

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

DRAFT

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

1. Name of Property

historic name Albany Industrial and Warehouse Historic District

other names/site number _____

name of related multiple property listing N/A

2. Location

street & number Generally, Erie Blvd, Broadway, North Pearl Street and Tivoli St

city or town Albany

state New York code _____ county Albany code _____ zip code 12204

not for publication

vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

 national statewide x local

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register determined eligible for the National Register

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

 other (explain:) _____

Signature of the Keeper _____ Date of Action _____

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
83	30	buildings
0	0	sites
0	0	structures
1	0	objects
84	30	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

4

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/ Trade/business, financial institution,
restaurant, warehouse, trade

TRANSPORTATION/water-later, rail-related

INDUSTRY/manufacturing facility, industrial
storage

DOMESTIC/single dwelling

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/business, restaurant,
warehouse

TRANSPORTATION/rail-related

INDUSTRY/manufacturing facility, industrial
storage

DOMESTIC/single dwelling

7. Description

Architectural Classification

Mid-Nineteenth Century

Late Victorian-Italianate

Late Nineteenth and Twentieth Century Revivals-
Classical Revival

Modern Movement-International Style

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Albany Industrial and Warehouse Historic District in Albany is located in the northeast corner of the city of Albany, which is in Albany County, in the Hudson River valley of New York State. The river is located to the east of the district; downtown Albany is located to the south, while the residential districts of Arbor Hill and North Albany are located to the west and north, respectively.

The district is a T-shaped area defined by three major north-south routes that parallel the Hudson River. From east to west, these are, Erie Boulevard (which follows the route of the Erie Canal), Broadway, and North Pearl St, the latter two following colonial-era transportation corridors. The two principal east-west streets are Tivoli Street, which follows the north side of the Patroon Creek through Tivoli Hollow as it rises to the west, and Loudonville Road, also known as the Watervliet Shaker Road. This latter street begins at Broadway and extends in a northwesterly direction, originally ending at the Shaker settlement in Colonie. Numerous, principally small, cross streets connect the principal transportation corridors in the district.

Much of the district is situated within the floodplain of the Hudson River but rises gently to the west. It is one of the earliest settlement areas of the city and its street pattern and boundaries are the result of historic and economic forces that have shaped the area since the seventeenth century. The boundaries of the district were drawn to encompass all intact surviving resources within what has been the city's primary industrial zone for many generations. The south boundary is defined by an elevated railroad, which continues at grade in a northwest direction to the west edge of the district, at the intersection of the railroad and NY Route 9, overhead. I-787 forms a boundary to the east, and I-90 at the north and northwest edges of the district.

The district includes two potentially significant archaeological sites of pivotal importance in the history and development of the city; however, their integrity remains unknown due to lack of professional testing. These include potential archeological resources connected to the establishment and operations of the Van Rensselaer Manor (ca. 1664-1919) and the Enlarged Erie Canal (1836-1925). These are noted in the text but not counted.

The nomination includes a total of 84 contributing resources and 30 non-contributing resources. Nearly all of the district resources are industrial in nature; however, scattered dwellings, institutions and businesses that document the lives of workers at these industrial sites are also included. Four resources within the district have been previously listed on the National Register, all related to the industrial themes represented by the district and were not counted. They are:

Albany Perforated Wrapping Paper Co., 19 Erie Boulevard (NR 2022)

Boardman and Gray Piano Company, 833 Broadway (NR 2022)

Consolidated Car Heating Company Complex, 413 North Pearl Street (NR 2021)

Lil's Diner (aka Miss Albany Diner), 893 Broadway (NR 2000)

The period of significance extends from 1853 to 1975. This period encompasses the construction dates of all contributing resources within the district, starting with the Boardman & Gray Piano Company at 883 Broadway. Together these structures reflect the growth and expansion of transportation and manufacturing in the City of Albany and its transition to become a site of smaller manufacturing and distribution companies as access to major material transportation corridors diminished after the closure of the Erie Canal (between ca. 1850 and 1940). Scattered dwellings, institutions, and businesses document the lives of workers at these sites in the

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otherwise predominantly industrial district. The period of significance ends with the construction or alteration dates of the last-built contributing resources within the district.

Narrative Description

Location and Physical Context

The Albany Industrial and Warehouse Historic District encompasses just over 140 acres of low-lying land within the floodplain of the Hudson River. It is located at the north end of the built-up portion of the City of Albany and receives much of its distinct feeling from the principal transportation routes that form its general boundaries. These include I-787 on the east, I-90 to the north, NY-9 to the west, and Conrail tracks to the south.

District boundaries are drawn to include all extant and intact resources that contribute to the identified theme. The National Register Listed Broadway-Livingston Avenue Historic District (NR 1988) is located immediately to the south of the Albany Industrial and Warehouse Historic District. That district includes resources associated with the development of a residential neighborhood north of the original boundary of the City of Albany and its subsequent transformation into a mixed-use neighborhood.

To the north of the Albany Industrial and Warehouse Historic District lies the residential neighborhood called North Albany. This neighborhood was occupied by many of those who worked in the industries represented in the district. To the west, the Conrail tracks and I-90 follow the course of Tivoli Hollow, which was formed by the Patroon Creek's erosion of the elevated sand and clay banks that resulted from the retreat of ice-age glaciers.

Methodology for Classifying Resources as Contributing or Non-Contributing

The nature of this district has been industrial for much of its history, and resources are above all characterized by the changes that define industrial development; therefore, change is the district's most important character-defining feature. Both large and small factories and shops illustrate this evolution. Large-scale multi-component buildings have been altered, enlarged and expanded as needed or as industrial practices or industrial architecture evolved. Smaller businesses and shops were combined into new, larger and different entities, making new products. In addition, most businesses positioned themselves in relation to the major transportation corridors, including major roads, canals, and railroads, but otherwise only informally followed the street grid as they grew and expanded. Thus, many of the small streets and cross streets have a more alley-like character and many large industrial concerns stretch around entire blocks and, although interconnected, have multiple street addresses. Some evidence of their paths survives in the streetscape. Although empty lots sometime indicate the loss of buildings, in other cases they indicate former work yards or materials storage space. In general, the setting remains largely unchanged, and the district's current appearance reflects its continuing use as the site of manufacturing, construction and residential uses. These continuing uses help the district illustrate integrity of association, as the historic uses of these structures are reflected in their current use.

Because of the character of the industrial district, the following criteria were used to evaluate contributing/non-contributing status of resources:

- Theme: A contributing resource must illustrate the identified theme for which this district is significant.
- Date: Contributing resources must have been present during the period of significance. All buildings or structures constructed after the end of the period of significance are non-contributing.

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- **Location:** A contributing resource must remain on its original site or have been moved to its current site during the period of significance. No buildings or structures within the district are known to have been moved.
- **Setting:** A contributing resource must retain an industrial setting. Overall, the district boundaries were drawn to include an area that retains visual cohesion as a predominantly industrial neighborhood. All resources within the district retain integrity of setting and continue to contribute to the continuity of the streetscape.
- **Design:** Contributing resources must retain integrity of design. For this district, that means that they retain sufficient character-defining features so that their original function remains legible. Changes during the period of significance that reflect original or long-term functions are acceptable if the changes themselves retain integrity. Additions that reflect a change in use during the period of significance are acceptable. Buildings must generally retain their original scale and fenestration; however, window changes are an expected alteration. Storefronts are expected to have changed over time. Loss of original design and materials of the storefront does not make a building non-contributing if the original arrangement of entrance and display windows can still be read, or if the changes were made during the period of significance.
- **Materials:** Contributing resources should retain a predominance of materials that date to the period of significance—both original materials and/or historic materials from remodeling or additions made before 1975. Given the pressure on commercial and industrial owners to continually upgrade their buildings, more contemporary materials (including windows) may have been added. The resource will remain contributing if these later materials do not significantly impact the industrial design or function.

The great majority of the industrial and warehousing buildings built in the district during the period ca. 1853-1950 remain, although secondary and support structures such as garages and storage sheds have frequently disappeared as use patterns changed over time. Many of these losses had occurred by 1955. Scattered dwellings, institutions and small businesses that supported the lives of nineteenth- and twentieth-century workers survive in the area and form an important although typically overlooked component of what was always a mixed-use neighborhood. These structures typically retain good integrity to the period of significance, even if modified to incorporate new materials or replacement windows.

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Resource List

The following property list is organized alphabetically by street, then by ascending numerical order of street address. Resources with addresses on two streets have been cross referenced.

Broadway

880 Broadway

Property Name: Eastern Heating & Cooling

Date of construction: 1965

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story concrete block and steel warehouse of rectangular plan with flat roof. The building is four bays in width on its Broadway-facing elevation and features irregularly disposed, paired steel-frame fixed glass sash on each of its facades. Principal entry is located near the east end of the south elevation; loading bays are also located on this side of the building.

883 Broadway (NRL 2022)

Property Name: Boardman & Gray Piano Manufactory (historical name); The Piano Lofts

Date of construction: 1853, 1860

Number of contributing/ non-contributing resources: previously listed on the National Register; not counted

Description: A four-story load-bearing brick masonry structure of L-shaped plan and having a flat roof, sitting on a stone foundation. Brick is laid in common bond and the foundation has a prominent water table. The building is 24 bays in width on its principal (North Ferry Street) elevation and is capped by a simple Greek Revival corbeled brick frieze with dentils and metal cornice. Windows are undivided light double-hung sash and have simple moulded cast-iron lintels and sills. Original entry bays are indicated by slightly larger lintels; two modern entries on the south elevation occupy different bays and make use of original window lintels. The cornice, watertable and window treatments extend along the three-bay-wide Broadway elevation. The twelve-bay-wide east (alley) elevation retains the same window type and spacing although it lacks the frieze and cornice that features on the two street elevations. Two entrances (one is closed) occupy the fourth and seventh bays from the south. A stuccoed masonry elevator tower and one-story brick high bay wing with flat roofs are attached to the north face of the building.

893 Broadway (NRL 2000)

Property Name: Lil's Diner, Miss Albany Diner (historical names), Tanpopo Ramen

Date of construction: 1941

Architect: Paterson Vehicle Company

Number of contributing/ non-contributing resources: previously listed on the National Register; not counted

Description: A one-story "Silk City Diner" prefabricated diner featuring a streamlined chrome exterior with banded windows and projecting glazed vestibule.

895 Broadway

Property Name: Engine Co. No. 3, Albany Fire Department (historical name), Wolff's Biergarten

Date of construction: 1867-68; altered 1934.

Architects: Woollett & Ogden

Number of contributing/ non-contributing resources: 1 contributing building

Description: Originally constructed as a firehouse, this structure is a three-story brick masonry building of rectangular plan with a flat roof. The principal elevation was modernized in 1934 as part of a WPA project that updated many of the City of Albany's firehouses, typically with yellow brick facades, limestone lintels and sills

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and pressed-metal cornices, as installed here. It continued to be used as a firehouse into the 1980s.¹ The building is four bays in width and retains its first-floor engine door, which is centered on the façade. Original openings (and presumably windows) remain but are currently covered with boards painted black.

897 Broadway

Property Name: Fidens Brewing Company

Date of construction: ca. 1940

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story industrial structure of brick masonry and concrete block construction, rectangular in plan with a flat roof. The Broadway elevation has a stepped parapet and features an irregular arrangement of grouped windows, two pedestrian doors and a loading bay door. All openings have been fitted with new steel-framed fenestration or door frames. A tripartite window at the north end of the façade has a cut limestone sill. A multi-pane fixed-sash window at the south end of the same elevation features a concrete sill. Brick of the Broadway elevation is laid in running bond. A secondary elevation on a public alley features a loading door and several windows.

900 Broadway

Property Name: Universal Auto Parts

Date of construction: ca. 1950

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick and concrete block masonry building of L-shaped plan with a flat roof. The sales office is differentiated by being faced with brick laid in running bond, and a bank of five plate glass windows and a recessed door, which are all sheltered by a curved awning with streamlined chrome fascia. Secondary elevations feature single and double-hung windows. The northwest wing of the building contains two garage bays.

908 Broadway (aka 904 Broadway)

Property Name: George Spalt and Sons (historical name), Copper Crow

Date of construction: 1912

Builder: G. Selkirk²

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story brick masonry commercial building with gabled roof. The front elevation is elaborately detailed and features four stepped buttresses in the form of pilasters with moulded limestone caps and a stepped and curved parapet wall with moulded coping. The building is three bays in width. Each bay contains a broad opening with jack arch and large limestone keystone at the first-floor level. Above these are three large, square, plate-glass windows with moulded limestone frames set under jack arches. A three-sided window lights the top of the gabled wall. The building is approached via a broad set of stairs and entrance in the southernmost of the three bays. A raised deck wraps around the north end of the street elevation and along the north face of the building. Secondary elevations are stuccoed and feature irregularly spaced double-hung sash with stone sills, set at irregular intervals.

912 Broadway

Description: Vacant land (not counted)

¹ Anthony Opalka. *The Firehouses of Albany* (Troy, NY: The Troy Book Makers, 2025), 33, 151.

² "Activities in Building Circles," *Times-Union Extra* (Albany, NY), 17 June 1912, 16.

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913 Broadway

Description: Surface parking lot (not counted)

915-923 Broadway

Property Name: Marshall and Wendell Pianoforte Manufacturing Co. (in nineteenth century and early twentieth century); Clipcentric, Taylor Dahl, artist

Date of construction: 1871-72

Architects: William L. Woollett Jr. and William M. Woollett³

Number of contributing/ non-contributing resources: 1 contributing building

Description: A four-story brick masonry building on a high basement, of rectangular plan, fifteen bays wide on its Broadway elevation. Bays are subtly subdivided into groups of three by varying the spacing. Windows have moulded cast-iron sills and lintels. Entrances are in the end bays. Windows have been replaced with metal-framed double-hung sash, glass block, or, in a few instances, have been filled with recessed brick panels. Despite these changes, the original window openings remain and are legible. Two grouped window openings at the first-floor level appear to be early or original variations as they make use of the same sills and lintels. A prominent Italianate cornice with paired brackets extends along the full width of the Broadway elevation. Attached to the back of the building is a two-story wing with two two-story extensions. All are of brick masonry construction and have single-slope roofs. A two-story garage with two bays of concrete block construction is attached to the east end of one of the extensions.

916 Broadway

Description: Vacant land (not counted)

918 Broadway see 399 North Pearl Street

925-929 Broadway; 32 Learned Street

Property Name: James McKinney and Son, Albany Architectural Iron Works (historical name), Nine Pin Cider Works (at 929 Broadway and 32 Learned Street)

Date of construction: 1872, 1920, 1944, 1989

Architects: Ogden & Wright⁴

Number of contributing/ non-contributing resources: 1 contributing building; 1 non-contributing building

Description: A brick masonry manufactory of rectangular plan, four stories in height and fifteen bays in width, with a flat roof. Brick is laid in common bond. Window and door openings have cast-iron sills and arched moulded lintels. A prominent pressed metal bracketed cornice extends the full width of the Broadway elevation and surmounts a plain entablature. Principal entry is in the fifth bay from the north; its opening is spanned by a larger version of the lintels used for the windows. A secondary entrance of smaller size is in the fifth bay from the south. A carriageway with paneled door is located near the south end of this elevation in an early three-bay-wide addition (included in the fifteen bays) that utilizes the same materials and detailing in its design.

Associated with and attached to this is a one-story concrete block and brick commercial building that is partially sheathed with vertically corrugated steel panels, and which has a variety of window and garage or loading doors on its two street elevations. This structure is, in turn, attached to a one-story garage of rectangular plan, sheathed with corrugated steel panels and having a single-slope roof (non-contributing). Finally, attached to the south end of this structure is a historic brick masonry structure of rectangular plan with a gable roof. It is six bays wide and 10 bays in length. Its window openings, which have stone sills and lintels, are currently covered with metal sheeting.

³ "Building Gossip," *Daily Albany Argus*, 15 February 1872, 1.

⁴ "The Growth of the City," *Daily Albany Argus*, 12 March 1872, 4.

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The non-contributing (due to age) bottling plant building, an associated secondary structure, is of concrete block construction, two-stories in height and rectangular in plan with a flat roof and sitting on a concrete foundation. A one-story loading bay projects from the south elevation. The street front steps back at the north end to accommodate two large tanks, which are partially screened by the exterior wall of the building, which steps down from the northeast corner of the building to the south as it follows the Learned Street side of the building.

930-940 Broadway—see 425 North Pearl Street

942 Broadway

Property Name: National Commercial Bank (historic name); Lost & Found Kitchen

Date of construction: 1928-29

Architect: York & Sawyer

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry building of trapezoidal shape with a flat roof, the former north end branch of the National Commercial Bank was designed by New York Architects York & Sawyer.⁵ The building is of brick masonry construction; the brick laid in Flemish bond. A marble watertable, stringcourse (which provides the sills of the windows), and cornice extend along the two street faces (north and east) of the building. The principal elevation is on the north face of the building, where a recessed entrance is flanked by paired fixed metal sash surmounting operable casements. Three paired windows of this same form are located on the east elevation. All openings are surmounted by blind arches with keystones and impost blocks. The legend “The National Commercial Bank” is engraved on the frieze of the north elevation. The cornice and frieze return for a short distance at the east end of the south elevation. A single opening with blind arch but lacking decorative keystone and impost blocks) is centered on the south elevation. It is filled with glass block.

946 Broadway

Property Name: City Park and potential archeological site

Date of construction: ca. 1624-1837

Number of contributing/ non-contributing resources: unevaluated, not counted

Description: This parcel has been the site of an unimproved city park since the destruction of the patroon’s land office in 1919. That structure abutted the second manor house, constructed ca. 1624 and razed in 1837, and appears to have incorporated its north wall into its construction. The site is believed to remain largely undisturbed, although a city pump house (demolished) occupied a small portion of the site. No other structures have been built upon it after the demolition of the house. No professional archaeological studies have been undertaken to document the integrity of the site or establish research questions, but it is believed to have the potential for significance as the site of an important eighteenth-century resource.

952 Broadway

Property Name: Lionheart on the Green

Date of construction: ca. 1925; ca. 1960; ca. 2020

Number of contributing/ non-contributing resources: 1 non-contributing building due to alterations

Description: A one-story brick masonry structure of square plan with a hipped roof, with a gable-roofed one-story brick masonry wing extending to the north. The roof retains two copper ogee ventilating dormers on its south and west faces. The gable end elevation retains two quarter-round windows and a molded cornice. A significant shed-roofed concrete block garage addition was constructed ca. 1960. More recent alterations for

⁵ “North End Gets New Bank Soon,” *Albany Evening News*, 28 July 1928, 3.

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conversion of the former filling station into a restaurant resulted in extensive alterations to this addition, construction of a shed-roofed addition on the north elevation and covering of the entire building with stucco.

960 Broadway

Property Name: International Harvester (historical name), Rogers Liquor Co., Inc.

Date of construction: 1910, 1947-48

Architects: W. G. Uffendell (1910);⁶ Gander, Gander and Gander (1947-48 additions)

Number of contributing/ non-contributing resources: 1 contributing building

Description: A four-story brick masonry building with flat roof and of trapezoidal plan, four bays in width on its Broadway and North Pearl Street (east and west) elevations, which are both treated as principal facades. The building occupies a high basement, articulated with large, squared limestone blocks and a moulded watertable on the Broadway elevation, and by a limestone watertable above brick on the north and west elevations. Above this, at the first-floor level, the brick masonry of the superstructure is laid in imitation of rusticated brick, with seven rows of brick alternating with a single course of recessed brick. This is surmounted by a moulded stringcourse that extends along the width of the east, north and west elevations and serves as the sill for the second-floor windows. Brick between the second and third and third and fourth floor windows is raised to outline rectangular panels. On the Broadway elevation, additional corbeled brick detailing in the form of square limestone panels that descend from vertically oriented corbeled brick panels enliven the spaces between the window bays. These in turn descend from the corbeled brick frieze and moulded metal cornice that extends along the Broadway, Tivoli Street and North Pearl Street (east, north and west) elevations of the building. A brick parapet crowned with a simple limestone cap sits atop the cornice. Pressed brick is utilized on all three street elevations; it is laid in running bond.

The north elevation is eight bays in width; a bay occupied by the principal stair tower has smaller fenestration offset to light stair landings, otherwise fenestration of all three street elevations (north, east and west faces of the building) consists of paired six-over-one double-hung sash.

Principal entries to the building are located on the east and west elevations. On the east façade, the entrance is enframed by a frontispiece of limestone and brick which incorporates three transom windows and a stepped parapet. The entrance on the North Pearl Street elevation is of simpler design, lacking the elaborate surround, but does have a broad limestone stair with embrasures. Two loading bays are located in the central two bays of the west wall; four additional loading bays are located on the north elevation, alternating with paired windows. The bays on the north face of the building are accessed via a raised concrete loading dock, which is sheltered by a broad steel awning supported on decorative brackets, which extends the full width of the façade. This loading dock originally abutted a railroad spur on Tivoli Street.

A two-bay wide, two-story brick masonry two-bay garage addition was constructed in 1948 from designs provided by local architectural firm Gander, Gander and Gander. It is rectangular in plan and has a flat roof. It continues the detailing used in the original portion of the building on its two street elevations (Broadway and North Pearl Street), including a high limestone foundation (on the Broadway side), pressed brick laid to imitate rustication, and a continuous band of limestone trim that serves as the sills for the paired second floor sash. Windows on the south elevation are more informally arranged and consist of diminutive, paired sash set within jack-arched openings (at the first-floor level) above which are irregularly spaced double-hung sash.

⁶ "Warehouses," *American Contractor*, 27 May 1910, 26.

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962-966 Broadway

Property Name: Ackroyd Metal Fabricators, Inc. (Historical name) Secure Image Systems

Date of construction: 1906-07; ca. 1920

Architect: Charles G. Ogden⁷

Number of contributing/non-contributing resources: 1 contributing building

This is a large, multi-component building that begins on Broadway and wraps around to Tivoli Street. At 966 Broadway is two-story brick masonry office building of rectangular plan with a flat roof, attached to the Ackroyd Metal Fabricators shop at the rear and constructed 1906-07. The building is five bays in width on a poured concrete foundation and the brick of the superstructure is laid in Flemish bond. Entry is via the southernmost bay and is accessed via a low stoop with iron railings. First floor openings are all set within round-headed arched openings; windows are additionally framed by recessed arches. Fanlights surmount both the door and window openings of the first floor and a stringcourse forms a continuous sill. Second floor fenestration consists of paired-plate glass windows surmounted with moulded panels. These are set into jack-arched openings; a stringcourse doubles as sills for the windows. The street elevation is surmounted by a broad coved metal cornice, below which is a brick frieze that is accented with round medallions centered above each bay.

Also built in 1906-07, 964 Broadway is historically and physically attached to the north side of 962 Broadway. It is a steel frame structure partially clad in fiberglass and vertically corrugated steel panels. This structure partially overrides a brick masonry warehouse of rectangular plan with a gambrel roof, located to the north of it. Its brick walls are laid in common bond, and it features recessed panels with corbelled tops on its North Pearl Street elevation. Three openings on that façade have been largely filled in with concrete block but remain legible as loading bays. Additional loading bays on the south elevation of this component of the complex are partially visible from the street; otherwise, that elevation is largely obscured from view.

The portion of the complex that was constructed ca. 1920 (962 Broadway) is a one-story industrial building of irregular plan and of brick masonry and wood-frame construction on a poured concrete foundation. The Broadway elevation is faced with brick laid in Flemish bond; a vertical seam indicates the construction of an early expansion. A large display window with copper cornice is the principal feature of the Broadway elevation; although its display windows have been filled with vertical board siding and a three-part window; the glazed transom is intact and the opening is clearly legible. A slightly recessed door with concrete stoop and iron railing provides access from Broadway. A metal cornice extends the full width of the Broadway façade. The Tivoli Street elevation is faced with common bond brick and features four loading doors alternating with banks of windows (presently covered with vertical siding) located high in the wall. A secondary entrance with plate-glass display window is sheltered by a gabled roof supported on brackets near the west end of this elevation. A slightly taller bay is located at the west end of this elevation; it features a plate-glass window above which are paired divided light metal sash. This portion of the complex has a flat roof containing four skylights. Its north elevation features an irregular arrangement of double-hung sash and is clad in horizontal board siding.

⁷ "Ackroyd Factory," *Times-Union* (Albany, NY), 2 November 1906, 1.

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970 Broadway

Date of construction: ca. 1880

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story two-bay-wide single-family dwelling of rectangular plan with a bracketed coved metal cornice. Windows and door have been replaced, but the original openings remain legible. Entry is via a slightly recessed door with sidelight, approached by means of a stoop with iron railings. The Broadway elevation is sheathed with aluminum siding. This is a rare surviving domestic building in the district.

980 Broadway

Property Name: International Harvester (historical name); McCarthy Tire & Automotive

Date of construction: 1926

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry structure of irregular plan, on a concrete foundation. The building has flat and gabled roofs. The Broadway and Loudonville Road elevations are faced with pressed brick laid in running bond and features extensive limestone detailing, most notably in the quoins, which decorate the corners of the building and jambs of every opening, as well as being used for sills, the stringcourse that forms the window and loading door lintels, and other decorative details. A simple cornice is formed by a row of soldier brick, above which is a limestone coping. Below this, recessed panels extending across multiple bays are used for mounting signage.

The building is ten bays in width on its Broadway face and is now nine bays in width along its Loudonville Road elevation. All openings have been covered with corrugated metal (on the Broadway face) or stucco (on the Loudonville Road elevation), and smaller window and door openings have been fitted into them. The building has suffered the loss of the southernmost bay on the Broadway elevation, which has been rebuilt slightly recessed from the street façade. On the Loudonville Road elevation, one or two bays have been removed (this occurred between September 2021 and March 2022), providing an exterior loading area. The central entry bay on the Broadway elevation is flanked by pilasters that have quoined corners and which are surmounted with globes. The entry bay has an ogee-form parapet wall that features a conforming panel outlined in limestone moulding, centering an International Harvester logo on a limestone plaque. A similar treatment formerly existed in the now-removed bays on the Loudonville Road elevation, evidenced by the partial retention of the flanking pilasters. Elevations on North Pearl Street feature running bond brick and paired steel sash multi-pane windows. This was associated with the earlier International Harvester building at 960 Broadway.

981 Broadway

Property Name: Blakeslee Lumber Company, Modern Machine Tools Company, Simmons Machine Tool Company, Hudson Valley Paper Company (historical names); Don's Moving & Storage

Date of construction: 1916; 1928; 1959

Number of contributing/ non-contributing resources: 1 contributing building

Description: A large warehouse and office structure, consisting of one-and two-story portions, all of brick or concrete block masonry construction.

