**	View to NW toward 500 Hoffman Rd
E12	View to NW toward 187 Huntington Hills	**E38**	View to SW toward 521 Hoffman Rd
E13	View to SW toward 187 Huntington Hills	**E39**	View to SE at 63 Spring Valley Dr
E14	View to SW toward 211 Huntington Hills	**E40**	View to NE at 63 Spring Valley Dr
E15	View to NE toward 235 Huntington Hills	**E41**	View to NW at 147 Spring Valley Dr
E16	View to NE toward 270 Huntington Hills	**E42**	View to SE toward 147 Spring Valley Dr
E17	View to NE toward 300 Huntington Hills	**E43**	View to NW at 590 Hoffman Rd
E18	View to SW toward 343 Huntington Hills	**E44**	View to NE of Commons at intersection of Hoffman Rd and Conifer Ln
E19	View to NW toward 357 Huntington Hills	**E45**	View to W/SW toward 105 Conifer Ln
E20	View to NE toward 400/380 Huntington Hills	**E46**	View to N toward 125 Conifer Ln
E21	View to SW toward 63/80 Wisner Rd	**E47**	View to SE toward Commons at 700 Hoffman Rd
E22	View to NE toward 90/120 Wisner Rd	**E48**	View to NE toward 766 Hoffman Rd
E23	View to SW toward 45 Huntington Hills S	**E49**	View to SE along Hoffman Rd near 30 Rainbow Dr
E24	View to NE toward 40/60 Huntington Hills S	**E50**	View to NW toward 30 Rainbow Dr
E25	View to SW toward 71 Huntington Hills S	**E51**	View to NW toward 70 Rainbow Dr
E26	View to SW toward 115 Huntington Hills S		

5.6 Proposed White City Historic District, 1908–1930



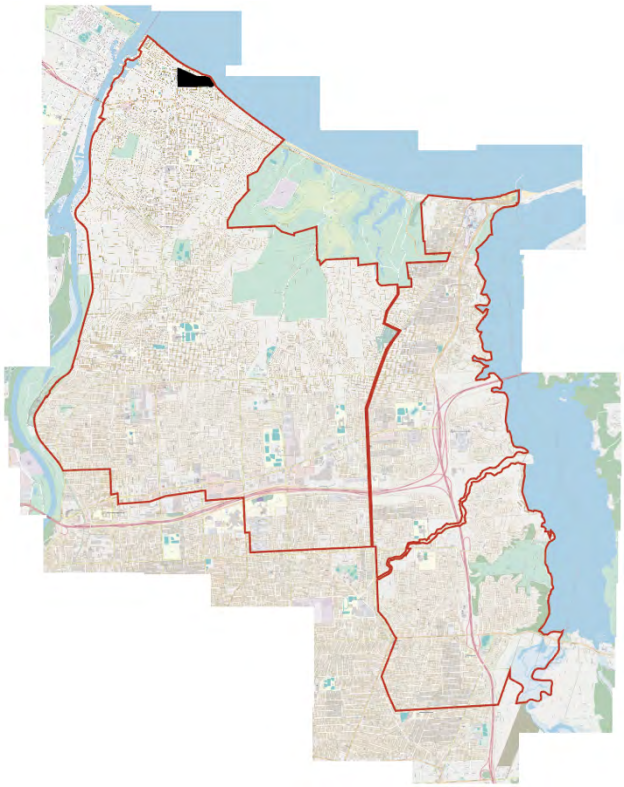


Figure 119. Boundary (top) and Location (bottom left) of Proposed White City Historic District.

5.5.1 Location

The proposed White City Historic District is located in the northwestern corner of Irondequoit between Rock Beach Rd and the southern shore of Lake Ontario. The southern boundary of the proposed district follows Rock Beach Rd between Washington Ave and the east side of Tone Terr Even. The western boundary follows Washington Ave north from Rock Beach Rd to where Washington turns west on Beach Ave including only the east side of the street. The eastern boundary extends along the parcel line separating 396 from 394 Rock Beach Rd. The northern boundary is the southern shore of Lake Ontario (Figure 119).

5.5.2 Significance

The White City Historic District is eligible under Criterion A for Recreation as an early twentieth century resort-style destination with a strong sense of place and historic ties with summertime activities on the shore of Lake Ontario. It is eligible due to overall integrity of feeling, sense of place, form, and massing as an area of Irondequoit that clearly stands out as distinct from the rest.

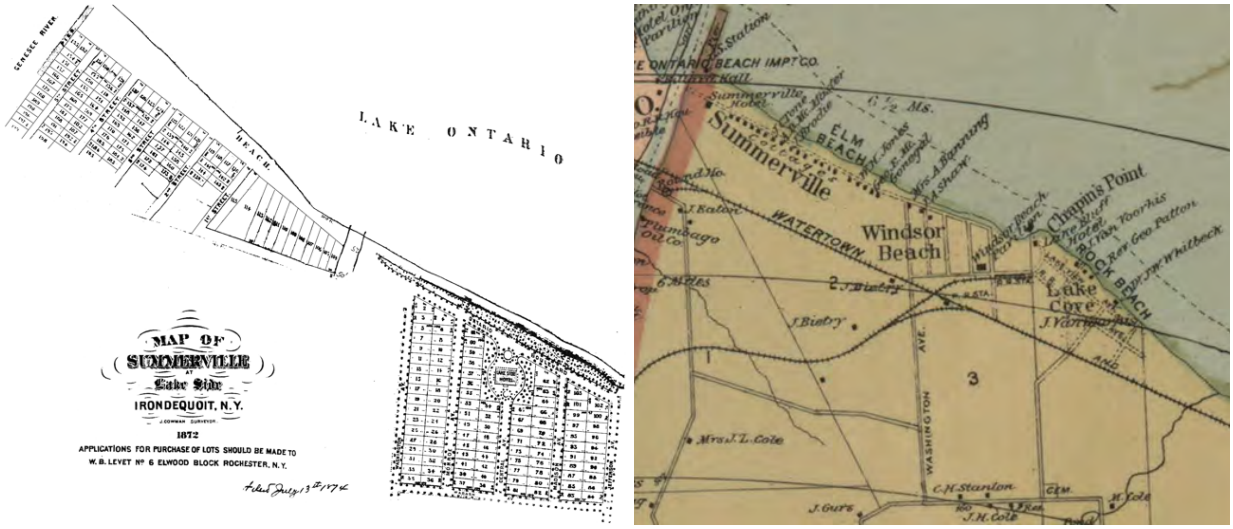


Figure 120. White City in 1874 Subdivision Map (left) and 1887 Plat Map (right).

The area first appears on historic maps in the 1870s. Joseph C. Tone announces a business venture to buy Summerville and Windsor Beach (then still a swamp) to establish a new, upscale summer resort destination in competition with Sea Breeze and Glen Haven. In 1874 he filed a subdivision map showing two subdivisions in the northwesternmost corner of Irondequoit: Summerville and Windsor Beach (Figure 120, Map 19). He planted thousands of trees and established plots of one hundred by forty feet. After years of lobbying, in 1883 the Rochester and Lake Ontario Belt Railway extended a branch across St Paul Blvd providing easy access to Windsor Beach for the first time and quickly impacting local business. By 1883 it was clear that Tone's investment was paying off and Summerville would rival Sea Breeze in the

northeast.[216] Another boon the area came in 1893 when the Rochester & Irondequoit Railroad Company began installing an electric trolley line connecting Ridge Road through to Summerville. That same year the Irondequoit Turnpike Co (later purchased by R&I RR Co.) began updating and extending St Paul Blvd along the same route as the R&I rail line. Before 1894, "not a soul lived north of Stutson Street [now CR-99/Great Lakes Seaway Trl/Pattonwood Dr] in Summerville and Windsor Beach in the winter, and even the Life Saving Crew departed with the first snowfall and remained away until spring."[217] With the electrification of the rail line, however, area development advanced rapidly. The 1895 USGS map of Irondequoit shows the extension of St Paul Blvd and the Belt railway providing quick connections from Rochester to Windsor Beach for the first time (Map 20).

By 1897, Windsor Beach held approximately two hundred tents and cottages with a summertime population of near eight hundred, according to Dorothy Dengler. While those with cottages typically owned the land, those with tents rented land from the Rochester & Irondequoit Railway Co., which in turn supplied water through iron conduits and electric lights through the Rochester Gast & Electric Co. These tents, Dengler explains, were "constructed on wooden floors and framework, [they] had one or two completely wooden rooms—usually the kitchen and a bedroom—but the dining room, sitting room and porch were covered with canvas." During winter, all furniture was stored in the wooden rooms until the following summer. These forty acres of tents became known as White City (Map 22).[218]

The 1908 fire destroyed everything in the area. That same year, the community formed the White City, Windsor Beach and Summerville Athletic Association to organize land use in these three adjacent subdivisions, as well as plan summertime activities. Their official aim was to promote "athletic sports, entertainment, and general welfare of the community." Historic accounts of White City during this period recount a middle-class dreamscape orchestrated by carefully enforced restrictions meant to limit who could join this community. This community was composed predominantly of native-born U.S. citizens of western European ancestry. To buy or rent a cottage or tent, one was required to attain written consent from the president of the Athletic Association and the cottages to either side of the property in question.[219]

Meanwhile, the R&I Railway Co continued leasing plots and supplying water and electricity to summertime pleasure-seekers. During their years of operation, the Athletic Association helped organize a tight-knit social network chaperoning the golden age not only of White City, but Summerville as a whole. According to Article I, Section 2 of the Athletic Association's Constitution, the "territory" of the association would be "the area bounded on the north by Lake Ontario, on the west by the Genesee River, on the south by Cole Road extended through to the Genesee River, on the east by Rock Beach Road extended through to Lake Ontario." By 1918, the proposed district, which consisted of both Windsor Beach and White City

[216] Broadbrooks, *Irondequoit Centennial*, 15–16, 18, 21; Dengler, "The Rise and Fall of White City…"

[217] Broadbrooks, *Irondequoit Centennial*, 16.

[218] Dengler, "The Rise and Fall of White City…"; Broadbrooks, *Irondequoit Centennial*, 26.

[219] As quoted in Dengler, "The Rise and Fall of White City..."

subdivisions, was identified simply as White City (Map 28, Figure 121). A later HOLC map shows a clear outline of this Association as area “C2” (Map 45).

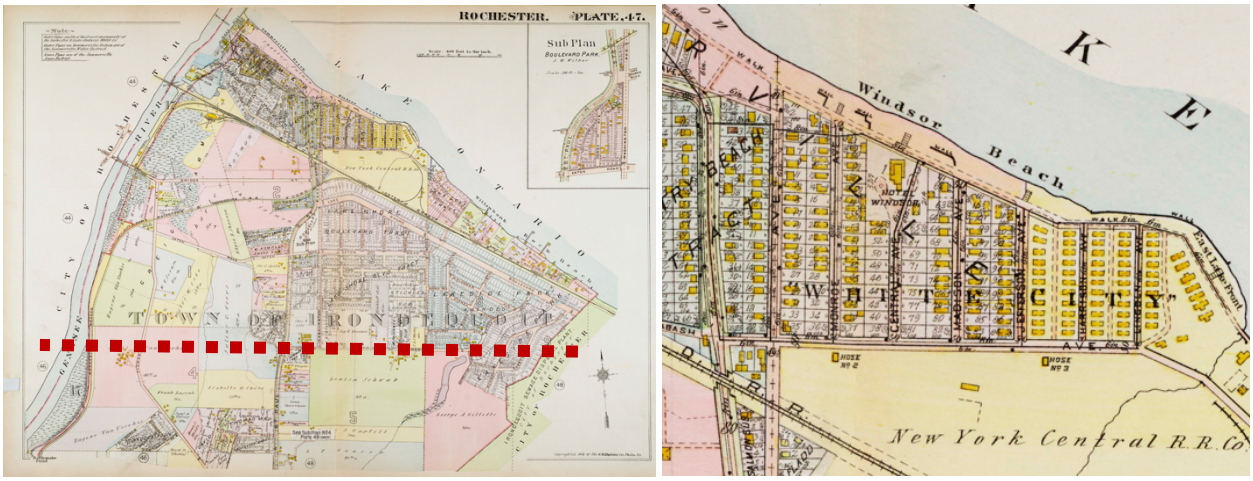


Figure 121. 1918 Plat Map. Map Diagram of Athletic Association Territory (left); detail showing White City (right).

In the left image, the territory of the Athletic Association extends from Cole Rd (now Colebrook Dr) at the dotted, red line north to the lake shore. In the right image, the map shows White City encompassing the area between Washington Ave and East Lake Front along Windsor Beach.

Within a decade of the fire, White City was already eighty percent occupied. Six years later, there were only seven (7) empty lots while many parcels also included two buildings (Map 32). After only six more years, however, the Rochester and Irondequoit Railway Company announced they would be selling all of the lots in White City leading to the dissolution of the Athletic Association and hastening the decline of White City.

The Athletic Association dissolved in 1930. The former members who were able to stay reincorporated as the Windsor Park Lot Owners association to maintain access to local utilities infrastructure. However, the new organization last little more than a decade before dissolving permanently. Despite this second life in the 1930s, the highpoint of the community had already passed, and the built environment reflected these changes. Grassy boulevards with colored lanterns and canvas hammocks became hedgerows and fences with “private property” signs and the prior sense of local comradery dissipated.

Following the transition to private property, many owners moved to “winterize” their properties transforming their long, narrow summertime tents into permanent cottages with permanent walls and concrete foundations. Twenty-first century homeowners within the district often find remnants of these canvas tents embedded within the walls of their cottage during renovations. These material transformations of the proposed district partially follow the period of significance. Tax map data from Monroe County indicates that sixty-six (66) resources were built in 1930. By 1931, historic plat maps show a near complete transformation from canvas tents (shown clearly in plats from 1924 and 1918) to wood-frame cottages (Map 1924, Map 1931).

This and later changes to the material fabric of White City substantially alters the integrity of material, craftsmanship, and style of buildings within the proposed district. Nevertheless, most buildings within the

district remains closely associated with the lake and its summertime activities, limited by the original parcel boundaries, and enriched by the sense of place that made White City initially desirable. The narrow roads and lots reinforce the historic recreational character of the area to the extent that it retains a strong sense of place and overall feeling. The 1938 HOLC survey of White City described the area as "a collection of cheap bungalettos" that were "congested and most unattractive."[220]

5.5.3 Period of Significance Justification

The period of significance begins in 1908 following the devastation of the 1908 fire destroying a significant amount of the area north of Rock Beach Rd (then Wabash Ave) and ends in 1930 when the lots within White City transitioned into individual, private ownership after the dissolution of the White City, Windsor Beach and Summerville Athletic Association. Although the area was already established as a summertime resort destination in the 1870s, the proposed district remained largely undeveloped until the twentieth century. In the earlier years, Summerville drew visitors along St Paul Blvd to the lake shore along with several hotels including Hotel Windsor within the proposed district. However, it was not until after the 1908 fire that the lots within Windsor Beach and White City (collectively referred to as White city no later than 1918) were filled with white tents. White City reached the height of its popularity in the 1920s before falling off abruptly by the middle of the 1930s as the historic character of the area transformed from summertime retreat into year-round residences.

5.5.4 Boundary Justification

The proposed district boundaries directly coincide with the historic boundaries of the parcels identified as White City in the 1918, 1924, and 1931 plat maps of Irondequoit. In these maps, the pre-existing subdivisions of White City (ca.1902) and Windsor Beach (1872) are both identified under the name White City, although the boundary between them at Jefferson Ave (now Delta Terr) remains visible. During the period of significance, the northwestern corner of Irondequoit from Colebrook Dr (then Cole Rd) north to Lake Ontario was governed by the White City, Windsor Beach and Summerville Athletic Association (1908–1930). According to the Athletic Association's constitution, their organization encompassed all the parcels "bounded on the north by Lake Ontario, on the west by the Genesee River, on the south by Cole Road extended through to the Genesee River, on the east by Rock Beach Road extended through to Lake Ontario" (see Figure 121 above).[221]

Although the parcels within this broad area were closely associated by social activities, infrastructure, and local governance, the architectural character of subdivisions within this area were not consistent. For instance, the parcels west of Washington Ave within Summerville and Bietry Beach Park were often

[220] See Rochester area maps and details in "Mapping Inequality."

[221] As quoted in Dengler, "The Rise and Fall of White City..."

privately owned lots occupied by wood-frame summer cottages (Map 23). In contrast, the dominant building form in White City during the 1910s-1920s was white, canvas tents. These can be seen in plat maps and Sanborn insurance maps represented with the use of dotted lines (Figure 122, Map 28) as well as historic photographs. Some areas within the broader Athletic Association territory also possess parcels that appear to hold historic canvas tents including some on the southern side of Rock Beach Rd (575, 549–529), Summerville Dr (108–114), and a row of summer cottages along McMasters Aly on the southern side of St Paul Blvd opposite Second St.

The 1931 plat map shows the apparent transition from canvas tents to wood-frame cottages (Map 37). In this shift to permanent construction, the cottages of White City largely retain the form, massing, setback, and streetscape of the preceding "Tent City" continuing to the distinguish the area from nearby subdivisions within the former Athletic Association.



Figure 122. Detail of 1912 Sanborn Map, Plate 17 showing summer cottages and canvas tents.

5.5.5 Physical Summary

The proposed White City Historic District is located in the northwestern corner of Irondequoit between Rock Beach Rd and the southern shore of Lake Ontario. It consists of ten north/south roads extending from Rock Beach Rd (formerly Wabash Ave) toward the shore of Lake Ontario: Washington Ave (east side), Anchor Terr, Bateau Terr, Madison Terr, Delta Terr, Harrison Terr Odd, Harrison Terr Even, Tone Terr Odd, Tone Terr, and Tone Terr Even.

Two historic subdivisions make up the district. The Windsor Beach subdivision was first established in 1872 by Joseph Tone with two hundred twenty-four (224) parcels and the White City subdivision first appears on the 1902 plat map with sixty-six (66) parcels. The 1918, 1924, and 1931 plat maps all refer to the proposed district as White City, although both subdivisions remain visible. Today there are a total of one hundred seventy-two (172) resources within the district boundaries and fifteen (15) empty lots.

According to Monroe County tax maps, two (2) resources were built before 1900, one hundred eight (108) were built between 1908–1930, and sixty-two (62) resources were built after 1930. In this report, *kta* has proposed two (2) resources within the proposed district individual eligible (37 Harrison Terr; 389 Madison Terr) (Figure 123).

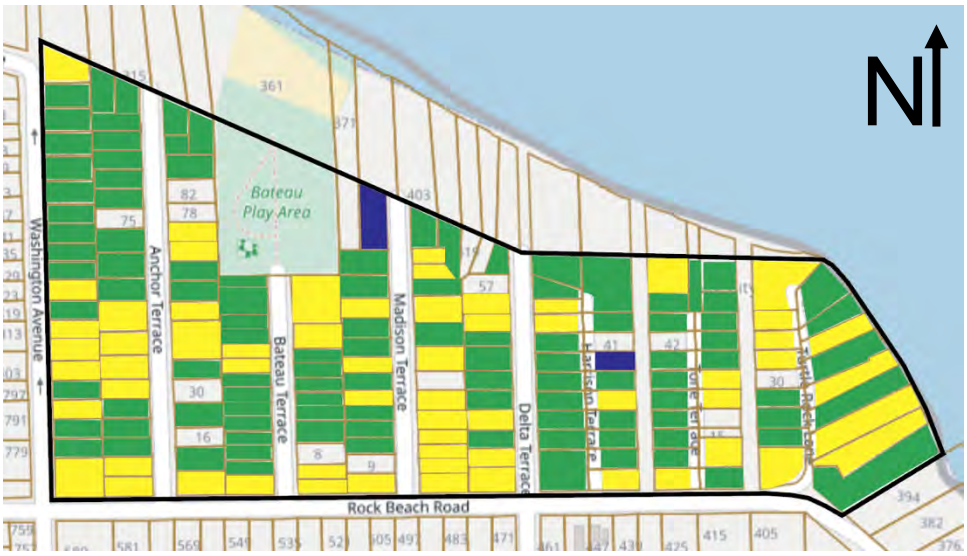


Figure 123. Map Diagram contributing and non-contributing resources within proposed White City Historic District.

High Integrity (blue)
Contributing (green)
Non-contributing (yellow)

Residences throughout the proposed district present a coherent sense of place directly associated with the shore of Lake Ontario and summertime recreational activities. Even though the architectural integrity of most buildings has been compromised by additions, replacement materials and windows, and, in some instances, deterioration, the historic form and massing of early summer cottages remains consistently visible along each street within the district. Converted from early canvas tents, these summer cottages are narrow rectangular volumes extending the full depth of the parcel. They are typically one-story with low-pitched, front-gabled roofs and many windows. In many instances, these historic volumes have been integrated with larger, more typically suburban building typologies including some hipped-roof and front-gabled American Foursquares along Washington Ave (E02, E03), or with the addition of a second story with a similar gabled form (E09, E11), dormers (E16–17, E20), side wings (E04, E08, E11, E18, E20), and garages or sheds (E12, E14–15, E22). At times the historic volumes have been mimicked by later construction including mid-century cottages (E04).

Setbacks and curbs vary slightly across the proposed district. Washington Ave precedes the other roads in the district by several years. It is also more highly traveled than the others as well and has a barrier curb (E01–03). The setbacks on Washington Ave are reflected along Anchor Terr (E04–05, E23), Bateau Terr (E06–07, E21), and Madison Terr (E08–09, E19), which all feature rolled curbs. Rock Beach Rd also features rolled curbs while all residences on the northside are oriented to north-south streets (E18, E20, E22, E24). However, Harrison Terr Odd (E12–13), Tone Terr Odd (E14–15), and Tone Terr Even (E16–17) do not have setbacks or curbs. The lack of setbacks and curbs on these last three roads likely stems from the historic pedestrian paths in White City, which ran between each row of parcels leaving no room for setbacks. This organization remains at the eastern end of the proposed district where two pedestrian routes can still be

found: Harrison Terr Even (between Harrison Terr Odd and Tone Terr Odd) and Tone Terr (between Tone Terr Odd and Tone Terr Even). Landscaping has been similarly impacted by these variations in setbacks with the western portions showing modest lawns, gardens, and planting, and the eastern portions dominated by asphalt or concrete parking and little grass or greenery along the road.

Table 15. Existing Resources found in CRIS within Proposed White City Historic District

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
854 Washington Ave	Doberstein Residence	Irondequoit	Monroe	05508.000775	1920	Undetermined
12 Madison Terr	Residence	Irondequoit	Monroe	05508.000592	1939	Not Eligible
37 Madison Terr	Residence	Irondequoit	Monroe	05508.000320	1930	Not Eligible
13 Bateau Terr	Residence	Irondequoit	Monroe	05508.000326	1920	Not Eligible
9 Delta Terr	Residence	Irondequoit	Monroe	05508.000029	1920	Not Eligible
26 Delta Terr	Residence	Irondequoit	Monroe	05508.000030	1930	Not Eligible
45 Delta Terr	Residence	Irondequoit	Monroe	05508.000689	1930	Undetermined
36 Harrison Terr	Residence	Irondequoit	Monroe	05508.000374	1922	Not Eligible
47 Harrison Terr	Residence	Irondequoit	Monroe	05508.000909	1930	Not Eligible

Table 16. Individually Eligible Resources within Proposed White City Historic District

Address	Property Name	USN	Year Built	S/NRHP Status
389 Lake Front	Residence	Not Assigned	1908	Proposed eligible by kta
37 Harrison Terr	Residence	Not Assigned	ca.1920–30	Proposed eligible by kta

Figure 124. Photo Key for Proposed White City Historic District



F01	View to NE of 786–798 Washington Ave	**F13**	View to NE of 31–41 Harrison Terr Odd
F02	View to NE of 842–860 Washington Ave	**F14**	View to S/SE of 31–9 Tone Terr Odd
F03	View to SE of 860–848 Washington Ave	**F15**	View to NW of 10–20 Tone Terr Odd
F04	View to NW of 13–35 Anchor Terr	**F16**	View to SW of 26–16 Tone Terr Even
F05	View to NW of 59–69 Anchor Terr	**F17**	View to N of 537–523 Tone Terr Even
F06	View to SE of 44–28 Bateau Terr	**F18**	View to W/NW of 412 Rock Beach Rd
F07	View to SW of 23–9 Bateau Terr	**F19**	View to NW of 3–13 Madison Terr
F08	View to SW of 41–15 Madison Terr	**F20**	View to W/NW of 2/3 Bateau Terr
F09	View to NW of 13–29 Madison Terr	**F21**	View to N of Bateau Terr
F10	View to SE of 48–32 Delta Terr	**F22**	View to W/NW of 4/1 Anchor Terr
F11	View to NW of 17–31 Delta Terr	**F23**	View to N/NW of Anchor Terr
F12	View to NW of 14–26 Harrison Terr Odd	**F24**	View to W/NW of 1 Anchor Terr

6.0 ANALYSIS & RECOMMENDATIONS

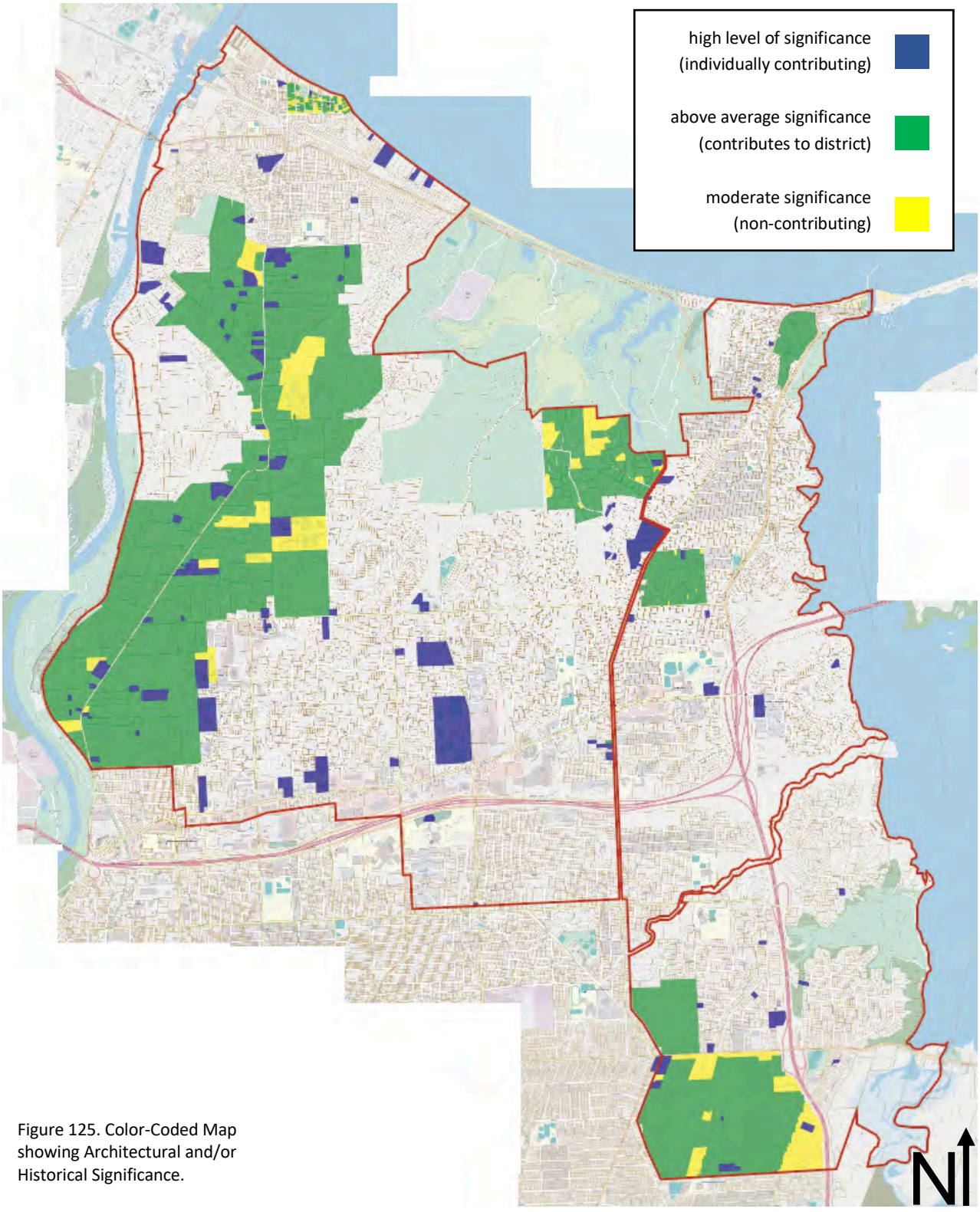


Figure 125. Color-Coded Map showing Architectural and/or Historical Significance.

6.1 Analysis of Survey Findings

There are three overlapping periods and intertwined activities with the most significant impact on the physical development of Irondequoit over the course of the nineteenth and twentieth centuries. This section will briefly recount each of these phases drawing on the previous sections of the report and call attention to a sampling of the residential and non-residential buildings most relevant to each of them. Not only do these "phases" overlap, but over the course of Irondequoit's history they each impacted one another. The three of them together best account for the peculiar architectural features of the Town of Irondequoit. Some physical aspects of Irondequoit predate these three phases and set the stage for their impact on the Town's history. The three bodies of water surrounding Irondequoit—the Genesee River, Lake Ontario, and Irondequoit Bay—made this region highly conducive to trade in the past. Likewise, the Ridge Rd is a naturally occurring path surrounding Lake Ontario providing an overland route across the region used for centuries prior to the arrival of both Indigenous groups and white settlers.

6.1.1 Agricultural (1800–1930)

The earliest phase of development in what was to become the Town of Irondequoit occurred in the late eighteenth and early-nineteenth century with several sites of colonial settlement established as centers of trade including Charlotte (1792–Present), Carthage (1809–1934), Rochesterville (1812–1822; Rochester 1822–Present), and Tryon Town (ca.1798/1801–1830s). Rochester became the dominant trading center by the 1830s and Irondequoit was officially formed as a Township in 1839. It was at this time that Irondequoit also laid out its main thoroughfares running both east-west and north-south through the town: Culver Rd, Portland Ave, Hudson Ave, and St Paul Street (later Blvd) running north-south, and Clifford Ave, Norton St, Ridge Rd, and Titus Ave running east-west.

Over the course of the nineteenth century, Irondequoit was predominantly an agricultural district characterized by subsistence farms until the latter half of the century when it established itself with several highly successful nurseries producing trees, shrubs, and other greenery for sale across the United States. By the end of the nineteenth century, it was also home to a massive grouping of orchards distributing peaches and other fruit. With the primary routes through town already established, farmhouses, barns, greenhouses, and orchards lined the roads throughout Irondequoit as evidenced by historic maps (Map 14, Map 15, Map 17, Map 19, Map 22)

As discussed in prior sections (3.2; 4.1), Irondequoit's agricultural production relied on Rochester's markets and distribution infrastructure including its canal, railways, and shipping connections. Since the earliest colonial periods it had been known as a site of gristmills, sawmills, and agricultural trade. At the turn of the twentieth century, however, Irondequoit's reputation was shifting. It was now also known as a resort destination and a prime location for real-estate speculation. Despite the shift toward recreation and suburban development, some agricultural land persisted into the twentieth century, although few sites remain today.

Non-Residential Properties

The earliest of Irondequoit's buildings were the sawmills, gristmills, farmhouses, and barns necessary to support early colonial settlement. No buildings remain extant that were constructed before 1815, and the vast majority of farmhouses and barns that do remain standing appear to be from the mid- to late-nineteenth century. While no mill buildings remain in the survey area, there are some agricultural buildings that are still standing. The agricultural operation at 51 Greenhaven Rd began in 1845–53 with a farmhouse, outbuildings, and, in the twentieth century, greenhouses. Similarly, those at 1339 Stanton Ln began ca.1910. Although none of the buildings that remain standing at these locations retain sufficient integrity to be proposed Eligible, the sites do retain the feeling and character of this agricultural past.

The Grange Hall building (1910) at 645 Titus Ave was built to serve as a meeting place for the Granger Movement of the nineteenth century—a cooperative Populist organization that sought to challenge transportation monopolies in the mid- to late-nineteenth century, who built community buildings like this one all around the country and especially in the Northeast and Midwest. The Grange Hall in Irondequoit is a two-story building built in rock-faced block featuring a partial-width, central pediment projecting forward from the hipped roof and standing slightly proud of the front elevation at and above the roofline of the second story. Windows are inset into this projecting volume in line with the other two-story windows and a semi-circular window set above the cornice line beneath the pediment. Below this is a non-historic, twentieth century storefront set into the porch with a shed roof. Satellite and aerial views show several rear additions to the building which sits on a large parcel; however, it is possible that these "additions" were originally built as off-street warehouse buildings and were only later attached to the main volume of the grange hall. This is an uncommonly large grange building for the nineteenth century, which over the course of its history played a significant role in Irondequoit's cultural development well-beyond that of the granger movement alone.

Early citizen Hosea Rogers established a farm on what would become St Paul Blvd that passed down through his family. In the early twentieth century, Asentha Rogers appears to have either rented a portion of the family property to a new nursery operation, or perhaps started one herself. The square building and chimney (ca.1920) set back from the street at 2961 St Paul Blvd are built of Rock Face Block and originally appeared alongside several other outbuildings including a series of greenhouses (Map 27, Map 31, Map 35).

Residential Properties

The earliest residential properties are all farmhouses with associated outbuildings. Few of these remain in Irondequoit; most were demolished to make way for the more substantial, denser style of development that occurred in the early- and mid-twentieth century. Those constructed in the nineteenth century display Greek Revival, Italianate, and vernacular farmhouse styles including cobblestone construction and upright and wing buildings. These buildings and structures are significant to Irondequoit's architectural history for their continued illustration of the historic feeling and character of agricultural land that was slowly transformed into suburban developments.

The two oldest wood-frame properties are from the 1830s. The Pioneer House (1830, local landmark) has been relocated to 1288 Titus Ave. Along with significance as a local historic landmark, it presents a historic, side-gabled, wood-frame building with a rear kitchen addition and historic six-over-six windows. Similarly, the Isaac Butts House (1839) was moved from 1571 E Ridge Road to its current site at 140 Kindlewood Rd by the Irondequoit Historical Society. This side-gabled, one-and-one-half story house is the only example of a Greek Revival style residence found in Irondequoit.

Cobblestone buildings appear throughout NYS adapting a vernacular building style from the East of England along the North Sea to the conditions on the southern shore of Lake Ontario. In Irondequoit two cobblestone houses remain. The Langworthy Farmhouse, also known as the Jenkins Cobble House and Flint-Grimwood Residence (USN: 05508.000003, ca.1815–40, local landmark) at 2523 St Paul Blvd is not only a rare, distinctive surviving cobblestone building with smooth-faced stone quoins at its corners, but also the subject of a 1920s modernization project organized by the General Realty Service and widely publicized by the *Democrat and Chronicle*. The Hiram Pardee Residence (1846) at 180 Pardee Road is another rare example of a surviving cobblestone building associated with a prominent citizen of Irondequoit. The two-story, front-gabled residence features smooth-faced stone quoins at the corners and smooth-faced stone lintels above its historic windows. It is the only remaining nineteenth-century cobblestone building not yet designated in Irondequoit.

At 4415 Culver Rd (ca.1850s) a rare surviving example of an upright-and-wing farmhouse, a common vernacular typology, is visible with vergeboard set in the front gable referencing Gothic Revival ornamentation. The Hosea Rogers Residence (1851–52) at 2689 St Paul Blvd is a two-story, brick Italianate farmhouse with a front-gabled roof and porch, historic rear extensions, and outbuildings. Also associated with the Rogers family is the W.H. Rogers Residence (1918) at 2627 St Paul Blvd, the farmhouse (ca.1920) at 2691 St Paul Blvd, and the Rock Face Block outbuilding and silo also at 2691 St Paul Blvd. All of these buildings were once part of Asentha Rogers's early twentieth century agricultural operation before the land was subdivided.

By mid-century, farmhouses and barns grew in scale significantly. The Coerte Farm (formerly the Van Voorhis-D'Amanda farm) (ca.1850s) at 591 Thomas Ave, is a rare example of a farmhouse still in operation. The landscape surrounding the home was designed by Fletcher Steele in the 1960s. The farmhouse at 295 Colebrook Dr (1860) is a two-story Italianate style building with a central front-gable projecting from a horizontal mass and large one-and-one-half story shed roof sloping across a 1950s two-car garage addition. A partial height front porch with columns and ornate cornice line covers the entryway. Additional Italianate farmhouses are at 3390 Culver Rd (ca.1860–80, local landmark), the Rogers-Armstrong Residence (1852, local landmark) at 2524 St Paul Blvd with a twentieth-century porch addition, and the grand Simpson Farmhouse (1876) at 2354 St Paul Blvd. The Baycrest Residence (1880) at 763 Helendale Rd (local landmark) is another example uncommon in the survey area of a nineteenth-century upright-and-wing farmhouse with characteristic inset porch over the primary entrance.

Several farms operated over many generations building, demolishing, and rebuilding as needed. Many of these could be found along Portland Ave, which in the early twentieth century was still named Garden St.

The Rudman Family farmhouse (1880), barn, and outbuilding built of Rock Face Block at 2174 Portland Ave offers a high-quality example of a nineteenth century farmstead operating from 1852 into the twentieth century without losing its historic character and feeling. The Barons (also Earnest/Ernisse) (ca.1850s–1910s) at 1759 Portland Ave and David C. Rudman's (ca.1834) at 1917 Portland Ave provide additional examples. The John O. Daggs (295 Stanton Ln), William A. Bailey (1339 Stanton Ln), and Benjamin T. Franke (later Eugene F. Peacock, 51 Greenhaven Rd) farms set deep within the block to the west of Portland Ave were in operation from at least 1902 (Map 22). Daggs appears to have sold his land to developers in the late 1920s, while the historic Bailey and Peacock farms appear they may remain in operation today.

Few agricultural operations remain active in Irondequoit. One stands at 2458 E Ridge Rd, Aman's Farm & Market Barn (1980). While this particular building was constructed in the late-twentieth century, the Aman Farm dates back at least to 1852 at this same location with a historic barn dating to ca.1840 (Map 14). The farm appears on several other historic maps as an active truck garden (Map 19, Map 33, Map 58). It is likely that the two-and-one-half story, front-gabled residence at 2448 E Ridge Rd (ca.1890–1910) is historically associated with the Aman family farm (Map 42).

6.1.2 Recreational (1870–1930)

The same transportation infrastructure that allowed Irondequoit to engage in large-scale agricultural trade in conjunction with changing social mores around leisure-activities and play led to the rise of private dinner clubs and sporting clubs along the shores of the Genesee River, Lake Ontario, and Irondequoit Bay. Cool breezes and attractive views encouraged those who could afford it to venture away from the urban center of Rochester and surrounding towns to spend time in social clubs, play cards, listen to music, and go dancing. By the turn of the century, the staid social clubs of late Victorian Irondequoit had become full-blown resorts with rides, water slides, dance halls, large hotels, and beachside events. Properties along major transportation routes to these leisure sites increased in value as they witnessed more-and-more pleasure-seekers on their way to Summerville, Seabreeze, Bay View, Glen Haven, and other entertainment destinations. The highest concentration of new developments occurred alongside the resort destinations themselves, all of which grew exponentially between 1900 and the early 1920s. And then abruptly, even before the Depression had begun, resorts shrunk in size or closed entirely. By the 1940s, several whose reputation continues into the twenty-first century had all but disappeared. Some of the leisure sites remain and some have been reinvigorated in the last thirty years, but most are only apparent today through their impact on infrastructure and commercial corridors. Since the 1930s, Irondequoit's reputation has re-focused again to its role as a collection of high-quality, suburban neighborhoods.

Non-Residential Properties

In the late-nineteenth century, nearly all construction associated with leisure-activities, recreation, and entertainment were non-residential properties with a strong emphasis on taverns, commercial buildings, hotels, and club buildings. Unfortunately, very little of these buildings remain with many institutions

rebuilding several times due to periodic fires. The Union Tavern (ca.1880s) at 4565 Culver Rd is a late-nineteenth century, brick building. The square footprint, extended two-stories, central tower, deep eaves, and partial-height entry portal all indicate its Italianate references. While the building is in sufficient condition for eligibility, this is due in part to the long history of the building in town as a tavern and the only known example of an Italianate commercial building in the survey area.

The Rochester Canoe Club opened their first clubhouse near the Massaug coves. In 1887 they erected a new clubhouse on Canoe Point near Newport House, and again in 1915 they moved to the former residence of Hiram Edgerton. In 1958 they began planning a new building at 2050 Bay Shore Blvd (1970). Although the building does not appear architecturally significant, there is no doubt this cultural institution has played a significant role in Irondequoit's history and is one of the few still in operation from the late-nineteenth century.

The Newport Yacht Club was founded in 1936 on Newport Island near the Massaug Coves. In 1942 it moved to former premises of the Birds and Worms Club and Hotel at 694 Seneca Rd (USN: 05508.000730), which had finally closed after seventy years. The Birds and Worms Hotel constructed the building on Irondequoit Bay in the 1870s renovating it in the 1890s, 1910s, and in 1940. The Yacht Club substantially renovated their clubhouse in 1977–78. CRIS identifies this property as Not Eligible due to alteration and loss of integrity, however in its one-hundred-fifty years of existence, the building has been significantly renovated at least four times by two different proprietors. In the context of this history, further research may demonstrate the building is Eligible.

Residential Properties

Residential development in the survey area was catalyzed by the growing entertainment and recreation facilities along the shorelines. On what was sparsely settled land in 1872, subdivisions emerged near the resorts themselves as early as 1895 with Point Pleasant Tract near Seabreeze. By 1902, subdivisions on the far northwestern corner of the Town included Summerville, Bietry Beach, Windsor Beach, White City, Boulevard Park, and Lake Cove Tract. Almost none of the earliest residential buildings remain in these areas. The house at 231 Lake Front appears to date to 1895, however the 1908 fire in Summerville leveled most of the surrounding buildings.

The converted cottage (1925) at 37 Harrison Terr is a rare example of a remaining cottage built as part of White City and then converted likely in the 1930s into a year-round residence. Integrity is difficult to determine with the few remaining cottages like this one insofar as a crucial part of their relevance to Irondequoit's history concerns their later renovations. More research will be necessary to nominate these cottages Eligible. Several buildings along Tone Terr, Harrison Terr, Delta Terr, Bateau Terr, and Washington Ave in the historic White City area may be worth closer analysis in this respect.

6.1.3 Suburban (1890–1945)

Suburban residential development began in earnest during by the early-twentieth century, with the highest concentration of development occurring in those areas nearest the City of Rochester and along both St. Paul Blvd and Culver Rd. By 1900, three major routes had been electrified for streetcar travel including along the St Paul Corridor, Rochester & Suburban RR Co (along Portland Ave, Ridge Road, and Culver Rd), and the Glen Haven RR (later extending to Sodus Bay) toward the south end of the Bay. All of these routes encouraged the outward expansion of Rochester's tradesmen and white-collar professionals into a newly established Suburban Irondequoit. The more buyers traveled out, the more developers attempted to buy the agricultural land adjacent to the streetcar lines, and then further out as private vehicles became more affordable by the 1920s. Subdivisions proliferated rapidly between 1910 and 1930 building streets, sorting out access to necessary infrastructure including water, sewers, and electricity, as well as advertising widely.

Construction occurred in generally the same manner on each street, where different developers and contractors built multiple houses contemporaneously to one another. In fact, despite the large scale of many developments throughout Irondequoit, it appears that large numbers of homes were rarely built together. Instead, companies preferred to sell lots to buyers, who were then responsible for building a home. Although there are exceptions, the often piecemeal construction of Irondequoit neighborhoods also comprises one of its defining characteristics, as the next section below will demonstrate through the influence of postwar residential development.

As the use of electric streetcars began to decline and the number of automobiles and buses increased, the outward migration from the City became more urgent. Traffic congestion both encouraged leaving the city and was a latent cause of the increasing problem. Construction statistics of the 1920s are inflated with the large quantity of small private garages contracted by suburban homeowners. The domination of the automobile in postwar neighborhoods was presaged by the insertion of one-car, detached garages at the rear of existing houses turning the green spaces between homes into driveways and filling already narrow lots with additional built space. While some of the houses built during the 1910s and 20s were originally constructed with their own garages, many of those that were not tended to construct a garage on the property in the following decades. Most garages were constructed with simple stylistic elements that echoed the style of the house on the property. The presence of these garages reveal that cars were becoming the primary transportation method of the Town's residents by this time, attesting to the dominance of the automobile as well as the comfortable socioeconomic class of the residents. By this time, many middle-class American citizens could afford an automobile, and its prominence was reflected in the built environment.

Growing subdivisions brought the first large wave of churches, schools, and commercial sites since the early settlement period. Irondequoit divided itself into a growing number of new school districts as the population grew. And church communities flourished. Nevertheless, expansion slowed quickly by 1932 with less than half of existing lots holding houses and substantial farmland remaining between the main transportation corridors of Culver Rd and St Paul Blvd (Map 38) The 1930s and 1940s proved tumultuous

for the real-estate and construction markets in Irondequoit. Modest private construction continued alongside aggressive municipal and federal infrastructure projects.

Non-Residential Properties

Several school buildings were built in the early twentieth century in a wide range of architectural styles to serve the expanding, suburban communities in the survey area. The oldest extant school building, which survives from the nineteenth century, is the former District School No.2, also known as the (second iteration of the) Hobbie School (1887, 1912) at 2841 Culver Rd. It is a one-story brick building on an exposed stone foundation. The massing reflects late-nineteenth-century school design with a symmetrical façade characterized by two intersecting masses forming a cross gable with the front elevation featuring a jerkinhead gable. A rounded arch over the door and ornamental brick hoods on the tall, narrow front windows suggest some Italianate influence. The Hosea Rogers Middle School (1928) at 219 Northfield Rd was designed by Gordon & Kaelber architects and is the only example of a Collegiate Gothic style school in Irondequoit. The building is composed of a horizontal bar divided on the long-side, front elevation into five, five-window bays separated by what appear styled as engaged, pointed buttresses. An inset door under a gothic arched entry portal designates the front door. The Ruben Dake Junior High School (USN: 05508.000212, 1931) at 350 Cooper Rd presents a Colonial Revival style school building with a central belfry above a projecting temple-front entry portico supported on Corinthian-like columns. The side elevations show engaged, pedimented porticos with square engaged columns surrounding an elaborate framed door topped by an arched window. The Seneca Elementary School (1922) at 4143 St Paul Blvd designed by Leander McCord offers another example of a Colonial Revival school building. It is also two stories, made of brick, and displays an engaged portico with an inset elliptical window in the brick-faced pediment to mark the main entrance. Replacement windows and non-historic additions damage the overall integrity slightly. All of these buildings continue to function as schools and offer local examples of early-twentieth century school design in the survey area with architectural integrity.

Two additional school buildings remain extant in Irondequoit, which no longer serve as schools. The former Laurelton School building (1936) at 500 Helendale Rd is a two-story, symmetrical brick building with stone ornamentation and three rounded brick arches with keystones supporting a large, partial height entry porch. It was inspired by Beaux-Arts Classicism, although it no longer serves as a school. It is significant as an excellent surviving example of early-twentieth century school design in Irondequoit that has been reprogrammed without apparent detriment to the character and feeling of an educational building. The former Holy Angels Campus building, which now houses the Tones Studio (1924) at 1326 Winton Rd N is a converted three-story, brick building with stucco walls exposing brick detailing along window lintels and horizontal bands at the parapet, second story windowsills, and the spring points of first-story, segmental-arch windows. The central three-story volume is flanked by two-story wings in plane with either side of the elevation. It presents an imposing, regular pattern broken only by a large, square brick tower to one side of the main building volume rising twice the height of the wings. The tower appears to be a chimney of sorts, but it is significantly out of scale for this use alone.

In the 1920s and early 1930s, several churches were constructed to serve the newly established residential communities in the survey area. The Irondequoit United Church of Christ (1926) at 644 Titus Ave is a Colonial Revival church designed by Rochester architecture firm Foote & Carpenter. Listed in 2002, the building is architecturally significant as an outstanding example of early twentieth century Colonial Revival church architecture, and the largest and most sophisticated ecclesiastical building at the time of its construction reflecting the Town's rapid change in the 1920s, according to the nomination. The building had a large addition added in 1950-51 attaching it to the adjacent brick Women's Christian Temperance Union building to its east. The Resurrection Lutheran Church (USN: 05508.000829, 1927, local landmark) at 3736 St Paul Blvd is a Colonial Revival church characterized by a full-height, pedimented portico in-line with the roof and projecting forward onto a grand, front stair. The pitch of the roof behind the two-story portico extends the front elevation wider to either side. Slightly set back from the main elevation, a one-story wing extends from either side of the central nave, and further additional volumes are visible at the rear of the church. Irondequoit Presbyterian Church (1930) at 2881 Culver Rd and Laurelton Presbyterian Church (USN: 05508.000665, 1941) at 335 Helendale Rd (now called The Well) are two further pre-war church buildings of noticeably different styles. The Helendale church building has previously been designated Not Eligible.

Of the many pre-war commercial blocks in the survey area, two remain extant that served their local residential communities. The row building at 205 Rawlinson Rd (1939) is set deep within the Seneca Side subdivision. It is a one- and two-story brick building with modest decoration to the parapet and both historic and replacement storefronts including some historic, Craftsman-inspired windows visible at the southern-most storefronts (and perhaps obscured in the others). A Mission Revival style commercial building (ca.1900) at 4358 Culver Rd was built by Frank L. Stein. It exhibits a red-tile roof, smooth stucco walls in yellow ochre, and rounded archways over entrances to a first-floor colonnade and second-story windows. Many commercial buildings exist along Culver Rd, Titus Ave, and Ridge Rd. They were mostly developed first in the 1920s, but mostly after the 1950s. These buildings have been subject to a much higher rate of demolition, reconstruction, and renovation and rarely retain sufficient historic integrity to be proposed eligible. The Seabreeze Fire Department (USN: 05508.000308, 1920) constructed a building at 4657 Culver Rd exhibiting (perhaps unintentionally) new fire-proof construction with their use of Rock Face Block masonry units. While the building is currently designated Not Eligible in CRIS, it is the only known public building using this material in this way.

Residential Properties

The majority of the survey area is defined primarily by residential development during two broad periods. Those constructed during the early-twentieth century largely display various Colonial Revival styles and the American Foursquare typology. There are scant examples of pre-1900 styles, as well as a surprising number of Art Moderne style residences and distinctive, architect-designed homes. Many of the buildings are significant for their contribution to Irondequoit's architectural history.

Two Queen Ann style homes are known in the survey area. The historic Klem House (ca.1881) at 3745 St. Paul Blvd is a rare example of a surviving, late-nineteenth century, suburban home. It features a three-

story, asymmetrical, front-gabled façade with a one-story front-gabled porch that turns and rounds the southeast corner with a curved porch. Several projecting ornate windows appear on the front and side elevations with a centrally located cross-gable wing. The house at 95/101 Maplehurst (1905) is the second known example of the Queen Ann style. It has a complex, asymmetrical gabled roof with dormers and first floor roofs extending further within the general massing of an American Foursquare.

The American Foursquare typology is pervasive appearing in most contemporary styles. The house at 4185 St Paul Blvd (1914, local landmark), for instance, features a cross-gabled roof and Craftsman style influences visible in the detailing of the front porch, bay windows, and eaves. Two cross-gabled, Colonial Revival foursquares can be found at 83 Wildmere Rd (USN: 05508.000515, 1924, Not Eligible) and 71 Radcliffe Rd (1928). The house at 86 Vayo Street (1940) has a pyramidal roof, deep, half-height front-gabled porch, central front-gabled dormer on the primary elevation, and overall symmetrical appearance all of which demonstrates typical features of the typology. The houses at 93 Seneca Ave, 208 Pemberton Rd, and 263–289 Brandon Rd show influences of the surrounding bungalow neighborhood reducing their overall scale. More can be seen at 266 Westchester Ave (1920), 55 Legran Rd (USN: 05508.000420, 1925, Not Eligible), and 53 Hoover Rd (USN: 05508.000313, 1930, Undetermined). Streetscapes from several proposed districts show further examples including A05, A06, A07; B01, B03, B06; C09, C21, C33, C39.

Revival styles are extremely common in Irondequoit. These include French Eclectic, Colonial Revival, Dutch Revival, and Tudor Revival in several variations. The house at 326 Rock Beach Rd (USN: 05508.000142, 1939, Eligible) is a high-quality example of a revival French Eclectic style residence with red brick, casement windows, a thin roof-wall junction, and a hipped roof over asymmetrical, informal massing. This house has previously been determined Eligible in CRIS. Other variations of the Colonial Revival style with an average level of integrity are common throughout the survey area including side-gabled houses at 353 Hurstbourne Rd (1927), 221 Westchester Ave (USN: 05508.000245, 1930, Not Eligible), 81 Radcliffe Rd (USN: 05508.000390, ca.1925, Undetermined), 381 Titus Ave (USN: 05508.000295, 1928, Not Eligible), and 57 Westbourne Rd (1933).

Additionally, there are several high-quality examples including the side-gabled Colonial Revival house (ca.1916–26) at 334 Titus Ave that is a rare example of an Aladdin Brentwood Kit House. The Nun's house of St. Thomas (1929) at 138 Washington Ave is another side-gabled Colonial Revival residence with a two-story brick volume and elaborate entry portal. The house (1929) at 70 Westbourne Rd was designed and built by F. P. Tosch to advertise the new Parkwood Tract subdivision, developed by General Realty Service. It is a two-story, side-gabled home with a pedimented, one-story porch on a narrow lot designed with a driveway leading to the back.

Two Colonial Revival homes give atypical examples of high quality. The house at 33 Dorvid (1912) displays influences from the Prairie style evident in its deep eaves, sculptural roof dormers, and horizontal emphasis in the wooden shingle pattern. An elliptical arched opening rises over the primary entryway with the door and sidelights recessed into the front elevation and covered by a bracketed front porch roof. The Bemish-Schantz House & "sunken garden" (1917, local landmark) at 959 Winona Blvd is an example with a full-height pedimented portico, curved-roof dormers, and elaborate side-entrance.

The Dutch Revival style can be seen at the Hayes Family Cottage (1908) at 389 Lake Front. It has a side-gabled gambrel roof with sculptural shingle work above bay windows on its east elevation. Porches on both the front (south) elevation and rear (north, lakeside) elevation mark the home as a summer cottage. Bob Wegman's family home (1928) at 4300 St Paul Blvd presents a large, side-gabled gambrel roof and central, front-gabled porch projecting over the front door. A two-car garage at the rear corner of the house is semi-attached under a front-gabled roof running parallel to the main roof. Several additional examples of the Side-gabled variation are found at 43 Hurstbourne Rd (1923), 615 Laurelton Rd (1928), 98 Spencer Rd (1940), 86 Hardison Rd (1941), 198 Longacre Rd (1930), and 31 Pontiac Dr (1927), among many others. Front-gabled variations can be seen at 155 Pemberton Rd, 80 Eastview Ave (USN: 05508.000285, 1932, Not Eligible), 607 Laurelton Rd (1928), 409 Spencer Rd (1929), 63 Seville Dr (1928), 63 Radcliff Dr (1921), and 30 Elgrove Rd (1928). In some instances, these subtypes appear side-by-side: streetscape C11 and C51, for instance.

Tudor Revival or "Elizabethan" has been a particularly popular architectural style throughout Irondequoit. The house (1927) at 35 Tuscarora Dr is a one-story, Tudor Revival cottage set into the woods with stone chimneys. The houses at 2845 St Paul Blvd (1906), 887 Titus Ave (1917), 127 Harwick Rd (1927), 3051 St Paul Blvd (1929), 103 Hurstbourne Rd (1930), 120 Hermitage Rd (1930) all present typical examples characterized by steeply pitched, front-gabled roofs, a mixture of surface materials, and asymmetrical massing and chimney placement. The houses at 23, 43, 49 Seneca Ave and 183, 207 Pemberton Rd present examples in decreased scale adapted to other surrounding bungalows. Some houses in this style have already been identified in CRIS including the houses at 520 Hurstbourne Rd (USN: 05508.000286, 1940, Not Eligible), 600 Westchester Ave (USN: 05508.000853, 1928, Undetermined), 67 Thornton Rd (USN: 05508.000738, 1930, Undetermined). Additional examples can be found at 358, 445, 455, 459 Hurstbourne Rd; 345, 361 Culver Pkwy; 236–244, 266, 276, 290–312 Westchester Ave; 25–53 Eastview Ave; and the B26, B29, and C13 streetscapes.

