

CAZENOVIA
Creekside West
(AREA EAST OF LINCKLAEN STREET)
Madison County, New York
Reconnaissance-Level
Historic Resource Survey

Prepared for
Cazenovia Heritage, Inc.
Cazenovia, New York

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(AREA EAST OF LINCKLAEN STREET)

RECONNAISSANCE-LEVEL HISTORIC RESOURCE SURVEY

FINAL REPORT

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I. Project Overview & Recommendations

The Reconnaissance-Level Survey of Eastern Cazenovia was conducted during the summer of 2023. The neighborhood boundary under investigation is located from the south of Corwin Street to the north of Albany Street, and from east of Lincklaen Street to the west of Sims Lane. Approximately 105 properties fall within this scope. This report examines the history of the middle-class people living in Eastern Cazenovia from roughly 1790 to the present, for the purpose of evaluating the socioeconomic development and settlement of the surveyed area, its historic relations to broader national themes, and its direct influence on local architecture.

The social significance of the neighborhood's development is identified through the interrelationship between local and national history through themes such as ideology, topography, transportation methods and routes, power sources, and industry. The goal is to identify key architectural resources; to establish a basis for future CRS reports; to recommend the surveyed neighborhood as an extension to Cazenovia Village's existing historic district designation; and to foster a greater understanding and appreciation of architectural integrity amongst homeowners, residents, and visitors.

Recommended Actions

The professional recommendation is to recognize the residential, commercial, and industrial development that occurred within the stated geographic boundary of the survey area from roughly 1790 to the present by expanding the parameters of the existing Cazenovia Village Historic District to contain the streets of Corwin Street, Center Street, Farnham Street, Upper Farnham Street, Lyman Street, and William Street. The appendices at the back detail the development of the adjacent streets of Albany Street and Sims Lane.

The surveyed boundary as stated above is significant as a historic district as outlined under the National Register of Historic Places Criterion A & C. The proposed neighborhood historic district addresses Criterion A in that the “properties are associated with events that have made a significant contribution to the broad patterns of our history,” and Criterion C in that the neighborhood represents a “significant and distinguishable entity whose components may lack individual distinction.”

The neighborhood’s identity is unified under significant themes in American and local history. The 19th, 20th, and 21st century district development depended on the interrelationship between ideology, topography, travel methods and routes, power sources, and industry which impacted the socioeconomic settlement patterns. The surveyed boundary was constructed and inhabited by the workers who staffed Cazenovia’s 19th century agrarian industrial factories along the Chittenango Creek, such as the woolen mill and paper mill located within the boundaries, the 20th century service workers, and the 21st century commuters and their interpretations of space which all exhibit shared social and economic patterns. The area of Eastern Cazenovia contains a continuity of properties linked by physical development, which are functionally connected through centuries of residential, commercial, and industrial activities.

**Creekside West Properties
(East of Lincklean St)**

Note: Unless noted otherwise, "Year Built" is as per tax record; not verified

CONT = Contributing to Historic Architectural Significance. Limited editing by Cazenovia Heritage

STREET	TAX ID#	YEAR BLT	STYLE	CONTR
CORWIN				
4	95.29-1-8	1830	ITALIANATE Cottage (Altered)	Y
5	95.29-1-4	1954	RANCH	Y
6	95.29-1-7	1825	ITALIANATE COTTAGE (Altered)	Y
7	95.29-1-3	1910	VERNACULAR COTTAGE	Y
8	95.29-1-30	1866	VERNACULAR COTTAGE	Y
11	95.29-1-2	1854-75	GREEK REVIVAL (Altered)	Y
12	95.29-1-31	1960	RANCH	Y
13	95.21-1-8	1870	GREEK REVIVAL	Y
14	95.29-1-32	1828	FEDERAL	Y
16	95.29-1-33	1974	RANCH	Y
17	95.21-1-9	1900	VERNACULAR	Y
19	95.21-1-10	1972	RANCH	N
20	95.29-1-35	1808	FEDERAL	Y
21	95.21-1-11	1974	1970s COLONIAL	N
22	95.21-1-26	1869	VERNACULAR	Y
23	95.21-1-12	1974	RANCH	N
24	95.21-1-25	1979	CAPE	Y

"UPPER"	TAX ID#	YEAR BUILT	STYLE	CONT
FARNHAM				
67	95.29-1-23	1828	VERNACULAR COTTAGE	Y
71	95.29-1-24	2003	21st c. OCTAGON	N
72	95.29-1-28	1878	VERNACULAR	Y
73	95.29-1-25	1878	ITALIANATE	Y
75	95.29-1-26	1878	GREEK REVIVAL	Y
77	95.29-1-27	1900	ITALIANATE	Y
82	95.29-1-29	1876-85	VERNACULAR	Y