The earliest portion of the complex consists of a two-story core flanked by one-story wings. The two-story section is eight bays in width (the central two bays having originally served as an entrance, altered during period of significance), with four groups of three windows at the second-floor level. A stepped parapet surmounts this portion of the building. Flanking wings contain a single double-hung sash together with a broad display window. Original sash are six-over-one double hung; several have been replaced or are now covered with boards. A decorative band of brickwork, including panels that contain diamond-shaped lozenges, extends across the entire Broadway elevation above the first-floor fenestration. The one-story wings are surmounted by

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corbelled brick cornices and were constructed in 1928 (Figure 38). The north elevation of this portion of the complex features a loading dock and window openings that are filled with glass block. The loading bays are sheltered by a steel awning that is supported by iron rods with turnbuckles. This elevation is stuccoed; that material covers brick and concrete block construction. The loading bays are mostly covered by a temporary corrugated steel enclosure at present. Four paired steel sash are located at regular intervals above the awning.

The south portion of the complex (constructed in 1959) consists of a two-story concrete block structure of L-shaped plan with flat roof and features a brick façade on the Broadway elevation. Brick is laid in running bond and the elevation is surmounted by a stepped parapet. The three-bay-wide street elevation features a central entrance with limestone frontispiece in the Moderne style. Three-part display windows with limestone sills flank the entrance. Three paired double-hung sash (some of which are currently covered with boards) correspond to the arrangement of bays at the second-floor level. The Manor Street (south elevation) of this portion of the complex is of concrete block and features irregularly spaced steel windows and a secondary entrance. The Tivoli Street elevation is three bays in width and contains three loading bays (one of which was closed during the period of significance) above which are three steel-sash multi-pane windows. To the east, a high bay steel-framed structure with concrete block infill contains loading bays on its north and south elevations, and a pedestrian entrance on its east façade.

990 Broadway

Description: Surface parking lot (not counted)

991 Broadway

Property Name: D. McDonald and Company, American Meter Company; RCA Building (RTA Corporation) (historical names)

Date of construction: 1906

Architect: Charles G. Ogden (1906); Harris A. Sanders (Nipper statue)

Number of contributing/ non-contributing resources: 1 contributing building; 1 contributing object

Description: A four-story concrete fireproof storage building, rectangular in plan, with a flat roof and a central courtyard. Each of the bays is punctuated by pilasters which extend above the roof to form part of an elaborate parapet wall which features a central panel with quatrefoil lozenge. The building is ten bays long on its side elevations. Window and door openings span the entire width between the pilasters, which continue onto the secondary elevations. Original windows have been replaced with fixed sash in steel frames or are currently covered with metal panels. Although the Broadway elevation is otherwise without ornament, the side walls feature recessed panels below each grouping of windows. The entrance is unornamented and located in the third bay from the north. A one-story wing of concrete construction, rectangular in plan and with a flat roof, extends to the south. It is four broad bays in width on its Broadway face.

A prominent feature of this building is the 28-foot-tall steel and fiberglass statue of “Nipper” which was installed in 1958 when the building housed offices and showrooms of the RTA Corporation. It is a prominent local landmark and symbol of the building and the district.

1001-1009 Broadway and 22, 24 and 38 Mill Street

Property Name: Adam Ross Cut Stone Co.

Date of construction: 1880, 1927

Number of contributing/ non-contributing resources: 7 contributing buildings

Description: A two-story stone shed of rectangular plan with a gabled roof. The street elevation is of pressed brick masonry on a rusticated stone foundation, with limestone quoins at the corners and at the jambs of the first-floor openings. Fenestration of the Broadway elevation consists of a large grouping of fixed sash, a service

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or garage door, and a six-light plate-glass window in the southernmost bay. Above are two large plate-glass windows divided into eighteen lights above a broad cross-bar, below which there are twenty-seven additional lights. Secondary elevations have steel-framed windows in continuous bands above cementitious panels. A limestone plaque set into the parapet reads "1927."

A two-story three-bay-wide brick masonry office building of rectangular plan, and with a flat roof is located immediately to the north. It features similar detailing to the stone shed, with pressed brick and limestone details which include corner quoins and arches with keystones above the windows. The façade is divided into three irregularly spaced bays; the entry with moulded limestone enframing is in the central bay and is flanked by wider bays containing plate glass display windows at the first-floor level, above which are paired double-hung sash. A limestone plaque is set above the entrance and is engraved "ADAM ROSS CUT STONE CO 1001-1009." Numerous small wood-frame extensions are attached to both the stone shed and the office building.

Also on the property is a one-story concrete block masonry storage building, with loading bays facing Mill Street. There is a five-bay wide wood-frame stone shed on poured concrete foundation, sheathed with clapboards and with a single slope roof. The narrow façade on Mill Street has paired carriage doors and three double-hung sash (currently covered with boards). The building is rectangular in plan and is open on its north face.

Also on the property is a four-story brick office building of rectangular plan and flat roof, with an attached wing of two stories also having a flat roof. The taller portion is five bays in width and originally featured paired double-hung sash (these survive at the fourth-floor level). The two-story wing is three bays wide and has paired doors at both the first and second floor levels in the center bay. Other windows have been replaced by fixed plate-glass windows with varying divisions or have been filled in with recessed brick panels. Despite these changes the original fenestration remains legible. The building is seven bays long; fenestration on the secondary elevations is irregular in size and type.

Attached to the back of the brick office building but not interconnected is a one-story brick tile building of rectangular plan with a sawtooth monitor roof. A loading dock extends along part of its east elevation and returns along the south face of the office building.

Attached to the above building but also not interconnected is a one-and-one-half story wood-frame blacksmith shop, occupied by Evolution Iron Works. This structure is two bays in width with a gable wall entry. It is sheathed with cement asbestos shingles on the street façade and south elevation. The first floor features a pedestrian door and a vehicular door. It is evident from the presence of flashing that two paired six-light sash once lit the half story; one of these was removed at an unknown date. The north elevation is sheathed with clapboards and retains paired double-hung six-over-six sash spaced at regular intervals, over which are paired six-light sash.

1024 Broadway

Date of construction: between 1920 and 1944

Number of contributing/ non-contributing resources: 1 contributing building

Description: A commercial building of brick masonry construction on a poured concrete foundation, of rectangular plan with a shallow gabled roof. The Broadway elevation features brick laid in running bond and a stepped parapet wall and is three bays in width. A central vehicular entrance is flanked by display windows which are largely covered with plywood at present, although multipart transom windows are visible, indicating the probable survival of the original window arrangement below. Window sills are concrete, as is the coping above the corbeled brick that forms a modest cornice. Side elevations are eight bays long and contain

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secondary entries in their easternmost bays. Windows are largely covered with plywood at present; those visible are multi-pane steel sash.

1028 Broadway

Property Name: Albany Running Exchange

Date of construction: 1905

Number of contributing/ non-contributing resources: 1 contributing building.

Description: A three-bay-wide brick masonry structure of rectangular plan with flat roof. The center bay contains a recessed entrance and is flanked by bays containing plate glass display windows. All have been reduced in size from the original openings, which remain readable. A fragment of a pedimented parapet wall remains at the north end of this façade, indicating that a portion of the building has been razed, and a portion of that part of the site is now occupied by a concrete block garage with a single vehicular bay flanked by two pedestrian doors. A flat-roofed brick masonry wing extends across the back of both parts of the structure.

1031 Broadway

Property Name: Albany Industrial Building (historical name), Argus Litho, Inc.

Date of construction: 1914-15

Architect: Marcus T. Reynolds⁸

Number of contributing/ non-contributing resources: 1 contributing building

Description: A four-story concrete-framed warehouse with tapestry brick sheathing, of U-shaped plan with a flat roof. The building sits back from the street and is thirteen bays in width, including stair towers located in the fourth and tenth bays. It is seven bays deep, including a smaller stair tower at its southeast and northeast corners.

The first floor of the building is articulated as a basement, is of poured concrete and has a moulded stringcourse forming a watertable. Above this, the upper three stories are clad in tapestry brick and are surmounted by a frieze with a diaper pattern worked out in yellow brick. Two entrances on Broadway are located at the base of the two stair towers, which extend above the roof and have red tile pyramidal roofs. The stair towers are lit by groups of three small windows at each level; above the roof each of the faces of the stair towers are articulated as blind Serliana, the design worked out in yellow and red brick. The towers have bracketed metal cornices and moulded secondary courses.

Most of the windows are covered with sheet metal panels, but those that are visible indicate that the steel-framed multi-light sash in groups of three that occupy each bay remain intact. The windows have simple concrete lintels and spandrels that have rectangular sunken panels.

1034 Broadway (aka 1032 Broadway)

Property Name: Clide Auto Company, Empire Welding and Boiler Repair (historical names), Arcadia

Date of construction: 1916

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story brick masonry building of rectangular plan with a gambrel roof, five bays in width on its street elevation. The building sits on a raised poured concrete foundation. The façade features a central vehicular door at the first-floor level, above which are two levels of loading doors. The vehicular door is flanked by two windows to the north, and by a window and door with transom to the south. Paired nine-over-nine sash are located on the second floor and gable end bays, and a fanlight is centered above the upper loading

⁸ Eugene J. Johnson. *Style Follows Function: Architecture of Marcus T. Reynolds* (Albany, NY: Washington Park Press, Ltd./Mount Ida Press, 1993), 100-101.

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doors. The brick is laid in common bond, and all window and door openings (except the first and second floor vehicular and loading doors) feature corbelled jack arches. Sills of the second-floor windows are concrete and are visually extended across the full width of the building by a corbeled brick stringcourse. Gable windows have brick sills. The street elevation has a gambrelled parapet wall capped with terra-cotta coping. The first-floor windows on the street elevation and those on the secondary elevations are covered with plywood. Attached is a one-story brick masonry warehouse, extending to North Pearl Street and having a low gambrel roof. Windows on the side elevations are of the same form, consisting of paired double-hung sash set within jack-arched openings with concrete or brick sills.

1040 Broadway

Property Name: Specialty Box & Packaging Co., Inc.

Date of construction: ca. 1905

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry building of rectangular plan with a poured concrete foundation and a shallow gable roof. The façade is red brick with a stepped parapet, three bays wide with a central entrance and openings for two large, full-height display windows. The original door has been replaced, and the window openings have been filled with brick. The remainder of the building is constructed of multi-colored brick. The north side retains openings for nine large windows and one entrance, and the rear elevation retains four window openings. All side and rear window openings are in-filled with plywood.

1043 Broadway (aka 1065 Broadway)

Date of construction: 1929

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story commercial building of rectangular plan set back from Broadway. Projecting from the northwest corner is a one-story wing. The primary (Broadway) elevation is six bays in width and features running bond brick with brick pilasters separating the bays. From south to the north, the first, third and fourth bays feature openings for automobiles and the second and fifth narrow bays contain pedestrian entrances with large glass block transoms. The southernmost garage bay retains an overhead door, and the remaining bays are covered with a solid material.

An angled bay connects this portion of the building to a one-and-a-half-story, flat-roofed, asymmetric projection with brick pilasters creating four bays. The eastern bay contains three narrow, recessed openings. The lower level has one passed through door and infilled sections and the upper level contains three replacement one-over-one double-hung sash. The next bay, to the west, is wider and contains a large, covered storefront window at the first-floor level and three wider replacement one-over-one double-hung sash. Separating each window bay is raised vertical brick ornamentation that rises from the level of the flanking windowsills to above the parapet roof. The next bay has been clipped, creating an angled plane. The first floor contains a covered storefront window and the second-floor lacks fenestration but contains the vertical brick ornamentation found in the previous bay. The northernmost bay has a storefront window at the first story and two replacement one-over-one double-hung sash separated by vertical brick corbeled ornamentation that extends above the coped parapet wall.

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1044 Broadway

Property Name: Addictions Care Center of Albany

Date of construction: 1954

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story brick masonry building, six bays wide, with a flat roof and a one-story brick rear addition. The façade is detailed with limestone copings, continuous limestone sills beneath the first and second story windows, and an abstract mosaic tile panel to the left of the entrance. The doorway is recessed with a cantilevered overhang forming a vestibule with stack bonded brick. The door and windows have been replaced with fixed plate glass in metal frames, but original openings have been retained.

1046-1048 Broadway

1050-1052 Broadway (Universal Film Exchange/Fox Film Exchange)

1054-1056 Broadway (First National Pictures)

1058-1060 Broadway (aka 1052 Broadway) (Metro-Goldwyn-Mayer)

Property Name: Little Hollywood

Date of construction: 1925-26⁹

Architect: Howard Rogers¹⁰

Builders: P. W. Mulderry,¹¹ Marinello & Stanco¹²

Number of contributing/non-contributing resources: 4 contributing buildings

Description: Four structures of identical design, constructed at the same time to house film companies and collectively known when built as “Little Hollywood” or the “movie colony.”¹³ Each structure is one story in height, rectangular in plan and has a flat roof. Each is of brick masonry construction and contains paired three-bay-wide storefronts, each with a central entrance flanked by display windows (Figure 42).

1053 Broadway

Property Name: Druthers Brewing Company

Date of construction: ca. 1890, ca. 1950

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, concrete block, flat-roofed commercial building, rectangular in plan. The building sits on a raised poured concrete foundation. The primary facade (west) consists of a combination of exposed concrete block and board & batten siding. Two evenly spaced, large fixed paned storefront windows dominate the board & battened section. Smaller multi-paned fixed windows flank the storefront windows. The south elevation lacks fenestration. Projecting slightly from the east elevation is a three-bay garage. The garage bays are infilled with wood siding and pass-through doors. Projecting from the rear (east) elevation is a one-story, brick section of earlier construction. Fenestration consists of arched triple window units with brick lintels. Centered on the north elevation of this part of the building is an arched entry with transoms. There are several basement level windows filled with wood siding.

⁹ Smith Hits Censorship At Fox Exchange Opening,” *Times-Union* (Albany, NY), 10 August 1926, 2.

¹⁰ “Film Building Planned,” *Times-Union* (Albany, NY), 12 March 1925, 23.

¹¹ “The Movies in Albany,” *Knickerbocker Press Sunday Magazine* (Albany, NY), 22 January 1928, 4.

¹² Anthony Marinello et al. *Marinello & Stanco, General Contractors* [Portfolio of work] (Albany, NY: Marinello & Stanco, n. d. ca. 1935), n. p.

¹³ “‘Movie Colony’ in Golf Meet,” *Albany Evening News*, 21 August 1933, 14.

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1074 Broadway

Property Name: Mack Trucks; Selby & Smith

Date of construction: 1922

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick commercial building of rectangular plan with a poured concrete foundation and a flat roof. Projecting from the rear (west) elevation is a one-story, flat-roofed rectangular warehouse. The symmetrical primary street-facing (east) elevation features three sections. The north and south sections have three arched bays with an extended parapet. The first-floor bays are filled with painted concrete with an off-center pedestrian pass-through door in the center bay. Decorative features included brick lintels, stone keystones and a stone cornice. The brick pilasters that anchor each end of the parapet sections contain decorative stonework medallions. The parapets feature decorative brick and stonework. The parapet features stone panels with applied lettering signifying different historic services.

The center section features five smaller arched bays with infilled painted concrete. The center bay contains a metal pass through door flanked by single pane casement windows. The flanking bays contain sets of four single pane casement windows.

1076 Broadway (aka 453 North Pearl Street)

Property Name: Emmons Metro

Date of construction: ca. 1950

Number of contributing/ non-contributing resources: 1 non-contributing building due to substantial alterations

Description: A one-story brick masonry industrial building of rectangular plan with flat roof. The principal elevation is on North Pearl Street and is highly altered. Large area of glass display windows originally extended across much of the façade, with paired entrances located in the middle. The original openings for the display windows are legible and their stone sills have been retained; however, the openings are now filled with three windows of much smaller size. The building is set into a sloped site; a lower portion, facing Broadway is also one-story in height. Side elevations have fared better; both retain large banks of steel-framed multi-paned sash.

1080 Broadway

Property Name: Destex

Date of construction: 1937

Number of contributing/ non-contributing resources: 1 contributing building

Description: A rectangular brick and concrete block masonry building on poured concrete foundation, one story in height with flat roof. A shed-roofed wing and two-bay garage ell with flat roof attached to the north face of the building. The Broadway elevation is of running bond brick and is three bays in width and has an arched parapet with corbeled brick cornice. The center bay contains the entrance, which is approached by a stoop with iron railing. Entry consists of paired glazed doors in an opening that has been reduced in size, but its original size remains readable. The end bays contain large square openings filled with glass block, with fixed clear glass sash in their centers. Door and windows have brick lintels; windows have brick sills. The side elevations retain original steel frame multi-light windows with steel lintels. Secondary elevations are of concrete block and have terra-cotta copings.

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1125 Broadway

Property Name: New York Power and Light Company (historical name), Niagara Mohawk Power Corp.; National Grid

Date of construction: 1930-31; ca. 1980-2020 (secondary structures)

Builder: Sewell Construction Company¹⁴

Number of contributing/ non-contributing resources: 1 contributing building; 13 non-contributing secondary structures

Description: A three-story, flat-roofed, brick commercial building of rectangular plan with a poured concrete foundation. Projecting from the north elevation is a one-story addition. Both the main block and addition feature pilasters capped by concrete capitals that meet a horizontal concrete cornice. The pilasters divide the fenestration bays consisting of triple, multi-pane fixed window units. The primary entrance is located at the northwest corner of the three-story block and is protected by a large awning. There are several auxiliary buildings located on the parcel; however, access to the property is limited. All secondary buildings that can be seen appear to be one-story non-historic rectangular buildings typically with gable roofs.

Colonie Street

1 Colonie Street

Property Name: Modern Press

Date of construction: ca. 1980

Number of contributing/non-contributing resources: 1 non-contributing resource, due to age.

Description: A one-story steel manufactured building, rectangular in plan and with a shallow gable roof.

1 Colonie Street and 186-204 Water Street (6 parcels)

Water Street

Property Name: Little Basin

Date of Construction: 1836

Number of contributing/non-contributing resources: unevaluated site, not counted

Description: The land under the northern half of Modern Press (1 Colonie), its surface parking lot, and the vacant land at 186-204 Water Street is included because it was part of the site of the Little Basin, a significant feature associated with the Enlarged Erie Canal (1836). The archeological potential of this parcel has not yet been professionally evaluated, although some preliminary study and testing has been done; however, the basin can be clearly seen on a succession of nineteenth-century Sanborn maps. The Modern Press building dates to the 1960s; however, the northern portion of the site retains the general size and shape of the basin, and it appears to have remained undisturbed since the Little Basin was filled in in the 1920s.

DeWitt Street

10 DeWitt Street

Property Name: Whitney M. Young Jr., Health Center

Date of construction: 1930, 2024-25

Architect: Hyman Hayes Associates (2024-25 addition)

Number of contributing/ non-contributing resources: 1 contributing building

Description: A small medical facility that consists of three rectangular blocks constructed at different times and incorporated into one building. The primary three-story, stuccoed block faces north towards Dewitt Street. The street-facing (north) elevation features a large off-center entry with glass doors with a large single-pane transom

¹⁴ Anonymous, "200 To Be Employed on Power Firm Job," *Times-Union* (Albany, NY), 20 April 1930, 39.

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and oversized, contemporary entablature. Flanking the entry at the ground floor are one-over-one windows with iron grating and large concrete lintels. The first-floor fenestration consists of one-over-one windows with concrete lintels and sills. The third story consists of three one-over-one windows with concrete lintels and sills. Projecting from the east elevation of this block is a two-and-a-half story addition with an off-center entrance with concrete surrounds on the north elevation. The asymmetric fenestration consists of one-over-one double-hung sash and fixed pane windows. This portion of the complex is believed to incorporate a row of three dwellings documented as being on the site in 1908.

Erie Boulevard

Erie Boulevard between Colonie Street and Bridge Street

Property Name: Erie Canal and Little Basin

Date of construction: 1836

Number of contributing/ non-contributing resources: potential archaeological site, unevaluated

Description: The Erie Canal, now below Erie Boulevard, was one of the district's most important historic transportation resources and played an important part in its development. Erie Boulevard itself, which follows its path, is important in visually marking this route and, after the canal was filled, the boulevard itself became one of the district's major transportation corridors. Therefore, the boulevard is included where it passes through the district. The Erie Canal and the Little Basin are important archeological resources associated with the enlargement of the Erie Canal in the 1830s and the industrial and commercial history of the district. Portions of the east abutment of the bridge that carried Bridge Street over the canal remain visible above ground; with this exception all associated components of this resource were buried when the canal and basin were filled in the late 1910s. These features were constructed of limestone and an early engineering application of natural cement; it is believed that these resources remain intact below current street grade. No professional testing has been done to evaluate the integrity of this site, and no research questions have been compiled. Therefore, the site of the canal is noted but unevaluated. If further research is undertaken, the nomination can be amended in the future.

1 Erie Boulevard

Description: Vacant land (not counted)

8 Erie Boulevard (aka 10 North Lawrence Street)

Property Name: Beverwyck Brewery Bottling Plant (historic use); U-Haul

Date of construction: 1946-47

Number of contributing/ non-contributing resources: 1 contributing building

Description: A three-story brick and concrete block masonry industrial building, rectangular in plan, with a flat roof, occupying an entire city block. Principal fenestration on the east, north and south elevations is arranged in horizontal groupings, and at the second-floor level is additionally inset with a continuous concrete sill. The otherwise austere building has its entrance bay on Erie Boulevard accented by a vertical band of glass block and limestone surround with awning. Upper-level fenestration consists of large banks of steel-framed sash; these are currently covered with panels on the east elevation.

A secondary entrance, sheltered by a streamlined steel awning and having a carved limestone surround, is located on the north elevation. The northwest corner of the structure is of concrete block construction and may be an early addition. A range of loading bays and a loading elevator are the primary features of the west elevation, which is adjacent to the D&H railroad tracks and provided direct access to train transportation of the brewery's products.

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10 Erie Boulevard

Property Name: Noble Natural Gas Solutions, Inc.

Date of construction: 1969

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story industrial building, of concrete block and expressed steel frame construction. Generally of L-shaped plan, the building consists of a six by eight structural bay square pavilion featuring loading bays, attached to a two-story structure of the same height, nine bays in width along Erie Boulevard and eight structural bays wide on its north elevation by a slightly inset pair of bays that contain loading docks. The two-story portion of the building has fenestration in its northern five bays. The entrance in the fifth bay from the north consists of a paired set of glazed doors with transom flanked by single-width plate glass windows in steel frame; the other four bays have repeated groupings of narrow and larger plate glass windows with steel frames in each bay. Secondary elevations are the site of irregularly spaced loading docks and lack fenestration.

19 Erie Boulevard (aka 21 Erie Boulevard) (NRL 2022)

Property Name: Albany Perforated Wrapping Paper (historical name), Slip 21

Date of construction: 1918-1922, 1936

Number of contributing/ non-contributing resources: previously listed on the National Register; not counted

Description: A large complex of connected industrial structures, generally rectangular in plan and two stories in height. Three-story sections provide clerestory lighting to portions of the complex. The building is of brick masonry construction laid in common bond and occupies a poured concrete foundation. Structural bays are separated by projecting pilasters; each bay contains multi-pane steel sash with operable casements. A loading dock extends along much of the Erie Boulevard elevation, which is also the site of several entrances. The façade features a stepped parapet, and the tops of some of the pilasters are connected by corbelling, creating recessed panels. These sections of the building, with groupings of either five or two bays, are surmounted by corbelled cornices.

25 Erie Boulevard

Property Name: **Huck Finn's Playland**

Date of construction: ca. 1951 (original site); moved 2014

Number of contributing/ non-contributing resources: 1 non-contributing site due to loss of integrity

Description: This small amusement park was originally built as Hoffman's Playland a few miles away in Latham, NY. It was an intact, representative example of an Allen Herschell Kiddieland, a specific kind of small amusement park promoted by the Herschell Carousel Company in the post-World War II period. The park featured the Herschell recommended layout and rides and followed the recommended business plan for many years. It was an immensely popular local amusement. When its site was threatened with development in 2014, the entire park was moved to this new site; however, the original plan and spatial arrangements could not be replicated, and the Kiddie Park is no longer eligible for listing. Many of the original rides have been preserved in the new location, however.

Lawrence Street (aka North Lawrence Street)

40 Lawrence Street

Description: Surface parking lot (not counted)

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42 Lawrence Street

Property Name: D&H Railroad ROW

Date of construction: mid-twentieth century (these components)

Number of contributing/ non-contributing resources: partial railroad track, right-of-way, equipment, not counted

Description: A single railroad track of conventional form, with signaling equipment as it crosses North Ferry Street and North Lawrence Street within the district. There are no buildings or other structures within this portion of the railroad and the resource is too small to be counted. Overall, small remnants of the D&H appears as fragments throughout the district, together marking an important transportation corridor.

Learned Street

20 Learned Street

Description: Vacant land (not counted)

28 Learned Street

Description: Vacant land (not counted)

34-36 Learned Street

Date of construction: 1923; ca. 1975

Number of contributing/ non-contributing resources: 1 contributing building

Description: A three-bay two-story dwelling, each bay articulated by corbeled recessed arched panels. The double-leaf entry is sheltered by a canopy and has a simple stone lintel. The two other bays contain windows with brick jack arches and stone sills and are closed with steel fire shutters. Above these are three double-hung sash with jack-arched openings. A corbeled frieze with wood and metal cornice extends across the full width of the building on the street elevation.

Attached to the south is a two-story wood-frame addition of rectangular plan, with a flat roof. Currently sheathed with vertical flushboard siding, it is two bays in width. Two entrances occupy the first floor; one of these is largely hidden by the siding. Second floor windows have been replaced. The chief feature of the façade is the oversized bracketed cornice of Italianate design. This feature dates to ca. 1875 and has been reused here. A one-story garage sheathed with steel panels is attached to the back of the buildings.

38 Learned Street

Date of construction: ca. 1960

Number of contributing/ non-contributing resources: 1 contributing building.

Description: A one-story concrete block one-bay garage of L-shaped plan with a flat roof. A pedestrian door on the Learned Street elevation is located to the north of the garage bay door.

45 Learned Street

Date of construction: 1980

Number of contributing/ non-contributing resources: 1 non-contributing building due to age.

Description: A two-story warehouse of rectangular plan with a shallow gable roof. The first floor is constructed of concrete block; the second floor is sheathed with corrugated metal panels. Fenestration is minimal, with a loading bay door and pedestrian door located near the west end of the north (Thacher Street) elevation, and four loading bays and a pedestrian entrance, all sheltered by a steel awning, located near the south end of the Learned Street elevation.