Bungalows exist throughout the survey area but are far less common than other styles and much less prevalent than other suburban locations outside of Irondequoit during the same period. The Bungalow at 37 Thatcher Rd (1916) is a side-gabled form with a forward-projecting front-gabled entrance with deep bracketed eaves over a front porch supported by wide cobble-stone columns. A shed-roofed dormer also with deep, bracketed eaves extends from above the center of the side-gabled volume. Several bungalow style houses appear on Perrin Dr with the house at 123 Perrin Dr (1930) proposed as individually Eligible in this report as a high-quality example featuring a prominent front-gabled with brackets over a deep-set front porch supported by wide, grouped columns on a square to either side of the front stair. Additional individual Bungalow-style residences not yet identified in CRIS can be found at 310 Walzford Rd (1923), 5194 St Paul Blvd (1910), 4485 Culver Rd (1925), 141 Spencer Rd (1920), 101 Woodrow Ave (1930), 96 Maplehurst Rd (1920). The Arlington neighborhood (proposed as the Arlington Subdivision Historic District) is the only known section of Irondequoit presenting a cohesive collection of bungalows in a variety of styles and sub-types including clipped gables, front-gables, double front-gables, and some with craftsman detailing all along Pemberton, Brandon, Hartsdale, and Garford roads on the east side of Irondequoit.

The survey area includes a collection of Art Moderne style homes significant both for their rare display of this residential style and for the high level of integrity some of them individually display. The Fassin-Valenti House (1936) at 217 Huntington Hills N is an outstanding example of an Art Moderne style residence with historic windows, historic glass block, a front elevation with curved corner and prominently placed, attached two-car garage all under "flat" roofs. Further examples of good quality are found at 991 Thomas Ave (USN: 05508.000035, 1940) and 880 Titus Ave (ca.1935–40). The house at 1781 N Goodman St (1947) is a rare, late example of this style in Irondequoit, however its historic character is slightly damaged by the shed-roof addition above the historic garage.

Garrison Revival is a sub-type of Colonial Revival that was exceedingly popular in Irondequoit during the 1930s and 1940s. The homes at 44, 38, and 30 (USN: 05508.000393) Poppy St, at 89 Amerige Park, and 124 Hermitage Rd (USN: 05508.000344), as well as several homes along Yorkshire and Queensboro Dr all offer typical examples. Relatively modest in scale and ornamentation, several more can be found on the eastside of Irondequoit at 234, 256, 349 Pemberton Rd, and 124 Hartsdale Rd, and in most other neighborhoods throughout the Town. See, in particular, the streetscapes at C06, C07, C26, C59 for their potential variations. The house at 144 Rogers Pkwy on the west side of Irondequoit features a common variation with symmetrical, gabled dormers intersecting with the shallow eave at the header of the second story windows (C50).

The house at 129 Thorncliffe Dr (USN: 05508.000329, 1941) demonstrates the Minimal Traditional style of domestic architecture emerging throughout the survey area in the late-1930s and early-1940s. These buildings exhibit characteristics from a range of Colonial Revival styles presented in a more modest fashion with less ornamentation, simpler lines, and less expensive materials. Minimal Traditional homes also tended to be smaller in scale than their Colonial Revival predecessors. They present a horizontal mass (often one-story) with a slightly protruding front-gabled wing to one side or the other of the main entrance. They sometimes display dormers either in the main horizontal volume or interrupting the roof-to-wall junction. And they are often modified with attached or semi-attached garages. Streetscapes along Somershire Dr, Catalpa Rd, Biltmore Rd, Seville Dr, and Pontiac Dr, as well as the streetscapes at Mayfair Dr (C40), Mayville Ln (C41), Melville St (B14), and Shelford Rd (B30, B34) demonstrate this style from immediately before WWII. There are also postwar examples at Pinecrest Dr (C05) and Mayville Ln (C41), among others.

Cape Cod Revival houses became popular in the 1930s and expanded significantly post-WWII amidst returning soldiers. These are characterized most prominently by symmetrically placed dormers above the roof-wall junction on one-and-one-half story, side-gabled volumes. The proposed Huntington Hills Historic District includes several high-quality examples of Cape Cod Revival Style residences from the late 1930s and early 1940s. These include the residences at 69, 70, 101 Dogwood Ln; 40, 100 Huntington Hills S; and, 95, 139 Huntington Hills (center). The house at 10 Huntington Hills (Center) offers a bold hybridization of Cape Cod Revival characteristics with a side-gabled Dutch Revival massing, attached garage, and shingle siding. Modest-scale examples are evident at 276, 417 Pemberton Rd, 262 Brandon Rd, 115 Woodrow Ave, 85 Leland Rd (C32), and 251 Thorndyke Rd (C44).

In addition, several high-quality architect-designed homes can be found throughout Irondequoit. These residences are significant for the history of development not only for the high-level of integrity they often retain, but also because they demonstrate the work of local architects during the period. The Hattie Robinson Residence (1914) at 4213 St Paul Blvd was designed by local architect Leander McCord and presents a high level of integrity as a cross-gabled, Colonial Revival house featuring a distinctive brown and tan brick pattern across the façade, two enclosed, one-story side porches at either end of the main horizontal volume, a large central dormer, and a distinguished, one-story porch over the primary entrance with ionic columns and an elliptical arch inset in the pediment. McCord designed a similar residence in 1920 at 4057 St Paul Blvd, as well. The "Spirit House" (1924) at 72 Dorvid Rd was designed by local architect Arthur Headley. This large, cross-gabled house has a horizontal massing with the green tile roof extending beyond the main volume to cover enclosed side porches on both side elevations at the ground floor with a half-story and dormers above. On the façade, an additional green tile roof projects slightly above first floor bay windows turning to rise over and announce the front entrance with a jerkinhead gable. The walls are covered in a thick and roughly textured white stucco surrounding replacement windows. The *Democrat and Chronicle* Master Model Home (USN: 05508.000244, 1928) at 288 Wimbeldon Rd and Model Home No.2 (USN: 05508.000299, 1928, local landmark) at 230 Wimbledon Rd in the Wimbledon Road Historic District (Listed 2024) were both designed and built by Fred P. Tosch. Both houses were Listed in 2024, as was the Master Model Home Garage (USN: 05508.000569, 1928) at 288 Wimbledon Rd.

Further architect-designed homes were constructed in the late-1930s and early-1940s. The Lochner Residence (1939) at 515 Sagamore Dr was designed by Cyril Tucker as a three-volume, side-gabled Colonial Revival house. The center volume is two-and-one-half stories and faced in rough-cut, rough-faced irregular stone coursing, as is the ground floor of the south volume. The one-and-one-half story north volume is an attached two-car garage and both side volumes show two, front-gabled dormers with those on the south volume breaking the cornice line of its second story. The Perrin Residence (1938) at 475 Sagamore Dr was designed by Dryer & Dryer Architects and features a side-gabled, one-and-one-half story attached garage projecting from the façade at an angle. The main volume behind this is a two-and-one-half story, cross-gabled volume with wooden clapboards, half-timbering, and slightly projecting ground floor of brick matching the garage. Architect Don Hershey also designed several houses in the area including the Godfrey Residence (1940) at 170 Avondale Rd and the Young Residence (1940) at 190 Bellehurst Dr. The Godfrey Residence presents an early version of a Ranch-style house oriented to present the narrow elevation toward the street on a narrow lot. It has has a split-level volume at the center of the mass and a low-pitched, cross-gable roof and uses local stone for the walls of the front and rear volumes. The Young Residence is an outstanding two-story, brick building with a cross-gabled roof, a one-story, semi-circular projecting bay window, chimney on the main façade, and corner windows. It presents a distinctive mid-century design with a high level of integrity. The Verendon Upham House (1940) at 175 Thurlow Ave was designed by local architect, Verendon Upham. It is an outstanding example of a later Tudor Revival style suburban home with two steeply pitched, front-gabled roofs extending close to the ground. The elevation displays a range of materials with the front gabled form in brick, the second front-

gable in half-timbering and slate shingles, and smooth, white stucco on the side-gabled portion of the house. It also retains its large, historic windows and slate roof.

6.1.4 Suburban (1945–1975)

A postwar influx of new residents and commercial investment in greater Rochester boosted the construction industry and real estate market filling most of the remaining lots with new buildings and establishing a series of new subdivisions on the remaining undeveloped agricultural land. By this time, the area continued to focus on single-family homes for middle-class families. At the same time, postwar subdivisions demonstrated a shift in design perspective. New subdivisions widened building lots, increased setbacks, and planned for horizontal building massing with attached garages and large expanses of lawn. Meanwhile, postwar architectural styles were also integrated within remaining building lots in pre-existing subdivisions. In fact, because most subdivisions from before WWII were still less than half filled, the majority of postwar homes are integrated among pre-war residences. In an effort to mitigate the shift in architectural styles and building typology, developers would often amend their subdivision maps either widening portions of blocks, adjusting setbacks, or combing multiple lots for those buyers that could afford it.

With larger subdivisions and more families came churches, schools, and commercial buildings. Despite the shift toward recreation and suburban development, some agricultural land persisted into the twentieth century, although few sites remain today. Whether the socio-economic exclusion that drove its first fifty years of development held less sway in the late-twentieth century, or the pressure caused by Urban Renewal plans and increased racial tensions in Rochester necessitated it, attitudes about multi-family housing were shifting in Irondequoit. Whatever the reason, apartment buildings began appearing along major commercial corridors like Titus Ave and Ridge Road. Agricultural sites that had managed to maintain open land, sometimes set off from the main street (as with 2057/59 Hudson Ave, 1967), now held large, multi-story apartment blocks arranged in geometric patterns.

Crucially, the dominant architectural character of the survey area has been defined by the long arc of Irondequoit's suburban development beginning in the 1890s and extending through to the 1960s. While architectural styles came in and out of fashion alongside changing design ideas for subdivisions, the neighborhoods of Irondequoit are characterized by the interweaving of these shifting norms.

Non-Residential Properties

Religious buildings continued to be constructed in the area after the end of WWII. Two church buildings, which have not previously appeared in CRIS, bear mentioning. The Seneca United Methodist Church (1932/1950–51) at 121 Scholfield Rd was originally constructed in 1932 free of charge by the Rochester Lumber Co on a donated lot. In 1951-52, the church was renovated with a large wing added along Scholfield Rd. The renovation drastically altered the exterior character of the church from its 1930s appearance transforming a simple, front-gabled volume covered in half-timbering and shingles into an L-

shaped, gabled volume with asymmetrical modern windows and a seamless, white stucco exterior surface. A shift as drastic as it is characteristic of a midcentury renovation. The Summerville Presbyterian Church (1914/1922, 1956) at 4845 St Paul Blvd was similarly built in the early twentieth century and then extensively renovated in the 1950s. St. Mary the Protectress Ukrainian Autocephalous Orthodox Church (ca.1971-75) at 3176 St Paul Blvd is designed as a Ukrainian Baroque style church featuring an ornate, partial-height, pedimented portico, square towers at each of the four corners with octagonal towers extending from them into an onion dome topped by a cross, and a larger, central octagonal dome rising to an onion dome and cross over the crossing. This is only building of its kind in Irondequoit.

Two buildings, in particular, exhibit Modern style designs of religious buildings. The first is Temple Beth David synagogue (now occupied by Slavic Bible Baptist Church, 1963–69) at 3200 St Paul Blvd. The only building of its kind in Irondequoit, it is characterized by a slightly curving, single-span, timber roof floating over a ring of clerestory windows extending from the roof's curving edge down to a rectangular brick volume set above an articulated concrete foundation. Single-story brick volumes flank the main space on either side and basement-level windows are inset along the foundation on each side elevation. A second clerestory spine rises above the center of the curved roof and is only slightly visible from the street.

The second is the Saint Thomas the Apostle Roman Catholic complex (USN: 05508.000434, 1964) consisting of a Church (4536 St Paul Blvd), School (41 Colebrook Dr), and Convent (215 Washington Ave). Designed by Newark, NJ-based architect, Joseph Sanford Shanley (1895–1969), the church building is composed of four, square volumes each with brick walls and a curved, thin-shell concrete roof. The brick volumes have five, centered, vertical strips of stained-glass window rising from one-third of their height to meet the curve of the roof and supported by concrete surrounds that extend the full height of the volume. Three of the square volumes are set on three sides of a central square volume. Although each is the same size, the central square rises one-third higher than the others and is topped with a cross. On the fourth side of the central volume stands an apse with the same thin-shell roof approximately half the width of the other volumes. A corridor extends from the southwest corner to a chapel built in the same manner at a much smaller scale and with no apparent external entry. An entrance concrete porch extends off each of the three side volumes with a one-story height, curved roof. The school and convent building are also of architectural interest and integrity that make them eligible as part of this complex, but lack the distinctiveness the church demonstrates. National Register eligibility determination has been made and identified as individually eligible.

Eight additional postwar churches have been identified within the survey area that have not previously been inventoried in CRIS. This includes churches at 401 Rogers Parkway (1949), 109 Brockley Rd (1949), 759 Winona Blvd (1954), 800 East Ridge Road (1955), 445 Kings Hwy S (1956), 25 Empire Blvd (1960), 2639 E Ridge Rd (1964), and 940 E Ridge Rd (1977). Not all of these provide a significant contribution to the history of development in Irondequoit, but they mostly depict differing styles of church architecture and demonstrate the presence of different communities.

The largest number of schools in the survey area were built during this postwar period of expansion to serve rapidly expanding residential communities and a population explosion. While there are many

postwar school buildings, many have either been renovated or rebuilt leaving the 1950s school building lacking sufficient integrity to be proposed eligible. New pedagogical approaches in the latter part of the twentieth century led to a rash of renovations and replacements, in particular to the Elementary School buildings scattered throughout the town's neighborhoods. For instance, Briarwood Elementary (1954) at 215 Briarwood Dr, Brookview Elementary (1957) at 300 Brookview Dr, Colebrook Elementary (1956) at 210 Colebrook Dr were all demolished and rebuilt in the early twenty-first century. In contrast, the Bishop Kearney High School building, which also houses the Chesterton Academy of Rochester (1962) at 125 Kings Highway S presents an expansive, blond-brick and stone building with ribbon aluminum windows typical of the postwar period. The building currently functions as a school, and it is significant as an excellent example of midcentury Modern school design in the survey area.

Other postwar non-residential sites and buildings include the now listed Whispering Pines Miniature Golf Course (Listed 02NR04920, ca.1950) at 4383 Culver Rd and the Irondequoit Town Hall (1949, local landmark) at 1280 Titus Ave, which presents a high level of integrity as a Colonial Revival civic building designed and built by local architect George F. Lorenz. The Donuts Delite building at 1700 Culver Rd (1956/57) is one of the few remaining examples of postwar commercial aesthetics.

Residential Properties

Following WWII the survey area experienced another broad phase of growth that continued through the 1960s. Those residences constructed during this period largely display the Minimal Traditional and Ranch style. Many of the buildings are significant for their contribution to Irondequoit's architectural history, as with those before the war, for their transformation of settlement patterns including their integration with existing subdivisions.

Minimal Traditional and Garrison Revival style buildings are prevalent throughout the survey area featuring a variety of roof lines and stylistic references. The Minimal Traditional houses at 433 Tarrington Rd, (USN: 05508.000377, 1950), 35 Clarington St (USN: 05508.000752, 1950), and 80 Brockley Rd (USN: 05508.000844, 1944), as well as the Garrison Revival buildings at 58 Pontiac Dr (USN: 05508.000396, 1948), 102 Mayville Ln (USN: 05508.000744, 1965), 99 Thorncliffe Dr (USN: 05508.000329, 1948), 149 Simpson Rd (USN: 05508.000438, 1949), and 95 Suburba Ave (USN: 05508.000741, 1945) have all been documented in CRIS and found Not Eligible. However, within the context of the proposed districts outlined in this report (Sections 5.2, 5.3, and 5.4), it is likely that many of these will be worthy of nomination as Eligible. See in particular those identified within the proposed district streetscapes.

Local architect Thomas W. Boyde Jr. built several residences around Irondequoit including Ranch-style homes at 3883 St Paul Blvd (1955) and 160 Wisner Rd (1952), a Cape-cod style house at 14 Mt Airy Dr (1954), Split-level houses at 212 Baycrest Dr (1966) and 107 Druid Hill Park (1959). He also designed an outstanding Apartment building at 472 E Ridge Rd (1961). Several other postwar architects designed and built houses in the survey area. Don Hershey designed the Ranch-style Freeman Residence (ca.1950-55) at 150 Mt Airy Dr and Contemporary-style residences at 164 Mt Airy Dr (Wolfe Residence, 1960), 414 Mt Airy Dr (1950), and 134 Glen Haven Rd (1952). har e . e i designed the u er

hed- ty e Spencer Residence (1972) at 3549 St Paul Blvd and the Shed-style house at 345 Van Voorhis Ave (1978). Charles F. Lewis (the 1978 AIA Design Award Winner) designed the Postmodern Kaufman Residence (1976) at 245 Hoffman Rd. Each of these houses demonstrate sufficient architectural integrity on their own to be proposed Eligible for national register nomination. The Kaufman Residence is one of few examples of Shed style residences that exist in the Town of Irondequoit. This survey also identifies two further outstanding examples at 3549 St Paul Blvd (Spencer Residence, 1972) and 230 Hoffman Rd (1965).

In addition to these, there are other many Ranch style homes in Irondequoit. Many appear on infill sites set within lot sizes designed with pre-war architectural styles in mind, while others have been built on streets wholly developed in the 1950s–60s with curvilinear routes, wide lots, and deep setbacks. The houses at 527 Hurstbourne Rd (USN: 05508.000761, 1953), 524 Laurelton Rd (USN: 05508.000743, 1949), 163 Falstaff Rd (USN: 05508.000275, 1963), 92 Hastings Ln (USN: 05508.000850, 1952), 209 Armstrong Ave (USN: 05508.000890, 1953), 54 Kohlwood Dr (USN: 05508.000832, 1962), 39 Scotch Ln (USN: 05508.000423, 1952), and 42 Mary Dr (USN: 05508.000421, 1960), among many others have all been identified as Not Eligible in CRIS. Further research will surely reveal a collection of anonymous, Ranch style homes with sufficient individual integrity to nominate for Eligibility. See especially Kohlwood Dr and Mary Dr (C49), which both display cohesive streetscapes consisting fully of this type. The residences at 25 Woodland Cir (1959) and 5 Woodland Cir (1956) are both individually eligible Ranch-style houses featuring attached garages and extreme horizontal massing. Split-level style houses, however, appear less common in Irondequoit suburbs than other areas of NY. Some examples can be found at 5 Lanvale Park (USN: 05508.000554, 1958) and 19–37 Sagamore Cir (C15, 1963).

Multi-family homes in Irondequoit are a postwar addition with nearly all residential construction before this focusing on the single-family house. With increased demand for housing and new construction methods, apartment buildings began appearing along major commercial corridors and other locations less profitable for the development as single-family homes. Small-scale, two-story apartment blocks appeared at 2475 St. Paul (1960), 2474 St. Paul Blvd (1965), 435 Titus Ave (1967), 2057/59 Hudson Ave (1967), 30 Parker Ln (1968), 2699 E Ridge Rd (1969), and 2389 E Ridge Road (1970), to identify a few. In 1965, a new series of apartment blocks named “Westage at the Harbor” were constructed at the end of St. Paul Blvd adjacent to the Coastguard building (5500 St. Paul Blvd). None of these currently appear eligible, but they are an important part of Irondequoit’s housing history.

6.2 Recommended Actions

The entire survey area was a predominantly agricultural community during the early nineteenth-century. Building tended to occur along major arterial routes—roads such as Ridge Rd, St Paul Blvd, and Culver Rd as well as along railroad lines, Irondequoit Bay, and Lake Ontario. Settlement patterns shifted

in the area during the mid-nineteenth century. Settlement patterns shifted again at the turn of the twentieth century when upwardly mobile skilled workers and middle-class families began to commute using public transportation and eventually personal automobiles to relocate to residential locations away from the congestion of Rochester. In the survey area, these residences tended to be located in numerous subdivisions stretching east along St Paul Blvd, Culver Rd, and the recreation centers along the water's edge. By the early-twentieth century, people could commute by electric trolley, and eventually by car, to the city from these residential subdivisions. In the first decades of the twentieth century the process of suburbanization began in earnest as developers bought large tracts of land from orchardists and nurserymen, laid out roads, introduced civic infrastructure, and subdivided these areas into residential communities that were designed to be affordable to the middle-class and more affluent families. The formerly agricultural landscape was becoming defined by a pattern of roads and housing lots those developers laid out as they bought more land, constructed more roads, and marketed to a middle-class homeowner. This pattern slowed abruptly in the 1930s leaving most subdivisions less than half filled. During the decade following the end of WWII, nearly all the remaining lots in existing subdivisions as well as some new ones were filled.

Most threatened are the resources in the northwest, northeast, and central portions of the survey area. In general, these areas appear to have suffered from apparent neglect, disrepair and/or dilapidation following disinvestment in the community due to broader socio-economic changes over the last two generations. Additionally, there are cultural resources that while not in danger of being demolished, either already or will likely compromise integrity due to inappropriate alterations to, or replacement of historic material fabric. While the subdivisions clustered along Culver Rd would have the potential for a similar historic corridor district, the overall architectural integrity of buildings and neighborhoods were adversely affected by apparent neglect/disrepair, the introduction of postwar highways and bridges east of Culver Rd, and the encroachment of insensitive commercial strip development. Finally, the central areas of Irondequoit along Titus Ave and E Ridge Rd are the most recently developed. Historic buildings and structures in these areas have been largely replaced by large commercial buildings and box buildings from the late-twentieth century. The drastic expansion of parking lot infrastructure surrounding these buildings has removed the historic feeling and character of these areas. Nevertheless, as Ridge Rd in particular has been a significant commercial road since at least the nineteenth century, it is possible there may be yet unidentified historic buildings from the early-twentieth century or postwar phases of development that may be eligible. For instance, the strip mall at 529 E Ridge Rd discussed above.

The survey area in general has a rich collection of architectural resources that contribute to an understanding of the area's growth, as well as the historic transition from a streetcar suburban style into a postwar, automobile suburb in general. This survey has identified approximately six-thousand five-hundred (6,500) potentially significant resources across six (6) proposed historic districts and one hundred fifteen (115) individually significant resources that define the area physically and historically. The following recommendations suggest various tools designed to protect and enhance these resources:

1. Designate historic districts and local landmarks.

The Historic Preservation Law of the Town of Irondequoit provides for "the protection, enhancement and perpetuation of landmarks and historic districts." Multiple sections of Chapter 236 provide an added level of protection that will delay and possibly prevent the demolition of these resources. The current survey identified individual properties that have been determined to be National Register Eligible and National Register Listed. Designating these properties as Local Landmarks would further their protection. Preceding this survey, the Irondequoit Historic Preservation Commission (HPC) identified twenty-one (21) individual resources as local landmarks (see Figure 2 above). Three (3) of these are already identified in CRIS: the *Democrat and Chronicle* model house at 288 Wimbledon Rd (Listed), Langworthy Farmhouse (05508.000003, Undetermined) at 2523 St Paul Blvd, and Resurrection Lutheran Church (05508.000829, Undetermined) at 3736 St Paul Blvd. Both the Langworthy Farmhouse and Resurrection Lutheran Church have been proposed eligible in this survey. This survey proposes as eligible an additional twelve (12) of the HPC local landmarks: Italianate farmhouse at 3390 Culver Rd, cobblestone clubhouse at 4535 Culver Rd, nineteenth-century farmhouse at 763 Helendale Rd, the Hooker cemetery at 1562 Portland Ave, summer mansion at 630 Rock Beach Rd, Armstrong farmhouse at 2524 St Paul Blvd, residence at 4185 St Paul Blvd, Titus Tavern at 690 Titus Ave, cobblestone blacksmith shop and pioneer house at 1288 Titus Ave, Irondequoit Town Hall at 1280 Titus Ave, and the Bemish-Schantz house at 959 Winona. Although the remaining six (6) local landmarks have not been proposed eligible in this survey, this is not because they lack historic significance, nor necessarily because they lack integrity. Additional research or analysis will likely find them eligible for nomination.

The preservation ordinance also provides that the HPC will review plans for the alteration, construction, removal, or demolition of a landmark, and improvement to a landmark site, or a structure within a historic district before a Certificate of Appropriateness is issued. For this reason, it is imperative that the HPC designate resources identified as local landmarks, specifically the resources identified since this will help preserve the character defining features of the area. Specific attention in this respect should be paid to the historic districts proposed in this survey. The HPC should consider thematic designation of individual resources that are linked architecturally and/or historically. The survey recommends the National Register listing of six (6) districts identified in this survey. As the overall historic development patterns and architectural styles are closely related within each of these districts, the boundaries of these recommended districts have been drawn to coincide with the greatest conglomeration of resources with a good- to high-level of architectural integrity in terms of their existing conditions today.

2. Use the information and research from this survey to complete National Register Nomination Forms.

This document has identified both National Register Eligible and National Register Listed properties (Tables 1–5, 10, 11–16, Appendix B). In addition, it has resulted in the identification of six (6) potential historic districts that are recommended for nomination to the National Register (Section 5). These districts have been identified and bounded by their historic context as well as the architectural integrity of the existing conditions. Within these boundaries, properties color-coded blue and green are identified as

contributing properties, whereas those coded yellow are considered non-contributing (see Figure 125 above). This color-coding applies to the architectural integrity of the existing conditions of each building and is designed to be a tool for analyzing large amounts of data on a map in order to view and identify the boundaries of the recommended districts at a large scope. By drawing on the historic context elaborated in this report, further survey work and future national register nomination preparation will reveal finer-grained distinctions between the associated buildings.

Based on the historic research and fieldwork conducted regarding existing conditions in the entire survey area, this report recommends the nomination of six (6) historic districts identified for their significance and integrity according to the National Register Criteria for Evaluation. Taking account of both the existing conditions evident in the color-coded maps and the overall historic context shared within each district, the **Sea Breeze Historic District** and **White City Historic District** were identified as recommended for National Register listing for their historic significance under Criterion A in the area of Entertainment and Recreation.

The boundary of the proposed **Sea Breeze Historic District** follows the historic boundaries of this property along the western edge. It is bounded by Culver Rd (CR-120) to the west and north and Sea Breeze Expressway (NY-590) to the east (see Figure 63 above). The historic edge of the district along its eastern side altered several times since the 1870s, most recently through the introduction of Sea Breeze Drive in the 1940s as well as the boundaries for the existing Irondequoit Bay State Marine Park (USN: 05508.000954, S/NRHP-Undetermined). These boundaries reflect the strongest collection of resources with significant architectural integrity remaining today associated with this prominent destination for summertime recreation and entertainment. Sea Breeze illustrates a social trend in Irondequoit leading away from Victorian attitudes toward leisure activities. Over the course of the nineteenth century, pleasure-seeking visitors arrived along the shore of Irondequoit Bay and Lake Ontario to visit sites like Sea Breeze to enjoy leisure activities in public. As Rochester expanded during the twentieth century, the public infrastructure built to support locations like Sea Breeze catalyzed suburban development along routes to the summertime destinations. Sea Breeze is the only remaining amusement park illustrating this trend in the Town of Irondequoit. The buildings and structures within the proposed Sea Breeze Historic District include historic and non-historic rides, stalls, and buildings. For example, a wooden rollercoaster named the Jack Rabbit (1920) is the oldest, continuously operating rollercoaster in North America. Sea Breeze contains thirty-four (34) rides (structures) and approximately eight (8) commercial buildings that likely contribute to the proposed district either as historic structures built during the period of significance, or as later (non-contributing) structures that help retain the historic character and feeling of this summertime destination. There are no (0) existing CRIS resources in the proposed Seabreeze Historic District, and ***kta*** proposes no (0) individually eligible resources within the proposed district. However, it is likely that additional research and in-person evaluation will identify several worthy structures for individual eligibility including, for instance, the Jack Rabbit wooden rollercoaster.

The proposed **White City Historic District** is eligible under Criterion A for Recreation as an early twentieth century resort-style destination with a strong sense of place and historic ties with summertime activities

on the shore of Lake Ontario. It is eligible due to overall integrity of feeling, sense of place, form, and massing as an area of Irondequoit that clearly stands out as distinct from the rest. The boundaries include the historic Windsor Beach subdivision (1874) along with three additional north-south streets to the east extending from Rock Beach Rd to the southern shore of Lake Ontario (see Figure 118 above). Established to rival Sea Breeze and Glen Haven as a summertime destination, White City was characterized by narrow, grassy pedestrian routes lined with white canvas tents. The period of significance extends from 1908 to 1930 when the Rochester & Irondequoit Railroad Co., which owned and rented the land, sold the parcels into private ownership precipitating its rapid decline. During this transition to private property ownership, many new owners moved to "winterize" their properties transforming their long, narrow summertime tents into permanent cottages with wood-frame walls and concrete foundations. This and later changes to the material fabric of White City substantially altered the integrity of material, craftsmanship, and style of buildings within the proposed district. Nevertheless, most buildings within the district remains closely associated with the lake and its summertime activities, limited by the original parcel boundaries, and enriched by the sense of place that made White City initially desirable. The narrow roads and lots reinforce both the massing and the historic recreational character of the area to the extent that it retains a strong sense of place and overall feeling. The proposed district is locally significant for its illustration of Irondequoit's history of lakeside destinations for summertime recreation. Today there are a total of one hundred seventy-two (172) resources within the district boundaries and fifteen (15) empty lots. According to Monroe County tax maps, two (2) resources were built before 1900, one hundred eight (108) were built between 1908–1930, and sixty-two (62) resources were built after 1930.

Four (4) of the districts recommended in the present survey were identified for their historic significance in the context of the criteria put forth in the National Register Bulletin entitled *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. The Bulletin defines a historic suburban residential district as:

> A geographic area that was historically connected to the city by one or more modes of transportation; subdivided and developed primarily for residential use according to a plan; and possessing a significant concentration, linkage and continuity of dwellings on small parcels of land, roads and streets, utilities and community facilities.[222]

The bulletin states several determinations that must be made in order to consider National Register eligibility in this context, identifying the following:

> How the district illustrates an important aspect of America's suburbanization, and reflects the growth and historic development of...where it is located and

[222] David Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs, Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Washington, DC: National Park Service, September 2002), 4.

> Whether the district possesses 1) physical features characterizing it as a historic residential suburb and 2) attributes of historic integrity conveying its association with important historic events or representing significant aspects of its historic design.[223]

In applying these considerations to the survey area, ***kta*** has identified and proposed the **Laurelton Historic District** (Section 5.2), the **St Paul Corridor Historic District** (Section 5.3), the **Arlington Subdivision Historic District** (Section 5.4), and the **Huntington Hills Historic District** (Section 5.5). To identify these districts, the survey drew on survey photography, fieldwork, the historic research outlined in the Historic Overview and Trends & Themes portions of this document, and the use of color-coded maps. Due to the large scale of the proposed St Paul Corridor Historic District, which includes approximately four thousand five-hundred buildings, this survey has only generally identified contributing and non-contributing buildings. These districts maintain the physical features and historic associations required to satisfy the criteria outlined by the bulletin and the National Register Criteria for Eligibility.

The proposed **Laurelton Historic District** is bounded by Culver Road (CR-120) and Merchants Road to the west, Clifford Ave (Great Lakes Seaway Trl; Empire Blvd; NY-404) to the north, Melville St and Brett Rd to the south, and Winton Rd and Sea Breeze Expressway (NY-590) to the east (see Figure 69 above). The boundary has been drawn to reflect the strongest grouping of architectural integrity as surveyed by their existing conditions. The area was developed by several real estate companies including General Realty Service, Elliott Realty Co, Wyant-Simpson Co, and others during a period of significance from 1911–1961. Although different individual developers were responsible for settling each street, they did so contemporaneously by constructing the same architectural styles aimed to attract the same middle-class residents in settlement patterns typical of early- and mid-twentieth century America. The boundaries exclude two subdivisions within this neighborhood that used noticeably different lot sizes and did not follow similar deed restrictions to the others. The proposed district contains approximately one-thousand six-hundred buildings with approximately three-quarters of those likely contributing (color-coded green) with the remaining commercial buildings, school buildings, and residences in poor condition considered non-contributing (color-coded yellow). This district strongly reflects a development pattern typical of Irondequoit's position in the region, but often no longer visible in other parts of the Town. Approximately forty percent of the properties were constructed before 1931 exhibiting then-popular architectural styles with an emphasis on Colonial Revival, Tudor Revival, and the American Foursquare typology. An additional fifty-three percent of the residences were built between 1940 and 1961 which predominantly exhibit Minimal Traditional style and Ranch style buildings. These two periods of construction are often interspersed with a larger percentage of pre-war styles on the western side and a larger percentage of postwar styles on the eastern side.

The proposed **St Paul Corridor Historic District** is significant under Criterion A in the area of Community Planning and Development. This large district reflects several broader historical transformations impacting residential developments across Irondequoit with the most relevant being Irondequoit's

[223] Ames and McClelland, 7.

transition from agricultural to residential land use and the influence transportation infrastructure connecting Rochester to Summerville in the northeast of the Town. The significance of this large district derives from the role of the transportation corridor along St Paul Blvd across three intertwined periods of development spanning near three-quarters of a century. The proposed St Paul Corridor Historic District is also significant under Criterion C in the area of Architecture. The individual resources within this large district embody the distinctive characteristics of suburban residential styles and methods of construction across its three stages of construction; they collectively illustrate an intertwined and coherent depiction of changing trends in suburban architectural styles as they relate to shifts in transportation and other cultural shifts. The boundaries of the proposed St Paul Corridor Historic District have been drawn to reflect the strongest grouping of architectural integrity as surveyed by their existing conditions (see Figure 86 above). Each of the streets contained within this district emerged from similar historic context and settlement patterns between 1893–1963. As well as small-scale developers and a variety of builders, the area was mostly transformed from farmland into subdivisions by large companies including General Realty Service, Alliance Realtors, Edwards Realty Co., Garfield Realty Co., and Wyant-Simpson Co. Today each street displays relatively similar architectural style, feeling, and association providing examples of suburban development patterns across the period of significance. In this sense, the boundaries have been drawn to contain the densest cluster of high-quality architectural integrity in this historically unified area today. District streets reflect either the specific stage during which they were developed appearing predominantly pre-war (ca.1900–1930s) or predominantly post-war (1940s–1960s). In many instances, streets appear as a mixture of pre- and post-war residential buildings demonstrating the unique history of Irondequoit development and the impact of both the Great Depression and WWII on the local real-estate and construction markets. Within the proposed district there are approximately four-thousand five-hundred residential buildings with their associated outbuildings. Of these no fewer than forty-six (46) are individually eligible (color-coded blue), and roughly seventy-five percent are likely eligible, contributing buildings as part of this district (color-coded green). The proposed district strongly emphasizes architectural styles in American Foursquare, Tudor Revival, Minimal Traditional, and Ranch buildings.

It may be advisable to divide the St Paul Corridor Historic District into two smaller districts. This may address client concerns over administrative management, funding initiatives necessary to bring large district nominations to fruition, relieving burdens on SHPO and CRIS Trekker staff to process large amounts of data, and coordination with local homeowners, block clubs, and organizations. Large districts in other locations across NY have been segmented according to individual developer, specific builders, narrower periods of significance, or geographic boundaries. However, due to the specific circumstances of this area, relying on developers, builders, or narrower periods would significantly limit the number of potential resources. Unlike other districts, the proposed St Paul Corridor is characterized by its capacity to document a broad arc of development history in Irondequoit. Because of the ways in which broader historical events and trends impacted the survey area, most streets within the proposed district include resources representing several periods. Redefining the district boundaries according to subdivision, builders, or era alone transforms a major characteristic of the St Paul Corridor into an aspect that may

disqualify too many resources to propose district eligibility. As such, a geographic solution may be the best option. By dividing the proposed district along St Paul Blvd into an East and a West section while referring to the same historic context allows the largest portion of this area to present its intertwined historic development as a key strength. The Elmwood Historic District (East) (Listed 2016) and Elmwood Historic District (West) (Listed 2012) provides a relevant precedent for this strategy. The historic context of this survey in Section 3.2, Section 4.4, and Section 5.3 are likely to provide relevant details for acknowledging subtle differences between resources on either side of St Paul Blvd including varying class distinctions of residents, street layouts, use of architectural styles, and even lot size or block length.

The proposed **Arlington Subdivision Historic District** is significant under Criterion C in the area of Architecture. The character-defining features of the proposed district follows from the dominant use of Bungalows in a variety of styles and subtypes. The boundaries follow those of the historic subdivision, which developed in three sections including Arlington (1918), North Arlington Addition (1924), and North Arlington Tract (1924) (see Figure 104 above). Properties along the western edge of this area to the east of Culver Rd were part of the J.P. McMullen subdivision and have been excluded. The proposed district's eastern boundary divides Arlington subdivision from the Evershed subdivision, thus those properties east of the proposed boundary have been excluded from the district despite appearing today as part of the same neighborhood. It is the only proposed district in this survey that was apparently orchestrated by a single real estate developer, Alliance Realty Co., during a period of significance 1924–1951. The resources within the proposed district display a cohesive and relatively late example of the "bungalow craze" with a neighborhood characterized by compact lots and houses, low-pitched roofs, large (often enclosed) porches, and detached rear garages providing an affordable suburban option in the late 1920s through the 1940s. There are examples of clipped-gabled, front-gabled, double front-gabled, and side-gabled residences with stylistic detailing referring to Craftsman, Colonial Revival, Tudor Revival, American Foursquare, Garrison Revival, Minimal Traditional, and Cape Cod Revival. Irondequoit has a surprisingly low number of bungalows in comparison with other suburbs across the country from the same period of development. The proposed Arlington district is the only known cohesive area of development displaying these characteristics. The district boundaries include approximately two hundred eighty-four (284) residential buildings many with associated garages or outbuildings. Fifteen (15) of these buildings are existing CRIS resources (Table 12). *kta* proposes one (1) resource as individually eligible: the Maurice Greer Residence at 109 Seneca d (1907).

The proposed **Huntington Hills Historic District** is significant under Criterion A in the area of Community Planning and Development, and Criterion C in the area of Architecture. The significance of the proposed district follows from the continued use of the neighborhoods initial planning ideas throughout the fifty-five years of development including the construction of roads, buildings, and the management of the landscape. Beginning above the Irondequoit Cemetery (3671 Culver Rd), the district extends to the northeast from the intersection of Hoffman Rd and Wisner Rd with boundaries extending from Hoffman Rd, Huntington Hills (center), and Huntington Hills S (see Figure 112 above). District boundaries navigate irregular terrain along ridges and valleys following the natural topography of the site. The eastern boundary falls along the northwestern edge of Irondequoit Cemetery and Wisner Rd as it extends to the

park. The northern boundary corresponds to a portion of the southern edge of Durand-Eastman park. In 1922 E. Maurice Trimble filed a survey and subdivision map for Huntington Hills outlining the main design principles that characterized the proposed district. These include winding roadways following the irregular terrain with residential areas set into the flat areas between steep hills, the designation of roughly fifty-four acres to form a "Commons," and a deed restriction requiring all future home construction be approved by an approved architect. As a result, the domestic architecture and space-planning within each lot vary significantly from parcel to parcel with examples of many architectural styles: National Style; Colonial Revival; Bungalow and Craftsman; English Cottage, Tudor, and Dutch Revival; Art Moderne; Cape Cod Revival; Ranch; Contemporary; and Shed Style. Unlike any other subdivision within the Town of Irondequoit, the architecture of Huntington Hills reflects individual rather than popular tastes, and the subdivision's reliance on owner-constructed homes rather than speculative development. The proposed district includes a total of one hundred six (106) lots: one (1) resource was built in 1894; seventy-nine (79) resources were constructed during the period of significance; eight (8) resources have been built since 1975; eighteen (18) lots remain vacant. All seventy-nine (79) existing buildings constructed between 1920 and 1975 are contributing. The district retains a high degree of integrity for a period of significance spanning 1920–1975.

This reconnaissance-level survey is a starting point for the Town of Irondequoit. There may be sufficient historic research completed in this survey to nominate additional properties and districts to the National Register as recommended. Further research and intensive-level surveys are likely to reveal additional districts and individual resources throughout Irondequoit. ***kta*** has identified several potentials.

The prevalence of high-quality, architect-designed buildings throughout Irondequoit is notable. There are two potential **Architect-oriented Multiple Property Submissions (MPS)** that could be possible in the survey area with additional research. Thomas W. Boyde, Jr. (1905–1981) was the area's first Black archite ct
and has been the subject of an expansive Cultural Resource Survey sponsored by the Greece Historical Society. No fewer than eleven (11) buildings remain in Irondequoit including seven (7) erected between 1952–1966 that are proposed eligible in this survey. The other four include the houses at 250 Hermitage, 556 H
urstbourne Rd, 242 Oakridge, and 96 Silverdale Dr, which should be more closely considered. Donald (Don) C. Hershey (1904–1993) was a prolific and popular mid-century modern architect who reportedly designed some five-hundred homes in Rochester. In Irondequoit, there are approximately twenty (20) residences presenting good or outstanding integrity erected between 1935–1967 (Table 3). Nine (9) of these are proposed as individually eligible in this survey including five (5) on Mt Airy Dr and four (4) contiguous buildings on Huntington Hills S. The other eleven buildings can be found in Table 3.

The high-end residences along Rock Beach Rd in northeast Irondequoit suggest another potential district with what is likely a slightly different historic context to those proposed in this survey. This area is characterized by costly homes with inconsistent setbacks, lot sizes, periods, and architectural styles. It appears to have been a desirable location for affluent homeowners since at least the 1910s and the buildings reflect a privatized version of Irondequoit's long history of summertime leisure activities. Likewise, they often display the adaptation of architectural styles to suit large-scaled summer homes. It may be possible with additional research to propose a district in this vicinity. ***kta*** has proposed five (5) resources along this road eligible as part of this survey: residences at 326, 630, 756, 840, and 854 Rock

Beach Rd. In addition to these, the residence at 662 Rock Beach Rd, the adaptations of Tudor Revival in the residences at 700, 708, 772, and 864 Rock Beach Rd, the Craftsman mansion at 756 Rock Beach Rd, and the residence at 888 Rock Beach Rd all warrant closer inspection.

A number of agricultural complexes warrant closer inspection. The John O. Daggs farm at 295 Stanton Ln first appears on historic maps in 1902 above the Stanton Farm. By the 1920s, the Daggs family appears to have sold most of the land to developers, however the house itself remains having been identified as the Doran Residence in 1959. A portion of the original Daggs operation was purchased by William A Bailey before 1924 and appears to be in operation with greenhouses still extant at 1339 Stanton Ln. Next door, the Benjamin T. Franke Farm (later the Eugene F. Peacock Farm) at 51 Greenhaven Rd also appears to still be in operation with greenhouses. These agricultural complexes are set near the center of the large historic block bounded by Titus Ave (north), Ridge Rd (south), Hudson Ave (west), and Portland Ave (east). Perhaps it is their location that has led to their persistence. Additionally, the West Homestead at 1853 Portland Ave remains intact. Although not an active farm and not surrounded by the typical outbuildings of agricultural operations, this resource includes a large agricultural building that appears to date to the early twentieth century and may have operated as distribution, storage, or processing hub of some kind. The West family owned the property for several generations and at least since the 1850s. It is associated with the former Town Historian Maude West, who authored the first full-length history of Irondequoit and served a crucial reference for the writing of this survey.

Few historic commercial buildings were identified as part of this survey as these are more often subject to demolition and frequent renovations. The strip mall at 529 E Ridge Rd offers a rare mid-century example. The Columbia Banking, Savings, and Loan building at 2128 Hudson Ave provides another example. Built with thirteen other branch buildings throughout the Rochester region between 1967–74, this “bank-in-the-round” building is unlike any other the Town and one of seven that remain extant. Additional research and analysis may find these and other commercial buildings eligible.

Further individual residences have been identified requiring more research and analysis to determin eligiblility. The Mathias Hoffman farmhouse (1880) at 7 Wisner Rd was sold to Alfred J. Elston and substantially renovated by Alcesta Huntington in the early-twentieth century before Huntington Hills was established. One of the few surviving farm complexes in Irondequoit, the Elston Residence also played a notable role in the founding of Huntington Hills. The Friedrich Cottage at 450 Avondale Rd is a local landmark and high-quality example of a Craftsman-style bungalow, which includes an atypical adaptation of a nineteenth-century porch. Contemporary additions negatively impact the overall integrity, but additional research or analysis of the building itself may yet find the building eligible. The house at 100 Orenda Dr is tucked away from the public right-of-way but provides one of the few examples of thin-shell concrete construction and is potentially eligible for this reason alone.

In addition, four architect-designed buildings from the late-1970s and early-1980s will soon be more than fifty years from their date of construction and should be kept in mind for nomination and additional research. Robert L. Macon’s Shed-style design (1978) at 345 Van Voorhis Ave presents a high-level of integrity for a rare architectural style in Irondequoit. The house at 625 Seneca Rd (1983) is another Shed-

style building. A Shed-style house (1980) adapted to the narrow lot conditions of the area stands at 74 Anchor Terr in the White City Historic District. Finally, the Bay Village Condominiums (1976–1980) at Bay Village Dr will be worth revisiting as an outstanding example of late 1970s multi-unit housing with high-integrity.

3. Comply with State and National Historic Preservation Laws

This survey report provides an excellent resource to expedite NYS-OPRHP review for state and federally funded rehabilitation projects and projects that trigger a Section 106, or SEQRA review. Laws governing the review process are:

> Section 106 of the National Historic Preservation Act of 1966, as amended, directs federal agencies to consider historic resources in their project planning. New York State has a parallel law for state agencies in Section 14.09 of the State Historic Preservation Act of 1980. Local environmental review for municipalities was initiated under the State Environmental Quality Review At (SEQRA) of 1974.

4. Develop programs for public education and to promote awareness of the value and treatment of historic resources.

The attitude the public has concerning the area's cultural resources, including their own property, is vital if the integrity of those resources is to be maintained. An informed public makes better decisions. There are several approaches to increasing a community's awareness regarding the town's historic resources including:

- Preservation Workshops: historic window repair, masonry/mortar, water problems, wood siding and so on;
- Neighborhood walking tours that provide a history of the area's development;
- Public Meetings and Presentations: people are often unaware of the history in their own backyard;
- Co-ordinate efforts with the Pioneer House Museum and the Irondequoit Historical Society: exhibits, workshops, presentations
- Interactive website with a comprehensive town history, historic resources, programs, linked to National Parks resources. Most people just "Google" it.
- All of the above but at the grade school level. A lot of schools have "expedition" learning programs that look for inexpensive ways to expand the learning experience.

5. Investigate Archaeological Resources

The topography, settlement patterns, and historic association with the Iroquois Confederacy in seventeenth and eighteenth centuries suggests the area has a medium to high sensitivity for

Archaeological resources (historic and prehistoric). Evidence of early settler cemeteries no longer in use is also present. This information is vital in preservation planning, land-use planning, and development. An archaeology team would be able to provide more specific information about the area's potential.

6. Use Property Database and GIS color-coded maps supplementing this document to facilitate communication with other town boards and committees.

As a final component of the survey, each contributing historic resource was mapped in GIS, and linked to a photograph with information including address; year built; Local Historic Landmark Status; and National Register eligibility/listing data where applicable. The property database table, photographs and maps can be used as preservation planning tools and are intended to provide a survey of the area for future consideration.

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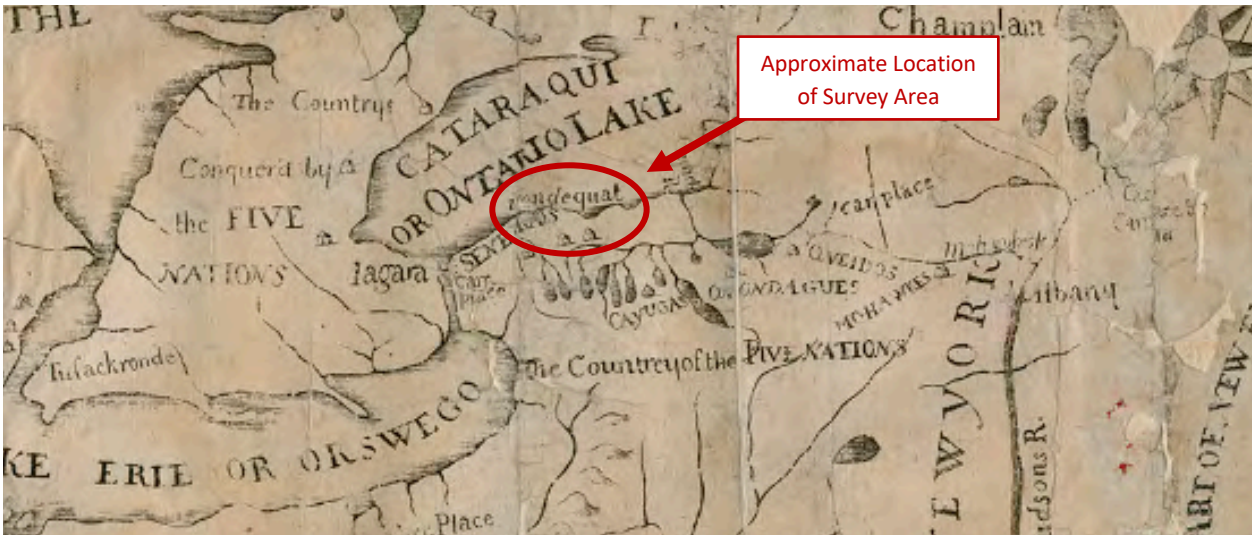
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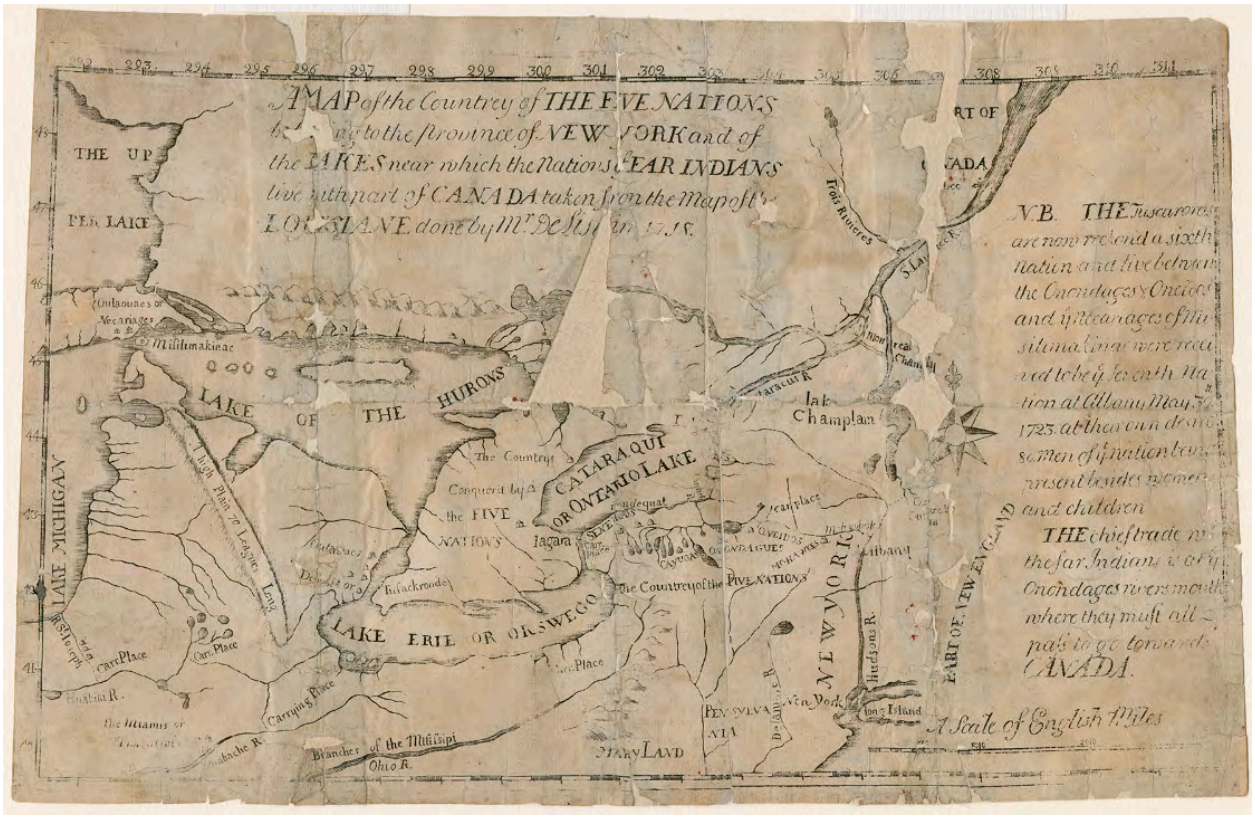
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APPENDICES

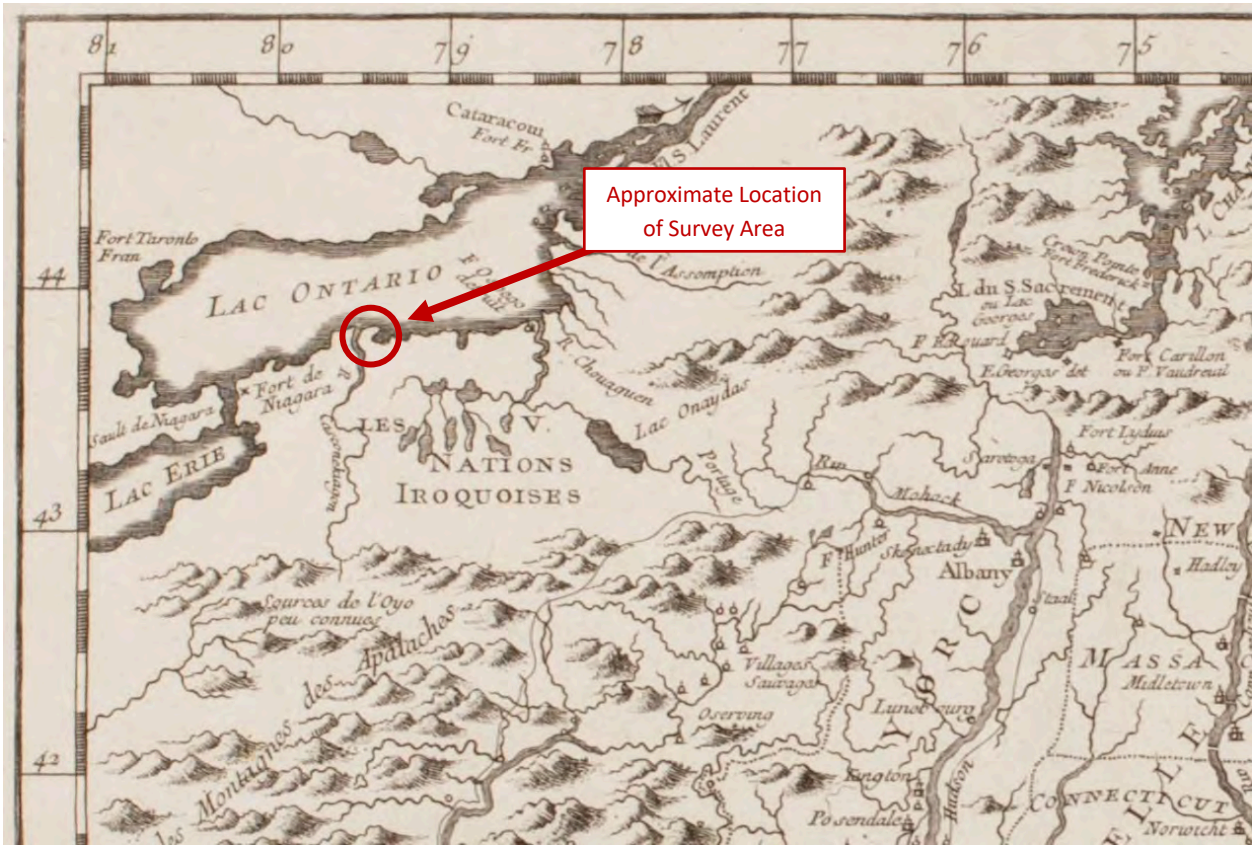
APPENDIX A. HISTORIC MAPS

Map 1. 1724, "Country of the Five Nations," by Cadwallader Colden





Map 2. 1757, "Carte de la Nouvelle Angleterre, Nouvelle Yorcke, et Pensilvanie...," by J.N. Bellin





