Historic Resources Report

Lake Avenue to Lighthouse Trail

City of Rochester
Rochester, NY

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Prepared for:
Douglas C. McCord, ASLA

Prepared by:

Katie Eggers Comeau

of

Bero Architecture PLLC
32 Winthrop Street
Rochester, New York 14607

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INTRODUCTION

PURPOSE

The Lake Avenue to Lighthouse Trail and Overlook Project is being undertaken as part of the City of Rochester's Port Public Marina & Mixed Use Development project. The trail is intended to connect Lake Avenue with the Charlotte-Genesee Lighthouse, and is envisioned as a multi-use trail and scenic overview, with related pedestrian amenities. An important goal is to improve access to historically and visually significant views, including views to the lighthouse and waterfront. The project was identified in the City of Rochester's Local Waterfront Revitalization Program (LWRP) and in the Plan and Environmental Impact Statement for the Port of Rochester as an important part of the city's revitalization plan for the Charlotte neighborhood.

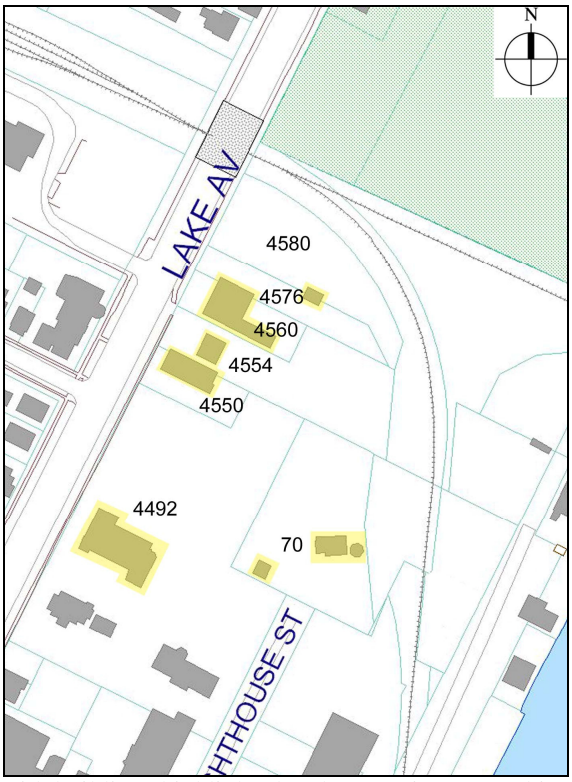
This report identifies, describes, and investigates the history of historic features that may be affected by the project. This information will be used to inform trail design, as well as to evaluate the impact of the project on historically and/or architecturally significant buildings and/or landscapes. The report includes a brief overview of the history of Charlotte, documents the area's extant landscape and architectural elements, and assesses the historic and/or architectural (including landscape architecture) significance of individual resources.

METHODOLOGY

To determine the significance of resources in the project area, Bero Architecture PLLC staff toured the proposed trail site and its surroundings, identified extant features, and researched the history of resources in and around the project area. Properties owned by the City of Rochester on which trail development is proposed, as well as properties adjacent to the trail's expected route, are included in the report. Railroad tracks to the north and east of the trail's projected route were used as the north/east boundary of the evaluation area, for three reasons: (1) the tracks delineate a distinct boundary and buffer, topographically and visually; (2) there are no extant historic buildings or landscapes immediately north or east of the tracks; and (3) this trail project will have limited impacts on adjacent properties and no impacts on more distant properties.

The list of properties evaluated in this report is as follows:

4492 Lake Avenue (Holy Cross Church)
4550 Lake Avenue (Islamic Association of Masjid Al-Sabur)
4554 Lake Avenue (Rochester Gas & Electric Substation)
4560 Lake Avenue (Suss Service)
4576 and 4580 Lake Avenue (Owned by the City of Rochester, two vacant properties with one structure)
70 Lighthouse Street (Charlotte-Genesee Lighthouse)



Map of project area, with buildings highlighted and properties covered in this report numbered.

These resources were evaluated by applying the eligibility criteria for the National Register of Historic Places, a nationwide standard for assessing historic resources. Properties that are more than 50 years old, retain a sufficient level of integrity,[1] and possess architectural or historical importance are eligible for listing in the National Register of Historic Places. The following Criteria for Evaluation[2] have been developed by the National Park Service to provide a standardized method for determining significance:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

[1] Integrity is defined by the National Park Service in "National Register Bulletin 16A" as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period." A "high level of integrity" is a prerequisite for National Register Listing.

[2] *Code of Federal Regulations, Title 36, Part 60*

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of master, or that possess high artistic values, or that represent a significant and distinguishable entity whose individual components may lack distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

Listing a property in the National Register requires an extensive documentation and approval process. If a property is not listed but appears to meet the eligibility criteria, it may be referred to as "potentially eligible." The actual determination of a property's eligibility is made by the regional Survey & Evaluation Unit representative of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). If OPRHP determines a property eligible, the property is referred to as "deemed eligible." As of November 2013, one building in the vicinity of the project, the Charlotte-Genesee Lighthouse, is listed in the National Register, and one, Holy Cross Church, has been officially determined eligible. None of the other resources in the vicinity have been evaluated by OPRHP.[3]

This historic resource inventory follows the National Park Service's guidelines for historic resource documentation. Terminology, classification, and format standards have been established by the Park Service to ensure consistency in the evaluation of historic properties.

The documentation text of this report is divided into two sections:

The Historic Overview provides a brief overview of the history of Charlotte, with a focus on the project area, and the relationship between these areas and important local and national themes.

The Inventory describes each resource including its setting, associated landscape features, and other physical characteristics. Known changes or alterations are described. Each inventory form includes a significance section describing its architectural and historical importance, the quality of design present on the property, and notes about important persons associated with the property. Also included is a discussion of the historic integrity of the resource.

[3] Correspondence with Robert Englert, Survey & Evaluation Unit, OPRHP, November 26-27, 2013.

HISTORIC OVERVIEW

INTRODUCTION

The Lake Avenue to Lighthouse Trail project is proposed for properties owned by the City of Rochester east of Lake Avenue and south/west of the railroad tracks, in the city's Charlotte neighborhood. The project area was historically part of the village of Charlotte, which was an independent village until its annexation by the city of Rochester in 1916.

A Cultural Resource Survey for the Port of Rochester Harbor Improvement and Harbor Ferry Terminal, a previous iteration of the present Public Marina & Harbor Improvement project, was completed in December 2000 and included an overview history of the Charlotte neighborhood, with particular attention to the port. The "Culture History" section of that study is included as Appendix A of this report. The following overview is drawn largely from that report.

GEOLOGICAL ORIGINS OF THE GENESEE RIVER

The Genesee River originated as a pre-glacial waterway that meandered through what is now Southern New York, connecting with the ancient Ontarian River in the present Lake Ontario basin. From Fishers northward, the river generally followed the course of present-day Irondequoit Creek and Irondequoit Bay. When the Laurentian Ice Sheet advanced about one million years ago, it deepened existing north-south rivers and carved new valleys. The final retreat of the ice, about 20,000 years ago, left fundamentally changed topography in its wake; such characteristic features of upstate New York as the Finger Lakes and terminal moraines (such as the Pinnacle Hills) were formed by the advance and retreat of the glaciers.

The reshaping of the land altered the route of the Genesee River from its pre-glacial curving path into a more direct south-to-north orientation. For example, an eastward curve in the river near Avon was blocked by glacial deposits, forcing the river to carve a new northward route to Lake Iroquois, predecessor of today's Lake Ontario. As the river encountered alternating hard and soft rock layers in this new valley, it formed Rochester's notable gorge and the series of waterfalls that would prove so significant in the city's history, as well as the marshy bay at the mouth of the river.[4]

NATIVE AMERICAN PRESENCE

The present site of the Charlotte-Genesee Lighthouse is known, through archaeological evidence, to have been occupied by Native American campsites in the Archaic era, as were other sites along the Genesee River. Locations along the Genesee River and Lake Ontario were sites of intermittent contact between the Seneca and European explorers,

[4] Charles F. Wray, "Rivers and Lakes of the Rochester Area," in *Getting Acquainted with the Geological Story of the Rochester and Genesee Valley Areas* (Pittsford, New York: Rochester Academy of Science, 1968). Accessed online at http://www.rasny.org/geostory/toc.htm, 1 February 2013.

missionaries, and traders in the seventeenth and eighteenth centuries; the Senecas' permanent villages, however, were located farther south.[5]

EARLY EUROPEAN SETTLEMENT 1791-1869

It was not until after the Revolutionary War that the Genesee River region was opened to European settlement, as Native American claims were extinguished and the land made available to settlers. The first European-American resident of what would become Charlotte was William Hincher (sometimes spelled Hencher), who built a hut on the west side of the Genesee River in 1791. In 1792 Hincher built a log house on what is now the Charlotte-Genesee Lighthouse site.[6] A second settler, John Jones, established a trading post near the Hincher cabin in 1792.[7]

In 1805, the United States government appointed a customs agent to handle international trade at the Charlotte port, which was then a small settlement consisting of a handful of cabins. The distinction as an official port helped Charlotte prosper in what was then a rivalry among several settlements along the Genesee River.[8]

With the exception of the duration of the War of 1812, when lake trade was curtailed and the area was threatened by several minor British incursions, trade at Charlotte grew steadily in the first two decades of the nineteenth century as the port served as a major trading point with Canada. In 1820, the United States Congress appropriated funding for construction of a lighthouse to improve access to the Genesee River harbor; the site of William Hincher's log house was purchased from Hincher's widow and the lighthouse and first keeper's house were built in 1822. The Charlotte-Genesee Lighthouse was one of several lighthouses built at ports on the south side of Lake Ontario in the early 1820s to facilitate navigation (see Inventory for more detail on the lighthouse). The lighthouse remained an active aid to navigation until 1881, when the light was discontinued; its lens was subsequently moved to a structure on the nearby west pier.[9]

Improved connections to Rochester also enhanced Charlotte's commercial prospects. Steamboats began to travel between Charlotte and upriver landings in 1817, and soon provided regular service to both passengers and freight. In 1849, the first reliable road connection was established when the Charlotte Plank Road Company improved a route along Broadway (now Lake Avenue) from what is now Driving Park Avenue to Latta

[5] For detailed information about Native American settlement patterns and land use in the region, see *Phase IA and IB Cultural Resource Survey, Port of Rochester Harbor Improvement and Harbor Ferry Terminal,* Prepared for the City of Rochester, County of Monroe, U.S. Department of Transportation, and New York State Department of Transportation, December 2000.
[6] William F. Peck, *Semi-centennial history of the city of Rochester* (Syracuse: D. Mason & Co., 1884), 282; and William H. McIntosh, *History of Monroe County, New York* (Philadelphia: Everts, Ensign and Everts, 1877), 208.
[7] Bero Associates, Architects, *Geneseee Lighthouse Historic Structures Report* (1991), 9 (hereafter referred to as "HSR").
[8] Blake McKelvey, "The Port of Rochester: A History of Its Lake Trade," *Rochester History* XVI, No. 4 (October 1954), 3.
[9] HSR, 12, 20.

Road and the river docks.[10] Lake Avenue remains the primary thoroughfare linking Charlotte to downtown Rochester and the commercial spine of Charlotte. The first rail connection was established in 1852 when the Rochester and Charlotte line was established; this was consolidated with the New York Central in 1853.[11]

With the opening of the Erie Canal in 1825, the nearby village of Rochesterville (now Rochester) at the junction of the Canal and the Genesee River eclipsed Charlotte and other settlements along the river and became the region's dominant community. The Canal provided an efficient and reliable transportation route that diminished the importance of the lake trade. Starting in the 1850s, railroads provided an even more efficient method of transporting goods across the state, further reducing the share of shipping that was routed through Charlotte and other lake ports.

VILLAGE OF CHARLOTTE 1869-1916

Charlotte had two key roles in the late nineteenth century: commercial/industrial port and summer resort. A blast furnace was constructed near the river in 1869, the same year the village was incorporated, for the manufacture of pig iron, taking advantage of easy access to both rail lines and port facilities. Charlotte also played an important role in the coal export business; coal was transported from mines in Pennsylvania, via the Buffalo, Rochester & Pittsburgh Railroad, to Charlotte, then transferred to barges to be shipped to Canadian cities.[12]

In 1884, a group of businessmen from Rochester and Charlotte formed the Ontario Beach Improvement Company, which collaborated with the New York Central Railroad to promote Charlotte as a lakefront resort. Developments included a resort hotel, bandshells, and other recreational amenities, and proved immediately successful, with crowds taking the railroad to the beach to enjoy summer breezes. In 1889, electric trolleys were extended north along Lake Avenue, facilitating access to the growing resort. When other lakefront communities, such as Summerville, Sea Breeze, and Manitou Beach, were added to the electric railway system, their lines ran to Charlotte rather than Rochester, making Charlotte an important transportation hub.[13] With construction of additional hotels, pavilions, amusement park rides, restaurants, and other amenities, Charlotte became known as "the Coney Island of the West," a popular summer destination.

CHARLOTTE AS A CITY NEIGHBORHOOD, 1916-PRESENT

By the early twentieth century, Charlotte had developed a somewhat seedy reputation, thanks to its dance halls, beer gardens, and lax liquor laws. The annexation of Charlotte

[10] *Phase IA and IB Cultural Resource Survey,* 56-57; and Joseph W. Barnes, "The Annexation of Charlotte," *Rochester History* XXXVII, No. 1 (January 1975), 3.
[11] McIntosh, 44.
[12] Barnes, 4-5.
[13] Barnes, 3-4.

by Rochester in 1916 was largely motivated by a desire to extend city police service to the village, enabling the city to regulate and, reformers hoped, stamp out problematic establishments. Another important impetus for annexation was longstanding frustration that the federal government had devoted substantially more funding to improvement of competing ports, notably Oswego, than to similar improvements of the Charlotte port; the hope was that establishing Charlotte as the "Port of Rochester" would make it easier to attract federal funding.[14]

In 1918, the city acquired the amusement park, demolished all the attractions except the Dentzel Carousel, and began redeveloping the property as a public beachfront park with a bath house and pavilions.

A series of harbor improvements undertaken at the federal, municipal, and private levels contributed to increased commercial and passenger traffic at the port in the 1920s; this proved a temporary boom, as activity declined sharply with the onset of the Great Depression and, despite another temporary increase in activity during World War II, never returned to pre-Depression levels. Regular passenger service ended in 1949 and, despite various plans and efforts to reinstitute ferry service in later years, never resumed. By the 1950s, the port was mainly used for pleasure boating rather than either commercial or passenger traffic; this remains the case today.[15]

[14] Barnes, 11-14 and 6-7.
[15] McKelvey, 16-19.

HISTORIC RESOURCES INVENTORY

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
4492 Lake Avenue	**Holy Cross Church**	1881

DESCRIPTION:

The following description is excerpted from the 1986 *City of Rochester Historic Resources Survey:*

> Holy Cross Church, constructed in 1881, is a one-story, one-bay, Medina stone structure. This vernacular Gothic structure sits on a random-coursed, rock-faced ashlar Medina stone foundation, delineated by a cut stone watertable which wraps around the entire building. The building's random, rock-faced ashlar walls rise to a flared gable roof sheathed with rectangular grey slates, pierced by gabled clerestory dormers.
>
> The asymmetrical façade consists of a center entrance porch with steep gable roof flanked by lancet windows, a square tower in the southwest corner, and a small rectangular chapel on the southeast side. The non-structural buttressing at the base of the tower is also found in the side elevations which are divided into six bays.

Please see the inventory from the 1986 survey in Appendix C for a more complete description. The building today includes an addition constructed in 1998-99, which incorporates an enlarged assembly area, new meeting area, and new kitchen. The property includes an open area between the lighthouse property (see below) and Lake Avenue; historically part of the lighthouse property, this area does not appear to have ever been the site of any structure. Other properties on the Holy Cross campus are not included in this report due to their distance from the project site.

SIGNIFICANCE

Holy Cross Church was identified as eligible for the National Register in the 1986 *City of Rochester Historic Resources Survey.* Because it was determined eligible, it is also a Designated Building of Historic Value according to the City of Rochester Zoning Code. It has not been listed in the National Register and is not a City of Rochester designated landmark.

According to the 1986 survey, Holy Cross Church is "architecturally significant as an important example of nineteenth century religious architecture in the city of Rochester." It was designed by Andrew Jackson Warner, one of the city's leading architects of the late nineteenth and early twentieth centuries. It is also significant as the first Catholic church in the Charlotte neighborhood. Please see Appendix C for more details.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

The building retains high integrity of location, design, setting, and materials, workmanship, feeling, and association. Because the 1998 addition is set back from the street and is architecturally subordinate to the original building, it does not detract from the building's historic integrity.

Holy Cross Church, December 2013.

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
4550 Lake Avenue	**Islamic Association of Masjid Al-Sabur**	c. 1912/1944

DESCRIPTION:

The building at 4550 Lake Avenue is a flat-roofed brick building, rectangular in footprint, on a raised concrete base. Inset, one-story tall flat brick panels divide it visually into three bays across the front (west) and five along the north and south sides. Small windows above the panels on the north and south sides (infilled with brick on the south side) suggest the presence of an attic level. Window openings are infilled with glass block on the west (primary) side and with boards on the north side.

SIGNIFICANCE:

The building at 4550 Lake Avenue has not been evaluated by the State Historic Preservation Office. It is unlikely to be considered eligible for National Register listing due to is modest architecture and alterations to its fenestration.

Architectural:

The building does not appear to be architecturally significant; it is a simple, utilitarian building typical of the first half of the twentieth century.

Historical:

This site was long associated with Charlotte's transportation and power industries, having been the site of a frame car barn for the Rochester Electric Railways Company (later the Rochester Railway Company) from about 1887 until 1912. The 1912 Sanborn map shows a fireproof substation building "under construction." (See Appendix A for historic maps.) The Rochester Railway Company was one of the entities that consolidated in 1904 into the Rochester Railway and Light Company, which later became the Rochester Gas & Electric Corporation (RG&E).

In 1944, an item in the *Greece Press* noted that the Charlotte Masonic lodge was "building a new home at 4550 Lake Avenue." A building permit was issued that year to "remodel lodge hall," and the building's footprint did not change, indicating that the organization likely altered and reused the existing building. In 2006, Unity Lodge #479, Free & Accepted Masons, sold the building to the Islamic Association of Masjid Al-Sabur.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

The building retains integrity of location, setting, and materials. Alterations to window openings have compromised the building's design and feeling.

Islamic Association of Masjid Al-Sabur, from the northwest. December 2013.

Islamic Association of Masjid Al-Sabur, from the southwest. December 2013.

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
4554 Lake Avenue	**RG&E Substation**	Unknown; possibly c. 1920

DESCRIPTION:

The R&E Substation at 4554 Lake Avenue is a simple brick building, characterized by large expanses of brick wall infrequently interrupted by windows. Entrance is through an unornamented doorway with a plain metal door. Substation equipment extends behind the building.

SIGNIFICANCE:

The substation at 4554 Lake Avenue has not been evaluated by the State Historic Preservation Office. It is unlikely to be considered eligible for National Register listing due to is modest architecture.

Architectural:

The building's architecture is utilitarian as befits its function.

Historical:

The first map to show a building this property was the 1924 Sanborn map (see Appendix A). The building's footprint does not appear to have changed, therefore, this may be the c. 1920 building. There are no building permits on file for the building.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

Because the building's history is not fully known, it is difficult to assess its integrity. It does not show evidence of extensive changes.

RG&E Substation, from the northwest. December 2013.

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
4560 Lake Avenue	**Suss Service**	c. 1921, 1935-36, 1970s

DESCRIPTION:

The building at 4560 Lake Avenue is a one-story, flat-roofed, utilitarian building with a false mansard on its primary (west) facade. The west side contains two overhead rolling garage doors, to the left, and a pedestrian door flanked by triple windows. Side walls are rock-faced concrete block.

SIGNIFICANCE:

The State Historic Preservation Office has not evaluated the building at 4560 Lake Avenue for National Register eligibility. Based on its lack of either architectural distinction or historical significance, it does not appear to meet National Register criteria.

Architectural:

The building at 4560 does not appear architecturally significant. Based on the appearance and materials of the sides of the building and on the lack of building permits since 1936, it appears the present building incorporates parts or all of the 1920s-30s service station/garage, but the front was remodeled circa 1970 with the present false mansard façade.

Historical:

The first known building on this site was constructed circa 1921, appearing in the 1922 Rochester City Directory as "Quinn James G. gasoline station." The first building permit on file for the site at the City of Rochester was issued in 1923 for construction of a cinder-block auto salesroom. Subsequent permits were issued in 1935 for a cinder block auto storage building and in 1936 for a "cinder block addition to public garage." Historic maps from 1926, 1936, and 1950, reproduced in Appendix A, show the evolution of the building's footprint.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

Assuming the building was mainly constructed in the 1920s-30s, it has lost substantial integrity with the remodeling of the primary (west) façade using a typical 1970s treatment.

Suss Service, from the southwest. December 2013.

Suss Service, from the northwest. December 2013.

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
4576 Lake Avenue	**4576 and 4580 Lake Avenue**	1985

DESCRIPTION:

The properties at 4576 and 4580 Lake Avenue are vacant. A hip-roofed, one-story frame building with decorative brackets at the eaves is located at the south end of the property, set back from the street. While this property is known to have been used as a miniature golf course starting c. 1985, no other evidence of the miniature golf course is visible.

SIGNIFICANCE:

The State Historic Preservation Office (SHPO) has not evaluated the property at 4576 Lake Avenue for National Register eligibility. Because the building on the property is less than 50 years old and does not demonstrate exceptional significance, and because there are no intact historic landscape features, this property does not meet National Register eligibility criteria.

Architectural:

The building on the property relates in style to early-twentieth century buildings at nearby Ontario Beach Park, but is a late-twentieth century rendition of the style and not associated with those earlier buildings.

Historical:

A 1902 plat map (see Appendix A) shows two structures on the site: an irregularly shaped building near the center of the lot, labeled "Medbury Est[ate]," and, at the extreme north end of the property along Lake Avenue, a small square structure, possibly a shed. These appear again on the 1912 Sanborn map of Charlotte, where the larger building is shown as an L-shaped, two-story residence with a detached garage to its northeast, and a "Tool Ho[use]" is at the north end of the lot. The house was demolished by 1918, when the Sanborn map showed the property under the ownership of the New York Central Railroad.

A building permit was issued in 1985 for construction of a wood frame, seasonal building associated with a new miniature golf course.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

Not applicable. In this report concepts of integrity apply to buildings over 50 years old, as buildings less than 50 years old are rarely considered "historic."

Properties at 4576 and 4580 Lake Avenue, view east. December 2013.

Former concession building at 4576 Lake Avenue. December 2013.