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

County and State

Loudonville Road

51 Loudonville Road

Description: Vacant land (not counted)

Manor Street

9 and 13 Manor Street (aka 12 Tivoli Street)

Property Name: Albany Terminal Warehouse (historical name); Huck Finn's Distribution Center

Date of construction: 1880; 1922

Builder: J. J. Finn & Sons¹⁵ (1922 portion)

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick warehouse and loading dock structure, of roughly rectangular plan, with the southeast corner curved to accommodate a now-gone railroad siding, constructed in 1880. The generally flat roof features a continuous monitor lit with paired plate-glass windows that replaced the original fenestration on this feature. Several loading doors are located on the south elevation; the north elevation features a raised loading dock and a continuous awning supported on wood brackets at regular intervals. An irregular arrangement of loading bay doors, pedestrian doors and double-hung sash with steel grilles is disposed along this face of the building.

Attached at its west end to a four-story poured concrete warehouse of rectangular plan and four stories in height with a flat roof. It was constructed in 1922. The building is five bays in width on its Manor Street and Tivoli Avenue faces; it is ten bays long on its secondary elevations. Each face of the building has its structural bays accentuated by vertical pilasters; stringcourses at each floor level indicate the floor plates. These expressed structural elements serve as the only decorative detailing for the building. A raised concrete loading dock sheltered by an awning extends across both the north and south elevations. A range of loading bays and pedestrian entrances are located at the first-floor level in these locations. Loading doors are also located in the second and sixth bays from the south on the west elevation. Steel framed windows of varied sizes and groupings are used in the upper three floors. Fenestration is highly irregular, and although it appears to have been altered in some locations, reflecting changing uses, all but one of the windows appears to have been altered early and within the period of significance.

Mill Street

15 Mill Street

Description: Vacant land (not counted)

29 Mill Street

Property Name: W. B. Mason

Date of construction: ca. 1960

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story concrete block building of rectangular plan and flat roof, consisting of eight vehicular garage bays flanked at north and south ends by pedestrian doors on its Mill Street elevation. An office wing is attached to the south end of the structure. It is four bays in width with three fixed glass sash of square form. A pedestrian entry with glazed door is accessed via a concrete stoop with iron railings.

¹⁵ "J. J. Finn & Son: We are proud of the part we are playing in Building a Greater Albany," *Times-Union* (Albany, NY), 16 January 1926, 15.

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

County and State

62 Mill Street (aka 3 Bridge Street)

Property Name: Surpass Chemical Co., Inc.

Date of construction: ca. 1920

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry industrial building of L-shaped plan, consisting of a three-bay-wide structure with shallow front-gable roof that contains two loading bays and a third bay with a large opening filled with glass block. The westernmost bay has a metal awning and a loading dock. Attached is a one-story brick masonry office or storage structure with shallow gable roof oriented parallel to the street, six irregular bays in width on Mill Street. Each bay is defined by brick pilasters. Three bays contain single double-hung sash; two bays contain paired sash of the same form and the bay adjacent to the gabled portion of the structure contains a pedestrian entrance with stoop and metal awning. All openings feature brick jack arches. Both portions of the structure sit on a raised concrete foundation. Small additions and mechanical equipment including chemical storage tanks are attached to the back (south) elevation of the structure.

79 Mill Street

Description: Vacant land with railroad-related equipment on slab (not counted)

Montgomery Street

143 Montgomery Street

Property Name: Central Railway and Cold Storage Terminal (historic name) Central Warehouse

Date of construction: 1927

Builder: Parklap, Inc.¹⁶

Number of contributing/ non-contributing resources: 1 contributing building

Description: A flat roofed cast-in-place concrete refrigeration transshipment facility, rectangular in plan and occupying an entire city block, the Central Warehouse contains more than 500,000 square feet of storage and was built for the New York Central Railroad. The building has a flat roof and, typical of its period, makes use of mushroom columns. The first floor is double height and contains a series of vehicular loading bays which are sheltered on the north and east faces of the building by concrete awnings. The second through fourth floors are lit by steel-sash windows. Floors above are lit by small sash, reflecting the thickness of the walls and the function of the building. Some interior walls retain original cork lining. A railroad siding enters the building at the second-floor level at the southeast corner of the building. Although in poor condition, the building retains a high level of integrity. Remarkably, this structure was constructed in eight months' time.¹⁷

150 Montgomery Street

Property Name: Albany Perforated Wrapping Paper Co. (original occupant) Absolute Auctioneers/ Burkins and Foley Trucking

Date of construction: ca. 1890

Number of contributing/ non-contributing resources: 1 contributing building

Description: A four-story brick building of a trapezoidal plan. It is located on the northwest corner of Montgomery and Colonie streets and is flanked by the railroad to the west. Resting on a stone and brick foundation, it has a parapet wall facing towards Montgomery Street. The primary (southeast) elevation features

¹⁶ "New Warehouse," *Times-Union* (Albany, NY), 8 July 1927, 6; "Central Warehouse," *Times-Union* (Albany, NY), 13 August 1927, 17.

¹⁷ "Hundreds Came to Albany With New Concerns in 1927," *Albany Evening News*, 5 January 1928, 1.

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

County and State

irregular fenestration consisting of single and paired multi-paned double-hung sash at the second, third and fourth floors. The first floor consists of an altered storefront/entry at the southeast corner with a stone foundation, metal siding and a metal storefront canopy. The remaining bays on the first floor of the southeast elevation consist of three raised infilled loading blocks. To the north of three loading blocks is a double door entry way elevated at the same level of the docks, with a concrete porch and stairs leading up from the northeast. The northeast elevation features twelve bays of windows. On the left side, an elevated overhead garage appears underneath the fifth bay from the right. The northwest elevation features seven identical bays on the top three floors. The southwest elevation features infilled windows and loading door openings.

151 Montgomery Street

Date of construction: 1940

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed, concrete block commercial building with a rectangular plan and poured concrete foundation. The street-facing (west) elevation features two overhead doors and a pedestrian door on the north end of the building. The north, east and south elevations lack fenestration.

156 Montgomery Street

Description: Vacant land (not counted)

161-163 Montgomery Street (2 parcels)

Description: Vacant land and surface parking (not counted)

164 -170 Montgomery Street and 37 North Lansing Street

Property Name: Feeney & Sheehan Building Company (original occupant) Sam's Septic Service, Proshed Albany

Date of construction: ca. 1902 (164 Montgomery Street); between 1890 and 1919 (37 North Lansing Street)

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry warehouse of rectangular plan with a barrel-vaulted roof. The façade on Montgomery Street is four irregularly spaced bays in width and has a stepped parapet gable with concrete coping. Tall vehicular doors occupy the central and north bays; a twelve-light steel sash above a pedestrian door is in the south bay. A second pedestrian door is in the second bay from the north. Attached at the north and south are one-story concrete block additions, each rectangular in plan and having a flat roof. Both have one large vehicular door, pedestrian doors and single windows consisting of multi-pane steel sash.

Projecting from the rear (south) of the main block is a one-story attached garage with a stepped parapet wall. Built at an earlier date, this section has two garage bays and a pass-through door facing towards Montgomery Street. Extending along the north elevation is a one-story, flat-roofed, concrete-block addition with an oversized garage bay and pass-through door facing toward Montgomery Street. The right pass-through door is capped by a multi-paned window with a concrete sill. This addition abuts the east elevation of the three-story Dewitt Street block. Extending along the south elevation of the brick section is a one-story, concrete-block, flat-roofed addition with a pass-through door and an overhead door on the east elevation.

Attached to the southwest corner of the barrel-vaulted portion of this complex is 37 North Lansing Street, occupied by Burkins & Foley Trucking. It is a six-story brick masonry warehouse and industrial building, rectangular in plan, on a high stone and poured concrete foundation. The building has a flat roof and is six bays in width on its North Lansing Street elevation. A stair tower or elevator shaft is in the northwest corner of the building. A secondary circulation tower has been added to the north end of the east elevation and is sheathed with corrugated metal panels. Windows consist of eight-light sash set under jack arches and with stone sills.

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

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The west end bay contains loading doors at the third and fourth floor levels. Secondary facades feature fenestration of the same type but only at the fourth-floor level. Loading doors are located at the first floor of both lateral elevations.

171 and 177 Montgomery Street

Property Name: D. A. Collins Construction Co.

Date of construction: ca. 1960

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed commercial building of rectangular plan with a slightly overhanging metal roof. Resting on a concrete slab, the building consists of two sections with their primary elevations facing west toward Montgomery Street. The brick-faced south section has an off-center metal and glass entry unit, and the concrete block section has a glazed door at the north end of its west elevation.

175 Montgomery Street

Description: Surface parking lot (not counted)

North Ferry Street

29 North Ferry Street

Property Name: Associated Transport, Inc. (until ca. 1976)

Date of construction: between 1945 and 1969

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed, brick commercial building of rectangular plan. It is situated at the northeast corner of Ferry Street and Erie Boulevard. The nine-bay, street-facing (south) elevation features three overhead doors at the far east portion of the elevation. The remaining bays consist of a metal pass through door and replacement window units. The southwest portion of the west elevation featured a large glass entry accessed by stone stairs and capped by a parapet wall. The northwest portion of the west elevation has an overhead door. The intervening section of the west elevation has metal siding. Extending along the east elevation is a one-story, flat-roofed, concrete-block addition. The addition projects further to the south than the main block and features two overhead doors on the south elevation.

49 North Ferry Street

Description: Vacant land (not counted)

63 North Ferry Street

Description: Surface parking lot (not counted)

North Lansing Street

10 North Lansing Street

Description: Vacant land (not counted)

15 North Lansing Street

Description: Surface parking (not counted)

31 North Lansing Street

Description: Vacant land (not counted)

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37 North Lansing – see 164-170 Montgomery Street

North Pearl Street

393 North Pearl Street

Property Name: Kendall House (Joseph's House & Shelter, Inc.)

Date of construction: ca. 1915

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story brick masonry industrial building, rectangular in plan with an offset interior courtyard and flat roof. The building is nine bays in width on its street elevation. Bays are paired (except the central entrance bay, which is occupied by a door with awning, above which is a pair of loading doors and a hoist) between projecting buttresses with stone caps. Windows are double hung undivided replacement sash set under jack arches and having stone or concrete sills. The sill line of the second-floor windows is continued across the facade, between the buttresses, by a corbeled brick stringcourse. A second stringcourse is aligned with the tops of the buttresses and forms the base moulding of a frieze that is topped with a corbelled brick cornice.

395 North Pearl Street

Description: Vacant land (not counted)

397 North Pearl Street

Description: Vacant land (not counted)

399 North Pearl Street (aka 918 Broadway)

Property Name: Noteworthy Center

Date of construction: ca. 1925

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story gable-roofed steel building of rectangular plan. Entrance elevation on North Pearl Street features two garage bays, each of which retains early folding doors with multi-light glazing, above which are conjoined groups of multi-light steel sash. Building is sheathed with corrugated steel panels and sits on a poured concrete foundation.

400 North Pearl Street

Property Name: All Type Professional Door Service

Date of construction: ca. 1930

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed commercial building. The building consists of three sections. The primary, trapezoidal-plan brick block is situated at the southwest corner of North Pearl and Pleasant streets. Projecting from the west elevation is a one-story, trapezoidal plan, flat-roofed brick building. Projecting from the west elevation of this section is a one-story rectangular plan addition. The street-facing (southeast) elevation features irregular fenestration within arched brick openings. Some openings have been filled with concrete blocks and others contain fixed pane windows with transoms. An off-center overhead door dominates the southeast elevation. The northeast elevation faces towards Pleasant Street. Centered on this elevation is an overhead door bay that has been converted into a pedestrian entrance surrounded by T1-11 siding. Flanking this center bay are two sets of bays of evenly spaced arched windows bays with brick lintels. The bays to the east contain fixed windows with arched transoms and the bays to the west have been infilled with either brick or concrete block. The west addition has a flat roof with a parapet wall. The street-facing (north) elevation of this addition has been highly altered with concrete brick infill and multi-pane windows.

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

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401 North Pearl Street

Date of construction: 1870

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story rectangular plan brick masonry residence over a raised basement with a flat roof. Three bays in width, the façade retains its original wood bracketed cornice with brick frieze and stone sills and lintels. The original entrance door has been removed, but the transom window remains. All windows have been replaced but fill the original openings. An awning and rolling metal door span the adjoining gangway.

402 North Pearl Street (fronting Pleasant Street)

Property Name: Family Danz

Date of construction: ca. 1980

Number of contributing/ non-contributing resources: 1 non-contributing building; 1 non-contributing secondary building, both non-contributing due to age.

Description: A one-story, flat roofed concrete block commercial building of rectangular plan. Fenestration is limited, consisting of irregularly placed rectangular windows. To the north is a one-story, two bay, flat roofed, concrete block garage with a single overhead door in one bay.

403-409 North Pearl Street (aka 405 North Pearl Street)

Property Name: Albany Construction Company; Peerless Paper Company (historical names)

Date of construction: ca. 1890

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story gable-roofed, brick commercial building of rectangular plan. Extending along the south and north elevation are shed-roofed additions with flared ends. The central portion features an off-center overhead door with a metal awning on the first floor. Centered at the second story is a sixteen-over-sixteen double-hung sash flanked by a square fixed window on each side. The south addition has an off-center overhead door with a metal awning on the street-facing (west) elevation. The north addition has a right pass-through door and a storefront window on the first floor and two one-over-one double-hung sash with window hoods at the second floor. Extending along the north elevation of this section is a one-story, flat-roofed, concrete-block addition with an overhead door and raised pass-through door. Both doors have a metal awning.

404 North Pearl Street (corner North Pearl and Pleasant streets)

Property Name: Etain

Date of construction: ca. 1920

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story stucco-coated, brick masonry building of rectangular plan with a shallow gable roof. The primary façade is detailed with a stepped pediment, wooden cornice, painted stone or concrete sills, and a water table and retains original window and door openings. The doorway is integrated with a large window opening to its right and is flanked by a single window opening to its left. The secondary elevation (along Pleasant Street) retains a doorway with a transom and six window openings, three of which have been partially filled. All windows have been replaced with one-over-one double-hung sash. Projecting to the south is a one-story, flat-roofed brick addition with applied stucco. The Pleasant Street elevation has two overhead doors and a multi-paned fixed window.

406 North Pearl Street

Description: Vacant land (not counted)

Albany Industrial and Warehouse HD

Name of Property

Albany County, New York

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408 North Pearl Street

Property Name: Albany Spring Service (in 1935)

Date of construction: ca. 1920

Number of contributing/ non-contributing resources: 1 non-contributing building, due to alterations; see description below.

Description: A brick masonry warehouse of rectangular plan with a gable roof on a concrete foundation, with attached one-story office wing of concrete block construction, having a flat roof and a triangular plan. The office wing is three bays in width with a central door flanked by rectangular plate glass windows on its North Pearl Street facade. A row of replacement double-hung sash line the south elevation, which faces the Patroon Creek. The warehouse has a single garage door located near the south end of its façade on North Pearl Street. A later trapezoidal addition (post-dating 1935) with flat roof extends the length of the warehouse to Tivoli Street. The addition has a large garage door on its Tivoli Street elevation and a pedestrian door at the north end of its North Pearl Street facing wall. Building retains its form, but the entire building is currently sheathed in steel siding and original openings have been covered. Removal of siding may reveal survival of original materials and fenestration and lead to possible reevaluation of non-contributing status

413-425 North Pearl Street/ 930-940 Broadway) (NRL 2021)

Property Name: Consolidated Car Heating Company

Date of construction: 1893, 1906, 1913, 1915, 1920, and 1965

Architect: Walter Hunter van Guysling (additions and alterations dating to 1913 and 1915)

Number of contributing/ non-contributing resources: previously National Register listed; not counted

Description: The Consolidated Car Heating Company (CCHC) Complex at 413 N. Pearl Street/928-940 Broadway consists of a factory complex consisting of four major connected components constructed in stages between 1893 and 1965, as well as a stand-alone one-story brick garage, built ca. 1920. The four-story brick masonry building at the northwest corner of the complex was the first to be constructed, in 1893. A four-story brick addition to the southeast followed in 1906, and a four-story reinforced concrete addition was added to the east in 1913-1914. A one-story addition was built to the south of the 1913 portion in 1965. A one-story ca. 1920 brick garage is located at the northeast corner of the site. The 1893 and 1906 portions are both constructed of brick with paired one-over-one sash windows installed in brick arched openings but are distinguished from one another due to the setback location to the south and east of the 1893 portion, which is closer to North Pearl Street. The 1913 concrete addition is defined by large rectangular multi-light industrial metal sash windows and was designed by Albany architect Walter Hunter van Guysling.¹⁸ The 1965 addition is a strictly utilitarian wing, built of concrete and supported by metal trusswork. An associated one-story brick foundry building designed by Van Guysling in 1913 is no longer extant.

435 North Pearl Street

Property Name: Pit Stop/ Vennard's Service Center

Date of construction: 1956

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed service station building of rectangular plan with an angled corner. Resting on a concrete slab, there are two overhead doors on the North Pearl Street elevation. An entrance flanked by display windows with transoms occupies the corner bay. Two small windows are in the south elevation. Accompanied by a canopy sheltering fuel pumps and prominent signage on a monopole.

¹⁸ *The Iron Trade Review* 52 (6 March 1913), 600.

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Name of Property

Albany County, New York

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438 North Pearl Street

Date of Construction: ca. 1880

Number of contributing/ non-contributing resources: 1 contributing building; 2 non-contributing secondary buildings to age

Description: A two-story brick carriage house, rectangular in plan, with a shed roof. The Tivoli Street elevation features a central garage bay with replacement door, along with a small window with stone lintel and sill. The east elevation features a central garage bay, also replaced, with a pedestrian door to the south of that. Both garage bays have steel lintels. The second floor of this elevation is six bays in width, with six-over-six double-hung sash in all but the second and third bays from the south, which contain loading doors. The south door retains its hoist beam and hardware. Windows have stone lintels and sills; hoist doors have concrete sills.

Two non-historic multi-bay manufactured steel storage buildings are also located on the property.

439 North Pearl Street

Property Name: Construction Materials Testing and Inspecting

Date of construction: ca. 1935

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick industrial building of rectangular form with a flat roof. The façade on Loudonville Road is three bays in width and is topped by a stepped parapet. The central bay contains a glazed door flanked by plate-glass sidelights and modern light fixtures. Two-part plate-glass windows occupy the end bays. The west elevation, on North Pearl Street, is eleven irregularly spaced bays in width and has a stepped parapet. It contains ten windows of varying sizes and groupings and one pedestrian door. The south facade has a loading dock and a door. All windows are modern replacements; however, it appears that original window openings have been preserved.

440 North Pearl Street (aka 25 Tivoli Street)

Property Name: Radiant Pools

Date of construction: ca. 1880 and later

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story, flat-roofed brick industrial building of rectangular plan. The primary, street-facing (east) elevation consists of irregular fenestration consisting of a centered double door with an iron lintel at the first floor and two loading bays and double-hung sash at the second floor. Projecting from the street-facing elevation is a one-story, gable-roofed addition with metal siding. Projecting from the rear (west) elevation is a large three-story section with no fenestration on the first floor and replacement windows on the second and third floors. Centered on the south elevation of this section is a three-and-half story tower with a pyramidal roof. Projecting further to the west is a series of six sections with their south elevations facing towards Tivoli Street. The initial two three-story sections have irregular fenestration with several openings boarded up with T1-11 siding or infilled with concrete block. The two-story, eleven-bay third section has sets of triple windows immediately below the eaves. A parapet wall separates the third and fourth sections. This section has a large arched opening filled with concrete block and vinyl siding and modern one-over-one double-hung sash at the upper level. The one-story fifth section has wide overhanging eaves and multi-paned steel windows. The sixth concrete block section contains three large bays. Two of the bays contain overhead doors and a third has been infilled with siding and casement windows.

Albany Industrial and Warehouse HD

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441A North Pearl Street (aka 441 North Pearl Street)

Property Name: Arcadia Manufacturing Group

Date of construction: 1980

Number of contributing/ non-contributing resources: 1 non-contributing building due to age

Description: A one-story, metal-sided commercial building with a shallow pitched gable roof and a rectangular plan. The street-facing (west) elevation has a glass panel door and sets of ribbon windows. The rear (east) elevation has a large, off-center overhead door and shed-roofed addition.

442 North Pearl Street

Description: Vacant land (not counted)

443 North Pearl Street

Date of construction: ca. 1930

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, three-bay-wide, concrete block building, rectangular in plan, with a single-slope roof. The façade is common bond brick, with a stepped pediment. The entry, consisting of a central door with sidelights and a transom, is flanked on both sides by three-over-three windows. Soldier courses of brick form the window and door lintels, and rowlock courses form the window sills. At ground level a segmented concrete water table serves as sills for the entry and windows. All side window openings have been filled.

444 North Pearl Street

Description: Vacant land (not counted)

445 North Pearl Street

Property Name: Albany National Mattress Co. (historical name), City Church

Date of construction: 1920

Builders: Marinello & Stanco¹⁹

Number of contributing/ non-contributing resources: 1 contributing building

Description: A single-story brick industrial building. In plan the building is a trapezoid, with the west elevation conforming to the angle of the street. Brick of its superstructure is laid in running bond and the building is six bays in width on its North Pearl Street elevation. The building has six bays. The central two bays and outer two bays are occupied by large plate glass windows divided into nine lights. These are replacements but retain the original window openings with concrete sills. The second and fifth bays contain paired glazed entrances set within steel-framed sidelights and transoms (Figure 39). These are also replacements but retain the original openings and appear to have been altered during the period of significance. Recessed panels extend across the three bays of each half of the building. Above this, corbeled brick and concrete coping form a simple cornice. The window openings on the north and south faces of the building are currently covered with boards. There is a small, covered loading dock centrally located on the south side of the building.

446 North Pearl Street

Property Name: Dynasty Chemical

Date of construction: 1922

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story, flat-roofed, brick commercial building of trapezoidal plan. The street-facing (east) elevation contains a center metal pass through door flanked by two overhead doors openings now filled with vinyl siding and sliding windows. Extending along the second floor is a band of narrow openings filled with

¹⁹ Marinello et al. *Marinello & Stanco*, n. p.

Albany Industrial and Warehouse HD

Name of Property

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sliding windows or vinyl siding. Brick corbelling separates the first and second floor levels and extends along the cornice. A stepped brick parapet extends along the east elevation.

448 North Pearl Street

Property Name: Graybar Electric Co. (historical name); North Albany Studio/ Cogent Sound Llc

Date of construction: 1922

Builders: Marinello & Stanco²⁰

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry industrial building, six bays in width on its North Pearl Street elevation. The building is rectangular in plan and has a flat roof. The entrance bay is in the third bay from the south, and a garage occupies the northernmost bay. All openings except the garage bay are presently covered with sheet metal panels, although the original fenestration remains readable. The façade is ornamented by a stringcourse of corbelled brick imitating denticulation. A cornice of the same design tops each of the three parts of the stepped parapet wall, which is capped with moulded concrete coping (Figure 40).

450 North Pearl Street

Property Name: Fort Orange Brewing/ Albany Tile

Date of construction: 1922

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, brick masonry construction, flat-roofed commercial building with two rectangular plan sections. The north section, which is set back from North Pearl Street, has a large overhead centered on the street-facing (east) elevation. Flanking each side of the overhead door are long vertical recessed bays with paneling. Projecting from the south elevation is a one-story, flat-roofed connector with a below street-grade loading block and an overhead door on the east elevation. This section connects to a one-story addition that projects further east towards North Pearl Street than the remainder of the complex. This addition has an off-center glass door entry with glass surrounds. The remaining bays consist of tile and stone paneling and fixed glass ribbon windows. A corbelled brick string course extends along portions of the cornice and above the east entry.

452 North Pearl Street

Property Name: Albany Tile

Date of construction: ca. 1930

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story, flat-roofed brick commercial building of a trapezoidal plan. Resting on a concrete foundation, the street-facing (east) elevation features a central glass door entry flanked by evenly spaced one-over-one double-hung sash with brick lintels. The north and south bays contained paired one-over-one double-hung sash with brick lintels. The brick of the facade is laid in running bond, and the parapet steps up to the right. The south elevation features an off-center entry protected by a gable-roofed porch. Fenestration on the south elevation consists of one-over-one double-hung sash with brick lintels. Projecting from the rear (west) elevation is a one-story, rectangular plan addition with large, infilled bays on the south elevation. Attached to the south elevation is a shed-roofed addition with metal siding and an overhead door on the east elevation.

454 North Pearl Street

Property Name: Peerless Upholstery (historical name); Kingdom—God Is Love

Date of construction: 1922

Builders: Marinello & Stanco

²⁰ Marinello et al. *Marinello & Stanco*, n. p.

Albany Industrial and Warehouse HD

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Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry industrial building of rectangular plan on a concrete foundation, with flat roof. The North Pearl Street elevation is divided into six equal bays, with two entrance bays centered in each half of the building, which is divided into two tenancies. Entrance bays in both halves of the building are filled with steel-framed glass doors flanked by plate-glass sidelights, above which are panels filled with vertical-board siding. The south entrance is approached via a concrete ramp and stairs; the north entrance is at sidewalk grade. Entrance bays are flanked by large display windows, which have been reduced in height (apparently during the period of significance) by the insertion of vertical board siding. The otherwise simple façade is relieved by decorative panels worked into the running bond brick of the façade, the panels extend across the three bays of each half of the building. The façade is capped by a concrete coping. Secondary elevations feature irregularly spaced openings of large size, the majority of which are presently covered with vertical-board siding (Figure 41).

456 North Pearl Street

Property Name: Premiere Transportation

Date of construction: ca. 1935

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry industrial building of rectangular plan, on a concrete foundation. The building has a combination flat and arched roof and is seven bays in width on its North Pearl Street elevation. The façade features running bond brick and a stepped parapet wall surmounted by terra-cotta coping. The entrance is centered on the façade and is flanked by single-width windows with brick sills. Two groups of paired sash with brick sills are located in the outer end bays of the building. All windows have been replaced and reduced in size. The current metal frame windows are surmounted by sheet metal panels which fill the balance of the original openings, permitting the original fenestration to remain legible. Secondary elevations feature brick piers filled with concrete block and a variety of openings including loading doors, clerestory windows, and pedestrian doors. Covered vehicular bays of recent construction date are attached to the west end of the north elevation. The arched portion of the roof features a gabled skylight running along its peak.