Map 3. ca.1792, "A Map of Township (No.14)," by DeKrafft, Street, and Gilbert



Map 4. 1794, "A Map of Mess. Gorham & Phelps Purchase...," by A. Porter



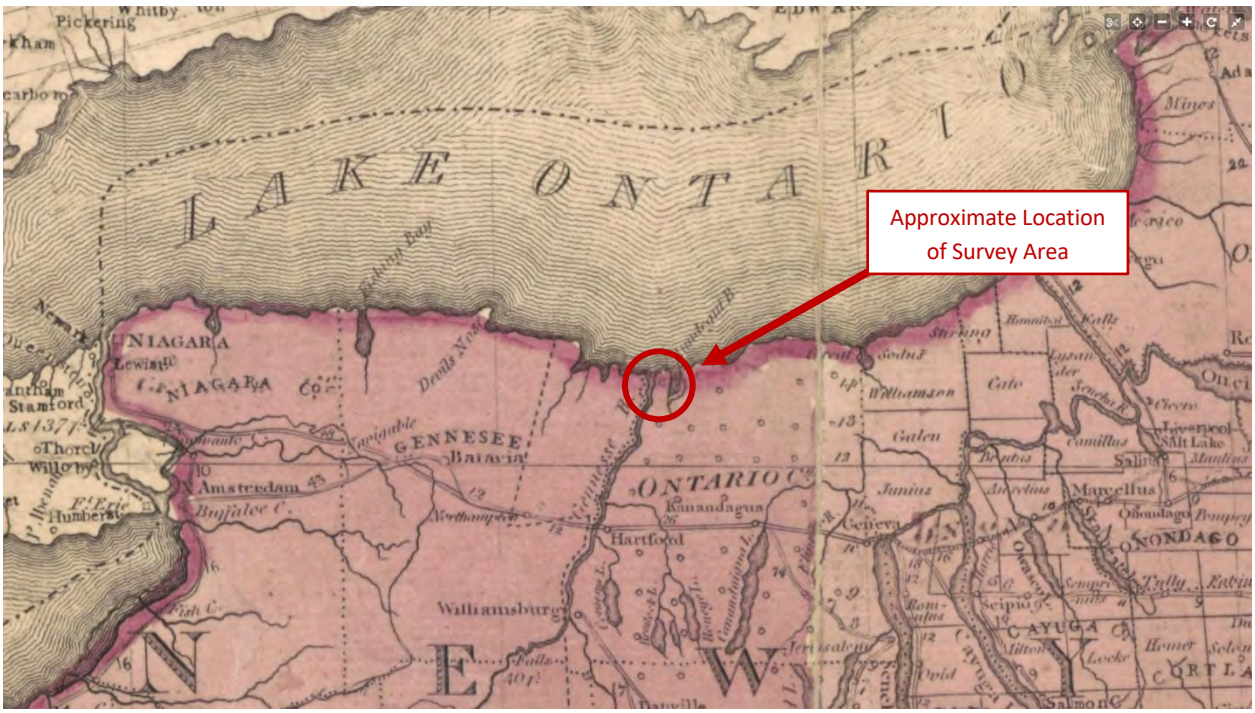


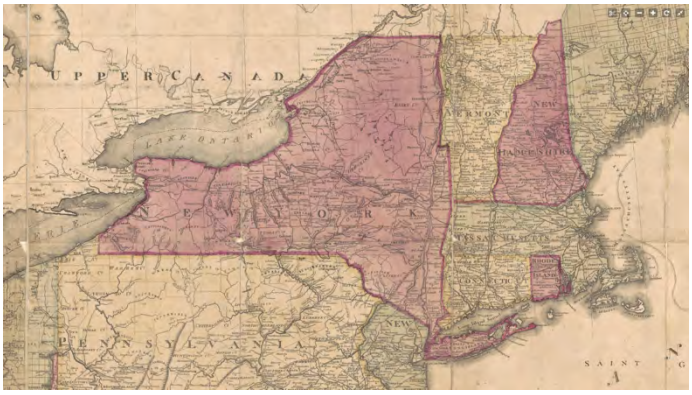
Map 5. 1804, “Map of the State of New York,” by Simeon DeWitt





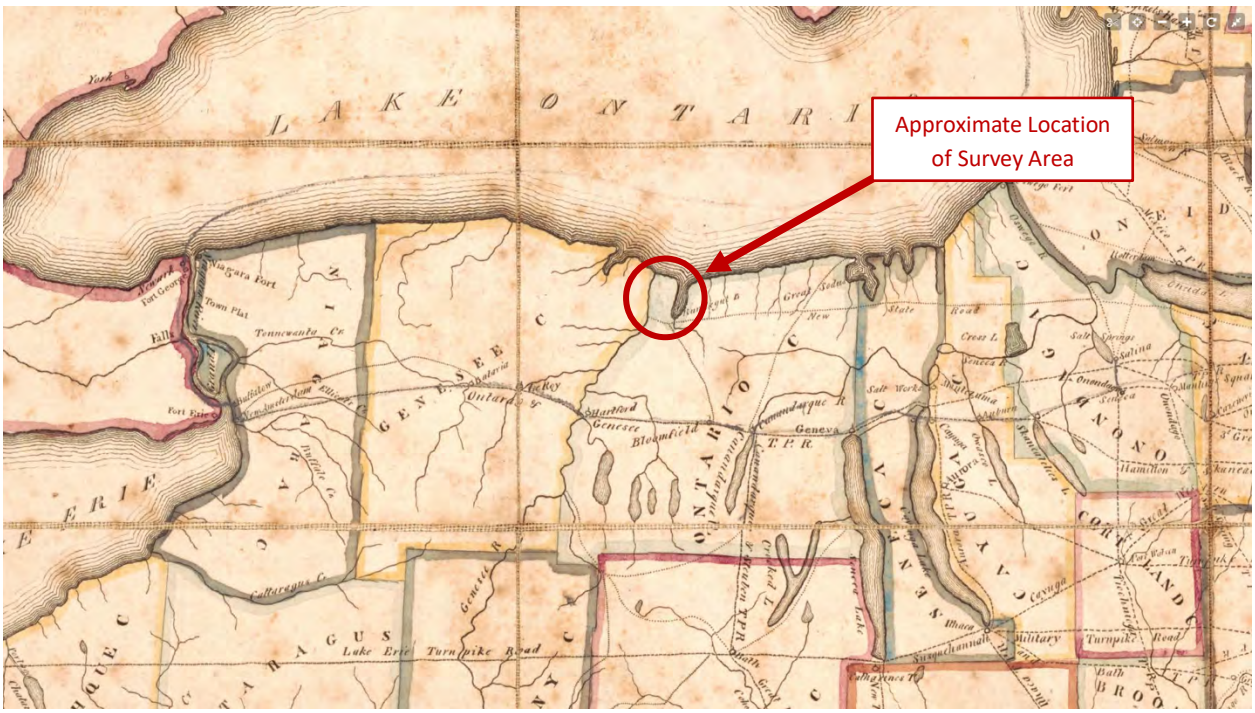
Map 6. 1804, "Map of the United States," Bradley, Harrison, and Barker

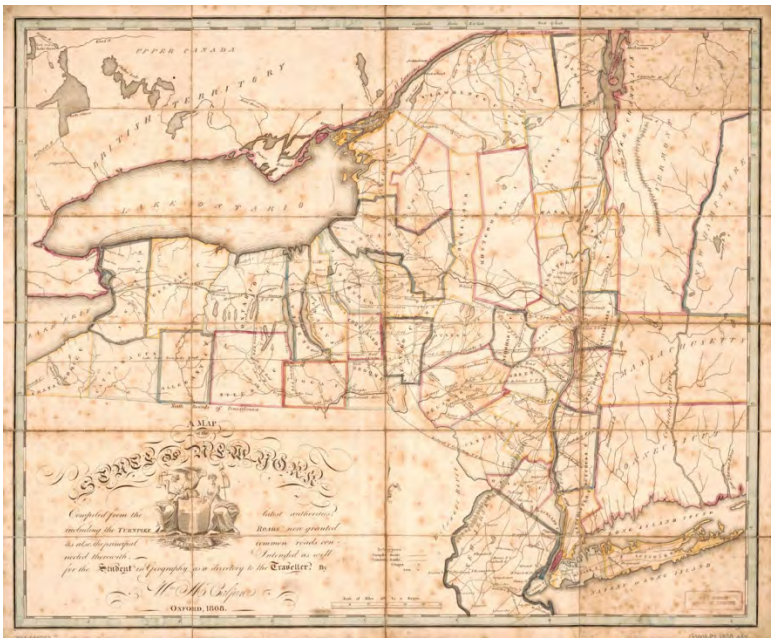




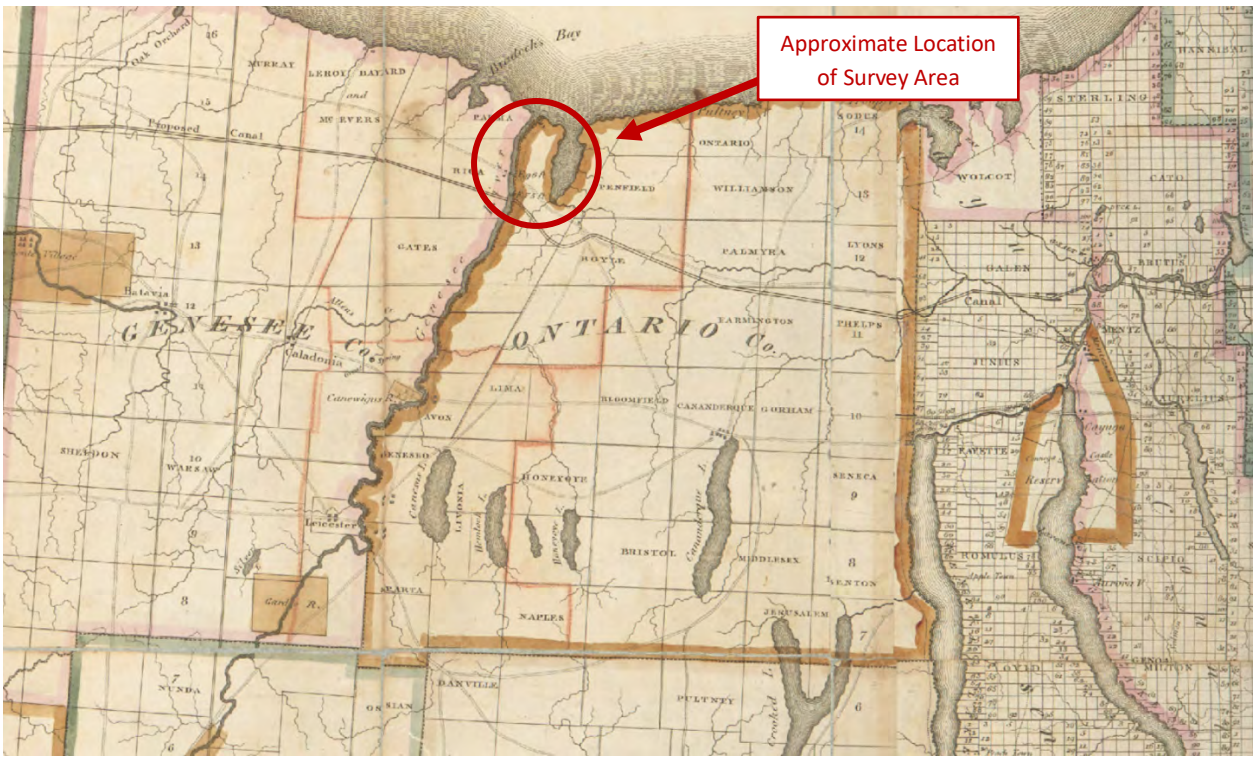


Map 7. 1808, "A Map of the State of New York," Wm. McCalpin





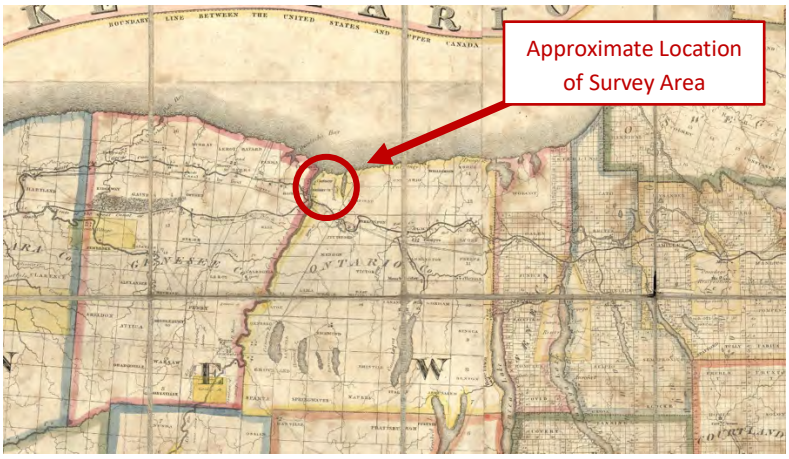
Map 8. 1812, "Map of the Northern Part of the State of New York," by Amos Lay





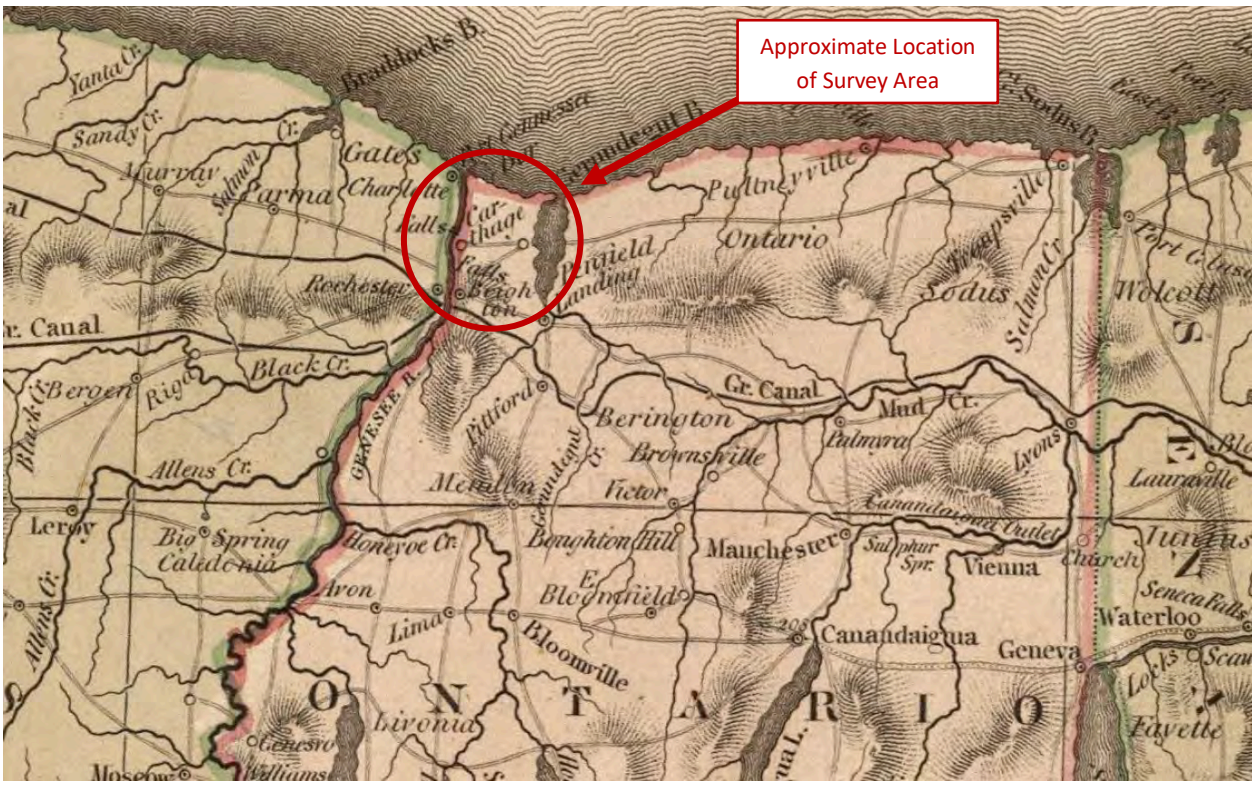
Map 9. 1817, "Map of the State of New York…," by Amos Lay





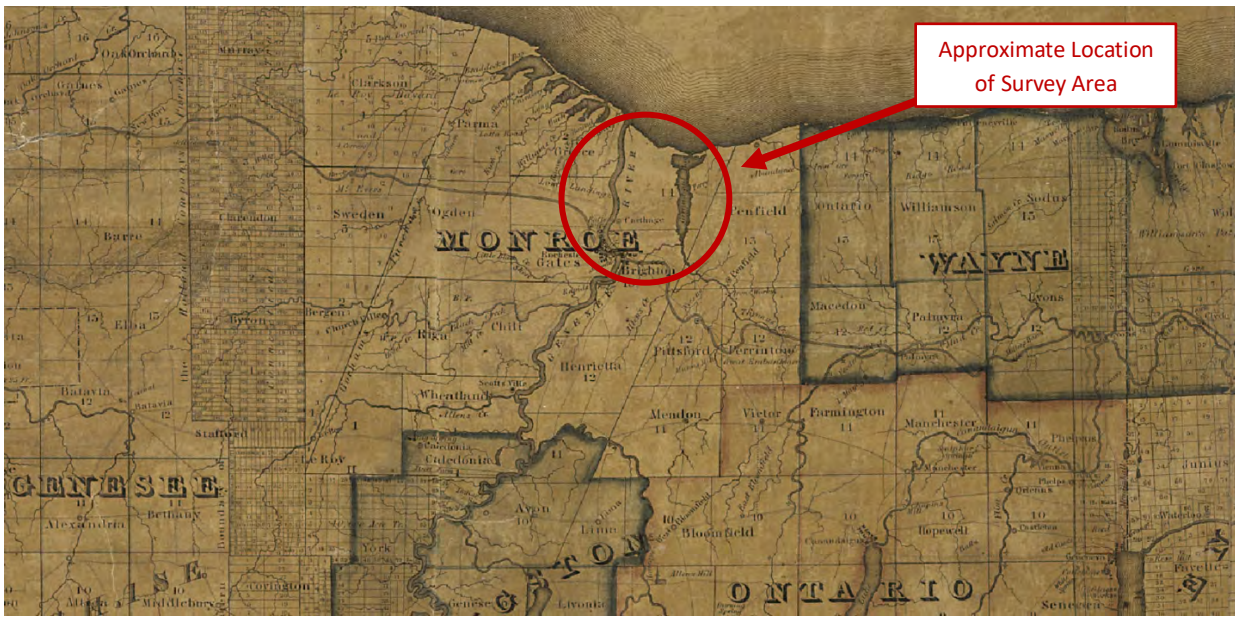


Map 10. 1823, "New York," by H.S. Tanner



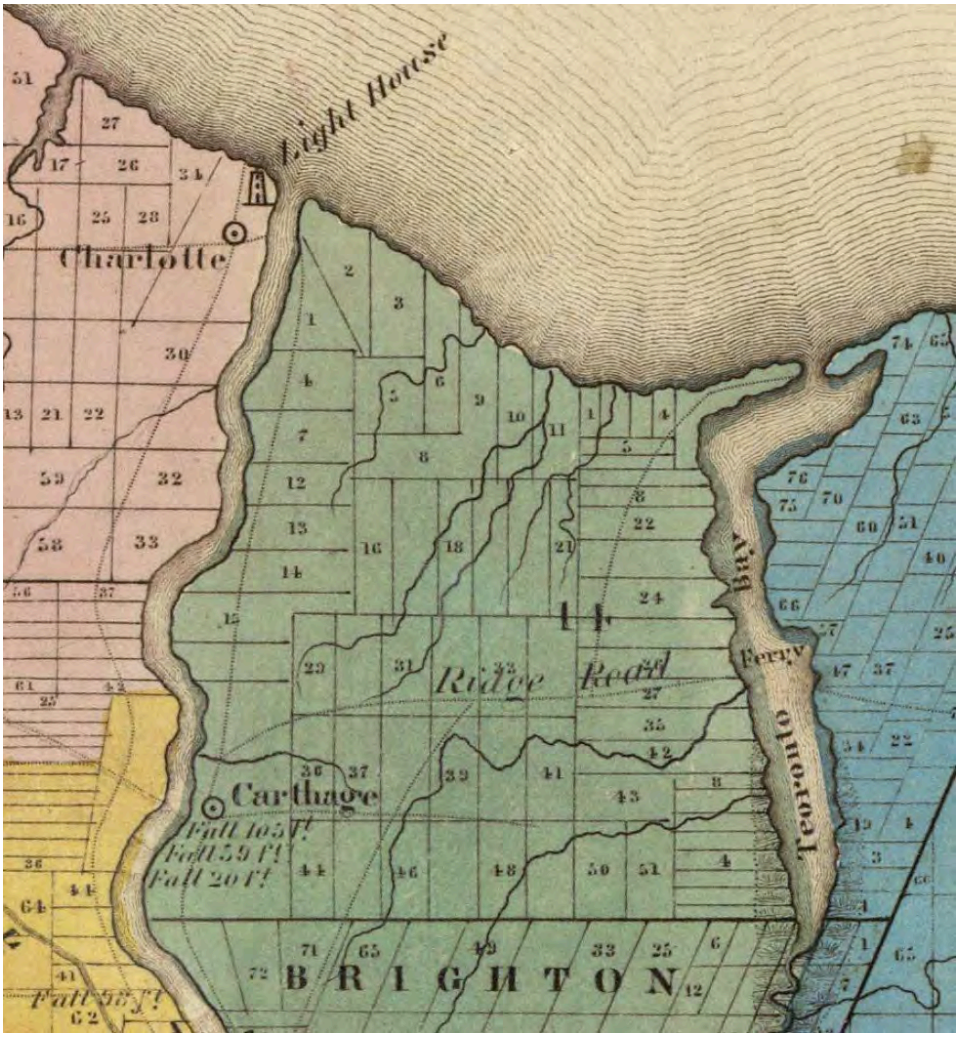


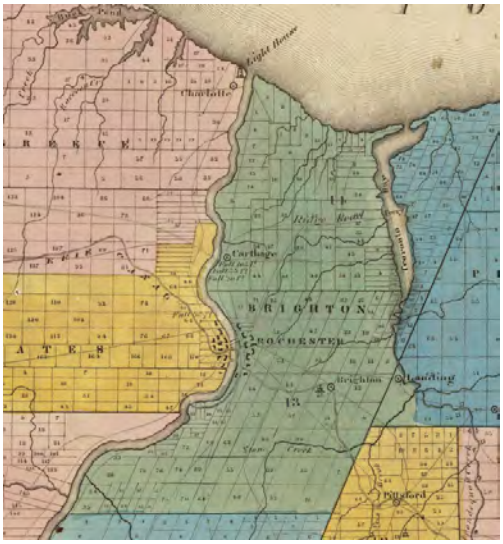
Map 11. 1823, "Map of the Western Part of New York State," by D.H. Vance

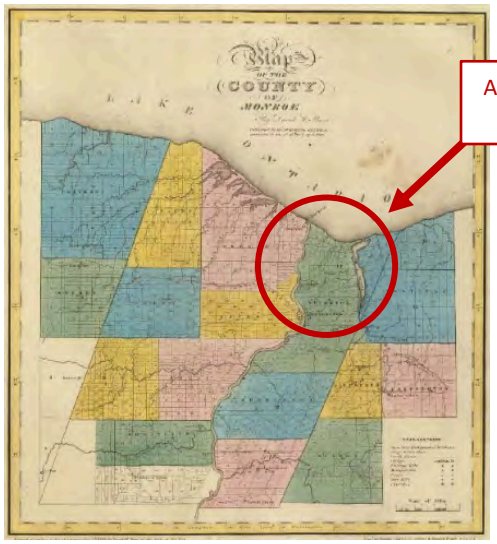




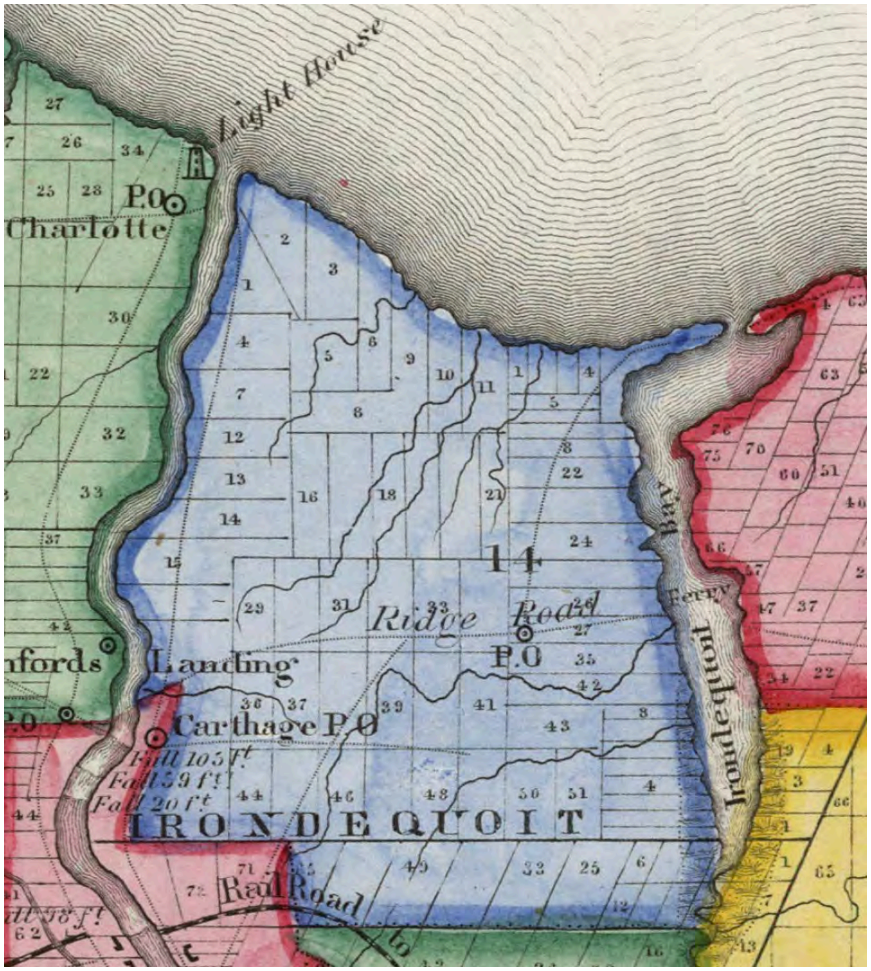
Map 12. 1829, "Map of the County of Monroe," by David H. Burr

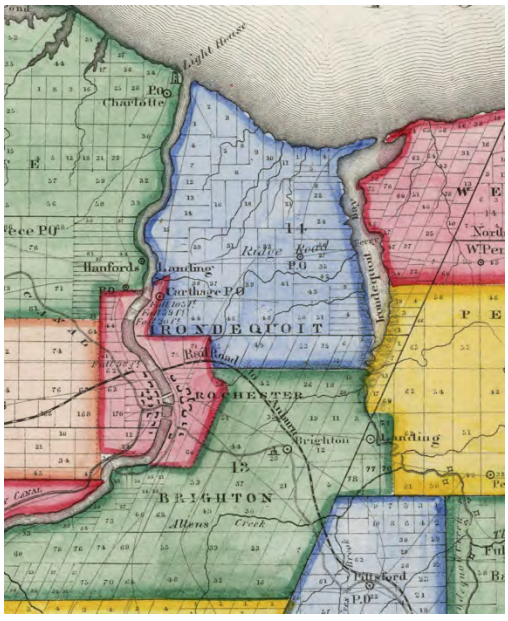


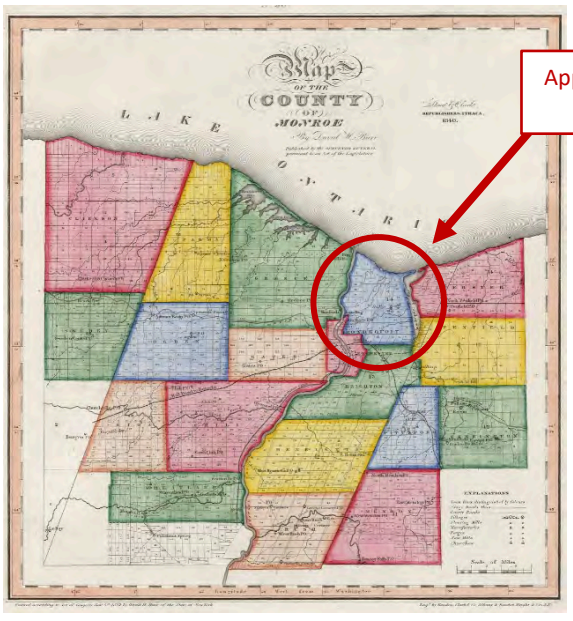




Map 13. 1840, "Map of the County of Monroe," David H. Burr



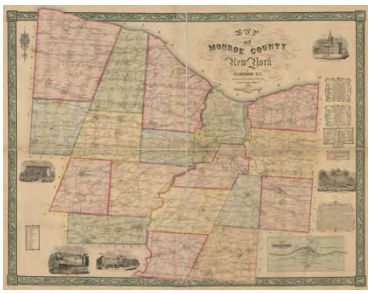




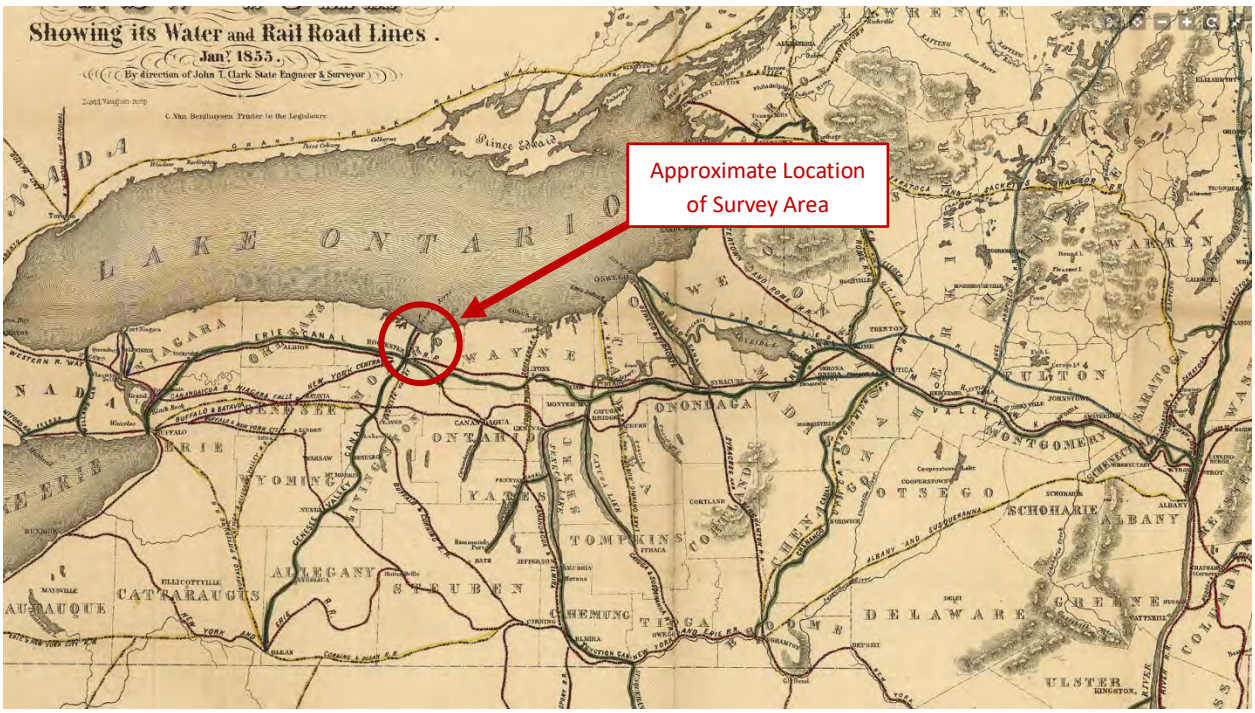
Approximate Location of Survey Area

Map 14. 1852, "Map of Monroe County, NY," by Browne, Gillet, and Smith





Map 15. 1855, "Map of the State of New-York showing its water and rail road lines," Clark & Vaughan



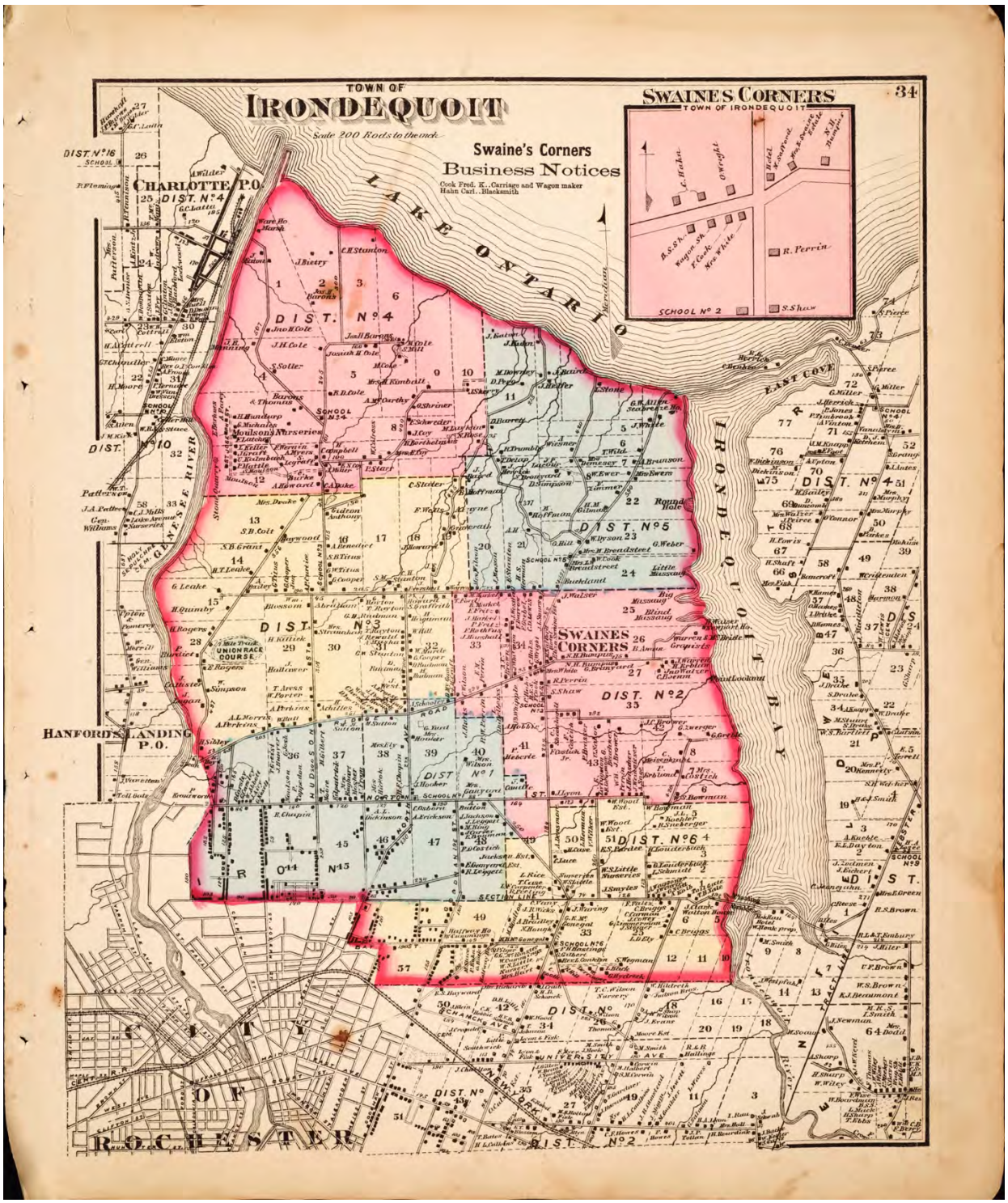


Map 16. 1858, "Gillette's Map of Monroe County," Browne, Gillette, Stone, and Smith

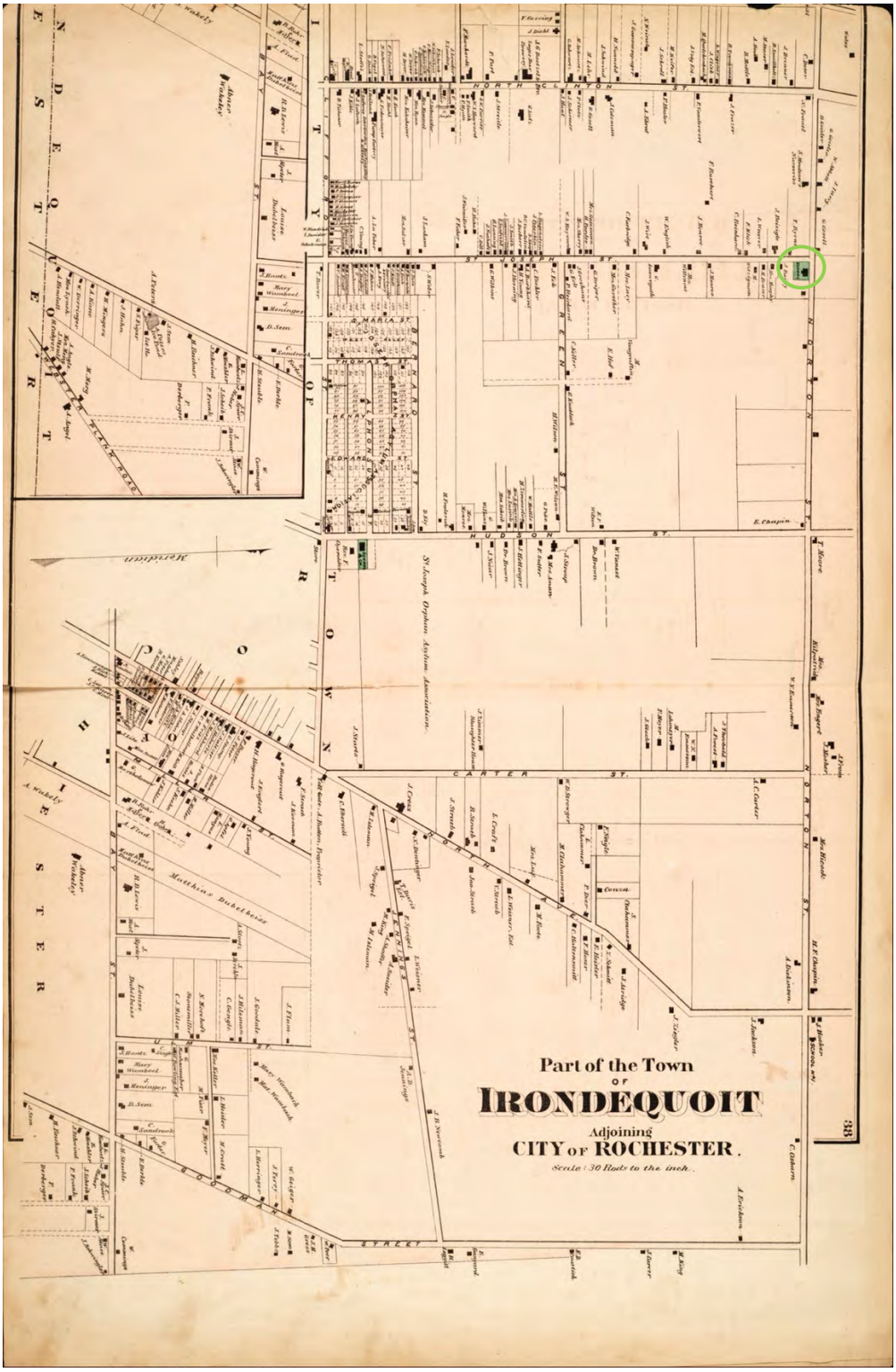




Map 17. 1872, "Atlas of Monroe County, NY. Town of Irondequoit," by F.W. Beers

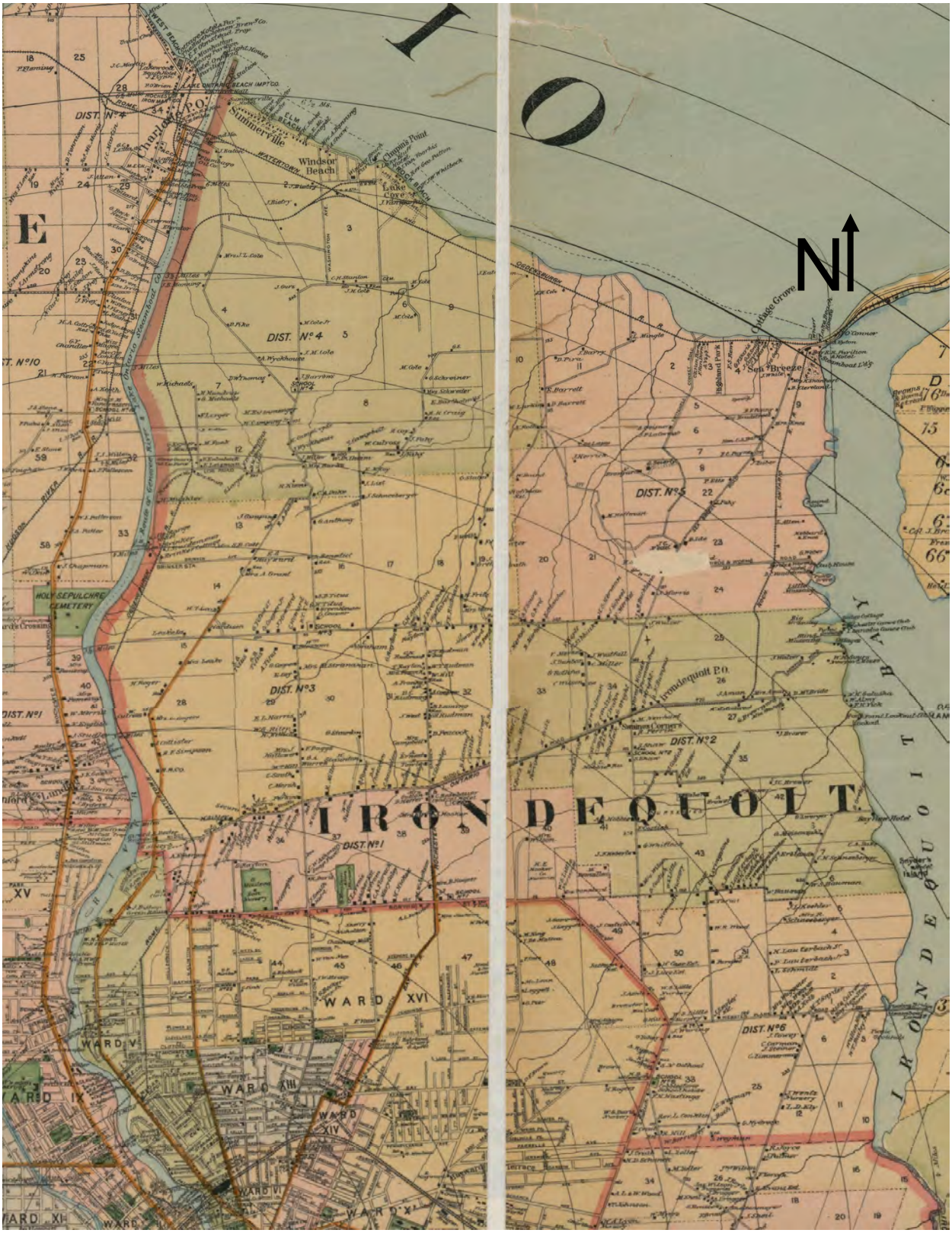


Map 18. 1872, "Part of the Town of Irondequoit," F.W. Beers

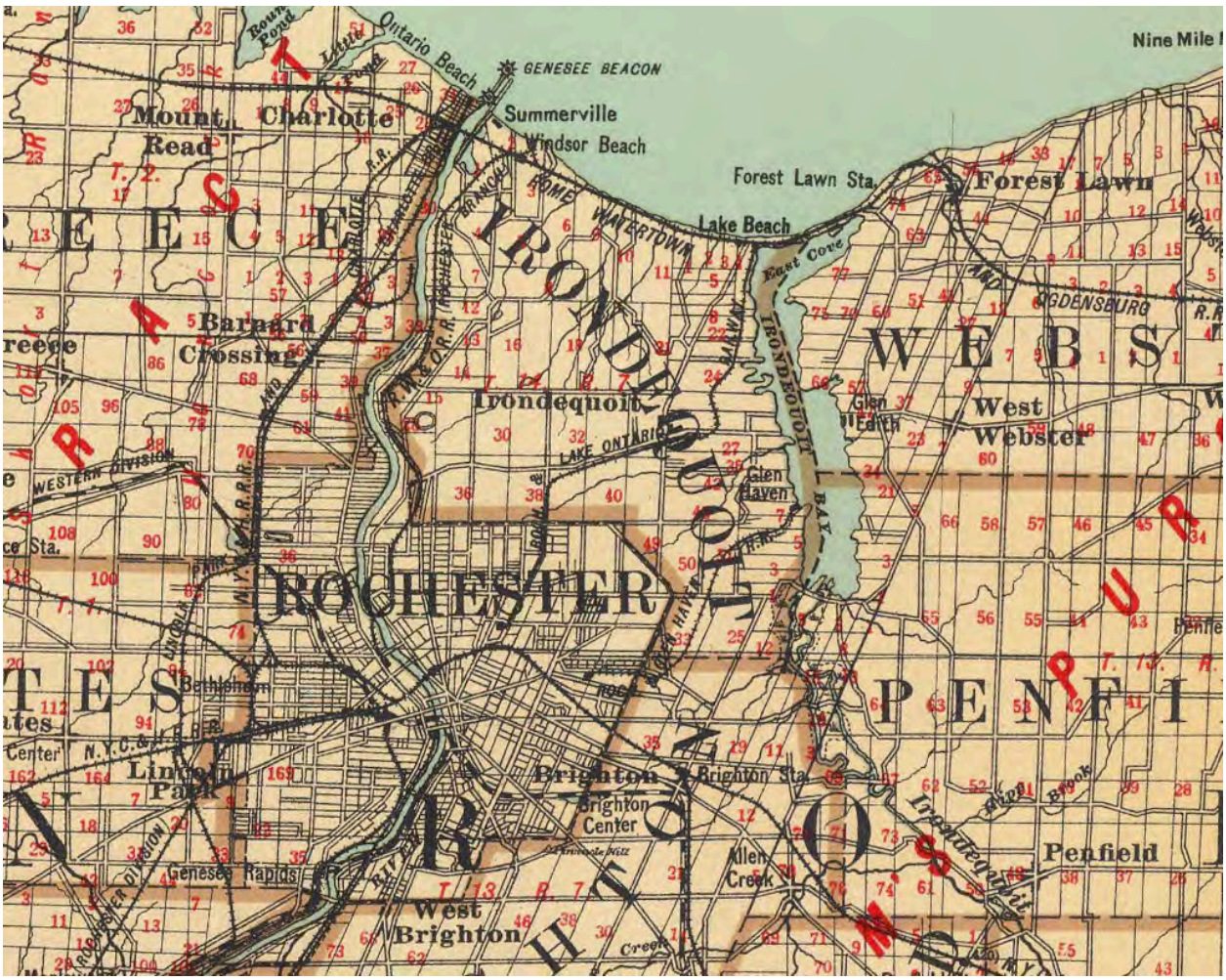




Map 19. 1887, "Map of Monroe County," J.B. Beers



Map 20. 1895, "Orleans, Genesee, and Monroe Counties," by J.R. Bien

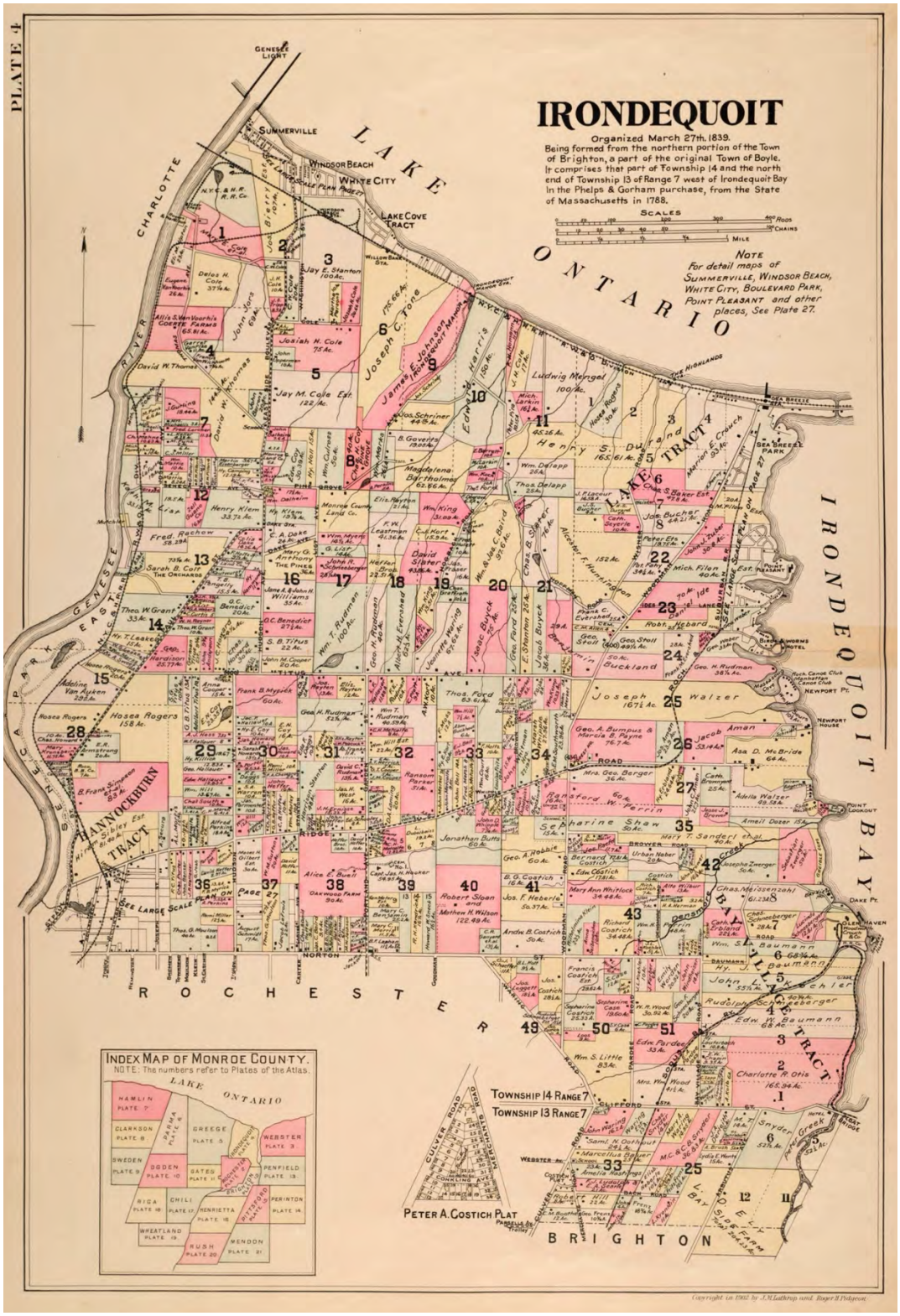




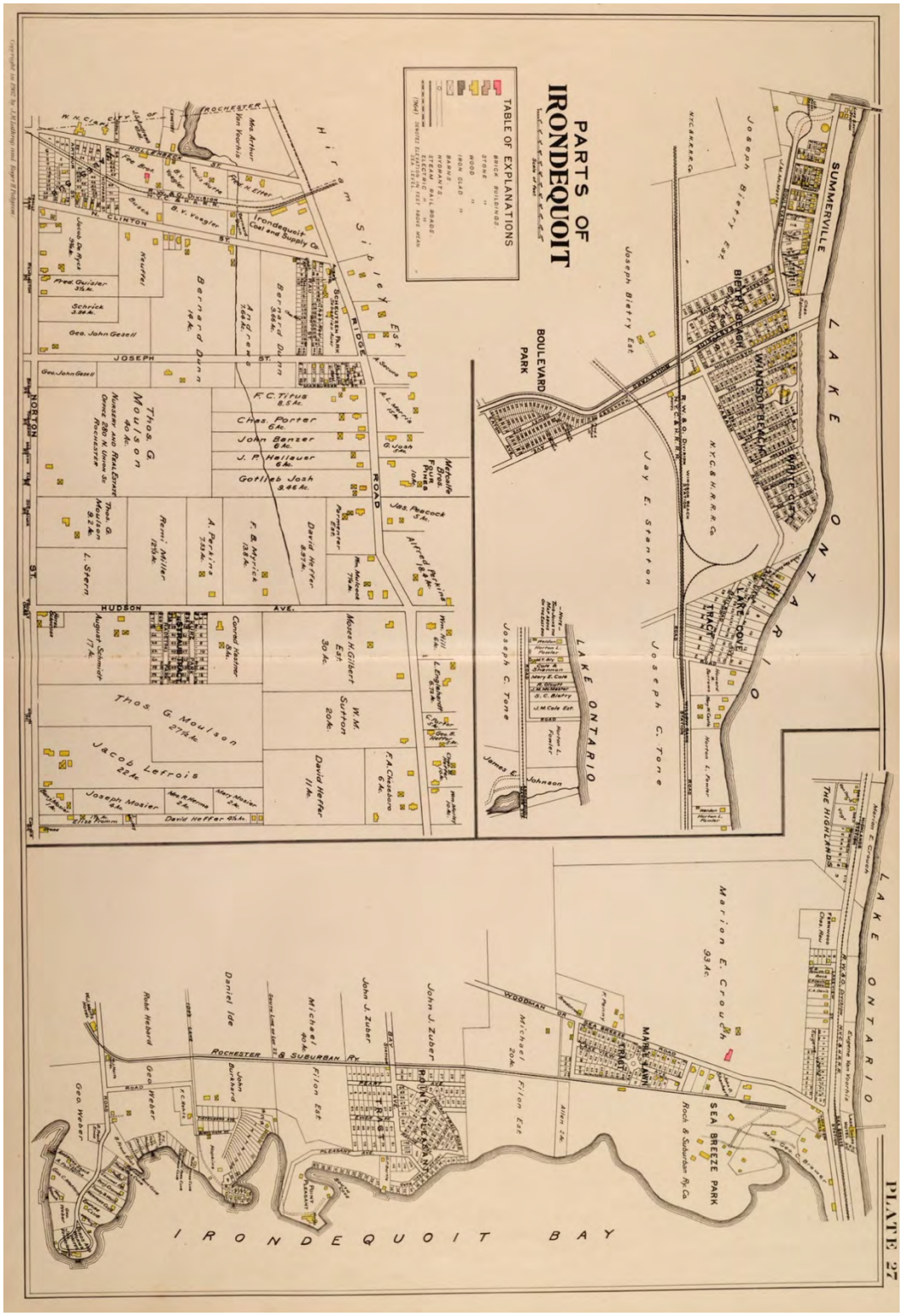
Map 21. 1895, "New York, Monroe Co, Rochester Street," USGS 1:62,500



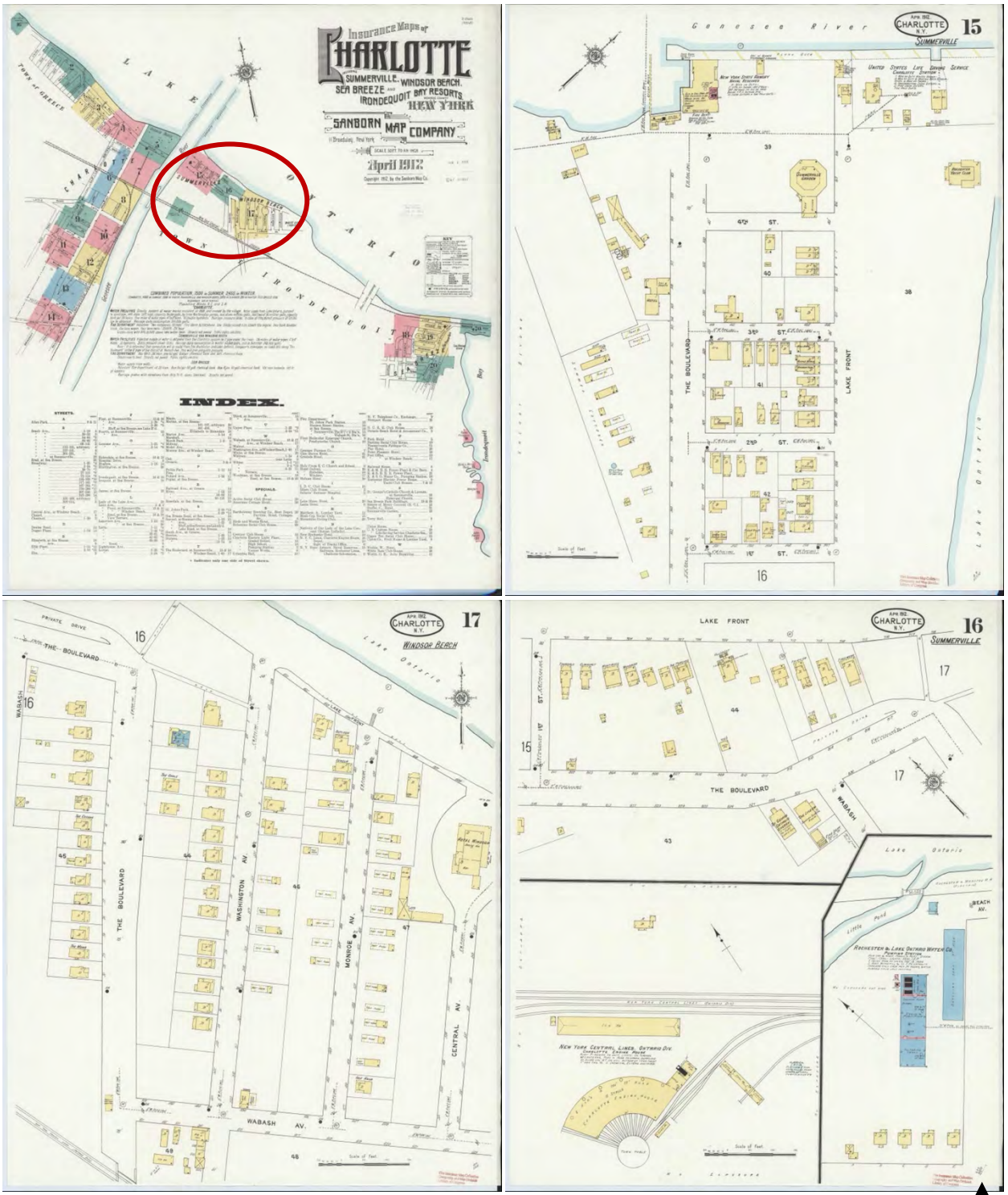
Map 22. 1902, "Irondequoit," Plat Book of Monroe County, by J.M. Lathrop