ADDRESS/LOCATION	NAME	DATE OF CONSTRUCTION
70 Lighthouse Street	**Charlotte-Genesee Lighthouse**	1822, 1863

DESCRIPTION:

The lighthouse is described in the National Register nomination as follows:

> On a bluff overlooking the mouth of the Genesee River and the port of Rochester, the Genesee Lighthouse stands in the northwest corner of the city of Rochester in an area known as Charlotte, formerly a separate village. The Lighthouse stands further from the water than it did originally due to the filling in of marshland to the east over the past 150 years.
>
> The 1822 octagonal limestone tower has 6' thick foot [*sic*] walls which are now covered with ivy. The door is iron, and a spiral iron stairway and then a ladder lead up to an observation platform at the top of the eighty foot high structure.
>
> The brick keeper's house beside the light was built in 1863 replacing a smaller stone house. It is 2 ½ stories with a small one story wing to the west. The main part of the house is three bays wide on the front façade with a central doorway. The house has the air of simple, well-maintained functionalism with square stone lintels, a single chimney and a gable roof.

Please see Appendix E for the full National Register nomination.

The landscape surrounding the lighthouse consists mainly of grassy lawn. The terrain is mostly level and drops off steeply at the east property line. Besides the lighthouse and keeper's house, features on the site include:

- Gable-roofed, frame garage, c. 1937, at the southwest corner of the property
- Reconstructed well house, c. 1980s, at south side of property
- Bicentennial Peace Garden, 2012, consisting of a rectangular garden along the south property edge
- Flagpole in lawn north of keeper's house
- Rose garden, a triangular bed in the lawn north of the tower
- One mounted interpretive sign, with shrubs around it, south of the keeper's house
- Brick sidewalk leading from Lighthouse Street toward the west side of the keeper's house, where it intersects concrete sidewalks leading to the front and rear doors

The steep slope at the east property line terminates at a concrete retaining wall and staircase (the stair is fenced off as it is deteriorating). These are on the adjacent property, owned by CSX. The wall was built in 1915 in association with adjacent railway projects.

Please see Appendix D for sections of the Historic Structures Report for the lighthouse.

SIGNIFICANCE:

The Charlotte-Genesee Lighthouse was listed in the National Register in 1974 in recognition of its significance as "one of the earliest vintage of light stations constructed in New York State," and as an important site related to Great Lakes navigation and the development of the Port of Rochester (see Appendix E for the National Register nomination). It is the oldest U.S. lighthouse on Lake Ontario, and has played an important role in the history of Charlotte.

The lighthouse was designated a City of Rochester landmark in 1974 in recognition of its significance as one of the most important sites in the early history of Rochester.

Architectural:

The lighthouse was one of several built along the Great Lakes by the U.S. government in the early 1820s, and is an excellent example of the architecture and construction methods in use at the time. The original keeper's house built in 1822 was replaced by the present one in 1863.

Historical:

The lighthouse is significant for its role in the early development of Charlotte as a port that played an important part in Great Lakes trade and navigation.

The lighthouse site was home to the first European-American settler of Charlotte, William Hincher (or Hencher), who built a log cabin on the bluff in 1791-92. After Congress appropriated funding for construction of a lighthouse to facilitate navigation at the juncture of the Genesee River and Lake Ontario, Hincher's widow sold the site to the government, and the tower and original keeper's house were built in 1822. The present keeper's house replaced the original in 1863.

The property presently associated with the lighthouse is a portion of the original lighthouse property, which extended to Lake Avenue, to the west, and the river's edge, to the east (see 1855 property map, below). Sanborn maps reproduced below illustrate the evolution of the property in the late nineteenth and early twentieth centuries.

The light remained in operation until February 1881. In 1884 the lantern structure was removed from the lighthouse and moved to a new light station at the west pier.

The evolution of the lighthouse building and, to some extent, site, are documented in detail in the Historic Structures Report for the Genesee Lighthouse prepared by Bero Associates [now Bero Architecture] in 1991.

INTEGRITY (Aspects of integrity defined by the Department of the Interior are location, design, setting, materials, workmanship, feeling, and association)

The period of significance for the lighthouse was identified in the 1991 Historic Structures Report as 1863-1880, representing the period from construction of the present keeper's house until the light was decommissioned.

Integrity, continued

The lighthouse and keeper's house retain high integrity of location, design, setting, materials, workmanship, feeling, and association. The Charlotte-Genesee Lighthouse Society, which was formed in 1983 to preserve the lighthouse and operate the site as a museum, has worked diligently to restore the exterior of the lighthouse to its period of significance.

The surrounding landscape has retained its general historic character as an open, grassy lawn despite reduction of the size of the property and changes to the character of surrounding properties. Outbuildings and planting beds on the property postdate the period of significance but do not detract from the property's overall integrity. While the building retains integrity within its immediate setting, changes beyond the property line have in some cases negatively affected the integrity of the lighthouse setting. In the nearly two centuries since construction of the light, the shoreline has extended north, increasing the distance between the lighthouse and the shoreline. Growth of trees beyond the property has also made it difficult to perceive the association between the lighthouse and the lake.

Current Photographs:

The Charlotte-Genesee Lighthouse from the south. December 2013.

The Charlotte-Genesee Lighthouse from the east, with the 1916 retaining wall in the foreground. December 2013.

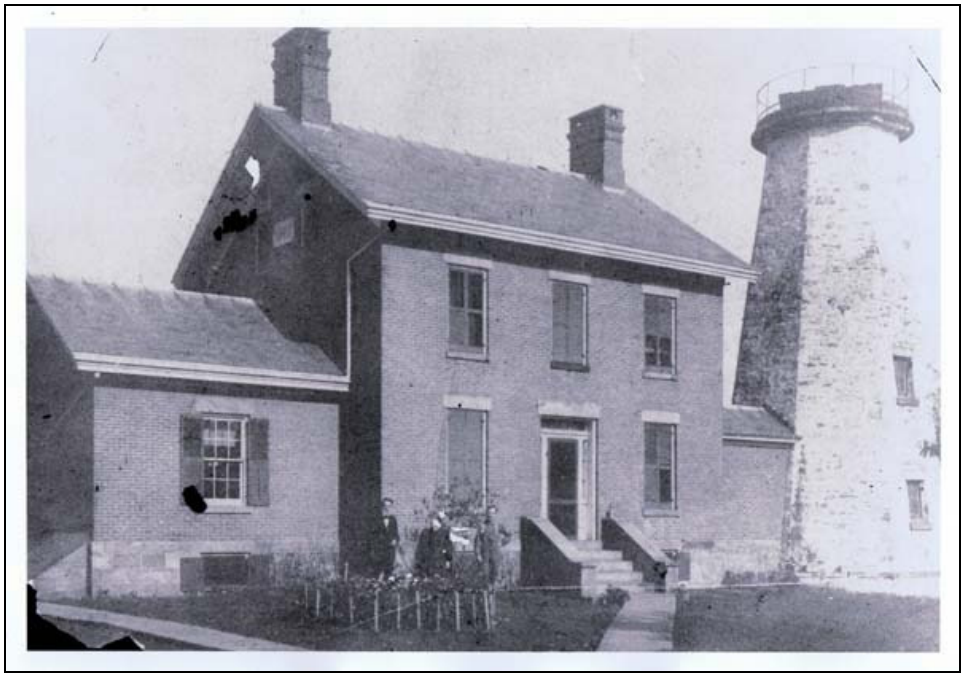
The Charlotte-Genesee Lighthouse from the west, looking toward the Genesee River. December 2013.

The Charlotte-Genesee Lighthouse from the north. December 2013.

Circa 1937 garage. December 2013.

Bicentennial Garden, added in 2011-2012. December 2013.

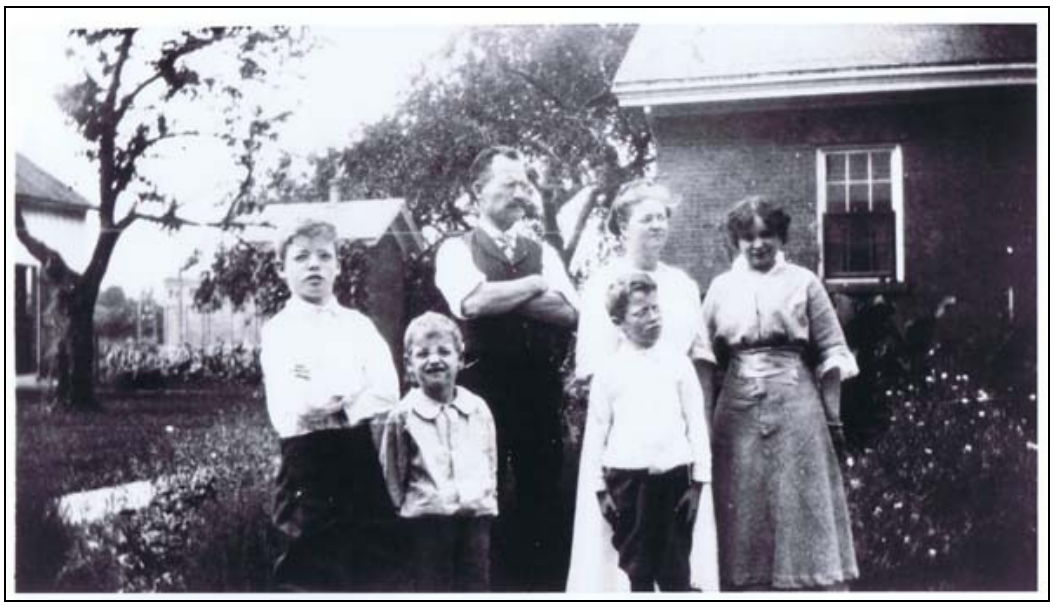
Historic Photographs:

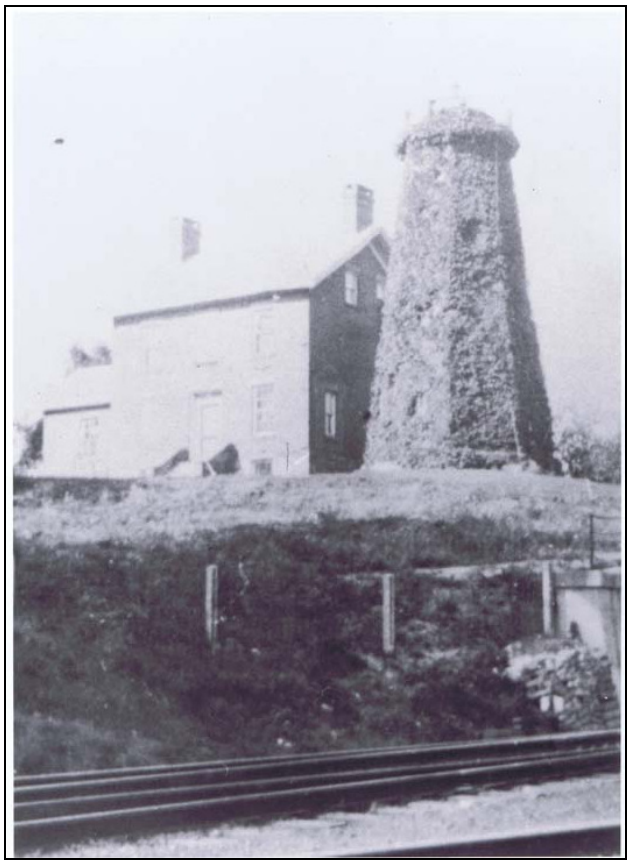


View of the Keeper's House and Lighthouse, south and west elevations, looking northeast, circa 1885-1900. Reproduced from the HSR; original source: Charlotte-Genesee Lighthouse Historical Society.

Keeper's House and Lighthouse from the south, with barn at extreme right. Source: Charlotte-Genesee Lighthouse Historical Society.

View of the lighthouse, circa 1900.


Circa 1915 view of lighthouse keeper and family, showing the south elevation of the kitchen wing, brick outhouse, and board-and-batten barn in the background. Reproduced from the HSR; original source: Charlotte-Genesee Lighthouse Historical Society.



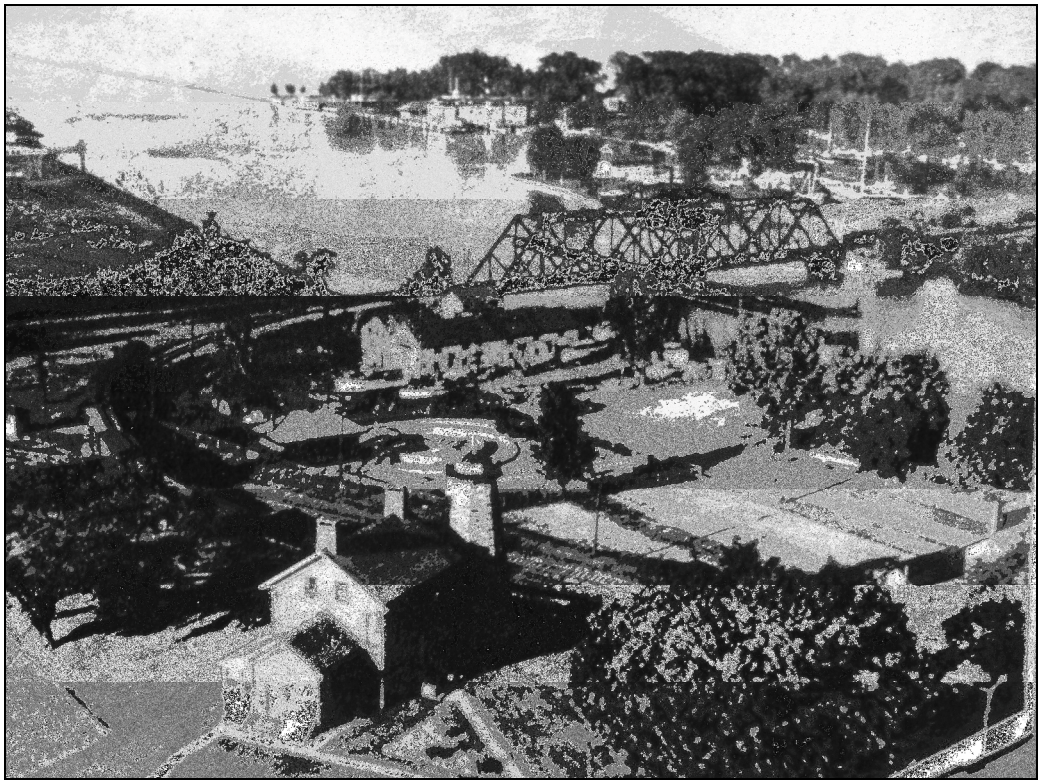
Circa 1915-20 view of the lighthouse from the southeast, with railroad tracks in the foreground. Reproduced from the HSR; original source: Charlotte-Genesee Lighthouse Historical Society.

Diagonal walks south of the Keeper's House are visible in this view, circa 1916. Reproduced from the HSR; original source: Charlotte-Genesee Lighthouse Historical Society.

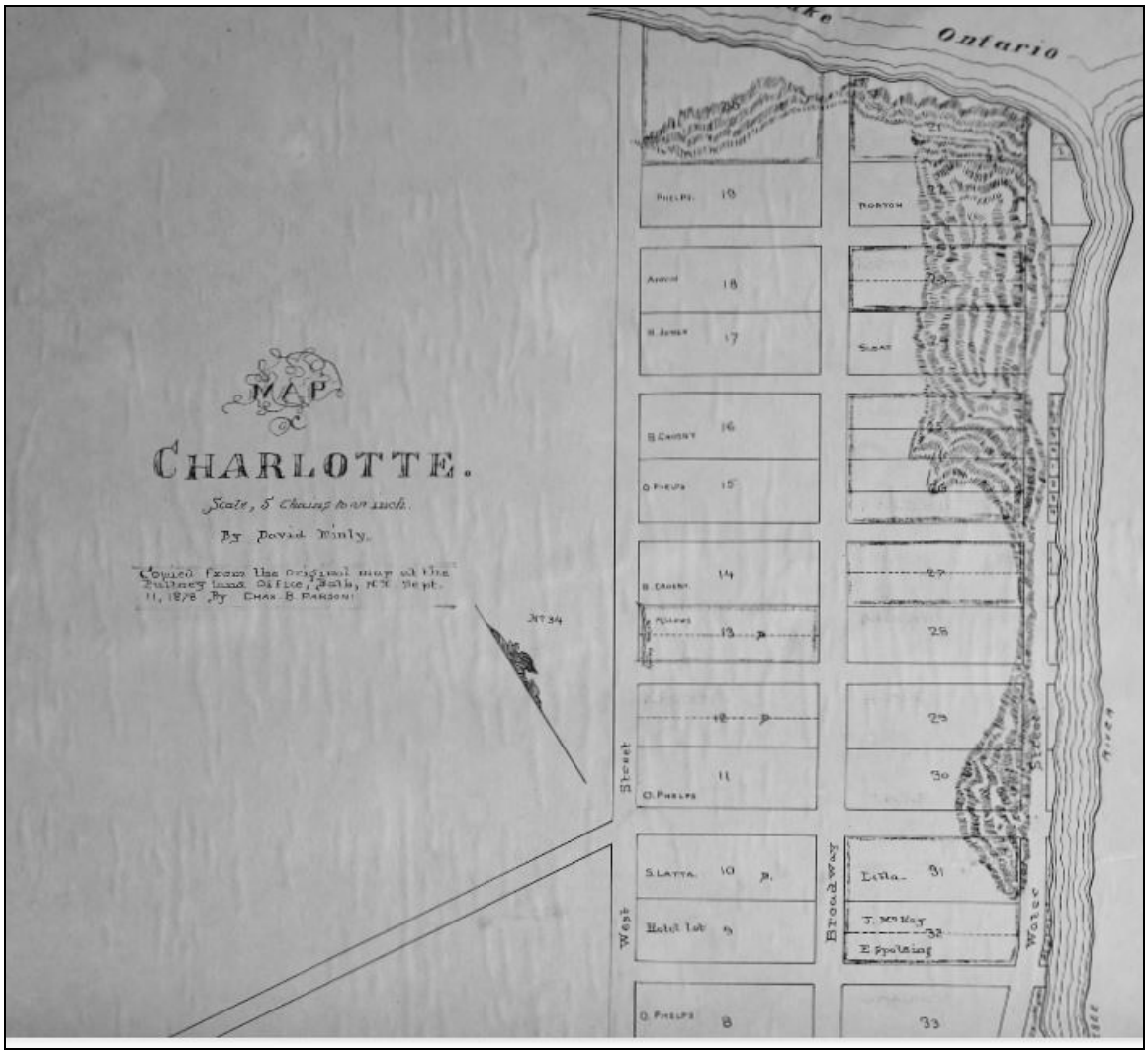
This 1916 view of the Lighthouse shows the recently constructed retaining wall.

Circa 1922 view of the Lighthouse from the east.

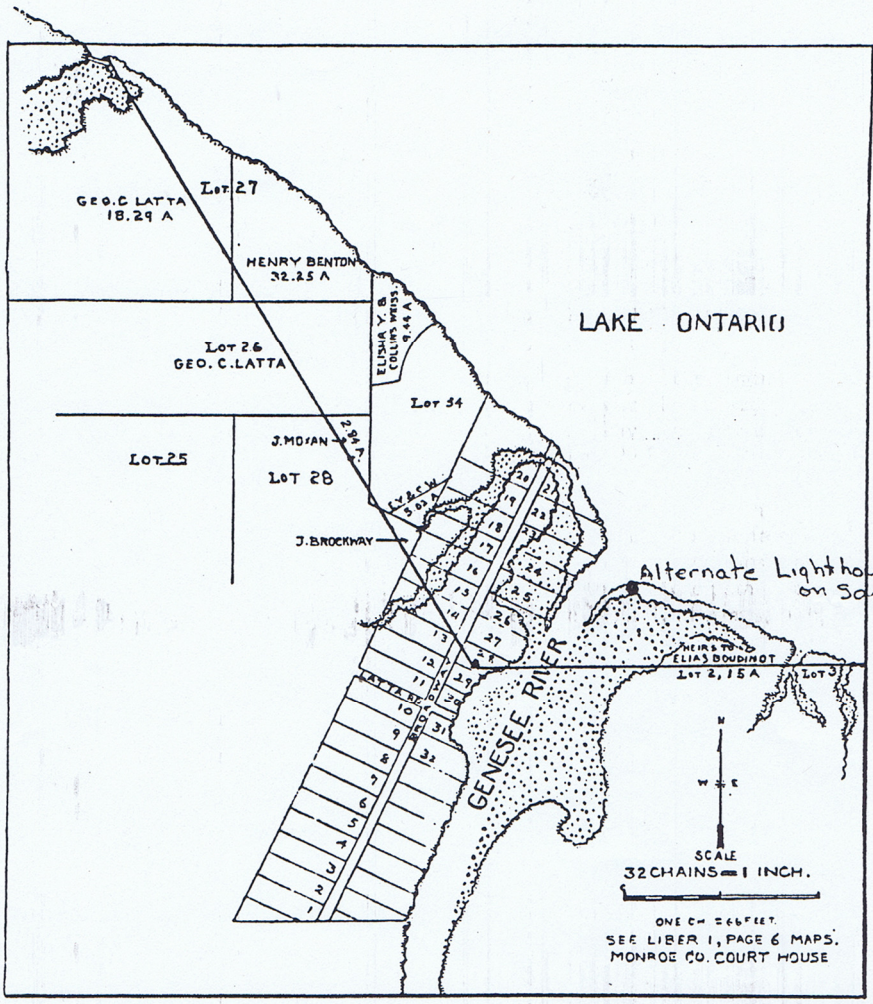
Circa 1922 view of the Lighthouse and Keeper's House from the south.


This circa 1930s-40s aerial view shows the Lighthouse, in the foreground, in relation to the railroad, the 1905 Hojack Swing Bridge, and the harbor. Note orchard and garden areas on the Lighthouse property. Source: Charlotte-Genesee Lighthouse Historical Society.