Pleasant Street

40 Pleasant Street

Property Name: Family Danz

Date of construction: ca. 1940

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story concrete block warehouse on concrete foundation, this structure features a stepped parapet wall on its Pleasant Street elevation and has a flat roof. Fenestration is irregularly disposed and consists of large windows in the end bays (now partially blocked in with their upper parts filled with glass block) and a pedestrian door near the center of the façade. A vehicular door, centered on the street elevation, has been blocked in, but its outline remains legible. A one-story block wing with flat roof and prominent chimney, together with a second wing sheathed with sheet metal and having a single-sloped roof, are attached to the east elevation.

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53 Pleasant Street

Property Name: American Boiler

Date of construction: ca. 1915; ca. 1950

Number of contributing/ non-contributing resources: 2 contributing buildings; 2 non-contributing secondary buildings

Description: A one-story steel-framed building of rectangular plan with single-slope roof, sheathed in vertical metal panels. A large vehicular bay is located on the east elevation. The south elevation features a continuous band of clerestory windows, the opening filled with fiberglass panels.

To the north of this is a two-story gable-roofed warehouse of rectangular plan with a monitor roof. This structure has a two-story brick masonry addition at its west end, of rectangular plan with a flat roof.

Also on the property are two non-historic manufactured buildings which serve as storage sheds. They were both constructed after the period of significance and are non-contributing.

Thacher Street

13 Thacher Street (aka 13-19 Thacher Street)

Description: Vacant land (not counted)

16 Thacher Street

Property Name: Thacher Street Pub

Date of construction: previous to 1892

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story building of rectangular plan with flat roof. The first floor is of brick masonry construction; the second floor is of wood-frame construction. The principal elevation, on Thacher Street, consists of an entrance bay flanked by conjoined triple fixed sash, reflecting its use as a "saloon" since at least 1892. Windows on the Learned Street elevation have been filled with glass block at the first-floor level. The second floor is sheathed with vinyl siding; it features a mix of window types, the spacing of which does not conform to the first-floor openings. Attached is a two-story brick masonry wing, slightly lower in height but apparently contemporary as it makes use of the same simple stone lintels and sills that appear in the front part of the building.

18 Thacher Street

Property Name: Crossfit Beyond

Date of construction: 1950

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story stuccoed masonry garage, rectangular in plan with a flat roof. The Thacher Street elevation consists of two large garage bays (one of which is now closed with corrugated metal siding, but the opening remains legible) and a pedestrian door, the latter located at the east end of the façade and having a decorative moulding with keystone, worked in stucco.

24 Thacher Street

Date of construction: 1950

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry garage of rectangular plan with a flat roof. The Thacher Street elevation has largely been stuccoed over the brick and features a stepped parapet wall. Three garage bays are located on this elevation; the easternmost of which has been modified to contain a door flanked by sidelights

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and a transom, while retaining the garage bay opening. The west (alley facing) elevation is sheathed with vinyl siding. Attached to the back is a two-story residential structure, sheathed in vertical metal siding and having a double-hung six-over-six sash at the second-floor level.

27 Thacher Street (aka 27-39 Thacher Street)

Property Name: All Lifts, Inc.

Date of construction: ca. 1950

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story steel-framed industrial building of generally rectangular plan sheathed in a combination of corrugated metal panels and corrugated fiberglass translucent panels. The latter light the interior from the Thacher Street side of the building. A bay door, also sheathed with corrugated metal panels, is located at the east end of this elevation. Attached is a steel-framed open work area approximately the same size as the enclosed portion of the building. The north elevation, facing Manor Street, features loading bays at the first-floor level and overhangs the street at the upper portion of the façade, which lacks fenestration. The upper portion of the Broadway-facing elevation features a continuous row of steel-frame clerestory windows, which extend nearly the full width of the structure. Roof heights vary to accommodate fabrication and other work areas.

Tivoli Street

7 Tivoli Street (shares parcel with 991 Broadway)

Property Name: C. T. Hubbel Lumber Company; ST Premier Training Facility

Date of construction: between 1935 and 1951

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story concrete block warehouse of rectangular plan with barrel-vaulted roof. A large vehicular door is centered on the façade; to the west are a pedestrian door and small plate glass window with concrete sill. One-story wings with flat roofs are attached to the east and west. That to the west is of concrete block construction and has a single plate glass window matching the size and design of that in the central part of the structure. The east wing is sheathed with vertically corrugated siding and has a flat roof that shelters loading docks. Attached is a large gable-roofed manufactured steel building of rectangular plan with a gable roof. It is sheathed with vertical metal panels and features a loading door at the south end of its east gable-end wall.

16 Tivoli Street

Property Name: Bavarian Rocket Scientists

Date of construction: 1928

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story brick masonry industrial building, rectangular in plan and with a flat roof. The Tivoli Street elevation features tapestry brick laid in running bond and is three bays in width. The central bay provides vehicular access and has a lintel comprised of soldier brick. This feature, although not original, was introduced during the period of significance. The end bays contain display windows with soldier-course lintels; that at the east incorporates a door. At the west the window has been replaced by three conjoined sash, but the original opening remains and is readable. Above each of the three bays is a rectangular panel; the panels above the end bays are outlined in raised brick punctuated by limestone blocks at the corners. The blocks in the east bay are engraved with the letters (reading left to right, top to bottom) ESVL and those in the west by are engraved 1928. The central bay features a recessed brick panel, presumably intended for signage. The façade is capped with a stepped parapet wall with terra-cotta coping.

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36A and 38 Tivoli Street

Property Name: N. C. Clausen Architectural Iron Company

Date of construction: ca.1915-30

Number of contributing/ non-contributing resources: 1 contributing building

Description: A conjoined group of four one-story brick industrial buildings, all formerly part of the N. C. Clausen Architectural Iron Company.

The office building (36A Tivoli Street) is a one-story brick masonry building of rectangular plan with a flat roof. Its façade is the most ornamental of the group and the two display windows that flank an elaborate gabled entrance frontispiece suggest that this structure was also used as a showroom. The display windows have replacement sash but retain the original openings. The windows are set into shallow recesses with corbeled tops and have limestone sills. The building is faced with tapestry brick and has a stepped and gabled parapet wall topped with concrete coping.

Connected to the west is the former mounting shop (36 Tivoli Street), a one-story gable-roofed brick masonry structure of rectangular plan. Its Tivoli Street elevation contains a central vehicular or loading bay, flanked by paired double-hung six-over-six sash (the upper halves of which are currently covered by steel panels) set within a shallow jack arch, to the east, and by a four-over-four double-hung sash set into a jack arched opening, and a pedestrian door with flat arch, to the west. A steel-framed extension to this building was extant by 1935; a later one-story masonry extension is trapezoidal in plan and has a flat roof. Both are not visible from the public right of way.

To the west of the mounting shop and connected to it, is a large brick masonry warehouse, rectangular in plan and with shallow gabled roof. The façade is three bays in width, consisting of a central loading door flanked by large window openings which are now covered with corrugated metal siding. Each opening has flat soldier brick lintels and the windows have concrete sills. A round window is centered above the loading bay in the gable. The east side wall has a row of clerestory windows; the west wall is sheathed in metal siding and has a loading bay at its north end.

The Clausen's one-story gable entry blacksmith shop (38 Tivoli Street) is located at the west end of the complex. It is of brick masonry construction and rectangular in plan. A large vehicular door is centered on the façade and is flanked by a pair of windows set within a jack arch to the west (now blocked in, but the opening remains legible), and a door and double-hung window to the east. A square window, now filled with a vent, is centered over the vehicular door. The side elevation contains a combination of windows and a centrally disposed door.

44-68 Tivoli Street

Property Name: Lambert Contracting/ Akros Management

Date of construction: 1930 and later

Number of contributing/ non-contributing resources: 1 contributing building

Description: A complex of several attached commercial structures. The primary building is a three-story, brick, flat-roofed building with varied fenestration consisting of glass block windows, plywood infill, and one-over-one double-hung sash. The bays have stone sills. Abutting the south elevation is a brick elevator shaft that rises above the roof plane.

Projecting from the south elevation is a two-story, flat-roofed, internally connected brick addition with a loading dock on the east elevation. The dock is protected by a corrugated metal roof and features two wood-

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panel doors. Projecting from the south elevation is a secondary, concrete block addition with an angled loading dock on the northeast elevation.

Connected at the north elevation of the three-story section is a large two-story, concrete block warehouse with no fenestration on the east elevation. The north elevation of this addition features three overhead doors. Attached to the north elevation of this section are two metal-sided warehouses.

70 Tivoli Street

Property Name: P.K. Dederick Sons Agricultural & Machine Works (historical name), Luizzi Asphalt Services

Date of construction: ca. 1880-90

Number of contributing/ non-contributing resources: 1 contributing building

Description: This structure was historically associated with 128 Tivoli Street but is today on a separate parcel. It is a one-story brick masonry structure with a gable roof, located adjacent to the rail line. This structure has bays defined by flat pilasters and recessed panels topped with corbelled brick, creating a continuous broad frieze at the top of the elevation that faces Tivoli Street. Fenestration within each bay varies in size and disposition; all windows and doors are currently covered with plywood. Other faces of the building were not accessible. A series of concrete additions with vinyl siding and glazed storefront entrances extend to the southeast; these additions were built after 1951. This structure was historically related to those at 128 and 129 Tivoli Street, now on separate parcels.

95 Tivoli Street

Property Name: Albany County Hall of Records

Date of construction: ca. 2000

Number of contributing/ non-contributing resources: 1 non-contributing building due to age

Description: A one-story building of rectangular plan and flat roof, occupying a poured concrete foundation. The exterior is sheathed with corrugated metal and synthetic panels. Fenestration consists of fixed plate glass windows arranged singly or in groups of three. The principal entrance is located at the southeast corner of the building, is sheltered by an awning supported on three steel pipe columns and is accessed by a stoop and platform landing that has steel railings. The glazed entry door is flanked by plate-glass windows of the same height. A loading dock attached to the north end of the east face of the building is a recent addition.

109 Tivoli Street

Description: Vacant land (not counted)

118 Tivoli Street

Description: Vacant land (not counted)

126-128 Tivoli Street

Property Name: P.K. Dederick Sons Agricultural & Machine Works (historical name), AK-WIK Corporation

Date of construction: ca. 1870-1900

Number of contributing/ non-contributing resources: 1 contributing building

Description: A two-story factory of brick masonry construction, rectangular in plan with a gabled monitor roof. The east end gable wall is ornamented by a series of five recessed panels with corbels. The building is currently surrounded by dense foliage and so the fenestration cannot fully be discerned. Those windows that can be seen are six-over-six double-hung sash, with some replacement one-over-one sash, and are set in jack-arched openings. The principal entry is in the west end bay. The side walls of the monitor are covered with synthetic sheathing; it is not known if the original windows remain intact. This structure was historically related to those at 70 and 129 Tivoli Street, now on separate parcels.

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129 Tivoli Street

Property Name: P.K. Dederick Sons Agricultural & Machine Works, Hercules-Campbell Body Co., Inc.
(historic name, in 1935)

Date of construction: ca. 1900

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story wood-frame building of square plan, consisting of two bays with gable roofs separated by a low flat-roofed bay and flanked to the east and west by low bays with single-slope roofs. Three pairs of wood paneled vehicular doors occupy the three central bays; the two end bays each are lit by a double-hung sash divided into six-over-six lights. Windows of the same design light the gable end walls above two of the vehicular bays. The building is sheathed with asphalt siding in imitation of clapboards. The side walls of the gabled portions of the building feature clerestory windows. This structure was historically related to those at 70 and 128 Tivoli Street, now on separate parcels.

129A Tivoli Street

Description: Vacant land (not counted)

131 Tivoli Street

Property Name: M. Sullivan Construction

Date of construction: ca. 1990

Number of contributing/ non-contributing resources: 1 non-contributing building due to insufficient age

Description: A one-story manufactured steel building used as a garage and storage building. It is rectangular in plan and has a shallow gable roof. Two garage bays, a pedestrian entrance and a sliding glass window are located on the Tivoli Street elevation. The building is sheathed with steel panels and has a corrugated metal roof.

136-140 Tivoli Street

Property Name: Builders Installed Products of Albany

Date of construction: ca. 1960; ca. 2000

Number of contributing/ non-contributing resources: 1 contributing building; one non-contributing secondary building due to age

Description: A rectangular storage building of steel construction, sitting on a poured concrete foundation. It is roofed with a pair of abutting gable roofs, giving it a sawtooth appearance. The building is largely without fenestration; a loading bay door is in the west end of the street façade. Attached is a one-story garage with flat roof, and to that a rectangular structure with low gable roof containing a loading dock and offices, the latter expressed by a pedestrian door and two small sliding sash, all of which are sheltered by an asymmetrical gable awning supported on four steel columns. All portions of the building are covered with steel sheet siding with vertical ribs.

A secondary, non-historic building is located on the property. It is a manufactured steel building of rectangular plan with shallow gable roof and is sheathed with corrugated steel sheets and was constructed ca. 2000. Several truck loading bays are located in the west elevation. The north face of the building (the Tivoli Street elevation) is divided into four bays by expressed steel columns and features three small windows in the easternmost bay and a pedestrian entrance sheltered by an awning in the westernmost bay.

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146 Tivoli Street

Property Name: Genuine Broaster Chicken

Date of construction: ca. 1970

Number of contributing/ non-contributing resources: 1 contributing building

Description: A one-story concrete block building of rectangular plan, consisting of a central section that features seven irregularly spaced bays, containing a variety of windows, and loading and pedestrian doors. The windows are all covered with hinged steel fire shutters. Attached to the west is a two-bay garage of concrete block construction with a flat roof; to the east is a two-bay loading dock of concrete block with a flat roof.

Water Street

186-204 Water Street (5 parcels) - see 1 Colonie Street and 186-204 Water St

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Industry

Period of Significance

1853-1975

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Gander, Gander and Gander; Geo. F. Hardy; Chas
G. Odgen; Ogden & Van Guysling; Paterson
Vehicle Co; Marcus T. Reynolds; Howard Rogers;
Harris A. Sanders; W.G. Uffendell; Walter Hunter
Van Guysling; William. M. Woollett; William Lee
Woollet Jr.; Woollett & Ogden; York & Sawyer
Builders: Marinello & Stanco; Parklab, Inc.

Period of Significance (justification)

The period of significance was drawn to encompass all of the intact buildings that relate to the theme of industry within the historic neighborhood defined as the industrial and warehouse district. The earliest-built resource is dated 1853 and the latest resource that is fifty years old was built in 1975.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance and applicable criteria.)

The Albany Industrial and Warehouse Historic District is significant under criterion A in the area of industry as a distinctive intact example of an urban industrial district that served as Albany's industrial center for more than a century. Its setting, scale, and built resources illustrate its connections to the regional development and expansion of industries that were established to exploit advances in transportation technology that increased access to raw materials and markets for the products created here. The district's location, at the eastern terminus of the Erie Canal and adjacent to river and rail transportation corridors, made it a significant transshipment center, where products from as far away as the Midwest were moved to Atlantic seaboard ports, and products from the industrialized northeast were shipped to the central part of the country, and from there, along the Mississippi, to the south. From 1832 to 1918, the area bounded by Lansing, Montgomery, Lawrence, and Water streets was the location of the Little Basin of the Erie Canal, the easternmost component of the canal that provided a link between it and the Hudson River. As such, the district contained one of the most important intersections of commerce and transportation of the era. Most features of the canal, such as the Little Basin, locks and other features, were buried in the early twentieth century, and although little evidence remains above ground, this history was foundational to the industrial character of this district and the late nineteenth and twentieth century development that is represented in the extant buildings.

Albany's history has long been entwined with the fortunes of the VanRensselaer family, which established a foothold in the Dutch colony of New Netherland as early as 1629 and received an English patent in 1686, giving them control of a massive estate on both sides of the Hudson River that included all the land in the district. By the beginning of the eighteenth century, tenants of the Van Rensselaers had established a small industrial community just north of the city center along what is now Broadway in the district. This was the site of the earliest industrial pursuits in the district. With their estate (no longer extant) located in the heart of what is now the district, the Van Rensselaers became major players in the development of the Erie Canal and the railroads that established this area as a north-south corridor for commerce and manufacturing, a status it retained into the mid-twentieth century. The city's proximity to sources of raw materials fueled the early development of the stove making and lumber industries. From the mid to late 1800s, ironworks and breweries dominated the area between the Erie Canal and Broadway up to Thacher Street. By the 1870s, new factories for architectural ironwork, pianos, glass and more stoveworks had appeared. Improvements to refrigeration technology in the early twentieth century facilitated the storage of grocery and animal products. Albany's paper industry provided paper goods to most of the country in the nineteenth and twentieth century and included the invention of modern toilet paper. Many products enjoyed nationwide distribution, and the notable companies and products gained Albany regional, statewide, national, and occasionally international recognition.

This history is represented in buildings, sites, and circulation routes that are associated with a rich mix of industries and types of manufacturing, storage, and distribution methods that connect to broader patterns of American commerce, trade, and consumption. Buildings within the district also document the subsequent contraction of Albany's industrial market to a regional level of importance as further changes in technology resulted in the movement of manufacturing concerns to the south or outside the country, and the diffusion of transshipment sites throughout the nation.

The district buildings also represent significant examples of industrial building types as they evolved during the period of significance. The existing buildings demonstrate transitions in building types and forms for manufactories and warehouse design in response to shifting manufacturing needs and the requirement to incorporate new technologies such as electricity, air conditioning and transportation methods. These

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innovations facilitated the continued competitiveness of the district's businesses, resulting in a group of well-preserved, if individually undistinguished, manufacturing and industrial structures. Despite their utilitarian function, a number of these buildings were designed by some of the city and the region's best-known architects, including Charles Ogden, Gander, Gander and Gander, William Lee Woollett, Charles Hunter Van Guysling, Marcus T. Reynolds, and York and Sawyer. As the needs of Albany's industries changed, its existing buildings could usually be easily adapted, and new companies took advantage of the existing transportation routes. These influences perpetuated the district's industrial character for over a century. The period of significance extends from 1853 to 1975. This era encompasses the construction and significant renovation dates for all contributing buildings and structures within the historic district.

Narrative Statement of Significance

DEVELOPMENT OF THE ALBANY INDUSTRIAL AND WAREHOUSE DISTRICT

The Albany Warehouse District emerged during the nineteenth and twentieth centuries as an industrial neighborhood north of what is now downtown Albany. The neighborhood's history is tied to the history of Albany's earliest development and the forces that shaped the settlement into a major commercial and political center in the early 1800s. Albany's early colonization and the formative ownership by the Van Rensselaer family established the roots of the spatial patterns that define the neighborhood today. Historically, the area facilitated the growth of the state capital in conjunction with the Albany Lumber District, an important commercial resource that was just to the east of and partially within the district and housed several large industries that dominated the economy of the city.

Patroonships & Early Development (ca. 1624-1810s)

It is important to note that the land of present-day Albany was originally inhabited by the Iroquoian Mohawks, or Kanien'kehaka "People of Flint," and the Algonquin Mahicans, or Muhhekunneuw, "The People of the Continually Flowing Waters," long before the arrival of Dutch, English, and French colonizers.²¹ Colonization established Albany's importance in New York trade and industry, stemming from its key location on the Hudson River as a trading post. Here, the Dutch West India Company established Fort Nassau in 1614, replaced soon afterward by Fort Orange; a small village called Beverwyck was established nearby in 1624. These were all located south of present-day Madison Avenue along the Hudson River, south of the district.²²

Beverwyck was initially a fur-trading center, whose occupants typically expected to return to Europe.²³ In 1629, a feudal system was put in place by the Dutch West India Company in which the land was leased to tenant farmers and traders by wealthy "patroons" to stimulate more permanent residence. Through the patroon system, the Van Rensselaer family amassed a vast estate, including all of the land within the district, although it is unclear whether they ever obtained a title to the land from the Indigenous peoples of the area.²⁴ In 1664, all

²¹Andrea Lurie, "The Mohawks and Mahicans in New Netherland: A Look at their History and Architecture." Accessed online at www.historic-albany.org/news/2021/3/29 on 30 December 2024.

²² George Rogers Howell and Jonathan Tenney. *Bi-centennial History of Albany: History of the County of Albany, N.Y., from 1609 to 1886* (Albany, NY: W. W. Munsell & Company, 1886), 2.

²³ Anthony Opalka, "Albany: One of America's First Cities" (Albany Institute of History & Art, n.d.).

²⁴ Stefan Bielinski, "Rensselaerswyck." Colonial Albany Social History Project, accessed online at <https://exhibitions.nysm.nysed.gov/albany/na/rensselaerswyck.html> on 26 December 2024; Howell and Tenney, *Bi-*

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Dutch lands in North America were surrendered to the English and the community was renamed Albany. The Van Rensselaer Manor was granted a patent in 1686, but it remained sparsely populated by tenant farmers until the middle of the eighteenth century. In 1686, the city of Albany and the Rensselaer Manor received charters from the English colonial governor. A map dated 1698 depicts a fortified wall around Albany, with a scattering of buildings outside the enclosure (Figure 1).

Those to the north of the city were located along both sides of what is today Broadway, which formed the main street of a small community established by the patroon, whose occupants would all be tenants of the manor. Sited to intercept trade from the north before Native Americans could reach Albany, the Colonie (as it was called) was also the site of the manor's earliest industrial pursuits including a saw mill and a brickyard.

A map from 1758 documents the continuance of this pattern of development, with the core of the City of Albany contained within a walled defense, farms to the south, and Colonie to the north. Today, the site of the Colonie is within the Broadway-Livingston Avenue Historic District and the Albany Industrial and Warehouse Historic District (Figure 2).

After the Revolutionary War and Albany's establishment as the permanent capital of New York the city began a growth spurt that would last into the mid-nineteenth century. Many families moved westward from overcrowded New England, bringing with them new resources and a taste for industrial innovation that had formerly been lacking in the community. James Caldwell established a manufactory along the Patroon's Creek within the district in 1791 in which a variety of products including mustard and chocolate were produced (Figure 3; no longer extant). Contemporaries considered Caldwell's manufactory to be a modern marvel, and it received extensive coverage in the press.²⁵ It was around this time that the small valley that was carved by the Patroon Creek became known as Tivoli Hollow. In 1828, the patroon and other local business leaders formed the Tivoli Manufacturing Company "for the purpose of manufacturing iron, cotton and woolen goods."²⁶

After 1815, the city's northern limit was moved to a line just south of Patroon's Creek and included some of the land in the district (Figure 4). The city remained a comparable size to the early fortified town, although when the new country's first census was prepared in 1790, Albany was its tenth largest city.⁵

The Erie Canal & the Rise of the Albany Lumber District (1810s-1910s)

The city's proximity to the Hudson River made it an ideal trading center, beginning with Native American-Dutch fur trading in the early seventeenth century. By the late eighteenth century, the city had cultivated a small lumber market consisting of a half-dozen wholesale lumber merchants, clustered just south of the neighborhood around Columbia Street and present-day Clinton Avenue (to the south of the district).²⁷ It was the completion of the Erie Canal in October 1825 that initiated a surge of commercial growth in the capital region, particularly the establishment of the Albany Lumber District.

centennial, 507-508, 816; "Anti-Rent Movement," in Douglas W. McCombs, ed. *The Capital Region in 50 Objects* (Albany, NY: Albany Institute of History & Art, 2015), 5.

²⁵ Anonymous, "Description of the works lately erected by Mr. James Caldwell, of this city, merchant...", *The Carlisle Gazette, and the Western Repository of Knowledge* (Carlisle, PA), 2 February 1791, 2.

²⁶ "An Act to incorporate the Tivoli Manufacturing Company," in Anonymous, *Laws of the State of New-York, Passed at the Fifty-First Session of the Legislature* (Albany, NY: E. Croswell, 1828), 412-14.

²⁷ Anonymous. *The Albany Lumber Trade: Its History and Extent* (Albany, NY: The Argus Company Printers, 1872), 5.

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Patroon Stephen van Rensselaer was a commissioner of the Erie Canal and served as the president of various other progressive boards and commissions. At the eastern terminus of the Erie Canal was a small basin (within the district) located at the south corner of Lawrence and Montgomery streets (Figure 5). Identified in contemporary documents alternatively as the Basin, Canal Basin, the Erie Basin, and the Little Basin (the latter name is used throughout this document), this small waterway connected to the larger Albany Basin and the Hudson River. Present-day Erie Boulevard follows the path of the Erie Canal, parallel to the Hudson River.

Two private basins were constructed on the Van Rensselaer estate immediately north of the Little Basin. These private basins and a large number of slips serving the lumber district were located between the Hudson River and Erie Canal. Improvements and expansions to the Little Basin and the canal were made as commercial traffic grew exponentially. Locks and a bridge that separated incoming from outgoing boats at the entrance to the Little Basin would be constructed by 1856 (no longer extant) (Figure 6 and 26). A weigh lock branched off the Little Basin and a weighmaster's office was accessible by another bridge at Lawrence Street (Figure 27). A series of bridges continued to be built to allow traffic to cross over the canal near the old city line, including one at North Ferry Street (Figure 28) and at Bridge Street. A predominantly Irish immigrant neighborhood, also known as "The Basin," grew around the Little Basin as industrial and residential construction boomed.²⁸ Today, the little basin is buried under Colonie Street, Erie Boulevard and adjacent parcels. Due to the fact that much of the basin's site has remained free from construction activities there is a strong likelihood that it remains largely intact; however, insufficient archaeological investigations have been undertaken to document it to date.

Between the river and canal, the executors of the Van Rensselaer estate established thirty-three parallel slips, which became collectively known as the Lumber District; this name appears on maps as early as the 1850s (Figure 6).²⁹ The estate's contribution to the canal and excavation between the river and canal brought about the Albany Lumber District, bounded by North Ferry Street to the south and spanning approximately a mile from the Little Basin to the North Albany neighborhood (Figure 7). Most of the leased lumber slips off the canal's east side were excavated by 1857 and the rest were extant by 1876 (Figures 6 and 7). The site of the Lumber District is partially within the nominated district.

The Erie and Champlain Canals pioneered fast transportation within the state and communication with the western United States and Canada, while the Hudson River provided ease in barging lumber to and from New York City and gave access to foreign markets.³⁰ With low handling costs and great speed, lumber was exclusively barged until the construction of the Hudson River Railroad (Figure 29).³¹

The lumber trade brought immense wealth to several landowners and lumber firms in Albany, most notably the Van Rensselaer family, whose land made up nearly half of the Lumber District through the 1870s.³² The 1876 *City Atlas of Albany* also shows the family manor house at the approximate location of present-day Manor Street (Figure 30). With little development spreading north or west of the lumber yards, the building could be seen from the canal (Figure 31). The manor house was dismantled in 1893 due to the encroaching railroad and

²⁸ John J. McEneny. *Albany Capital City on the Hudson: An Illustrated History* (Sun Valley, CA: American Historical Press, 2006), 96.