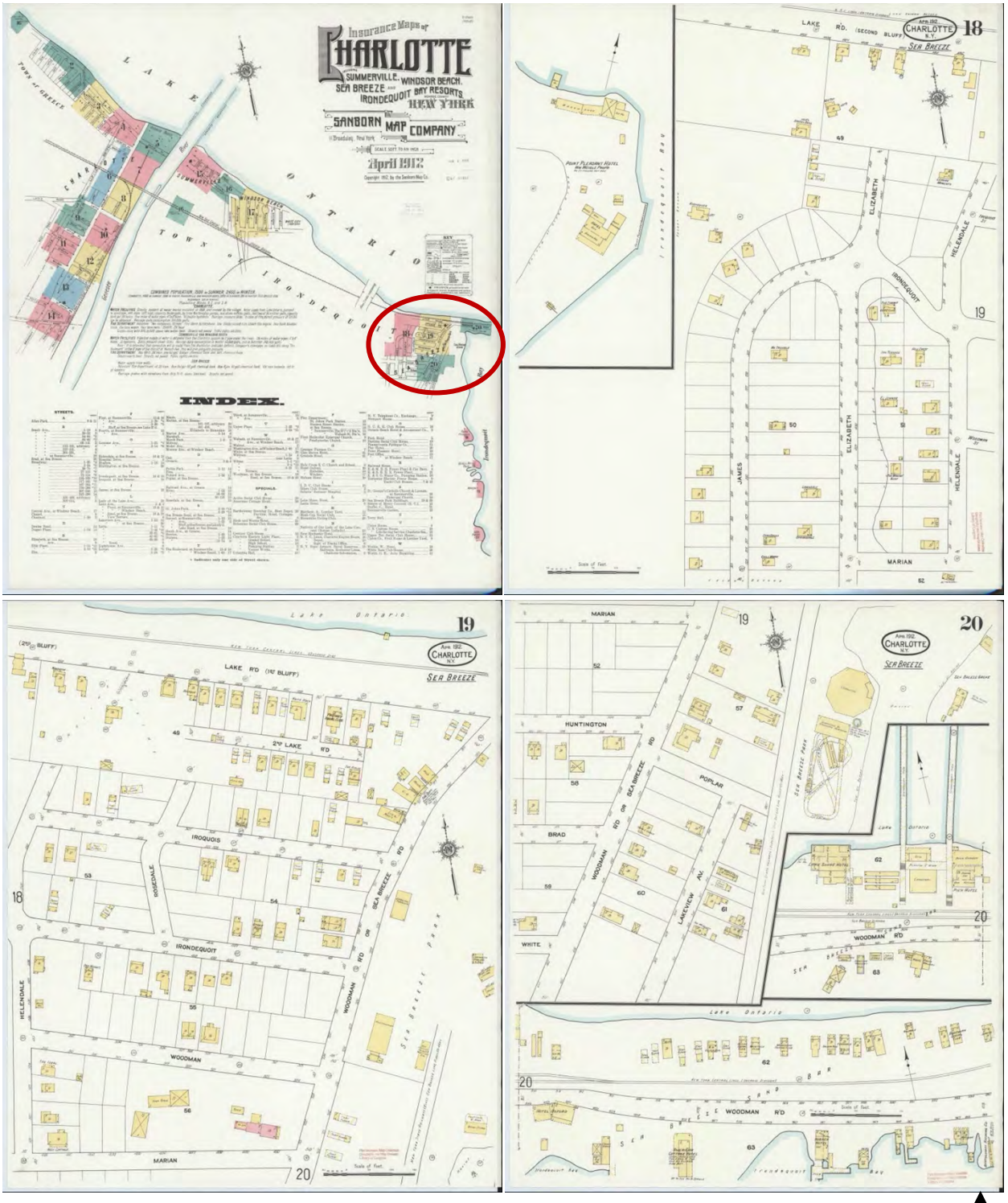
Map 23. 1902, "Parts of Irondequoit," Plat Book of Monroe County, by J.M. Lathrop



Map 24. 1912, Index & No.s 15, 16, 17, "Insurance Maps…," Sanborn Map Company



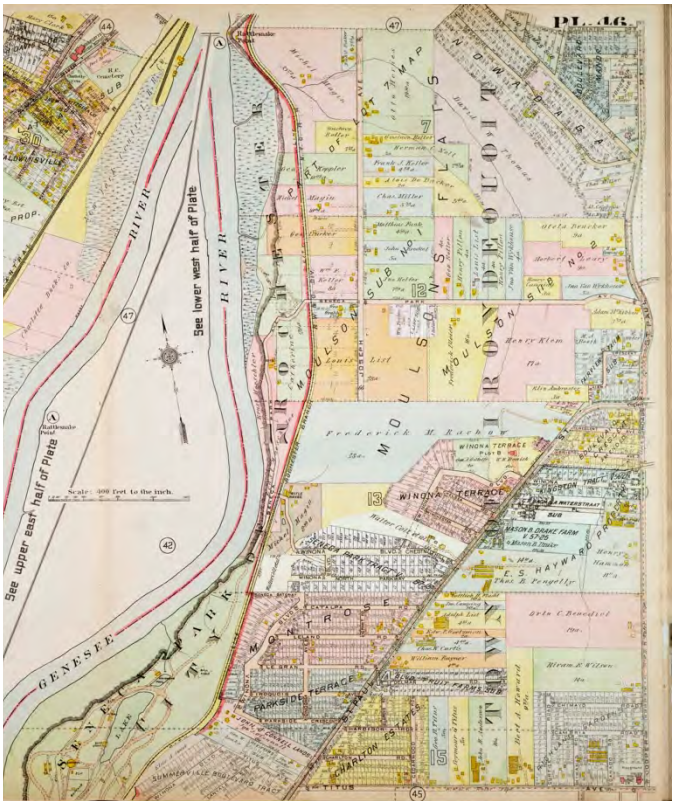
Map 25. 1912, Index & No.s 18, 19, 20, "Insurance Maps…," Sanborn Map Company

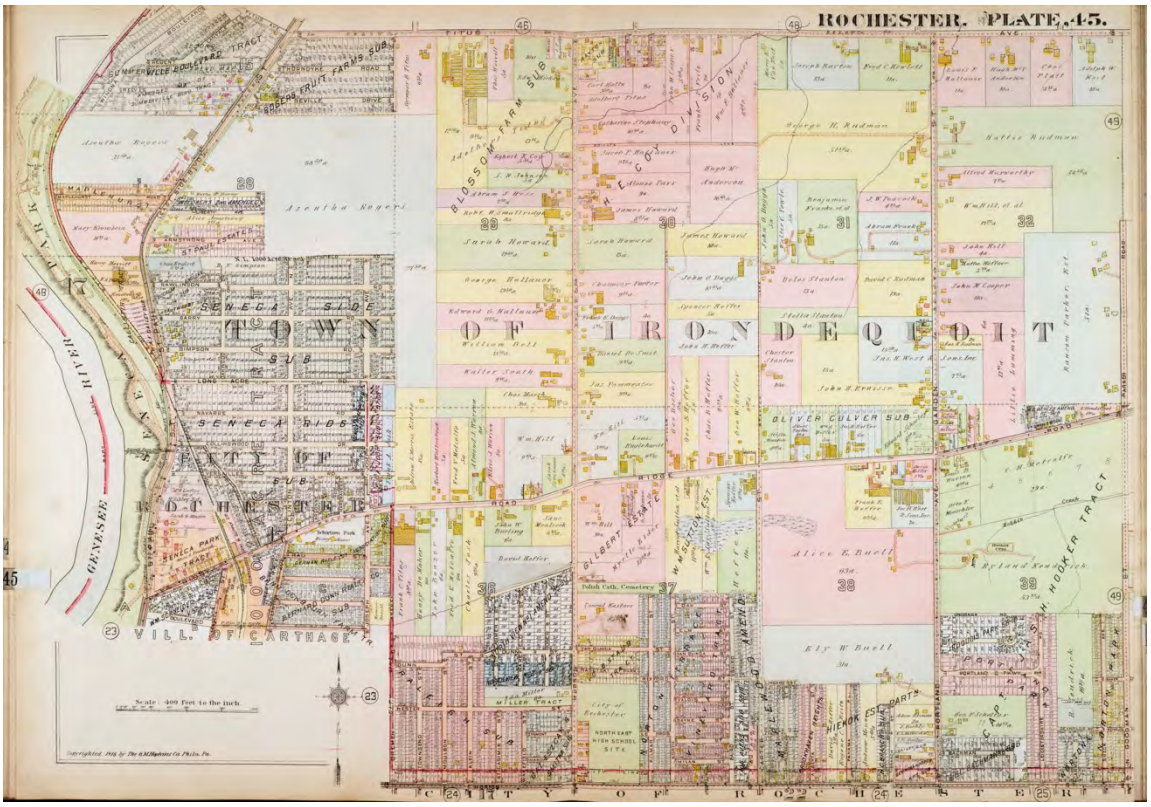


Map 26. 1912, "New York, Monroe Co, Rochester Quadrangle," USGS 1:62500

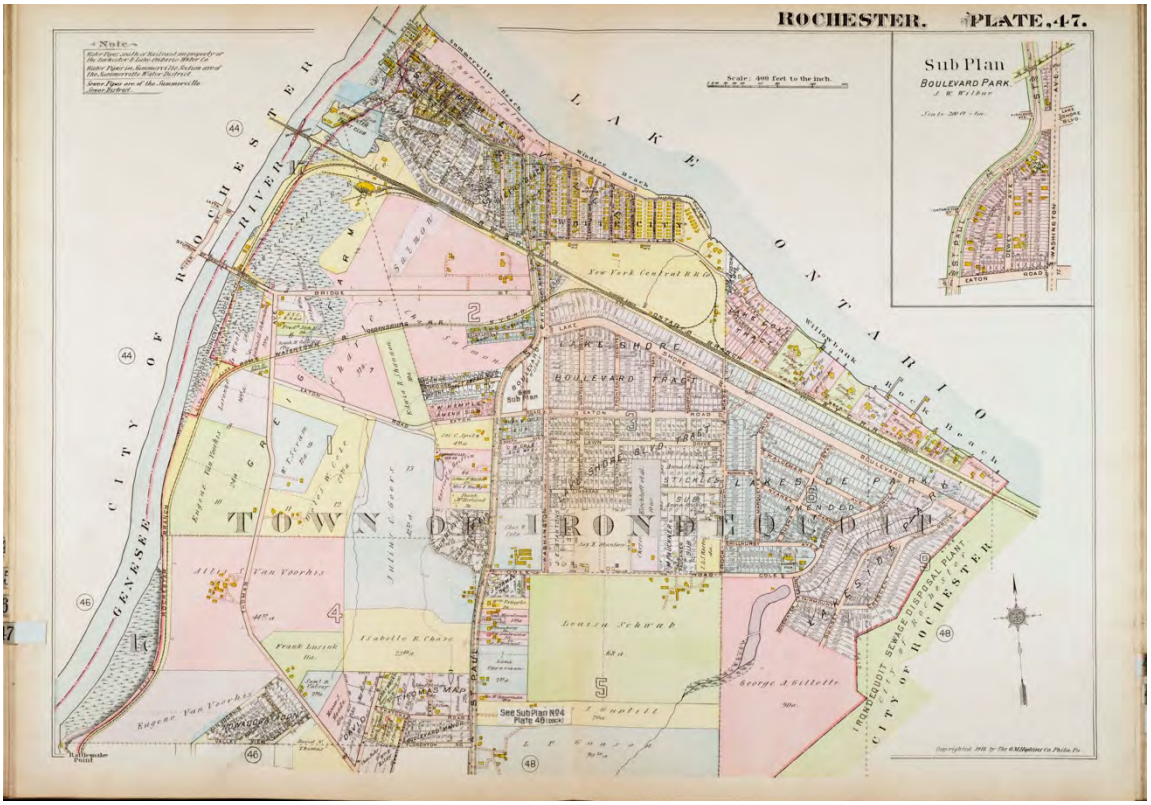


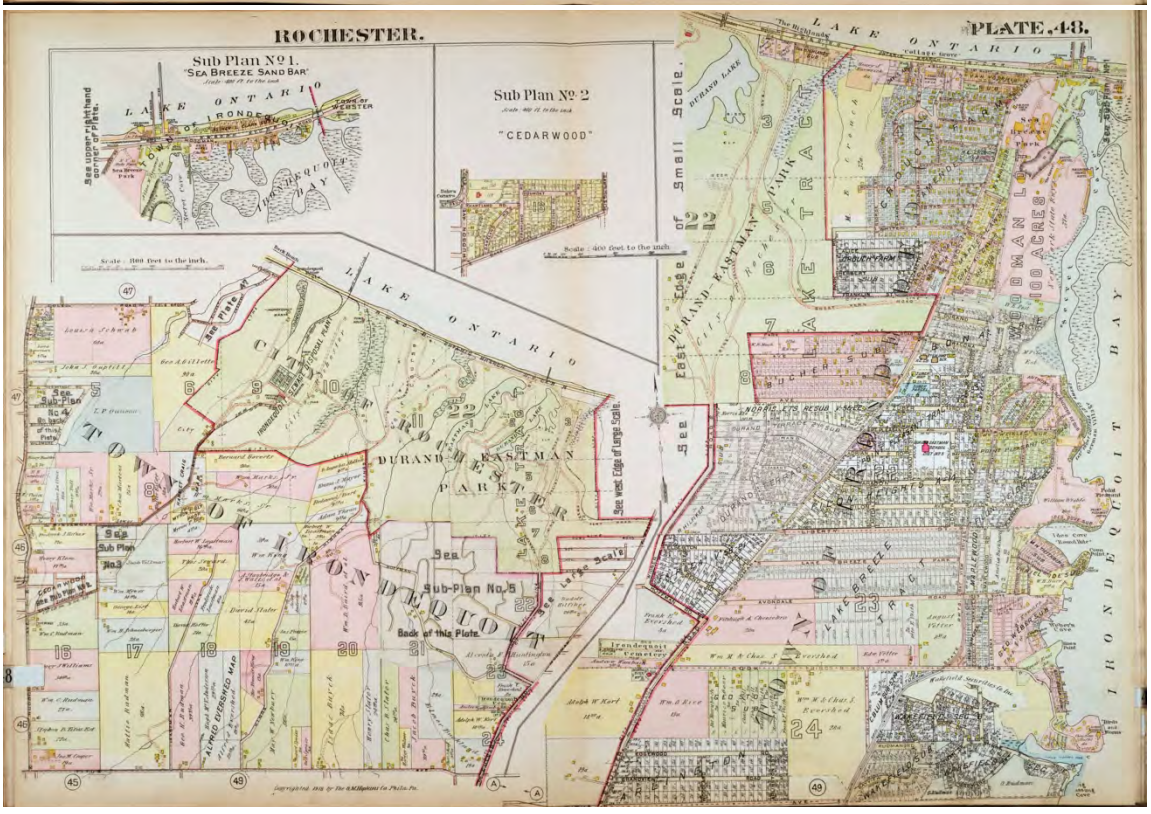
Map 27. 1918, Plates 45 & 46, Plat Book of the City of Rochester, G.M. Hopkins



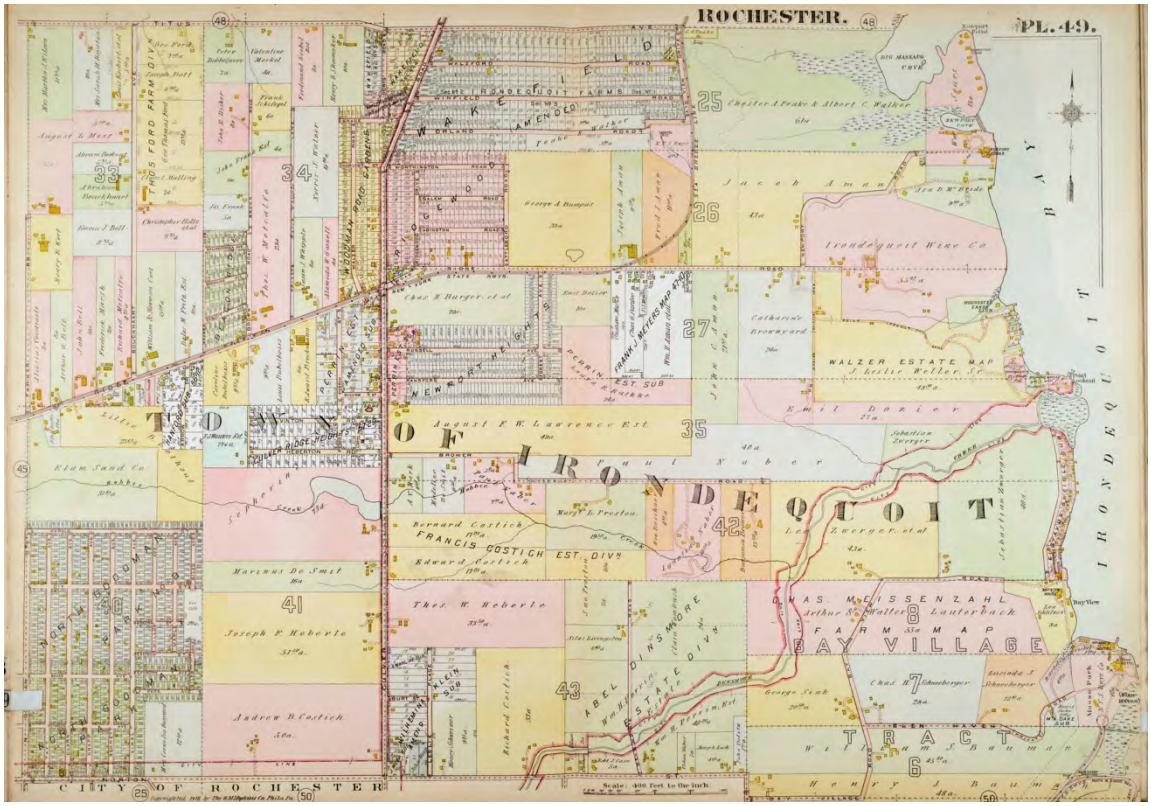


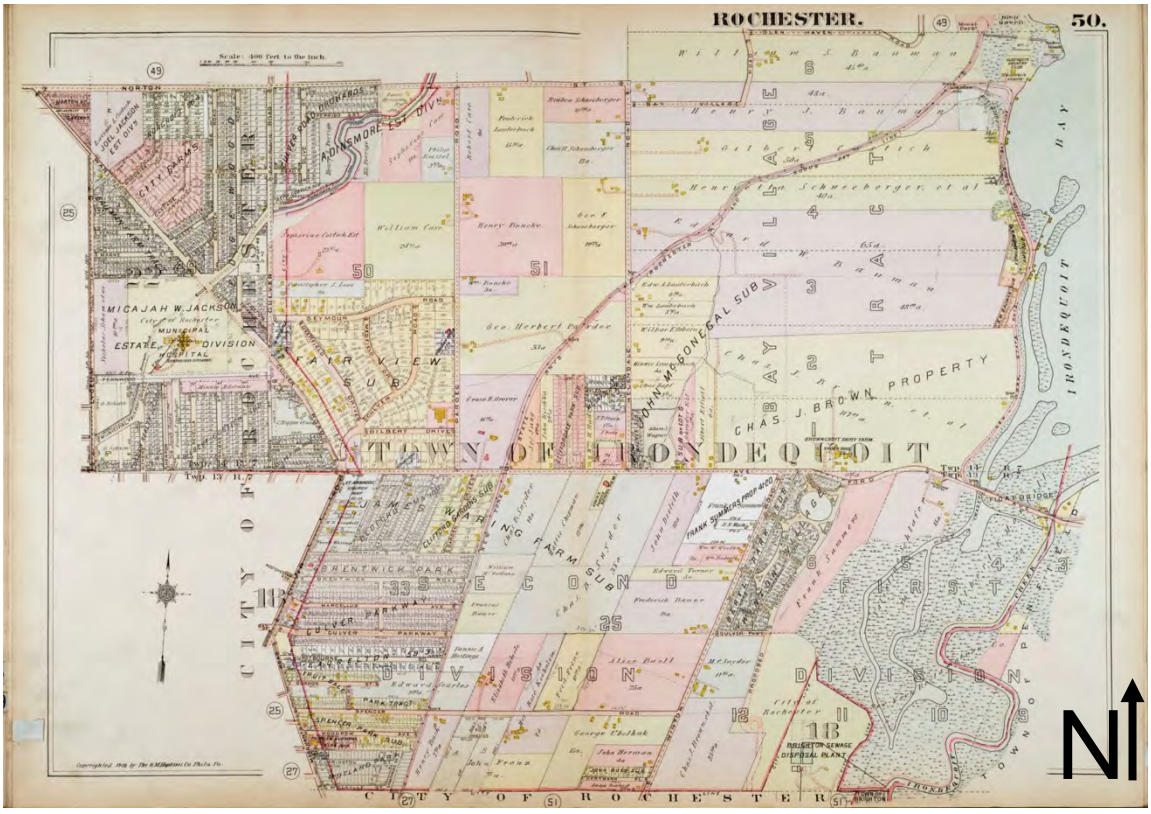
Map 28. 1918, Plates 47 & 48, Plat Book of the City of Rochester, G.M. Hopkins





Map 29. 1918, Plates 49 & 50, Plat Book of the City of Rochester, G.M. Hopkins

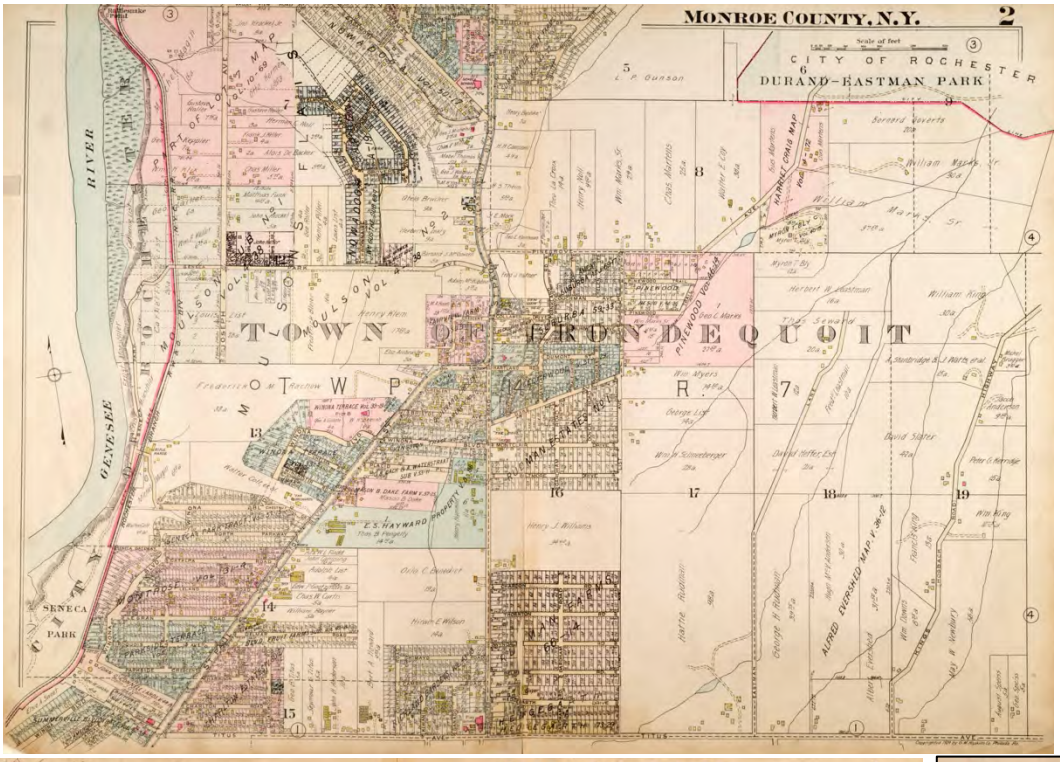


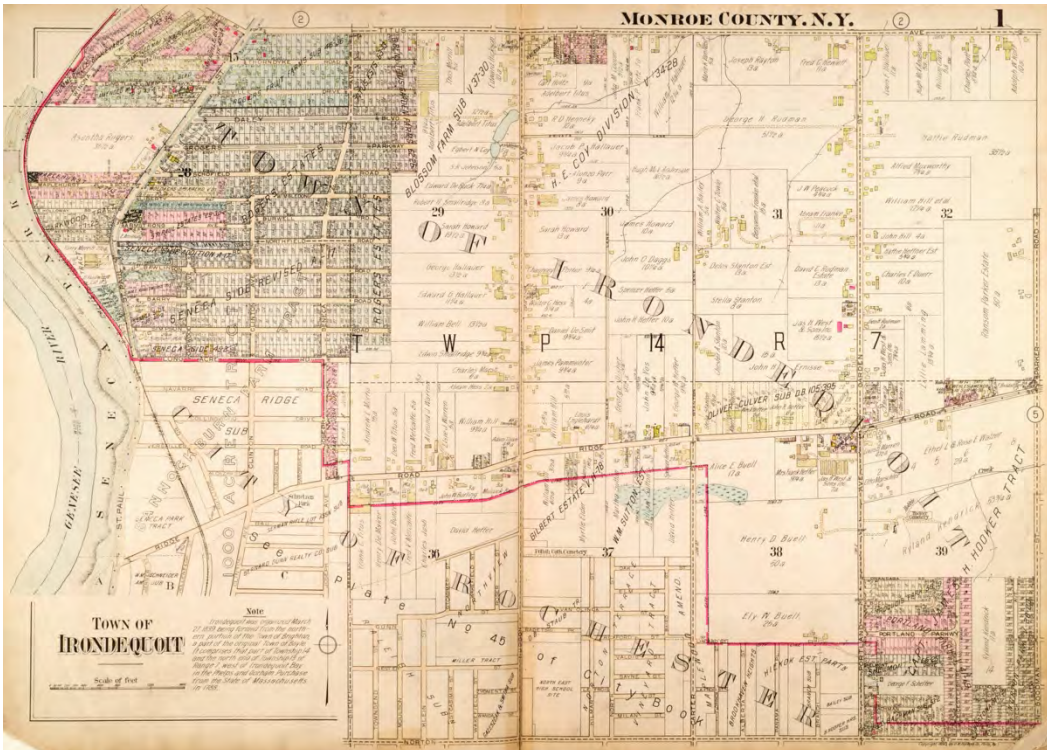


Map 30. 1920, "New York, Monroe Co, Rochester Quadrangle," USGS 1:62500

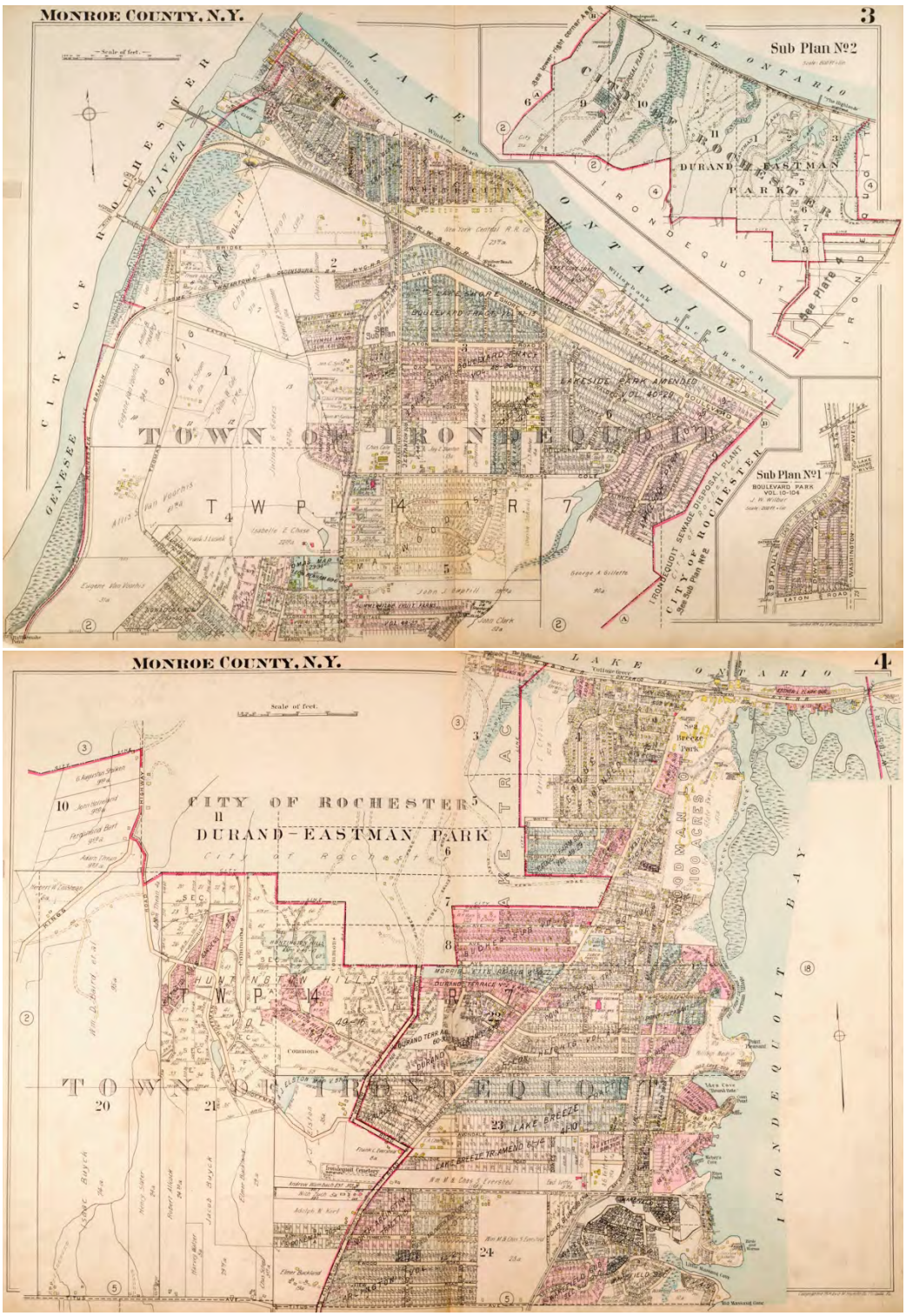


Map 31. 1924, Plates 1 & 2, Plat Book of Monroe County, G.M. Hopkins





Map 32. 1924, Plat Book of Monroe County, G.M. Hopkins



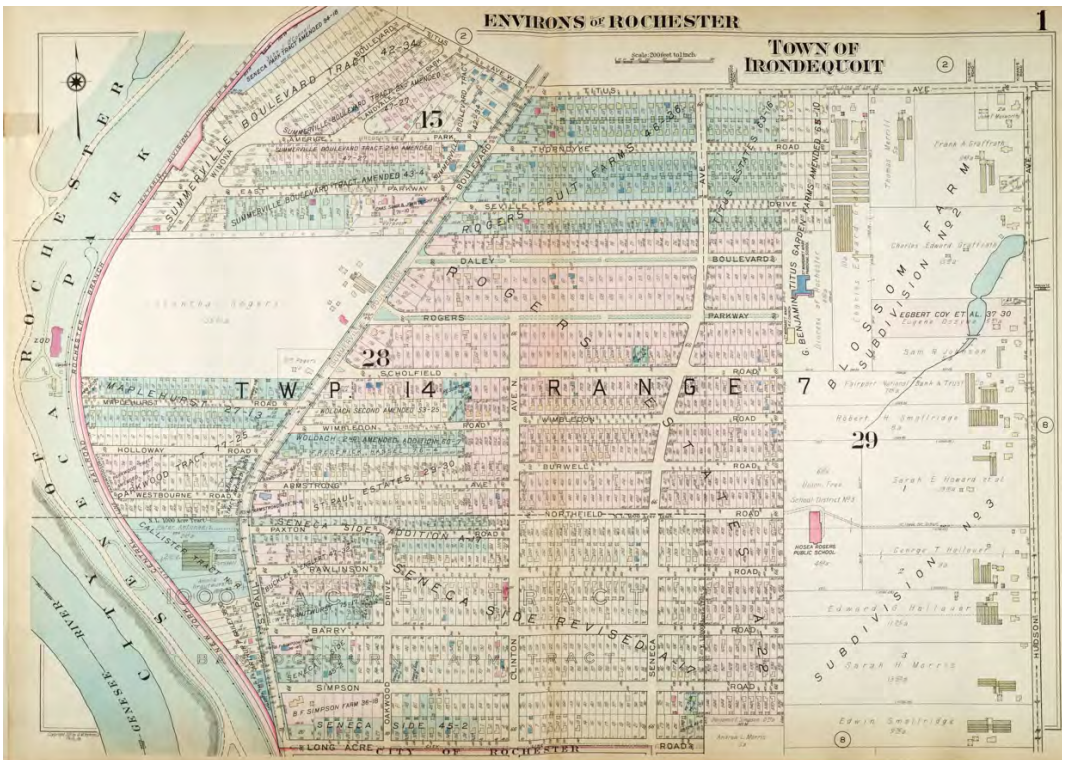
Map 33. 1924, Plat Book of Monroe County, G.M. Hopkins



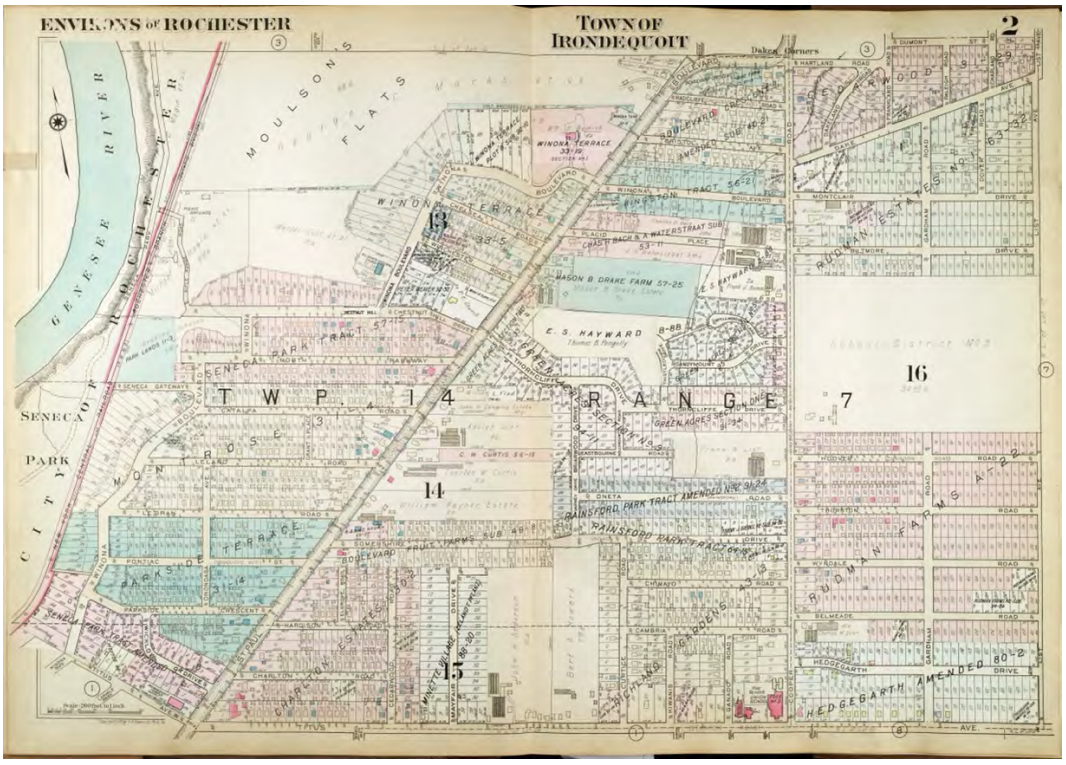
Map 34. 1931, "New York, Monroe Co, Rochester East Quadrangle," USGS 1:24000



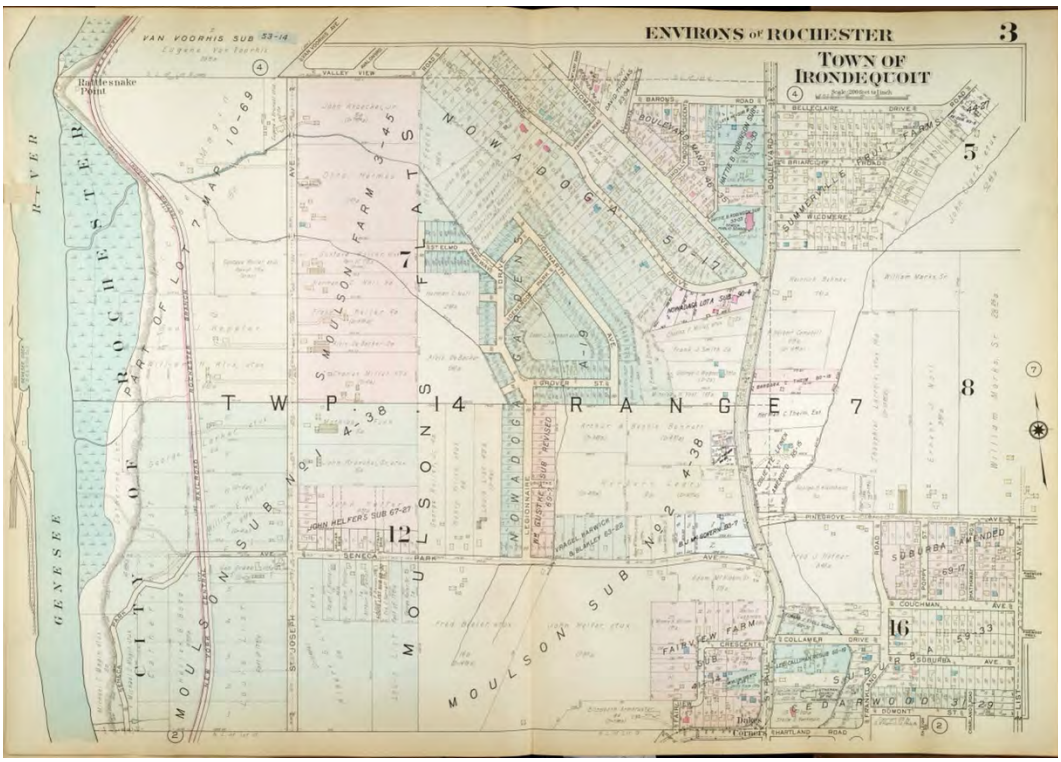
Map 35. 1931, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



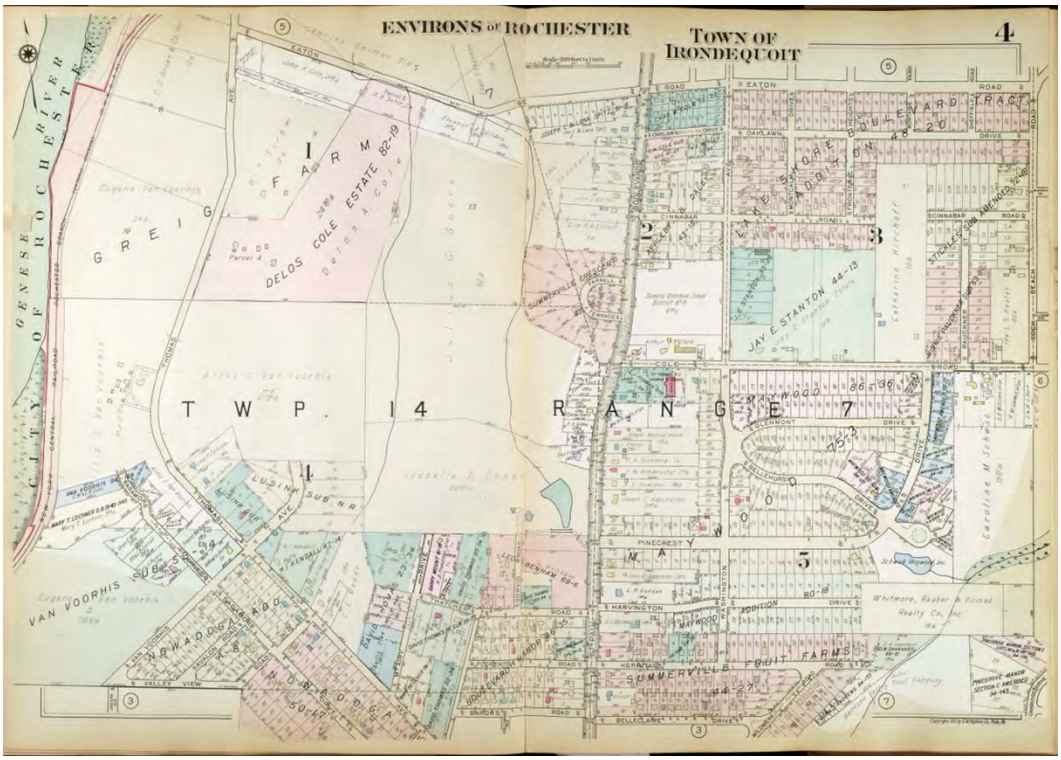




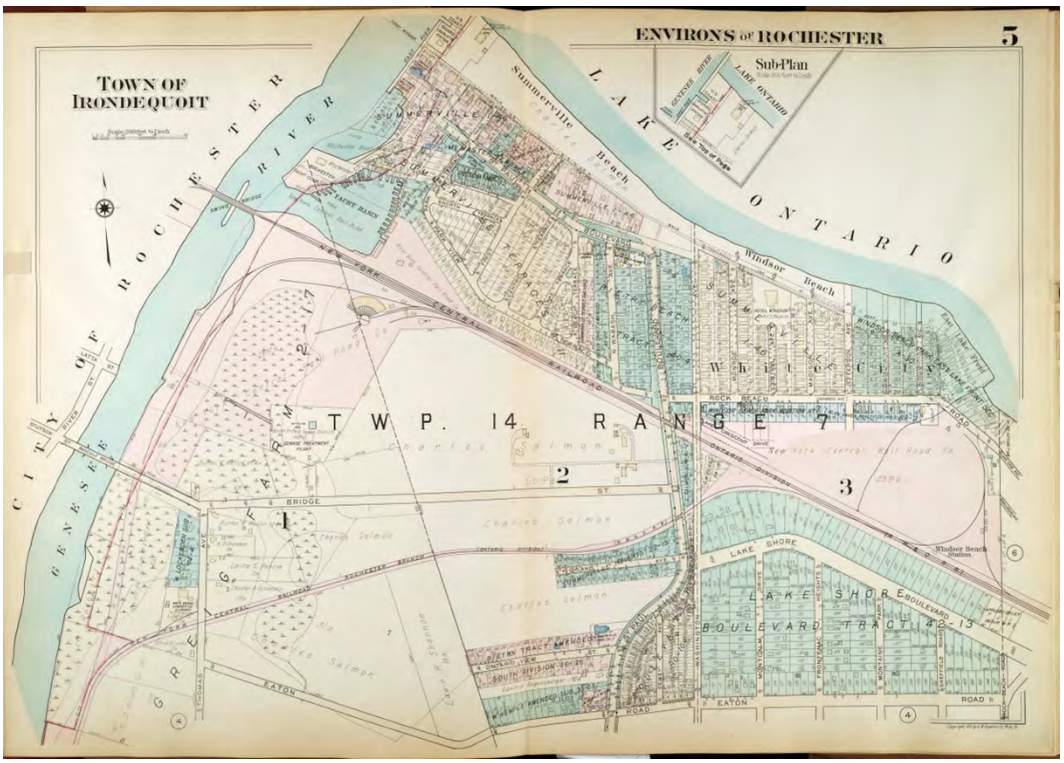
Map 36. 1931, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



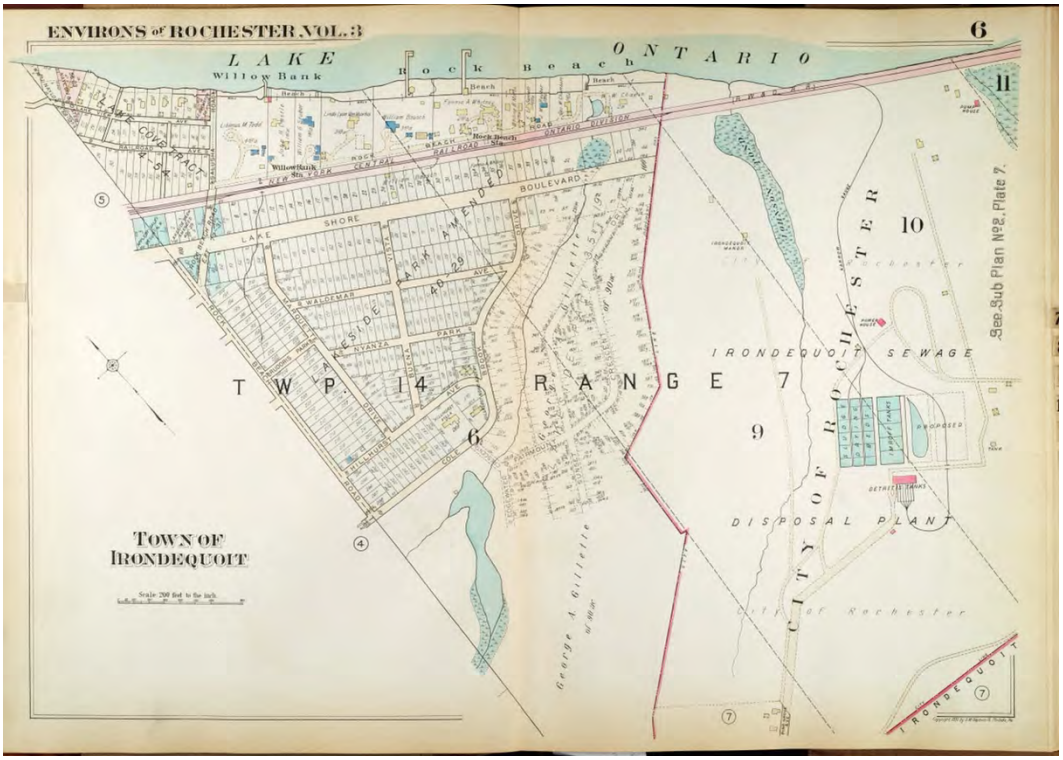




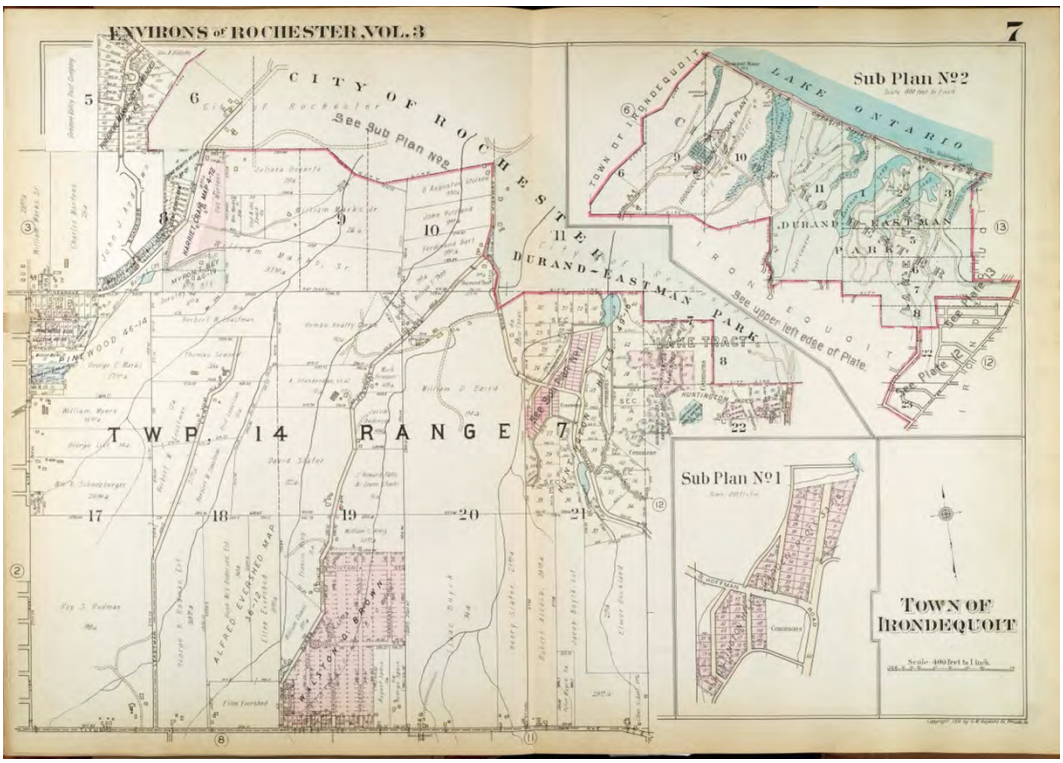
Map 37. 1931, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



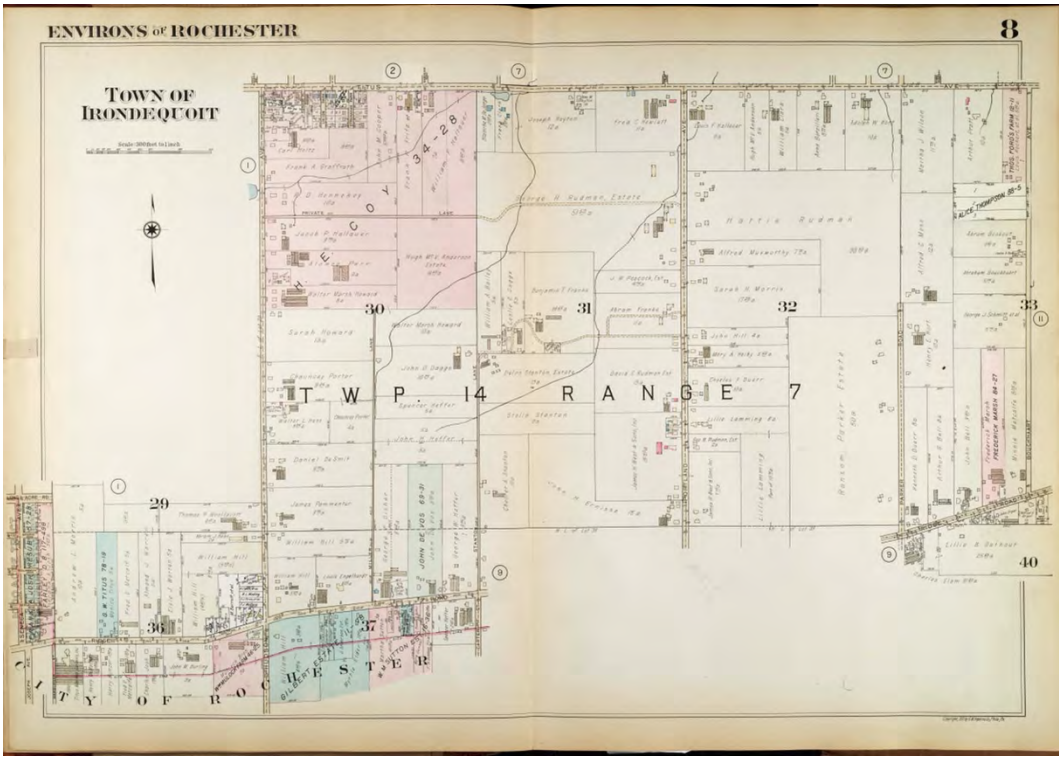




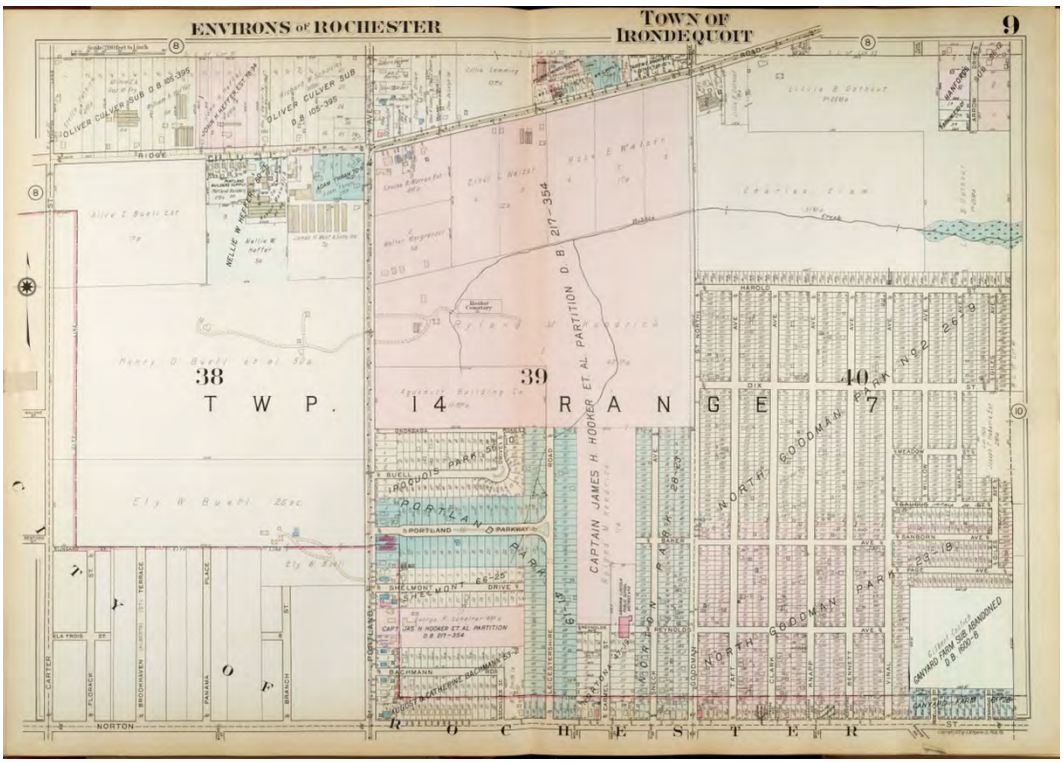
Map 38. 1931, Plat Book of the City of Rochester, Vol 3," G.M. Hopkins