Appendix A: Historic Maps



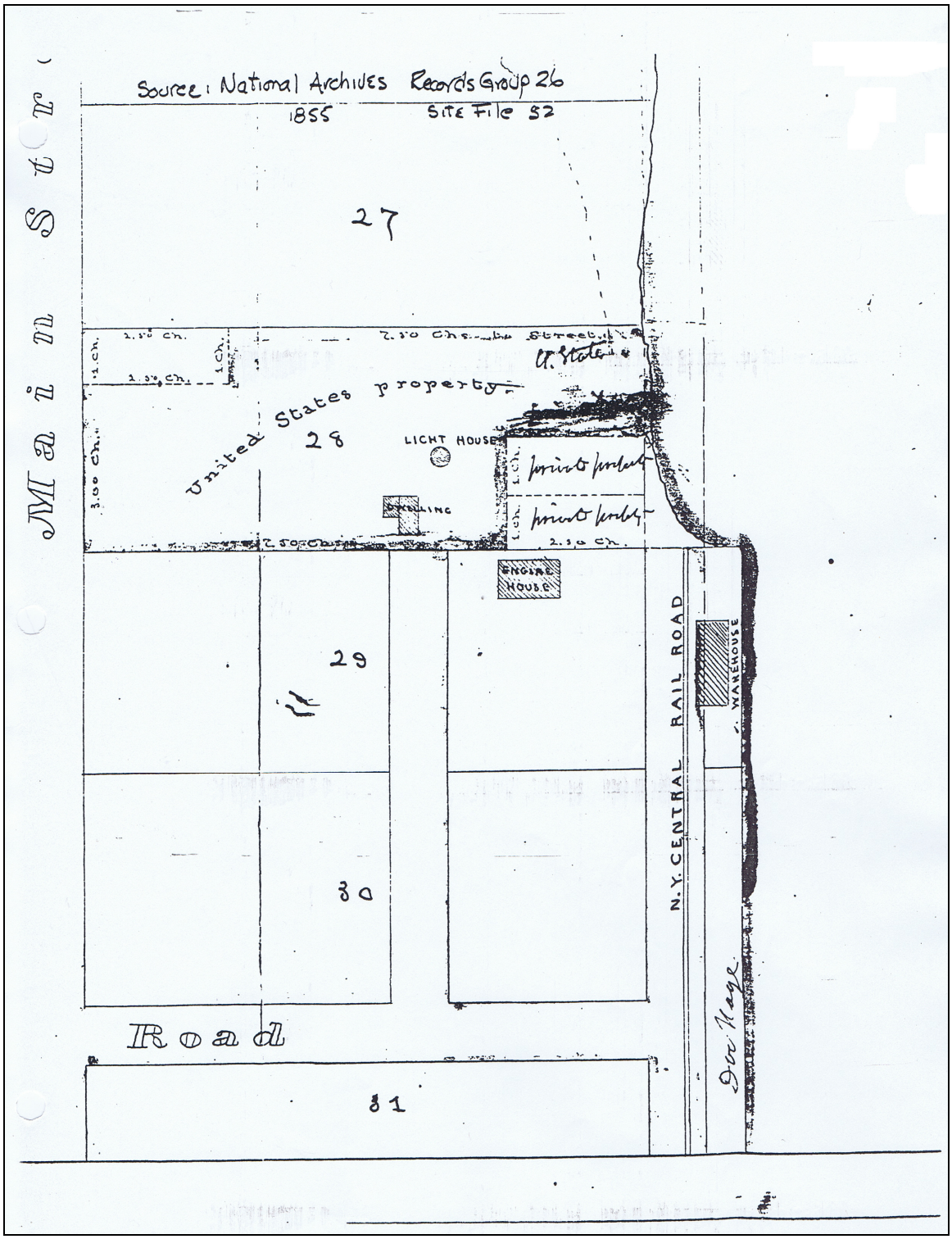
This rendition of the original survey map for Charlotte shows division of the land into lots, circa 1795. The lighthouse was ultimately built on lot 28. From the archives at the Charlotte-Genesee Lighthouse.



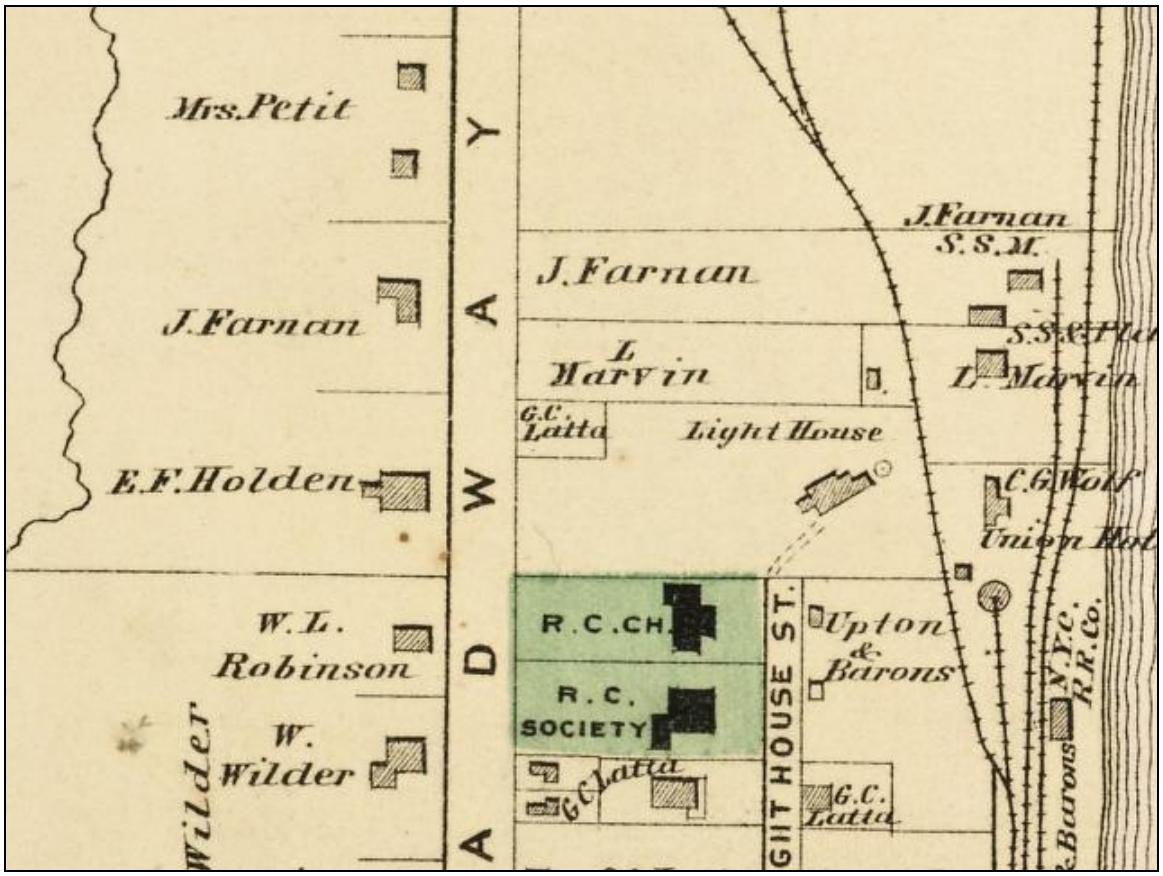
THE FIRST LIGHTHOUSE AT CHARLOTTE, NEW YORK
PORT OF ENTRY, DISTRICT OF GENESEE

Map drawn by Major Wheeler C. Case, being a reduction of the original on file in the Monroe County Clerk's Office, from a survey made in 1829. The map pictures conditions at the mouth of the Genesee River as they existed prior to the building of the United States Government Piers, and the deepening of the harbor entrance in 1834. The troublesome sandbars are shown, and the dotted areas are reed-filled waterways about the wide river mouth. The heavy ruled lines, radiating from the old Lighthouse, on Lighthouse Point (Lot Number 28), mark the shoreward boundaries of the lands from which it was necessary to remove all standing timber to clear the path of the light. For damages awarded to property owners see Liber 1, of Maps, p. 6, Monroe County Court House.

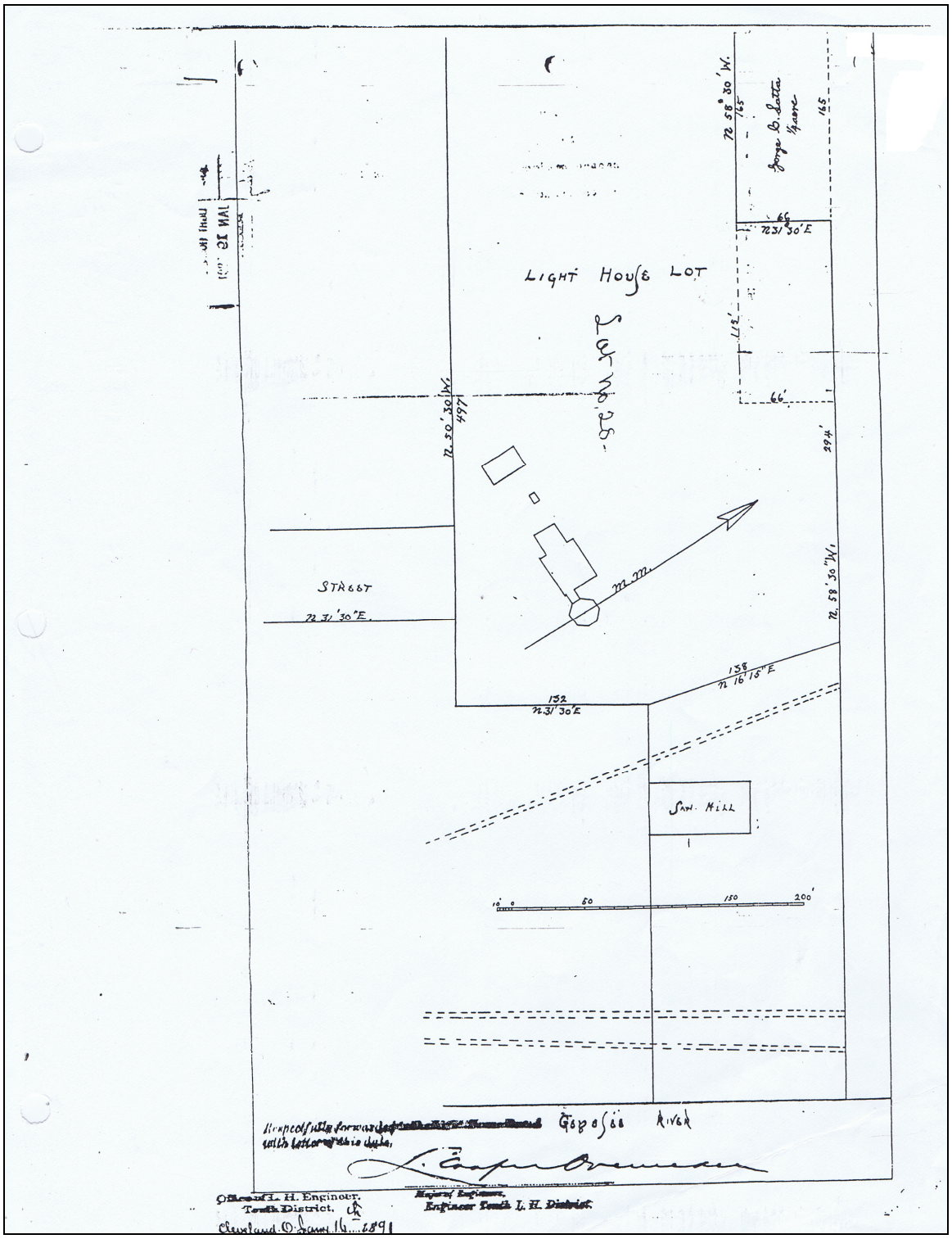
Reproduced from the Historic Structures Report for the Charlotte-Genesee Lighthouse.



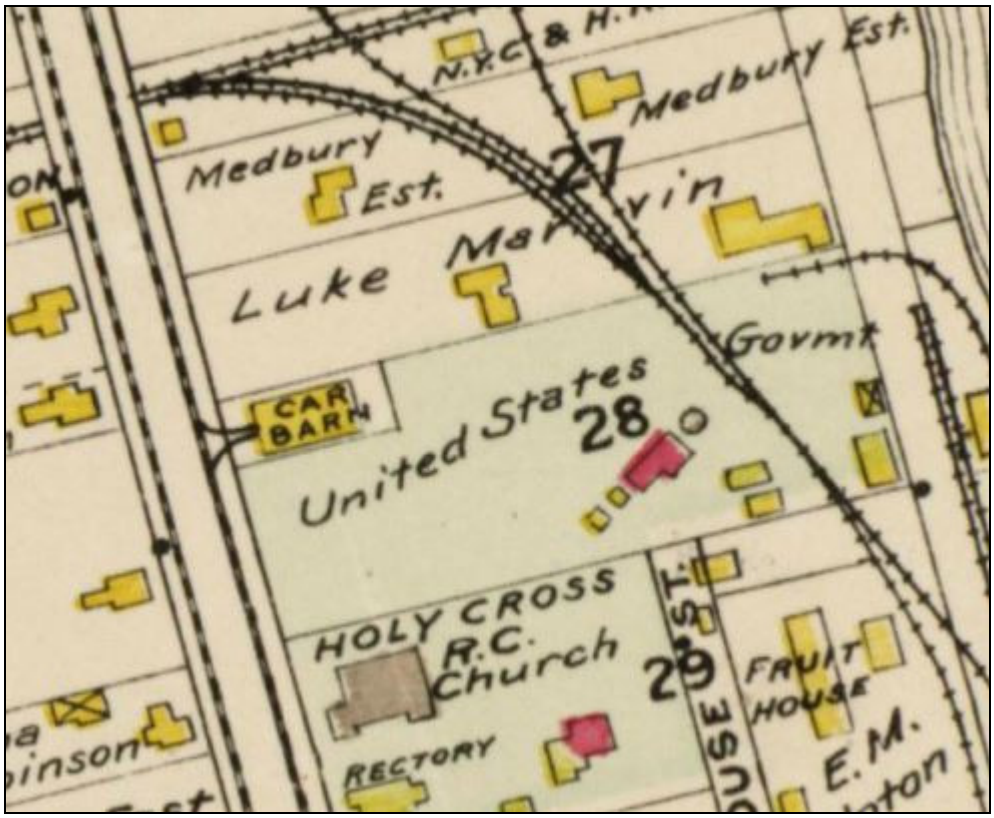
This 1855 map shows the Lighthouse and original Keeper's House. Note the property extends from the bank, on the east, to Lake Avenue, on the west. Reproduced from the Historic Structures Report; the original map is at the National Archives.



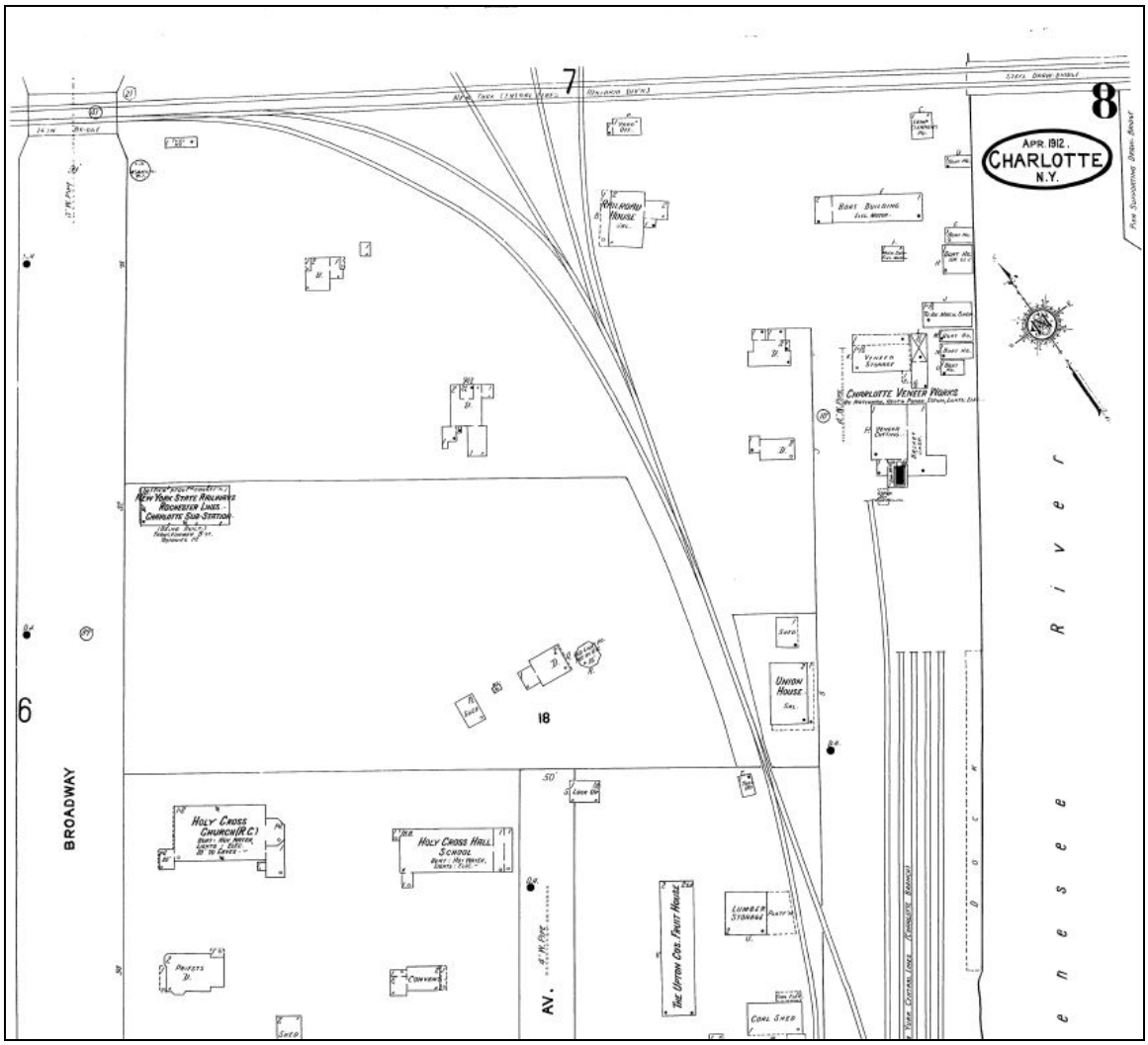
1872 plat map showing the Lighthouse and surrounding properties. Source: Monroe County Library System.



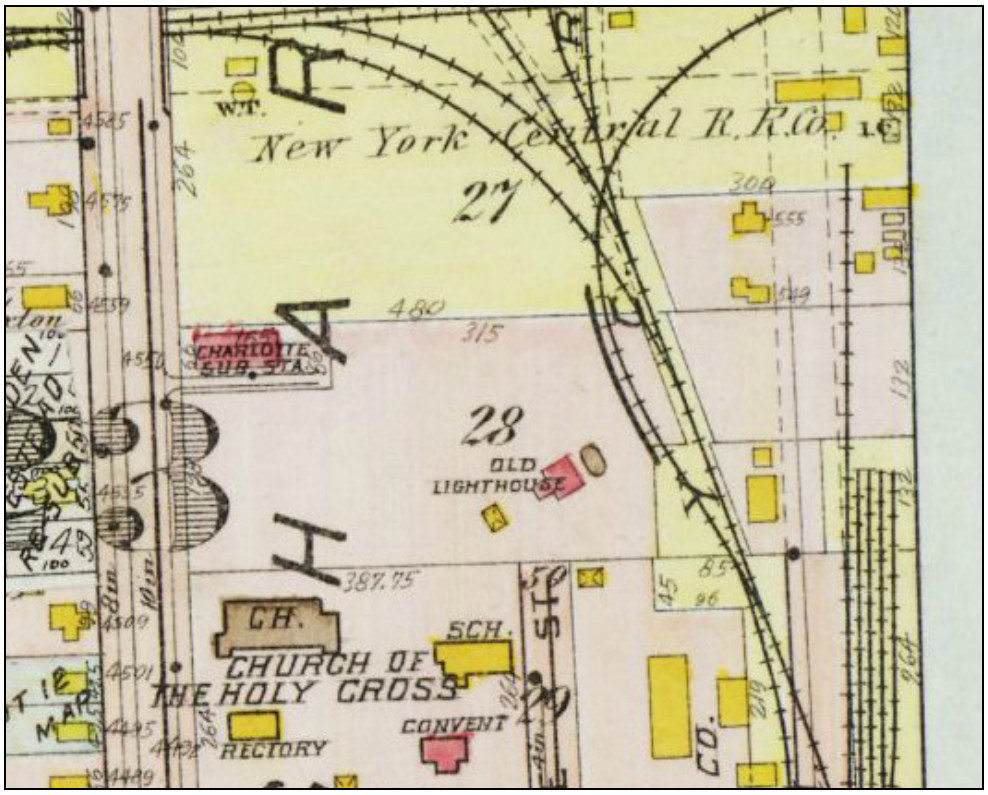
1891 map of Lighthouse property. Reproduced from the Historic Structures Report; original is at the National Archives.



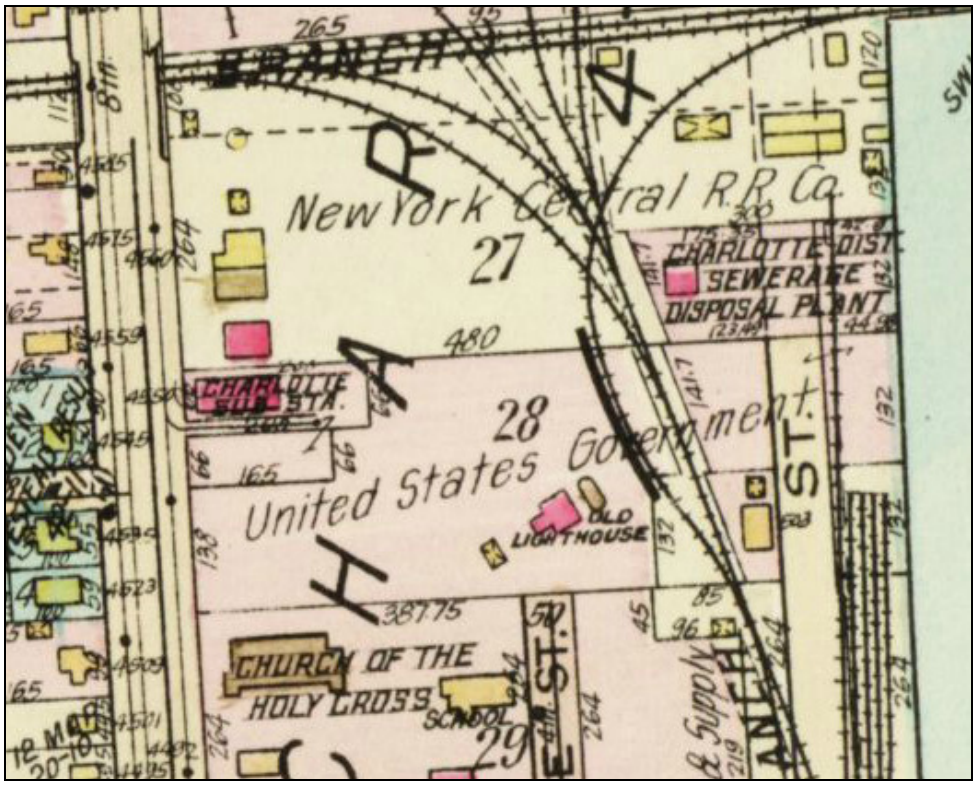
1902 plat map showing the lighthouse and surrounding properties. Source: Monroe County Library System.