²⁹ Arthur James Weise. *The History of the City of Albany, New York: From the Discovery of the Great River in 1524, by Verrazzano, to the Present Time* (Albany, NY: E. H. Bender, 1884), 480.

³⁰ Anonymous, *The Albany Lumber Trade*, 8-10.

³¹ James Elliot Defebaugh, *History of the Lumber Industry of America, Vol. 2* (Chicago: The American Lumberman, 1907), 408-430.

³² Anonymous, *The Albany Lumber Trade*, 10.

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the Van Rensselaer family's departure from the area, although they retained ownership of much of the land.³³ The family's leasing of their lands continued an arrangement that had been established with the creation of the manor in the seventeenth century.

The 1870s saw the economic peak of the lumber industry in Albany. A map published in 1876 named thirty-five different companies occupying halves of each slip. In addition to the slips, the Lumber District consisted of open lumber lots and yards, wood-frame support buildings, and larger planning mills. With the nationwide increase of industrialization and expansion of the rail system in the late nineteenth century, larger mills could now ship directly to building sites.³⁴ Gradually the district emptied; the slips were filled, and their sites became home to industrial buildings in the early twentieth century.

Notable local companies were the Callender & Mason Lumber Lot, which dealt spruce, hemlock, and pine; G.H. Hunter & Son Lumber Lot, which dealt in Florida Southern pine, used for floors and car sills; Blakeslee Lumber Company (approximately 981 Broadway; contributing); and Hubbell and Hill Lumber, later C. T. Hubbell (extant ca.1935-1951 warehouse at 7 Tivoli Street; contributing).³⁵

Transportation: Railroads, Trolleys, and Canals (1830s-1918)

One of the most significant aspects of the district are the transportation corridors that shaped the streets and blocks as they are today. A variety of vehicular pathways contributed to the viability of industry in the district. Through the nineteenth and early twentieth centuries, the rapid growth of technological and industrial knowledge was accompanied by an expansion of and improvements to transportation infrastructure. The railroads, street railways, and canals of Albany shaped the district by distributing and receiving products, transporting the labor force, and concentrating industrial development.

Canals

As completed in 1825, the original Erie Canal followed the path of Erie Boulevard north-south through the center of the historic district and next to Van Rensselaer Manor. While the Erie Canal system was an engineering marvel at the time of its construction, its four-foot depth and forty-foot width posed issues for larger and heavier vessels as boat construction and steam power evolved. Between 1835 and 1862, the canal was expanded to a seven-foot average depth and seventy-foot average width; it would be outgrown again by the end of the nineteenth century. In 1909, there were several warehouses and freight houses around and south of the Erie Canal basin and railroad crossings. Between 1905 and 1918, the Erie Canal was replaced by the NYS Barge Canal system. The former Erie Canal and remaining laterals were abandoned in eastern New York State because of their inaccessibility to barges. During the Barge Canal's planning stages, it was found that the various railroad lines, often parallel to the Erie Canal, created problems with respect to corporate responsibility at their crossing points and ownership of the land between the canal and the railways. The engineers of the Barge Canal solved this problem by deviating from the course of the former canal.³⁶ The new canal shifted water traffic back through the Hudson River north past Troy, and northwest through the Mohawk River, utilizing natural waterways (Figure 10). For the Lumber District, this shift meant the abandonment of its

³³ Matthew Jeffers, *Van Rensselaer House*, Williams College Special Collections, n.d. Williams College, Williamstown, MA.

³⁴ Defebaugh, *History of the Lumber Industry Vol 2*, 416.

³⁵ Anonymous, *The Albany Lumber Trade*, 37-38, 42-43.

³⁶ Frank Martin Williams and Noble E. Whitford, *History of the Barge Canal of New York State* (Albany, NY: J.B. Lyon Company, printers, 1922), 254, 276.

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foundational transportation corridor. Its fundamental role in Albany's economic prosperity and industrial development was impacted and the area's relevance shifted toward a reliance on the railroads and established industrial built character.

During the Barge Canal's construction, the City of Albany was awarded contracts for freight handling machinery, and permanent warehouse structures were constructed with steel frames and reinforced concrete siding.³⁷ Like other New York cities, Albany filled in sections of the old Erie Canal in the later 1910s and early 1920s, culminating in the paving of Erie Boulevard in tandem with waterfront beautification efforts during the early twentieth century. Today, the primary surviving features associated with the Erie Canal in the district are archeological, but the east abutment of the bridge that carried Bridge Street over the canal remains in place adjacent to the east side of Erie Boulevard.

Railroads

In 1826, Stephen van Rensselaer and other patroons in New York established the earliest state railroad charters. Six were constructed, including the Mohawk & Hudson Railroad (Albany & Schenectady) and the Rensselaer & Saratoga Railroad.³⁸ The former was consolidated with the Hudson River Railroad and eventually the New York Central Railroad system reaching further into Illinois, Pennsylvania, and Massachusetts. The New York Central Railroad tracks crossed Broadway and North Pearl streets, originally following the Patroon's Creek, parallel to Tivoli Street. The Rensselaer & Saratoga Railroad coincided with Rathbone Street, an industrial thoroughway cut between Montgomery Street and Learned Street (Figure 12). The railroad was leased to the Delaware & Hudson Canal Company in 1871, which later consolidated into the Delaware & Hudson Railroad in 1945. The railroad ran parallel to the Erie Canal north toward Canada and southwest toward Scranton, Pennsylvania. The two railways met at a train table south of the intersection of Montgomery and Lumber Street (present-day Livingston Avenue), immediately south of the district. Both railroads became heavily tied to the industrial centers present on Tivoli Street and around the Little Basin in the district (Figure 33).

Railroads faced pushback in 1877, as national strikes commenced over urban track safety and lack of compensation to railroad laborers. In West Albany, laborers began to strike and gather following the pay cuts from the Delaware & Hudson Canal Company and some of the strike's events occurred in the southern part of the district. A gathering at Capitol Park led laborers up the tracks to the company's freight houses and compelled work to cease.¹⁶ They continued to the roundhouse on Lumber Street and crossed the Hudson to East Albany to disrupt the trains. Later gatherings, plagued with militiamen sent to keep the peace, were sited on Van Woert Street, where oncoming locomotives were stoned.¹⁷ Despite the strikes, the railroads remained a powerful commercial force and infrastructure expanded throughout the waterfront and nearby neighborhoods.³⁹ Today only the railroad right-of-way, paralleling the west side of Erie Boulevard, remains. It includes sidings to some of the district's businesses and loading docks located in the businesses at the termini of these sidings. Examples include 62 Mill Street and 8 Erie Boulevard (both contributing).

³⁷ Williams and Whitford, *History of the Barge Canal*, 265.

³⁸ Henry Whittemore, *Fulfillment of Three Remarkable Prophecies in the History of the Great Empire State Relating to the Development of Steamboat Navigation and Railroad Transportation, 1808-1908* (Ann Arbor, MI: University of Michigan, 1909), 43; David O. Stowell, "Albany's Great Strike of 1877." *New York History* 76, no. 1 (1995), 43 and 48.

³⁹ McEneny, *Albany*, 21.

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Trolleys

The horse-railway system in the district was operated by the Watervliet Turnpike and Railroad company. Following the company's incorporation, a line from South Ferry Street to the North Ferry Street by route of Broadway was proposed, to be completed in 1863. The first horse car route was completed the same year. Albany Railway Company, a competitor of Watervliet Turnpike and Railroad, extended its routes in 1866, from State Street to Van Woert Street along North Pearl Street. There were two major barns for streetcar steeds, one in South Albany and one just north of the district at the intersection of Erie Street and Broadway.⁴⁰ By the late 1880s, electric streetcars were introduced following their debut in Virginia, and all horse-drawn vehicles were discontinued in 1890.⁴¹ Electric streetcars would dominate local public transportation for the rest of the century; streetcar lines served the Lumber District into the twentieth century, but were not electrified. The Watervliet Turnpike and Railroad Company, Albany Railway Company and Troy City Railway merged into United Traction Company in 1899, servicing the district with connections within the greater Albany and Troy area.⁴² There are no known surviving resources associated with this aspect of the district's significance.

Industrial Growth (1830s- 1960s)

Albany's initial economy centered around fur trade, milling and brewing. It eventually expanded to the lumber trade, which spurred the construction of industrial sites near the Little Basin between Broadway and Montgomery streets. The canal infrastructure and the railroads and trolleys that followed it drew industrial manufacturers to the area who could benefit from the easy transportation of raw materials and goods. From the mid to late 1800s, ironworks and breweries dominated the area between the Erie Canal and Broadway up to Thacher Street, the southern boundary of the Van Rensselaer estate. By the 1870s, new factories for Albany Architectural Iron Works (extant), Marshall & Wendell Piano Factory (extant), Thacher Looking Glass Factory, and Rathbone, Sard, & Company Stove Works encroached on the Van Rensselaer's property from the south, and residential streets and the municipal gas works hemmed it in from the north.

The new railroads and Rathbone Street functioned as the major transportation lines for manufacturing facilities, and streetcars began to run from South Ferry Street to the Lumber District in June 1863 on Broadway.⁴³ The neighborhood grew into a mix of established companies that were anchors of the neighborhood and smaller industrial sites and buildings that were frequently adapted to new uses. Three major industries emerged: stove manufacturing, iron manufacturing, and brewing.

Stove Manufacturing

In 1833, the *Albany Daily Advertiser* declared Albany the best producer of coal-burning cast-iron stoves, namely because of the high percentage of pure iron, exceptional quality ore, and superior quality molding sand used in the stoves produced throughout the city. Three prominent manufacturers were headquartered in the district.⁴⁴ Over the next century, the city gained global recognition for expertly crafted stoves.

⁴⁰ Howell and Tenney, *Bi-centennial*, 519.

⁴¹ McEneny, *Albany*, 20-21.

⁴² Erin Czernecki, New York State Office of Parks, Recreation and Historic Preservation, in consultation with Easton Architects.

⁴³ Weise, *History*, 490.

⁴⁴ McEneny, *Albany*, 90.

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Originally founded in 1830, Rathbone, Sard and Company became the largest stove manufacturer in Albany.⁴⁵ Rathbone, Sard and Company was the dominant business on Rathbone Street in both reputation and production, coinciding with the Rensselaer & Saratoga Railroad, which intersected its Stove Works and Salesroom on North Ferry Street. The company housed its Stove Foundry and mounting shop on Learned Street (not extant). The multi-building complex was one of the earliest factories in the area (Figure 12). The firm was housed in typical late nineteenth century industrial (and generally utilitarian) brick buildings; most were taken over by later companies and lasted well into the twentieth century. By 1909 the company had expanded its foundries and materials storage into new masonry and wood-frame buildings (Figure 13). *The Metal Worker Journal* of 1894 noted that its extensive Albany operation comprised five cupola furnaces for casting iron, which turned out a “very large stove product,” and that the company held two patents for the design and construction of the Acorn radiator and the issuing of the Acorn ranges in several styles and other “circulars” for cooking and vapor stoves.⁴⁶ Unionization and competition with the Midwest branches of Albany stove manufacturers contributed to the end of most foundries by 1900, and Rathbone, Sard and Company closed its Albany facilities in 1925.⁴⁷ The last of the structures associated with the firm were razed in 2024.

The district also included the sites of Littlefield Stove Company, founded in 1854, and the Albany Stove Company, founded in 1868. The former originally had a foundry on Montgomery Street (demolished) but moved its operations to North Pearl Street in 1871, and the site was taken over by the New York Central and Delaware & Hudson railroads.⁴⁸ Littlefield Stove Company’s plant spanned approximately three acres from the corner of North Pearl and Pleasant streets (demolished). The Albany Stove Company was located at the west end of Tivoli Street and employed forty to sixty molders at a time at a two-acre complex (demolished).³⁰ Albany’s stove works market included fifteen stove manufacturers by 1875; the proximity of three stove works in the district reflects the large number of stove manufacturers in the city.³¹

Iron Manufacturing

Iron manufacturing has historically been one of the most consistent industries in the district, and dates back to the incorporation of the Tivoli Manufacturing Company in 1828. The Erie Canal greatly facilitated the growth of this industry, helping to bring raw materials into the district. Generations of recent immigrants worked as iron founders, stove molders and puddlers.⁴⁹ In addition to cast-iron stoves, products ranged from railroad car parts to agricultural equipment.

George H. Thacher, former mayor of Albany, established his own iron foundry and works on Thacher and Learned streets in 1852. The George Thacher & Company Car Wheel Foundry exclusively produced wheels for steam and electric railroad cars.⁵⁰ Thacher expanded into a vacant Rathbone Stove Works building and leased

⁴⁵ Josephine H. Peirce, “New York State Stove Manufacturers.” *New York History* 32:4 (October 1951), 452-460.

⁴⁶ Anonymous, “Stove Trade Notes,” *The Metal Worker* 41 (1894), 48-49; *Catalogue and Price List of Acorn Stoves & Ranges* (Albany, NY: Rathbone, Sard. & Company, 1890), 5-8.

⁴⁷ McEneny, *Albany*, 91.

⁴⁸ Anonymous. *The City of Albany, New York: Her Industries, Growth, Advantages, Railways, Transportation Facilities and Commerce: Statistical and Descriptive Review* (Albany, NY: Albany Evening Journal, 1888), 25; Howell and Tenney, *Bi-centennial*, 568; McEneny, *Albany*, 91.

⁴⁹ McEneny, *Albany*, 88, 92. The role of a puddler was to use a reverberatory furnace to convert pig iron into wrought iron.

⁵⁰ D. W. O’Connor, “Albany, N.Y., and its Iron Foundries- Jobbing Foundries,” *Iron Molders’ Journal* 38 (1902), 69.

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the building's four-story core to the Hudson River Electric Power Company (extant at 11-13 Thacher Street; contributing). The original plant was rebuilt after a fire in 1917.⁵¹

James McKinney & Son was another iron foundry of note. Founded as McKinney & Mann in 1857, and later also known as the Albany Architectural Iron Works, the firm had the largest and oldest facility in Albany. Originally on Livingston Avenue, the foundry moved to 18-20 Dewitt Street (not extant) because of the construction of the Upper Hudson River Bridge.⁵² It moved again in 1872, this time to the large brick building located at 925-927 Broadway (extant; contributing), needing larger facilities for manufacturing columns, girders, ornamental iron, and machinery castings (Figure 13).⁵³ The four-story machine shop and pattern-making shop still stands, alongside the gable-roofed foundry on Common Place (occupying the same parcel as 927 Broadway). A plaque on the former machine shop, to the right of the Broadway entrance reads: "Jas. McKinney & Son Albany Architectural Iron Works Established 1857."

Another architectural iron works was Harry E. Campbell Architectural Iron & Steel at 405 North Pearl Street, founded in 1890 (extant; contributing). This brick building, used for forges and a machine shop, has an iron truss roof and wood rafters and maintains its original footprint. Campbell also operated a foundry half a block north at the intersection of Tivoli and North Pearl streets (not extant), composed of an irregularly disposed group of brick and wood-frame buildings (Figure 14). This plant ran on orders from the boroughs of New York City and became the first to build large fly wheels from steel plates—removing the dangers associated with working up large wheels from cast iron.⁵⁴

Haight & Clark Iron, founded in 1881, had a three-story brick building and a one-story foundry at Dewitt Street (not extant) before moving to a Pleasant Street facility above North Pearl Street (not extant) in 1885.⁵⁵ Later known as the John W. Clark Iron and Brass Foundry, the complex was south of Pleasant Street and abutted the New York Central rail line. The foundry closed in the early twentieth century and was demolished by the 1930s (Figure 15).⁵⁶ Clark's former Dewitt Street foundry was taken over by Huber & Hartnett in 1890 and was used through the 1930s.⁵⁷

P.K. Dederick Sons Agricultural & Machine Works operated a large complex on Tivoli Street, of which three buildings survive (70, 128, and 129 Tivoli Street remain extant; contributing). Founded in 1860, the foundry produced steam engines, boilers, and their patented hay bailing presses.⁵⁸

The complex was built between the 1870s and 1900; it extended west on Tivoli Street and backed onto Patroon's Creek, composed of long and narrow masonry and wood buildings. Fire destroyed several of the eastern storage buildings at the turn of the twentieth century (Figure 16). A railroad siding called the Albany Terminal Railroad ran the length of Tivoli Street, transporting materials and goods from the Dederick factory and Albany Stove Company to the main Delaware & Hudson track and the Erie Canal.

⁵¹ Anonymous, "What the Foundries are Doing: Activities of the Iron, Steel, and Brass Shops," *Foundry* 45-46 (1917), 139-140.

⁵² O'Connor, *Iron Molders*, 66.

⁵³ Anonymous, *City of Albany*, 19.

⁵⁴ O'Connor, *Iron Molders*, 69.

⁵⁵ Anonymous, *City of Albany*, 28.

⁵⁶ O'Connor, *Iron Molders*, 68.

⁵⁷ O'Connor, *Iron Molders*, 69.

⁵⁸ Sampson, Comp. *The Albany Directory* (Albany: Sampson, Davenport, & Company, 1874); Anonymous, *The City of Albany*, 18.

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The *Albany City Directory* listed several new foundries within the district. The United American Iron & Steel Company had taken over two lumber yards between Mill Street and the railroad tracks, and McArdle Iron & Metal was also sited on Mill Street. No buildings remain from either company. In 1922, Albany Steel & Iron Supply Company, which started as General Mill & Contractors Supply, took over a small facility at 899 Broadway (not extant), north of Ferry Street and near the Boardman & Gray Piano Company. A year later, the manufacturing operation of steel reinforcing bars moved to the former facility of Peter Planz & Son Blacksmiths, at 900 North Broadway (not extant), until the company again outgrew their facilities in 1929.⁵⁹

On Tivoli Street, the Claussen Architectural Iron Company built a facility just west of North Pearl Street beginning in 1915. N. C. Clausen was chief engineer at McKinney's Architectural Iron Works for thirteen years. Their complex consists of several structures including a warehouse, showroom/office and blacksmith shop (extant at 36 Tivoli Street; contributing) (Figure 17). Here, the company manufactured materials for some of the region's most significant buildings, including the Delaware & Hudson Building (now SUNY Plaza) in 1915 and the Albany City Hall, designed by H.H. Richardson, and subsequently branched out into fireplace equipment and ornamental ironwork for Colonial Revival homes.⁶⁰ Claussen Architectural Iron Company was later purchased and integrated into Albany Steel & Iron Company. Along with the consolidation of these already large manufacturers, several military contracts brought a greater need for ironworks, and Albany's iron manufacturers ramped up production in the early 1940s.

Brewing

Brewing was a significant industry in the region and early Dutch settlers established a dozen breweries by the 1650s.⁶¹ Breweries, malteries, and distilleries proliferated as the city grew. The industry continued to prosper with the opening of the Erie Canal and the construction of major railroads. The district includes the former sites of Andrew Kirk Brewing, originally founded in 1838; Quinn & Nolan Brewing Company, founded in 1845; Beverwyck Brewing and Schaefer Brewing Companies; and several smaller facilities of other brewers, maltsters, and distillers that operated in the nineteenth and early twentieth centuries. The industry crashed with the ratification of the Prohibition amendment in 1919.⁶² Of the breweries operating in Albany prior to Prohibition, only three opened following the repeal in 1933, one of which was Beverwyck Brewing.

The property at today's 904 Broadway/393 North Pearl Street (contributing) housed several companies in the same industry through the nineteenth century. Originally the site of Andrew Kirk's brewery, established in 1838, it was developed and inherited by subsequent breweries Kearney & McQuade, Wilson & Company, and Smyth & Walker, who are believed to have constructed the current building as their Brewery and Malthouse in 1874 at 904 Broadway.⁶³ Smyth & Walker remained until the formation of Fort Orange Brewing Company in 1882. The brewery would continue to change in ownership, becoming Municipal Brewing Company before the turn of the century, then closing under Prohibition.⁶⁴ The building was renovated by George Spalt & Sons, a cabinetry and architectural woodwork company, believed to have added the current Dutch Revival style facade. Today, the building is once again occupied by a brewery.

⁵⁹ Bill Buell, *Historic Albany: City & County* (San Antonio, TX: Historical Publishing Network, 2012), 38-41; Sampson, comp. *The Albany Directory* (Albany: Sampson & Murdock Company, 192), 209.

⁶⁰ Christine Sevier. "Expansion of N. C. Clausen Iron Plant," *Times-Union* (Albany, NY), 4 August 1919, 5; Anonymous, "Ornamental Iron Favored," *Times-Union* (Albany, NY), 29 August 1930, 49.

⁶¹ John D. Whish, *Albany Guidebook* (Albany, NY: J.B. Lyon, printers, 1917), 39.

⁶² "Albany Ale," Accessed online at the Albany Institute of History and Art website on 25 July 2022., (n.d.).

⁶³ Matt Malette, "Albany Archive: City Breweries of Days Gone By," *Spectrum News 1*, Capital Region, NY, 1 October 2016.

⁶⁴ Craig Gravina and Alan McLeod, *Upper Hudson Valley Beer* (Charleston, SC: Arcadia Publishing, 2014), 112.

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The Quinn & Nolan Brewing Company, started by James Quinn in 1845 and continued through the partnership of Terence Quinn and Michael Nolan, was the largest producer of lager beer in the city.⁶⁵ Nolan was the city's first Irish Catholic mayor, and his participation in the company continued the city's ties between politicians and breweries, many in the southern industrial part of the capital region.⁶⁶ Quinn & Nolan's large facility occupied most of the block between North Ferry and Lawrence streets and between the railroad tracks and the start of the Erie Canal (demolished). Nolan also founded the Beverwyck Brewery and constructed an equally monumental brewery west from Quinn & Nolan across the Rathbone Street railroad tracks (demolished). Nolan opened this brewery to focus specifically on lager beers, and with the two breweries he dominated local production. Quinn & Nolan company was listed as one of the best-known local breweries in the 1917 *Albany Guidebook*.⁶⁷ The same year, the company was consolidated into Beverwyck Brewing. Many of its buildings were torn down following Prohibition.⁶⁸ In 1947, the company built a new bottling plant (existing at 8 Erie Boulevard; contributing) and four-story stock house (demolished). Designed with steel framing, concrete, and brick exteriors and emphasizing aluminum and glass, the company advertised these two buildings as a modern complement to the historic complex (Figure 43). In 1951, the Beverwyck Brewery buildings were purchased by the F. & M. Schaefer Brewing Company, which continued the tradition of brewing here and distributing to regional, national, and international markets. The company was known for its all-night beer fountain serving workers returning home.⁶⁹ By 1972, it had transitioned its facilities to Allentown, Pennsylvania, and anything left from the Beverwyck Brewery was leveled in a process that ended up taking months.⁵² The large brick and concrete block building at 8 Erie Boulevard between Lawrence and North Ferry streets appears to be the only building of the Beverwyck/Schaefer brewing complex that remains intact (contributing); it evokes the district's connection to this long-standing industry (Figures 19 and 43).⁷⁰

Other breweries once located in the neighborhood include Uri Burt & Company, Carroll & McDonald, and Columbia Distilling Company. Uri Burt & Company, Brewers of Ale & Porter, started a small brewery in a dwelling house at the corner of Colonie and Montgomery streets (not extant).⁷¹ The brewery of James K. Carroll and Duncan McDonald, which was established at 900-912 Broadway (not extant), included a two-story structure with an annual capacity of 30,000 barrels.⁷² Columbia Distilling Company appears in the 1909 *Sanborn Fire Insurance Maps* at 924-926 Broadway (demolished for an addition to Consolidated Car Heating Company Complex).

Other Notable Industries

Although facilities with heavily specialized equipment, like brewing, were infrequently adapted by different manufacturing ventures, many more general industrial sites changed ownership and shifted uses from the late 1800s to mid-1900s. Influential industries were pianos, construction materials, and paper. Minor industries in the area included ice works, cold storage and food distribution, enameling works, coal yards, tobacco storage, and—on more remote parcels—oil and axle grease plants, animal fat rendering plants, and chemical processing. Buildings were often adapted between production and storage uses.

⁶⁵ Howell and Tenney, *Bi-centennial*, 556-558.

⁶⁶ McEneny, *Albany*, 87-88.

⁶⁷ Whish, *Albany Guidebook*, 40.

⁶⁸ Craig Gravina and Alan McLeod, *Upper Hudson Valley Beer* (Charleston, SC: Arcadia Publishing, 2014), 112.

⁶⁹ McEneny, *Albany*, 87-88; Craig Gravina and Alan McLeod. *Upper Hudson Valley Beer* (Charleston, SC: Arcadia Publishing, 2014), 114.

⁷⁰ Diana S. Waite, ed. *Albany Architecture: A Guide to the City* (Albany, NY: Mount Ida Press, 1993), 249.

⁷¹ Howell and Tenney, *Bi-centennial*, 556-558; *Albany Directory*, Albany: Sampson & Murdock Company, 1861; pp. 18.

⁷² Howell and Tenney, *Bi-centennial*, 556-558.

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Wholesale grocery storage and distribution warehouses were located adjacent to railroads, although they were not a dominant industry, such as the Great Atlantic & Pacific Tea Company warehouse at 13 Manor Street and Tivoli Street (extant; contributing) and 11-13 Thacher Street (extant; contributing). Food distribution in the nineteenth and twentieth centuries relied on railroads to cut down transportation times even before the nineteenth century advent of refrigerated railcars and later cold-storage buildings. The development of large cold storage facilities to house produce and meat being transported on rail lines and the adoption of reinforced concrete construction for industrial purposes is exemplified in the Central Warehouse building at 143 Montgomery Street, completed in 1927 (extant; contributing). The history of cold storage technology has wide-ranging economic, scientific, and social implications and specific connections to Albany's regional agricultural and dairy production history.⁷³ However, the warehouse at 143 Montgomery Street is the only building identified in the district with known associations with this industrial theme.

In 1915, the aptly named Industrial Building at 1031 Broadway (extant; contributing) was erected in the hope of attracting smaller industries to the city, which already boasted having the largest factories producing car-heating apparatuses and stationery, as well as the original perforated paper plant.⁵⁷ A small row of film exchanges for storing and distributing film reels was constructed in the 1920s at 1050 to 1060 Broadway (extant; contributing).