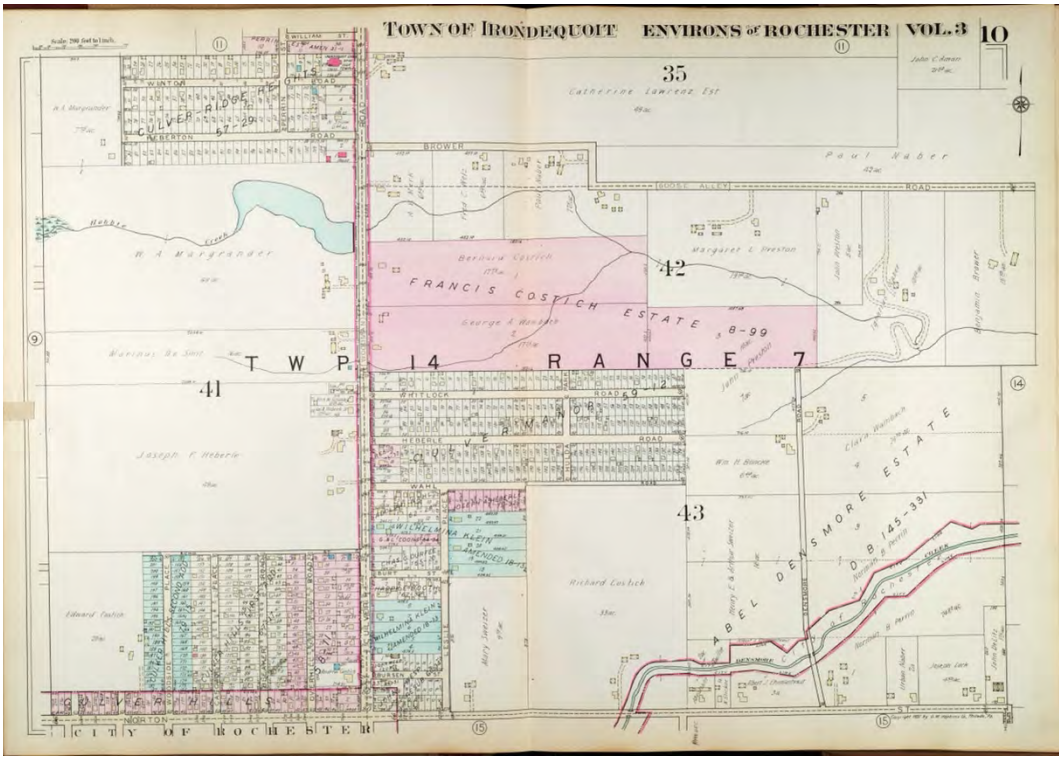




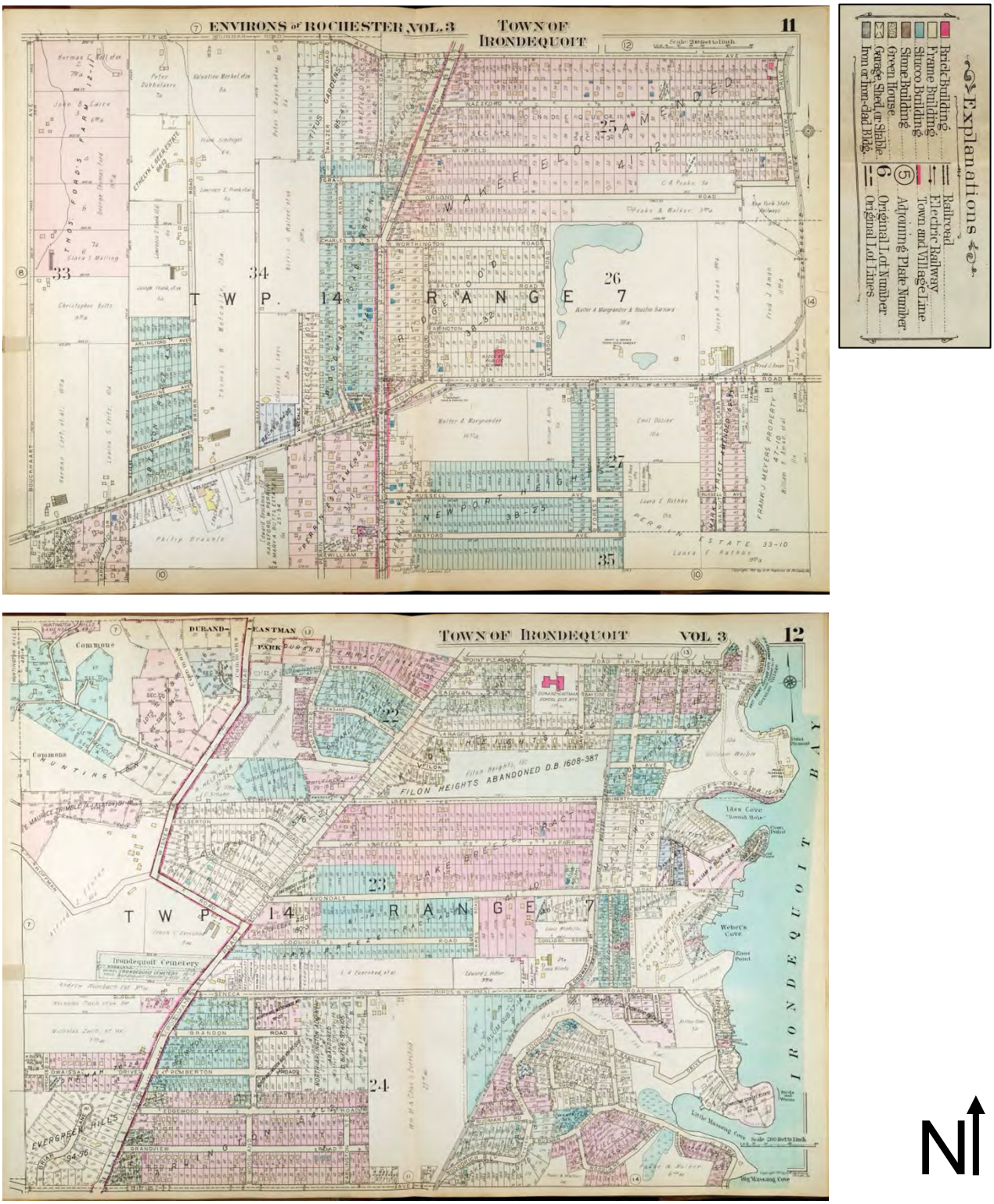
Map 39. 1931, "Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



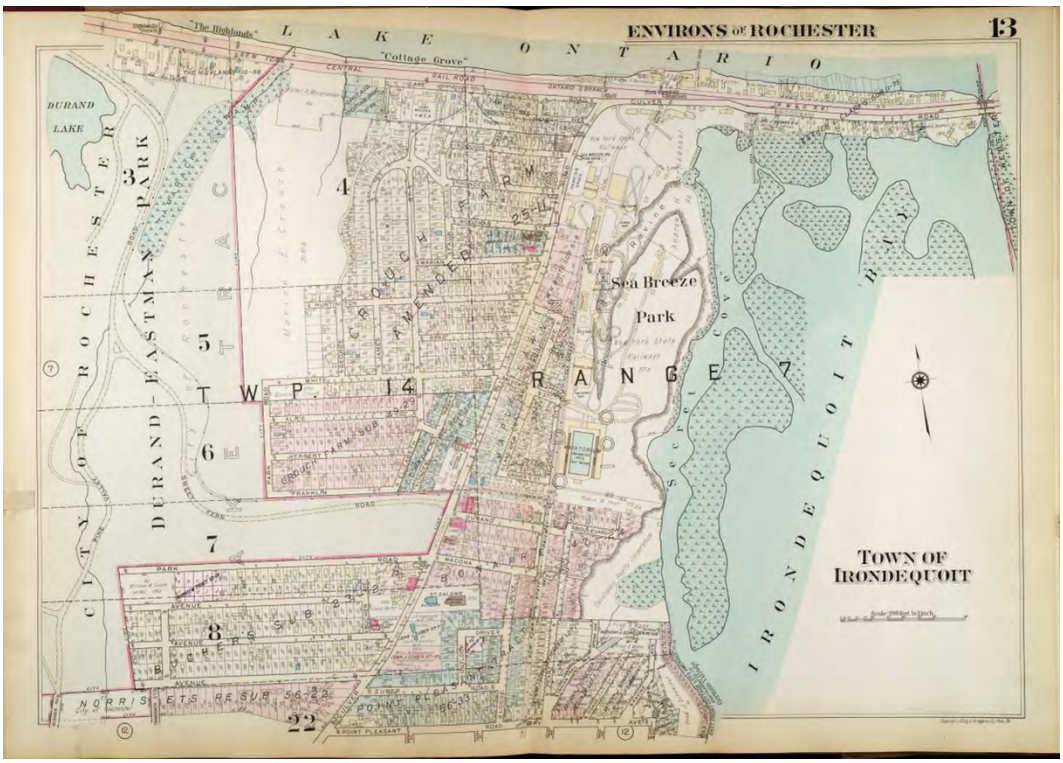




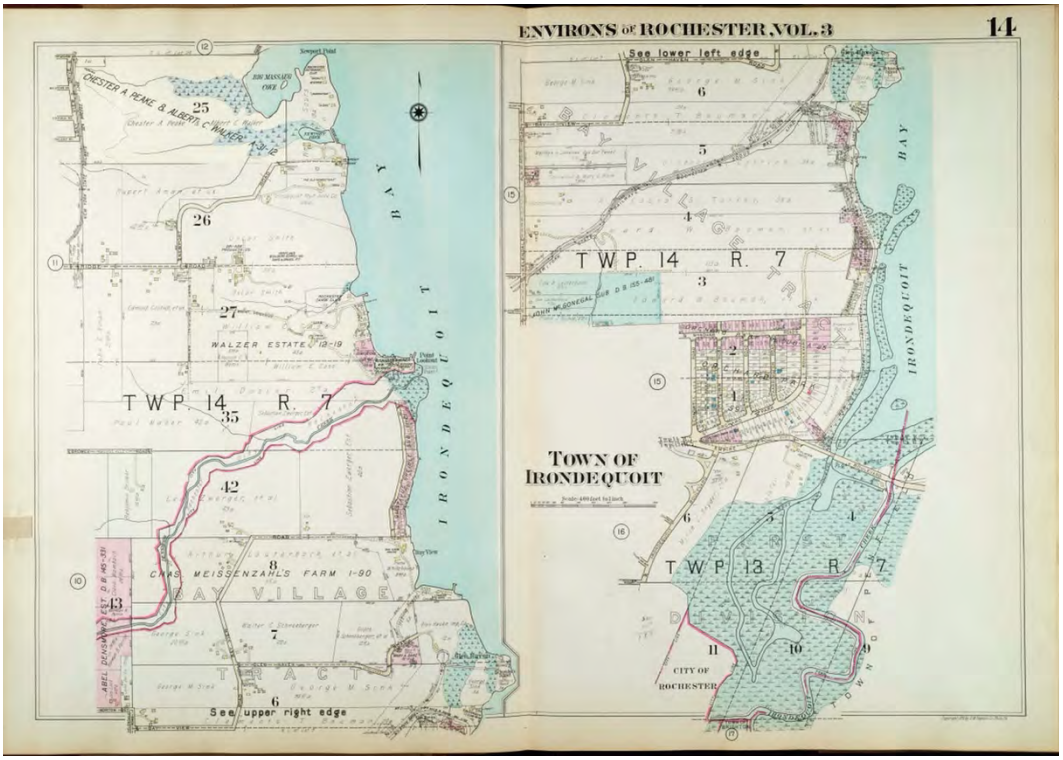
Map 40. 1931, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



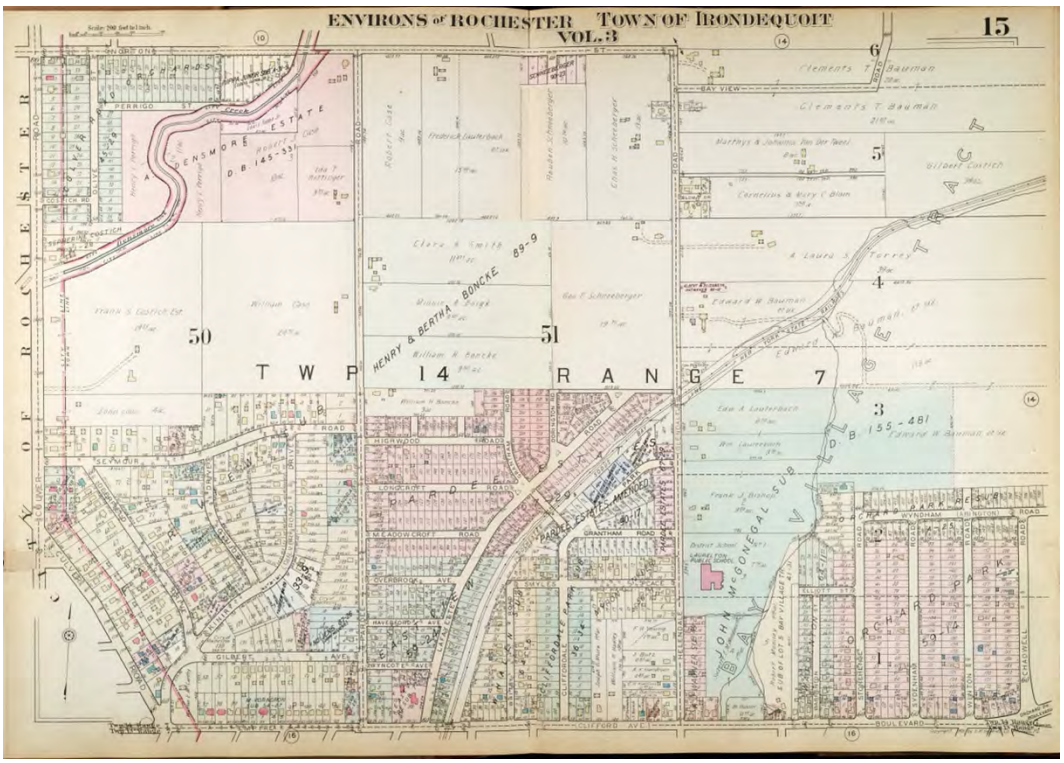
Map 41. 1931, "Plat Book of the City of Rochester, Vol 3, G.M. Hopkins



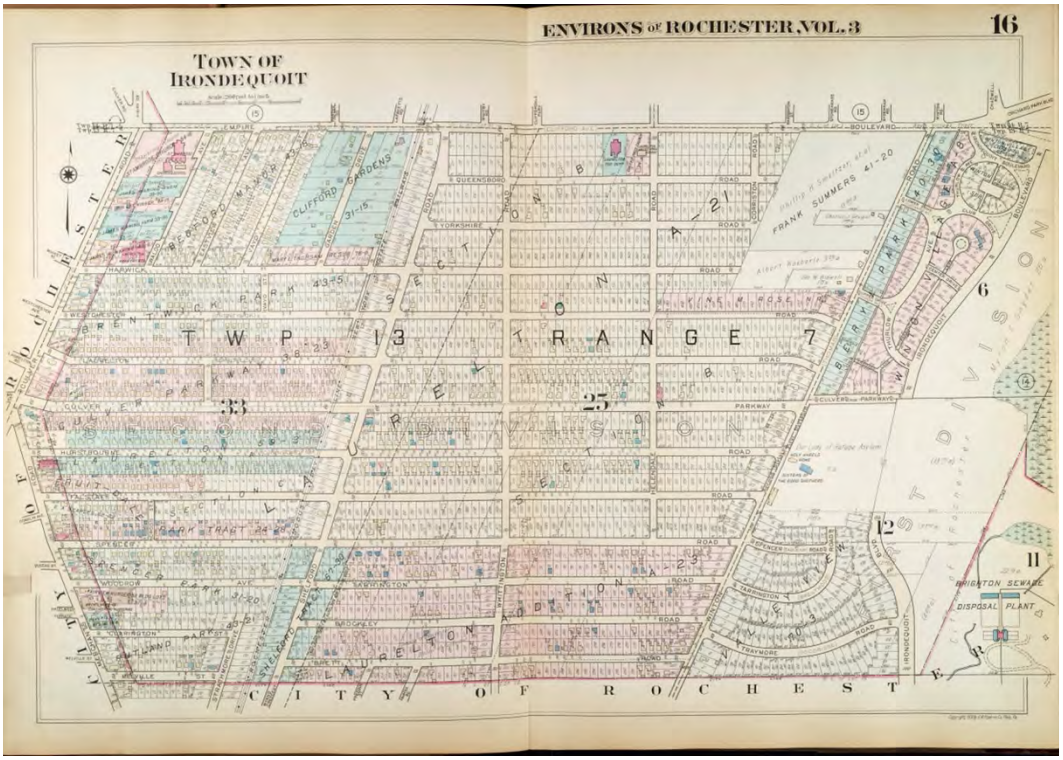




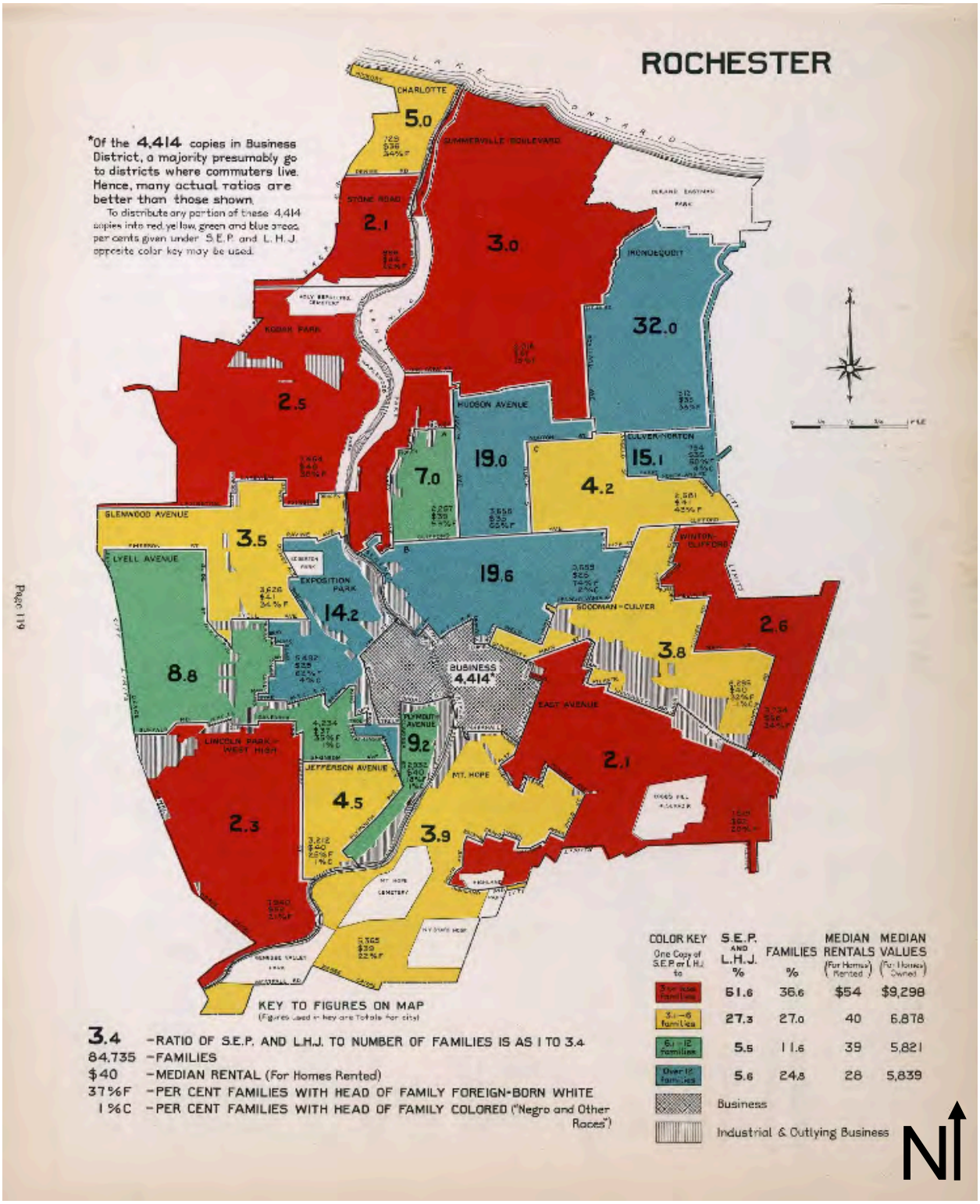
Map 42. 1931, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



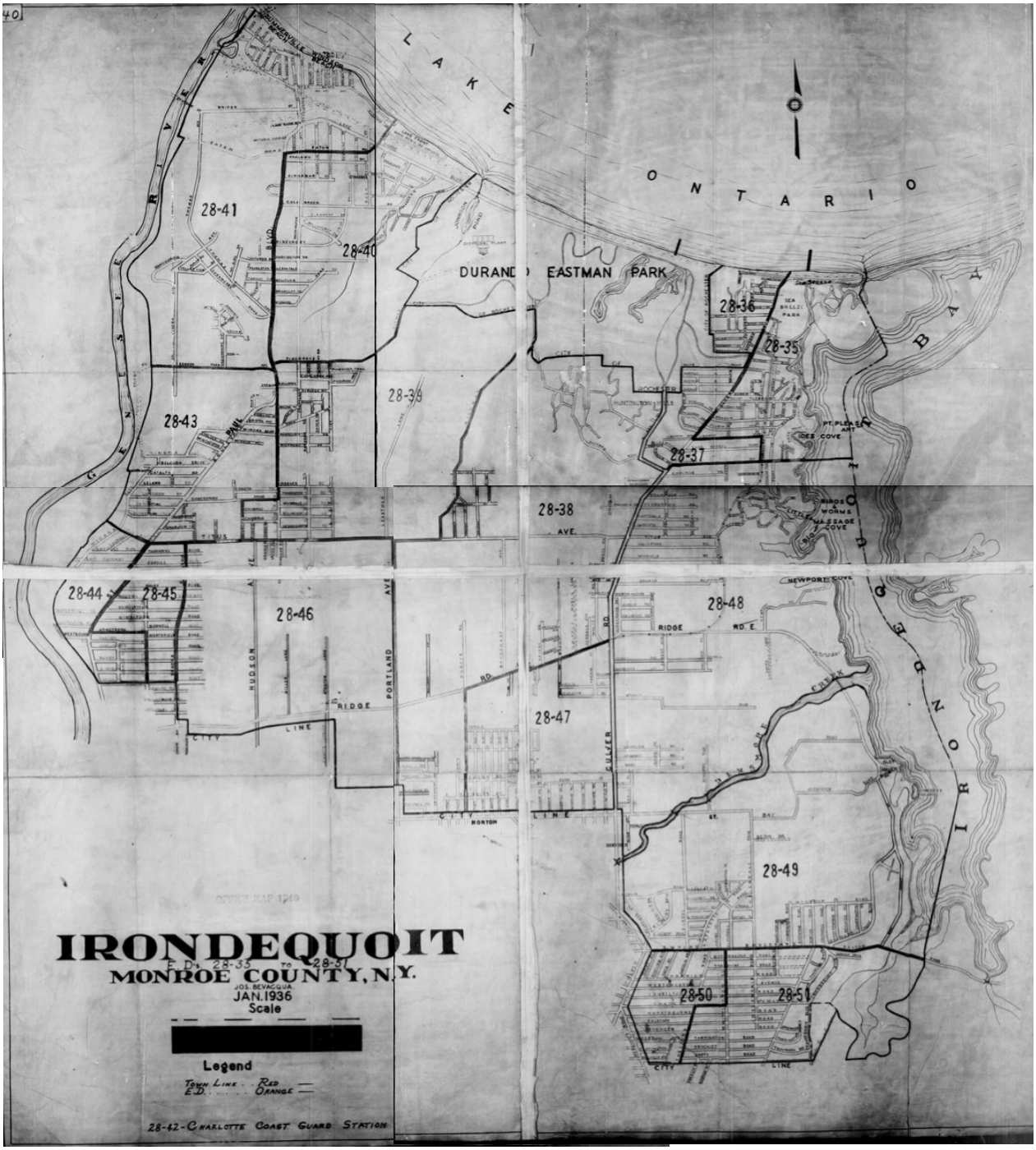




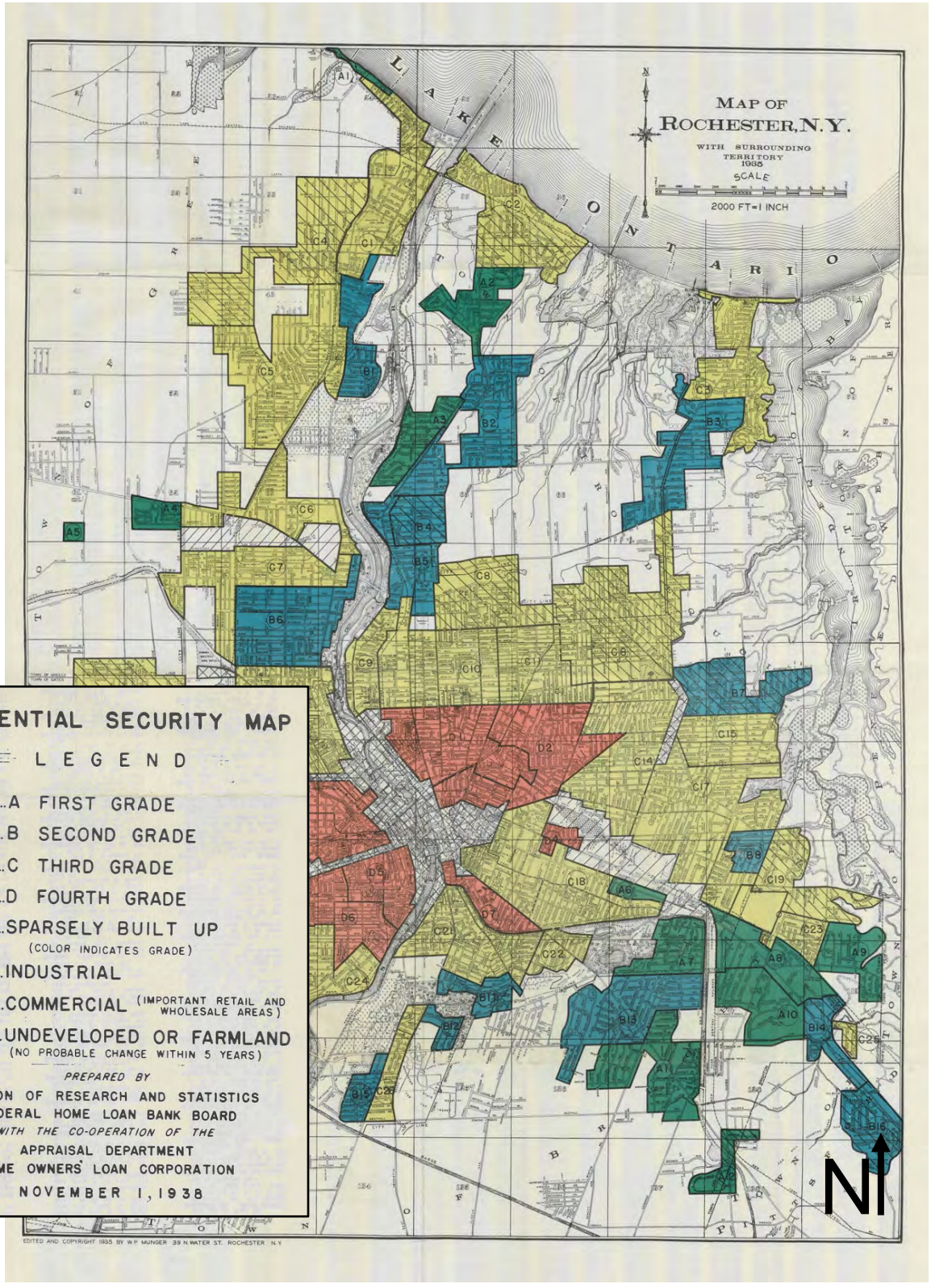
Map 43. 1932, "Rochester," City Markets, A Study in Thirty-Five Cities, Curtis Publishing Co.



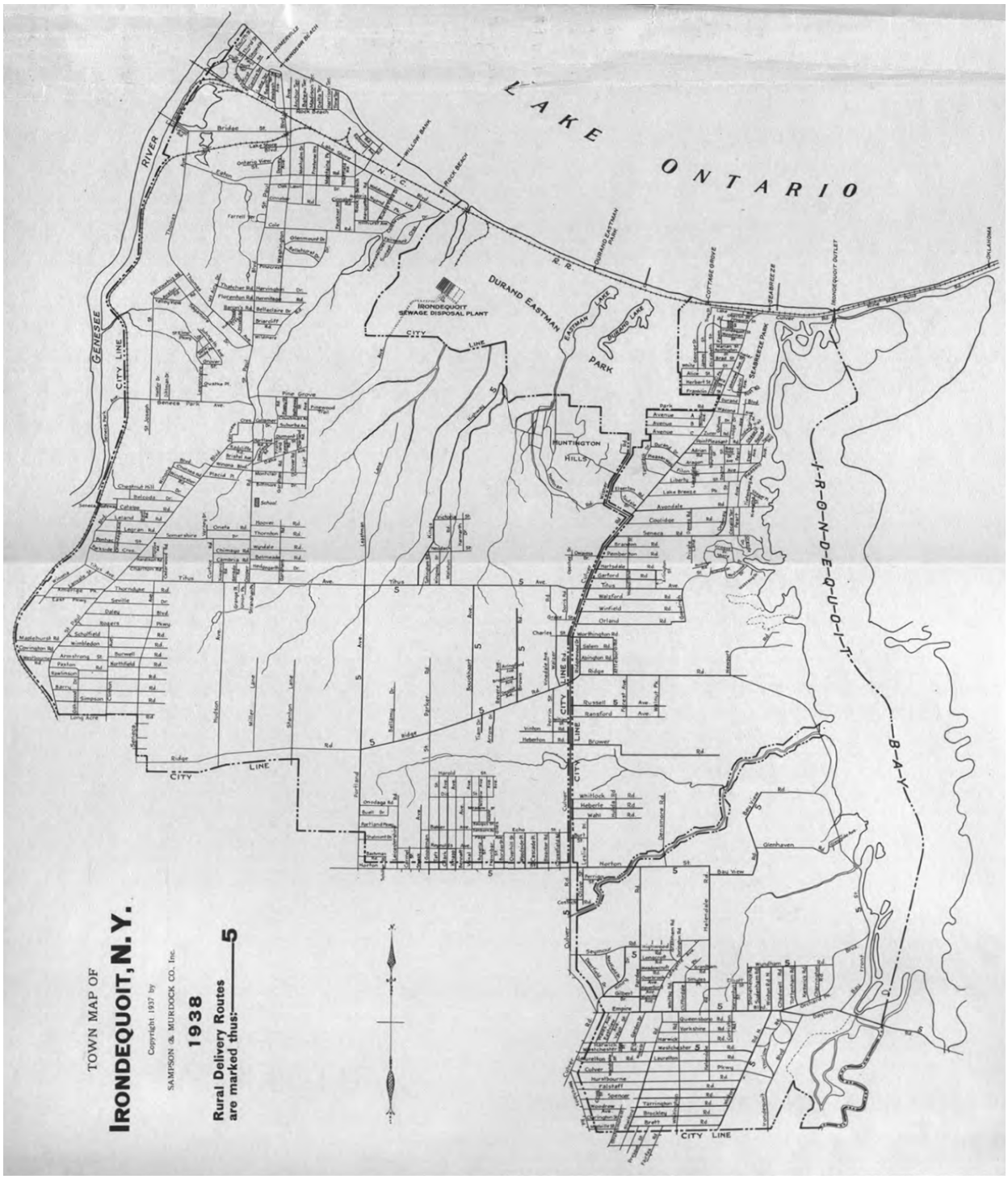
Map 44. 1936, "Irondequoit: Monroe County, NY," U.S. Census Bureau Enumeration District Map.



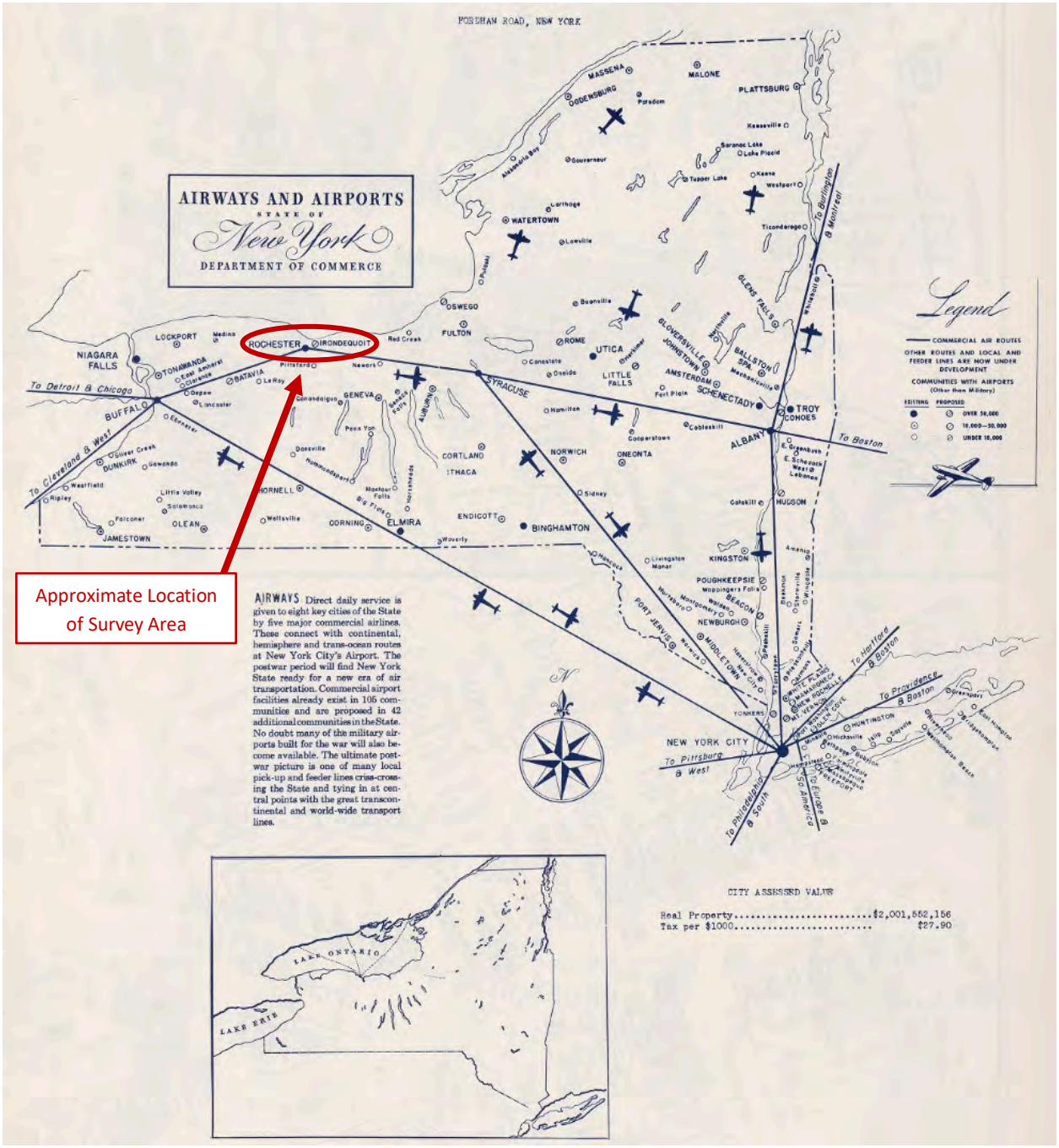
Map 45. 1938, "Map of Rochester, N.Y. with surrounding territory," HOLC.



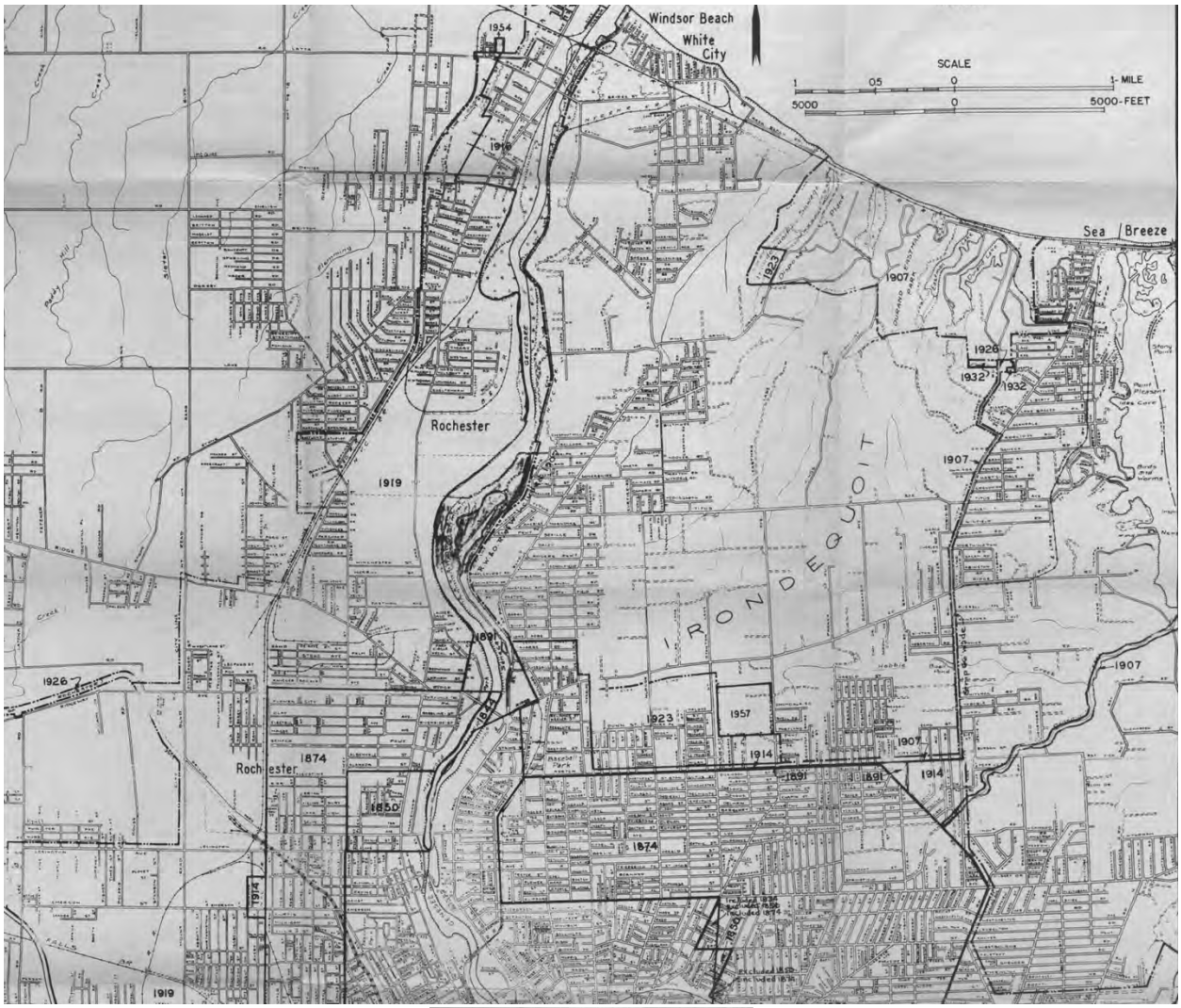
Map 46. 1938, "Town Map of Irondequoit, NY," Sampson & Murdock Co, Inc.

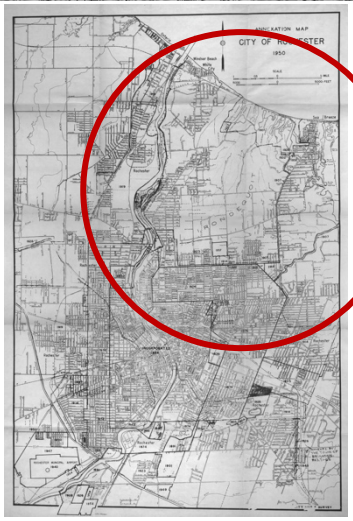


Map 47. 1947, "Airways and Airports, State of New York," N. Nirenstein



Map 48. 1950, "Annexation Map, City of Rochester"



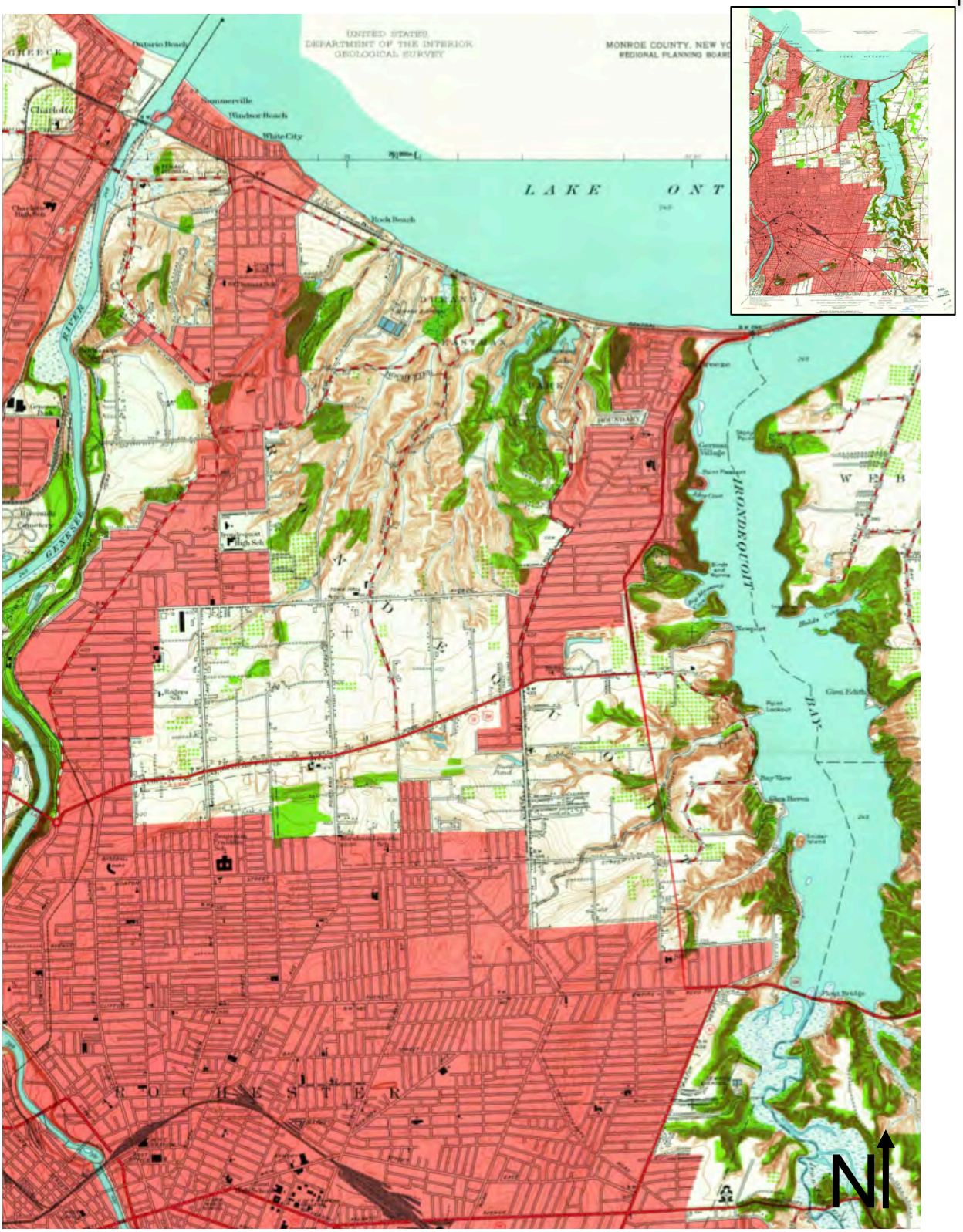


Approximate Location of Survey Area

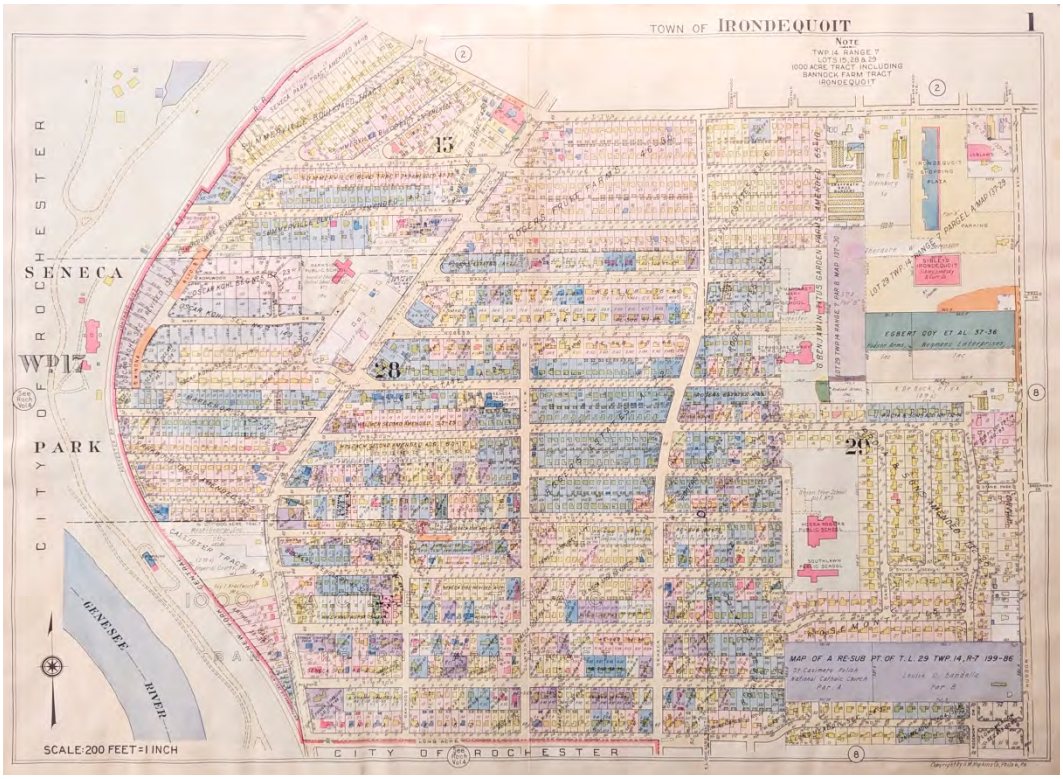
Map 49. 1950, “Town of Irondequoit: Monroe County, NY,” Enumeration District Map

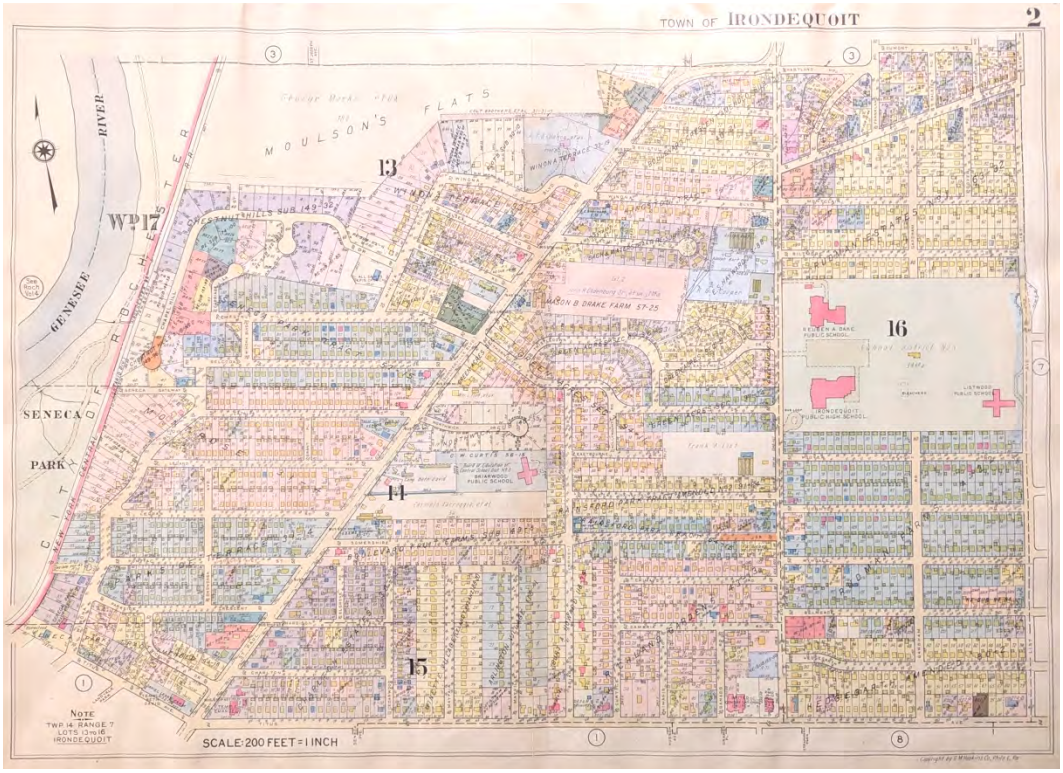


Map 50. 1952, "New York, Monroe Co, Rochester East Quadrangle," USGS 1:24000

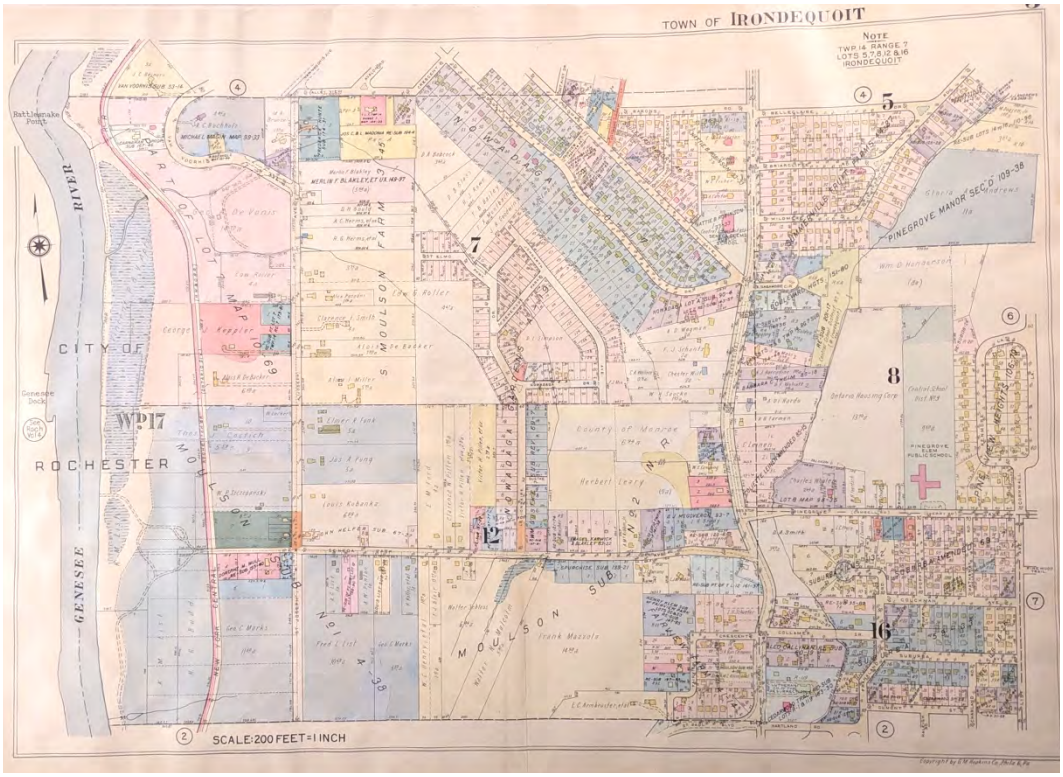


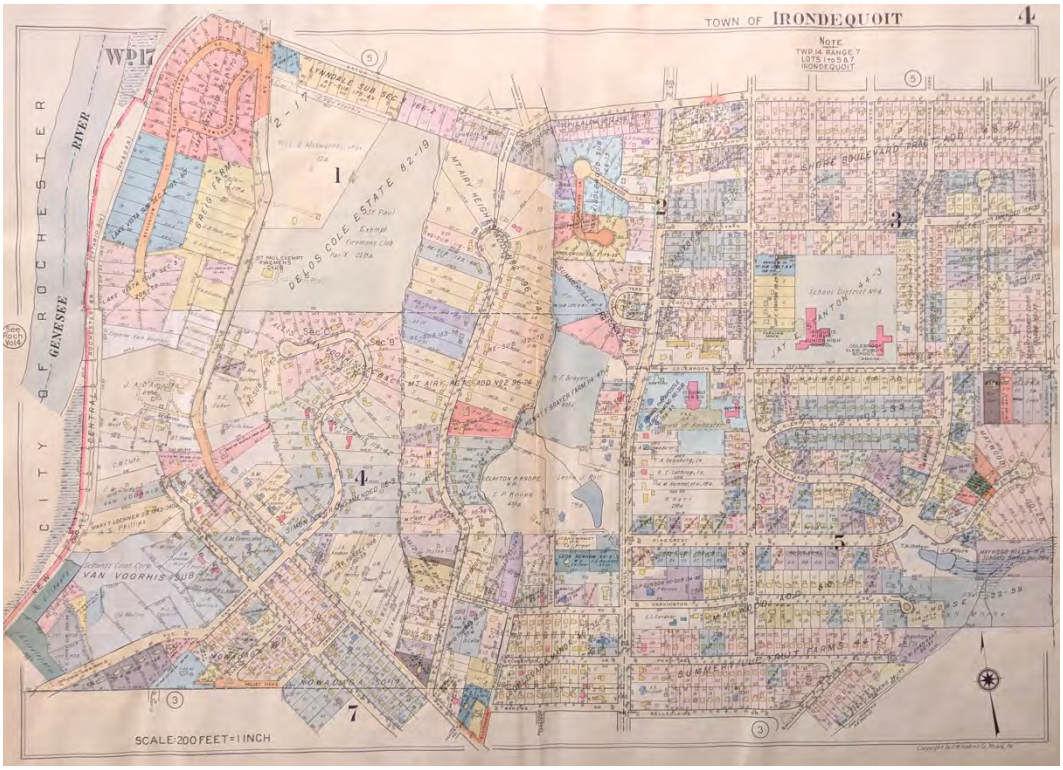
Map 51. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.