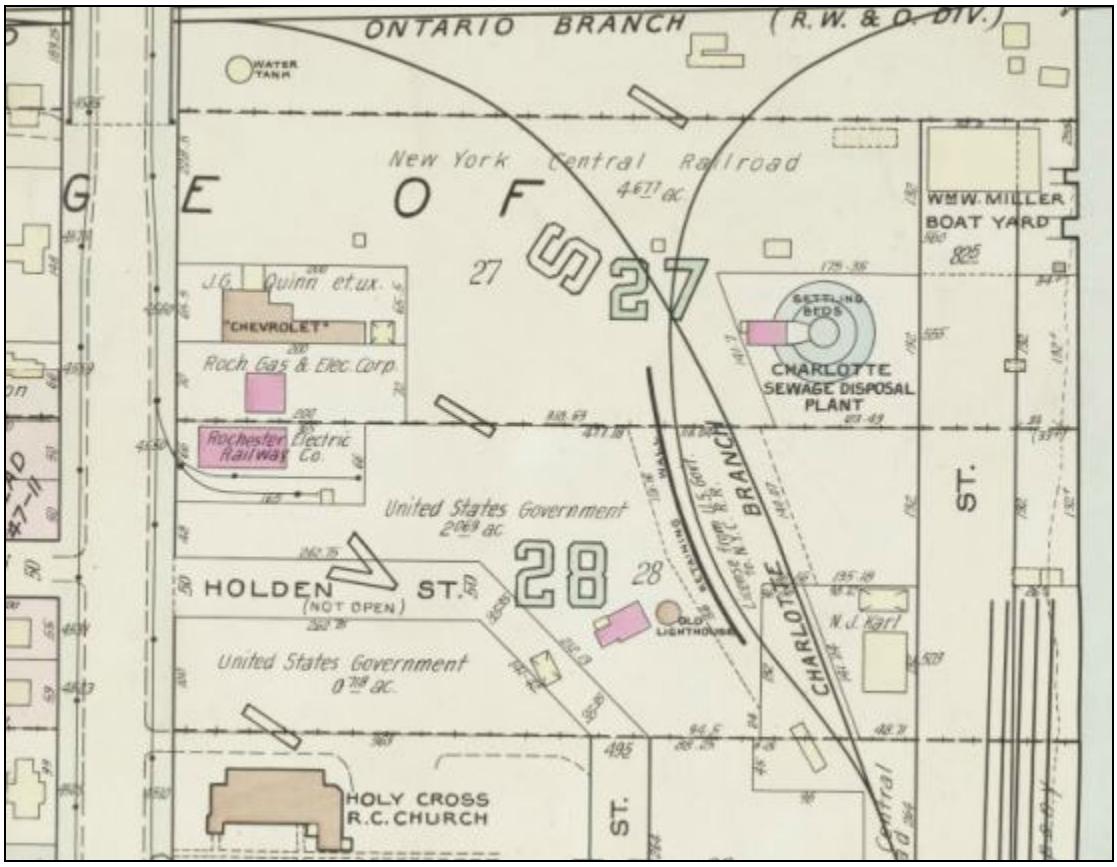
1912 Sanborn map showing Lighthouse and surrounding properties.



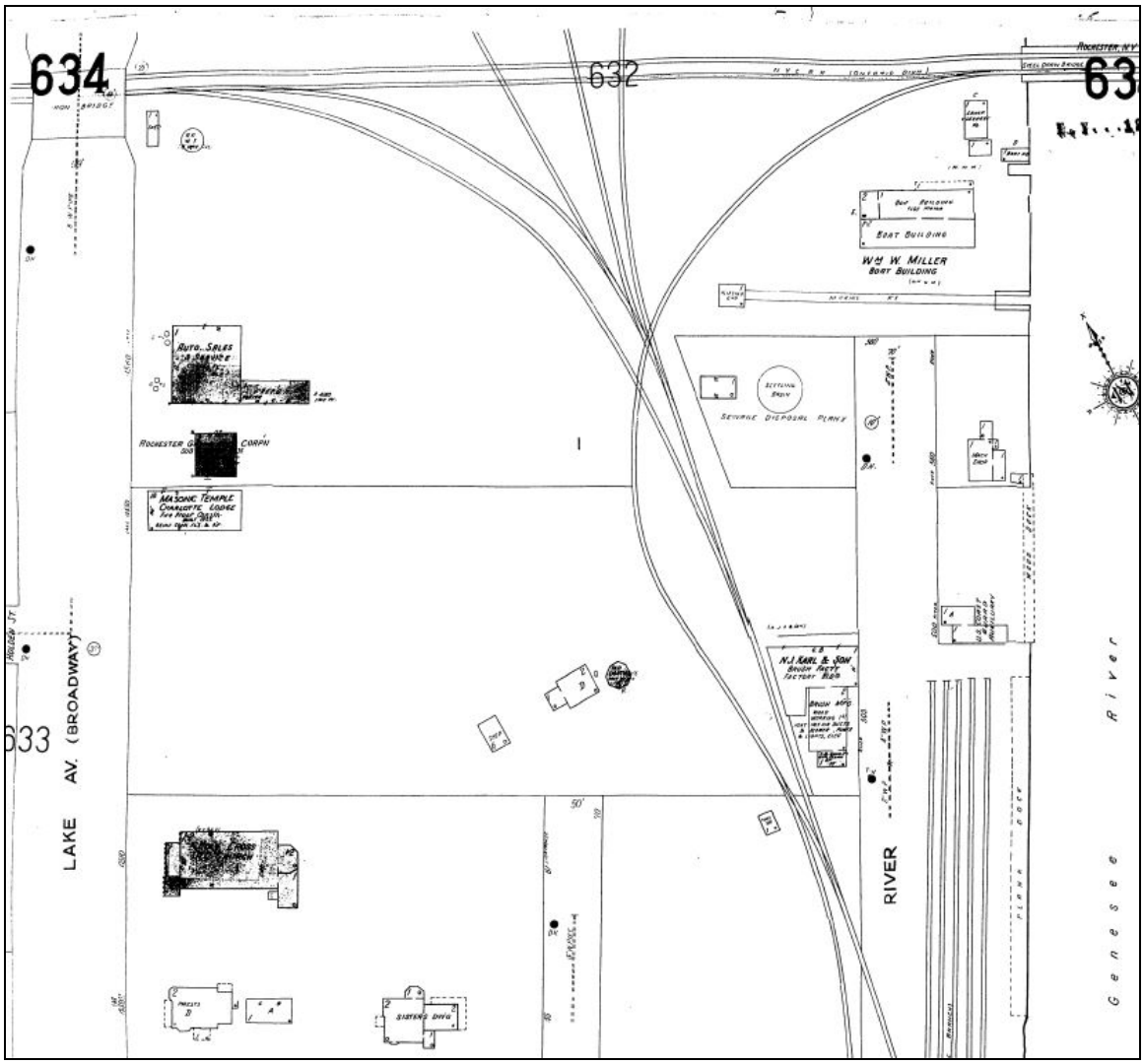
1918 plat map. Source: Monroe County Library System.



1926 plat map. Source: Monroe County Public Library.



1936 plat map. Source: Monroe County Library System.



1950 Sanborn map.

Appendix B: Sections of 2000 Cultural Resources Report

Phase IA and IB Cultural Resource Survey for the Port of Rochester Harbor Improvement and Ferry Terminal Project City of Rochester, Monroe County, New York City of Rochester Project No. 99021 NYSDOT PINS 4752.60 and 4752.62

(NYSOPRHP Project No. 00PR0502)

RMSC/RHPP PIN 2000.22

By

Brian L. Nagel
Archaeologist

and

James Darlington
Architectural Historian

December 2000

Project Sponsors

City of Rochester
NYSDOT
FHWA

By

The Regional Heritage Preservation Program
Rochester Museum & Science Center
657 East Avenue
Rochester, New York 14607-2177

Culture History

As stated earlier, the Phase IA investigations for the proposed project were to consist of an examination of the environmental, archaeological, and historical literature relevant to the project area that has been prepared in the 15 years since the Cultural Resources Inventory for the Rochester LWRP was completed by the RMSC in 1986. The primary goal of this documentary research was to update the inventory of known and potential historical and/or archaeological resources within the project area and to revise the evaluation of its archaeological sensitivity based on information gathered since 1985. In order to provide a basic framework for the presentation and interpretation of the resources identified during these Phase IA investigations we have provided a summary of the information contained in the report prepared by the RMSC for the LWRP entitled *Cultural Resources Inventory for the Local Waterfront Revitalization Program, City of Rochester, Monroe County, New York* (Nagel, Cowan and Drumlevitch 1986). For a detailed account of the culture history of the project area, reviewers should refer to the aforementioned report.

Aboriginal Occupation and Land Use

A general overview of the cultural sequence of western and central New York indicates that prehistoric aboriginal populations have inhabited the area from approximately 8500-9000 B.C. to A.D. 1600. Native populations continued to reside in the area following European contact and retained many elements of their early culture while acquiring an increasing overlay of European cultural traits.

Environmental changes from the late Pleistocene to recent times, have been broadly paralleled by technological and social changes, many of which were adaptations to new subsistence requirements. These cultural manifestations have been documented for nearly the entire span of time under consideration (Table 2). However, the Late Archaic, Late Woodland and early Historic periods have been more extensively researched in this region and are more clearly understood than others.

The human occupation of the Genesee Region followed in the wake of glacial recession and the subsidence of a series of vast meltwater lakes which covered much of the region. As modern drainage patterns became established, pioneer plant communities of a park-tundra character gradually spread into the newly freed land. The animal communities that followed included numerous genera and species that were soon to become extinct and others, like the caribou and muskoxen, which now dwell in environments far to the north of western New York. Their human predators, called Paleo-Indians by archaeologists, probably lived in small, mobile extended-family groups. These small bands probably united seasonally with other neighboring bands for trade and social interaction. The evidence for this resides chiefly with the not uncommon occurrence of exotic raw materials among their stone tool assemblages.

Paleo-Indian sites are recognized primarily by the presence of distinctive fluted spear points among their stone tools. The Paleo-Indians are thought to have subsisted in part on large game mammals now extinct, as did their western counterparts, or upon other animals such as caribou. The remains of mastodon, mammoth and Pleistocene forms of elk, deer and peccary have been found in Genesee, Livingston, Monroe, Ontario and Steuben counties, New York.

Table 2. General Aboriginal Cultural History of Western and Central New York.

Cultural Period	Date	General Environmental Characteristics	Dominant Subsistence Strategies	Location Preference
Paleo-Indian	10,000-8,000 B.C.	Park tundra	Large game (megafauna); limited plant utilization assumed	High elevations, primarily overlooking major streams
Early Archaic	8,000-6,000 B.C.	Spruce forest transforming into pine forest	Aquatic resources (avian and piscean), small mammals in area; aquatic plants	Margins of major aquatic features (e.g. bogs, swamps, streams)
Middle Archaic	6,000-4,000 B.C.	Pine forest transforming into deciduous forest	Aquatic resources with more reliance upon game	Margins of aquatic features, but more variability in landform
Late Archaic	4,000-1,500 B.C.	Deciduous hemlock-oak forest	Broad-spectrum resource exploitation, including hunting, fishing, and foraging	Margins of aquatic resources, but more sites located in different topographic areas
Transitional	1,500-1,000 B.C.	Deciduous oak forest, hemlock decline	Unclear; broad spectrum with emphasis on aquatic resources	Unclear; stream orientation?
Early Woodland	1,000 B.C.-A.D. 500	Deciduous oak forest	Broad-spectrum adaptation similar to Late Archaic	Similar to Late Archaic
Middle Woodland	A.D. 500-1,000	Oak forest; hemlock increase	Broad spectrum, possible introduction of certain cultigens	Similar to Late Archaic
Late Woodland	A.D. 1,000-Contact	Oak forest; hemlock stabilization	Hunting, fishing, foraging; increasing reliance upon maize horticulture	Diverse according to resource procured

(after Trubowitz 1983)

The traces of Paleo-Indian occupation are rare in western New York, but sites of this period have occasionally been found on elevations overlooking former lakebeds and low marshy areas. No Paleo-Indian sites have as yet been directly dated in western New York, but radiocarbon dates from five fluted point sites in the Northeast suggest an antiquity of between 11,000 and 10,000 years (Haynes et al. 1984).

As the Pleistocene glaciers waned, a succession of changes took place in the plant and animal communities until about 4000 B.C., by which time essentially modern environmental conditions had developed. The human communities also adapted to the changing conditions with innovations in subsistence strategies, technology and social behavior. A 7,000-year span from approximately 8000 B.C. to 1000 B.C. is known as the Archaic Period. The nature of the adaptations and innovations of the Early and Middle Archaic Periods (8000-4000 B.C.) are poorly understood in western New York. Few sites of this period are known, and fewer have been adequately studied. It would appear that populations were relatively low and were widely dispersed across the landscape. It is suggested that these people relied considerably upon aquatic and marshland resources, as these habitats may have presented the greatest biological carrying capacity in an otherwise immature and resource-poor northern forest. Evidence from throughout the Northeast suggests a considerable reliance upon fish, waterfowl, small mammals and reptiles as well as moose and white-tailed deer.

Throughout the Late Archaic (4000-1000 B.C.), the aboriginal populations increased in proportion to the changing productivity of the temperate deciduous forest. An increase in the frequency and variety of mast-producing tree species provided greater forage for deer and turkeys, as well as a rich and storable staple for humans. Greater biological productivity of lakes and streams is also indicated. A broad spectrum subsistence strategy of hunting, fishing and gathering presented the possibility of greater sedentism and increased settlement size. All in all, the success of this cultural pattern can be measured by its apparent stability and longevity.

The tool inventories of this period are noted for their diversity as well as their abundance. Tools of flaked chert include a variety of projectile forms, scrapers, drills and knives. The raw material for these tools was mostly derived from the nearby Onondaga limestone formation. Igneous and metamorphic rock types obtained from the glacial till were pecked and ground into a wide variety of axes, adzes, gouges, spearthrower and fishing weights as well as food-processing tools. Where soil conditions favor their preservation, bone and antler tools are not uncommon. These include needles, awls, fishhooks, harpoon points and tools for flaking chert. Ornamental and recreational devices of bone, antler and shell are also known and include beads, combs, rattles and flutes. The extensive use of wood and basketry is inferred, and rare charred fragments of fishnets, trotlines and textiles attest to considerable skill in these crafts. The first common appearance of funerary ceremonialism occurs in the Late Archaic. Non-perishable containers of soapstone appear at the end of this period, marking a transition to the Woodland Period.

The Woodland Period (1000 B.C. to A.D. 1600) in the region is distinguished from the Archaic primarily by the advent of ceramic containers. The period is divided into three subunits: Early, Middle and Late. Subsistence strategies and settlement patterns during the Early and Middle Woodland Periods are in essence a continuation of the Archaic lifeways. What distinguishes these cultures materially are the increasing variety of and reliance upon ceramics for cooking and storage containers, the introduction of smoking pipes, and the increased

development of widespread trade and communication of ideas across the entirety of the Eastern Woodlands.

This widespread interaction is most clearly observable in the elaboration of mortuary practices demonstrating considerable influence from the highly developed Adena and Hopewell Cultures of Ohio in the Early and Middle Woodland Periods, respectively. Several Hopewellian burial mounds have been located in the western and central sections of New York State. These represent the northeastern most extension of a cultural tradition that had its core areas in Ohio and Illinois but also extended as far west as Kansas City.

The Late Woodland Period, beginning about A.D. 1000, is distinguished from earlier cultural periods by several subsistence, technological and social changes. The Owasco Culture, which is generally identified as the precursor of the historic Iroquois, was the first group in western New York known to have practiced extensive horticulture. The remains of maize and beans have been recovered from the Sackett Site near the foot of Canandaigua Lake (Ritchie and Funk 1973:219). Squash was probably cultivated as well. The bow and arrow is thought to have completely replaced the lance, javelin and spearthrower/dart weapons of earlier times. Village sizes had grown substantially, and many were probably year-round settlements. Some villages like Sackett were fortified in some fashion, and warfare or murder-feuding is first in common evidence. Hunting, fishing and gathering continued to be important procurement activities.

The transition from Owasco to identifiably Iroquoian cultures was gradual, and continuity of populations is inferred. By A.D. 1300, most of the archaeological indices of the Iroquois Tradition were in place (Trubowitz 1983:111). Sometime between A.D. 1500 and 1550, the scattered Seneca villages consolidated into two very large villages, each with an associated satellite village (Wray 1973:1). These villages were moved every 15 to 20 years as ready supplies of wood and game and soil productivity diminished. The preferred village locations were no longer in the valley flats along the major rivers and creeks but on defensible hilltop locations. Special purpose camps of short duration may have been located in other environments, however, to gain access to particular resources. Village house types had changed from small circular or oval structures to the multifamily longhouses. An emphasis on canoe travel seems to have declined, and major trails were relied upon for travel.

The Seneca proved to be influential in Eastern North America far beyond what their small population and relatively restricted home range would suggest. Wray (1973:1) estimated their population not to have exceeded 3,000 to 4,000 individuals, and their homeland to have been restricted to approximately 100 sq mi in western New York, mostly in Livingston, Monroe and Ontario counties (Wray and Schoff 1953:1).

Nonetheless, at the height of their power, the Seneca sent war parties from the St. Lawrence River in the north to at least the Tennessee River in the south, and from New England to the banks of the Mississippi River. If their political influence can be measured by the number and strength of their enemies, the Seneca were probably without parallel in the northeastern United States and eastern Canada.

The beginning of the historic era in this part of western New York may be figured from about A.D. 1600. Available evidence indicates that Étienne Brûlé, an agent of Samuel de

Champlain, was most likely the earliest European to explore the area in 1610. European contact brought about considerable change in the native cultures. The economic imperative of the fur trade and the demand for European goods affected the subsistence, social, technological and political structure of aboriginal life. Conflicting alliances with competing European powers and economic competition between tribes intensified the earlier pattern of small-scale intergroup warfare. As the beaver populations declined in traditional Seneca hunting territories, Seneca military might was applied to the conquest of further beaver grounds and to control the fur trade as middlemen. Between 1600 and 1650, many aboriginal groups were dispersed or eliminated. In 1680, 600 Seneca warriors raided as far west as the Illinois and Mississippi Rivers and destroyed the might of the Illini Confederacy. At about the same time, the Ohio River Valley was essentially depopulated (Hunter 1978:588).

The security of the Seneca villages themselves was first threatened in 1687 when the Marquis de Denonville landed at Irondequoit Bay with a force of 832 French regular troops, 930 Canadian militia, 200 Christian Mohawks and hundreds of Algonquins and Hurons. There they were joined by a large army of revenge-seeking western Indians, including some all the way from the Great Plains. Although the Seneca withdrew and avoided all but a few casualties, their villages and crops were destroyed and plundered. The Seneca thereafter moved eastward near Canandaigua and Geneva, New York, and for the next twenty years, continued to live in four compact villages.

After about 1700, a widespread scatter of small log cabin villages replaced the traditionally large villages of longhouses. By 1717, the British had established a trading post on Irondequoit Bay to exploit the rich Indian trade and to exclude the French from the southern part of Lake Ontario. European technology was adopted to such an extent that the Seneca became largely dependent upon traders for their tools, supplies and household goods. Hunting and fishing remained important subsistence activities, but livestock was tended as well. The planting and tending of European fruit trees was added to the traditional agricultural activities of raising corn, beans and squash.

Despite the increasing dependence upon European trade, the Seneca were able to maintain control over central and western New York until 1779, largely due to their considerable military prowess and diplomatic skills. During the Revolutionary War, however, the Seneca sided with their long-term allies, the British, and launched many raids against the American colonial frontiers. In 1779, an immense army under General John Sullivan was dispatched to destroy the Seneca. Again the Seneca withdrew and avoided great loss in casualties, but 41 Iroquois villages and hamlets were destroyed, and crops and stored food were cut and burned. Many of the Seneca fled to the British garrison at Fort Niagara, and there suffered a hard winter with inadequate food, blankets and clothing. Some of the Seneca returned to live in the Finger Lakes region until 1788, although many started settlements along the Genesee River (Trubowitz 1977:176-177).

A conference was held in September, 1797 at Big Tree Village where the Seneca sold their land holdings in New York to Robert Morris with the exception of several reservations. Five of these reservations were centered around the aforementioned Seneca settlements along the Genesee River. These reservations were located such that each one included a section of the Genesee River flood plain where crops were raised and an adjoining section of lake plain or valley slope where the majority of the settlement was situated.

Euro-American Occupation and Land Use

Although a few Euro-Americans had ventured into western New York while it was still controlled by the Iroquois Confederacy, significant settlement did not begin until after the Revolutionary War. This was due in large part to multiple claims on the land by New York and Massachusetts based on Royal Charters predating the American Revolution. In addition, the Cayuga and Seneca Iroquois also claimed the lands in the central and western part of the state as their own. At the end of the Revolutionary War in 1783, it was clear that because the Iroquois had aligned themselves with the British, their lands were to be divided. However, it was not until 1786 and the Treaty of Hartford that Massachusetts and New York arrived at a compromise over the issue of ownership. The agreement gave Massachusetts the right of pre-emption while giving New York the right of sovereignty.

Once the necessary agreements were reached, the land in what is now western New York became available for sale. What became known as the Pre-emption Line was established between Sodus Bay, running south to the western side of present-day Geneva, to the Pennsylvania border. New York acknowledged the right of Massachusetts to purchase the 6,000,000 acres from the Iroquois, and Massachusetts recognized the political sovereignty of New York over the same parcel. In 1788, Massachusetts sold all its land on either side of the Genesee River to a group of investors represented by Oliver Phelps and Nathaniel Gorham for £300,000, or roughly 3¢ per acre, with the understanding that the total sale price would be paid in three annual installments.

However, land sales were insufficient to allow Phelps and Gorham to meet the conditions of their charter from Massachusetts, and the land west of the Genesee was turned back to Massachusetts in 1790, leaving them with some 2.6 million acres of land from the Pre-emption Line to and including portions of the Genesee River Valley. The resulting Phelps and Gorham Purchase was divided into sale townships, six miles square, except around the Genesee River, where irregularly shaped sale townships were set off. Once available, the land was in immediate demand, and settlers began arriving in 1788 and 1789. By 1791, however, Phelps and Gorham were forced to sell all but two townships of their remaining land to Robert Morris, who by the next year, was likewise forced to sell most of his property.

Charlotte - Early Settlement and Development to 1812

Concurrent with the period of earliest activity at the settlements further up the river near present day downtown Rochester and at the falls, settlement was beginning at the mouth of the Genesee River. In 1791, William Hincher (variously referred to as Hincher, Hencher, and Henshaw) arrived at the mouth of the river and built a small cabin on the west side of the river near the lake. Originally from Brookfield, Massachusetts, Hincher transported goods from Shay's forces during the rebellion of 1786, but had been intercepted by opposing forces and forced to flee. Hincher's residency predated the settlers at King's Landing securing him the honor of being the first Euro-American resident on the shore of Lake Ontario between the Genesee and Niagara Rivers. The cabin was located on the present site of the Charlotte (or Genesee) Lighthouse. In 1792, Hincher brought his wife, son, and seven daughters to the area. Three years later a second structure joined his cabin at the little settlement. This was not so much a dwelling as a small trading post erected and run by Frederick Hosmer.