Pianos

Boardman & Gray was the oldest piano-forte manufacturer in the country. Founded in 1837, the company moved its major manufacturing plant to Albany after a catastrophic fire at the original facility. In 1853, Boardman & Gray acquired the 883 Broadway lot and built an L-shaped factory building (extant; contributing), close to the Albany Lumber District for ease in obtaining raw materials. The facilities were described in depth in *Godey's Lady's Book* in January 1854. It included a four-story brick main building on a high basement-story and a two-story brick drying shed for lumber, as much of the operation relied on the treatment and finishing of lumber pieces.⁷⁴ A fire occurred in the building in 1860 and the factory was severely damaged.⁷⁵ Over the next two years, the building would be quickly reconstructed and repaired, to be inherited by Gray's brother-in-law, William McCammon, who began the McCammon Piano Company and used the space as his manufacturing facility.⁶¹ By 1866, Boardman & Gray permanently moved to a facility at 239 North Pearl Street (extant; outside of district).⁷⁶ The building at 883 Broadway then housed several different industries, typical of the area's shifting commercial landscape. The Troy League Shirt and Waist Company occupied the building from 1893 to 1895, bringing that industry to the district, and was replaced by the Regent Shirt Company and Hygienic Laundry from 1895 to 1911. The use shifted to printing with the Brandow Printing Company, later Fort Orange Press, from 1918 to the 1950s (Figures 13, 18 and 19).⁷⁷

Another piano factory located in the district was the Marshall & Wendell Piano Forte Factory at 915-923 Broadway (extant; contributing). The firm was originally located on State Street, but it then constructed a new

⁷³ Susan Friedburgh, *Fresh: A Perishable History* (Cambridge, MA: Harvard University Press, 2009); Whish, *Albany Guidebook*, 119.

⁷⁴ Anonymous, *The City of Albany*, 18.; Anonymous. "Everyday Actualities. - No. XV," *Godey's Lady's Book* 48 (January and February 1854), 5-13 and 101-107.

⁷⁵ Karen A. Kennedy. "Boardman and Gray Piano Company," National Register of Historic Places Nomination Form, 2022; "Extensive Fire in Albany; Boardman, Gray & Co.'s Piano Factory Destroyed," *New York Times*, 8 September 1860; Edward McCammon, *Edward McCammon's Illustrated Catalogue* (Albany, NY: Edward McCammon, 1880).

⁷⁶ Howell and Tenney, *Bi-centennial*, 600.

⁷⁷ Sampson, comp, *The Albany Directory* (Albany, NY: Sampson & Murdock Company, 1918).

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facility on the Broadway site in 1872, consisting of a five-story brick building to serve as a factory and principal office. The building, which was filled with the best machinery in piano manufacturing, was 145 feet long and forty feet in depth, with two forty-foot wings (Figure 12).⁷⁸ Smaller masonry and wood-frame additions were built off the rear wings in the next decades. In later decades, the building was a warehouse and factory for tobacco products and a store fixtures and general storage warehouse (Figure 13).

Building and Construction Materials

Complementing the prevalence of lumber yards and ironworks, other manufacturers in the construction industry were historically located within the district. Among the earliest of Albany's industries, Van Rensselaer Sand and Gravel, which was established by the Van Rensselaer family in the mid-seventeenth century, was located on the hillside north of Tivoli Street, extending to Loudon Road. The sand pits made use of high-quality sand that was deposited on the shores of glacial Lake Albany at the end of the last ice age and provided raw materials for construction materials including brick and mortar. Although largely exhausted by the mid-twentieth century, it remained in operation as late as 1995, when the last active portions were sold for a building site.⁷⁹

Architectural wood and millwork companies extended the lumber trade's legacy into the twentieth century and included:

- George Spalt Cabinets & Architectural Woodworks shop at 904 Broadway/393 North Pearl Street, along Kirk Place (extant, contributing) (Figure 17);
- Feeney & Sheehan Construction between Montgomery and Rathbone streets and 26-38 Dewitt Street (extant at 164 Montgomery Street, contributing) (Figure 20);
- Ramsdill and Company Woodworking between North Lansing and Colonie streets, east of Montgomery Street (not extant);
- William H. Burton Company Architectural Woodworks (not extant), between North Lansing and Colonie streets, west of Centre Street;
- William Taafe's Son's Planning and Sawmill (not extant), between North Lansing and Colonie streets, east of Centre Street;
- John Robinson & Co. Lumber Yards (not extant), between the Little Basin and the New York Central Railroad Viaduct;
- Iroquois Millwork Corporation at 22 Mill Street (brick warehouse extant, contributing), midblock between Tivoli and Bridge streets.

Brick and stone masonry was an early and enduring product for the district. The Palmer & Newton brickworks (not extant) was among the earliest factories built in the area, located between the Erie Canal and the Delaware & Hudson Railroad tracks on Rathbone Street as early as the 1850s (not extant). The company operated under varying names, including Newton & Company and the Palmer, Newton & Co. Salamander & Albany Fire Brickworks. It produced fire bricks used in furnaces, supplying both their neighboring factories and the markets reachable by the Erie Canal and the railroads.

Other masonry companies included the Adam Ross Cut Stone Company at 1003 Broadway (alternatively addressed as 1001-1009 Broadway: extant; contributing) (Figure 23) and Riberdy Brothers Masonry on Van

⁷⁸ Anonymous, *The City of Albany*, 18.

⁷⁹ "New Company Working Big Gravel Beds," *Times-Union* (Albany, NY), 7 July 1923, 11; James Denn. "Furniture refurbisher plans \$2.7M expansion," *Times-Union* (Albany, NY), 12 August 1995, 20.

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Woert Street (not extant). The Adam Ross Cut Stone Company greatly expanded during a construction boom on north Broadway in the 1910s and 1920s; previously, at the turn of the twentieth century, it had maintained a modest group of wood-frame stone fabrication sheds, a brick stable, and a one-story wood-frame office on Broadway. In 1927, the company expanded its facilities, reconstructed (or significantly renovated) the office into a two-story brick building, and built a two-story steel-frame building with large multi-light monitor windows and fitted with a traveling gantry crane that extended over the railroad tracks to the east of the complex (Figure 36).

A few glass factories operated in the district, adjacent to the canal route and in the upper section of Tivoli Street. The most prominent was the Pittsburgh Plate Glass Company (not extant). It took over a Rathbone stove warehouse at North Ferry Street, between the Rathbone Street railroad tracks and the Erie Canal, and remained in the district through the 1950s.

Other construction-related manufacturers included the James Ackroyd and Sons roofing and sheet metal works at 962-966 Broadway office and workshops (extant; contributing) and John T. D. Blackburn Inc. Building Materials complex on the blocks between the Little Basin and Centre Street (not extant).

In the twentieth century, the rise of kit houses, pre-fabrication, and mail-order commerce also influenced the types of factories operating in the district. Companies such as the Iroquois Millwork Corporation fabricated interior products and distributed windows, doors, and a wide variety of prefabricated building components, and distributed them to customers across the country using the existing railroads and growing road networks.⁸⁰ Department stores became involved in the construction industry through their mail-order systems, especially in residential construction. Montgomery Ward, one of the dominant retailers of the era, used the original A.P.W. Paper Company Building at 150 Montgomery Street (contributing) as a storage and distribution warehouse through the 1950s. This warehouse supported the massive Montgomery Ward store built in Menands in 1929 (outside of district).

Toilet Paper, Paper Products, & Printing

Albany and its surrounding region produced a significant portion of the United States' paper goods in the nineteenth and early twentieth century. The abundant forests in upstate New York had long provided necessary natural resources and solidified the region as a paper industry center.⁸¹ The types of paper-related industries that developed in Albany and in the district included paper product manufacturing, manufacturing of related products and equipment (such as felt for paper presses), printing and lithographs, storage and distribution sites, and company offices. The paper products ranged from perforated toilet paper to stationery, from paper cups to greeting cards.

The toilet paper industry made a major contribution to the district's industrial history. Albany businessman Seth Wheeler invented modern perforated toilet paper in 1871, and six years later he incorporated the Albany Perforated Wrapping (A.P.W.) Paper Company.⁸² The original home of the company stands at 150 Montgomery

⁸⁰ This company had a headquarters and factory in Buffalo; extant, NR nominated.

⁸¹ Elise Johnson-Schmidt, "Albany Felt Company Complex," National Register of Historic Places Nomination, 2013, 10-12.

⁸² Anonymous, "Perforated Toilet Paper." Accessed online at the Albany Institute of History and Art website on 25 July 2022; Matt Malette, "Now You Know: Perforated Toilet Paper was Created in Albany," *Spectrum News 1*, Capital Region, NY; 30 Nov 2018.

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Street (extant; contributing) (Figure 20).⁸³ In 1917, a larger factory was sited north of the district, at 1271-1293 Broadway (not extant). This complex consisted of a two-story building containing approximately three acres of floor space, accessible by the Broadway trolley lines. A later plant, constructed as a paper mill for toilet paper and paper towels, was constructed in stages from 1918 to 1922 at 19 Erie Boulevard (extant; contributing) on the slips that had been connected to the Erie Canal (Figure 21). The plant's construction eradicated the last two lumber yards in the original Lumber District. The A.P.W. Paper facility includes a sprawling one-story structure that covers nearly ten acres and was designed by George F. Hardy, an internationally known architect whose commissions predominantly consisted of the design of paper mills.⁸⁴ The new paper mill operated here until 1964.⁸⁵

There were several printing plants and one notable paper manufacturing plant in the district. Listed on the 1935 *Sanborn Fire Insurance Maps*, the Albany Card & Paper Manufacturing Company was located at 1040 Broadway (extant; contributing). Peerless Paper Corporation operated a paper warehouse at 403 North Pearl Street prior to 1935 (extant; contributing) (Figure 17). The Brandow Printing Company, later Fort Orange Press Printing and Binding, took over 883 Broadway (extant; contributing) from the Regent Shirt Company and Hygienic Laundry. Hudson Valley Paper Company also ran a storehouse facility at 985 Broadway (now addressed at 981 Broadway, extant; contributing). The Argus Press Building at 1031 Broadway (extant; contributing) designed in 1915 by Marcus T. Reynolds as the Albany Industrial Building, a project of the Albany Chamber of Commerce which served as an early industrial "incubator" for young manufacturing firms, later housed the Argus Company's extensive printing and lithographic presses (Figure 23).⁸⁶ *The Argus* newspaper operated until 1921 but the Argus printing business continued well into the twentieth century; its exact tenure in the Industrial Building is unknown, although the building continues to be known as the "Argus Press Building." The Argus Company also had offices at 981 Broadway, which it shared with the Hudson Valley Paper Company in the 1940s.

Twentieth Century Planning & Architectural Transitions (1900s-1970s)

City Planning & Industry Shifts

By the second decade of the twentieth century an interest in "beautifying" the city of Albany spurred the creation of a downtown plaza at State Street and Broadway and growing sanitary concerns associated with the city's waterfront. Mayor James B. McEwan secured architects Arnold W. Brunner and Charles Downing Lay to create planning documents for city improvements including at its entrance, pier, and waterfront.⁸⁷ Brunner observed in *Studies for Albany*, that the "Albany waterfront had long been given up to commerce. Railways, steamships, factories, and warehouses had seized it and ruined it."⁸⁸ He recommended a plan for the waterfront which would see the construction of bridges and viaducts to screen railroads from view by elevating them and suggested a zoning system to restrict factories from sprawling throughout the city.⁷² The industries that had kept the city of Albany prosperous were seen by Brunner as sources of blight.

⁸³ Waite, *Albany Architecture*, 249.

⁸⁴ "To Begin Work on First of New Buildings," *Times-Union* (Albany, NY), 23 March 1918.

⁸⁵ Michael Lopez, "Albany Perforated Wrapping Paper Company," National Register of Historic Places Nomination Inventory Information, 2021.

⁸⁶ "Peter Kiernan, Sr., Civic Leader, Dies," *Times-Union* (Albany, NY), 19 July 1958, 9.

⁸⁷ Whish, *Albany Guidebook*, 9.

⁸⁸ Arnold W. Brunner and Charles Downing Lay, *Studies for Albany* (Ithaca; Arnold Brunner, 1914), 39, 75.

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While the “Albany Beautiful Movement” inspired creation of some of the city’s nicest early twentieth century parks (Lincoln Park, for example, NR listed, and other civic improvements), it also spurred demolition of older neighborhoods, particularly along the riverfront in downtown Albany.⁸⁹ As demolition occurred elsewhere in the city, the railroad corporations remained interested in the waterfront land in the district; their rails followed the path of the old Erie Canal, and they continued to need space for coaling, warehousing, track, and yards. To obtain these areas, the New York Central Railroad proposed a funding plan for the construction of sewers and docks, which was approved by the city.⁹⁰ The new sewer was completed in August 1915, extending from the north end of the city at Tivoli Street and Broadway three and a half miles south to prevent industrial runoff from polluting the Hudson River.⁷⁵ Waterfront demolition in downtown Albany in the early twentieth century forced relocation of commercial and manufacturing activities into the existing industrial neighborhoods in North Albany and South Albany, resulting in their expansion into formerly residential districts.

Recognizing the economic necessity and potential profits of keeping industrial factories in the city, albeit in more concentrated areas, the city crafted plans for attracting manufacturing companies and building out its industrial areas. The north area of the city (that is to say, the district) was a focus of this planning, as were sites in the southern end of the city and in the West Albany area. A concerted effort was made to draw new companies to Albany, led by the chamber of commerce and private investor groups. The Albany Industrial Building, completed in 1915 at 1031 Broadway (extant; contributing), was the pioneering result of this endeavor. Built intentionally to house multiple small and mid-size manufacturers on each floor and designed with unusual diamond-pattern brickwork and tall towers, it projected a vision for a new era of industrial progress. A 1919 newspaper article entitled “Factory Boom Coming Soon to North Albany”—describes how the chamber of commerce was encouraging construction in the remaining undeveloped parcels on “North Broadway,” which was being repaved and improved as a thoroughfare between downtown Albany and Troy. The plan involved railroad expansion, road improvements, and sewer and water infrastructure.

The article quoted the chamber of commerce president Charles Winchester predicting future growth of both factory construction and automobile-based transportation:

Now that North Broadway is being improved, we hope soon to see both sides of the street from Pleasant Street north to the city line lined with factories. The advantages of the region as a place for industries is indicated by the improvement and additions made recently in the plants already located there. With the completion of the work on North Broadway, all the factories will have an excellent avenue of communications, permitting rapid shipments to and from them by motor truck.⁹¹

The article supported this prediction by listing the factories already established on this corridor, half of which are located in the district:

The A.P.W. Paper company [19 Erie Boulevard, extant, contributing], the Albany Industrial Building [1031 Broadway, extant, contributing] containing numerous manufacturing concerns, the American Meter company [991 Broadway extant, contributing], the American Papeterie company [1315 Broadway, north of District], the Albany Felt company [Menands, north of

⁸⁹ McEneny, *Albany*, 24.

⁹⁰ John S. Pipkin. ““Chasing Rainbows” in Albany: City Beautiful, City Practical 1900-1925,” *Journal of Planning History* 7, No. 4 (November 2008), 332-333; Whish, *Albany Guidebook*, 120.

⁹¹ Anonymous, “Factory Boom Coming Soon to North Albany,” *The Argus* (Albany, NY), 17 August 1919, 17.

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district; National Register listed], the Eastern Tablet company [1315 Broadway, north of district boundary], the McKinney Ironworks [925-927 Broadway, extant, contributing], the Simmons Machine company [Menands, north of district], the C. T. Hubbell Lumber company [7 Tivoli Street, extant building ca.1935-1951, contributing], the Municipal Gas company [1125 Broadway, contributing], and the Crane Valley company [Broadway, north of district boundary].⁷⁷

Available land in this corridor was still mostly owned by the Van Rensselaer estate, which was subdivided during the early twentieth century and was subsequently purchased for private construction. Several multi-story factories and offices were built in the following decades; smaller industrial operations constructed on the northernmost stretch of Broadway, extending outside of the city limits and the district. A consistent typology of one- and two-story brick and concrete buildings on Broadway and North Pearl Street remains to document this construction boom.

Industrial expansion continued throughout this corridor between Albany, Menands, Watervliet, and Troy. This development was facilitated by the legacy of the Erie Canal system and long-established north-south transportation routes. The campaign of road improvements echoed the transportation and commercial impacts of the United Traction Company's consolidation of trolley routes in 1899 connecting greater Albany and Troy.

The city's promotion of industry continued into the 1930s, evidenced by the chamber of commerce publishing brochures advertising Albany's advantages and room for construction.⁹² Comparison of the Sanborn Fire Insurance Maps published in 1909 and 1935 north of Pleasant and Manor streets (Figures 22 and 23) illustrates the success of these efforts and how new industries capitalized on existing transportation infrastructure and the concentrated factories and warehouses in the southern blocks. In 1909, the area was sparsely developed, especially compared to the dense blocks of factories and residences to the south, and the west side of Broadway between Loudonville Road and Emmett Street was not even recorded. Anchoring warehouses and factories that are extant today were the Albany Terminal Warehouse Company (9 Manor Street/12 Tivoli Street; contributing), the American Meter Company (991 Broadway; contributing), and the James Ackroyd & Sons metalworks and office (962-966 Broadway; contributing). Influential buildings in the 1910s were the Albany Industrial Building in 1915 (1031 Broadway; contributing) and the A.P.W. Paper Company in 1919 (19 Erie Boulevard; contributing), followed by a wave of buildings completed in the 1920s. By 1935, most of the buildings that remain extant had been constructed and the massing, scale, rhythm, and physical character of the streetscape was established.

Albany, particularly the district, remained a major player in steel and iron production through the World Wars and the Great Depression. Most factories transitioned to war effort production during the conflicts. Warehouses strategically located on railroads served as distribution centers or were temporarily operated by the government, as was the case for the Albany Terminal Warehouse Company buildings (9 and 13 Manor Street). In 1941, the city boasted the largest machine tool repair facility in the United States and its diverse industries, which produced paper goods, agricultural chemicals, baseballs, pianos, textiles, and automobile equipment distributed across the globe.⁹³ Much of this production happened in the district.

After the war, midcentury production booms in commercial goods and economic, cultural, and technological developments continued to influence the built character of the area (Figure 44). The two new Beverwyck

⁹² City of Albany Chamber of Commerce, *Industrial Albany* (Albany, NY: Albany Chamber of Commerce, 1930).

⁹³ McEneny, *Albany*, 28.

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Brewery buildings constructed in 1947 and the F. M. Schaefer Brewing Company's subsequent purchase of the factory complex reinforced the prominence of the local brewing industry after the end of prohibition. Many larger companies built additions during this period, including the Hudson Valley Paper Company warehouse expansion in 1959 (981 Broadway) and the Consolidated Car Heating Company Complex in 1965 (Figure 46).

The original American Meter Company building at 991 Broadway, a four-story reinforced concrete building constructed in 1905-06, was renovated for use by the RTA company, an appliance company that specialized in the production of the RCA record company's products. RCA's Nipper Statue overlooking Broadway—perhaps the current Warehouse District's most recognizable landmark—was installed on the roof in 1958.⁹⁴ This activity in the district belied the overall decline of manufacturing in Albany. Echoing national trends, most industries moved out of New York to the Midwest and south, where manufacturing and labor costs were lower. By 1958, only 168 factories remained in Albany, collectively employing around 4,900 workers.⁹⁵

Transitions in Building

The existing buildings in the district demonstrate transitions in building technologies as applied to manufacturing and warehouse design during the period 1853-1975. Shifting manufacturing needs and incorporation of new technologies such as electricity, air conditioning and concrete construction influenced the form and appearance of these structures.

Late nineteenth-century industrial architecture was predominantly characterized by load-bearing brick masonry, with internal structure composed of conventional timber framing, its components typically of massive size to accommodate large loads. Large floor plates maximizing open space and tall floor-to-floor heights accommodated factory equipment and storage needs. Windows provided natural light and ventilation, although their size was limited by brick construction methods. Brick masonry construction did not disappear entirely in the twentieth century, but it declined in popularity and was thereafter typically used for smaller buildings and in conjunction with reinforced concrete. Several buildings in the district, particularly on upper North Pearl Street and the north end of Broadway, are of this type.

Although available as early as the late nineteenth century, reinforced concrete and steel framing only became predominant in new industrial construction in Albany after the turn of the century. Buildings constructed using concrete and steel continued to facilitate industrial uses by maintaining open floor plates and tall floor heights but were able, in addition, to incorporate larger window openings. Multi-light steel windows became one of the most ubiquitous character-defining features of industrial buildings in the first half of the twentieth century. Advancements in other building technologies often reconfigured interior and exterior features of older buildings and provided for new uses: electricity supplemented daylight; elevators and mechanized hoists replaced manual hoists; and refrigeration technology for food distribution warehouses. The National Register-listed Consolidated Car Heating Company Complex (413 North Pearl Street; contributing) is an excellent example of the stylistic transition at one property, through its series of 1893, 1906, 1913, 1920, and 1965 sections.⁹⁶

⁹⁴ Douglas W. McCombs, ed. *New York's Capital Region in 50 Objects* (Albany, NY: Albany Institute of History and Art, 2016); Kathleen LaFrank, "991 Broadway/Nipper," New York State Office of Parks, Recreation and Historic Preservation Inventory Form, 1977.

⁹⁵ McEneny, *Albany*, 30.

⁹⁶ Annie Schentag and Kerry Traynor, *Consolidated Car Heating Company Complex*, National Register of Historic Places Nomination, 2021; Corrugated Bar Company, *Corr-Plate Floors* (Buffalo, NY: Corrugated Bar Co., 1916), 31.

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One appeal of the new materials was their superior “fireproof” composition. Fireproof buildings had long been of interest, especially in warehouse and industrial areas that were vulnerable to fire and where economic stakes were high. The district experienced several fires that destroyed factories. The wood-frame buildings that were common in the nineteenth century were easily damaged and brick masonry factories that relied on wood structural framing and floors were vulnerable to fires that started within. One example was the P.K. Dederick agricultural implements factory complex (partially extant on Tivoli Street, contributing), which lost many of its buildings in fires in the 1890s and in 1905.

An early implementation of these new technologies was the Albany Industrial Building completed in 1915 (1031 Broadway; contributing). The building was profiled in contemporary construction publications for its reinforced concrete floor and roof structure.⁸³ Other key buildings reflecting twentieth-century industrial trends include 13 Manor Street, completed in 1922 (and in direct contrast to its nineteenth-century attached warehouse at 9 Manor Street; both contributing), the reinforced concrete Central Warehouse at 143 Montgomery Street completed in 1927 for cold storage (National Register Eligible and contributing), and 991 Broadway, completed in 1927 and renovated in the 1950s.

Railroads & Automobiles

A transition from railroad to automobile transportation occurred during the mid-twentieth century. Not only did this shift cause infrastructure changes to circulation routes adjacent to the district and throughout the city, but it also required new buildings to store and maintain the vehicles. Existing warehouses were adapted to truck freight storage and car part storage, and new garages and service shops were constructed.

The chamber of commerce and private companies’ emphasis on motor transport in their advertising revealed the rising importance of trucking. The “North” Broadway improvements took over a decade to complete and demonstrated the city’s commitment and expectation of automobile transportation’s profitability. North Pearl Street was extended in the early twentieth century, creating a secondary thoroughfare parallel to Broadway. Previously, an intermediate northern terminus had been located at Tivoli Street and North Pearl Street’s path picked up again in the North Albany residential blocks. Underscoring the impact of roadway improvements was the fact that many secondary streets still used uneven bricks or were unpaved railroad tracks; for example, Tivoli Street was still unpaved into the 1920s (Figure 35).

Despite the rise in automobile use—both personal vehicles and business trucking—the number of railroad tracks, spurs, and sidings also increased in the district during the 1910-1930s period. Comparison of the 1909 and 1935 Sanborn Fire Insurance Maps again shows this simultaneous expansion (Figures 22 and 23). The most change occurred on Mill Street and the block interior bounded by Tivoli Street, Broadway, Bridge Street, and Mill Street, and in more Albany Terminal Railroad spurs running the length of Tivoli Street. During this period the Lumber District slips were infilled and built over, and new tracks were built, such as those serving the A.P.W. Paper Company factory. Most buildings had their own railroad sidings, including new buildings whose principal fronts faced Broadway. Even as trucking was touted as a selling point by city promoters, the proximity of railroads continued to be a key advertising strategy. Into the 1920s local businesses advertised having their own railroad sidings; storage companies such as the Albany Terminal Warehouse Company (9 and 13 Manor Street) especially emphasized this factor in contemporary newspaper and city directory advertisements. However, by 1946 development had shifted to West Albany and the street trolleys were put out of commission. The New York Central Railroad moved its shops to West Albany, only to close them in 1954.

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Little physical evidence of the railroads remains intact within the district except at the single active track parallel to Erie Boulevard; other tracks have been removed or covered. A handful of remnants exist at individual properties, such as the International Harvester Company office building (960 Broadway; contributing), where a short section of track is visible along the Tivoli Street elevation. Associated features remain in the form of loading docks, elevated platforms, awnings, and similar related features attached to several standing structures. The right-of-way can also be discerned in many places or is evident in the siting of buildings, especially when compared to historic maps.

New buildings were constructed for and associated with automobile and equipment manufacturers. These were branch offices and service stations for larger companies headquartered elsewhere but with long histories and national and international reputation, such as the International Harvester Company agricultural equipment and trucks (extant at 960 and 980 Broadway) and the Mack-International Motor Truck Corporation, known for automobile and truck technology and military vehicles (extant at 1074 Broadway;). The technological developments in trucking made distribution faster, cheaper, and possible over longer distances; the geographic spread of sales branches and service stations, such as those in the district, further reinforced the popularity of trucks over declining railroads.

Highway Construction

One of the defining impacts of the twentieth century was the construction of highways and major vehicular routes and the subsequent destruction of older buildings and facilities. In Albany, this coincided with the creation of the Albany Urban Renewal Agency in 1960, under Mayor Erastus Corning.⁹⁷ Maps of the district depicted a planned four-lane New York Route 32 as early as 1957; this route would have coincided with North Pearl Street. Existing state interest in a highway system and the 1956 Federal Highway Act pushed forward construction of portions of a national interstate system, including I-90 (east-west) and I-787 (north-south).⁹⁸ Under Governor Rockefeller, in the 1950s and 1960s highway construction boomed, with massive land acquisition streamlined by eminent domain and property settlements made by the Public Works District Office.⁹⁹ In addition, the construction of Empire State Plaza immediately adjacent to the state capitol influenced the scale and location of I-787's development in tandem with automobile convenience to suburban populations.¹⁰⁰ The large civic center, like many urban renewal and development efforts, saw the displacement of thousands of residents and the demolition of hundreds of structures in the ninety-eight-acre property.¹⁰¹ Similarly, demolition for the interstates followed suit in the 1960s and early 1970s.