Map 52. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



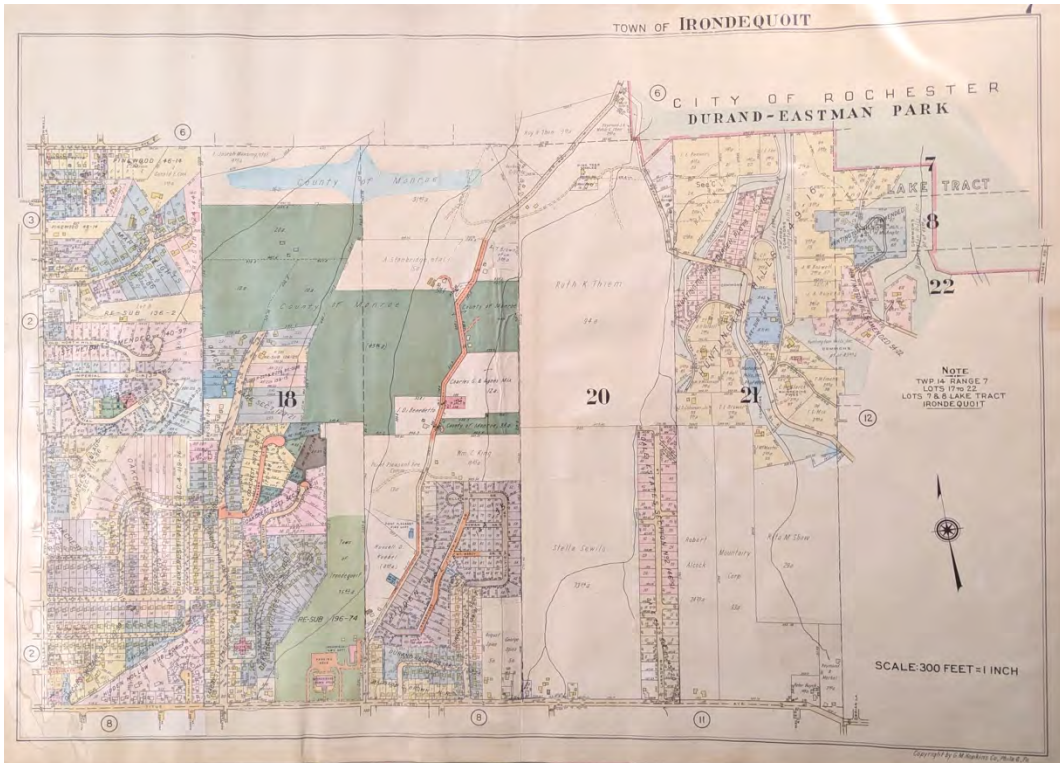


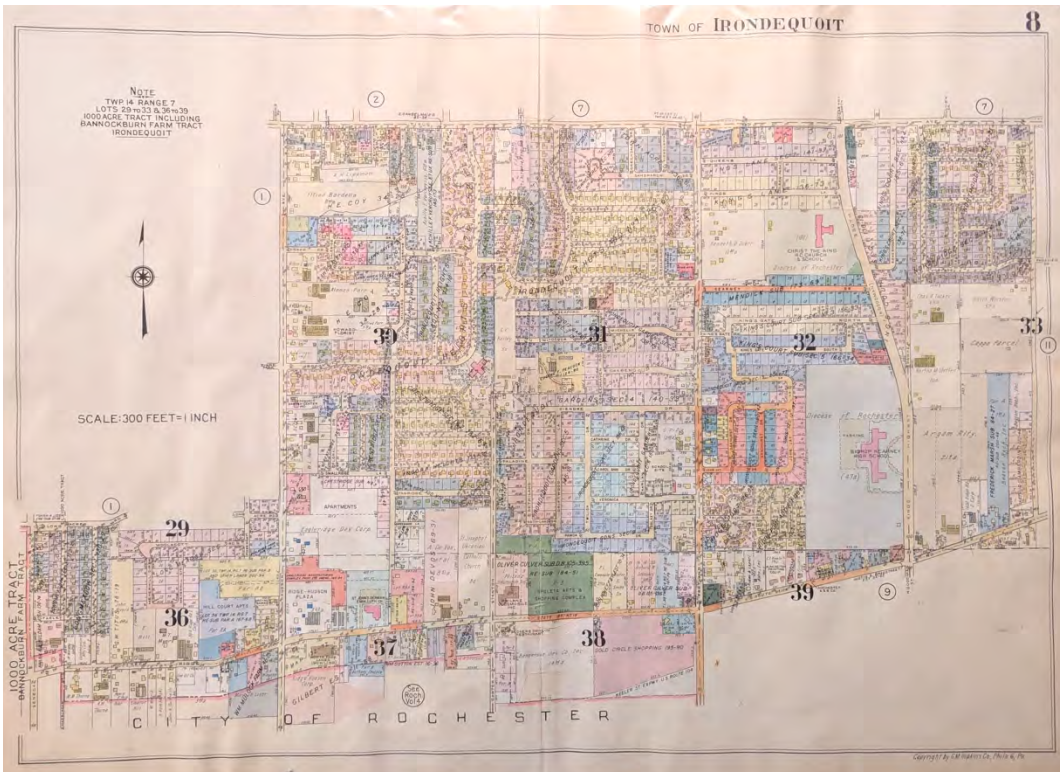
Map 53. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



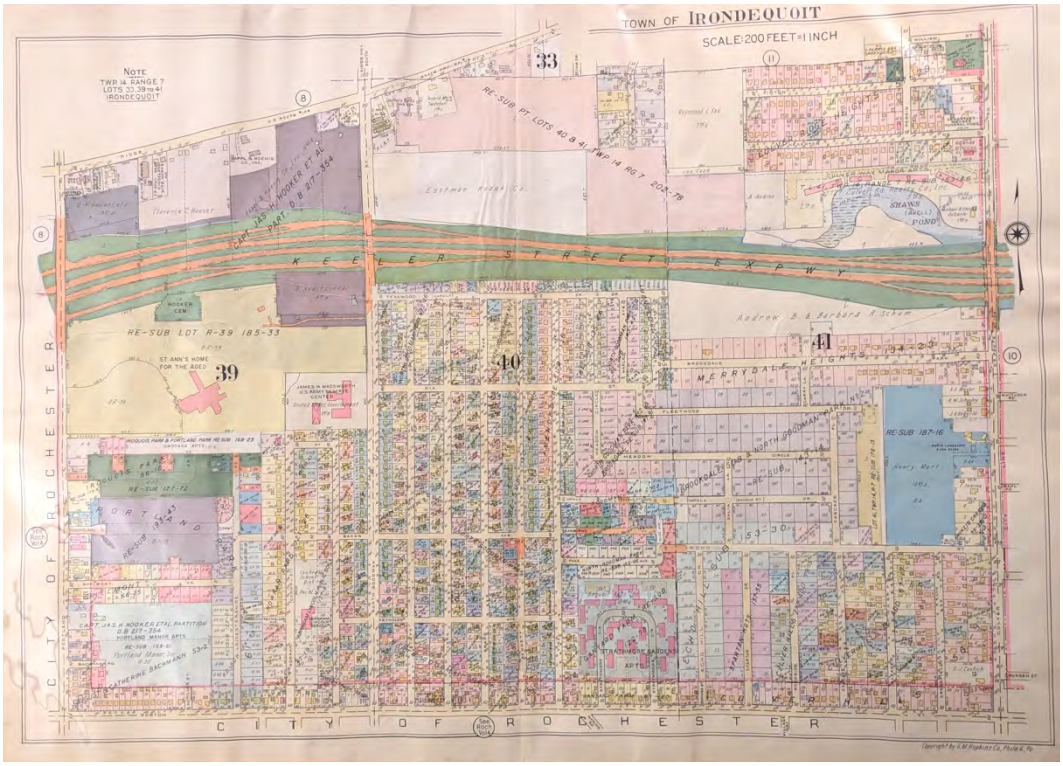


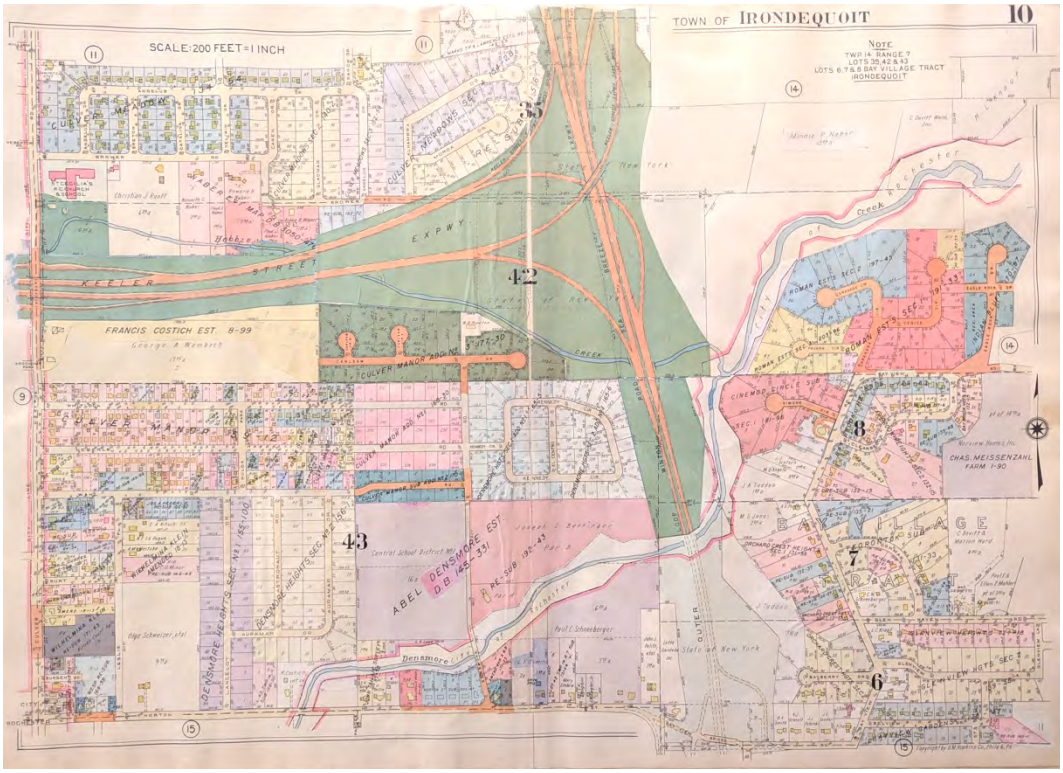
Map 54. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



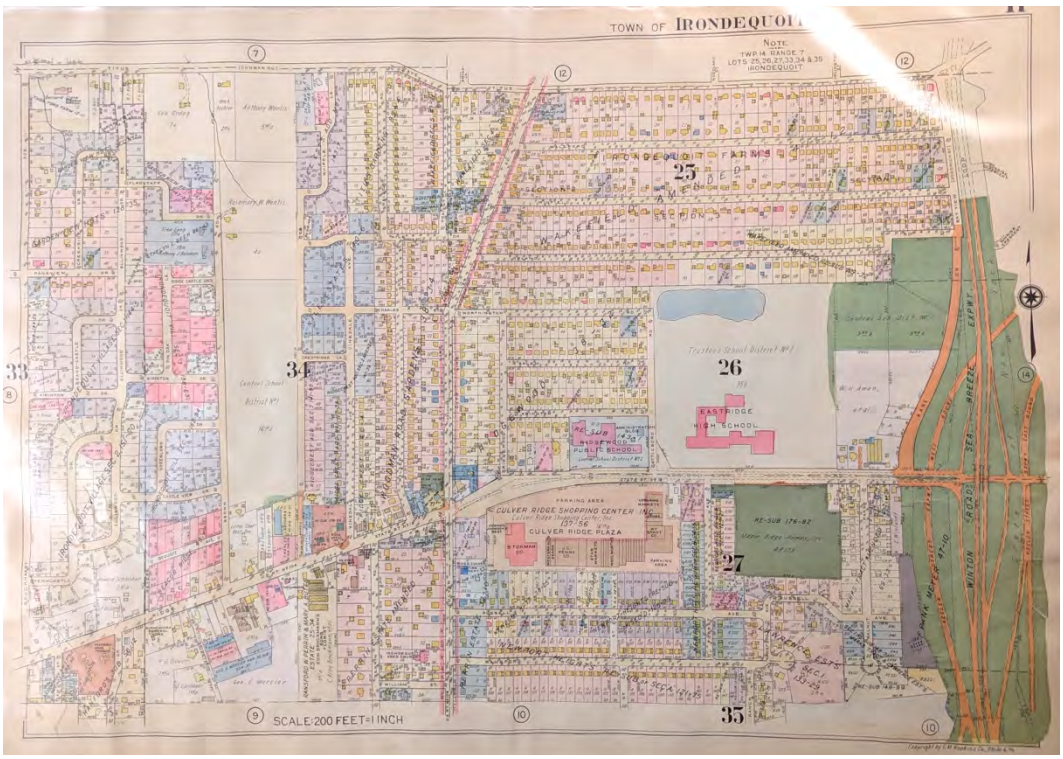


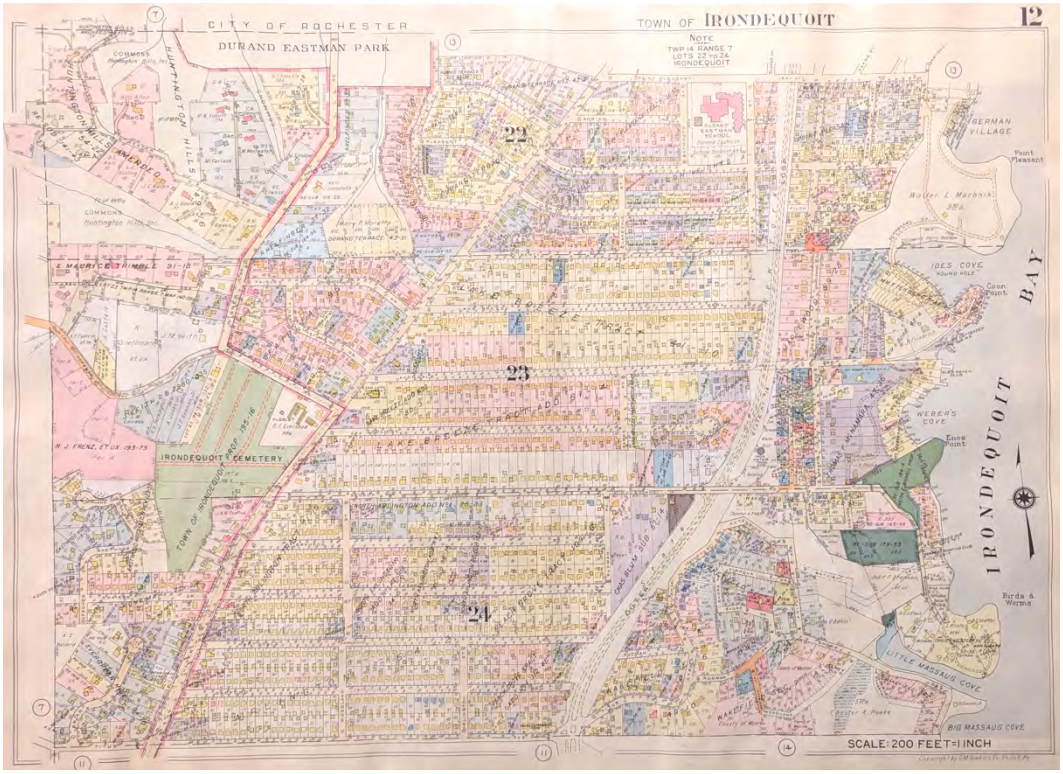
Map 55. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



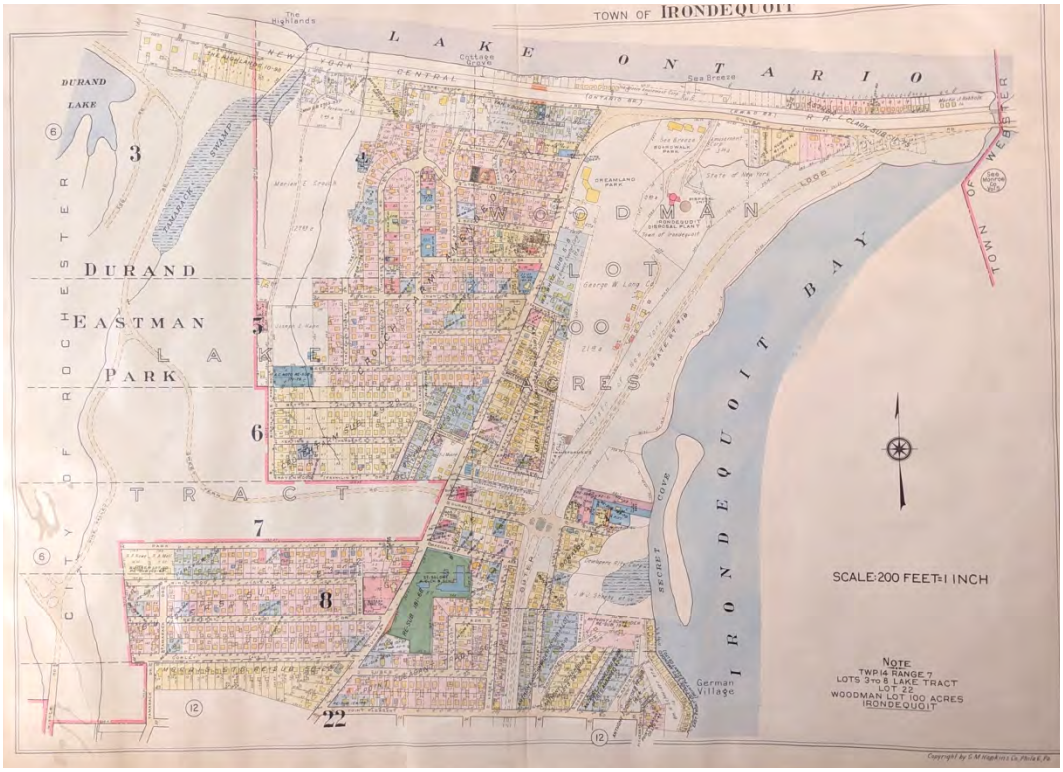


Map 56. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



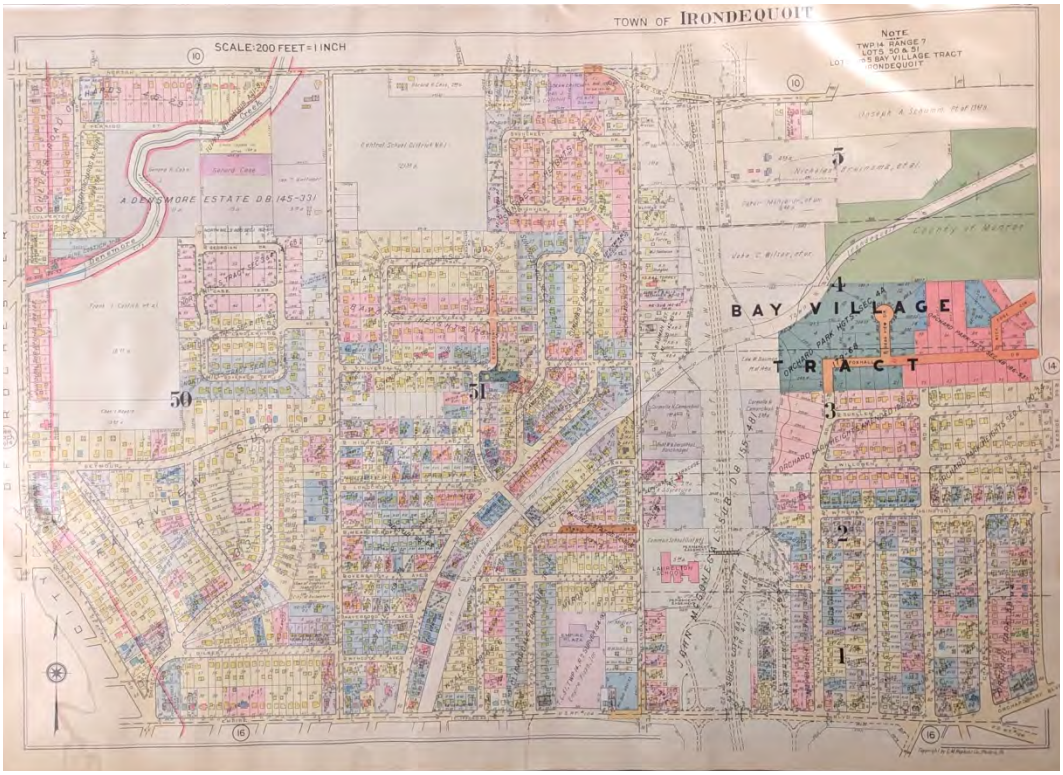


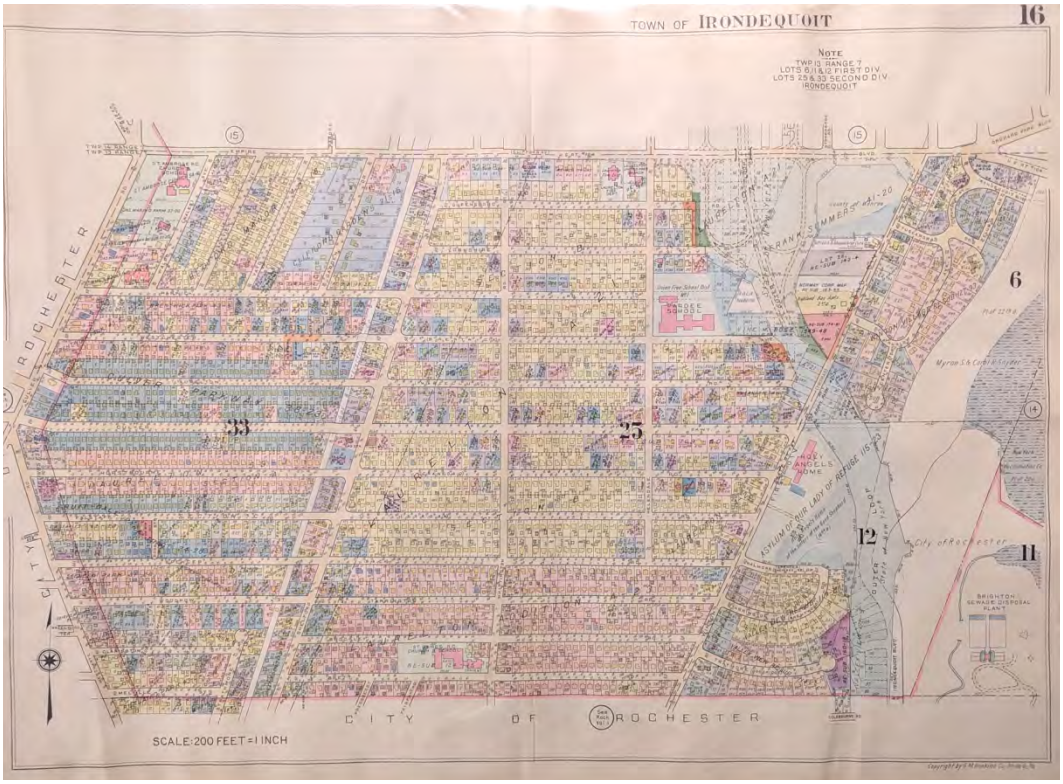
Map 57. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



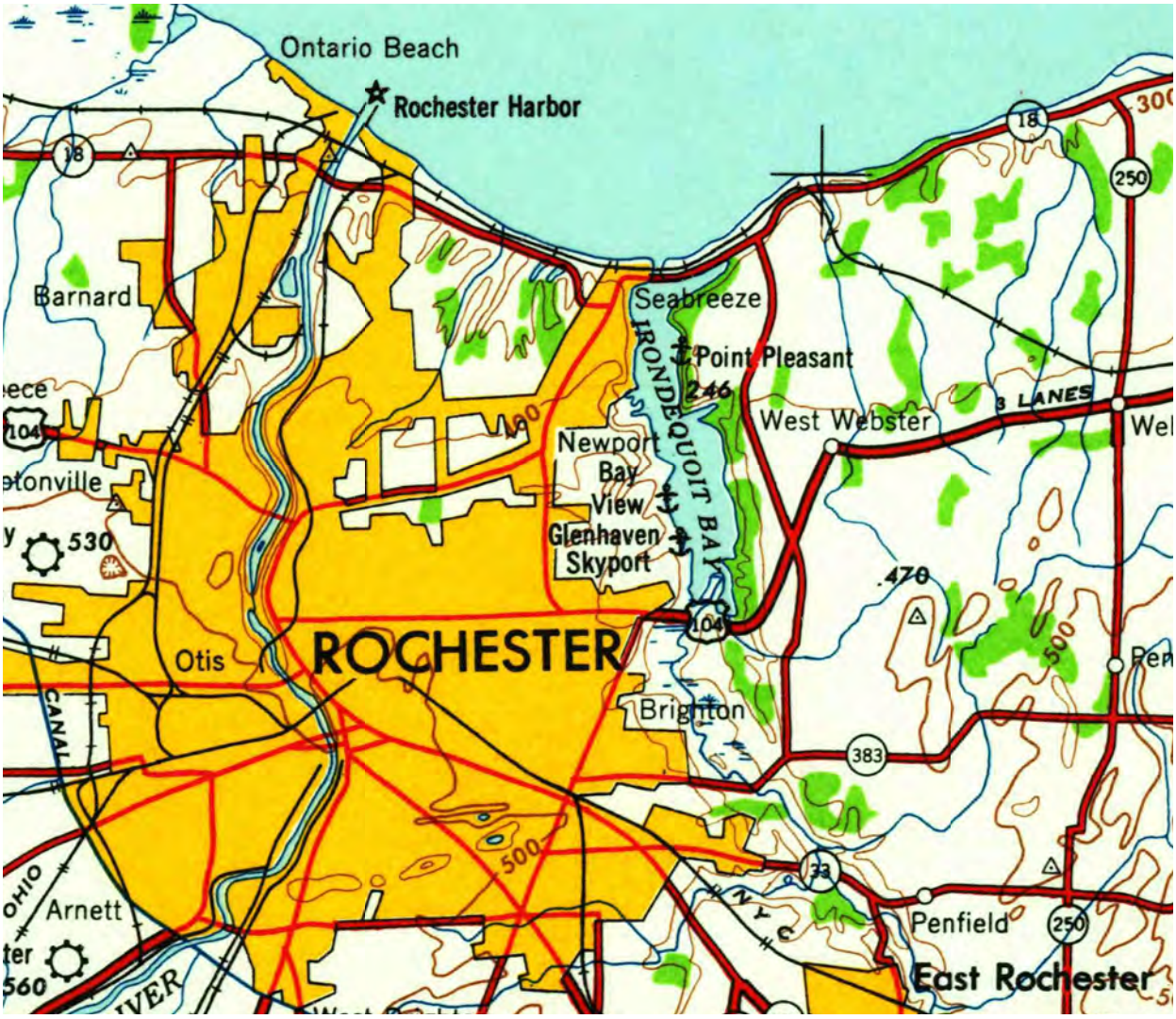


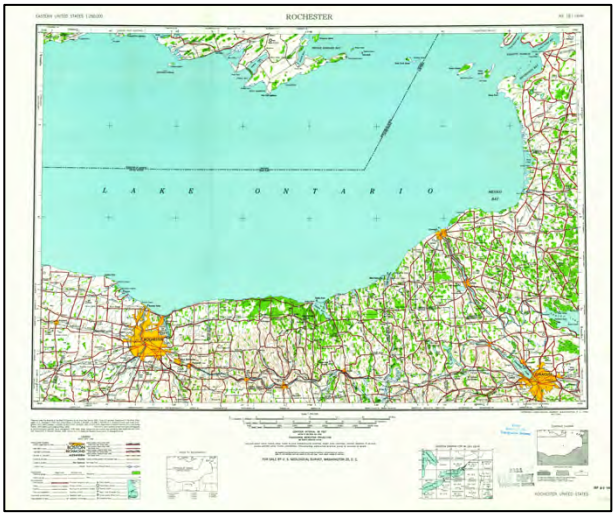
Map 58. 1959–1974, Plat Book of the City of Rochester, Vol 3, G.M. Hopkins & Co.



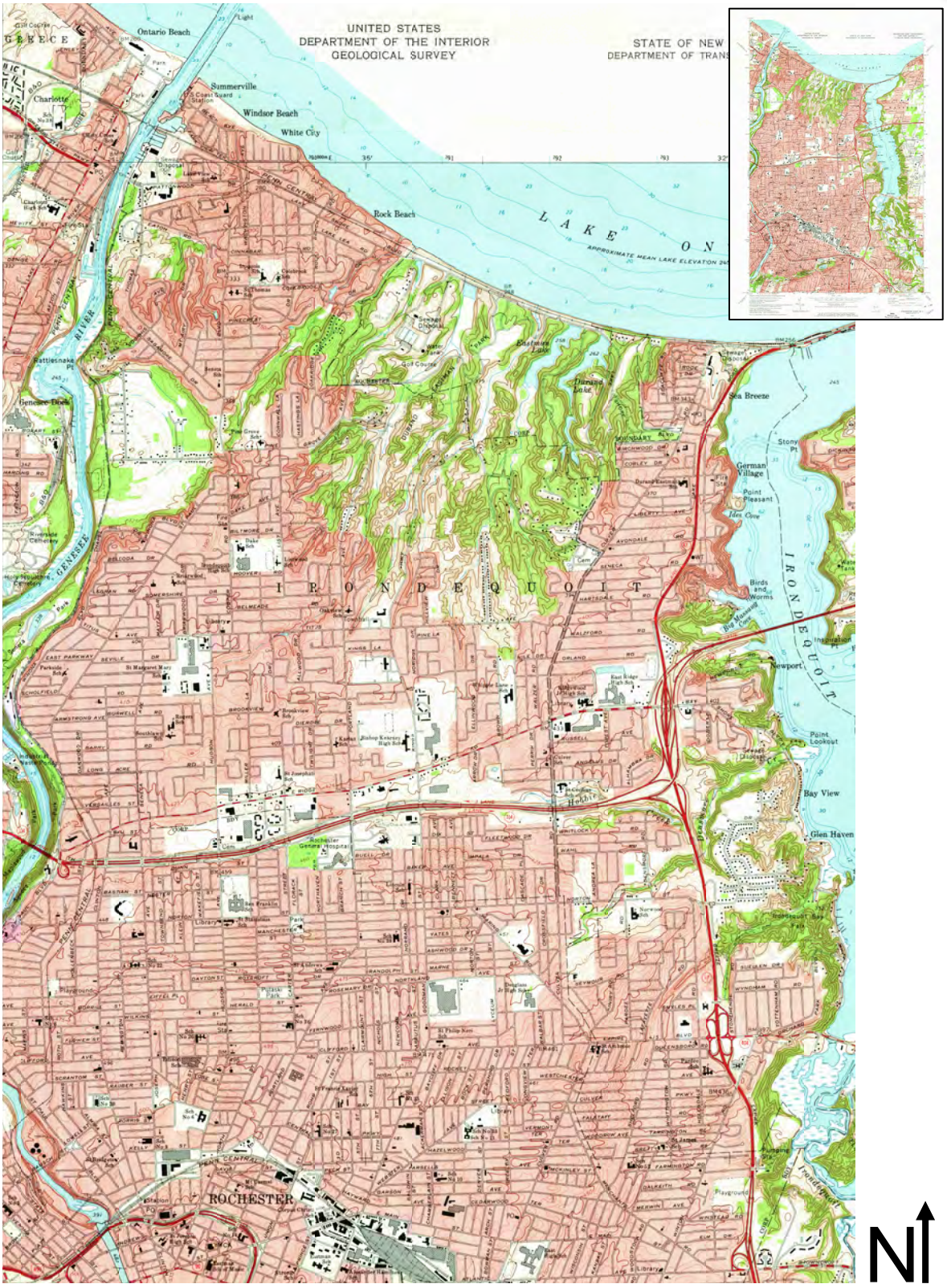


Map 59. 1960, "Rochester, United States," USGS 1:250000





Map 60. 1971, "Rochester East Quadrangle, New York–Monroe Co," USGS 1:24000



APPENDIX B: SITE FILE SEARCH FOR TOWN OF IRONDEQUOIT

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
201 Wimbledon Rd	Residence Wimbledon Rd Historic District (WRHD)	Irondequoit	Monroe	05508.000924	ca.1927-1928	Listed
202 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000925	ca.1927-1928	Listed
207 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000926	ca.1927-1928	Listed
210 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000927	ca.1927-1928	Listed
213 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000928	ca.1927-1928	Listed
214 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000833	ca.1927-1928	Listed
221 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000929	ca.1927-1928	Listed
222 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000930	ca.1927-1928	Listed
225 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000931	ca.1927-1928	Listed
230 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000932	ca.1927-1928	Listed
233 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000933	ca.1927-1928	Listed
236 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000935	ca.1927-1928	Listed
235 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000934	ca.1927-1928	Listed
242 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000936	ca.1927-1928	Listed
247 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000937	ca.1927-1928	Listed
250 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000938	ca.1927-1928	Listed
253 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000939	ca.1927-1928	Listed
256 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000940	ca.1927-1928	Listed
259 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000941	ca.1927-1928	Listed
262 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000942	ca.1927-1928	Listed
265 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000943	ca.1927-1928	Listed
268 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000944	ca.1927-1928	Listed
271 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000945	ca.1927-1928	Listed
274 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000946	ca.1927-1928	Listed
279 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000947	ca.1927-1928	Listed
282 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000948	ca.1927-1928	Listed
281 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000279	ca.1927-1928	Listed
288 Wimbledon Rd	Model House (WRHD)	Irondequoit	Monroe	05508.000244	ca.1927-1928	Listed; Local landmark
287 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000949	ca.1927-1928	Listed
294 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000950	ca.1927-1928	Listed
300 Wimbledon Rd	Residence (WRHD)	Irondequoit	Monroe	05508.000951	ca.1927-1928	Listed
644 Titus Ave	Irondequoit United Church of Christ	Irondequoit	Monroe	05508.000215	ca.1926	Listed
4383 Culver Rd	Whispering Pines Miniature Golf Course	Irondequoit	Monroe	05508.000216	ca.1950	Listed
78 Seville Dr	Residence	Irondequoit	Monroe	05508.000388	1925	Eligible
305 Titus Ave	Residence	Irondequoit	Monroe	05508.000288	ca.1920s	Eligible
254 Belcoda Dr	Residence	Irondequoit	Monroe	05508.000236	1927	Eligible
350 Cooper Rd	Ruben Dake Junior High School	Irondequoit	Monroe	05508.000212	1931, 1987, 1993	Eligible
991 Thomas Ave	Residence	Irondequoit	Monroe	05508.000035	ca.1930-35	Eligible
2 Beach Ave (no associated parcel)	Residence	Irondequoit	Monroe	05540.008843	Unknown	Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
4 Beach Ave (no associated parcel)	Residence	Irondequoit	Monroe	05540.008845	Unknown	Eligible
326 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000142	1939	Eligible
154 Mallard Dr	Residence	Irondequoit	Monroe	05508.000153	1920	Eligible
83 Pardee Rd	Residence	Irondequoit	Monroe	05508.000574	1950	Eligible
170 Seymour Rd	Residence	Irondequoit	Monroe	05508.000379	1953	Eligible
141 Deerfield Dr	Residence	Irondequoit	Monroe	05508.000508	1926	Eligible
6 Gilbert Dr	Esta Sullivan Residence	Irondequoit	Monroe	05508.000966	1955	Eligible
91 Gilbert Dr	Residence	Irondequoit	Monroe	05508.000312	1941	Eligible
94 Gilbert Dr	Residence	Irondequoit	Monroe	05508.000507	1927	Eligible
118 Gilbert Dr	Residence	Irondequoit	Monroe	05508.000253	1939	Eligible
152 Empire Blvd	Residence	Irondequoit	Monroe	05508.000616	1922	Eligible
142 Empire Blvd	Residence	Irondequoit	Monroe	05508.000615	1900	Eligible
132 Empire Blvd	Residence	Irondequoit	Monroe	05508.000614	1928	Eligible
128 Empire Blvd	Residence	Irondequoit	Monroe	05508.000613	1930	Eligible
122 Empire Blvd	Residence	Irondequoit	Monroe	05508.000612	1930	Eligible
114 Empire Blvd	Residence	Irondequoit	Monroe	05508.000611	1930	Eligible
108 Empire Blvd	Residence	Irondequoit	Monroe	05508.000610	1930	Eligible
102 Empire Blvd	Residence	Irondequoit	Monroe	05508.000609	1940	Eligible
96 Empire Blvd	Residence	Irondequoit	Monroe	05508.000608	1930	Eligible
90 Empire Blvd	Residence	Irondequoit	Monroe	05508.000607	1925	Eligible
78 Empire Blvd	Residence	Irondequoit	Monroe	05508.000606	1920	Eligible
70 Empire Blvd	Residence	Irondequoit	Monroe	05508.000605	1920	Eligible
62 Empire Blvd	Residence	Irondequoit	Monroe	05508.000604	1950	Eligible
56 Empire Blvd	Residence	Irondequoit	Monroe	05508.000603	1946	Eligible
46 Empire Blvd	Residence	Irondequoit	Monroe	05508.000602	1950	Eligible
40 Empire Blvd	Residence	Irondequoit	Monroe	05508.000601	1913	Eligible
34 Empire Blvd	Residence	Irondequoit	Monroe	05508.000600	Unknown	Eligible
345 Culver Pkwy	Residence	Irondequoit	Monroe	05508.000573	1930	Eligible
209 Armstrong Ave	Residence	Irondequoit	Monroe	05508.000890	1953	Undetermined
2523 St. Paul Blvd.	Flint-Grumwood House	Irondequoit	Monroe	05508.000003	1830s	Undetermined
2689 St Paul Blvd	Hosea Rogers House	Irondequoit	Monroe	05508.000001	1836, 1851–1852	Undetermined
54 Kohlwood Dr	Residence	Irondequoit	Monroe	05508.000832	1962	Undetermined
251 Daley Blvd	Residence	Irondequoit	Monroe	05508.000921	1947	Undetermined
46 Seville Dr	Fraizer Residence	Irondequoit	Monroe	05508.000784	1923	Undetermined
75 Thorndyke Rd	Montebella Residence	Irondequoit	Monroe	05508.000748	1929	Undetermined
32 Titus Ave	Residence	Irondequoit	Monroe	05508.000854	1920	Undetermined
248 Belcoda Dr	Residence	Irondequoit	Monroe	05508.000900	1928	Undetermined
78 Hardison Rd	Residence	Irondequoit	Monroe	05508.000755	1928	Undetermined
109 Mayfair Dr	Residence	Irondequoit	Monroe	05508.000862	1928	Undetermined
102 Mayville Ln	Residence	Irondequoit	Monroe	05508.000744	1965	Undetermined
129 Thorncliffe Dr	Residence	Irondequoit	Monroe	05508.000329	ca.1950s	Undetermined
81 Radcliffe Rd	Residence	Irondequoit	Monroe	05508.000390	ca.1925	Undetermined
100 Radcliffe Rd	Residence	Irondequoit	Monroe	05508.000369	1888	Undetermined
67 Thornton Rd	Dimartino Residence	Irondequoit	Monroe	05508.000738	1930	Undetermined
53 Hoover Rd	Residence	Irondequoit	Monroe	05508.000313	1930	Undetermined

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
3736 St Paul Blvd	Resurrection Lutheran Church	Irondequoit	Monroe	05508.000829	1927	Undetermined
30 Poppy St	Residence	Irondequoit	Monroe	05508.000393	1930	Undetermined
92 Hastings Ln	Residence	Irondequoit	Monroe	05508.000850	1952	Undetermined
113 Seneca Park Ave	Residence	Irondequoit	Monroe	05540.007245	1900	Undetermined
230 Van Voorhis Ave	Residence	Irondequoit	Monroe	05508.000797	1951	Undetermined
66 Crestfield Dr	Residence	Irondequoit	Monroe	05508.000789	1952	Undetermined
633 Eaton Rd	Residence	Irondequoit	Monroe	05508.000845	1940	Undetermined
590 Eaton Rd	Residence	Irondequoit	Monroe	05508.000882	1941	Undetermined
512 Eaton Rd	Residence	Irondequoit	Monroe	05508.000801	1948	Undetermined
8 Weller Dr	Residence	Irondequoit	Monroe	05508.000821	1966	Undetermined
308 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000136	1920	Undetermined
300 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000137	1920	Undetermined
291 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000847	1954	Undetermined
45 Delta Terr	Residence	Irondequoit	Monroe	05508.000689	1930	Undetermined
854 Washington Terr	Doberstein Residence	Irondequoit	Monroe	05508.000775	1920	Undetermined
1368 Titus Ave	Residence	Irondequoit	Monroe	05508.000674	1933	Undetermined
138 Pinetree Ln	Residence	Irondequoit	Monroe	05508.000431	1957	Undetermined
738 Brown Rd	Residence	Irondequoit	Monroe	05508.000779	1920	Undetermined
137 Heberton Rd	Residence	Irondequoit	Monroe	05508.000371	1930	Undetermined
66 Twilight Dr	Residence	Irondequoit	Monroe	05508.000883	1967	Undetermined
304 Larkspur Ln	Residence	Irondequoit	Monroe	05508.000906	1962	Undetermined
71 Hillview Dr	Residence	Irondequoit	Monroe	05508.000757	1957	Undetermined
4993 Culver Rd	Restroom Building	Irondequoit	Monroe	05508.000955	Unknown	Undetermined
165 Trelawne Dr (located inaccurately on CRIS map)	Residence	Irondequoit	Monroe	05508.000147	1930	Undetermined
159 Trelawne Dr (located inaccurately on CRIS map)	Residence	Irondequoit	Monroe	05508.000148	1945	Undetermined
118 Trelawne Dr	Residence	Irondequoit	Monroe	05508.000149	1950	Undetermined
98 Trelawne Dr	Residence	Irondequoit	Monroe	05508.000150	1935	Undetermined
73 Trelawne Dr	Residence	Irondequoit	Monroe	05508.000151	1971	Undetermined
116 Breezeway Dr	Residence	Irondequoit	Monroe	05508.000865	1930	Undetermined
157 Breezeway Dr	Residence	Irondequoit	Monroe	05508.000855	1920	Undetermined
370 N Park Dr	Residence	Irondequoit	Monroe	05508.000825	1938	Undetermined
348 Knapp Ave	Residence	Irondequoit	Monroe	05508.000881	1955	Undetermined
55 Strathmore Cir	Sycamore Green Apartments maintenance building	Irondequoit	Monroe	05508.000866	1939	Undetermined
71 Page Ave	Residence	Irondequoit	Monroe	05508.000901	1962	Undetermined
203 Giles Ave	Residence	Irondequoit	Monroe	05508.000873	1956	Undetermined
195 Giles Ave	Residence	Irondequoit	Monroe	05508.000905	1959	Undetermined
179 Giles Ave	Residence	Irondequoit	Monroe	05508.000827	1960	Undetermined
2505 Culver Rd	Residence	Irondequoit	Monroe	05508.000893	1972	Undetermined
67 Meadow Cir	Residence	Irondequoit	Monroe	05508.000953	1960	Undetermined
163 Meadow Cir	Residence	Irondequoit	Monroe	05508.000788	1960	Undetermined
151 Dalia Ln	Residence	Irondequoit	Monroe	05508.000446	1962	Undetermined
265 Woodside Pl	Residence	Irondequoit	Monroe	05508.000785	1947	Undetermined

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
477 Crossfield Rd	Residence	Irondequoit	Monroe	05508.000722	1962	Undetermined
383 Crossfield Rd	Residence	Irondequoit	Monroe	05508.000791	1930	Undetermined
311 Carlsam Dr	Residence	Irondequoit	Monroe	05508.000799	1970	Undetermined
1033 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000811	1962	Undetermined
918 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000884	1942	Undetermined
1156 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000800	1962	Undetermined
74 Heberle Rd	Residence	Irondequoit	Monroe	05508.000813	1945	Undetermined
303 Wahl Rd	Residence	Irondequoit	Monroe	05508.000806	1967	Undetermined
108 Andrea Ln	Residence	Irondequoit	Monroe	05508.000766	1965	Undetermined
1000	Storage Building	Irondequoit	Monroe	05508.000783	1960	Undetermined
11 Bayberry Dr	Residence	Irondequoit	Monroe	05508.000824	1955	Undetermined
909 Empire Blvd	Residence	Irondequoit	Monroe	05508.000214	1960	Undetermined
66 Charrington Rd	Residence	Irondequoit	Monroe	05508.000864	1910	Undetermined
107 Druid Hill Park	Francis Valle House	Irondequoit	Monroe	05508.000978	1959	Undetermined
25 Longcroft Rd	Residence	Irondequoit	Monroe	05508.000851	1950	Undetermined
180 Pardee Rd	Pardee-Dailey House	Irondequoit	Monroe	05508.000002	1827	Undetermined
48 Seymour Rd	Residence	Irondequoit	Monroe	05508.000911	1940	Undetermined
117 Seymour Rd	Residence	Irondequoit	Monroe	05508.000904	ca.1950	Undetermined
26 Medfield Dr	Residence	Irondequoit	Monroe	05508.000316	1937	Undetermined
87 Gilbert Dr	Residence	Irondequoit	Monroe	05508.000774	1940	Undetermined
228 Westchester Ave	Residence	Irondequoit	Monroe	05508.000895	1944	Undetermined
167 Harwick Rd	Michael & Cherly Tacito Residence	Irondequoit	Monroe	05508.000972	1950	Undetermined
600 Westchester Ave	Residence	Irondequoit	Monroe	05508.000853	1928	Undetermined
171 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000834	1928	Undetermined
327 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000567	1950	Undetermined
527 Hurstbourne Rd	Residence	Irondequoit	Monroe	05508.000761	1951	Undetermined
47 Clarington St	Residence	Irondequoit	Monroe	05508.000888	1940	Undetermined
166 Pleasant Ave	Residence	Irondequoit	Monroe	05508.000767	1935	Undetermined
590 Seneca Rd	Residence	Irondequoit	Monroe	05508.000810	1968	Undetermined
409 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000803	1952	Undetermined
3175 Culver Rd	Residence	Irondequoit	Monroe	05508.000231	1934	Undetermined
2763/2271 Culver Rd	Residence (may be former Convent of St. Cecelia Church at 2732 Culver Rd)	Irondequoit	Monroe	05540.013530	1950	Undetermined
99 Winfield Rd	Residence	Irondequoit	Monroe	05508.000745	1938	Undetermined
1000 Bay Village Dr	Storage Building	Irondequoit	Monroe	05508.000783	1960	Undetermined
11 Bayberry Dr	Residence	Irondequoit	Monroe	05508.000824	1955	Undetermined
120 Walnut Park	Residence	Irondequoit	Monroe	05508.000787	1930	Undetermined
278 Whipple Ln	Residence	Irondequoit	Monroe	05508.000724	1959	Undetermined
321 Walzer Rd	Residence	Irondequoit	Monroe	05508.000897	1938	Undetermined
93 Shelmont Dr	Residence	Irondequoit	Monroe	05508.000910	1965	Undetermined
291 N Park Dr	Fargo	Irondequoit	Monroe	05508.000725	1930	Undetermined
69 Creekside Dr	Residence	Irondequoit	Monroe	05508.000457; 05508.000452	1962	Undetermined; Not Eligible
230 Long Acre Rd	Chue Lin Shao Residence	Irondequoit	Monroe	05508.000967	1928	Not Eligible
149 Simpson Rd	Residence	Irondequoit	Monroe	05508.000438	1949	Not Eligible
65 Simpson Rd	Residence	Irondequoit	Monroe	05508.000419	1951	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
234 Simpson Rd	Residence	Irondequoit	Monroe	05508.000467	1951	Not Eligible
224 Simpson Rd	Residence	Irondequoit	Monroe	05508.000368	1928	Not Eligible
174 Rawlinson Rd	Residence	Irondequoit	Monroe	05508.000462	1940	Not Eligible
49 Westbourne Rd	Residence	Irondequoit	Monroe	05508.000686	1939	Not Eligible
21 Northfield Rd	Residence	Irondequoit	Monroe	05508.000460	1950	Not Eligible
155 Burwell Rd	Residence	Irondequoit	Monroe	05508.000334	1928	Not Eligible
29 Burwell Rd	Residence	Irondequoit	Monroe	05508.000590	1950	Not Eligible
44 Armstrong Ave	Residence	Irondequoit	Monroe	05508.000218	ca.1925-29	Not Eligible
90 Covington Rd	Residence	Irondequoit	Monroe	05508.000300	1941	Not Eligible
76 Maplehurst Rd	Residence	Irondequoit	Monroe	05508.000923	1921	Not Eligible
6 Maplehurst Rd	Residence	Irondequoit	Monroe	05508.000323	1927	Not Eligible
31 Winona Blvd	Residence	Irondequoit	Monroe	05508.000726	1965	Not Eligible
60 Scholfield Rd W	Residence	Irondequoit	Monroe	05508.000553	1957	Not Eligible
87 Wimbledon Rd	Residence	Irondequoit	Monroe	05508.000281	ca.1927–1928	Not Eligible
396 Wimbledon Rd	Residence	Irondequoit	Monroe	05508.000425	1930	Not Eligible
42 Mary Dr	Residence	Irondequoit	Monroe	05508.000421	1960	Not Eligible
49 Kohlwood Dr	Residence	Irondequoit	Monroe	05508.000442	1962	Not Eligible
224 Seville Dr	Residence	Irondequoit	Monroe	05508.000424	1938	Not Eligible
189 Thorndyke Rd	Mercado & Gerena Residence	Irondequoit	Monroe	05508.000271	1955	Not Eligible
251 Thorndyke Rd	Residence	Irondequoit	Monroe	05508.000529	1939	Not Eligible
405 Titus Ave	Residence	Irondequoit	Monroe	05508.000597	1928	Not Eligible
381 Titus Ave	Residence	Irondequoit	Monroe	05508.000295	1928	Not Eligible
141 Thorndyke Rd	Residence	Irondequoit	Monroe	05508.000735	1925	Not Eligible
142 Amerige Park	Residence	Irondequoit	Monroe	05508.000816	1936	Not Eligible
5 Lanvale Park	Residence	Irondequoit	Monroe	05508.000554	1958	Not Eligible
364 Winona Blvd	Residence	Irondequoit	Monroe	05508.000733	1950	Not Eligible
39 Wicklow Dr	Residence	Irondequoit	Monroe	05508.000468	1951	Not Eligible
68 Parkside Cresc.	Residence	Irondequoit	Monroe	05508.000311	1928	Not Eligible
79 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000531	1939	Not Eligible
58 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000396	1948	Not Eligible
26 Pontiac Dr	Residence	Irondequoit	Monroe	05508.000269	1934	Not Eligible
55 Le Gran Rd	Residence	Irondequoit	Monroe	05508.000420	1925	Not Eligible
135 Catalpa Rd	Residence	Irondequoit	Monroe	05508.000367	1924	Not Eligible
66 Catalpa Rd	Residence	Irondequoit	Monroe	05508.000430	1930	Not Eligible
23 Chelsea Rd	Residence	Irondequoit	Monroe	05508.000718	1928	Not Eligible
3489 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000341	1915	Not Eligible
55 Charlton Rd	Residence	Irondequoit	Monroe	05508.000302	1920	Not Eligible
59 Hardison Rd	Residence	Irondequoit	Monroe	05508.000535	1929	Not Eligible
22 Elgrove Rd	Residence	Irondequoit	Monroe	05508.000337	1928	Not Eligible
67 Briarwood Dr	Residence	Irondequoit	Monroe	05508.000892	1955	Not Eligible
45 Cooper Rd	Irondequoit Public Library	Irondequoit	Monroe	05508.000235	1963	Not Eligible
68 Chimayo Rd	Karla Gaetano Residence	Irondequoit	Monroe	05508.000977	1929	Not Eligible
168 Somershire Dr	Residence	Irondequoit	Monroe	05508.000668	1929	Not Eligible
272 Somershire Dr	Residence	Irondequoit	Monroe	05508.000598	1928	Not Eligible
310 Somershire Dr	Residence	Irondequoit	Monroe	05508.000496	1945	Not Eligible
123 Oneta Rd	Residence	Irondequoit	Monroe	05508.000907	1950	Not Eligible
221 Cooper Rd	Irondequoit HS Gym	Irondequoit	Monroe	05508.000680	1997	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
11 Hollymount Rd	Residence	Irondequoit	Monroe	05508.000278	1947	Not Eligible
46 Placid Pl	Residence	Irondequoit	Monroe	05508.000716	1954	Not Eligible
72 Radcliffe Rd	Hillary Cardin Residence	Irondequoit	Monroe	05508.000958	1932	Not Eligible
552 Seneca Ave	Residence	Irondequoit	Monroe	05508.000399	1950	Not Eligible
85 Sunflower Dr	Residence	Irondequoit	Monroe	05508.000582	1955	Not Eligible
45 Sunflower Dr	Residence	Irondequoit	Monroe	05508.000354	1954	Not Eligible
24 Sunflower Dr	Residence	Irondequoit	Monroe	05508.000503	1954	Not Eligible
46 Farely Rd	Residence	Irondequoit	Monroe	05508.000290	1954	Not Eligible
117 Longmeadow Dr	Residence	Irondequoit	Monroe	05508.000449	1954	Not Eligible
65 Meyerhill Cir E	Residence	Irondequoit	Monroe	05508.000426	1964	Not Eligible
64 Meyerhill Cir E	Residence	Irondequoit	Monroe	05508.000694	1964	Not Eligible
30 Rosemont Dr	Residence	Irondequoit	Monroe	05508.000581	1965	Not Eligible
501 Barry Rd	Residence	Irondequoit	Monroe	05508.000490	1952	Not Eligible
219 Northfield Rd	Rogers Middle School & Rogers Southlawn Elementary School	Irondequoit	Monroe	05508.000221	1928	Not Eligible
71 Redwood Dr	Residence	Irondequoit	Monroe	05508.000875	1955	Not Eligible
294 Seneca Park Ave	Residence	Irondequoit	Monroe	05508.000428	1955	Not Eligible
208 Seneca Park Ave	Residence	Irondequoit	Monroe	05508.000494	1925	Not Eligible
191 Seneca Park Ave	Residence	Irondequoit	Monroe	05508.000256	1847	Not Eligible
60 Colebrook Dr	Residence	Irondequoit	Monroe	05508.000687	1890	Not Eligible
150 Colebrook Dr	Iroquois Middle School	Irondequoit	Monroe	05508.000222	1948	Not Eligible
414 Colebrook Dr	Residence	Irondequoit	Monroe	05508.000860	1950	Not Eligible
50 Crestfield Dr	Residence	Irondequoit	Monroe	05508.000317	1951	Not Eligible
301 Cinnabar Rd	Residence	Irondequoit	Monroe	05508.000971	1950	Not Eligible
4640 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000749	1934	Not Eligible
394 Washington Ave	Residence	Irondequoit	Monroe	05508.000321	1930	Not Eligible
29 Frontenac Hts	Residence	Irondequoit	Monroe	05508.000296	1930	Not Eligible
34 Frontenac Hts	Residence	Irondequoit	Monroe	05508.000547	1946	Not Eligible
44 Frontenac Hts	Residence	Irondequoit	Monroe	05508.000863	1948	Not Eligible
155 Oaklawn Dr	Residence	Irondequoit	Monroe	05508.000591	1940	Not Eligible
106 Oaklawn Dr	Residence	Irondequoit	Monroe	05508.000796	1942	Not Eligible
162 Oaklawn Dr	Residence	Irondequoit	Monroe	05508.000673	1941	Not Eligible
252 Oaklawn Dr	Residence	Irondequoit	Monroe	05508.000899	1945	Not Eligible
682 Eaton Rd	Residence	Irondequoit	Monroe	05508.000335	1941	Not Eligible
506 Eaton Rd	Residence	Irondequoit	Monroe	05508.000698	1930	Not Eligible
382 Eaton Rd	Residence	Irondequoit	Monroe	05508.000301	1929	Not Eligible
381 Eaton Rd	Residence	Irondequoit	Monroe	05508.000908	1954	Not Eligible
350 Eaton Rd	Residence	Irondequoit	Monroe	05508.000481	1950	Not Eligible
336 Eaton Rd	Residence	Irondequoit	Monroe	05508.000714	1950	Not Eligible
307 Eaton Rd	Residence	Irondequoit	Monroe	05508.000822	1955	Not Eligible
306 Eaton Rd	Residence	Irondequoit	Monroe	05508.000345	1952	Not Eligible
4810 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000550	1930	Not Eligible
29 Dewey Ave	Residence	Irondequoit	Monroe	05508.000762	1930	Not Eligible
4840 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000896	1925	Not Eligible
46 Dewey Ave	Residence	Irondequoit	Monroe	05508.000101	1930	Not Eligible
54 Dewey Ave	Residence	Irondequoit	Monroe	05508.000100	1920	Not Eligible
60 Dewey Ave	Residence	Irondequoit	Monroe	05508.000099	1900	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
4900 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000078	1940	Not Eligible
4908 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000077	1920	Not Eligible
587 Washington Ave	Residence	Irondequoit	Monroe	05508.000083	1887	Not Eligible
584 Washington Ave	Residence	Irondequoit	Monroe	05508.000090	1935	Not Eligible
583 Washington Ave	Residence	Irondequoit	Monroe	05508.000084	1920	Not Eligible
578 Washington Ave	Residence	Irondequoit	Monroe	05508.000089	1930	Not Eligible
570 Washington Ave	Residence	Irondequoit	Monroe	05508.000088	1930	Not Eligible
569 Washington Ave	Residence	Irondequoit	Monroe	05508.000085	1935	Not Eligible
566 Washington Ave	Residence	Irondequoit	Monroe	05508.000087	1929	Not Eligible
578 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000112	1930	Not Eligible
586 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000113	1945	Not Eligible
593 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000291	1949	Not Eligible
604 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000114	1925	Not Eligible
618 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000115	1923	Not Eligible
625 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000111	1950	Not Eligible
635 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000110	1925	Not Eligible
208 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000102	1930	Not Eligible
200 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000103	1928	Not Eligible
194 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000104	1945	Not Eligible
193 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000106	1949	Not Eligible
189 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000105	1943	Not Eligible
188 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000776	1948	Not Eligible
173 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000265	1949	Not Eligible
160 Montcalm Dr	Residence	Irondequoit	Monroe	05508.000252	1978	Not Eligible
168 Frontenac Hts	Residence	Irondequoit	Monroe	05508.000385	1954	Not Eligible
194 Frontenac Hts	Residence	Irondequoit	Monroe	05508.000107	1940	Not Eligible
667 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000109	1942	Not Eligible
691 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000108	1930	Not Eligible
4944 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000076	1920	Not Eligible
4950 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000075	1920	Not Eligible
100 Ontario View St	Residence	Irondequoit	Monroe	05508.000056	1927	Not Eligible
84 Ontario View St	Residence	Irondequoit	Monroe	05508.000057	1928	Not Eligible
78 Ontario View St	Residence	Irondequoit	Monroe	05508.000058	1921	Not Eligible
70 Ontario View St	Residence	Irondequoit	Monroe	05508.000059	1925	Not Eligible
50 Ontario View St	Residence	Irondequoit	Monroe	05508.000060	1925	Not Eligible
43 Ontario View St	Residence	Irondequoit	Monroe	05508.000332	1925	Not Eligible
36 Ontario View St	Residence	Irondequoit	Monroe	05508.000061	1895	Not Eligible
24 Ontario View St	Residence	Irondequoit	Monroe	05508.000062	1900	Not Eligible
10 Ontario View St	Residence	Irondequoit	Monroe	05508.000063	1925	Not Eligible
4 Ontario View St	Residence	Irondequoit	Monroe	05508.000064	1925	Not Eligible
430 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000048	1920	Not Eligible
436 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000047	1930	Not Eligible
441 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000049	1930	Not Eligible
442 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000046	2008	Not Eligible
452 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000045	1925	Not Eligible
459 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000050	1942	Not Eligible
469 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000051	1935	Not Eligible
474 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000044	1925	Not Eligible
479 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000052	1926	Not Eligible
486 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000043	1920	Not Eligible
494 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000042	1920	Not Eligible
499 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000054	1930	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
500 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000041	1930	Not Eligible
509 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000055	1920	Not Eligible
510 Lake Shore Blvd	Residence	Irondequoit	Monroe	05508.000040	1925	Not Eligible
4923 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000066	1930	Not Eligible
4951 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000067	1920	Not Eligible
4959 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000068	1900	Not Eligible
666 Washington Ave (no associated parcel)	Residence	Irondequoit	Monroe	05508.000092	Unknown	Not Eligible
670 Washington Ave	Residence	Irondequoit	Monroe	05508.000093	2016	Not Eligible
674 (688) Washington Ave	Residence	Irondequoit	Monroe	05508.000094	1993	Not Eligible
700 Washington Ave	Residence	Irondequoit	Monroe	05508.000095	1935	Not Eligible
708 Washington Ave	Residence	Irondequoit	Monroe	05508.000096	1910	Not Eligible
712 Washington Ave	Residence	Irondequoit	Monroe	05508.000097	1930	Not Eligible
751 Washington Ave	Residence	Irondequoit	Monroe	05508.000081	1962	Not Eligible
753 Washington Ave	Residence	Irondequoit	Monroe	05508.000080	1900	Not Eligible
5000 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000074	1928	Not Eligible
5008 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000073	1920	Not Eligible
5020 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000072	1924	Not Eligible
5036 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000071	1918	Not Eligible
5064 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000070	1915	Not Eligible
951 Thomas Ave	Residence	Irondequoit	Monroe	05508.000039	ca.1850	Not Eligible
971 Thomas Ave	Residence	Irondequoit	Monroe	05508.000038	1935	Not Eligible
977 Thomas Ave	Residence	Irondequoit	Monroe	05508.000037	1928	Not Eligible
993 Thomas Ave (no associated parcel)	Residence	Irondequoit	Monroe	05508.000036	Unknown	Not Eligible
69 Timrod Dr	Residence	Irondequoit	Monroe	05508.000417	1960	Not Eligible
79 Timrod Dr	Residence	Irondequoit	Monroe	05508.000780	1966	Not Eligible
18 Weller Dr	Residence	Irondequoit	Monroe	05508.000580	1965	Not Eligible
330 Pattonwood Dr	Lake View School	Irondequoit	Monroe	05508.000919	1954	Not Eligible
411 Pattonwood Dr	Residence	Irondequoit	Monroe	05508.000254	1950	Not Eligible
424 Pattonwood Dr	Residence	Irondequoit	Monroe	05508.000820	1953	Not Eligible
5 Parkview Terr	Residence	Irondequoit	Monroe	05508.000563	1958	Not Eligible
44 Beach Terr	Residence	Irondequoit	Monroe	05508.000440	1920	Not Eligible
44 Summerville Dr	Residence	Irondequoit	Monroe	05508.000518	1954	Not Eligible
70 Summerville Dr	Residence	Irondequoit	Monroe	05508.000268	1952	Not Eligible
5335 St Paul Blvd	Residence	Irondequoit	Monroe	05540.015647	1950	Not Eligible
5339 St Paul Blvd	Residence	Irondequoit	Monroe	05540.010260	1950	Not Eligible
5575 St Paul Blvd	Residence	Irondequoit	Monroe	05508.000593	ca.1961	Not Eligible
597 (599) Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000098	1920	Not Eligible
390 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000144	1982	Not Eligible
373 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000140	1910	Not Eligible
366 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000145	1975	Not Eligible
352 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000139	1900	Not Eligible
330 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000141	1925	Not Eligible
320 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000143	1930	Not Eligible
36 Harrison Terr	Residence	Irondequoit	Monroe	05508.000374	1922	Not Eligible
47 Harrison Terr	Residence	Irondequoit	Monroe	05508.000909	1930	Not Eligible
9 Delta Terr	Residence	Irondequoit	Monroe	05508.000029	1920	Not Eligible