Also in 1795, James Latta of Canandaigua bought land on the west side of the river bounded by the lake on the north. The lot was purchased for his sons Samuel and James, with Samuel coming to look over the site the next year. His impetus to settle in the area came in 1805 when Congress established the District of the Genesee as a customs district with the river being the sole port of entry. Thomas Jefferson appointed Samuel Latta to be the first customs collector of the port. The Pulteney Syndicate made him their land agent in the area as well. That year, Latta build a wharf and the first warehouse at the mouth of the river. He also laid out the Latta Road as far as Parma. The next year, with his new wife Lydia Arnold, he settled permanently in a house on the southwest corner of Latta Road and Broadway --present-day Lake Avenue.

Although the population of the small settlement had not grown substantially, commercial and trading activities were on the increase. Charlotte boasted two hotels in the early part of the nineteenth century. The first, built by Samuel Currier in 1807, was located on the west side of River Street at the foot of Stutson hill. Colonel Robert Troup, successor to Charles Williamson as the representative of the Pulteney Estate, financed the erection of a second hotel overlooking the river from the north side of Stutson Street. It was known variously as the U.S. Tavern, the Mercantile, the Commercial Hotel, and the Stutson House before it burned down in 1895. Erastus Spaulding settled in Charlotte to become the first proprietor of the hotel in 1810.

The name "Charlotte" was first used to refer to the area on the west side of the Genesee, bounded on the north by the lake, in a deed dated 1810. The road from Arkport to Charlotte (present-day Route 15) was built the same year, connecting the area to the Susquehanna River. By this time, Frederick Hosmer's trading post had developed into a store on the east side of present-day Lighthouse Street.

In the first five years after the creation of the customs district and the port of entry at Charlotte, trade had grown substantially. By 1808, shipment from the port were valued at $100,000, a 300% increase over the 1806 figures. This trade was stimulated by the adoption of the Embargo and Non-Intercourse Acts. The legislation had the effect encouraging trade down the river and through Charlotte to the lake and Canada at the expense of inland routes. The port was serviced at the time by 15 boats ranging in capacity from 25 to 75 tons. They hauled wheat, pork, whiskey, and potash between the lake ports and Canada.

Charlotte Through the Nineteenth Century

The village at the mouth of the river, Charlotte, developed as a separate entity from the other early Genesee River settlements over the course of the nineteenth century. Its growth, however, was tied into the growth of the riverside settlements and the fluctuations of international trade and treaties. The immediate effect of the War of 1812 upon Charlotte was to check population growth for a number of years. Fears of invasion when combined with the devastation cause by the Genesee fever, which peaked in 1819, kept settlers away (Greer 1976:7).

Commercial developments in the 1820 -1840 period out paced settlement. The first steamboat called at the port in 1817. This was the beginning of regular steamboat traffic through Charlotte to the upriver landings. With the coming of steamboat services, augmenting the more extensive schooner traffic, the number of passengers traveling for pleasure increased and shippers could count on the regularity of the steamboats to aid in their enterprises (McKelvey 1954:5).

Trade with Canada via Charlotte and Lake Ontario began a period of rapid growth with the cessation of hostilities in 1815. Prices of wheat, flour, and wood products rose immediately. The expanding mill town of Rochester processed the harvests of the interior which made their way to Canada through the port at Charlotte in the form of flour, wooden boards or barrel staves, and pot or pearl ash. As Canada began to build more canals, improved communication on the St. Lawrence River helped to spark increased lake trade with Rochester. Between 1818 and 1823, the total value of shipments to Canada rose 160%.

The increase in traffic at the port and problems with shifting sandbars at the mouth of the river resulted in several boat captains petitioning the State for harbor improvements in 1820. The need was brought to the attention of federal officials and Congress appropriated $5,000 for the construction of a lighthouse at the mouth of the Genesee. The next year the bluff which was the site of William Hincher's first log house was acquired from his widow. In 1822 a lighthouse and a two-room stone house for the keeper were built on the site by Ashbel Symonds (Photograph 19). Giles Holden was appointed the first keeper of the lighthouse.

Land transport connections between Charlotte and Rochester were virtually nonexistent for the first half of the nineteenth century (Barnes 1975:3). This situation was remedied in 1849 when the Charlotte Plank Road Company was formed to improve a route from McCracken Street (Driving Park) along Lake Avenue to Latta Road and the river docks. The improvement had the effect of raising property values and encouraging settlement along Lake Avenue.

In 1853 the Rochester and Lake Ontario Railroad was completed from the Erie Canal to Charlotte's docks. That year the New York Central Railroad consolidated nine independent east-west rail lines in the state including spurs to the lake ports. The consolidation, along with the competition from the steamboat companies served to stimulate trade at Charlotte's port. It also shifted trade emphasis away from the port at Carthage to the docks near the mouth of the river. Communication was enhanced by the installation of the first telegraph service between Rochester and Charlotte in 1857.

The 1850s were the beginning of a new era of industrial and commercial growth for Charlotte. In 1850 the first steam powered sawmill was built by Captain John Farnan, who became a well-known area shipbuilder. The sawmill encouraged the location of shipbuilding in the settlement and by 1860 there were three busy shipyards in operation. Canal boats, lake schooners, and river steamers were all produced. A drydock for American Line steamships was constructed in 1865 at the foot of Petten Street and it was used until 1877.

Other wood-based production ventures came to the settlement in the 1850s and early 1860s. George Beck started a wagon shop on the west side of Broadway (Lake Avenue) and David Holden opened a barrel-making factory north of Latta Road. A smaller cooperage, dating from the early 1860s was operated by Andrew Mulligan. It was located on Latta Road at the southern end of Lighthouse Street.

David Holden built Charlotte's first grain elevator in 1854. A second, larger elevator was erected the next year, only to collapse after a month of use. Holden's initiative was picked up by other entrepreneurs, however, and a succession of larger and larger elevators were constructed over the next 30 years. New warehouses soon sprang up to meet the demands of increased commerce.

Photograph 19. The Genesee (Charlotte) Lighthouse constructed in 1822 and the Second Keeper's House constructed in 1863, from the north end of Lighthouse Street, looking north.

Photograph 20. Commercial Buildings at 419-431 River Street at corner of Latta Road, constructed between 1870-1900, looking southwest.

The first major phase of population growth and new settlement started in the early 1840s and lasted until the 1860s (Greer 1976:10). Families such as the Pollards and the Stutsons who would later lend their names to streets, settled during this period. By 1858 there were 48 houses and 24 commercial or public buildings in the hamlet. A comparison between the 1852 and 1872 (Figure 17) maps of Charlotte show the extent of new settlement. Two brickyards, one on the east side of Broadway (now Lake Avenue) and another at the intersection of Latta Road and Stutson Street, as well as the steam sawmill and planing mill and a lumberyard on the corner of Latta and River Streets, supplied the construction needs of the time. More commercial buildings were being constructed of brick in the old port area near the intersection of Stutson and River streets (Figures 17-18, Figure 22 Structures 21 and 22, Photograph 20)

The period from the mid-1860s to Charlotte's annexation by the city of Rochester in 1916 shows a pattern of development in settlement, commerce, trade, and industry that differs from the era discussed above. Changes in the focus of these aspects of Rochester history as well as the development of other important lake ports and the nationwide growth of railroad transport all affected Charlotte's fortunes. By the 1860s, the economies of the United States and Canada were becoming more self-sufficient (Barnes 1975:3). Canada was developing her own supplies of food and the capacity to mill her own grain. This fact, combined with the increasing dominance of railroads in east-west trade within the state, spelled the end of Charlotte's trade prospects. This is not to say that lake trade at the port came to a halt, but merely that it was less important to community growth.

In 1869, the 800 acres that comprised Charlotte were incorporated as a village by the State of New York. The southern boundary was Denise Road. Dr. Ambrose Jones was elected as the first village president the next year.

Starting in the 1870s, Charlotte began to serve as a summer resort for the populace of Rochester. Ever since the inauguration of steamboat service along the river in 1817, passenger traffic on these and the lake boats had grown. By 1854, there were daily steamboat excursions along the lake shore. In 1868, the new steamboat, the "Norseman", advertised four trips daily up the river and out into the lake. An inboard dance band was provided for entertainment. Two years later, a consortium consisting of Ellwanger, Barry Woodworth, and Whiteny built the Glen House at the bottom of the Genesee gorge, just north of the Lower Falls. The Glen House quickly became a popular restaurant and night spot. More importantly for Charlotte, it was an embarkation point for river cruises up the lake. As such, it helped popularize this recreational activity.

The river and lake cruises exposed more and more of Rochester's population to the attractive aspects of the Lake Ontario shore at Charlotte. The growth of mechanized industry in Rochester had produced a middle class with time for leisure and recreation. It had also created a class of successful entrepreneurs who saw Charlotte both a chance for investment and development and a location for their summer homes.

Improvements in land-based transportation between Rochester and Charlotte followed quickly on the heels of its summer popularity. As early as 1875, there were the beginnings of a movement to reconstruct the badly deteriorated Charlotte Plank Road. In that year, at a meeting of property owners along the route, it was decided that the road should be plowed, graded and

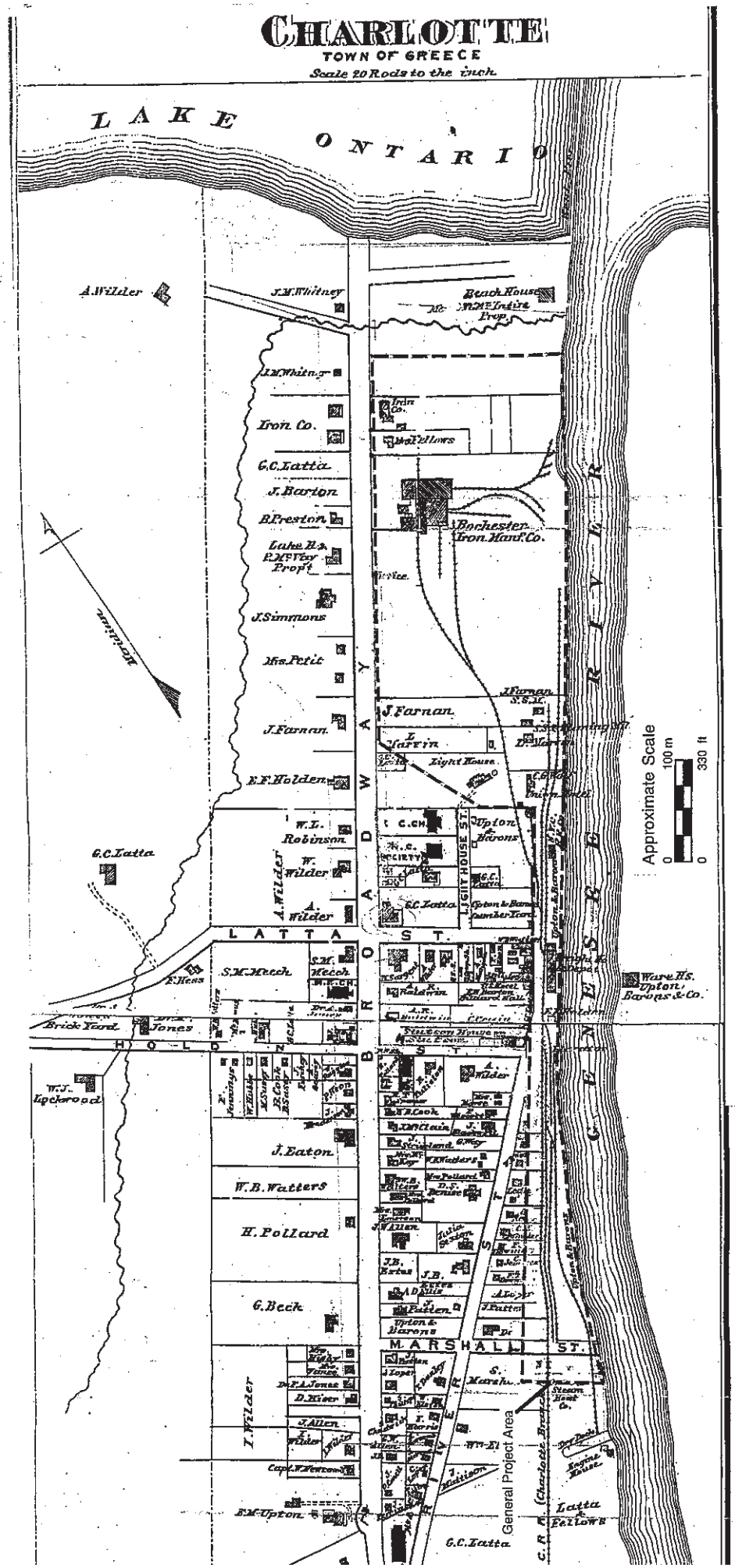


Figure 17. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in the Village of Charlotte on Beers' 1872 *Atlas of Monroe County, New York*

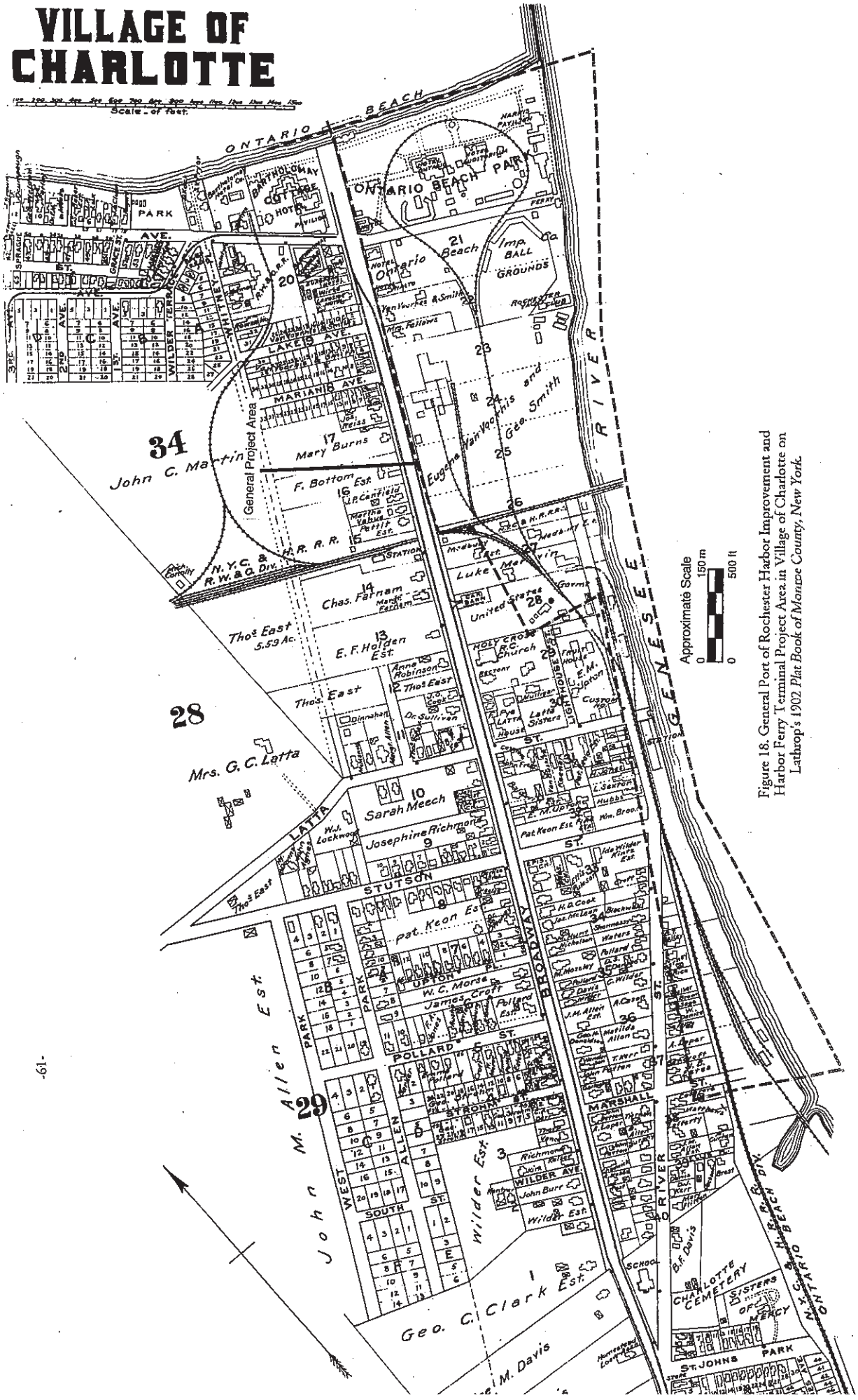


Figure 18. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in Village of Charlotte on Lathrop's 1902 *Plat Book of Monroe County, New York.*

filled with gravel to create a wide boulevard connecting the village and the city. Five years later, the Rochester and Charlotte Turnpike Road Company, funded by a stock issue, was formed to do the job. In the fall of 1882, the toll road was completed. It was purchased by the county in 1905.

Rail transport in and around Charlotte was also improved and augmented over the last 30 years of the nineteenth century. In 1876 the New York Central Railroad extended its north-south spur to intersect a boardwalk that ran along the lakeshore. That year, a rail line from Lewiston to Oswego, passing through Charlotte, was completed. A railroad swing bridge was constructed across the Genesee as part of its route. Eleven years later, the Rochester Electric Railway Company was organized to construct a line along Lake Avenue from the Ridge Road to Charlotte. The line was completed in 1889 and that summer electric trolley services began. It was one of the first successful electric railways in the country (Fisher 1933:206). The next year another electric trolley, the seven and a half mile Rochester Grand View Beach Railroad, was put under construction to be finished the following year. The line ran from Manitou Beach, crossing Braddock's Bay on wooden pilings, and terminated in a junction at Charlotte with the electric trolley from Rochester. It later became the Rochester, Charlotte, and Manitou Railroad. Charlotte's transportation advantages, which included a Beach Street to Summerville ferry as of 1878, made it a departure point for Rochesterians traveling to other lakeshore beaches to the east and west.

The village's growth in the 1870s and early 1880s prompted a group of enterprising Rochester and Charlotte businessmen to form the Ontario Beach Improvement Company in 1884. The group had the financial backing of the New York Central Railroad. To quote Joseph Barnes, former City Historian: "The new venture was intended to exploit Charlotte's potential as a resort, an undertaking which was eminently successful. The company constructed a resort hotel on a grand scale on real estate fronting the lake beach and the river, added a large pavilion, bandshells, and other improvements, and began reaping large profits". New York Central obliged the amusement park promoters by routing their rail line from the city in a loop through the complex (Figure 18). The railroad and trolley transport became especially significant in the 1890s since steamboat pleasure trips on the river declined with emission of raw sewage into the Genesee and the burning of the Glen House in 1894.

Ontario Beach Park was not the only enterprise spawned by the popularity of the summer resort. Restaurants, taverns, and hotels sprang up to meet the increased demand for services. One of the earliest was Martin "Marty" McIntyre's Beach House located on the beach between Broadway (Lake Avenue) and the river. From the Beach House, partially constructed of driftwood, McIntyre dispensed bait, tackle, fishing roads, refreshments, and white fish dinners as early as 1872. The early 1870s saw the construction of the Spencer House and the Cottage Hotel and Pavilion, sponsored by the Bartholomew Brewing Company.

The centerpiece of the Ontario Beach Improvement Company's compound was the Hotel Ontario, built in 1884 and filling the gap created when the Spencer House burned down in 1882. By the turn of the century the Lakeside, the European, the Rialto, and another hotel had joined the concentration of lodging places at the north end of Broadway (Lake Avenue). Taverns were also well represented as evidenced by the fact that 40 liquor licenses were granted in the spring of 1895 (Greer 1976:47). All the activity was summed up by the New York Central Railroad Company who widely advertised Charlotte as the "Coney Island of the West".

While Charlotte gained much of its income and local notoriety from its summer visitors and residents, other developments were occurring in the last third of the nineteenth century. Probably the most ambitious industrial venture was the formation of the Rochester Iron Manufacturing Company in 1867 for the purpose of establishing a blast furnace at Charlotte. The plant covered a 12-acre lot and opened for business in 1869. The blast furnace was in operation from that year until 1927, surviving occasional closings, changes in management and ownership, and remodeling (Figures 17-19). New York Central's tracks can be seen extending through the blast furnace compound on the 1872 map (Figure 17).

The presence of this company brought another enterprise to Charlotte which eventually overshadowed the importance of the foundry. In the 1870s, metalworking industries in Rochester were on the rise. In capitalization and wages funds, they exceeded the shoe-making and flour industries which Rochester was known for around the country at the time. The metalworking industries had a nagging problem, however. The Genesee region lacked a local supply of coal so necessary to their production. Coal from Pennsylvania was the only answer, but the canal system and the existing railroads couldn't supply enough for expanding needs. The result was a number of attempts through the 1870s to construct a railroad from the Pennsylvania coal fields to Rochester. Many attempts were foiled by the internecine political and financial dealings of the nation's railroad tycoons. By 1883, however, the Buffalo, Rochester and Pittsburgh Railroad was completed and it included a spur to Charlotte.

The coal trade encouraged a revival of major activity at the port. The year 1891 was actually the busiest of the century for the port with total imports and exports reaching a valuation of nearly $32,000,000.00. The Ontario Car Ferry activity prompted efforts to deepen the river channel and make harbor improvements. Larger and larger ferries, with accommodations for pleasure travelers necessitated the creation of a turning basin. By 1912, the channel had been deepened to 20 feet, a turning basin was dredged at the southern end of the east pier, and the U.S. Customs House had moved from the corner of Latta Road and River Street (Figure 18, Figure 22 Structure 23, Photograph 33) to a building at 385 River Street (Figure 19, Figure 22 Structure 19, Photograph 21). Further harbor improvements have been effected over the course of this century. Most notably, due to the large amounts of coal shipments during the second World War, the federal government has taken responsibility for harbor and river mouth maintenance since 1948. Port receipts have fluctuated around the $1,000,000.00 mark for most of the twentieth century.

We have discussed the physical development of Charlotte in the second half of the nineteenth century in terms of transportation, trade, industry, and summer commerce. There were other developments that affected the lives of the year-round inhabitants who were not captains of industry or trade and did not derive their livelihood from summer commerce. New residents continued to arrive though the last third of nineteenth century. A comparison of the number of structures between the 1872 and 1902 maps of Charlotte shows a fourfold increase (Figures 17 and 18).