In consequence of urban renewal and highway construction, residential blocks at the south end of the district and several older industrial buildings were razed. New arterials and interstates cut the district off from the neighborhoods to the north and south and construction of I-787 to the east isolated the district from the Hudson River and buried or possibly destroyed potential archaeological evidence of the district's early waterside activity. These large roadways gave automobiles a competitive advantage over trains. Construction of I-787 (north-south) began in the late 1960s and was completed parallel to the Hudson River adjacent to the district about 1971, motivated by increased traffic to move suburban residents to and from urban centers and to direct

⁹⁷ McEneny, *Albany*, 30.

⁹⁸ *A Short History of the Origin and Development of the Public Works Concept in the State of New York* (NY, United States; NYS Department of Public Works, n.d.); 15.

⁹⁹ *Short History*, 19.

¹⁰⁰ Francis X. Farrell Jr., "Albany Must Reclaim the Riverfront," *Times-Union* (Albany, NY), 19 March 1989.

¹⁰¹ Paul Grondahl, "High-Tech Hopes Recall Monumental Dreams for an Empire," *Times-Union* (Albany, NY), 9 March 2003.

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truck traffic. The I-90/Thruway section (east-west), which extended east and west just north of the district, was fully completed in 1975.¹⁰² The cloverleaf of overramps and elevated exists connecting I-90 to I-787, also known as the Riverfront Arterial, redefined the northeast portion of the district (Figure 45). These commuter routes were important factors in moving people and goods within the region, yet they significantly impacted the historical circulation routes within the district and its geographic relationship to the waterfront. Ultimately this change made it easier for vehicles to bypass the area and contributed to the decline of industrial development.

Other Resources

The Albany Industrial and Warehouse Historic District has throughout its history been primarily the site of manufacturing, warehousing and transshipment concerns. But, at the same time, it has also always been the site of scattered private dwellings and associated institutions and businesses. Surviving dwellings in the district are located at 34-36 Learned Street, 401 North Pearl Street, 970 Broadway. Businesses established to serve local residents and workers include the Thacher Street Pub (serving local workers since at least 1892), the North Albany branch of the National Commercial Bank, constructed during the district's boom in the 1920s, and Lil's Diner (National Register listed, 2000), which replaced a lunch stand that had occupied its site since the early 1920s and provided hot meals for workers who could not return home for lunch.

Architectural Character of District Resources

In general, the buildings in the district represent both the continuity of materials and features that characterize industrial architecture as well as the transitions precipitated by advancements in technology and materials and the challenges of greater production demands and larger markets.

One of the most important transitions in the period was that from brick construction to concrete and steel. There are numerous examples of both types in the district and the transition itself is exemplified in a single-property, the National Register-listed Consolidated Car Heating Company Complex, which contrasts 1893 and 1906 brick sections with a 1913-14 concrete building, a 1920s garage, and a 1960s addition. The multiple examples of each type in the district provide a greater context for understanding the evolution in building technologies over the district's long history. Other industrial features, such as large open floor plates, remained the same but used new materials and structural systems to achieve a more functional design. Individual buildings like the 1915 Albany Industrial Building (1031 Broadway) exemplify the investment of local business leaders to support the city's economy. This building was designed specifically to be leased by multiple tenants, to make use of new reinforced concrete and fireproof techniques and was commissioned by the incorporated Albany Commercial Company. According to a contemporary newspaper account of the public bidding process, all the contractors selected for construction were local Albany firms.

More than most building types, industrial buildings were designed to be adaptable. The district's remaining buildings largely retain that inherent adaptability and the evidence of many alterations over time is appropriate to this typology. Cycles of building reuse, adaptation, demolition, and new construction to suit manufacturing needs are typical of historic industrial neighborhoods.

Character-defining features of nineteenth and twentieth century industrial buildings in the district include:

- Brick masonry construction or "fireproof" and concrete block construction
- Large rectangular massing and suggestions of interior open floor plates

¹⁰² New York State Department of Transportation. *New York's Interstate System: The Road to Mobility and Commerce* (Albany, NY: New York State Department of Transportation, 1996), 38, 49.

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- Irregular massing resulting from a series of additions over time or multiple functions within a complex (such as foundries, materials storage, offices, finishing shops, etc.)
- Mixture of flat and irregular roof types, often with raised monitor roofs and skylights to maximize daylighting
- Multi-light steel windows, usually fixed or with pivot sections
- Rhythmic fenestration, typically with large openings to maximize daylight to the interior
- Minimal ornament, typically limited to patterned brickwork, stepped parapets, lintels, and cornices
- Large entrances influenced by the time of construction and the dominant method of transportation: elevated platforms accompanied by steel awnings and elevated openings for railroad cars, and grade-level entrances for automobiles.

Although the buildings are spread across a large geographical area, and many have been altered or have modern additions, there is a consistent architectural vocabulary throughout the historic district. Some buildings with later non-historic coverings may retain historic materials below superficial alterations like sheet metal siding.

Existing building features like loading docks, steel awnings, and elevated entrances illustrate the historic railroad routes that were important to the neighborhood's industrial activity even where there are no longer physical remnants of the tracks. This is particularly evident on Tivoli Street.

The north section of the district is representative of the expansion of industrial activity north from the Little Basin, the building out of the former Van Rensselaer estate, and of the influence of automobile-centric industries and twentieth-century shifts in architectural style, scale, and materials.

Examples of the work of architects who were prominent both at the local and at the national level include the National Commercial Bank (York & Sawyer), the NRL Consolidated Car Heating Company (Walter Hunter van Guysling), the International Harvester Company (designed by Chicago architect W. G. Uffendell, with additions by Albany's Gander, Gander and Gander), and the Albany Industrial Building (Marcus T. Reynolds), along with several other examples. These structures frequently incorporate contemporary architectural styles, such as the Italianate in the case of the Marshall & Wendell factory (William L. Woollett, Jr. and William M. Woollett), or the Neoclassical detailing of the National Commercial Bank.

Today the Albany Industrial and Warehouse Historic District is an active community consisting of small industries, commercial ventures and apartments. Many of the largest factories and warehouses have been sensitively converted to mixed-use or residential uses, bringing an unprecedented level of activity to the district while retaining its historic associations with Albany's industries.

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Albany County Hall of Records, Albany, NY

Albany Public Library, Albany, NY. Pruyn Collection and Digital Collections (online)

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Library of Congress, *Chronicling America* and Geography and Map Division, Washington, D. C.

New York Heritage Digital Collections (online)

New York State Archives, Albany, NY

New York State Office of Parks, Recreation and Historic Preservation, Cultural Resource Information System (CRIS; online)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)

☒ previously listed in the National Register [4 properties]

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # _____

☐ recorded by Historic American Engineering Record # _____

☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property

(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Verbal Boundary Description (Describe the boundaries of the property.)

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

Boundary Justification (Explain why the boundaries were selected.)

The district's boundary was drawn to encompass all the remaining commercial structures, sites, and transportation routes that relate to the district's identified theme. The district boundaries include residential properties only if they fall within blocks predominated by commercial or industrial buildings.

11. Form Prepared By

name/title Walter Richard Wheeler, incorporating work by Easton Architects; Contact: Kathleen LaFrank; NYSHPO
organization Hartgen Archaeological Associations, Inc date 27 August 2025
street & number 1744 Washington Ave Ext. telephone 838.900.3522
city or town Rensselaer state NY zip code 12144
e-mail wwheeler@hartgen.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

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- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Albany Industrial and Warehouse Historic District

City or Vicinity: Albany

County: Albany

State: New York

Photographer: Walter R. Wheeler

Date Photographed: 6-7 August 2024

Description of Photograph(s) and number:

Photo 01 of 44: North Pearl Street, looking south

Photo 02 of 44: 452 North Pearl Street, looking west-northwest

Photo 03 of 44: 1125 Broadway, looking east

Photo 04 of 44: 1046-48 Broadway, looking west

Photo 05 of 44: 1053 Broadway, looking west-southwest

Photo 06 of 44: East abutment of the Bridge Street bridge over the Erie Canal, looking northeast

Photo 07 of 44: 19 Erie Boulevard, looking south

Photo 08 of 44: 1043 Broadway, looking northeast

Photo 09 of 44: 1034 Broadway, looking northwest

Photo 10 of 44: 1031 Broadway, looking northeast

Photo 11 of 44: 1003 Broadway, looking east-southeast

Photo 12 of 44: 38 Mill Street, looking west

Photo 13 of 44: 991 Broadway, looking south-southeast

Photo 14 of 44: 129 Tivoli Street, looking east

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Photo 15 of 44: 128 Tivoli Street, looking west-southwest

Photo 16 of 44: 38 Tivoli Street, looking southeast

Photo 17 of 44: 36 Tivoli Street, looking south-southwest

Photo 18 of 44: 25 Tivoli Street, looking northwest

Photo 19 of 44: 966 and 970 Broadway, looking west

Photo 20 of 44: 24 Mill Street, looking west

Photo 21 of 44: 960 Broadway, looking southwest

Photo 22 of 44: 13 Manor Street, looking south-southeast

Photo 23 of 44: 29 Mill Street, looking west

Photo 24 of 44: City Park, looking northwest

Photo 25 of 44: 942 Broadway, looking west-southwest

Photo 26 of 44: Broadway, looking south-southwest

Photo 27 of 44: 397-401 North Pearl Street, looking northeast

Photo 28 of 44: 399 North Pearl Street, looking southeast

Photo 29 of 44: 393 North Pearl Street, looking southeast

Photo 30 of 44: 413 North Pearl Street/ 930-940 Broadway, looking west

Photo 31 of 44: 927 Broadway, looking southeast

Photo 32 of 44: 915 Broadway, looking southeast

Photo 33 of 44: 929 Broadway, looking north

Photo 34 of 44: 34 and 36 Learned Street, looking northwest

Photo 35 of 44: 904 Broadway, looking northwest

Photo 36 of 44: 893 and 895 Broadway, looking northeast

Photo 37 of 44: 883 Broadway, looking east-southeast

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Photo 38 of 44: 10 Erie Boulevard, looking southwest

Photo 39 of 44: 10 North Lawrence Street, looking west-southwest

Photo 40 of 44: D & H Railroad south of its intersection with North Lawrence Street, looking northeast

Photo 41 of 44: 33-37 North Lansing Street, looking east

Photo 42 of 44: 150 Montgomery Street, looking west-northwest

Photo 43 of 44: Colonie Street at its intersection with Montgomery Street, looking northwest

Photo 44 of 44: 143 Montgomery Street, looking south

Property Owner:

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

name N/A

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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Figure 1. John Wolfgang Roemer's Map of the City of Albany (British Museum).



Figure 2. Anonymous. Plan of Albany, 1758 (Library of Congress).

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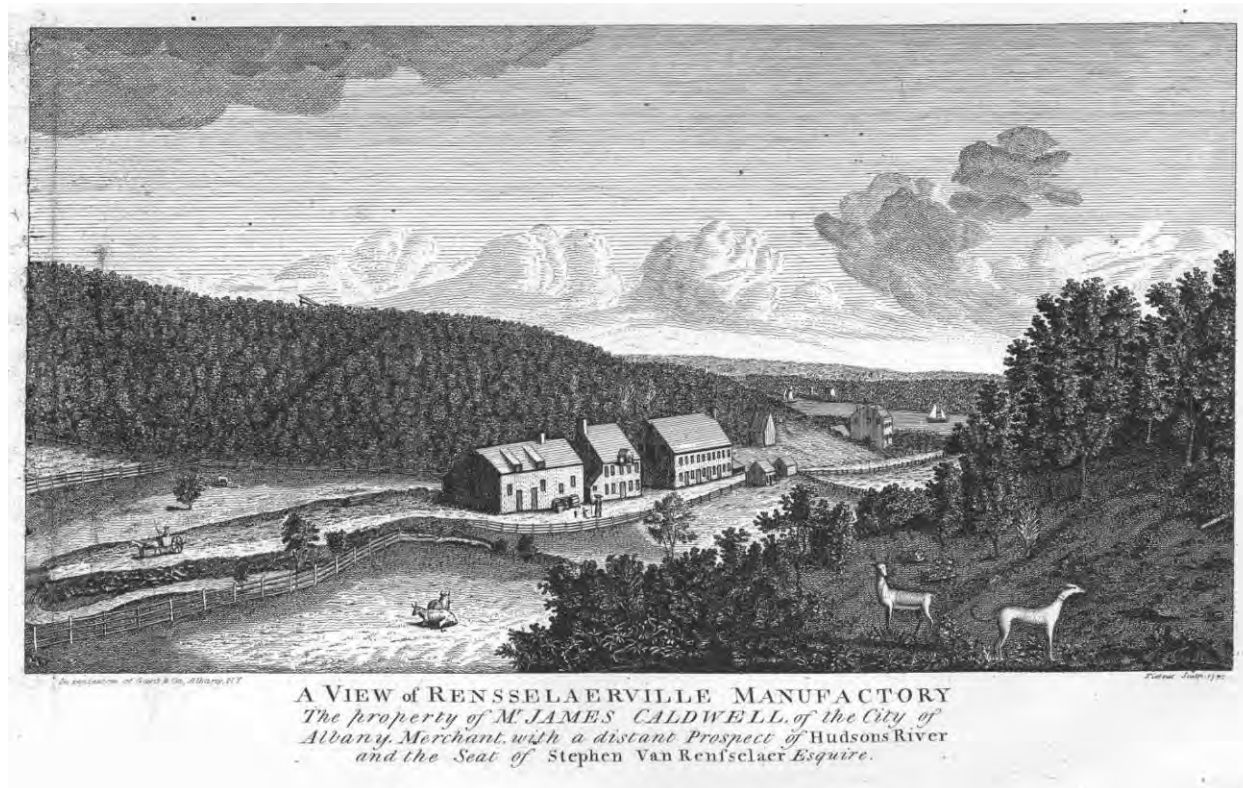


Figure 3. "A View of Rensselaerville Manufactory," in 1792 by Tiebout (Munsell 1850).

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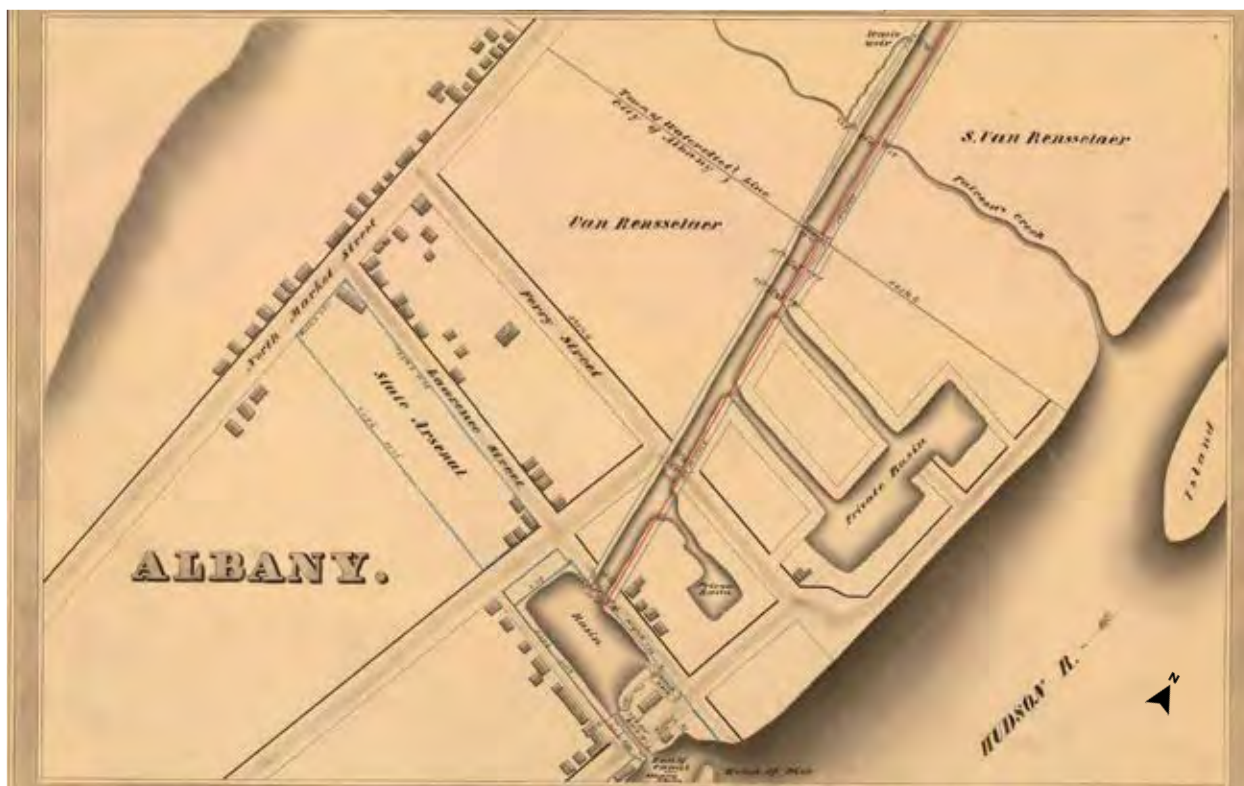


Figure 4. The Erie Canal and Little Basin, before expansion in the mid-1830s. Map dates to 1832 (New York State Archives).

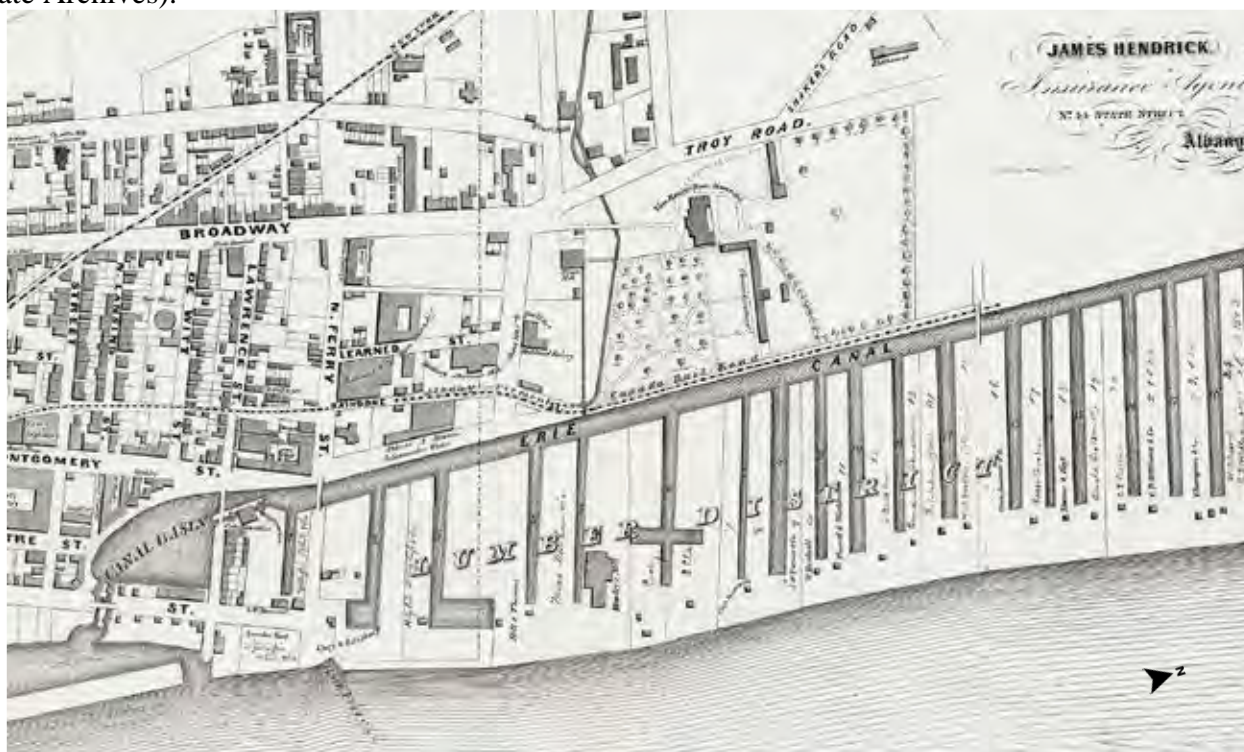


Figure 5. Detail of E. Jacob's map of the City of Albany (1857), showing the lumber district, Erie Canal and "Canal Basin" and the Van Rensselaer Manor house and grounds. Broadway (called "Troy Road" north of

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Tivoli Street, was largely undeveloped at that time (Collection of the Albany Institute of History and Art).



Figure 6. Page from G. M. Hopkins' City Atlas of Albany, New York (Philadelphia, PA: G. M. Hopkins and Co., 1876). This map shows some of the industrial development along Tivoli Avenue, the establishment of the North Albany neighborhood to the north of the Historic District, and the Erie Canal and Lumber District.

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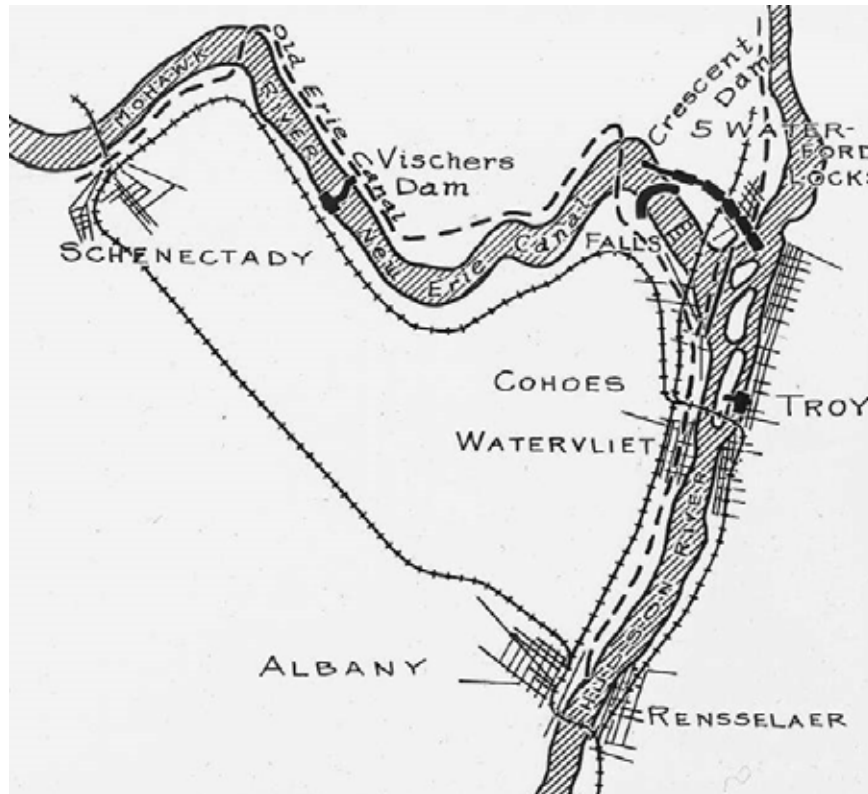


Figure 7. General plan of the Barge Canal, showing both the new and old canal systems (New York State Archives).

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Figure 8. The 1911 Trolley Map of Albany, NY, as depicted in Trolley Trips through New England. Showing the south portion of the Historic District in the top right corner (Fordham University Libraries Digital Collection).

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Figure 9. The southeast part of the Historic District in 1876, showing the Marshall & Wendell Piano Forte Factory in the upper right corner and Little Basin at bottom center. G. M. Hopkins, City Atlas of Albany, NY (Philadelphia, PA: G. M. Hopkins and Co., 1876), Plate H.

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Figure 10. The east side of Broadway from North Ferry Street to Manor Street, from an insurance map of 1909. Includes are the works of Rathbone, Sard & Company, James McKinney & Son Architectural Iron and George Thacher & Company's Car Wheel Factory (Sanborn 1909).

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Figure 11. Tivoli and North Pearl streets and Broadway in 1909. Seen here are the factories of the Littlefield Stove Company, Harry E. Campbell Iron Foundry and James Ackroyd and Sons Ironworks (Sanborn 1909).

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Figure 12. Block bounded by Van Woert Street, Broadway, Pleasant Street and North Pearl Street, and adjacent areas, 1909 (Sanborn 1909). The John W. Clark Foundry, Harry E. Campbell's Iron Machine Shop and the Columbia Distilling Company are seen in this view.

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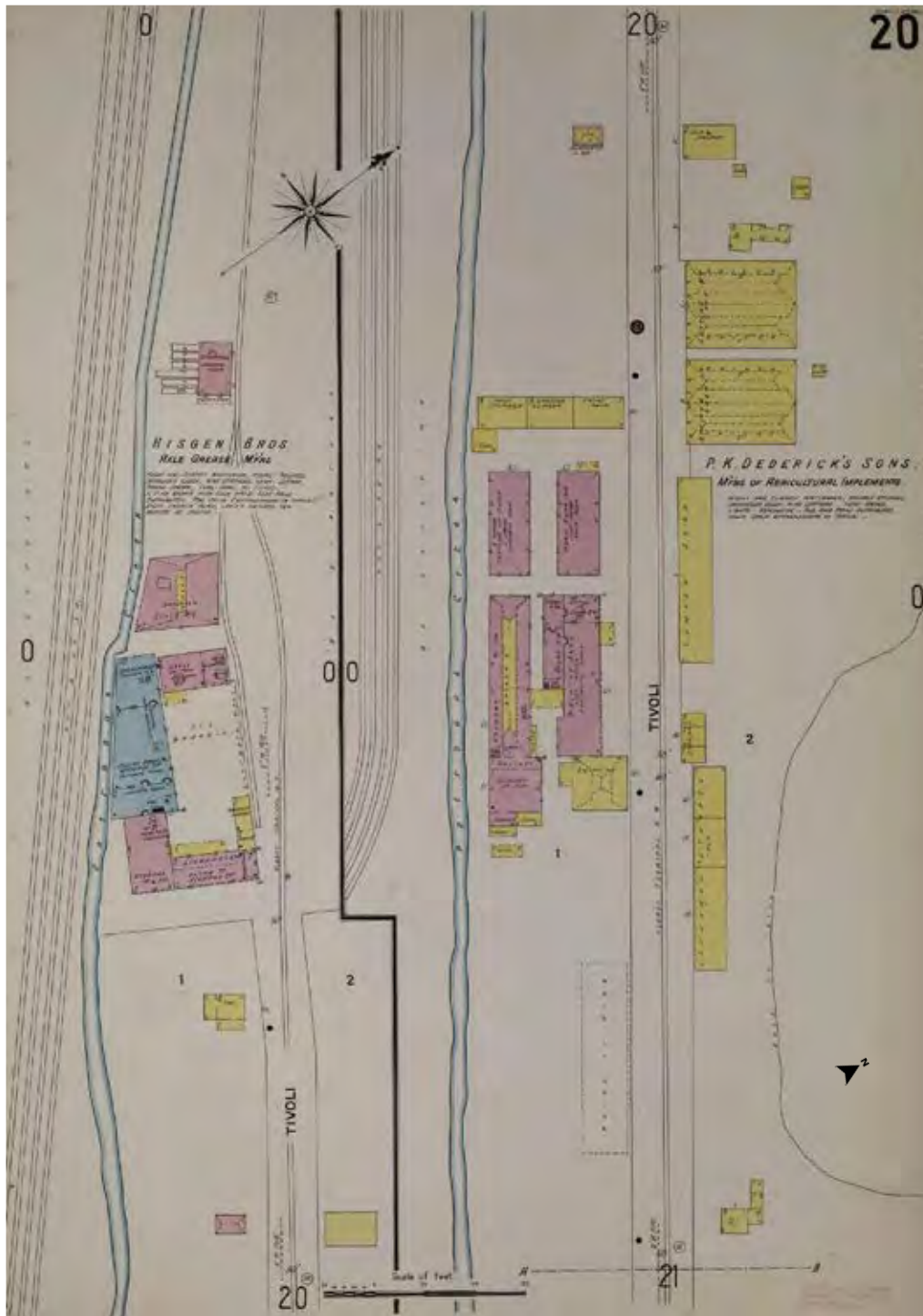


Figure 13. Tivoli Hollow as depicted on insurance maps from 1909 (Sanborn 1909). The works of P. K. Dederick Agricultural Implements and Hisgen Brothers Axel Grease are seen here.