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26 Delta Terr	Residence	Irondequoit	Monroe	05508.000030	1930	Not Eligible
12 Madison Terr	Residence	Irondequoit	Monroe	05508.000592	1939	Not Eligible
37 Madison Terr	Residence	Irondequoit	Monroe	05508.000320	1930	Not Eligible
13 Bateau Terr	Residence	Irondequoit	Monroe	05508.000326	1920	Not Eligible
2111 Hudson Ave	Commercial Property	Irondequoit	Monroe	05508.000837	1992	Not Eligible
2256 Hudson Ave	Strip Plaza	Irondequoit	Monroe	05508.000146	2019	Not Eligible
525 Titus Ave	Commercial Property	Irondequoit	Monroe	05508.000838	1980	Not Eligible
757 Titus Ave	Residence	Irondequoit	Monroe	05508.000543	1930	Not Eligible
775 Titus Ave	Former Vercruysse Farms	Irondequoit	Monroe	05508.000546	ca.1950	Not Eligible
795 Titus Ave	Residence	Irondequoit	Monroe	05508.000545	1930	Not Eligible
801 Titus Ave	Titus Mower	Irondequoit	Monroe	05508.000544	ca.1900	Not Eligible
840 Titus Ave	Residence	Irondequoit	Monroe	05508.000759	1955	Not Eligible
1290 Titus Ave	Irondequoit Public Library	Irondequoit	Monroe	05508.000839	2016	Not Eligible
1653 Titus Ave	Residence	Irondequoit	Monroe	05508.000525	1904	Not Eligible
50 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000542	1954	Not Eligible
51 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000540	1956	Not Eligible
60 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000541	1955	Not Eligible
61 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000539	1954	Not Eligible
71 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000538	1956	Not Eligible
81 Lorraine Dr	Residence	Irondequoit	Monroe	05508.000537	1956	Not Eligible
34 Drake Dr	Tracy Moore	Irondequoit	Monroe	05508.000959	1951	Not Eligible
2128 Hudson Ave	Branch Bank	Irondequoit	Monroe	05540.006138	1968	Not Eligible
6 Plaza Dr	Residence	Irondequoit	Monroe	05508.000802	1960	Not Eligible
94 Drake Dr	Residence	Irondequoit	Monroe	05508.000562	1956	Not Eligible
87 Drake Dr	Residence	Irondequoit	Monroe	05508.000289	1958	Not Eligible
136 Drake Dr	Residence	Irondequoit	Monroe	05508.000702	ca.1950s	Not Eligible
200 Brookview Dr	Residence	Irondequoit	Monroe	05508.000497	1955	Not Eligible
93 Coronado Dr	Residence	Irondequoit	Monroe	05508.000804	1956	Not Eligible
240 Coronado Dr	Residence	Irondequoit	Monroe	05508.000455	1955	Not Eligible
109 Boxwood Dr	Residence	Irondequoit	Monroe	05508.000669	1956	Not Eligible
140 Cedargrove Dr	Residence	Irondequoit	Monroe	05508.000479	1955	Not Eligible
189 Kearney Dr	Residence	Irondequoit	Monroe	05508.000338	1960	Not Eligible
80 Edgebrook Ln	Residence	Irondequoit	Monroe	05508.000826	1962	Not Eligible
329 Noridge Dr	Residence	Irondequoit	Monroe	05508.000427	1954	Not Eligible
121 Spruce Ln	Residence	Irondequoit	Monroe	05508.000349	1955	Not Eligible
70 Birch Ln	Residence	Irondequoit	Monroe	05508.000382	1955	Not Eligible
75 Norlane Dr	Residence	Irondequoit	Monroe	05508.000516	1955	Not Eligible
112 Norlane Dr	Residence	Irondequoit	Monroe	05508.000327	1955	Not Eligible
125 Norlane Dr	Residence	Irondequoit	Monroe	05508.000378	1955	Not Eligible
438 Bouckhart Ave	Residence	Irondequoit	Monroe	05508.000240	1925	Not Eligible
404 Bouckhart Dr	Residence	Irondequoit	Monroe	05508.000422	1963	Not Eligible
34 Panaview Dr	Residence	Irondequoit	Monroe	05508.000707	1965	Not Eligible
33 Creekside Dr	Residence	Irondequoit	Monroe	05508.000366	1957	Not Eligible
420 Ellinwood Dr	Residence	Irondequoit	Monroe	05508.000769	1965	Not Eligible
30 Sandcastle Dr	Residence	Irondequoit	Monroe	05508.000500	1961	Not Eligible
12 Pin Oak Ln	Residence	Irondequoit	Monroe	05508.000872	1962	Not Eligible
130 Ellinwood Dr	Residence	Irondequoit	Monroe	05508.000249	1965	Not Eligible
118 Fern Castle Dr	Residence	Irondequoit	Monroe	05508.000842	1962	Not Eligible

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111 Bouckhart Ave	Residence	Irondequoit	Monroe	05508.000351	1955	Not Eligible
93 Bouckhart Ave	Residence	Irondequoit	Monroe	05508.000465	1953	Not Eligible
200–400 Skyview Centre Pkwy	Former Skyview Mall	Irondequoit	Monroe	05508.000564	1990	Not Eligible
24 Heberton Rd	Residence	Irondequoit	Monroe	05508.000916	1958	Not Eligible
111 Perrin Dr	Residence	Irondequoit	Monroe	05508.000675	1928	Not Eligible
164 Vinton Rd	Residence	Irondequoit	Monroe	05508.000486	1930	Not Eligible
1980 Portland Ave	Residence	Irondequoit	Monroe	05508.000587	1980	Not Eligible
60 Ridgeport Dr	Residence	Irondequoit	Monroe	05508.000406	1960	Not Eligible
17 Ridgeport Cir	Residence	Irondequoit	Monroe	05508.000333	1951	Not Eligible
100 Ridgeport Cir	Residence	Irondequoit	Monroe	05508.000595	1955	Not Eligible
153 Ridgeport Cir	Residence	Irondequoit	Monroe	05508.000747	1955	Not Eligible
1826 Portland Ave	Residence	Irondequoit	Monroe	05508.000273	1953	Not Eligible
65 Dawn Dr	Residence	Irondequoit	Monroe	05508.000667	1964	Not Eligible
90 Driftwood Ln	Residence	Irondequoit	Monroe	05508.000476	1964	Not Eligible
79 Driftwood Ln	Residence	Irondequoit	Monroe	05508.000772	1961	Not Eligible
166 Stanton Ln	Residence	Irondequoit	Monroe	05508.000441	1958	Not Eligible
1000 E Ridge Rd	Commercial	Irondequoit	Monroe	05508.000211	1970	Not Eligible
850 E Ridge Rd	Restaurant	Irondequoit	Monroe	05508.000229	1980	Not Eligible
13 Miller Ln	Residence	Irondequoit	Monroe	05508.000453	1965	Not Eligible
195 Miller Ln	Residence	Irondequoit	Monroe	05508.000552	1965	Not Eligible
5 Angora Dr	Residence	Irondequoit	Monroe	05508.000435	1958	Not Eligible
49 Smallridge Ln	Residence	Irondequoit	Monroe	05508.000386	1965	Not Eligible
139 Floral Dr	Residence	Irondequoit	Monroe	05508.000524	1963	Not Eligible
1945 Hudson Ave	Residence	Irondequoit	Monroe	05508.000737	1945	Not Eligible
2017 Hudson Ave	Residence	Irondequoit	Monroe	05508.000032	2000	Not Eligible
2111 Hudson Ave	Residence	Irondequoit	Monroe	05508.000837	1992	Not Eligible
1700 Hudson Ave	Residence	Irondequoit	Monroe	05508.000920	1989	Not Eligible
30 Rosemont Dr	Residence	Irondequoit	Monroe	05508.000581	1965	Not Eligible
64 Meyerhill Cir E	Residence	Irondequoit	Monroe	05508.000694	1964	Not Eligible
65 Meyerhill Cir E	Residence	Irondequoit	Monroe	05508.000426	1964	Not Eligible
512 Long Acre Rd	Residence	Irondequoit	Monroe	05508.000336	1956	Not Eligible
199 Larkspur Ln	Residence	Irondequoit	Monroe	05508.000717	1962	Not Eligible
133 Hillview Dr	Residence	Irondequoit	Monroe	05508.000710	1957	Not Eligible
36 Cranbrooke Dr	Residence	Irondequoit	Monroe	05508.000277	1966	Not Eligible
107 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000272	1949	Not Eligible
152 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000319	1939	Not Eligible
179 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000572	1952	Not Eligible
222 Hedgegarth Dr	Residence	Irondequoit	Monroe	05508.000703	1951	Not Eligible
169 Wyndale Rd	Residence	Irondequoit	Monroe	05508.000532	1945	Not Eligible
341 Wyndale Rd	Residence	Irondequoit	Monroe	05508.000504	1952	Not Eligible
161 Upland Dr	Residence	Irondequoit	Monroe	05540.008816	1953	Not Eligible
53 Oakcrest Dr	Residence	Irondequoit	Monroe	05508.000493	1953	Not Eligible
108 Fairlawn Dr	Residence	Irondequoit	Monroe	05508.000701	ca.1950s	Not Eligible
80 Fairlawn Dr	Residence	Irondequoit	Monroe	05508.000250	1954	Not Eligible
156 Thornton Rd	Residence	Irondequoit	Monroe	05508.000375	1945	Not Eligible
260 Cooper Rd	Irondequoit High School	Irondequoit	Monroe	05508.000219	1948	Not Eligible
87 Biltmore Dr	Residence	Irondequoit	Monroe	05508.000315	1940	Not Eligible
175 Biltmore Dr	Residence	Irondequoit	Monroe	05508.000513	1946	Not Eligible
12 Dover Rd	Residence	Irondequoit	Monroe	05508.000444	1947	Not Eligible
89 Suburba Ave	Residence	Irondequoit	Monroe	05508.000790	1946	Not Eligible

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95 Suburba Ave	Residence	Irondequoit	Monroe	05508.000741	1945	Not Eligible
103 Suburba Ave	Residence	Irondequoit	Monroe	05508.000297	1950	Not Eligible
30 Nob Hill	Budny Residence	Irondequoit	Monroe	05508.000274	1915	Not Eligible
81 Pinegrove Ave	Residence	Irondequoit	Monroe	05508.000509	1983	Not Eligible
154 Pinegrove Ave	Senior Center	Irondequoit	Monroe	05508.000233	1954	Not Eligible
36 Kenmore Ln	Residence	Irondequoit	Monroe	05508.000586	1953	Not Eligible
47 Kenmore Ln	Residence	Irondequoit	Monroe	05508.000264	1950	Not Eligible
161 Hastings Ln	Residence	Irondequoit	Monroe	05508.000856	1951	Not Eligible
192 Charing Rd	Residence	Irondequoit	Monroe	05508.000870	1951	Not Eligible
39 Scotch Ln	Residence	Irondequoit	Monroe	05508.000423	1952	Not Eligible
83 Wildmere Rd	Residence	Irondequoit	Monroe	05508.000515	1924	Not Eligible
124 Hermitage Rd	Residence	Irondequoit	Monroe	05508.000344	1936	Not Eligible
115 Glenmont Dr	Residence	Irondequoit	Monroe	05508.000330	1951	Not Eligible
4143 St Paul Blvd	Seneca Elementary School	Irondequoit	Monroe	05508.000220	1922	Not Eligible
4989 Culver Rd	Building #18	Irondequoit	Monroe	05508.000131	1940	Not Eligible
4981 Culver Rd	Building #17	Irondequoit	Monroe	05508.000130	1940	Not Eligible
4979 Culver Rd	Building #16	Irondequoit	Monroe	05508.000129	1960	Not Eligible
4977 Culver Rd	Building #15	Irondequoit	Monroe	05508.000128	1940	Not Eligible
4975 Culver Rd	Building #14	Irondequoit	Monroe	05508.000127	1930	Not Eligible
4973 Culver Rd	Building #13	Irondequoit	Monroe	05508.000126	1940	Not Eligible
4971 Culver Rd	Building #12	Irondequoit	Monroe	05508.000125	1940	Not Eligible
4969 Culver Rd	Building #11	Irondequoit	Monroe	05508.000124	1900	Not Eligible
4961 Culver Rd	Building #10	Irondequoit	Monroe	05508.000123	1900	Not Eligible
4955 Culver Rd	Building #9	Irondequoit	Monroe	05508.000122	1946	Not Eligible
4951 Culver Rd	Building #8	Irondequoit	Monroe	05508.000121	2006	Not Eligible
4945 Culver Rd	Building #7	Irondequoit	Monroe	05508.000120	1910	Not Eligible
4941 Culver Rd	Building #6	Irondequoit	Monroe	05508.000119	1940	Not Eligible
4929 Culver Rd	Building #4	Irondequoit	Monroe	05508.000118	1940	Not Eligible
4925 Culver Rd	Building #3	Irondequoit	Monroe	05508.000117	1925	Not Eligible
4921 Culver Rd	Building #2	Irondequoit	Monroe	05508.000116	1930	Not Eligible
4915 Culver Rd	Building #40	Irondequoit	Monroe	05508.000132	2023	Not Eligible
4657 Culver Rd	Sea Breeze Fire Department	Irondequoit	Monroe	05508.000308	1920	Not Eligible
4469 Culver Rd	Residence	Irondequoit	Monroe	05508.000823	1900	Not Eligible
182 Lake Bluff Rd	Residence	Irondequoit	Monroe	05508.000871	ca.1940	Not Eligible
165 Lake Bluff Rd	Residence	Irondequoit	Monroe	05508.000325	1945	Not Eligible
62 Nixon Dr	Residence	Irondequoit	Monroe	05508.000387	1908	Not Eligible
59 Nixon Dr	Residence	Irondequoit	Monroe	05508.000475	1920	Not Eligible
28 Nixon Dr	Residence	Irondequoit	Monroe	05508.000952	ca.1900	Not Eligible
293 Lynn Dr	Residence	Irondequoit	Monroe	05508.000276	1920	Not Eligible
1 Fawn St	Residence	Irondequoit	Monroe	05508.000304	1927	Not Eligible
240 Pinehill Dr	Residence	Irondequoit	Monroe	05508.000502	1967	Not Eligible
178 Pinehill Dr	Residential Vacant Land	Irondequoit	Monroe	05508.000033	N/A	Not Eligible
146 Pinehill Dr	Residence	Irondequoit	Monroe	05508.000339	1948	Not Eligible
56 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000163	1930	Not Eligible
55 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000165	2021	Not Eligible
48 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000164	1957	Not Eligible
47 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000166	1940	Not Eligible
42 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000167	1975	Not Eligible
41 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000168	1925	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
34 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000169	1948	Not Eligible
33 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000170	1950	Not Eligible
26 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000171	1965	Not Eligible
25 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000172	1925	Not Eligible
20 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000173	1930	Not Eligible
19 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000174	1965	Not Eligible
11 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000175	1955	Not Eligible
3 Seacliffe Rd	Residence	Irondequoit	Monroe	05508.000177	1930	Not Eligible
104 Breezeway Dr	Residence	Irondequoit	Monroe	05508.000176	1930	Not Eligible
160 Mallard Dr	Residence	Irondequoit	Monroe	05508.000152	1950	Not Eligible
146 Mallard Dr	Residential Vacant Land	Irondequoit	Monroe	05508.000154	N/A	Not Eligible
145 Mallard Dr	Residence	Irondequoit	Monroe	05508.000162	1930	Not Eligible
140 Mallard Dr	Residence	Irondequoit	Monroe	05508.000155	1910	Not Eligible
137 Mallard Dr	Residence	Irondequoit	Monroe	05508.000161	1930	Not Eligible
136 Mallard Dr (located inaccurately on CRIS map, no bldg.)	Residence	Irondequoit	Monroe	05508.000157		Not Eligible
129 Mallard Dr	Residence	Irondequoit	Monroe	05508.000160	1930	Not Eligible
126 Mallard Dr (located inaccurately on CRIS map; likely 3 Brad St)	Residence	Irondequoit	Monroe	05508.000156	1940	Not Eligible
124 Mallard Dr (located inaccurately on CRIS map; likely 136 Breezeway Dr)	Residence	Irondequoit	Monroe	05508.000158	1926	Not Eligible
121 Mallard Dr	Residence	Irondequoit	Monroe	05508.000159	1930	Not Eligible
30 Bayton Dr	Residence	Irondequoit	Monroe	05508.000519	1965	Not Eligible
57 Bayton Dr	Residence	Irondequoit	Monroe	05508.000782	1925	Not Eligible
50 Keating Dr	Residence	Irondequoit	Monroe	05508.000578	1967	Not Eligible
49 Keating Dr	Residence	Irondequoit	Monroe	05508.000458	1966	Not Eligible
64 Keating Dr	Residence	Irondequoit	Monroe	05508.000498	1948	Not Eligible
63 Keating Dr	Residence	Irondequoit	Monroe	05508.000257	1965	Not Eligible
76 Keating Dr	Residence	Irondequoit	Monroe	05508.000522	1950	Not Eligible
84 Havenwood Dr	Residence	Irondequoit	Monroe	05508.000678	1928	Not Eligible
18 Vanderlin Park	Residence	Irondequoit	Monroe	05508.000723	1935	Not Eligible
105 Sea View Ave	Residence	Irondequoit	Monroe	05508.000464	1922	Not Eligible
12 Sea View Ave	Residence	Irondequoit	Monroe	05508.000877	1927	Not Eligible
32 Durand Blvd	Sheehan Residence	Irondequoit	Monroe	05508.000731	1927	Not Eligible
45 Durand Blvd	Residence	Irondequoit	Monroe	05508.000293	1926	Not Eligible
53 Durand Blvd	Residence	Irondequoit	Monroe	05508.000676	1942	Not Eligible
65 Durand Blvd	Residence	Irondequoit	Monroe	05508.000258	1930	Not Eligible
129 Durand Blvd	Residence	Irondequoit	Monroe	05508.000677	1901	Not Eligible
498 Peart Ave	Residence	Irondequoit	Monroe	05508.000392	1920	Not Eligible
389 Peart Ave	Residence	Irondequoit	Monroe	05508.000560	1927	Not Eligible
304 Peart Ave	Residence	Irondequoit	Monroe	05508.000483	1924	Not Eligible
255 Peart Ave	Residence	Irondequoit	Monroe	05508.000031	1930	Not Eligible
205 Point Pleasant Rd	Residence	Irondequoit	Monroe	05508.000571	1906	Not Eligible

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120 Point Pleasant Rd	McGowan Residence	Irondequoit	Monroe	05508.000734	1925	Not Eligible
57 Point Pleasant Rd	Gregory Gascon Residence	Irondequoit	Monroe	05508.000963	1930	Not Eligible
95 Point Pleasant Rd	Durand-Eastman Intermediate School	Irondequoit	Monroe	05508.000228	1914, 1925-26, 1946, 1951, 2006-07	Not Eligible
32 Osage St	Deborah Trynoski Residence	Irondequoit	Monroe	05508.000957	1956	Not Eligible
276 Aragon Ave	Residence	Irondequoit	Monroe	05508.000267	1940	Not Eligible
41 Aragon Ave	Wamen Branch	Irondequoit	Monroe	05508.000970	1925	Not Eligible
25 Aragon Ave	Residence	Irondequoit	Monroe	05508.000238	1955	Not Eligible
31 Schnakel Dr	Residence	Irondequoit	Monroe	05508.000732	1988	Not Eligible
183 Schnakel Dr	Residence	Irondequoit	Monroe	05508.000794	1940	Not Eligible
63 Lodge Dr	Residence	Irondequoit	Monroe	05508.000913	1925	Not Eligible
49 Lodge Dr	Residence	Irondequoit	Monroe	05508.000523	1925	Not Eligible
78 Adrian Rd	Residence	Irondequoit	Monroe	05508.000491	1930	Not Eligible
62 Filon Ave	Residence	Irondequoit	Monroe	05508.000793	1925	Not Eligible
76 Filon Ave	Residence	Irondequoit	Monroe	05508.000343	1955	Not Eligible
214 Filon Ave	Residence	Irondequoit	Monroe	05508.000879	1955	Not Eligible
366 Liberty Ave	Residence	Irondequoit	Monroe	05508.000232	1945	Not Eligible
121 Lake Breeze Park	Residence	Irondequoit	Monroe	05508.000346	1917	Not Eligible
127 Lake Breeze Park	Residence	Irondequoit	Monroe	05508.000891	1950	Not Eligible
175 Lake Breeze Park	Residence	Irondequoit	Monroe	05508.000418	1928	Not Eligible
176 Lake Breeze Park	Residence	Irondequoit	Monroe	05508.000376	1959	Not Eligible
3088 Bay Front Ln S	Residence	Irondequoit	Monroe	05508.000886	1910	Not Eligible
439 Avondale Rd	Residence	Irondequoit	Monroe	05508.000885	1892	Not Eligible
329 Avondale Rd	Residence	Irondequoit	Monroe	05508.000340	1950	Not Eligible
276 Avondale Rd	Residence	Irondequoit	Monroe	05508.000451	1920	Not Eligible
42 Avondale Rd	Residence	Irondequoit	Monroe	05508.000283	1940	Not Eligible
76 Cecelia Terr	Residence	Irondequoit	Monroe	05508.000712	1925	Not Eligible
245 Coolidge Rd	Residence	Irondequoit	Monroe	05508.000463	1942	Not Eligible
199 Coolidge Rd	Residence	Irondequoit	Monroe	05508.000403	1939	Not Eligible
49 Seneca Rd	Residence	Irondequoit	Monroe	05508.000408	1930	Not Eligible
625 Seneca Rd	Residence	Irondequoit	Monroe	05508.000243	1983	Not Eligible
694 Seneca Rd	Newport Yacht Club	Irondequoit	Monroe	05508.000730	1940	Not Eligible
197 Brandon Rd	Residence	Irondequoit	Monroe	05508.000287	1929	Not Eligible
308 Brandon Rd	Residence	Irondequoit	Monroe	05508.000683	1949	Not Eligible
411 Brandon Rd	Residence	Irondequoit	Monroe	05508.000401	1950	Not Eligible
181 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000298	1930	Not Eligible
270 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000729	1941	Not Eligible
404 Pemberton Rd	Residence	Irondequoit	Monroe	05508.000588	1951	Not Eligible
59 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000876	1941	Not Eligible
205 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000809	1938	Not Eligible
232 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000447	1949	Not Eligible
256 Hartsdale Rd	Residence	Irondequoit	Monroe	05508.000472	1953	Not Eligible
69 Garford Rd	Residence	Irondequoit	Monroe	05508.000501	1933	Not Eligible

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72 Garford Rd	Residence	Irondequoit	Monroe	05508.000583	1920	Not Eligible
89 Garford Rd	Residence	Irondequoit	Monroe	05508.000750	1925	Not Eligible
104 Garford Rd	Residence	Irondequoit	Monroe	05508.000474	1951	Not Eligible
222 Garford Rd	Residence	Irondequoit	Monroe	05508.000280	1928	Not Eligible
290 Garford Rd	Margaret Cassidy Residence	Irondequoit	Monroe	05508.000965	1952	Not Eligible
35 Rudman Rd	Residence	Irondequoit	Monroe	05508.000754	1952	Not Eligible
239 Park Rd	Residence	Irondequoit	Monroe	05508.000482	1983	Not Eligible
75 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000282	1928	Not Eligible
115 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000758	1923	Not Eligible
129 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000708	1925	Not Eligible
162 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000830	1933	Not Eligible
175 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000260	1925	Not Eligible
181 Birchwood Rd	Residence	Irondequoit	Monroe	05508.000868	1950	Not Eligible
37 Dewberry Dr	Residence	Irondequoit	Monroe	05508.000342	1924	Not Eligible
77 Dewberry Dr	Residence	Irondequoit	Monroe	05508.000511	1923	Not Eligible
14 Corley Dr	Residence	Irondequoit	Monroe	05508.000798	1972	Not Eligible
102 Corley Dr	Residence	Irondequoit	Monroe	05508.000706	1940	Not Eligible
140 Tamarack Dr	Residence	Irondequoit	Monroe	05508.000903	1950	Not Eligible
21 Fairlea Dr	Residence	Irondequoit	Monroe	05508.000394	1950	Not Eligible
61 Fairlea Dr	Residence	Irondequoit	Monroe	05508.000412	1941	Not Eligible
75 Fairlea Dr	Residence	Irondequoit	Monroe	05508.000314	1950	Not Eligible
87 Fairlea Dr	Residence	Irondequoit	Monroe	05508.000499	1940	Not Eligible
4250 Culver Rd	Apartment Block (former St. Salome Catholic Church, now demolished)	Irondequoit	Monroe	05508.000353	2018	Not Eligible
4225 Culver Rd	Apartment Block (former Durand United Church of Christ, now demolished)	Irondequoit	Monroe	05508.000352	2018	Not Eligible
4025 Culver Rd	Residence	Irondequoit	Monroe	05508.000364	1940	Not Eligible
4022 Culver Rd	Residence	Irondequoit	Monroe	05508.000505	1958	Not Eligible
3929 Culver Rd	Residence	Irondequoit	Monroe	05508.000405	1903	Not Eligible
3259 Culver Rd	Residence	Irondequoit	Monroe	05508.000328	1925	Not Eligible
3244 Culver Rd	Residence	Irondequoit	Monroe	05508.000836	1940	Not Eligible
48 Briar Ln	Residence	Irondequoit	Monroe	05508.000679	1946	Not Eligible
2204 Titus Ave	Residence	Irondequoit	Monroe	05508.000381	1985	Not Eligible
2250 Titus Ave	Residence	Irondequoit	Monroe	05508.000840	1938	Not Eligible
2620 Titus Ave	Residence	Irondequoit	Monroe	05508.000410	1958	Not Eligible
2723 Titus Ave Ext	Residence	Irondequoit	Monroe	05508.000688	1930	Not Eligible
348 Walzford Rd	Residence	Irondequoit	Monroe	05508.000361	1922	Not Eligible
125 Winfield Rd	Kathleen Schoepfel Church	Irondequoit	Monroe	05508.000979	1950	Not Eligible
186 Winfield Rd	Residence	Irondequoit	Monroe	05508.000666	1952	Not Eligible
351 Winfield Rd	Residence	Irondequoit	Monroe	05508.000266	1949	Not Eligible
101 Orland Rd	Residence	Irondequoit	Monroe	05508.000812	1945	Not Eligible
243 Orland Rd	Residence	Irondequoit	Monroe	05508.000380	1947	Not Eligible
125 Kane Dr	Highway Garage	Irondequoit	Monroe	05508.000709	2011	Not Eligible
65 Salem Rd	Residence	Irondequoit	Monroe	05508.000976	1940	Not Eligible
26 Abington Rd	Residence	Irondequoit	Monroe	05508.000360	1930	Not Eligible
2180 E Ridge Rd	Residence	Irondequoit	Monroe	05508.000134	2022	Not Eligible

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2350 E Ridge Rd	East Ridge Highschool	Irondequoit	Monroe	05508.000226	1926, 1955-56	Not Eligible
2619 E Ridge Rd	Vacant Residential Land	Irondequoit	Monroe	05508.000551	N/A	Not Eligible
2628 E Ridge Rd	Residence	Irondequoit	Monroe	05508.000556	1946	Not Eligible
65 Baycrest Dr	Residence	Irondequoit	Monroe	05508.000284	1948	Not Eligible
1306 Bay Shore Blvd	Residence	Irondequoit	Monroe	05508.000807	Unknown (not visible from ROW)	Not Eligible
1262 Bay Shore Blvd	Residence	Irondequoit	Monroe	05508.000223	2006	Not Eligible
102–481 Bay Village Dr	Bay Village Condominiums	Irondequoit	Monroe	05508.000576	1976–1980	Not Eligible
526 Bay View Rd	Residence	Irondequoit	Monroe	05508.000384	1953	Not Eligible
74 Clearbrook Dr	Residence	Irondequoit	Monroe	05508.000713	1960	Not Eligible
37 Glen Haven Rd	Residence	Irondequoit	Monroe	05508.000263	1953	Not Eligible
73 Walnut Park	Residence	Irondequoit	Monroe	05508.000815	1962	Not Eligible
292 Russell Ave	Residence	Irondequoit	Monroe	05508.000751	1952	Not Eligible
191 Russell Ave	Residence	Irondequoit	Monroe	05508.000389	1955	Not Eligible
190 Russell Ave	Residence	Irondequoit	Monroe	05508.000818	1954	Not Eligible
174 Russell Ave	Residence	Irondequoit	Monroe	05508.000671	1955	Not Eligible
66 Russell Ave	Residence	Irondequoit	Monroe	05508.000846	1939	Not Eligible
150 Forest Ave	Residence	Irondequoit	Monroe	05508.000526	1963	Not Eligible
144 Forest Ave	Residence	Irondequoit	Monroe	05508.000728	1954	Not Eligible
128 Forest Ave	Residence	Irondequoit	Monroe	05508.000534	1945	Not Eligible
113 Forest Ave	Residence	Irondequoit	Monroe	05508.000852	1954	Not Eligible
105 Forest Ave	Residence	Irondequoit	Monroe	05508.000456	1954	Not Eligible
65 Forest Ave	Residence	Irondequoit	Monroe	05508.000261	1954	Not Eligible
244 Ransford Ave	Residence	Irondequoit	Monroe	05508.000359	1955	Not Eligible
223 Ransford Ave	Rostislav Melnik Residence	Irondequoit	Monroe	05508.000961	1954	Not Eligible
131 Angellus Dr	Residence	Irondequoit	Monroe	05508.000533	1956	Not Eligible
108 Angellus Dr (also 46 Breton Rd)	Residence	Irondequoit	Monroe	05508.000514	1964	Not Eligible
35 Rio Ln	Residence	Irondequoit	Monroe	05508.000768	1959	Not Eligible
72 Alhambra Rd	Residence	Irondequoit	Monroe	05508.000570	1963	Not Eligible
75 Moroa Dr	Residence	Irondequoit	Monroe	05508.000691	1963	Not Eligible
111 Brower Rd	Hobbie Creek Apartments	Irondequoit	Monroe	05508.000973	2003	Not Eligible
339 Whipple Ln	Residence	Irondequoit	Monroe	05508.000912	1959	Not Eligible
266 Whipple Ln	Residence	Irondequoit	Monroe	05508.000527	1960	Not Eligible
204 Whipple Ln	Residence	Irondequoit	Monroe	05508.000306	1958	Not Eligible
50 Whipple Ln	Residence	Irondequoit	Monroe	05508.000693	1920	Not Eligible
800 Brown Rd	Ivan Green Primary School	Irondequoit	Monroe	05508.000225		Not Eligible
330 Walzer Rd	Residence	Irondequoit	Monroe	05508.000478	1935	Not Eligible
322 Walzer Rd	Residence	Irondequoit	Monroe	05508.000436	1937	Not Eligible
141 Walzer Rd	Residence	Irondequoit	Monroe	05508.000397	1950	Not Eligible
22 Walzer Rd	Residence	Irondequoit	Monroe	05508.000473	1930	Not Eligible
57 Nile Dr	Residence	Irondequoit	Monroe	05508.000894	1934	Not Eligible
1562 Portland Ave	Hooker Pioneer Cemetery	Irondequoit	Monroe	05508.000213	ca.1813–1836	Not Eligible; Local landmark
144 Leicestershire Rd	Residence	Irondequoit	Monroe	05508.000239	1963	Not Eligible

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128 Leicestershire Rd	Residence	Irondequoit	Monroe	05508.000585	1965	Not Eligible
100 Leicestershire Rd	Residence	Irondequoit	Monroe	05508.000828	1986	Not Eligible
300 Norran Dr	Residence	Irondequoit	Monroe	05508.000819	1958	Not Eligible
355 N Park Dr	Abraham Lincoln School	Irondequoit	Monroe	05508.000034	1925	Not Eligible
387 Norran Dr	Residence	Irondequoit	Monroe	05508.000488	1956	Not Eligible
506 Norran Dr	Residence	Irondequoit	Monroe	05508.000874	1940	Not Eligible
310 N Park Dr	Residence	Irondequoit	Monroe	05508.000549	1930	Not Eligible
354 N Park Dr	Residence	Irondequoit	Monroe	05508.000690	1913	Not Eligible
515 N Park Dr	Residence	Irondequoit	Monroe	05508.000318	1930	Not Eligible
487 N Park Dr	Thomas Vess Residence	Irondequoit	Monroe	05508.000968	1950	Not Eligible
1931 Goodman St N	Residence	Irondequoit	Monroe	05508.000292	1950	Not Eligible
1940 Goodman St N	Galluzzo Residence	Irondequoit	Monroe	05508.000778	1953	Not Eligible
22 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000241		Not Eligible
28 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000740	1960	Not Eligible
46 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000404	1964	Not Eligible
112 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000558	1960	Not Eligible
120 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000307	1960	Not Eligible
166 Teakwood Dr	Residence	Irondequoit	Monroe	05508.000917	1967	Not Eligible
330 Taft Ave	Residence	Irondequoit	Monroe	05508.000715	1987	Not Eligible
325 Taft Ave	Residence	Irondequoit	Monroe	05508.000594	1955	Not Eligible
300 Taft Ave	Residence	Irondequoit	Monroe	05508.000365	1960	Not Eligible
263 Taft Ave	Residence	Irondequoit	Monroe	05508.000843	1960	Not Eligible
222 Taft Ave	Residence	Irondequoit	Monroe	05508.000555	1960	Not Eligible
115 Taft Ave	Thigpen Residence	Irondequoit	Monroe	05508.000808	1950	Not Eligible
71 Taft Ave	Arhet Mussa Residence	Irondequoit	Monroe	05508.000969	1915	Not Eligible
356 Clark Ave	Residence	Irondequoit	Monroe	05508.000887	1955	Not Eligible
337 Clark Ave	Alex and Terri Pikacs Residence	Irondequoit	Monroe	05508.000974	1960	Not Eligible
312 Clark Ave	Residence	Irondequoit	Monroe	05508.000878	1957	Not Eligible
306 Clark Ave	Residence	Irondequoit	Monroe	05508.000960	1920	Not Eligible
273 Clark Ave	Residence	Irondequoit	Monroe	05508.000746	1930	Not Eligible
266 Clark Ave	Residence	Irondequoit	Monroe	05508.000786	1957	Not Eligible
259 Clark Ave	Residence	Irondequoit	Monroe	05508.000720	1960	Not Eligible
122 Clark Ave	Residence	Irondequoit	Monroe	05508.000704	1954	Not Eligible
117 Clark Ave	Residence	Irondequoit	Monroe	05508.000577	1957	Not Eligible
329 Knapp Ave	Residence	Irondequoit	Monroe	05508.000777	1992	Not Eligible
212 Knapp Ave	Residence	Irondequoit	Monroe	05508.000373	1950	Not Eligible
171 Knapp Ave	Residence	Irondequoit	Monroe	05508.000510	1954	Not Eligible
170 Knapp Ave	Residence	Irondequoit	Monroe	05508.000700	1960	Not Eligible
107 Knapp Ave	Residence	Irondequoit	Monroe	05508.000413	1966	Not Eligible
351 Bennett Ave	Residence	Irondequoit	Monroe	05508.000805	1984	Not Eligible
295 Bennett Ave	Residence	Irondequoit	Monroe	05508.000849	1955	Not Eligible
292 Bennett Ave	Residence	Irondequoit	Monroe	05508.000568	1950	Not Eligible
208 Bennett Ave	Residence	Irondequoit	Monroe	05508.000781	1955	Not Eligible
203 Bennett Ave	Residence	Irondequoit	Monroe	05508.000398	1953	Not Eligible
116 Bennett Ave	Residence	Irondequoit	Monroe	05508.000454	1958	Not Eligible
491 Sanborn Ave	Residence	Irondequoit	Monroe	05508.000685	1970	Not Eligible

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496 Sanborn Ave	Residence	Irondequoit	Monroe	05508.000596	1975	Not Eligible
497 Sanborn Ave	Residence	Irondequoit	Monroe	05508.000437	1920	Not Eligible
525 Sanborn Ave	Residence	Irondequoit	Monroe	05508.000705	1975	Not Eligible
153 Willow Ave	Residence	Irondequoit	Monroe	05508.000448	1955	Not Eligible
139 Maple Ave	Residence	Irondequoit	Monroe	05508.000753	1960	Not Eligible
107 Maple Ave	Residence	Irondequoit	Monroe	05508.000432	1960	Not Eligible
228 Giles Ave	Residence	Irondequoit	Monroe	05508.000512	1955	Not Eligible
219 Giles Ave	Residence	Irondequoit	Monroe	05508.000814	1956	Not Eligible
208 Giles Ave	Residence	Irondequoit	Monroe	05508.000841	1960	Not Eligible
245 Brookdale Park	Residence	Irondequoit	Monroe	05508.000521	1959	Not Eligible
2590 Culver Rd	Balinski Gardens (former Wambach Garden Center)	Irondequoit	Monroe	05508.000756	2022	Not Eligible
2548 Culver Rd	Residence	Irondequoit	Monroe	05508.000517	1948	Not Eligible
2515 Culver Rd	South Village Apts	Irondequoit	Monroe	05508.000217	1981	Not Eligible
2519 Culver Rd	Shire @ Culverton / North Village Apts	Irondequoit	Monroe	05508.000773	1974	Not Eligible
163 Fleetwood Dr	Residence	Irondequoit	Monroe	05508.000672	1960	Not Eligible
121 Fleetwood Dr	Residence	Irondequoit	Monroe	05508.000414	1961	Not Eligible
168 Meadow Cir	Residence	Irondequoit	Monroe	05508.000548	1960	Not Eligible
257 Meadow Cir	Residence	Irondequoit	Monroe	05508.000692	1961	Not Eligible
461 Cascade Pl	Residence	Irondequoit	Monroe	05508.000487	1959	Not Eligible
452 Cascade Pl	Residence	Irondequoit	Monroe	05508.000466	1960	Not Eligible
435 Cascade Pl	Residence	Irondequoit	Monroe	05508.000848	1955	Not Eligible
345 Cascade Pl	Residence	Irondequoit	Monroe	05508.000450	1924	Not Eligible
284 Cascade Pl	Residence	Irondequoit	Monroe	05508.000259	1940	Not Eligible
262 Cascade Pl	Residence	Irondequoit	Monroe	05508.000902	1940	Not Eligible
141 Impala Dr	Residence	Irondequoit	Monroe	05508.000416	1958	Not Eligible
191 Impala Dr	Residence	Irondequoit	Monroe	05508.000443	1958	Not Eligible
201 Impala Dr	Residence	Irondequoit	Monroe	05508.000400	1962	Not Eligible
212 Impala Dr	Residence	Irondequoit	Monroe	05508.000439	1960	Not Eligible
233 Impala Dr	Residence	Irondequoit	Monroe	05508.000489	1958	Not Eligible
65 Echo St	Residence	Irondequoit	Monroe	05508.000309	1963	Not Eligible
85 Echo Hill Dr	Residence	Irondequoit	Monroe	05508.000248	1963	Not Eligible
55 Echo Hill Dr	Residence	Irondequoit	Monroe	05508.000470	1963	Not Eligible
255 Woodside Pl	Residence	Irondequoit	Monroe	05508.000719	1935	Not Eligible
380 Bleacker Rd	Residence	Irondequoit	Monroe	05508.000411	1964	Not Eligible
449 Crossfield Rd	Residence	Irondequoit	Monroe	05508.000889	1960	Not Eligible
439 Crossfield Rd	Residence	Irondequoit	Monroe	05508.000964	1925	Not Eligible
420 Carlsam Dr	Residence	Irondequoit	Monroe	05508.000681	1968	Not Eligible
883 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000133	ca.1925	Not Eligible
943 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000415	1935	Not Eligible
955 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000914	1940	Not Eligible
1069 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000711	1947	Not Eligible
1146 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000469	1965	Not Eligible
1155 Whitlock Rd	Kenny Residence	Irondequoit	Monroe	05508.000861	1956	Not Eligible
1196 Whitlock Rd	Residence	Irondequoit	Monroe	05508.000559	1963	Not Eligible
8 Heberle Rd	Residence	Irondequoit	Monroe	05508.000459	1945	Not Eligible
120 Heberle Rd	Residence	Irondequoit	Monroe	05508.000770	1900	Not Eligible
232 Wahl Rd	Residence	Irondequoit	Monroe	05508.000495	1965	Not Eligible
65 Kennedy Cir	Residence	Irondequoit	Monroe	05508.000742	1965	Not Eligible
155 Leslie Pl	Residence	Irondequoit	Monroe	05508.000975	1958	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
85 Andrea Ln	Residence	Irondequoit	Monroe	05508.000831	1965	Not Eligible
86 Astronaut Dr	Residence	Irondequoit	Monroe	05508.000363	1960	Not Eligible
163 Auramar Dr	Residence	Irondequoit	Monroe	05508.000445	1968	Not Eligible
155 Densmore Rd	East Irondequoit Middle School	Irondequoit	Monroe	05508.000246	2003	Not Eligible
140 Edgecreek Trl	Newport Highlands Townhouses	Irondequoit	Monroe	05508.000739	1984	Not Eligible
1306 Bay Shore Blvd	Residence	Irondequoit	Monroe	05508.000807	ca.1910	Not Eligible
1262	Residence	Irondequoit	Monroe	05508.000223	2006	Not Eligible
102–481 Bay Village Dr	Bay Village Condominiums	Irondequoit	Monroe	05508.000576	1976–1980	Not Eligible
526 Bay View Rd	Residence	Irondequoit	Monroe	05508.000384	1953	Not Eligible
74 Clearbrook Dr	Residence	Irondequoit	Monroe	05508.000713	1960	Not Eligible
37 Glen Haven Rd	Residence	Irondequoit	Monroe	05508.000263	1953	Not Eligible
1070 Empire Blvd	Marine	Irondequoit	Monroe	05508.000721	1959	Not Eligible
975 Empire Blvd	Commercial Building	Irondequoit	Monroe	05508.000869	1962	Not Eligible
706 Empire Blvd	Residence	Irondequoit	Monroe	05508.000191	1950	Not Eligible
700 Empire Blvd	Residence	Irondequoit	Monroe	05508.000190	1930	Not Eligible
695 Empire Blvd	Residence	Irondequoit	Monroe	05508.000192	1940	Not Eligible
670 Empire Blvd	Residence	Irondequoit	Monroe	05508.000189	1920	Not Eligible
660 Empire Blvd	Residence	Irondequoit	Monroe	05508.000188	1957	Not Eligible
654 Empire Blvd	Residence	Irondequoit	Monroe	05508.000187	1957	Not Eligible
610 Empire Blvd	Residence	Irondequoit	Monroe	05508.000186	1952	Not Eligible
574 Empire Blvd	Residence	Irondequoit	Monroe	05508.000185	1928	Not Eligible
548 Empire Blvd	Residence	Irondequoit	Monroe	05508.000184	1928	Not Eligible
542 Empire Blvd	Residence	Irondequoit	Monroe	05508.000183	1920	Not Eligible
536 Empire Blvd	Residence	Irondequoit	Monroe	05508.000182	1920	Not Eligible
119 Foxhall Dr	Residence	Irondequoit	Monroe	05508.000492	1971	Not Eligible
77 Willowen	Residence	Irondequoit	Monroe	05508.000817	1958	Not Eligible
85 Keswick Rd	Residence	Irondequoit	Monroe	05508.000322	1949	Not Eligible
108 Chadwell Dr	Residence	Irondequoit	Monroe	05508.000471	1925	Not Eligible
28 Chadwell Dr	Residence	Irondequoit	Monroe	05508.000922	1948	Not Eligible
1 Chadwell Dr	Residence	Irondequoit	Monroe	05508.000198	1929	Not Eligible
16 Orchard Park Blvd	Residence	Irondequoit	Monroe	05508.000200	1920	Not Eligible
8 Orchard Park Blvd	Residence	Irondequoit	Monroe	05508.000199	1948	Not Eligible
1742 Winton Rd N	Residence	Irondequoit	Monroe	05508.000407	1928	Not Eligible
1722 Winton Rd N	Residence	Irondequoit	Monroe	05508.000355	1950	Not Eligible
16 Sydenham Rd	Residence	Irondequoit	Monroe	05508.000197	1950	Not Eligible
9 Sydenham Rd	Residence	Irondequoit	Monroe	05508.000196	1955	Not Eligible
30 Stonehenge Rd	Residence	Irondequoit	Monroe	05508.000303	1930	Not Eligible
11 Stonehenge Rd	Residence	Irondequoit	Monroe	05508.000195	1926	Not Eligible
10 Stonehenge Rd	Residence	Irondequoit	Monroe	05508.000194	1927	Not Eligible
77/73 Warrenton St	Residence	Irondequoit	Monroe	05508.000210	1926	Not Eligible
61 Warrenton St	Residence	Irondequoit	Monroe	05508.000209	1926	Not Eligible
49 Warrenton St	Residence	Irondequoit	Monroe	05508.000208	1926	Not Eligible
39 Warrenton St	Residence	Irondequoit	Monroe	05508.000207	1930	Not Eligible
29 Warrenton St	Residence	Irondequoit	Monroe	05508.000206	1947	Not Eligible
21 Warrenton St	Residence	Irondequoit	Monroe	05508.000205	1934	Not Eligible
82 Suncrest Dr	Residence	Irondequoit	Monroe	05508.000362	1955	Not Eligible
178 Highview Dr	Herman Residence	Irondequoit	Monroe	05508.000760	1956	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
36 Twin Rd	Residence	Irondequoit	Monroe	05508.000557	1956	Not Eligible
140 High Point Trl	Kaiser Residence	Irondequoit	Monroe	05508.000736	1956	Not Eligible
47 High Point Trl	Residence	Irondequoit	Monroe	05508.000310	1955	Not Eligible
77 Viewcrest Dr	Residence	Irondequoit	Monroe	05508.000485	1958	Not Eligible
124 Silverdale Dr	Residence	Irondequoit	Monroe	05508.000520	1955	Not Eligible
37 Dorington Rd	Residence	Irondequoit	Monroe	05508.000589	1954	Not Eligible
543 Helendale Rd	Residence	Irondequoit	Monroe	05508.000670	1954	Not Eligible
84 Smyles Dr	Residence	Irondequoit	Monroe	05508.000835	1955	Not Eligible
220 Lafayette Rd	Residence	Irondequoit	Monroe	05508.000880	1950	Not Eligible
82 Lafayette Rd	Residence	Irondequoit	Monroe	05508.000350	1945	Not Eligible
76 Longcroft Rd	Residence	Irondequoit	Monroe	05508.000915	1955	Not Eligible
44 Overbrook Ave	Residence	Irondequoit	Monroe	05508.000536	1958	Not Eligible
7 Haverford Ave	Residence	Irondequoit	Monroe	05508.000858	1960	Not Eligible
600 Pardee Rd	Laurelton-Pardee Intermediate School	Irondequoit	Monroe	05508.000247	1968	Not Eligible
194 Pardee Rd	Residence	Irondequoit	Monroe	05508.000262	1950	Not Eligible
51 Culverton Dr	Residence	Irondequoit	Monroe	05508.000409	1960	Not Eligible
52Culverton Dr	Residence	Irondequoit	Monroe	05508.000575	1950	Not Eligible
36Culverton Dr	Ronald and Marlene Zazzara Residence	Irondequoit	Monroe	05508.000962	1948	Not Eligible
28Culverton Dr	Residence	Irondequoit	Monroe	05508.000255	1950	Not Eligible
5 Georgian Dr	Residence	Irondequoit	Monroe	05508.000331	1965	Not Eligible
15 Case Terr	Residence	Irondequoit	Monroe	05508.000294	1959	Not Eligible
170 Candlewood Rd	Residence	Irondequoit	Monroe	05508.000795	1960	Not Eligible
220Candlewood R	Residence	Irondequoit	Monroe	05508.000561	1950	Not Eligible
5 Clifford Park	Residence	Irondequoit	Monroe	05508.000664	1956	Not Eligible
468 Empire Blvd	Residence	Irondequoit	Monroe	05508.000181	1920	Not Eligible
462 Empire Blvd	Residence	Irondequoit	Monroe	05508.000180	Unknown	Not Eligible
455 Empire Blvd	Residence	Irondequoit	Monroe	05508.000663	Unknown	Not Eligible
450 Empire Blvd	Residence	Irondequoit	Monroe	05508.000179	Unknown	Not Eligible
430 Empire Blvd	Residence	Irondequoit	Monroe	05508.000662	1959	Not Eligible
412 (410) Empire Blvd	Residence	Irondequoit	Monroe	05508.000661	1925	Not Eligible
404 Empire Blvd	Residence	Irondequoit	Monroe	05508.000660	1920	Not Eligible
385 Empire Blvd	Residence	Irondequoit	Monroe	05508.000659	1955	Not Eligible
380 Empire Blvd	Residence	Irondequoit	Monroe	05508.000658	1960	Not Eligible
375 Empire Blvd	Residence	Irondequoit	Monroe	05508.000657	1955	Not Eligible
365 Empire Blvd	Residence	Irondequoit	Monroe	05508.000656	1955	Not Eligible
355 Empire Blvd	Residence	Irondequoit	Monroe	05508.000655	1955	Not Eligible
352 Empire Blvd	Dan's Crafts & Things	Irondequoit	Monroe	05508.000654	1950	Not Eligible
351 Empire Blvd	Residence	Irondequoit	Monroe	05508.000653	1945	Not Eligible
337 Empire Blvd	Residence	Irondequoit	Monroe	05508.000652	1945	Not Eligible
318 Empire Blvd	Residence	Irondequoit	Monroe	05508.000651	1950	Not Eligible
315 Empire Blvd	Residence	Irondequoit	Monroe	05508.000650	1955	Not Eligible
312 Empire Blvd	Residence	Irondequoit	Monroe	05508.000649	1930	Not Eligible
309 Empire Blvd	Residence	Irondequoit	Monroe	05508.000648	1961	Not Eligible
306 Empire Blvd	Residence	Irondequoit	Monroe	05508.000647	1935	Not Eligible
305 Empire Blvd	Residence	Irondequoit	Monroe	05508.000646	1955	Not Eligible
300 Empire Blvd	Residence	Irondequoit	Monroe	05508.000645	1950	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
295 Empire Blvd	Residence	Irondequoit	Monroe	05508.000644	1955	Not Eligible
285 Empire Blvd	Residence	Irondequoit	Monroe	05508.000643	1950	Not Eligible
280 Empire Blvd	Residence	Irondequoit	Monroe	05508.000530	1950	Not Eligible
275 Empire Blvd	Accorso Residence	Irondequoit	Monroe	05508.000642	1951	Not Eligible
270 Empire Blvd	Residence	Irondequoit	Monroe	05508.000641	1950	Not Eligible
265 Empire Blvd	Residence	Irondequoit	Monroe	05508.000640	1953	Not Eligible
260 Empire Blvd	Residence	Irondequoit	Monroe	05508.000639	1955	Not Eligible
254 Empire Blvd	Residence	Irondequoit	Monroe	05508.000638	1920	Not Eligible
247 Empire Blvd	Residence	Irondequoit	Monroe	05508.000637	1928	Not Eligible
230 Empire Blvd	Office Building	Irondequoit	Monroe	05508.000636	1965	Not Eligible
229 Empire Blvd	Residence	Irondequoit	Monroe	05508.000635	1940	Not Eligible
214 Empire Blvd	Residence	Irondequoit	Monroe	05508.000599	Unknown	Not Eligible
213 Empire Blvd	Residence	Irondequoit	Monroe	05508.000634	1950	Not Eligible
203 Empire Blvd	Residence	Irondequoit	Monroe	05508.000633	1950	Not Eligible
188 Empire Blvd	Residence	Irondequoit	Monroe	05508.000632	1952	Not Eligible
185 Empire Blvd	Residence	Irondequoit	Monroe	05508.000631	1940	Not Eligible
180 Empire Blvd	Residence	Irondequoit	Monroe	05508.000630	1937	Not Eligible
173 Empire Blvd	Residence	Irondequoit	Monroe	05508.000629	1950	Not Eligible
172 Empire Blvd	Residence	Irondequoit	Monroe	05508.000628	1955	Not Eligible
153 Empire Blvd	Residence	Irondequoit	Monroe	05508.000528	1940	Not Eligible
69 Empire Blvd	Residence	Irondequoit	Monroe	05508.000618	1925	Not Eligible
63 Empire Blvd / 114 Waldo Ave	Residence	Irondequoit	Monroe	05508.000617	1925	Not Eligible
80 Eastview Ave	Residence	Irondequoit	Monroe	05508.000285	1932	Not Eligible
76 Vayo St	Residence	Irondequoit	Monroe	05508.000356	1951	Not Eligible
619 Shelford Rd	Residence	Irondequoit	Monroe	05508.000270	1962	Not Eligible
181 Harwick Rd	Residence	Irondequoit	Monroe	05508.000372	1952	Not Eligible
191 Harwick Rd	Residence	Irondequoit	Monroe	05508.000697	1949	Not Eligible
221 Westchester Ave	Residence	Irondequoit	Monroe	05508.000245	1930	Not Eligible
473 Shelford Rd	Residence	Irondequoit	Monroe	05508.000898	1930	Not Eligible
524 Laurelton Rd	Residence	Irondequoit	Monroe	05508.000743	1949	Not Eligible
550 Laurelton Rd	Residence	Irondequoit	Monroe	05508.000857	1950	Not Eligible
200 Culver Pkwy	Residence	Irondequoit	Monroe	05508.000348	1930	Not Eligible
520 Hurstbourne Rd	Residence	Irondequoit	Monroe	05508.000286	1940	Not Eligible
56 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000867	1927	Not Eligible
53 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000566	1955	Not Eligible
136 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000402	1930	Not Eligible
123 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000565	1951	Not Eligible
163 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000275	1963	Not Eligible
329 Falstaff Rd	Residence	Irondequoit	Monroe	05508.000727	1946	Not Eligible
207 Spencer Rd	Residence	Irondequoit	Monroe	05508.000699	1951	Not Eligible
417 Spencer Rd	Residence	Irondequoit	Monroe	05508.000230	Unknown	Not Eligible
474 Spencer Rd	Residence	Irondequoit	Monroe	05508.000484	1947	Not Eligible
115 Woodrow Ave	Residence	Irondequoit	Monroe	05508.000347	1947	Not Eligible
433 Tarrington Rd	Residence	Irondequoit	Monroe	05508.000377	1950	Not Eligible
35 Clarington Rd	Residence	Irondequoit	Monroe	05508.000752	1950	Not Eligible
40 Brockley Rd	Residence	Irondequoit	Monroe	05508.000480	1945	Not Eligible
80 Brockley Rd	Residence	Irondequoit	Monroe	05508.000844	1944	Not Eligible
83 Brockley Rd	Residence	Irondequoit	Monroe	05508.000682	1945	Not Eligible
128 Brockley Rd	Residence	Irondequoit	Monroe	05508.000395	1950	Not Eligible
119 Brett Rd	Residence	Irondequoit	Monroe	05508.000305	1947	Not Eligible

Address	Property Name	Municipality	County	USN	Year Built	S/NRHP Status
203 Thurlow Ave	Residence	Irondequoit	Monroe	05508.000202	1960	Not Eligible
4 Irondequoit Blvd	Residence	Irondequoit	Monroe	05508.000204	2016	Not Eligible
16 Irondequoit Blvd	Residence	Irondequoit	Monroe	05508.000203	1960	Not Eligible
63 Halmore Dr	Residence	Irondequoit	Monroe	05508.000918	1957	Not Eligible
335 Helendale Rd	Church	Irondequoit	Monroe	05508.000665	1941	Not Eligible

The following architectural styles have been observed within the survey area. The narrative and analysis above refer to these styles by name throughout the report.