Charlotte expanded in area during this period as well. In 1886 the Terry Tract owned by George Danforth and James Terry was annexed by the village. The tract had 2,000 feet of lake frontage and extended 500 feet south of the lakeshore. In 1912 two more annexations were effected. The area from Stutson Street south to Atwell Street and the Martin Tract, which

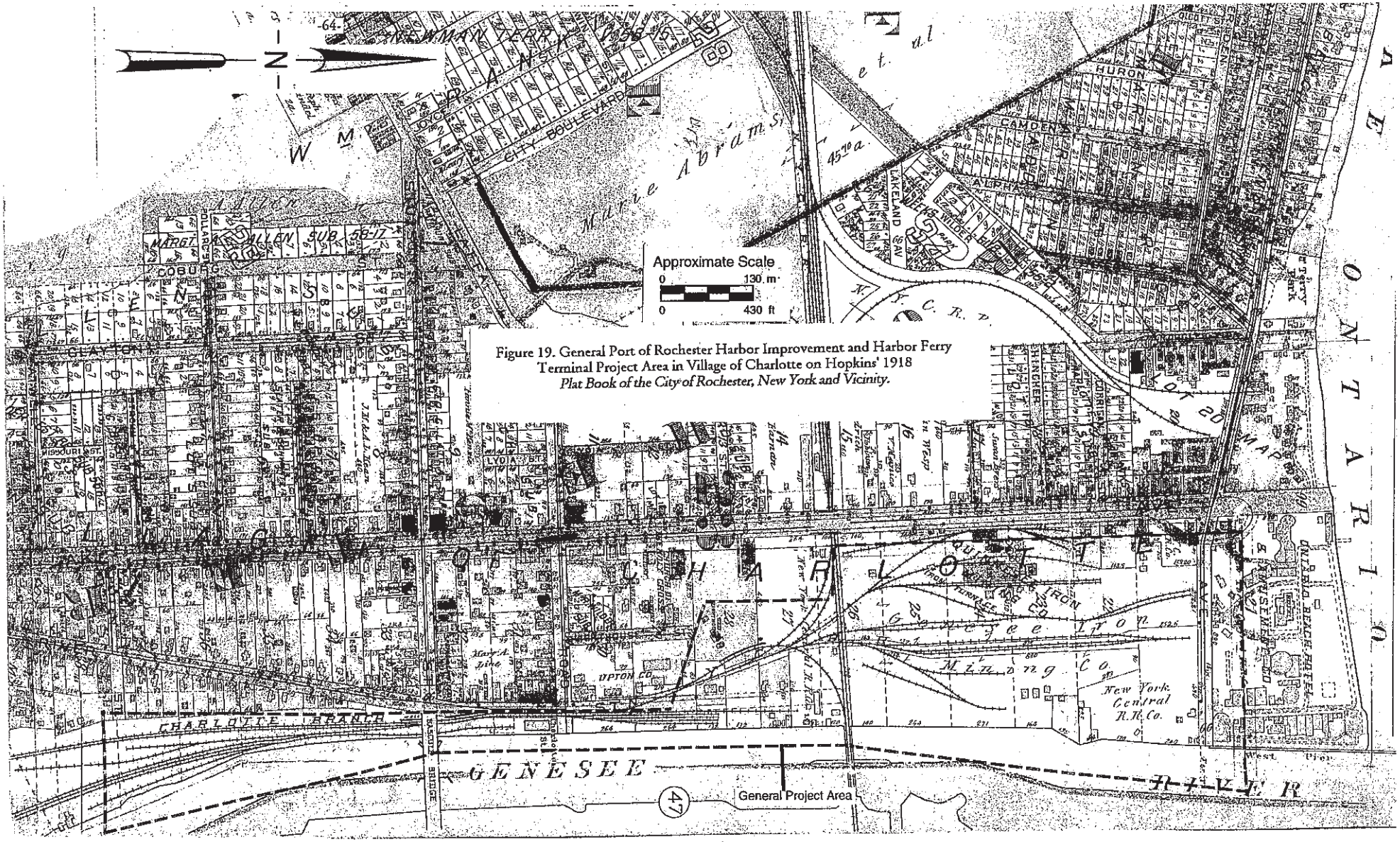


Figure 19. General Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area in Village of Charlotte on Hopkins' 1918 *Plat Book of the City of Rochester, New York and Vicinity.*

Photograph 21. Residence at 385 River Street, constructed c. 1890-1900, served as U.S. Customs House c. 1918, looking southwest.

Photograph 22. The New York Central River Street (Charlotte) Station built in 1902, from River Street, looking northeast.

included six new streets, were included within the village boundaries.

Between 1880 and 1910 a number of new streets were laid out and house lots established. In 1888 Frank S. Upton laid out Upton Place. St. John's Park was laid out in 1895 and George Strohm established Strohm Street two years later. John D. Meech laid out Meech Park in 1906. Dugan Place was laid out by Daniel Dugan in 1909. By comparing the 1887 and 1902 maps, it is evident that a whole new neighborhood developed west of Broadway (Lake Avenue) running south of the lakeshore. The majority of the structures along Beach Avenue were "cottages" of the wealthiest summer residents. Some of these "cottages" are quite palatial, even by modern-day standards.

Charlotte was truly brought into the modern area with the establishment of electricity throughout the village in 1899. Three years later, New York Central replaced its River Street train station as the existing structure had burned down that year (Figures 18 and 19). The 1902 station still stands, although it is in a deteriorated condition (Figures 3, 8, 13, 18, 19 and 22, Photograph 22, Appendix B).

The last phase of Charlotte's history involves the annexation of the village by the City of Rochester. The idea of annexation had been brought up as early as 1873, but fearing higher taxes and loss of autonomy with little tangible gains, the residents resisted the various annexation attempts during the nineteenth century. Finally, in 1916 the village was annexed and became the 23rd Ward of the City of Rochester. In 1917 the Stutson Street road bridge opened, ending the Beach Street to Summerville ferry service. The next year, the city acquired the amusement and resort facilities on the lakeshore, converting the area to a public beach. The only surviving element from the amusement park era is the enclosed merry-go-round which was restored in the late twentieth century.

The history of the Port of Rochester Harbor Improvement and Harbor Ferry Terminal Project Area has been influenced both by tourist and recreational activities related to Ontario Beach Park to the north, and commercial and industrial activities along the Genesee River to the east. Trade of commodities with other Lake Ontario ports encouraged the development of Charlotte and the Genesee River in the early 1800s. By the 1880s, the Port area had developed into a prosperous resort area; however, when the City of Rochester annexed Charlotte in 1917 many resort structures were in decay and were cleared for parking. The City of Rochester constructed the Charlotte Passenger and General Cargo Terminal (now known as the North Warehouse, in 1932 (Photographs 23-24). Based on information examined for this report, the South Warehouse appears to have been built between 1950 and 1958 (Photographs 25-26). Freight and passenger rail service continued to the Port area until the 1950s. In 1970, coal traffic to the port declined sharply and the coal landing facilities which had been taken over by the Baltimore and Ohio Railroad were closed. Overall water born commerce has declined over the last 30 years, although the importation of newsprint and building cement are still part of port trade.

The Charlotte area has retained a village character with primarily residential side streets branching off a commercial corridor, i.e. Lake Avenue. In general, commercial establishments on Lake Avenue are retail oriented near the Lake Ontario State Parkway (LOSP) and restaurant oriented near Beach Avenue. Present commercial activity along the Genesee River is generally related to recreational boating, e.g. docking, storage, repair, and fueling.

Appendix C: Building-Structure Inventory Form, Holy Cross Church from the 1986 City of Rochester Historic Resources Survey

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. _____
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Mack Consulting Associates DATE: 8/11/86
YOUR ADDRESS: 30 Upton Park Rochester, NY 14607 TELEPHONE: (716) 473 3245

ORGANIZATION (if any): City of Rochester

* *

IDENTIFICATION

1. BUILDING NAME(S): Holy Cross Church
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE: _____
3. STREET LOCATION: 4490 Lake Avenue
4. OWNERSHIP: a. public ☐ b. private ☒
5. PRESENT OWNER: Holy Cross Church Corp. ADDRESS: 4490 Lake Avenue
6. USE: Original: Church Present: Church
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☒ No ☐
   Interior accessible: Explain Yes, doors usually open

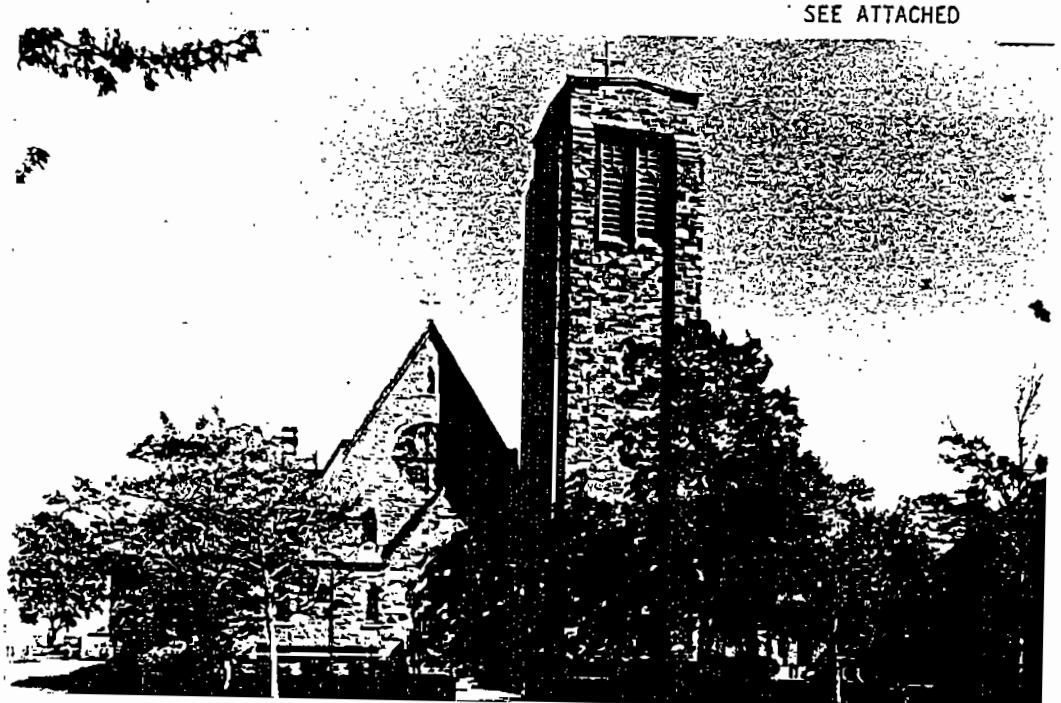
DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☒ c. brick ☐ d. board and batten ☐
   e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: _____
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints ☐
   b. wood frame with light members ☐
   c. masonry load bearing walls ☒
   d. metal (explain) _____
   e. other _____
10. CONDITION: a. excellent ☒ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so,when? _____
    c. list major alterations and dates (if known):

12. PHOTO:

13. MAP:

SEE ATTACHED



14. THREATS TO BUILDING: a. none known ☒ b. zoning ☐ c. roads ☐
d. developers ☐ e. deterioration ☐
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: Lawns - trees and shrubs - paved parking lots
j. other: School, convent, rectory

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☒
d. densely built-up ☐ e. commercial ☐
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

SEE ATTACHED SHEET

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SEE ATTACHED SHEET

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1881

ARCHITECT: Andrew Jackson Warner

BUILDER: Robert F. Hyland

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

SEE ATTACHED SHEET

21. SOURCES: City of Rochester, Dept. of Environmental Services, Maps & Surveys.

Rundel Memorial Library, Local History Division.

22. THEME: Memorial Encyclopedia of the State of New York. Vol. II, pp. 303-304.

17. The Holy Cross Church, 4490 Lake Avenue, occupies a 2.35 acre lot in the Charlotte Neighborhood in the city's Northwest Quadrant. The building faces west onto Lake Avenue, a major north/south thoroughfare. The area surrounding the church consists of a combination of low-scale medium and large-sized early twentieth century residences.

The heavy black outline on the enclosed map (047.620-0001-035) identifies the boundaries of the nominated property.

18. Holy Cross Church, constructed in 1881, is a one-story, one-bay, Medina stone structure. This vernacular Gothic structure sits on a random-coursed, rock-faced ashlar Medina stone foundation, delineated by a cut stone watertable which wraps around the entire building. The building's random, rock-faced ashlar walls rise to a flared gable roof sheathed with rectangular grey slates, pierced by gabled clerestory dormers.

The asymmetrical facade consists of a center entrance porch with steep gable roof flanked by lancet windows, a square tower in the southwest corner, and a small rectangular chapel on the southeast side. The non-structural buttressing at the base of the tower is also found in the side elevations which are divided into six bays.

Fenestration is irregular consisting of a variety of window types including oculi, found in the tower, lancet windows with stone surrounds and sills, and Gothic arched openings with leaded glass lights. A rose window is featured in the steep gable of the main facade above the entrance.

The rectangular sanctuary contains a half-octagonal apse end in the east wall with a Gothic arched entrance and a balcony at the west end. The white plaster ceiling, which reflects the gable shape of the roof, is supported by octagonal piers that carry pointed arch structural pierced, painted wooden trusses with trefoil motif. Similar smaller trusses span the bays between the piers; half-trusses span the side aisles. The sanctuary is lighted by clerestory oculi windows and Gothic arched aisle windows containing stained and leaded glass with vividly colored Biblical figures. Bas relief, polychrome oak panels depicting the stations of the cross are recessed in the aisle walls. Windows and panels were fashioned in Germany.

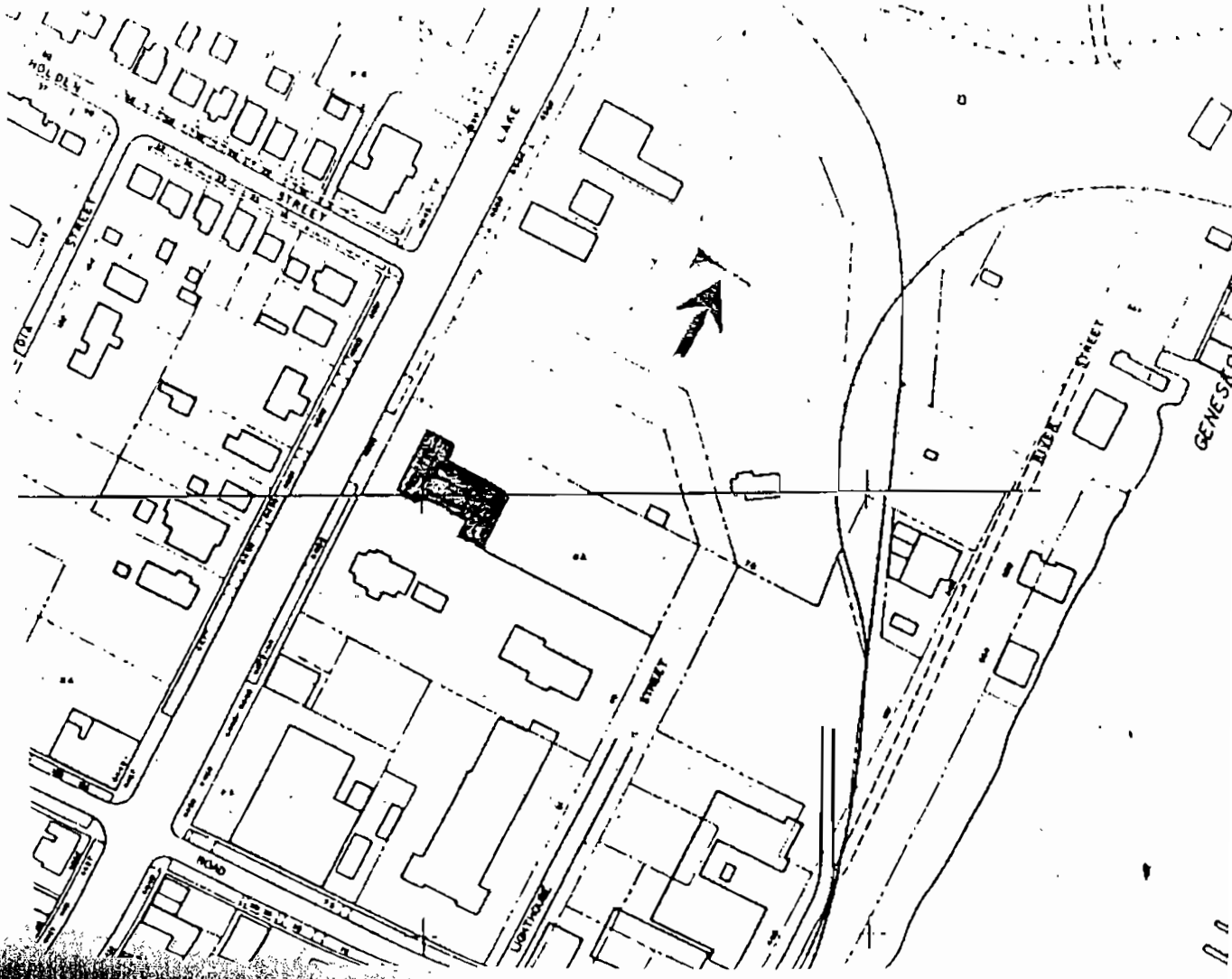
A story was added to the height of the bell tower in 1894. North and south entrance halls were added in 1948. The interior was remodeled in 1914 and recently restored.

20. Holy Cross Church is architecturally significant as an important example of nineteenth century religious architecture in the city of Rochester. Constructed from rock-faced Medina stone,

the structure exhibits a strong Gothic influence in the tall, pointed gable ends and pointed-arched openings. Noteworthy is the exceptionally tall square tower, streamlined and modern compared to the main block and capped with a stylized, flattened pediment.

The church was designed by noted local architect Andrew Jackson Warner (1833-1910). A native of Connecticut, he came to Rochester in 1849 to work for his uncle, Merwin Austin. Among his local commissions are: First Presbyterian Church, Powers Block and Hotel, Ellwanger and Barry Building, Wilder Building, and City Hall.

The Holy Cross Church is historically significant as the first Catholic church in the Charlotte Neighborhood. In 1862, the first lot, which constitutes the north half of the present lot, was purchased by the congregation for $1050. A wooden frame house located on the property was converted into a church in May 1863. Father Maurice, pastor of Mother of Sorrows Church, conducted services for the parish which consisted of twenty-five families. The size of the congregation increased and an adjacent piece of property was purchased in 1863. The brick house on the new lot became a rectory. The present church was constructed in 1881 and dedicated on December 10, 1882. Two weeks after the dedication, the original wooden church burned. The frame rectory was built in 1887 and the brick structure became a convent.



Appendix D: National Register Nomination, Charlotte-Genesee Lighthouse

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: New York
COUNTY: Monroe
FOR NPS USE ONLY
ENTRY DATE

OFFICE COPY

SEE INSTRUCTIONS

1. NAME

COMMON: The Genesee Lighthouse
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 70 Lighthouse Street
CITY OR TOWN: Rochester
CONGRESSIONAL DISTRICT: 35
Rep.: Barber B. Conable, Jr.
STATE: New York | CODE: 36 | COUNTY: Monroe | CODE: 055

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	Public Acquisition:	☒ Occupied	Yes:
☐ Site ☐ Structure	☐ Private	☐ In Process	☐ Unoccupied	☒ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☒ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: U.S. Coast Guard-Ninth District
STREET AND NUMBER: 120 East Ninth Street
CITY OR TOWN: Cleveland
STATE: Ohio | CODE: 39

STATE: New York
COUNTY: Monroe

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Monroe County Courthouse
STREET AND NUMBER:
CITY OR TOWN: Rochester
STATE: New York | CODE: 36

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: See continuation sheet
DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local
DEPOSITORY FOR SURVEY RECORDS:
STREET AND NUMBER:
CITY OR TOWN:
STATE: | CODE:

FOR NPS USE ONLY
ENTRY NUMBER
DATE

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New York	
COUNTY	
Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

6. Representation in Existing Surveys 2

(Number all entries)

New York State Historic Trust Survey of Historic Resources
New York State Division for Historic Preservation
South Swan Street Building
Albany, NY
1967 State

Historic American Buildings Survey Photodata Project
Library of Congress
Washington D.C.
1936 National

Inventory of Coast Guard Structures in New York State
Ninth Coast Guard District
1240 East 9th Street
Cleveland Ohio, 44199
1972 State

GPO 921-724

7. DESCRIPTION

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

On a bluff overlooking the mouth of the Genesee River and the port of Rochester, the Genesee Lighthouse stands in the northwest corner of the city of Rochester in an area known as Charlotte, formerly a separate village. The Lighthouse stands further from the water than it did originally due to the filling in of marshland to the east over the past 150 years.

The 1822 octagonal limestone tower has 6' thick foot walls which are now covered with ivy. The door is iron, and a spiral iron stairway and then a ladder lead up to an observation platform at the top of the eighty foot high structure.

The brick keeper's house beside the light was built in 1863 replacing a smaller stone house. It is 2 1/2 stories with a small one story wing to the west. The main part of the house is three bays wide on the front facade with a central doorway. The house has the air of simple, well-maintained functionalism with square stone lintels, a single chimney and a gable roof.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☒ 20th Century
☐ 15th Century	☐ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)* 1822- Tower 1863-House

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Phi-	☐ Other *(Specify)*
☐ Historic	☐ Industry	losophy	_____
☐ Agriculture	☐ Invention	☐ Science	_____
☐ Architecture	☐ Landscape	☐ Sculpture	_____
☐ Art	Architecture	☐ Social/Human-	_____
☒ Commerce	☐ Literature	itarian	_____
☒ Communications	☐ Military	☐ Theater	_____
☐ Conservation	☐ Music	☒ Transportation	_____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Built in 1822, the octagonal stone Genesee Light is illustrative of the earliest vintage of light stations constructed in New York State, and it remains a solid landmark in the history of Great Lakes navigation and of the Port of Rochester in particular.

As commercial traffic increased on Lake Ontario in the nineteenth century, a series of lighthouses at the key Lake ports became necessary. Surviving today in this group of Lake Ontario Lighthouses along the American shore are: the Galloo Island Lighthouse in Jefferson County (1866), the Selkirk Lighthouse at Port Ontario (1837-8 rebuilt 1855), the Sodus Bay Lighthouse (c. 1825, rebuilt 1871), and the Genesee Lighthouse at Charlotte (1822, house rebuilt 1863).

William Hincher, an early settler, first occupied the hilltop site on the west side of the Genesee River where the Lighthouse was later built. Hincher is said to have built a log cabin there about 1792, and four years later he was joined by other New England settlers who formed their own community on the west bank of the Genesee.

In March 1805 Congress established the Port of Genesee, and a collector was appointed for the new customs district. But the port was surrounded by marshlands and the entrance to the river was partially blocked by a sandbar in the lake, thus a lighthouse was essential particularly after steamboats began to be used on the lake. (The first steamboat entered the Port of Genesee in 1817.)

Finally in 1822 3 1/4 acres of the Hincher property on the bluff were sold to the U.S. Government, and at a cost of $5,000. William Carroll, a Braddock's Bay resident, built the white limestone light. A stone house was also built for the keeper, and according to tradition the first keeper, Giles Holden, made additions to the little house during his 12 years residency and on leaving took these additions with him for his new home on Holden Street.

See continuation sheet

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New York	
COUNTY	
Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

8. Significance 2
(Number all entries)

The beam from the new 80' high tower was obstructed by forest lands during the first few years of the lighthouse's history. In 1829 a congressional appropriation for the improvement of navigation on the river included the clearing of these woods. In 1834 piers were built out into the lake over the sandbar and these in time were equipped with lights and fog bells which were more effective than the lighthouse high on the bluff. However the Genesee Lighthouse continued to operate until 1902, and a larger brick Keeper's house which was built in 1863 is still an official Coast Guard residence.