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Figure 14. The intersection of Tivoli and North Pearl streets in 1935, showing the Clausen Iron Company, International Harvester Company, Peerless Paper Corp., and George Spalt & Sons Architectural Woodworking (Sanborn 1935).

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Figure 15. Block bounded by North Ferry and Lawrence streets in 1935, showing the works of Beverwyck Brewing Company, Quinn & Nolan Brewing Company and the Fort Orange Press Building (Sanborn 1935).



Figure 16. North Ferry and Lawrence streets east of Broadway, seen in 1951. The F. & M. Schaefer Brewing Company, and the Fort Orange Press are prominent here (Sanborn 1951).

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Figure 17. Original Albany Perforated Wrapping Paper Company office and warehouse, on North Lansing and Montgomery Streets in 1909 (Sanborn 1909).

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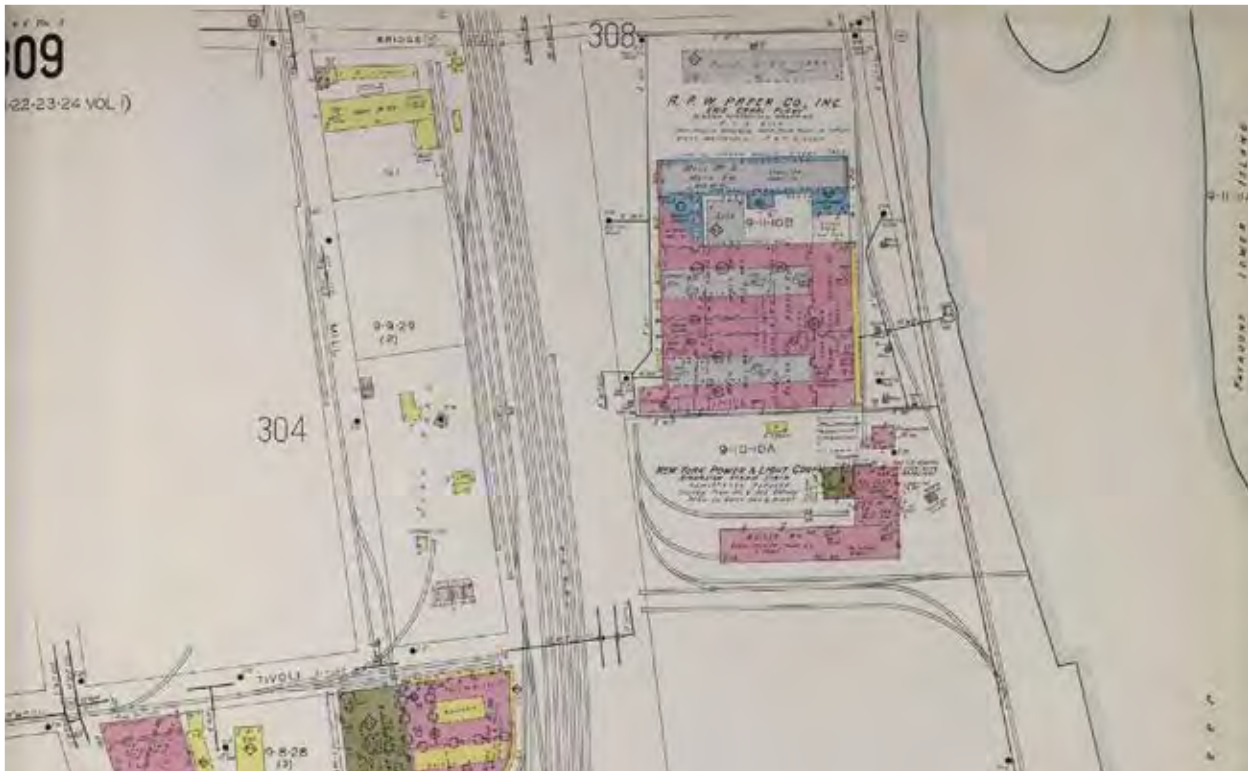


Figure 18. The new Albany Perforated Paper (A.P.W.) Company Plant built in 1918-22 on the former slips of the Erie Canal, as they were in 1935 (Sanborn 1935).

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Figure 19. Sanborn Fire Insurance Maps published in 1909 show the sparsely developed Broadway corridor north of Pleasant, Manor, and Tivoli Streets. The west side of Broadway between Loudonville Road and Emmett Street was not recorded and presumably had no buildings (Sanborn 1909).

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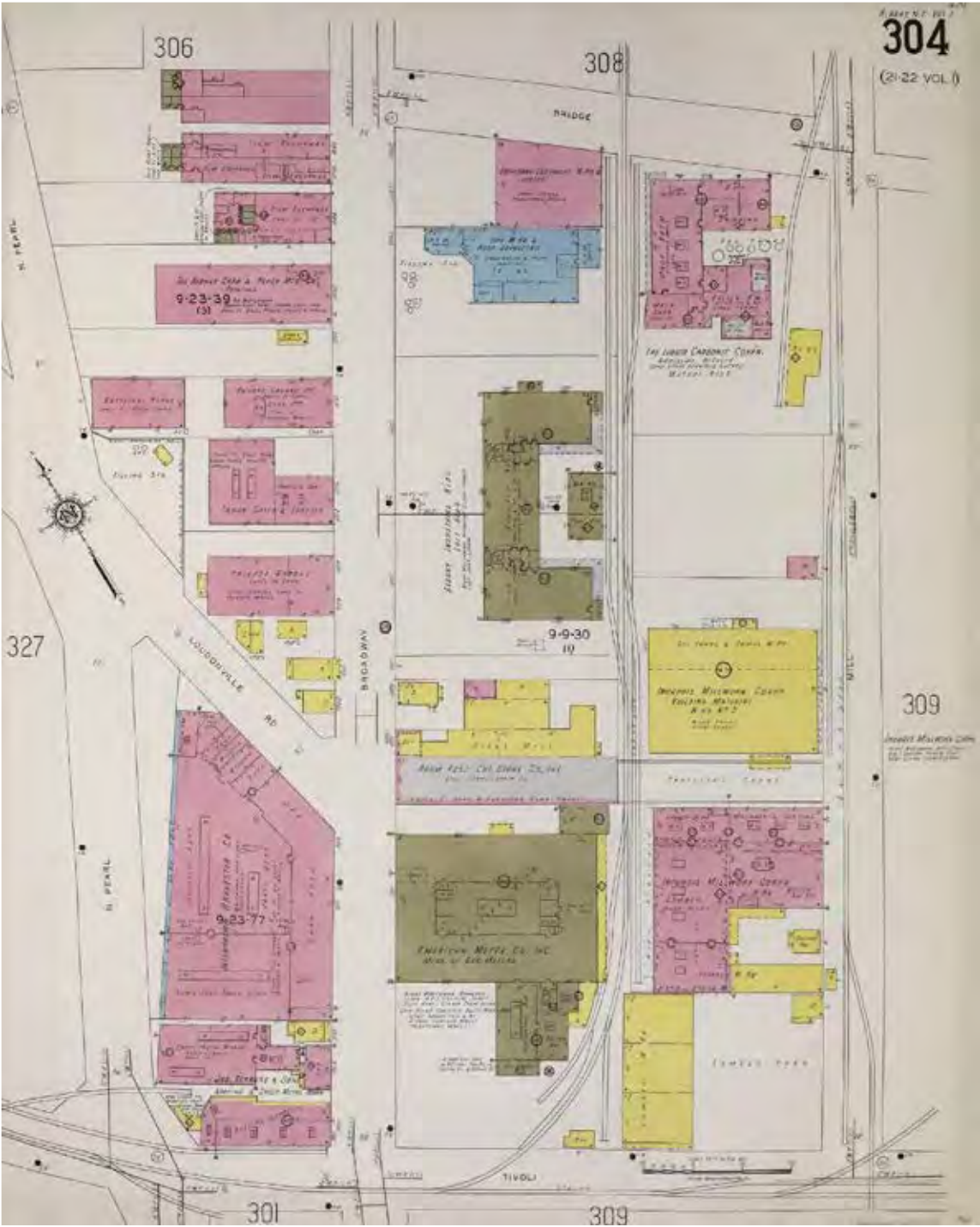


Figure 20. The same Broadway corridor north of Tivoli Street built out with most of the existing recommended contributing buildings (Sanborn 1935).

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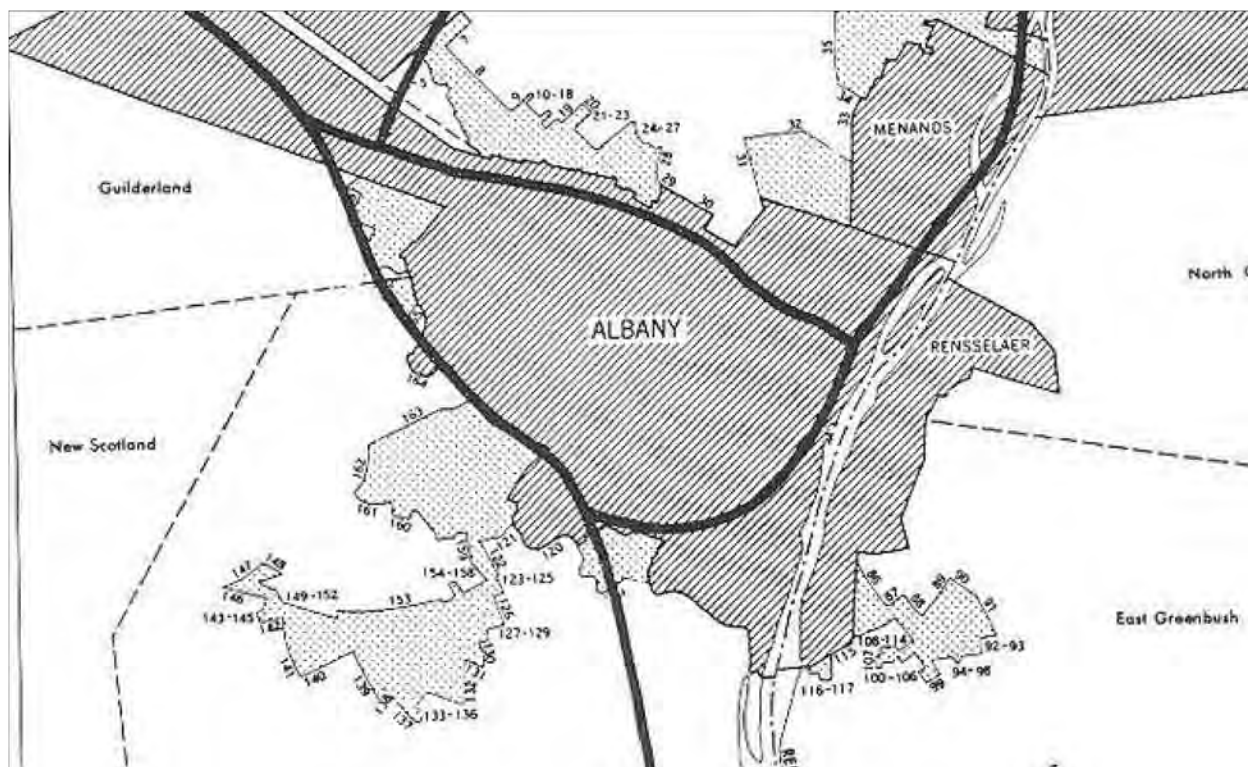


Figure 21. Highways proposed in 1955, showing plans for an interstate along the river, which would become I-787 (U.S. Department of Commerce Bureau of Public Roads).



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Figure 22. The Erie Canal Basin, seen in a panoramic view, ca. 1910 (Albany Institute of History and Art). This basin was located to the south of the Historic District and was the principal transshipment location at the east end of the Erie Canal.

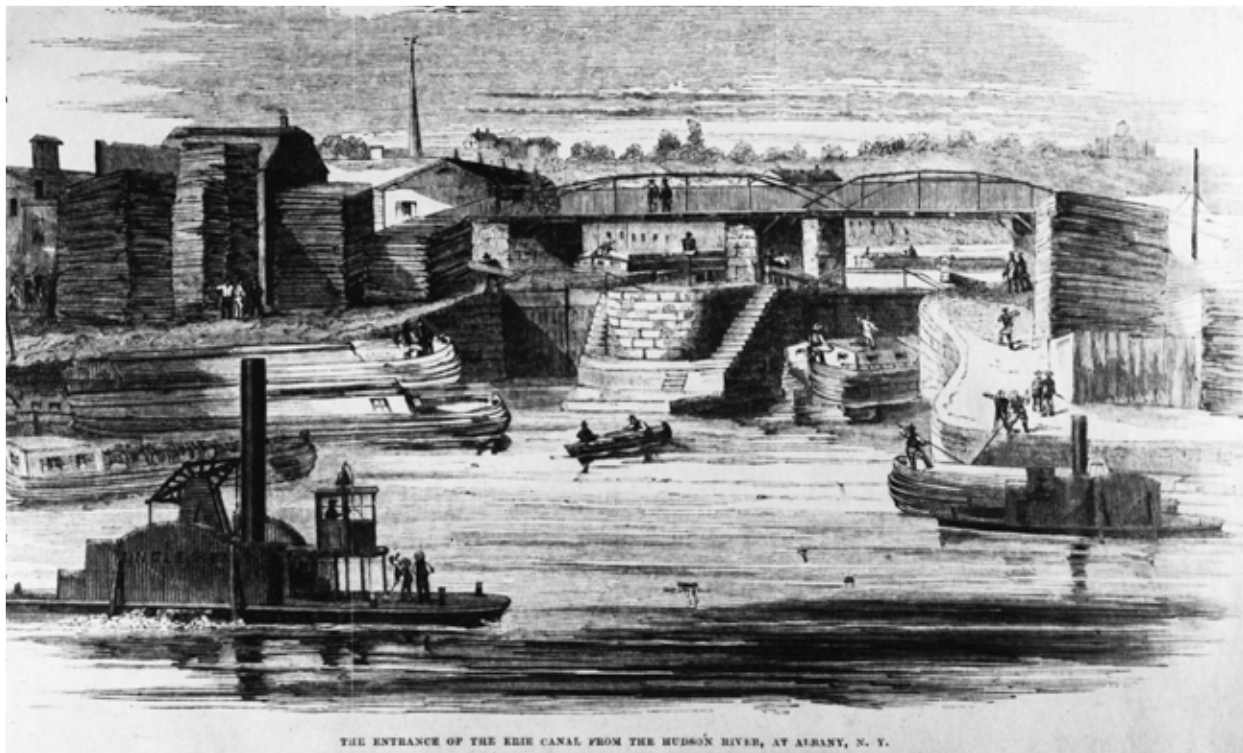


Figure 23. "The Entrance of the Erie Canal, from the Hudson River, at Albany, N.Y." from Frank Leslie's Illustrated Newspaper, 1856. Depicting the first lock, at the head of the Erie Canal. Lumber can be seen stacked at either side of the entrance to the lock (Canal Society of New York State).

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Figure 24. "Albany Erie Canal Harbor" from 1855, depicting the weighmaster's office (demolished) and stack of lumber on the far left (Collection of the Albany Institute of History and Art).



Figure 25. Old North Ferry Street Bridge over the Erie Canal circa 1925, featuring Quinn & Nolan Brewery (right) and Pittsburgh Glass Plating Company (left), as well as horsecar and railroad tracks along Rathbone and North Ferry Streets (Collection of the Albany Institute of History and Art).

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Figure 26. Frank A Jagger Lumber Boat at Albany Lumber District circa 1875 featuring the immense lumber stored in the Albany Lumber District (Collection of the Albany Institute of History and Art).



Figure 27. The Van Rensselaer Manor house, extant from 1765 to 1893 (Collection of the Albany Institute of

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History and Art).

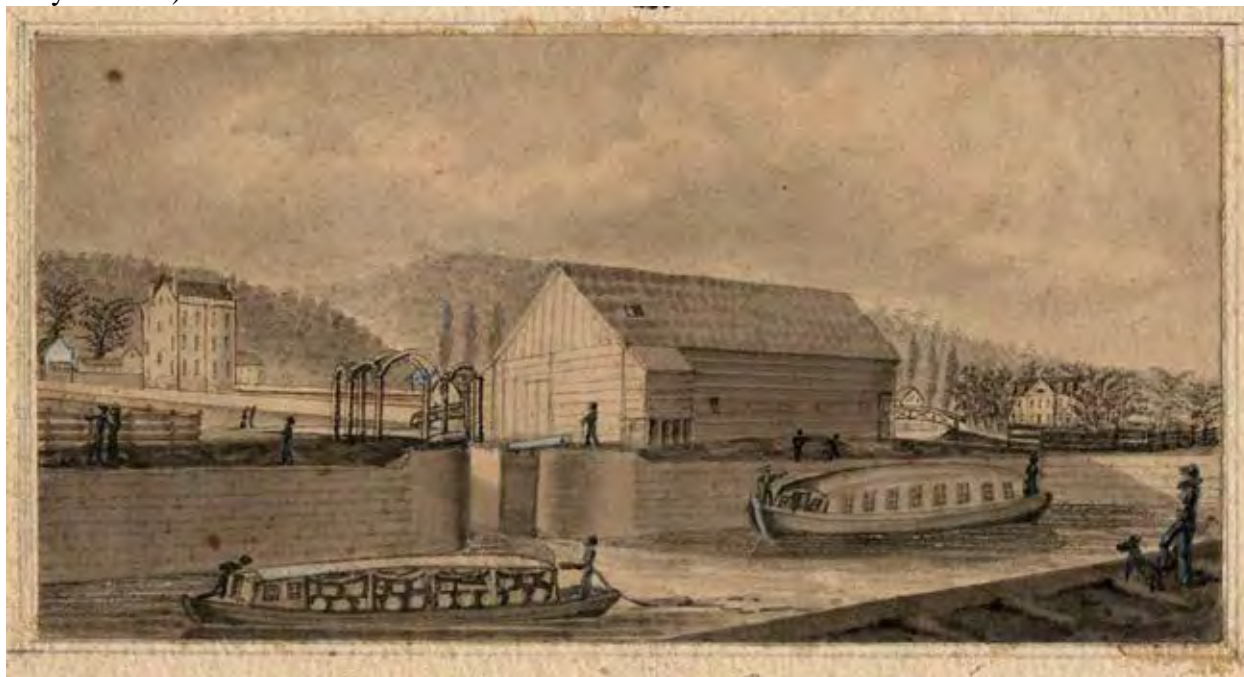


Figure 28. James Eights, "Entrance to the Canal into the Hudson at Albany," (1823). The Van Rensselaer Manor house can be seen at right; the house built for Stephen Van Rensselaer III is seen at left (Collection of the Albany Institute of History and Art).



Figure 29. "Albany, New York Commercial Streets, 10 Tivoli Street," believed to actually depict the view

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south between Tivoli and Manor Streets toward 11-13 Thacher Street (contributing) warehouse loading docks with railroad sidings and horse-drawn carts (New York Heritage Digital Collections- Albany Commercial Streets Collection).



Figure 30. The Albany Terminal Warehouse Company at 9 Manor Street and the warehouse at 13 Manor Street (both contributing) with active connections to the D & H Railroad and Tivoli Street spur; undated, after the 1922 construction of 13 Manor Street (in background) (Collection of the Albany Public Library).

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Figure 31. The warehouse at 13 Manor Street (contributing), view southeast from Tivoli Street near Broadway. Railcars are lined up at the loading platforms and Tivoli Street was still unpaved; undated, after 1922 (Collection of the Albany Public Library).

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Figure 32. The Adam Ross Cut Stone Company office and stone mill (1001-1009 Broadway) after 1927 expansion, view northeast on Broadway (contributing) with 1031 Broadway tower visible in the distance (left) (Collection of the Albany Public Library).

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Figure 33. North section of Broadway, after 1927, looking south. 1024 Broadway (contributing) is seen at right. Adam Ross Cut Stone Company at 1001-1009 Broadway and 991 Broadway (before Nipper was installed, contributing) are in distance at right (New York Heritage Digital Collections).

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Figure 34. Beverwyck Brewery advertising the proposed new additions to the historic factory. The bottling plant at 8 Erie Boulevard (contributing) is in the foreground (New York Newspapers: Plattsburgh Press-Republican, Dec. 18, 1947).

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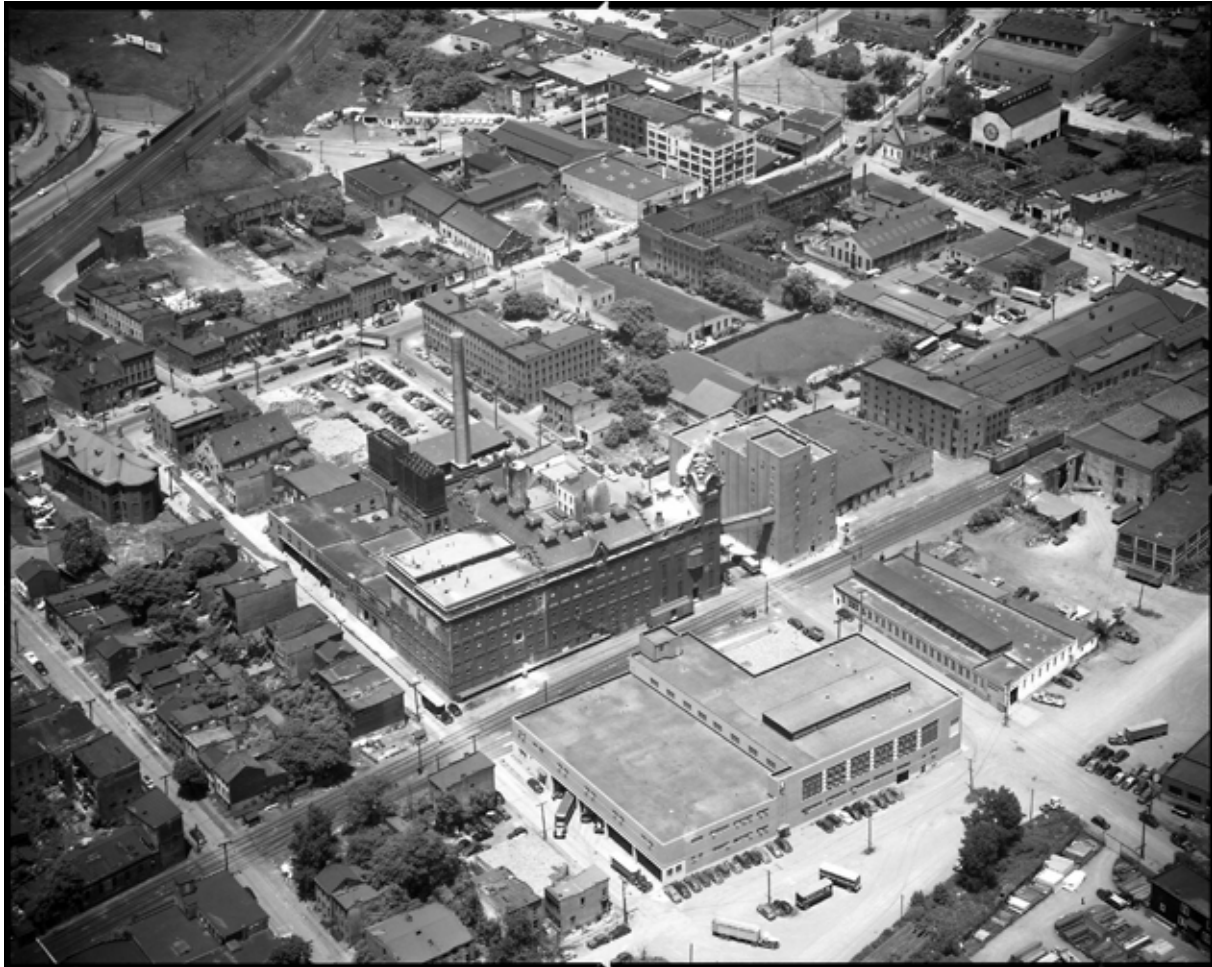


Figure 35. Aerial photograph of the F.M. Schaefer Brewery in 1951, view northwest of the survey area and recommended contributing buildings from above Erie Boulevard. Demolition in the late 1960s to 1972 razed the blocks visible at right. (New York State Archives).

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Figure 36. Comparison of a 1953 United States Geographical Survey (USGS) map of the survey area (left, area circled) with a 1978 aerial photograph detailing the survey area (right) shows the impact of highway construction along the east edge of the Historic District (USGS Topographic Map Viewer).

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Albany Industrial and Warehouse Historic District
City of Albany, Albany County, New York



0 200 400 600 ft

 Proposed Boundary



New York State
Parks, Recreation and
Historic Preservation











