Greek Revival (1825–1860)

The Greek Revival style in North American domestic architecture was popular enough from 1826 through 1860 to be informally dubbed the "National Style." It was especially popular in areas that were rapidly settled in the 1830s–50s including all of New York State. Inspired by recent interest in archaeological digs positing Ancient Greece as the mother of Rome as well as U.S. sympathy with Greece's modern war for independence (1821–1830), the Greek Revival style supplanted Adam style domestic architecture. The style was spread widely by carpenter's manuals like Asher Benjamin's *The Practical House Carpenter* and Minard Lafever's *The Modern Builder's Guide*. Rather than displaying designs for complete homes, builder's manuals emphasized the Grecian details that proliferate in buildings of this style. Greek Revival homes are characterized by a wide band of trim at the roof-wall junction representing the entablature of ancient temples, entry and full-width porches supported by square or round columns (often inspired by the Doric style), and gabled or hipped roofs with a low pitch. They almost always include highly elaborated door surrounds often including sidelights and transoms. Window surrounds can be topped with decorative crowns, although they often consist of simplified woodwork nodding to classical details more than duplicating it. Dominant variations include partial-height and full-height entry porches on side-gabled volumes, full-façade porches depicting temple fronts, front-gabled forms, and the gable-front and wing.

Gothic Revival (1840–1880)

Also known as "American Gothic," "Rural Gothic," and also "Carpenter Gothic" due to the style's tendency to translate stone tracery into wooden details carved with scroll saws. This style was popularized in the U.S. initially by Andrew Jackson Downing and Catherine Beecher in the mid-nineteenth century, and then again in the early twentieth century by John Maass with his book *The Gingerbread Age* (1918). Like the sentimental culture in which it was first popular, Gothic Revival buildings are a "Romantic" style that imbued design aesthetics with moral claims about the inhabitant's character. Using gothic cathedrals as their precedents, gothic domestic buildings were one and two stories with steeply pitched roofs, cross gables and no eaves. Gable edges were lined with elaborate vergeboard leading to Maass's reference to "gingerbread." Wall surfaces and windows were often extended upwards into gables without breaks. Windows are ornamented with drip molds, small roof gables, or false shaping and often display pointed arches. Approximately eighty percent of existing Gothic Revival homes have one-story porches displaying flattened-gothic arches between posts. The most common variations are the centered-gable subtype with a horizontal massing interrupted at the center with a partial-width, front-facing gable, the paired-gable subtype with two partial-width, front-facing gables symmetrically placed, and asymmetrical masses similar to an upright and wing.

Italianate (1840–1885)

The Italianate style was popular from 1840 through into the 1880s. Inspired by the Picturesque Movement in England, Italianate buildings reacted against the formal Classicism of preceding centuries with style derived from rambling, rural, Italian villa architecture. The style was widely promoted in pattern books and popularized by Andrew Jackson Downing in the 1840s–1860s. It grew to greatest prominence in the 1860s until the U.S. economic depression starting in 1873 discouraged new construction. Italianate is characterized by a two- or three-story building with a low-pitched, pyramidal or gabled roof and wide, overhanging eaves displaying decorative bracketed cornices. They include tall, narrow, arched or curved windows with decorative crowns as well as elaborate primary entrances. The style includes several subtypes offering a variety of roof lines, porches, and asymmetrical or symmetrical massing, which provides significant flexibility in its application.

Queen Ann (1880–1910)

The Queen Ann style was popular from the late 1870s up to 1910. The style was inspired by English architect Richard Norman Shaw and his followers. Despite its name, the style largely refers to Elizabethan and Jacobean precedents from before Queen Anne's reign (1702–1714) including half-timbering and patterned masonry. The style was promoted in the first architecture periodical, *The American Architect and Building News*, as well as widely circulated pattern books. It was also encouraged by the spreading of railroad lines providing easier access to pre-cut architectural details. The style is characterized by a steeply pitched roof with an irregular shape dominated by a front-facing gable. It emphasizes textured, decorative wall cladding using patterned wooden shingles, wooden boards, half-timbering, and patterned masonry. Asymmetrical massing and facades with full- or partial-width, one-story porches are typical, and surviving examples often include an off-center, turreted tower. The spindle-work and free-classic subtypes became dominant by the end of the 1880s as decorative elaborations increased.

Colonial Revival (1880–1955)

The Colonial Revival style emerged by 1880 and was the dominant style for domestic architecture during the first half of the twentieth century. It largely refers to a revival in the interest of early Dutch and English (Georgian and Adam styles) houses from the Atlantic seaboard. The Centennial Exhibition of 1876 and the Chicago World's Fair in 1893 sparked a renewed interest in colonial architecture and the colonial period in general. In the last two decades of the nineteenth century, the Colonial Revival influenced the Queen Anne style, producing classical details such as Palladian windows. By 1910 it had supplanted Queen Anne style, and it continued in prominence up to the 1950s. Several publications including *The American Architect and Building News* and *Ladies Home Journal* promoted the style to both the professional and private sector. Typically, the style tends to be eclectic with the free combination from two or more of these early precedents. Common elements associated with the style include regular massing, symmetrically balanced facades, embellishment of front entrances with pedimented porches and classical surrounds, multi-light, double hung, wood-sash windows, brick or wood clapboard walls, and gabled roof dormers. The style has several principal subtypes emphasizing varying aspects of the colonial revival

detailing. The most common in the survey area include the side-gabled, Dutch colonial, hipped-roof, and second-story overhang subtypes. The **Side-gabled subtype** constitutes roughly one quarter of all colonial revival houses and is typified by simple, two-story, rectangular blocks and elaborate colonial revival detailing including pediments, side lights and fan lights, clear cornice lines, Palladian windows, and simplified column orders. The **Dutch Colonial subtype** references seventeenth- and eighteenth-century Dutch farmhouse. It features a gambrel roof, with flared eaves and multi-light double-hung sash. This subtype often included an override shed dormer across the length of the house, providing height and light to the upper story. The **Hipped-Roof subtype** accounts for roughly twenty-five percent of U.S. examples. It consists of a two-story, horizontal volume with a hipped roof using the same decorative motifs common to the style. Porches are usually absent or are partial-width and serve to cover the entryway alone. The **Garrison Revival subtype** (also sometimes called Garrison Colonial) is loosely based on Postmedieval English style buildings of seventeenth-century New England. It is characterized by side-gabled, horizontal massing, the slight projection of the second story proud of the first, a Georgian- or Adam-inspired entry portal, little or no eave overhang, and largely symmetrical facades.

Italian Renaissance (1890–1935)

Aimed at a more accurate interpretation of precedents from the Italian Renaissance (1300–1600 CE), this style never used wood siding preferring the use of masonry for quoins and belt courses, parapet balustrades, and molded cornices. These residences feature low-pitched hipped roofs with ceramic tiles, boxed eaves, and bracketing. Second-story windows less elaborate than the ground floor, which typically feature arches over openings (doors, windows, porches, etc) with classical columns or pilasters at the primary entrance set at the center of a symmetrical façade. Virginia and Lee McAlester note that while commonly architect-designed before WWI, “vernacular interpretations spread widely with the perfection of masonry veneering techniques” and most date from the 1920s.

Tudor Revival (1890–1940)

In the late nineteenth century, architects looked to the traditions of the late- sixteenth and early-seventeenth- century English architectural traditions. In a reaction to the Industrial Revolution, similar to the Arts and Crafts movement, designers were looking for a more honest expression of materials, craftsmanship and form. Common elements of these Late Medieval prototypes included in this revival style are asymmetrical massing, numerous steeply pitched front gables, multi-light casement windows, and massive, off-center chimneys. Brick and stucco clad walls with decorative half-timbering typically complete the composition. The picturesque composition fostered enthusiasm from Anglophiles throughout the U.S. (but especially in the northeast) drawing on the style’s association with a resurgent Anglo-Saxonism and the myth of “Merrie Olde England” popularized in the nineteenth century. Inspired by both “Elizabethan” and “Jacobean” house styles, it has also been referred to as “Jacobethan.”

Mission (1890–1920)

The Mission style grew in popularity in the late nineteenth century, particularly in the southwestern regions of the U.S. referencing their Hispanic colonial heritage. The style faded quickly following WWI as

interest turned to more precise use of historic precedents. The dominant identifying features for Mission style are shaped roof parapets mimicking Spanish colonial missions, tile roofs, wide overhanging eaves, open porches, square piers topped by arches, and smooth stucco walls. The two dominant subtypes include symmetrical and asymmetrical variations. Symmetrical residences often show hipped roofs over square or rectangular footprints. For the second variation, asymmetrical facades are often superimposed on rectangular plans and draw on the same stylistic elements.

American Foursquare (1890–1930s)

The American Foursquare style refers more to a massing typology than it does to a stylistic ornamental language. It first appeared around 1890 and was promoted by builder's magazines, catalogue companies who sold house 'kits,' and also regularly appeared in Stickely's magazine *The Craftsman*. American Foursquare houses are defined by cubic massing, hipped roofs, overhanging eaves, dormers, and full width-front porches. The simple massing lent itself to a variety of cladding materials including brick, stucco, clapboard, and shingle, and therefore it also lent itself to ornamental adaptations references a variety of prior architectural styles. American Foursquare buildings often included ornamental styling based on Craftsman, Prairie, or Colonial Revival styles. The simplified ornamental languages it employed gave the buildings a clean, dignified appearance, which appealed to the budget and aesthetic sensibilities of the modern homeowner making it one of the most popular styles in the opening decades of the twentieth century.

Prairie (1900–1920)

The Prairie style was popular in the first two decades of the twentieth century. A reformist style most often associated with Frank Lloyd Wright and his students, Prairie style residences were largely two-stories with one-story wings and porches. They emphasized dominant, horizontal lines and wide, low-pitched, hipped roofs that often cantilevered over lower walls and porches. Large, square piers were commonly used for porch supports. The style has four principal subtypes including symmetrical hipped-roof variations with and without front entryways, an asymmetrical hipped roof variation, and one with a gabled roof.

Craftsman & Bungalow (1905–1930)

The Craftsman style was popular between 1905 through the early 1920s. The style was inspired by the Greene brothers who designed simple bungalows in Pasadena, California. Influences on this style include the English Arts and Crafts Movement (particularly in America the philosophy of Gustav Stickley) and an interest in oriental wooden structures. According to Daniel Reiff, early bungalow style houses emphasized "informal" designs, "natural materials," and outdoor living "signaled especially by wide porches."[224] The style was promoted in periodicals such as *Western Architecture, House Beautiful, Good Housekeeping, Architectural Record, Ladies Home Journal*, and *The Craftsman* magazine. The style is characterized by

[224] Reiff, *Houses from Books*, 172.

low-pitched, gabled roofs; hipped roofs; wide, unenclosed eave overhangs and exposed rafters; decorative beams or knee braces beneath overhangs; full or partial width porches with square-tapered columns that sometimes extend to the ground level. The exterior wall is sometimes broken up by the use of different materials. Dormers are common, with exposed rafters and braces. One-story vernacular examples are called the Bungaloid or Bungalow style.

Art Moderne (1920–1940)

Popularized initially by Eliel Saarinen's second-place entry in the Chicago Tribune competition in 1922, architects developed modernistic designs for residential properties throughout the U.S. in the 1920s and 1930s. In 1927, the French architect Le Corbusier's *Towards a New Architecture* was released in an English translation further inspiring architects to embrace a "streamlined" style imitating the forms of automobiles, ships, and airplanes. Key characterstics in residential buildings include smooth wall surfaces typically of white stucco, "flat" roofs with coping articulating the roof-wall junction, curved building corners, horizontal lines emphasized by grooves or lines in walls and metal balustrades often on second-floor, open porches, and the use of glass block, corner windows, and round windows akin to a ship's porthole.

Post World War II Standardized Neighborhood

After World War II, and in response to the G.I. Bill, many neighborhoods were constructed that exhibited a standardized site-plan and articulation designed to accommodate a new middle-class suburban settlement pattern.[225] The style was widely promoted by developers and real-estate advertisements in newspapers and magazines. The residences tended to be small, approximately one thousand square-feet, single-story or one-and-one-half story cubic or rectangular structures with a uniform setback, and a broad expanse of lawn. The result was a consistent rhythm along the street, broken only by the change of entrance from center to side. Often a simple, cubic garage is located to the rear or attached to the side of the house. As single units, these residences are not significant. It is the repetition of a standardized type on a street with similar setbacks, sidewalks, landscaping, and relation of driveway to entry and entrance path that is significant.

Minimal Traditional (1935–1950)

The Minimal Traditional style of domestic architecture was popular during the Depression years before the retooling of wartime factories and subsequent building boom. These homes are typically one or one-and-one-half stories exhibiting little to no decorative details. However, the style is strongly inspired by Tudor Revival. While roof pitches are much lower than Tudor Revival homes and the eaves are close rather

[225] Officially titled the Servicemen's Readjustment Act of 1944, the GI Bill provided college or vocational education for World War II veterans, as well as providing low interest, zero down payment home loans backed by the Veteran's Administration. This allowed people to move out of urban rental units into a suburban home.

than deep and overhanging, this style carries forward the large chimney, multiple front-facing gables, and a mixture of materials including wood, brick, and stone.

Cape Cod Revival (1930–1960)

Popular midcentury styles included the Cape Cod Revival style, characterized by a low, broad, single-story frame building with a moderately steep pitched gabled roof, a large central chimney, and very little ornamentation. Originating in New England in the seventeenth century, the style typically features a central front door flanked by multi-paned windows. The space above the first floor was often left unadorned, with or without windows on the gable ends. The style enjoyed a boom in popularity and adaptation to modern needs in the 1930s-1950s, particularly with Colonial Revival style embellishments, and was again popular as a type of house offered to returning soldiers after World War II.

Ranch Style (1935–1975)

The Ranch style house was popular with the postwar middle class of the 1940s-1970s. As a domestic style it fused modernist ideas with notions of the American Western imagined as a period of broad open spaces to create an informal and casual living style. It grew in prominence during the 1940s to become the dominant residential style in the U.S. in the 1950s–1960s. The style's prevalence followed in part from the country's growing dependence on automobiles and the style often includes attached garages. Ranch-style homes are predominantly characterized by large lot sizes, horizontal massing, low-pitched roofs, and asymmetrical, "rambling" layouts. They commonly appear with hipped roofs as well as some cross- and side-gabled variations. They also tend to be one-story spread out low to the ground. The most common details include decorative iron or wooden porch supports on the front entryway, ribbon windows or large picture windows on the façade with decorative shutters. Private, outdoor living spaces at the rear of the house contrasts sharply with front and side porches of the nineteenth and early twentieth centuries.

Split-Level (1955–1975)

The Split-Level style residence presents a multi-story modification of the Ranch-style that was popular in the 1950s and 60s. They are characterized by a two-story volume often with a garage at the bottom attached to a one-story wing which meets the two-story section at mid-height to create three distinct floor levels. This style of living further modified the Ranch style with new expectations of how to divide portions of family life. With taller facades, Split-level houses drew more commonly on colonial precedents for detailing than did the Ranch style. Elevations typically include a mix of cladding materials.

Contemporary (1940–1980)

Popular for architect-designed homes between the 1940s and 1980s, the Contemporary residential style is characterized by two, distinct subtypes: flat-roofed and gabled. The flat-roofed subtype draws heavily on the International style replacing the stark, white-stucco surfaces with brick, wood, or stone. It also emphasizes the integration of the house with the landscape surrounding it. Alternatively, the gabled subtype is largely influenced by Craftsman and Prairie styles. It features exposed roof beams supporting deep, overhanging eaves. Both subtypes tend to be one-story and lack traditional, decorative detailing.

Shed (1960–Present)

The Shed style in residential architecture derives from the work of Charles Moore, Robert Venturi, and others. It originated in the 1960s and was popular through the 1980s still appearing today. The dominant, distinctive feature of the style is its series of multi-directional, shed roofs projecting at several levels, which at times create gabled roof forms. The roof-wall junctions are simplified, smooth, and rarely show eaves or overhangs. Wall cladding initially consisted almost entirely of wooden shingles leading to some naming a subtype the Neo-Shingle Style, while later examples often use clapboards or brick veneer at making horizontal, vertical or diagonals in line with the roof pitch. Windows are often small and asymmetrically located across the elevations of the overall asymmetrical massing.

APPENDIX D: ANNOTATED LIST PROPOSED HISTORIC DISTRICTS

#	Nam e	Location	S/NRHP Status & Local Landmark Status	Period of Significance	Significance	Photograph
01	Sea Breeze Historic District	The proposed Sea Breeze Historic District is in the northeast corner of the Town of Irondequoit between Culver Road (CR-120) to the west and north, and Sea Breeze Expressway (NY-590) to the east. Immediately east of Sea Breeze Expressway is the existing Irondequoit Bay State Marine Park (USN: 05508.000954, S/NRHP-Undetermined). To the southern boundary of the site stands the residential area along Sea View Ave, Sea Breeze Dr, and Topper Dr.	Proposed eligible by *kta*	1879–1936	**Criterion A** in the area of Entertainment/Recreation	
02	Laurelton Historic District	The proposed Laurelton Historic District is in the southeast corner of the Town of Irondequoit between Culver Road (CR-120) and Merchants Road to the west, Clifford Ave (Great Lakes Seaway Trl; Empire Blvd; NY-404) to the north, Melville St and Brett Rd to the south, and Winton Rd and Sea Breeze Expressway (NY-590) to the east. Along the eastern boundary (Culver Rd and Merchants Rd) is the existing Culver Road Historic District (USN: 05540.015004). To the west/southwest is the Beechwood / Culver-Merchants Study Area (USN: 05540.015005). Across Clifford Ave to the north is the Fairview Subdivision Historic District (USN: 05540.011480).	Proposed eligible by *kta*	1911–1961	**Criterion A** in the area of Community Planning and Development **Criterion C** in the area of Architecture	
03	St. Paul Corridor Historic District	The proposed Sea Breeze Corridor Historic District follows the path of Sea Breeze Blvd along the western edge of the Town of Irondequoit from the Rochester City Line at Long Acre Rd northward to approximately Colebrook Dr. These boundaries include three existing historic districts: Rogers Fruit Farms Subdivision Historic District (USN: 05508.000391, S/NRHP-Eligible), Seneca Park Tract Subdivision Historic District (USN: 05508.000506, S/NRHP-Eligible), and Wimbledon Road Historic District (USN: 05508.000299, S/NRHP-Listed).	Proposed eligible by *kta*	1893–1963	**Criterion A** in the area of Community Planning and Development **Criterion C** in the area of Architecture	

#	Nam e	Location	S/NRHP Status & Local Landmark Status	Period of Significance	Significance	Photograph
04	Arlington Subdivision Historic District	The proposed Arlington Subdivision Historic District is located in the northeast of Irondequoit between Culver Rd (CR-120) to the west, Seneca Rd to the north, Titus Ave to the south, and the eastern boundary moves through a residential block extending from the property boundary between 2348 and 2352 Titus Ave (three lots east of Arlington St) northward along property boundaries crossing Garford Rd, Hartsdale Rd, Pemberton Rd, and Brandon Rd before reaching the northeast corner of the proposed district at the property boundary between 181 and 195 Seneca Rd.	Proposed eligible by *kta*	1924–1951	**Criterion C** in the area of Architecture	
05	Huntington Hills Historic District	The proposed Huntington Hills Historic District is located in the northeast of Irondequoit beginning at the northwestern corner of the Irondequoit Cemetery. The boundary of the district circumnavigates a set of irregular roads winding along ravines and ridges following the natural topography of the site. Because of the irregular topography, the southern and western boundaries follow the furthest edges of parcels along the roads passing through the proposed district. The eastern boundary falls along the northwestern edge of Irondequoit Cemetery and Wisner Rd as it extends to the park. The northern boundary corresponds to a portion of the southern edge of Durand-Eastman park.	Proposed eligible by *kta*	1920–1975	**Criterion A** in the area of Community Planning and Development **Criterion C** in the area of Architecture	
06	White City Historic District	The southern boundary of the proposed district is Rock Beach Rd between Washington Ave and the east side of Tone Terr Even. The western boundary follows Washington Ave north from Rock Beach Rd to where Washington turns west on Beach Ave including only the east side of the street. The eastern boundary extends along the parcel line separating 396 from 394 Rock Beach Rd with 396 Rock Beach Rd being the only resource with an address on that road. The northern boundary is the Lake Ontario shoreline.	Proposed eligible by *kta*	1908–1930	**Criterion A** in the area of Entertainment/Recreation	

APPENDIX E: ANNOTATED LIST OF ELIGIBLE RECOMMENDED INDIVIDUAL PROPERTIES

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
212 Baycrest Dr	C. P. Ward Residence	Irondequoit	Monroe	Not Assigned	1966	Proposed eligible by *kta*	C	Good level of integrity as a late twentieth century, Split Level-style residence designed by prominent local architect, Thomas W. Boyde Jr.	
190 Bellehurst Dr	Richard Young Residence	Irondequoit	Monroe	Not Assigned	1940	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern residence designed by Don Hershey and built by Louis Schoen.	
295 Colebrook Dr	Louisa Schwab Residence (likely built as Josiah H. Cole Residence)	Irondequoit	Monroe	Not Assigned	1860 Attached garage addition ca.1950s	Proposed eligible by *kta*	C	Good level of integrity as a large, mid-nineteenth century, front-gabled Italianate residence.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
345 Culver Parkway	Residence	Irondequoit	Monroe	05508.000573	1930	Eligible	C	Sufficient-level of integrity for a suburban, Tudor-style residence.	
1700 Culver Rd	Donuts Delite	Irondequoit	Monroe	05540.011481	1957	Eligible	C	An excellent example of midcentury modern style commercial architecture	
3390 Culver Rd	Joseph Walzer Residence (likely built as J.C. White Residence)	Irondequoit	Monroe	Not Assigned	1843	Local landmark; Proposed eligible by *kta*	C	Good level of integrity for a rare, surviving example of a mid-nineteenth-century, Italianate farmhouse	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
4415 Culver Rd	Thomas Wild Farmhouse	Irondequoit	Monroe	Not Assigned	ca.1840–1852	Proposed eligible by kta	C	Good level of integrity as a rare, surviving mid-nineteenth century farmhouse with gothic revival verging.	
33 Dorvid Rd	Residence	Irondequoit	Monroe	Not Assigned	1912	Proposed eligible by *kta*	C	High level of integrity as an early-twentieth-century, eclectic residence with colonial revival and prairie style features.	
72 Dorvid Rd	"The Spirit House"	Irondequoit	Monroe	Not Assigned	1924	Proposed eligible by *kta*	C	High level of integrity as an early twentieth century residence designed Arthur Headley	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
107 Druid Hill Park	Valle Residence	Irondequoit	Monroe	Not Assigned	1959	Proposed eligible by *kta*	C	Sufficient level of integrity as a late twentieth century, Split Level-style residence designed by prominent local architect, Thomas W. Boyde Jr.	
472 E Ridge Road	Imperial Garden Apartments	Irondequoit	Monroe	Not Assigned	1961	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern apartment building designed by prominent local architect, Thomas W. Boyde Jr.	
2448 E Ridge Rd	Residence	Irondequoit	Monroe	Not Assigned	ca.1910	Proposed eligible by *kta*	C, A	Sufficient level of integrity as an early-twentieth century farmhouse associated with one of the only remaining nursery operations in Irondequoit.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
214 Empire Blvd	Dr. Smyles House / The Lyndon R. Huttemann Salon and Day Spa	Irondequoit	Monroe	Not Assigned	ca.1840s–50s	Proposed eligible by *kta*	C	Sufficient-level of integrity as a mid-nineteenth-century, brick residence converted into commercial property.	
103 Glenview Ln	Richard S. Manchee Residence	Irondequoit	Monroe	Not Assigned	1961	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern, Ranch-style residence designed by Don Hershey	
37 Harrison Terr	White City Cottage residence	Irondequoit	Monroe	Not Assigned	ca.1920–30	Proposed eligible by *kta*	C, A	Sufficient level of integrity as a rare, surviving example of White City summer cottage converted into an all-weather residence	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
50 Harwick Rd	Laurelton Apartments	Irondequoit	Monroe	Not Assigned	1926	Proposed eligible by *kta*	C	Good level of integrity as a rare example of an early-twentieth century, Colonial Revival apartment building.	
763 Helendale Rd	Baycrest Residence	Irondequoit	Monroe	Not Assigned	1880	Local landmark; Proposed eligible by *kta*	C	Sufficient level of integrity for a rare, surviving late-nineteenth-century farmhouse.	
249 Hoffman Rd	Kaufman Residence	Irondequoit	Monroe	Not Assigned	1976	Proposed eligible by *kta*	G	High level of integrity as a late twentieth century Shed-style residence designed by Charles F. Lewis (1978 AIA Design Award Winner).	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
115 Huntington Hills S	Leo and Claire Pfeiffer Residence	Irondequoit	Monroe	Not Assigned	1950	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern residence designed by Don Hershey	
217 Huntington Hills N	Fassin-Valenti House	Irondequoit	Monroe	Not Assigned	1936	Proposed eligible by *kta*	C	High level of integrity as a rare example of an Art Moderne-style residence in the area.	
140 Kindlewood Ln	Isaac Butts House	Irondequoit	Monroe	Not Assigned	1839	Proposed eligible by *kta*	C	Good level of integrity as the only surviving example of an early nineteenth century, Greek Revival farmhouse, saved from demolition in 1974 and relocated from 1571 East Ridge Road by Irondequoit Historical Society.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
107 Lake Front	Residence	Irondequoit	Monroe	Not Assigned	ca.1900	Proposed eligible by *kta*	C	Sufficient level of integrity for a rare and highly intact lakeside cottage originally built as a duplex.	
389 Lake Front	Hayes Family Cottage	Irondequoit	Monroe	Not Assigned	1908	Proposed eligible by *kta*	C	Good level of integrity as a rare, intact example of a cottage residence in Summerville.	
101 Maplehurst Rd	Queen Ann Residence	Irondequoit	Monroe	Not Assigned	1905		C	Sufficient level of integrity as a rare, late example of a Queen Ann-style residence.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
14 Mt Airy Dr	Locurcio Residence	Irondequoit	Monroe	Not Assigned	1954	Proposed eligible by *kta*	C	Good level of integrity as a late twentieth century, Cape Cod Revival-style residence designed by prominent local architect, Thomas W. Boyde Jr.	
150 Mt Airy Dr	Freeman Residence	Irondequoit	Monroe	Not Assigned	1950	Proposed eligible by *kta*	C	Good level of integrity as a midcentury, Ranch-style residence designed by Don Hershey	
164 Mt Airy Dr	Wolfe Residence	Irondequoit	Monroe	Not Assigned	1959–60	Proposed eligible by *kta*	C	Good level of integrity as a midcentury, Ranch-style residence designed by Don Hershey with four-stories descending into the ravine behind the house.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
414 Mt Airy Dr	Residence	Irondequoit	Monroe	Not Assigned	1950	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury, Ranch-style residence designed by Don Hershey	
1781 N Goodman St	Residence	Irondequoit	Monroe	Not Assigned	1947	Proposed eligible by *kta*	C	Sufficient level of integrity for a rare, surviving example of an Art Moderne-style residence despite the later, non-contributing additions.	
254 Oakridge Dr	Residence	Irondequoit	Monroe	Not Assigned	ca.1956	Proposed eligible by *kta*	C	Good level of integrity for a two-story, contemporary style (flat roof) residence designed by Thomas W. Boyde Jr.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
317 Oakridge Dr	Residence	Irondequoit	Monroe	Not Assigned	1941	Proposed eligible by *kta*	C	Good level of integrity for a two-story, brick French Eclectic residence designed by local architect Cyril Tucker.	
180 Pardee Rd	Hiram Pardee Residence	Irondequoit	Monroe	Not Assigned	1846	Proposed eligible by *kta*	A, C	High level of integrity as a rare, surviving example of mid-nineteenth century cobblestone construction with Greek Revival influences, and associated with a prominent local family.	
123 Perrin Dr	Bungalow	Irondequoit	Monroe	Not Assigned	1930	Proposed eligible by *kta*	C	High level of integrity for a rare example of a 1930s, wood-frame bungalow.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
551 Pinegrove Ave	Residence	Irondequoit	Monroe	Not Assigned	1898	Proposed eligible by *kta*	C	High level of integrity as a late-nineteenth century, Queen Ann style residence.	
1759 Portland Ave	Barons/Earnest/Ernisse Farm Complex	Irondequoit	Monroe	Not Assigned	ca.1850s ca.1910 (House #2)	Proposed eligible by *kta*	C	Good level of integrity as a rare surviving 19th century homestead complex with second twentieth century house.	
1917 Portland Ave	Farm Complex	Irondequoit	Monroe	Not Assigned	1834	Proposed eligible by *kta*	C	High level of integrity for a rare, surviving nineteenth century farm complex.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
2174 Portland Ave	Rudman Farm Complex	Irondequoit	Monroe	Not Assigned	1880 1900-20 (RFB outbuilding)	Proposed eligible by *kta*	A, C	High level of integrity as a mid-nineteenth-century farm complex associated with a prominent family that was updated with continual use through the 1920s without losing its character or feeling.	
159 Rock Beach Rd	Residence	Irondequoit	Monroe	Not Assigned	ca.1908	Proposed eligible by *kta*	C	High level of integrity for side-gabled Dutch colonial residence.	
326 Rock Beach Rd	Residence	Irondequoit	Monroe	05508.000142	1939	Eligible	C	High level of integrity as an outstanding example of a French eclectic style residence.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
630 Rock Beach Rd E	Residence	Irondequoit	Monroe	Not Assigned	1929-30	Local landmark; Proposed eligible by *kta*	C	Good level of integrity as a ca.1930 Colonial Revival style mansion, landscape architecture, and outbuildings.	
756 Rock Beach Rd E	Residence	Irondequoit	Monroe	Not Assigned	ca.1918	Proposed eligible by *kta*	C	High level of integrity as a waterside mansion in the Craftsman style.	
840 Rock Beach Rd	Residence	Irondequoit	Monroe	Not Assigned	ca.1890	Proposed eligible by *kta*	C	High level of integrity as a nineteenth century, waterside Bungalow.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
854 Rock Beach Rd	Residence	Irondequoit	Monroe		ca.1908	Proposed eligible by *kta*	C	High level of integrity for a Shingle-style gatehouse and residence.	
475 Sagamore Dr	Perrin Residence	Irondequoit	Monroe	Not Assigned	1938	Proposed eligible by *kta*	C	Good level of integrity as a 1930s residence designed by Dryer & Dryer, architects inspired by Tudor Revival and French Eclectic styles.	
494 Sagamore Dr	Residence	Irondequoit	Monroe	Not Assigned	1941	Proposed eligible by *kta*	C	High level of integrity as a mid-century, concrete masonry unit residence in the French Eclectic style.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
515 Sagamore Dr	Lochner Residence	Irondequoit	Monroe	Not Assigned	1939	Proposed eligible by *kta*	C	Good level of integrity as a 1930s residence designed by Cyril Tucker inspired several revival styles.	
109 Seneca Rd	Farmhouse	Irondequoit	Monroe	Not Assigned	1907	Proposed eligible by *kta*	C, A	Sufficient level of integrity as an early-twentieth century example of a colonial revival farmhouse with associated outbuildings.	
241 Stonehenge Rd	Residence	Irondequoit	Monroe	Not Assigned	1965	Proposed eligible by *kta*	C	Rare example of a contemporary-style residence with high integrity.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
428 St Joseph St	Stone Farmhouse	Irondequoit	Monroe	Not Assigned	ca.1860	Proposed eligible by *kta*	C	Sufficient level of integrity as a rare example of a surviving, mid-nineteenth century stone farmhouse	
2354 St. Paul Blvd	Simpson Farmhouse	Irondequoit	Monroe	Not Assigned	1876	Proposed eligible by *kta*	C	A high level of integrity as a rare, intact example of a late nineteenth century, Italianate farmhouse.	
2523 St Paul Blvd	Langworthy Farmhouse / Flint-Grimwood / Jenkins Cobble House	Irondequoit	Monroe	05508.000003	ca.1815–1840	Undetermined; Local landmark; Proposed eligible by *kta*	C	High level of integrity as a rare, intact example of an early nineteenth century, cobblestone residence. This residence was also the subject of a widely publicized Modernization project and served as a demonstration house in the 1930s.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
2524 St Paul Blvd	Rogers-Armstrong Farmhouse	Irondequoit	Monroe	Not Assigned	1852 ca.1900–1930 (porch addition)	Local landmark; Proposed eligible by *kta*	C	Good level of integrity as a mid-nineteenth century residence associated with multiple prominent families in the area	
2627 St Paul Blvd	W.H. Rogers Residence	Irondequoit	Monroe	Not Assigned	ca.1918	Proposed eligible by *kta*	C	Good level of integrity as an early-twentieth-century suburban residence associated with a prominent Irondequoit family.	
2689 St Paul Blvd	Hosea Rogers Residence and outbuildings	Irondequoit	Monroe	05508.000001	1851–52	Undetermined; Proposed eligible by *kta*	A, C	High level of integrity as a mid-nineteenth century, Italianate farmhouse associated with a prominent family.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
2691 St Paul Blvd	House and outbuildings built on what was Asentha Rogers property	Irondequoit	Monroe	Not Assigned	1920	Proposed eligible by *kta*	A, C	Sufficient level of integrity as early twentieth century outbuildings associated with the A. Rogers Farm at 2689 St Paul Blvd including a front-gabled farmhouse and rock-face block outbuilding and chimney.	
3549 St. Paul Blvd	Spencer Residence	Irondequoit	Monroe	Not Assigned	1972	Proposed eligible by *kta*	C	High level of integrity as a late twentieth century, Shed-style residence designed by architect Charles F. Lewis of Macon, Direnzio, & Lewis.	
3745 St. Paul Blvd	Klem House	Irondequoit	Monroe	Not Assigned	ca.1881	Proposed eligible by *kta*	C	Good level of integrity as a late-nineteenth-century Queen Ann residence associated with a prominent Irondequoit citizen.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
3883 St Paul Blvd	Giordano Residence	Irondequoit	Monroe	Not Assigned	1955	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury, Ranch-style residence designed by prominent local architect, Thomas W. Boyde Jr.	
4057 St Paul Blvd	Residence	Irondequoit	Monroe	Not Assigned	1920	Proposed eligible by *kta*	C	High level of integrity as an early twentieth century residence designed by Leander McCord	
4185 St Paul Blvd	Residence	Irondequoit	Monroe	Not Assigned	1914	Local landmark; Proposed eligible by *kta*	C	Good level of integrity as an early twentieth century American Foursquare with Craftsman style influences.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
4213 St Paul Blvd	Hattie Robinson Residence	Irondequoit	Monroe	Not Assigned	1914	Proposed eligible by *kta*	C	High level of integrity as an early twentieth century residence designed by Leander McCord	
5182 St Paul Blvd	Rock Face Block Residence	Irondequoit	Monroe	Not Assigned	ca.1908–10	Proposed eligible by kta	C	Good level of integrity as a rare example of Rock face block construction for an early twentieth century residence	
5194 St Paul Blvd	Arts & Crafts Bungalow	Irondequoit	Monroe	Not Assigned	1910	Proposed eligible by kta	C	Sufficient level of integrity as a rare example of an Arts and Crafts style bungalow in Summerville	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
37 Thatcher Rd	Bungalow	Irondequoit	Monroe	Not Assigned	1916	Proposed eligible by *kta*	C	Good level of integrity as a rare example of a 1910s Bungalow.	
177 Thomas Ave	Thomas Farm	Irondequoit	Monroe	Not Assigned	1851	Proposed eligib18le by kta	C	Good level of integrity as a mid-nineteenth century farmhouse.	
591 Thomas Ave	Coerte Farm (formerly the Van Voorhis - D'Amanda Farm)	Irondequoit	Monroe	05508.000039	ca.1850	Not Eligible; Proposed eligible by *kta*	C	Sufficient level of integrity as a rare, surviving mid-nineteenth century farm complex associated with prominent families of the area. Owned by members of the Van Voorhis family from c.1900. Fletcher Steele-designed landscape in c.1960.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
991 Thomas Ave	Residence	Irondequoit	Monroe	05508.000035	1940	Eligible	C	Good level of integrity as a rare example of an Art Modern-style residence.	
175 Thurlow Ave	Verendon Upham House	Irondequoit	Monroe	Not Assigned	1940	Proposed eligible by *kta*	C	High level of integrity as a midcentury Tudor Revival residence designed by Verendon Upham for himself.	
334 Titus Ave	Kit House Residence	Irondequoit	Monroe	Not Assigned	ca.1916–26	Proposed eligible by kta	C	A high-level of integrity as a Colonial Revival residence sold by the Aladdin Company as “The Brentwood,” one of the largest and most elaborate of the Aladdin models.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
880 Titus Ave	Residence	Irondequoit	Monroe	Not Assigned	ca.1935–40	Proposed eligible by *kta*	C	Sufficient level of integrity as a rare, surviving example of an Art Modern-style residence	
310 Walzford Rd	Kit House Bungalow	Irondequoit	Monroe	Not Assigned	1923	Proposed eligible by *kta*	C	High level of integrity as a rare example of a Craftsman-style Bungalow sold as a Kit House by Harris Brothers (Model #1026)	
138 Washington Ave	Nun's house of St. Thomas	Irondequoit	Monroe	Not Assigned	1929	Proposed eligible by *kta*	C	High level of integrity as a 1920s, side-gabled, colonial revival residence with rear, detached garage.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
493 Washington Ave	St Paul Fire Department, Station #2	Irondequoit	Monroe	Not Assigned	1931	Proposed eligible by *kta*	A, C	High-level of integrity as the only surviving, early-twentieth century firehouse and rare example of Mediterranean Revival style designed by local architect Carl C. Ade.	
70 Westbourne Rd	Residence	Irondequoit	Monroe	Not Assigned	1929	Proposed eligible by *kta*	A, C	High-level of integrity as a Colonial Revival suburban home associated with prominent figures in the development of Irondequoit. Built by F.P. Tosch Inc. in 1929 to advertise the new Parkwood Tract subdivision, developed by General Realty Service, Inc.	
415 Winona Blvd	O'Connell Harvey Residence	Irondequoit	Monroe	Not Assigned	1929	Proposed eligible by *kta*	C	High-level of integrity as an Italian Renaissance style residence constructed in reinforced concrete and sandstone.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
959 Winona Blvd	Bemish-Schantz House & “sunken garden”	Irondequoit	Monroe	04540.001457	1917	Undetermined; Local landmark; proposed eligible by *kta*	C	High level of integrity as an early-twentieth century example of an elaborate Colonial Revival residence.	
80 Wisner Rd	Glenn and Norma Mentch Residence	Irondequoit	Monroe	Not Assigned	1942	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern residence designed by Don Hershey	
160 Wisner Rd	Lanzatella Residence	Irondequoit	Monroe	Not Assigned	1952	Proposed eligible by *kta*	C	Sufficient level of integrity as a late twentieth century, Ranch-style residence designed by prominent local architect, Thomas W. Boyde Jr.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
5 Woodland Cir	Residence	Irondequoit	Monroe	Not Assigned	1956	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury, Contemporary-style residence	
25 Woodland Cir	Residence	Irondequoit	Monroe	Not Assigned	1959	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury, contemporary-style residence	
1280 Titus Ave	Irondequoit Town Hall	Irondequoit	Monroe	Not Assigned	1949	Local landmark; Proposed eligible by *kta*	C	High level of integrity in this Colonial Revival Town Hall building designed and built by George F. Lorenz	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
1288 Titus Ave	Cobblestone Blacksmith Shop	Irondequoit	Monroe	Not Assigned	ca.1820–30	Local landmark; Proposed eligible by *kta*	F	Good level of integrity as an early nineteenth-century building moved from original location on Ridge Rd west of Culver Rd for commemorative intent. Designated a local landmark.	
1288 Titus Ave	Pioneer House	Irondequoit	Monroe	Not Assigned	1830	Local landmark; Proposed eligible by *kta*	F	Good level of integrity as an early nineteenth-century building moved from original location on Ridge Rd west of Culver Rd for commemorative intent. Designated a local landmark.	
4358–4368 Culver Road	The Stein Block	Irondequoit	Monroe	Not Assigned	ca.1925–30	Proposed eligible by *kta*	C	Sufficient level of integrity as an early-twentieth-century, Mission Revival commercial block.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
4565 Culver Road	The Union Tavern	Irondequoit	Monroe	Not Assigned	1854	Proposed eligible by *kta*	C	Sufficient level of integrity as a late-nineteenth-century, Italianate tavern building.	
2191 N Clinton Ave	Seneca Side Commercial Building	Irondequoit	Monroe	Not Assigned	1939	Proposed eligible by *kta*	C	Sufficient level of integrity for a rare, surviving commercial building set within a residential subdivision.	
645 Titus Ave	House of Guitars / Grange Hall	Irondequoit	Monroe	Not Assigned	1910	Proposed eligible by *kta*	A, C	Good level of integrity as an early-twentieth century grange hall with a significant role in local social history that was converted into commercial space in 1964.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
1326 Winton Rd N	Tones Studio [Former Holy Angels Campus]	Irondequoit	Monroe	Not Assigned	1924	Proposed eligible by *kta*	C	Sufficient level of integrity as an early twentieth century school building converted to commercial and professional purposes.	
350 Cooper Rd	Ruben Dake Junior High School	Irondequoit	Monroe	05508.000212	1931, 1987, 1993	Eligible	C	Good level of integrity as an early-twentieth-century school building.	
2841 Culver Rd	Former District School No.2 / (Second) Hobbie School Irondequoit Community Cupboard	Irondequoit	Monroe	Not Assigned	1887 1912	Proposed Eligible by *kta*	C, A	Good level of integrity as the only surviving nineteenth-century schoolhouse in Irondequoit with a significant role in local social history and association with two different local architects: Oliver K. Foote, Dryer & Dryer architects.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
500 Helendale Rd	Former Laurelton School Building	Irondequoit	Monroe	Not Assigned	1936 (main bldg.), 1951 (rear annex)	Proposed Eligible by *kta*	C	Sufficient level of integrity as a 1930s, brick school building inspired by Beaux-Arts Classicism.	
125 Kings Hwy S	Bishop Kearney High School / Chesterton Academy of Rochester	Irondequoit	Monroe	Not Assigned	1962	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern school building.	
219 Northfield Rd	Hosea Rogers Middle School	Irondequoit	Monroe	Not Assigned	1928	Proposed eligible by *kta*	C	Good level of integrity as an early-twentieth-century school building designed by Gordon & Kaelber architects. A rare example of a Collegiate Gothic style school building in the area.	

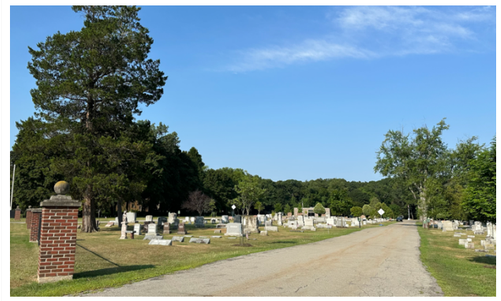
Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
130 Brett Rd 119 Brockley Rd 120 Whittington Rd 109 Brockley Rd	St James Church complex, Peace of Christ Parish Church (130) School (119) Convent (120) Rectory (109)	Irondequoit	Monroe	Not Assigned	Church: 1949 School: 1950, 1953 Convent: 1957 Rectory: ca.1955	Proposed Eligible by *kta*	C	Good level of integrity as a mid-century modern religious complex consisting of a church, school, convent, and rectory.	
2881 Culver Rd	Irondequoit Presbyterian Church	Irondequoit	Monroe	Not Assigned	1930	Proposed eligible by *kta*	C	Good level of integrity as an early twentieth century religious building.	
25 Empire Blvd	St Ambrose Roman Catholic Church Complex Church (City of Rochester) School (Irondequoit)	Irondequoit	Monroe	05540.007597	1960;1963	Proposed Eligible by *kta*	C	Good level of integrity for a surviving postwar brick school building.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
800 E Ridge Road	St. John's Evangelical Lutheran Church / Faith Chapel Apostolic Church	Irondequoit	Monroe	Not Assigned	1955	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury, traditional religious building.	
910, 940, 950 East Ridge Rd; 95 Stanton Ln	St. Josephat's Ukrainian Catholic Church complex 910 E Ridge: Convent 940 E Ridge: Church 950 E Ridge: Rectory 95 Stanton: School	Irondequoit	Monroe	Not Assigned	1964 (School, Convent, and Rectory) 1977–79 (church)	Proposed Eligible by *kta*	C	Good level of integrity as a mid- and late-twentieth century religious complex consisting of a school, rectory, convent, and church.	
2639 East Ridge Rd	Bay Knoll Seventh-day Adventist Church & School complex	Irondequoit	Monroe	Not Assigned	1966	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury modern religious complex consisting of a church and school.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
445 Kings Hwy S.	Christ the King Church (St. Kateri Parish)	Irondequoit	Monroe	Not Assigned	1956 (tax map)	Proposed eligible by *kta*	C	Sufficient level of integrity as a midcentury modern religious building	
401-402 Rogers Pkwy	St. Margaret Mary Church and School Complex School now The Kessler Center	Irondequoit	Monroe	Not Assigned	1949 (church) 1939 (convent) 1930 (school)	Proposed eligible by *kta*	C	Good level integrity as a midcentury religious complex consisting of a church, convent, rectory, and school each designed by local architects. Good level integrity as a midcentury religious complex consisting of a church, convent, rectory, and school each designed by local architects.	
121 Scholfield Rd	Seneca United Methodist Church	Irondequoit	Monroe	Not Assigned	1932, 1950–51	Proposed eligible by *kta*	C	Sufficient level of integrity as a mid-century renovation of a 1930s religious building.	

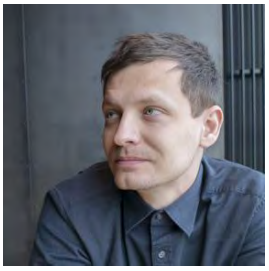
Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
2956 St Paul Blvd	Norwich Residence	Irondequoit	Monroe	Not Assigned	ca.1919, 1954	Proposed eligible by *kta*	A, C	High level of integrity as an early twentieth century residence designed by Joseph Oberlies and renovated by Michael DeAngelis for Temple Emanu-El.	
3176 St Paul Blvd	St. Mary the Protectress Ukrainian Autocephalous Orthodox Church	Irondequoit	Monroe	Not Assigned	ca.1971–1975 (**1982** via tax map)	Proposed eligible by *kta*	C	High level of integrity as a late twentieth century religious building deploying a traditional, Ukrainian style of religious architecture.	
3200 St Paul Blvd	Temple Beth David building (now occupied by Slavic Bible Baptist Church)	Irondequoit	Monroe	Not Assigned	ca.**1963–1969** (1954? Via tax map)	Proposed eligible by *kta*	C	High level of integrity as a midcentury modern religious building.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
3736 St Paul Blvd	Resurrection Lutheran Church	Irondequoit	Monroe	05508.000829	1927	Undetermined; Local landmark; Proposed eligible by *kta*	C	Sufficient level of integrity as an early twentieth century religious building.	
4536 St Paul Blvd; 41 Colebrook Dr	Saint Thomas the Apostle Roman Catholic Church Complex Church (4536 St Paul) School (41 Colebrook)	Irondequoit	Monroe	05508.000434; 05508.000792	1964; 1923/1947	Eligible	A, C	High level of integrity as a midcentury modern religious building complex showcasing modern thin-shell concrete construction; and two-story Colonial revival school building.	
4845 St Paul Blvd	Summerville Presbyterian Church	Irondequoit	Monroe	Not Assigned	1914, 1922 1956 (north wing addition)	Proposed eligible by *kta*	C	Sufficient level of integrity as an early twentieth century religious building significantly renovated in the 1950s without losing overall character and feeling.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
759 Winona Blvd	Trinity Communion Church / All Saints Anglican	Irondequoit	Monroe	Not Assigned	1949	Proposed eligible by *kta*	C	Good level of integrity as a midcentury religious building.	
23/29 Armstrong Ave	Rogers Cemetery	Irondequoit	Monroe	Not Assigned	1840–1924	Proposed eligible by *kta*	A, D	Sufficient level of integrity as a mid-nineteenth century burial site regarding the social history of Irondequoit.	
3671 Culver Road	Irondequoit Cemetery	Irondequoit	Monroe	Not Assigned	1895	Proposed eligible by *kta*	A, D	Good level of integrity as a late-nineteenth and twentieth century burial site regarding the social history of Irondequoit.	

Address	Property Name	Municipality	County	USN	Year Built	NRHP Status	NRHP Criteria	Integrity	Photograph
1562 Portland Ave	Hooker Pioneer Cemetery	Irondequoit	Monroe	05508.000213	ca.1813–1836	Not Eligible; Local landmark; Proposed eligible by *kta*	A, D	Oldest surviving cemetery in Irondequoit with several hundred early settlers buried and given to the Town by the Hooker Family in 1840. Good level of integrity as an early-nineteenth century burial site regarding the social history of Irondequoit.	

Geolas, Athanasiou BArch, MA Architectural History



36 CFR 61 and CFR Part 44738-9 Qualified

Associate Consultant - Architecture | Buffalo, NY

EXPERIENCE PROFILE

Athanasiou Geolas joined *kta* in 2022. Trained as an architect and architectural historian, Athan has been researching and analyzing architecture for nineteen years in both academia and professional practice. He meets and exceeds the Federal Professional Qualification Standards under 36 CFR 61 (Professional Qualification Standards) and by the Secretary of the Interior (48 CFR Part 44738-9) for History, Architectural History, Architecture, and Historic Architecture.

PROJECT EXPERIENCE

Historic Survey Report National Grid Colton-Nicholville 115kV Transmission Rebuild Project, Towns of Lawrence, Hopkinton, and Parishville, St. Lawrence Country, New York

This project involved a historic resource survey for the replacement of existing transmission line structures with new structures that are at least 10% higher than the existing. The study area was approximately 18.3 miles in length. The purpose of the survey report was to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The survey was completed in January 2024 and a letter of no adverse effect issues by the New York State Office of Parks, Recreation, and Historic Preservation.

Historic Survey Report National Grid CLCPA Coffeen-Lyme Junction Part 102 Project Towns of Watertown, Pamelia, Brownville, Orleans, and Clayton, Jefferson Country, New York

This project involved a historic resource survey for the replacement of existing transmission line structures with new structures that are at least 10% higher than the existing. The study area was approximately 7.4 miles in length. The purpose of the survey report was to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The survey was completed in March 2024.

Historic Survey Report National Grid CLCPA Coffeen-Middle Road Junction Part 102 Project Towns of Watertown and Rutland, Jefferson Country, New York

This project involved a historic resource survey for the replacement of existing transmission line structures with new structures that are at least 10% higher than the existing. The study area was approximately 7.5 miles in length. The purpose of the survey report was to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The survey was completed in April 2024.

Company Name

- kta preservation specialists

Education

- BArch, Rhode Island School of Design (RISD), 2011
- MA Architectural History, Cornell University, 2017
- Ph.D. Candidate, Architectural History, Cornell University (expected 2026)

Registrations/Certifications

- Qualified under Federal Regulations 36CFR 61; Secretary of the Interior Standards 48 CFR Part 44738-9

Schentag, Annie MUP, Ph.D. Architectural History

36 CFR 61 and CFR Part 44738-9 Qualified

Architectural Historian | Buffalo, NY

EXPERIENCE PROFILE

Annie Schentag brings nearly a decade of preservation experience to the firm. Working in the field in both the private sector and academia for the past nine years, Annie is trained as both an architectural historian and urban planner. She meets and exceeds the Federal Professional Qualification Standards under 36 CFR 61 (Professional Qualification Standards) and by the Secretary of the Interior (48 CFR Part 44738-9) for History, Architectural History and Historic Preservation.

PROJECT EXPERIENCE

Cultural Resource Survey of University District| University Heights (UHCDC) | Buffalo, NY.

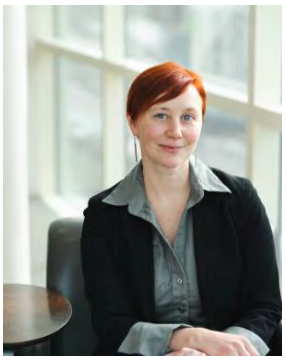
This project involved a reconnaissance level survey of cultural historic resources in the University Heights neighborhood. In order to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The project included research to present a prehistoric and historic overview, photographic documentation and mapping of over 2000 properties, and multiple community meetings. The survey identified and proposed a residential historic district eligible for inclusion in the National Register, currently awaiting official recognition.

Cultural Resource Survey of the Sweeney Estates| City of North Tonawanda | North Tonawanda, NY.

This project involved a reconnaissance level survey of cultural historic resources in the Sweeney Estates neighborhood. In order to identify properties listed and/or eligible for listing on the National Register of Historic Places, as well as other significant resources. The project included research to present a prehistoric and historic overview, photographic documentation and mapping of over 1500 properties, and multiple community meetings. The survey identified and proposed a residential historic district eligible for inclusion in the National Register.

National Register of Historic Places for the Elmwood Historic District (East) | Clinton Brown Company Architecture | Buffalo, NY.

Intensive level survey to identify cultural resources contributing to a proposed National Register historic district. Over 1000 buildings were identified as contributing. The proposed district included multiple residences, commercial buildings, churches and architect-designed buildings, including the William R. Heath House by Frank Lloyd Wright, and the area immediately adjacent to the Albright-Knox Art Gallery. Annie researched, drafted and provided consultation on all aspects of the nomination in compliance with Federal regulations. Upon review by SHPO and NPS, the proposed district was listed on the National Register of Historic Places on March 22, 2016.



Company Name

- kta preservation specialists

Education

- MUP, SUNY Buffalo, 2011
- MA, Architectural History, Cornell University 2012
- PhD, Architectural History, Cornell University, 2017

Registrations/Certifications

- Qualified under Federal Regulations 36CFR 61; Secretary of the Interior Standards 48 CFR Part 44738-9

Traynor, Kerry March., MS Architectural History

36 CFR 61 and CFR Part 44738-9 Qualified

Principal Investigator - Architecture | Buffalo, NY

EXPERIENCE PROFILE

Kerry Traynor, principal investigator for historic architecture, has been working in the field, both the public (SHPO) and private sectors for over 25-years. She meets and exceeds the Federal Professional Qualification Standards under 36 CFR 61 (Professional Qualification Standards) and by the Secretary of the Interior (48 CFR Part 44738-9) for History, Architectural History, Architecture and Historic Architecture, and Historic Preservation.

PROJECT EXPERIENCE

Niagara Falls Intermodal Transportation Center | Wendel, City of Niagara Falls| Niagara Falls, NY.
Kerry drafted and provided consultation on all aspects of the project including Section 106 consultation in the restoration/adaptive re-use and new construction at the U.S. Customs House (National Register Listed, 1973) as part of the Niagara Falls Intermodal Transportation Center. Reviewed and consulted with client and architect on proposed design for an addition to the historic Customs House prior to SHPO submission to ensure compliance with *Secretary of the Interior's Standards*. Preparation of 4 (f) Statement as required by Federal Law. Preparation of Preservation Specifications for historic fabric restoration, including Protection Plan. On-site management of historic material fabric restoration in compliance with Section 106 and *Secretary of the Interior Standards*. Historic Research for educational and interpretative material relative to historic resources on and adjacent to the site.

Buffalo Public Schools 44, 56, 63 Rehabilitation Tax Credit Projects for |Ellicott Development; Carmina Woods Morris| Buffalo, NY

Completion of Rehabilitation Tax Credit applications and consultation to ensure compliance with the *Secretary of the Interior's Standards* for the treatment of historic fabric during the rehabilitation of Buffalo Public Schools 44, 56 and 63. This included a new addition to School 56. The projects have been reviewed by SHPO and the National Park Service for compliance.

Phase 1 and Phase 2 Cultural Resource Survey Albright-Knox Art Gallery AK360 Expansion |Albright-Knox Art Gallery | Buffalo, NY.
This project involved Cultural Resource Screening of architectural and archaeological resources in compliance with Section 106 under SEQR/NEPA to facilitate in determination of the most prudent site for the new addition to the Albright-Knox Art Gallery. The work required a close familiarity with the landscape and historic context of the surrounding neighborhood, as well as conducting photographic documentation and determining potential impact to and from cultural resources within the viewshed of the historic Albright-Knox Campus. The Phase 1 Screening has been submitted to SHPO who have requested more information regarding the proposed design as it becomes available.



Company Name

- kta preservation specialists
- Kentucky Heritage Council, SHPO Office

Education

- MArch., SUNY Buffalo, 1991
- MS Architectural History, Mississippi State University, 1993

Registrations/Certifications

- Qualified under Federal Regulations 36CFR 61; Secretary of the Interior Standards 48 CFR Part 44738-9

Affiliations

- Clinical Associate Professor, School of Architecture & Planning, SUNY, Buffalo