GPO 921-724

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Landmark Society of Western New York.

Lee, Florence "The Old Stone Lighthouse at Charlotte" Museum Service, Bulletin of the Rochester Museum of Arts and Sciences, Vol. 30, No. 3. March 1957.

McKelvey, Blake Rochester History Vol XII, Nos. 2, 3, April 1950.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		43°	15'	10"	77°	36'	40"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Cornelia E. Brooke, Research Assistant

ORGANIZATION
New York State Division for Historic Preservation

DATE
February, 1974

STREET AND NUMBER:
South Swan Street Building

CITY OR TOWN:
Albany

STATE
New York

CODE
36

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☑ State ☐ Local ☒

Name _____

Title State Historic Preservation Officer

Date 4/24/74

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

GPO 931-894

SEE INSTRUCTIONS

Form No. 10-301
Rev. 7-72

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
New York	
COUNTY	
Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Genesee Lighthouse

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
70 Lighthouse Street

CITY OR TOWN:
Rochester

STATE:	CODE	COUNTY:	CODE
New York	36	Monroe	055

3. MAP REFERENCE

SOURCE: U.S.G.S. Rochester East Quadrangle, 7.5 minute series

SCALE: 1:24,000

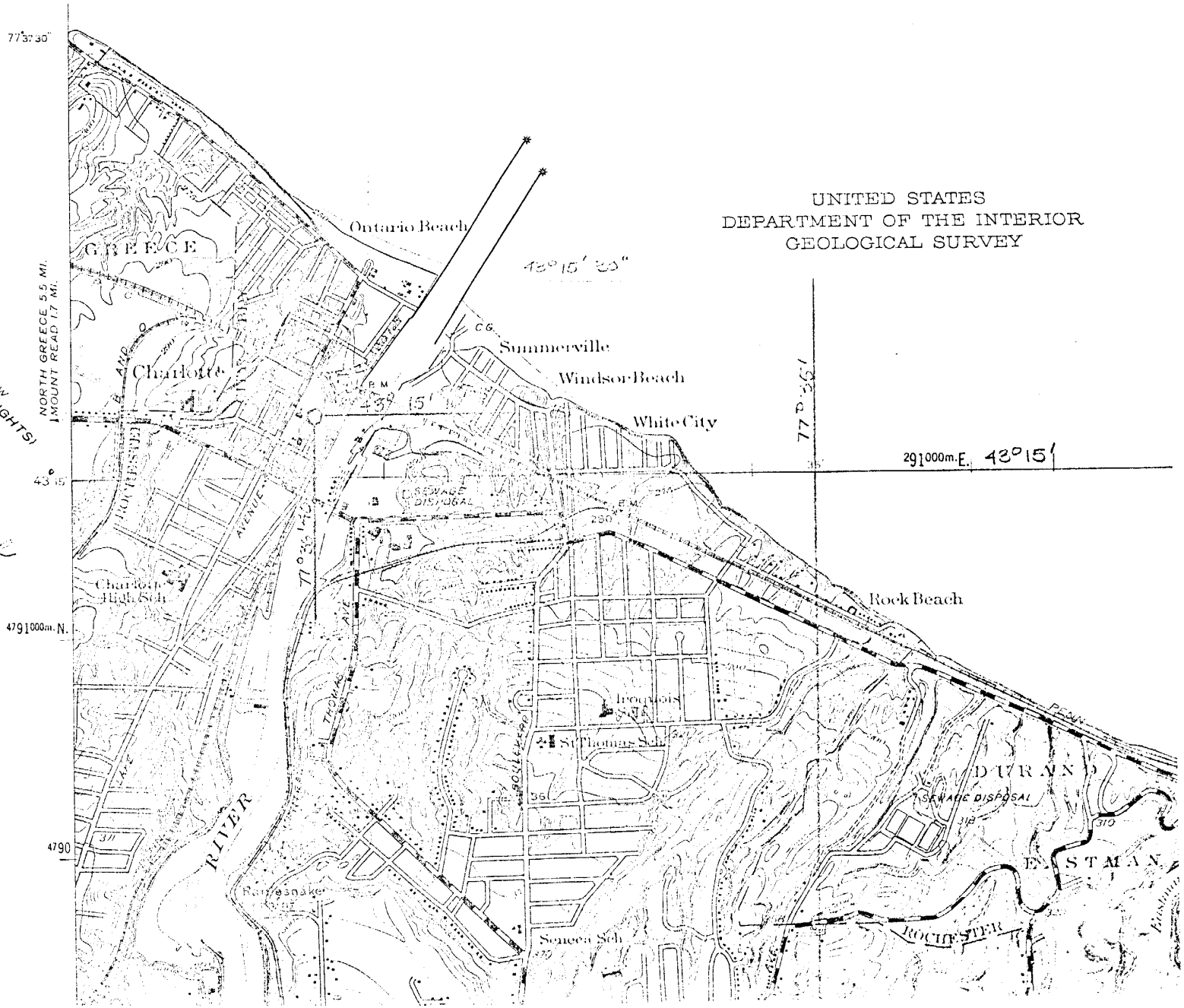
DATE: 1952, photorevised 1969

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.

INT: 155-72



Genesee Lighthouse
70 Lighthouse Ave
Rochester, N.Y.

lat 43°16'10"
long 77°36'39"

Appendix E: Historic Structures Report Excerpts, Genesee Lighthouse "Historic Overview" and "Landscape and Outbuildings" Sections

HISTORIC STRUCTURES REPORT:

GENESEE LIGHTHOUSE

March, 1991

This report was funded by a grant from the Architecture, Planning and Design Panel of the New York State Council on the Arts.

HISTORIC OVERVIEW

HISTORY OF CHARLOTTE AND THE GENESEE RIVER

Geological Formation

Geologically, the Genesee River owes its present course to the glaciers of the prehistoric Ice Age, which blocked its original channel to the east, a low-lying valley now marked by Irondequoit Bay. Diverted by a glacial deposit, the river cut a channel north, a deep gorge through what is now the City of Rochester.

As the glaciers retreated, the waters of Lake Ontario abandoned their old channel to the sea, down the Mohawk Valley to the Hudson River. The St. Lawrence River became the outlet instead.

The new line of the Genesee River was marked by a series of waterfalls, the highest 97', which effectively barred water traffic between the river mouth and the land to the south. The mouth of the river, however, was a marshy bay guarded by two sand bars, a potential harbor for boats on the lake.

Before American Settlement

The oak and beech forest native to the area now grew up about 8,000 years ago, when the Native American hunter-gatherers on the land were the so-called Archaic peoples. Small groups of nomadic people camped along the river's high bluffs, at the Lighthouse site[3] as well as at Turning Point Park, Rattlesnake Point, and Seneca and Maplewood Parks.[4]

Woodland Indians began to use the site about 3,000 years ago. Although their principal villages were south of here, in the Finger Lakes area, several settlements have been documented.

When the French explorer Rene Robert Cavalier de LaSalle arrived in the Genesee Valley Region in 1669 he found that the native Americans in the area were Senecas, members of the League of the Iroquois. The League was spread out all across upper New York State, with the Senecas controlling the westernmost part of the confederation and the portage at Niagara Falls.

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[3] Native American artifacts were found in digging the well at the Lighthouse site.

[4] For information on archaeological sites along the Genesee River refer to the "Cultural Resources Inventory for the Local Waterfront Revitalization Program" by the Research Division of the Rochester Museum and Science Center.

LaSalle, searching for a water route to the west, may have explored both Irondequoit Bay and the lower Genesee. His cartographer, Father Rene de Brehant Galinee, reported good fishing at the Genesee Falls.[5]

Ten years later, when LaSalle was building a ship to explore the upper Great Lakes, he sent Father Louis Hennepin from the Niagara River to Fort Frontenac (now Kingston, Ontario). Hennepin reported stopping en route at the mouth of a river, probably the Genesee.[6]

The French built a trading post, Fort des Sables, on Irondequoit Bay in 1716-17. Chaubert Joncaire, its builder, spent the winter at the mouth of the Genesee.[7]

In the eighteenth century, French contacts in the area included a proselytizing mission to the Indians by the Abbe Picquet of Fort La Presentation (now Ogdensburg) in 1751, and a visit in 1758 by Captain Francois Pouchot, a former commander of Fort Niagara, who made one of the most detailed early maps of western New York State (see attachment 4b). Captain Pouchot transliterated the river's Indian name, Cascon-chagon, and labeled it as having "3 chutes" or waterfalls.

The British passed through the area as well. In the Revolutionary War, Butler's Rangers, a British regiment fleeing from General John Sullivan's colonial army, used the port at the mouth of the Genesee as a point of departure for safer Canadian shores. Sullivan, sent by General George Washington to punish the Senecas for siding with the British, destroyed the native villages.

Early Settlement

The soldiers of Sullivan's Revolutionary army spotted the land of the Genesee Valley as prime farming land. Land claims by the Senecas and the conflicting charter rights of New York and Massachusetts were finally straightened out by 1788, when two New England speculators, Oliver Phelps and Nathaniel Gorham, took title to the tract. The proposed area stretched from the west shore of Seneca Lake to the Genesee River. The native tribes attempted to draw the line there, but were eventually

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[5]E.A. Foreman, The Centennial History of Rochester: Beginnings. Vol. 10 of the Rochester Historical Society Series (Rochester: Board of Trustees of the Rochester Public Library, 1931), 69.

[6]Alexander M. Stewart, "Lake Ontario and Its South Shore Canoe Route" (Rochester: manuscript in Library of St. John Fisher College), 12.

[7]Stewart 27.

persuaded to sell a portion of the west bank of the Genesee so the mills could be erected, arguing that this use would be for their benefit. This "mill plot", twelve miles wide by twenty-four miles long, included the site of Charlotte.

Phelps and Gorham had the land surveyed and divided into saleable townships. Many of the first purchasers of the land were veterans of the American Revolution.

One of these former soldiers, William Hincher of Massachusetts, made a circuit of the entire Phelps and Gorham land offering in 1790 and selected a site at the mouth of the Genesee to purchase. In 1791 he returned with his eleven-year-old son, also named William. With the help of a trapper, "Tory" Walker, who lived on the east bank, he built a log house on the bluff where the lighthouse now stands.

In the late winter of 1792, the Hincher family arrived to occupy their new house. The family included William and his wife Mehitabel, seven daughters, and son William. They were the first permanent settlers on Lake Ontario between the Genesee River and the Niagara River to the west.

Hincher and his son began to trade with Canada across the lake, probably using a simple boat called a bateau.[8] The Hincher house seems also to have served as an inn. William Hincher was granted a tavern license by the town of Northhampton in 1793. Charles Williamson, manager for the English owners of large tracts of Genesee land, reported a stay with the Hinchers in 1794. Other people reported to have stopped by Hincher's house include John Park, a hunter, and the pioneer settler Ebenezer Allen.[9]

The next settler in Charlotte was John Jones, who set up a trading post on the bank below the Hinchers in 1792. By 1795, that trading post was taken over by Frederick Hosmer.

In 1805, Congress established the Genesee customs district with the port of entry at the mouth of the Genesee River. The district encompassed the shoreline territory from Oak Orchard Creek on the west to Sodus on the east. Samuel Latta was appointed collector for the district by President Thomas Jefferson. Schooners came out of the port loaded with goods for export such as barrels of flour, pork, whiskey, and potash. Passenger steamboats began to appear in the port in the late 1810's-early 1820's.

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[8] Designed by the French for use by the military and fur traders, bateaux were more durable than the bark trade canoes. They could be rowed, poled, or sailed with a simple square sail.

[9] Orasmus Turner, History of the Pioneer Settlement of the Phelps and Gorham Purchase and Morris Reserve (Rochester: William Alling, 1851).

By 1810 the Village of Charlotte had several stores, two hotels, a warehouse, a ferry, and a boat-building yard. Its harbor, a triangular bay guarded by two sand bars, generated the commercial activity appropriate to a lake-front trading center. Merchants from Canandaigua, then the major town in the Phelps and Gorham purchase, had originally used Irondequoit Bay as their shipping center, but the superior resources at Charlotte led them to cut a new road to the port in 1805.[10]

The Charlotte harbor had three rival communities upstream. King's Landing, established in 1797 and later called Hanford Landing, was four miles up river on the west bank (see attachment 5). Carthage, built in 1817, was farther south on the east bank (attachment 6). Kelsey's Landing, built opposite Carthage on the west bank, would lead its rival in the 1840's.

In the War of 1812, British warships based in Canada threatened the port. Four attacks of varying severity led some of the early settlers to move away, but the final British threat was countered by a determined display of resistance. The warships sailed away.

Two visiting artists left views of the port as it appeared in the early 19th century. In 1817 a French artist, Charles A. Lesueur, made a sketch looking north from the hill on the west side of the river (River Street) looking out to the Lake (attachment 7). Captain James VanCleve painted the harbor in 1826 as seen from the Lake (attachment 8). The sandbars are shown in the foreground and the lighthouse is visible at the center of the picture.

In the original division of the Phelps and Gorham purchase, the town of Northhampton covered much of the "mill lot" west of the Genesee River, including the Village of Charlotte. The township, somewhat reduced, was renamed Gates in 1808. By 1822, after further subdivision, the northwest section was designated as the town of Greece; Charlotte was its first center and the lighthouse was its symbol. The formal incorporation of Charlotte as a Village took place in 1869, with the local doctor Ambrose Jones as its first president.

Improvements to the harbor continued. Two piers were built in 1829 with major infill behind them. Sand drifting from the west began to form the present sand beach (Ontario Beach).

Construction of a railroad to the port in 1853 shifted commercial traffic from the landings upriver back to Charlotte harbor. An 1856 engraving made from an ambrotype by Rochester photographer E.T. Whitney shows the busy port (attachment 9).

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[10]The road, known as Merchan d, cut across the town of Irondequoit. Trading from Ch also required a ferry across the river mouth to the west bank, where a warehouse and docks were located.

The railroad also brought an influx of summer visitors, beginning in 1884 with a spur line to the beach and a campaign to designate Ontario Beach as "the Coney Island of Western New York" (attachment 10).

At the turn of the century, Charlotte was a major transportation crossroads. Three railroads, two trolley lines, and a cinder bicycle path made the recreational activities of the beach easily accessible to visitors. The port of Charlotte was a transfer point for travelers, who could use a lake steamer to Canada or other Lake Ontario cities. For more local traffic, residents could take a river-crossing ferry to Irondequoit on the opposite bank or select from a variety of river and lakeshore boats for excursions.

The City of Rochester, which had for many years been interested in the possibility of a connection to Lake Ontario, annexed the village of Charlotte in 1916. Rochester is centered seven miles from the lake, on the Genesee River which is interrupted by three large waterfalls and is thus not a navigable link. The City's main transportation corridor during the first half of the 19th century was the Erie Canal, which had no direct connection with the River. With the reorganization of the canal system in the early 20th century, the river became part of the newly established Barge Canal system and the City turned its attention north, hoping to develop a major port and recreation area at Charlotte. Although a Port Authority was established and some facilities constructed, the City's hopes were never fully realized.

More recently, the area has been considered as part of the 1990 City of Rochester Waterfront Revitalization Program, aiming at a revival of tourist and recreational uses. The harbor areas will be renovated with a waterfront theme, while the village of Charlotte will work toward a combination of preservation and renovation based on a turn of the century look.

In addition to the lighthouse, the Village contains the oldest house in Rochester, the 1805 Samuel Latta House (located at the southwest corner of Latta Road and Lake Avenue), as well as the recently restored Dentzel Carousel at Ontario Beach Park, several village churches, and the wide boulevard of Lake Avenue.

As plans for Charlotte develop, the lighthouse and its museum will play an important role as a stop on New York State's scenic Seaway Trail[11] where visitors can learn about the history of the port, the Village, area transportation, and the story of the Lighthouse Service.

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[11]The Genesee Lighthouse is one of over twenty lighthouses that line the shores of New York's Seaway Trail. This 454-mile long scenic route parallels Lake Erie, the Niagara River, Lake Ontario, and the St. Lawrence River. Historic points of interest are noted along the route by markers and visitor information panels.

HISTORY OF THE GENESEE LIGHTHOUSE AND KEEPER'S HOUSE

Establishment of the Genesee Station

In the early years of the Genesee Port, vessels seeking safe harbor had to rely on the skill and knowledge of the captain to thread his way through the sand bars that guarded the harbor. Prior to the establishment of the Genesee Lighthouse navigators steered their vessels into port with the aid of lamps tied to "pilot trees"[12] and at the top of the Commercial Hotel (see attachment 7), built in 1810 on the western bluff overlooking the River (north of Stutson Street).

As commercial marine traffic increased along the southern shore of Lake Ontario in the 19th century and as the threat of war with Britain subsided several lighthouses were established at key ports including Galoo (1820), Oswego (1822), Sodus (1825), and Genesee (1822). In 1820 Congress appropriated $5,000 for the construction of a lighthouse near the mouth of the Genesee River.[13] The establishment of a lighthouse was essential since the port was surrounded by marshlands and the river partially blocked by sandbars.

Two sites were considered (see attachment 11): one on the eastern sandbar and the other on Lot 28 on the west bank of the river owned by Mehitabel Hincher, William Hincher's widow. The elevated west bank site was chosen in favor of the sandbar site because of its height. A few years after the lighthouse was built standing timber was removed to clear the path of the light.[14]

The original Hincher purchase was in Township Number 2, Short Range of the Phelps and Gorham Purchase (attachment 12). Hincher's purchase included town lots 28 and 33 and several intermediate farm lots. Lot 28 originally consisted of 4 acres. By 1821 the northwest and southeast corners of the lot had been sold to Francis Albright, John Cameron, and Silas Smith, reducing it to 3-1/4 acres. A mid-nineteenth century map shows the configuration of lot 28 (attachment 13). In order to

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[12] A large butternut tree served as a "pilot tree" on the eastern sand bar, another pilot tree was located on shore on the west side of the river.

[13] Chronological Listing of Repairs to the Genesee Light-Station from 1838 to 1906 (Government document in the National Archives, Record group 26, Washington, D.C.).

[14] In 1828 Congress appropriated $1,000 for removing obstructions to the Genesee light. (This is recorded in the Chronological Listing of Repairs). Once the area surrounding the lighthouse was cleared the light could be seen a distance of 20 miles on the Lake.

purchase the Hincher land for the lighthouse, authorization had to be received from New York State. On February 8, 1822 Governor DeWitt Clinton signed the official authorization to cede jurisdiction of the land to the United States government[15] Mehitabel Hincher received $400 from the U.S. government for the property. The deed was recorded by Nathaniel T. Rochester, Monroe County Clerk, on March 22, 1822.[16]

Proposal To Build a Lighthouse and Dwelling House

On January 21, 1822 John M. Canfield, Collector of Customs at Sacket's Harbor issued a Request for Proposals for building a lighthouse, lantern, dwelling house, and well (attachment 14). The successful bidder was Ashbel Symonds who received the contract in April 1822 (attachment 15). Based on the terms of the contract Symonds was to be paid $3,301 "...for doing and performing the work and finding the materials."[17]

Construction of Tower

The octagonal stone lighthouse was specified to be forty feet high from the ground level to the top of the stone walls. The tower was to have four windows, each with 12 panes of glass. The thickness of the stone walls was 4'6" at the foundation level gradually tapering to 2' near the top of the structure. The tower base was 23' in diameter narrowing to 11' at the top. The top deck of stone (supporting the lantern) was 13' in diameter. The octagon-shaped lantern structure was specified to hold 18 lights in each panel. The lantern was covered by a dome shaped roof. Attachment 16 is an early view of the tower taken around the mid-1850's. This photograph clearly shows the whitewashed tower and the dome-shaped lantern with its multipaned sash.

Symonds agreed to complete the tower by September 1822. Within one month of the completion of the tower Symonds was to "fit up said Light House...with Patent Lamps and reflectors, in number and size suitable to the extent of the Lantern, and with Tin Butts to contain the oil, the number and size as well as of the

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[15]New York State Authorization Ceding Jurisdiction from New York State to U.S. Government. Signed by Governor DeWitt Clinton, February 6, 1822. (National Archives, Washington, D.C.).

[16]Property deed for Lot 28. Sold by Mehitabel Hincher to the U.S. Government, March 9, 1822. (National Archives, Washington, D.C.).

[17]Contract to Build a Lighthouse, Dwelling House, Lantern, and Well. (U.S. Coast Guard Lighthouse Deeds and Contracts, Vol. D. 1822-1827, in the National Archives, Record Group 26, Washington, D.C.).

Lens and Reflectors shall be determined by Winslow Lewis, and all the other necessary apparatus in the same manner as the Light Houses in the United States have been fitted up by the said Winslow Lewis...."[18]

In 1810 Winslow Lewis convinced the U.S. government to adopt his patented lamp and reflector system as the means of lighting the nation's lighthouses. As the country's principal lighthouse contractor at the time Lewis not only built and equipped lighthouses but even supplied the whale oil. His design was a combination of an Argand circular wick burner developed by Francois-Pierre Ami Argand, with an already developed parabolic reflector. To this he added a green bullseye lens which actually reduced the intensity of the light and was later discarded.

Construction of First Keeper's House

Although no plans exist of the first keeper's house the 1822 proposal gave the following detailed specifications (attachment 14):

> The Dwelling House (is) to be of stone, thirty-four feet by twenty, one story of eight feet high, divided into two rooms, with an entry between, the stairs to be in the entry to go into the chambers, which are to be lathed and plastered; a chimney near the middle of the house, with a fire place in each room, iron or stone mantle-piece, cellar under the whole of the house with sufficient walls of stone, laid in lime mortar, twenty inches thick, six feet deep, the walls of the house to be twenty inches thick ten and a half feet high from the ground floor, laid up in lime mortar with split undressed stone well pointed and white-washed twice over; the roof to be rectangular, the boards of which to be jointed and halved and well secured, and covered with good merchantable shingles; three windows in each room, of sixteen lights of eight by ten glass each, and one of the same dimensions in each chamber; the doors to be four pannelled (sic), with good hinges and thumb latches to each and a good lock on the outside door; closets in each room back of the chimney, and all the floors to be double and well nailed. The inside walls and ceilings to be lathed and plastered, and all the inside work to be finished in a plain, decent style, with good seasoned timber.[19]

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[18] Contract to Build a Lighthouse, Dwelling House, Lantern, and Well.

[19] Request for Proposals for Building a Lighthouse and Dwelling House. (Records of the U.S. Coast Guard Lighthouse Deeds and Contracts, Vol. D. 1822-1827 in the National Archives, Record Group 26, Washington, D.C.).

As shown in attachment 16 the whitewashed stone dwelling was located southwest of the tower. The relationship of the tower and keeper's house can also be seen in an 1855 site map of Lot 28 (attachment 13). The dwelling did not prove adequate to meet the needs of the growing family of Giles Holden, the first lighthouse keeper. Holden, who served from 1822 to 1834, built an addition on the west side of the house.[20]

The contract also included the digging of a well (approximately 52' deep) lined with stone and furnished with a windlass, iron chain, and strong iron hooped bucket.

Lighting Developments and Modernization of Lighthouse

Winslow Lewis's lighting system was not very effective. Within a few years of Lewis's patented design a French physicist, Augustin Fresnel, developed a far superior lens system. The Fresnel lens, resembled a gigantic beehive surrounding a single lamp. Prisms at the top and bottom of the lens refracted the light so that it came from the lens in a single sheet. A powerful magnifying glass at the center of the lens helped to intensify the light resulting in a very bright beam emitting from the lighthouse. There were six orders, or sizes, of Fresnel lenses, based on the power of light needed. The largest was termed first order and the smallest the sixth order. The first Fresnel lens was installed at Corduan, France in 1822, the same year the Charlotte Lighthouse was built.

Although the Fresnel lens was superior to all previous lighting systems the U.S. lighthouse authority, then headed by the fifth Auditor of the Treasury, Stephen Pleasonton, continued to promote Lewis' lamp and reflector system for more than thirty years. U.S. navigational systems lagged behind Europe because of Pleasonton's resistance to adopting the Fresnel lens which he thought was too costly. Despite a large number of complaints from mariners about not being able to see or distinguish lights Pleasonton remained loyal to Lewis's system.

Military engineers tried to sway Pleasonton to adopt the Fresnel lens which they justly argued would pay for itself in a few years through the savings of oil. Congress sent Cmdr. Matthew C. Perry to Europe in 1838 to study lighthouses with Fresnel lenses and to acquire two lenses for installation and experimentation in the U.S. In 1840, M. Henri Lepaute, the French superintendent of lighthouses, came to America to survey American lighthouses and recommend a course of action to install Fresnel lenses.

[20]After completing 12 years of service Holden moved his addition to the west side of Lake Avenue where this structure served as the core of a house he would later build (on present day Holden Street). The Holden House was razed in 1921.

In 1851 a Lighthouse Board was authorized to explore the state of the U.S. lighthouse system and prepare a report with their recommendations. Topics addressed included the deteriorating physical condition of lighthouses, inefficient lighting systems, and personnel procedures. The Board strongly recommended adoption of the Fresnel lens. In 1852 the Lighthouse Board was officially authorized to oversee the administration of all aids to navigation. A modernization program was undertaken by the Board which consisted of installing Fresnel lenses, upgrading equipment, and repairing buildings.

As part of the national lighthouse modernization program by the Lighthouse Board improvements were made to the Genesee Lighthouse in 1858. An article in the Rochester Union & Advertiser of November 3, 1858 offers a detailed account of the alterations made to the tower (attachment 17). A brick cylinder wall was inserted within the stone tower. The old wooden stairs were replaced by a cast iron spiral stairway. A new coping of cut stone was installed at the top of the tower surmounted by a cast iron deck plate. The old lantern was replaced by a new lantern with a fourth order Fresnel lens. See attachment 18 for a print showing the tower from the north. While no photos have been found showing the new lantern on the tower several views do exist which show the lantern after it was moved to the beacon on the west pier in 1884 (see attachments 19, 20, and 21 for historic photos). According to the article the wooden door, windows, and casings were replaced by iron. This renovation work cost around $2,000.

Second Keeper's House

By 1863 the original keeper's house had deteriorated to the point that it was no longer habitable. A Committee of Engineering from the Lighthouse Board prepared a report in 1863 in response to a letter from Lt. Col. Graham, Engineer of the 10th and 11th District. The report discussed the condition of the old house and Col. Graham's proposed plans for the new dwelling (see attachment 22). The report states that:

> The keeper's dwelling is in so bad a condition as not to be worth repairing. The floor of the cellar is entirely rotten; the floor of the first story is very much decayed; the plastering is stained, loose, and worthless; the window frames and sashes are badly decayed and are without shutters; the roof is not projecting over the walls and is without eave troughs and leaky; the doors and locks are much worn and out of order; the kitchen is of wood, the roof rotten and leaky.
>
> He (Col. Graham) also states that the building is badly situated being on ground lower than that between it and the tower, "that to repair it everything except the wall and a few doors" would have to be renewed and that "it will be more economical and judicious to build a new

> house." He further recommended that the proposed house "be built near enough to the tower to be connected therewith by a covered passageway" and is of the opinion that "some of the materials in the wall of the (old) house could be used to advantage in building the new one." The estimated cost including 10% for contingencies is $5061.10....[21]

The page of drawings entitled "Proposed Plan of a Keeper's Dwelling at Genesee Light House on Lake Ontario, Office L.H. Engineer 10th & 11th Districts, Detroit, March 27th, 1863" consists of floor plans, a section, and the southern elevation (see attachment 23). These were probably the drawings that Col. Graham sent to the Committee on Engineering for their comments. Based on a review of the proposed plans the Committee made the following recommendations:

1. A stairway be included to provide access from the second floor to the attic.
2. Increasing the wall height in the loft to accommodate two "good-sized rooms".
3. Modifications to ceiling and window heights.
4. Eliminating the proposed outside tower door (south side) and making the only entrance to the tower via a passageway from the storeroom in the dwelling.
5. Cement the outside of all the walls to help prevent dampness in the cellar.
6. The use of copper gutters and galvanized hardware, brass locks, etc.

There are discrepancies between the drawings and what was actually built. For example, the door opening shown on the south elevation of the kitchen wing was never built. Another 1863 drawing of this same elevation (attachment 24) presents a more accurate picture of what was built.

The brick keeper's house consists of a two-and one-half story rectangular main block with a one-story kitchen wing on the west. See attachments 25 and 26 for historic photos of the keeper's house. The structure is built upon a stone foundation, the interior portion of which is rubble believed to be from the original keeper's house. The exterior face of the foundation is finished off with dressed Medina sandstone. The symmetrically balanced main facade (south elevation) features a central entrance with sidelights and a transom. The two false or blind windows help to maintain the balanced effect of this elevation. Two chimneys originally rose from the slate roof at the east and west ends. There are six principal rooms on the first floor: kitchen, pantry, sitting room, parlor, entrance hall, and oil storeroom. The second floor featured three bedrooms and the attic accommodated two bedrooms.

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[21] 1863 Report of the Committee of Engineering. Comments on their review of 1863 plans for the new keeper's dwelling. Signed for the Committee by Hartman Bache and Jos. G. Totten. (National Archives, Washington, D.C.).

The design of the keeper's house does not reflect any of the mid-to-late 19th century stylistic trends such as the Greek or Gothic Revival, Italianate, or Second Empire. The house was solidly built of good quality materials and has an air of simple functionalism.

Other structures on the site built in mid to late 1800's included a brick privy and a frame barn. See attachments 27 and 28 for historic photos showing these outbuildings. The privy and barn were located west of the house as is shown in a site plan from 1891 (see attachment 29a).

Although the house has undergone a few alterations through the years, it retains most of its historic fabric. Refer to Section III: Description of Existing Building Fabric for a detailed discussion of alterations.

The first major alteration to the house was the removal of the passageway ca. late 1890's-1900. See attachments 30, 31, 32, and 33 for historic photos showing this change.

Sometime between 1900-1909 a bathroom was installed on the second floor and the house was connected to the Village water and sewer systems (see attachment 29b for extract from 1909 report).

Extensive modernization work in 1916 included the installation of electricity and a new coal fired heating plant. The brick privy yielded to a modern bathroom on the second floor. See attachment 34 for drawings from 1916 showing these alterations.

Around the mid 1930's an enclosed porch was added on the north side of the kitchen wing. Attachments 35 and 36 are photographs showing the north entrance just prior to the addition of the porch.

Parallels with Other Lighthouse Complexes

It is important to put the architectural design of the Genesee Lighthouse complex within the context of other lighthouse complexes both locally and nationally.

The octagonal shape of the tower, specified in the building contract, is not uncommon to U.S. lighthouse design. The shape was both appropriate to the site and enabled the builders to make efficient use of a greater variety of stones in its construction. The inspiration for the shape can be found at the Sandy Hook Lighthouse (1764) in New Jersey. Sandy Hook, the oldest

surviving lighthouse in the U.S., is an 85' high freestanding octagonal rubblestone tower.[22] Many parallels exist between the original (1822) configuration of the Genesee Lighthouse property and other early nineteenth century lighthouse properties on Lake Ontario. A review of the building contracts of the earliest towers and keeper's houses at Galoo Island (1820), Oswego (1822), Sodus Point (1825), and the Genesee station (1822) reveals the following similarities:

1. The tower and keeper's house were built of rubblestone from a local source.

2. The tower and keeper's house were separate.

3. The original lantern was glazed with small panes of glass.

4. The Winslow Lewis system of lighting was used.

5. The keeper's house was usually 20' x 34' with two principal rooms on the first floor and a sleeping loft above.

The integration or connection of tower and keeper's house became more common in the second half of the nineteenth century and the early part of the twentieth century. In the case of the Genesee Lighthouse a passageway was built connecting the dwelling (1863) to the tower. This provided protection from the elements and it also made for easier access to the tower from the oil supply room in the house. In general, keepers' houses built during this time period were more spacious than their earlier counterparts. This trend is well illustrated at the Genesee Keeper's House where the simple one story stone dwelling was replaced by a large two and one-half story brick house in 1863. Local examples of integrated towers and keepers' houses include Sodus Point (1870, second tower and dwelling), Thirty Mile Point (1876), and Braddock Point (1896).

[22]Other early polygonal towers include the New London Harbor Lighthouse (1801) in Connecticut and the Cape Henlopen Lighthouse (1767) in Delaware. This shape appears to have been both popular and utilitarian, for it was used subsequently in many other structures along our shores including Dice Head Light (1829 and 1858) in Maine, Fenwick Island Light (1856) in Delaware, and Point Robinson (1915) in Washington.

Abandonment of Lighthouse

In 1881, the use of the light in the Genesee Lighthouse was discontinued. The fourth order Fresnel lens was moved to the beacon at the end of the west pier.[23] This was done despite protests from lake captains who argued that the position of the Genesee lighthouse on the high bluff was much more visible. Three years later the lantern structure from the lighthouse was also moved to the west pier beacon to house the fourth order lens. See attachments 19, 20, and 21 for early twentieth century photos showing the west pier light.

While the keeper's house continued to be well maintained as the home for the keeper and his family, the obsolete tower was not well cared for. Wooden covers replaced the cast iron lantern, windows were sealed with concrete, and an extensive cover of vines penetrated the masonry. See attachments 30, 31, 32, 37, and 38 for historic photos showing the abandoned tower.

Measured drawings of the deteriorated tower were prepared in 1936 by the Historic American Buildings Survey (H.A.B.S.) as a project of the Works Progress Administration (see attachment 39).[24]

The future of the tower was uncertain. In 1965 the U.S. Coast Guard[25] considered razing the tower to improve the radius of the railroad. This was negated by a vigorous campaign by students of Charlotte High School interesting in preserving this important landmark. The Landmark Society of Western New York, various community organizations, concerned citizens, and elected officials joined the movement to save the lighthouse. In 1974 the lighthouse was placed on the State and National Registers of Historic Places and the site was declared a City landmark. See attachment 1 for a copy of the National Register nomination.

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[23] The existence of a light at the west pier dates back to 1838. It was installed here to improve navigation at the entry to the Port. This structure and its lighting system went through many changes. In 1854 a Fresnel lens of the sixth order was installed in this frame structure. When the fourth order lens from the lighthouse was moved here in 1881, the frame structure was replaced by a cast iron structure. Three years later the iron structure was replaced by a frame structure sheathed in clapboards. In 1931 the pier light was changed to a steel structure with an automatic electric beacon.

[24] One of the primary goals of H.A.B.S. was to document historic buildings which were considered endangered at the time.

[25] The Coast Guard became the official administrator of U.S.lighthouses in 1939.

Preservation Efforts

The U.S. Coast Guard used the keeper's house as the residence for the officer in charge of the Charlotte Station until 1982. (See attachments 40 and 41 for drawings showing renovations made to the keeper's house by the Coast Guard during the 1960's-1970's.) In September 1982 the U.S. Coast Guard decided it no longer needed to use the keeper's house as a residence for the officer in charge of the Charlotte Station and offered to lease the tower to the Charlotte Community Association for use as a museum. A separate organization known as the Charlotte-Genesee Lighthouse Historical Society was established to operate the site. The Historical Society was chartered as a not-for-profit educational corporation by the New York State Board of Regents in 1983. In 1989 the property was transferred from the Coast Guard to the County of Monroe. A 20 year lease was established between the County and the Lighthouse Historical Society on February 15, 1991.

The purpose of the Lighthouse Historical Society as defined in its By-Laws is:

1. To restore, preserve, and promote the Charlotte-Genesee Lighthouse and Keeper's House, and adjacent grounds.

2. To operate the restored site as a historic and educational center which deals primarily with the Lighthouse and the Village of Charlotte.

3. To increase public use of, interest in, and appreciation for the Lighthouse and the Village.

Extensive historical research was undertaken beginning in 1983. A variety of institutions were consulted in the search for original contracts, deeds, correspondence, drawings, maps, and photographs including the National Archives, the Historic American Buildings Survey, the U.S. Coast Guard, the Rochester Museum & Science Center, and Rundel Library.[24]

One of the early goals of the Lighthouse Historical Society was to restore the light in the lighthouse in time for Rochester's Sesquicentennial Celebration in 1984. A specific drawing of the 1858 lantern was not found but several historic photographs from the Stone Negative Collection of the Rochester Museum & Science Center showed views of the lantern after its relocation to the west pier light (see attachments 19, 20, and 21). A news account in the Rochester Union & Advertiser of November 3, 1858, offered

[24]Copies of original documents have been placed in a research notebook in the collection of the Lighthouse Historical Society.

a written description of the lantern (see attachment 17). Drawings were found showing a lantern design for lenses of the fourth, fifth, and sixth orders (see attachment 42). This design appears to be similar to the 1858 lantern.

The cost of making an accurate reproduction of the lantern was estimated at $70,000 including patterns, casting, and assembly. The limited funding resources of the Historical Society at the time prevented the group from restoring the lantern to its original form and materials. The Society checked the field for an available lantern of the same configuration but none was found.

After consultation with Ross Holland, one of the country's noted experts on lighthouses, Wayne Wheeler, President of the U.S. Lighthouse Society, James Woodward of the U.S. Coast Guard, and Ken Black of the Shore Village Museum of Rockland, Maine, it was agreed that a wooden replica lantern would be the only practical solution. Mr. Woodward prepared working drawings of the lantern based on the available historic research and documents (see attachment 43). Donald Laniak, head of the Mechanical Department at Edison Technical High School in Rochester was chosen to build the replica. Mr. Laniak recommended that the basic structure bebuilt as a large precision pattern with lumber machined to size. The ventilating ball was cast in four sections and welded. The roof was copper and a weathervane was fabricated and covered with gold leaf as called for in the 1858 design.

The lantern was secured to the top of the tower using the original bolt holes. A fourth order Fresnel lens, on loan from the Cleveland District Office of the U.S. Coast Guard, was then installed. The lamp was relighted in June of 1984 as part of the Rochester Sesquicentennial Celebration. The lens is the same order as the original lens, but it is a rotating lens unlike the original.

Restoration work on the tower includes removal of the concrete slabs in the windows, construction and installation of new wood sash, some repointing, and replacement of some missing stones along the water table of the tower.

Another project of the Lighthouse Historical Society has been to conduct archeological research and excavations of the site. (Refer to attachment 44 for a copy of report entitled "The Beacon on the River: Excavations at the Charlotte-Genesee Lighthouse"). The dig was begun in 1983 under the leadership of Dr. John Lee of St. John Fisher College. Students of the college and volunteers assisted in the excavations.

The original well was discovered on the south side of the property. It was approximately 50' deep and laid in fieldstone. As part of the historical interpretation of the site a wooden well house has been built to cover the well. The design was based on a study of sketches of other early well houses.

The general location of the first keeper's house (1822) was found on the southern area of the property. A pattern of laid bricks is believed to have been part of the cellar floor.

A variety of artifacts were recovered relating to the occupation of the site including stone, mortar, window glass, buttons, clay pipe, utensils, coins, animal bones, and a few Native American artifacts.

Lighthouse Site Becomes a Museum

In 1983 the two-car garage (ca. 1937) was converted into an Historic Center (now known as the Museum Annex), housing exhibits concentrating on the history of the site prior to the building of the lighthouse.

Tours of the restored lighthouse were officially begun in time for the Rochester Sesquicentennial in June 1984.[27]

During the winter of 1986 the first floor of the keeper's house became available for the Society's use. The Society decided not to restore the keeper's house as a house museum since no interior photos of the keeper's house were available and over six keepers and their families have lived in the house since 1863. The Society opted to give a general feeling of the early 1900's to the rooms while using as much of the wall space for displays as possible. Vintage light fixtures were installed in the front hall, parlor, and dining room. Antique chairs, tables and other objects help to achieve a general ambience of the 1900 to 1930 era. Exhibits are primarily of a pictorial nature with text dealing with a range of topics including the Lighthouse and its Keepers, the Port, Charlotte Village, and Ontario Beach Park.

Also housed in the Keeper's House is an archive of photos and research material relating to the history of the site. Scholars from the Rochester Museum & Science Center, the Margaret Woodbury Strong Museum, the Rochester Marine Historical Society, and other institutions have made use of these files for research purposes.

The Lighthouse Historical Society also has a working relationship with the Rochester Marine Historical Soceity, the Irondequoit and Greece Historical Societies as well as the Sodus Bay, Dunkirk, Tibbets Point, and Buffalo Lighthouse Societies. The Society maintains memberships in the Great Lakes Lighthouse Keeper's Association, the Lighthouse Preservation Society, the U.S. Lighthouse Society, the New York State Historical Association, the Landmark Society of Western New York, and the National Trust for Historic Preservation.

[27] It is estimated that over 3,000 people visited the Lighthouse during the special Sesquicentennial visit of the tall ships to Charlotte Harbor.

The enclosed porch, off the kitchen wing of the keeper's house, is used as a small retail shop by the Society. The shop sales help provide operating revenue and also promote the Society.

In addition to its on-site program of lighthouse tours and educational exhibits for people of all ages and interests, the Lighthouse Society has an extensive out-reach program featuring special slide shows and video tapes.

LANDSCAPE AND OUTBUILDINGS

THE EXISTING SETTING

The existing landscape consists of a lawn with some deciduous trees. The bank on the southeastern side of the property has been recently landscaped with various perennials and other plantings. Shrubs have been planted near the foundation on the south side of the keeper's house. A concrete sidewalk runs parallel to the house on the south and west sides. Another sidewalk leads from the porch entrance on the west side to the Holy Cross parking lot. (See attachment 46 for site map showing property boundaries. For an aerial view of the site see attachment 47.)

Existing outbuildings include a recently reconstructed well house on the south side of the property. This frame structure is built of rough sawn lumber and hand split shingles. A ca. 1937-38 frame garage (20' x 20') is located west of the house. This structure has been renovated as the Museum Annex.

THE HISTORIC SETTING

Summary of Archaeological Findings

Archaeological research and excavations of the site began in 1983. (Refer attachment 44 for a copy of Adnan Mandzy's "The Beacon on the River: Excavations at the Charlotte-Genesee Lighthouse" for more specific information on the excavations and artifacts).

The original well was located on the south side of the property. The well, which had been covered with a concrete cap, is approximately 50 feet deep and laid in field stone.

The location of the 1822 keeper's dwelling was found on the south side of the property. Sections of brick flooring believed to have been part of the cellar floor were found about 4 feet below the surface. Based on archeological research it is believed that the 1822 dwelling was intentionally destroyed when the new keeper's house was built in 1863. Rubble from the old keeper's house was used to build the foundation of the second keeper's house. A variety of artifacts were recovered as well relating to the occupation of the site.

No evidence of the ca. 1792 Hincher log cabin was found during the excavations.

Old Photographs and Maps

Much is revealed out the property through the study of historic photographs and s. It is important to note that the present use of foundatic lantings may be historically inappropriate for the building. Attachments 25, 26, 30, 31, and

32 (photos dating from the period of the mid 1880's up to about 1905) show that the foundation of the keeper's house was, for the most part, devoid of plantings. In the late 19th century shrubs and trees were more commonly placed on open lawns as specimen plantings outside of the site lines from windows and doorways. The fine stonework shown in the foundation of the keeper's house was originally intended to be exposed rather than hidden.

There were once wooden sidewalks south of the house. These walks went out at a diagonal from the house as can be seen in a site plan from 1886 (attachment 48). It is believed that the wooden sidewalks were installed ca. 1881.[86] A flower garden and a small (ornamental?) tree were located within the triangular portion of lawn formed by the sidewalks.

Attachment 27 is a photograph of the brick privy and the board-and-batten barn. The exact date of construction for these two buildings has not yet been documented. They were probably built shortly after the construction of the second keeper's house (1863). See attachment 29 for map showing the locations of these structures on the site. The privy is shown approximately 18' west of the house and the barn is approximately 45'west of the house. The brick privy probably became obsolete sometime after 1916 when a bathroom was added to the second floor of the house. The exact date of when this building was razed has not yet been documented. The west elevation of the barn appears in attachment 28. Large sliding track doors were located on the west and east sides. Margaret Codding, granddaughter of lighthouse keeper George Codding, noted that her grandfather kept a cow in the barn in the early 1900's. The barn had become dilapidated by the late 1930's. Ca. 1937-38 the barn was torn down and the existing 2-car garage built.

Margaret Codding also noted that an apple orchard was located in the northwest part of the grounds. In 1921 Margaret's grandfather broke his arm falling out of an apple tree in the orchard. This orchard is no longer extant. (Refer to attachment 44 "Interview with Margaret Codding" for more information on the landscaping and outbuildings from the period of the early 1900's up to the late-1930's).

RESTORATION TO THE PERIOD OF SIGNIFICANCE

If the Society decides to restore the grounds to the period of significance (1863-1880) it will require the reconstruction of all documented features including outbuildings, plantings, and other landscaping features. For recommendations on landscape work refer to **Section V.**

[86] Chronological Listing of Repairs to the Genesee Light-Station from 1838 to 1906.

Based on our preliminary study of the historic photos and site plans we feel that there is sufficient documentation for justifying the reconstruction of the privy and barn. These outbuildings appear to date within the period of significance. Additional historic and archaeological research should be done to determine the exact size, location, and configuration of these structures. A study of outbuildings at other historic lighthouse sites may also prove helpful. The Research Division of the Rochester Museum & Science Center has provided a proposal which "...outlines a research strategy for archaeological investigations designed to determine the size, location, and configuration of the barn and privy...." See attachment 49 for RMSC's "Proposed Scope of Work."

The Society may also wish to consider that a Historic Landscape Report be prepared by experts in historic horticulture to determine, to the extent possible, a planting and landscape scheme appropriate to the period of significance. Doell & Doell, a landscape preservation firm in Syracuse, has prepared a letter which describes the goals of a Historic Landscape Report and the types of services their firm can offer. See attachment 50 for the letter from Doell & Doell.

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