FARNHAM	TAX ID#	YEAR BUILT	STYLE	CONTR
5	94.52-1-74	1885	GREEK REVIVAL-ITALIANATE	Y
7	94.52-1-73	1906-11	VERNACULAR	Y
8	95.45-1-7	1886-90	ITALIANATE	Y
12	95.45-1-6	1820	GREEK REVIVAL COTTAGE	Y
13	94.52-1-72	1820	FEDERAL	Y
16	95.45-1-5	1840	GREEK REVIVAL	Y
17	94.52-1-71	1876-85	GREEK REVIVAL	Y
19	94.52-1-70	1854-75	VERNACULAR COTTAGE	Y
20	95.45-1-4	1850	GREEK REVIVAL	Y
21	94.52-1-69	1876-85	GREEK REVIVAL	Y
22	95.45-1-3	1973	VERNACULAR GARAGE	N
23	94.52-1-68	1854-75	GREEK REVIVAL	Y
24	95.45-1-2	1850-60	VERNACULAR	Y

**Creekside West Properties
(East of Lincklean St)**

FARNHAM	TAX ID#	YEAR BUILT	STYLE	CONTR
25	95.37-1-22	1850	VERNACULAR	Y
26	95.45-1-1	1878	ITALIANATE	Y
27	95.37-1-20	1850-75	FEDERAL	Y
28	95.37-1-23	1952	CRAFTSMAN (Inspired)	Y
29	95.37-1-17	1840	GREEK REVIVAL (Altered w/Craftsman Infl)	Y
31	95.37-1-16	1840	GREEK REVIVAL	Y
33	95.37-1-15	1830-52	GREEK REVIVAL	Y
34	95.37-1-27	1875	ITALIANATE	Y
36-38	95.37-1-29	1838	GREEK REVIVAL	Y
40	95.37-1-30	1854-59	GREEK REVIVAL	Y
43	95.37-1-10	1920	CRAFTSMAN (Inspired)	Y
44	95.37-1-31	1870-75	ITALIANATE	Y
45	95.37-1-7	1835	GREEK REVIVAL	Y
46	95.37-1-32	1908	ITALIANATE	Y
47	95.37-1-6	1860	GREEK REVIVAL	Y
48	95.37-1-33	1900-11	VERNACULAR COTTAGE	Y
49	95.37-1-5	1860	ITALIANATE	Y
51	95.37-1-4	1860-75	VERNACULAR	Y
52	95.37-1-34	UNKNOWN	VERNACULAR	Y
53	95.37-1-3	1874	GREEK REVIVAL	Y
55	95.37-1-2	1870-75	VERNACULAR	Y
57	95.37-1-1	1915	CRAFTSMAN	Y
58	9.37-1-35	1911-20	VERNACULAR	Y
59	95.29-1-19	1878	VERNACULAR	Y
61	95.29-1-20	1860-75	ITALIANATE	Y
63	95.29-1-21	1958	RANCH	Y
65	95.29-1-22	1860-75	VERNACULAR (Altered)	Y
66	95.29-1-39	1878	GREEK REVIVAL	Y

WILLIAM ST.	TAX ID#	YEAR BUILT	STYLE	CONTR
3	111.14-1-41	1964	MID-CENTURY GARAGE, STEPPED ROOF	Y
4	94.44-1-79	1850	VERNACULAR COTTAGE	Y
5-7	94.44-1-76	1870	GREEK REVIVAL	Y
8	94.44-1-81	1830-52	GREEK REVIVAL	Y
9	94.44-1-77	1830	GREEK REVIVAL	Y
10	95.37-1-12	1854-75	GREEK REVIVAL	Y
11-13	95.37-1-8	1860	GREEK REVIVAL	Y
15	95.37-1-9	1860	GREEK REVIVAL	Y
14-16	95.37-1-14	1850s	GREEK REVIVAL (w/ Gothic Influence)	Y
17	95.37-1-11	1840	GREEK REVIVAL	Y
20	95.37-1-24	1878	STICK/EASTLAKE	Y
21	95.37-1-38	1875	ITALIANATE	Y
22	95.37-1-26	1878	VERNACULAR COTTAGE	Y

**Creekside West Properties
(East of Lincklean St)**

WILLIAM ST.	TAX ID#	YEAR BUILT	STYLE	CONTR
23	95.37-1-39	1878	GREEK REVIVAL	Y
24	95.37-1-25	1957	RANCH	Y
25		1894	STICK STYLE RAILROAD (current Photg)	Y
27	95.37-1-40	1894	STICK STYLE FREIGHT HSE (current Lumber)	Y
LYMAN ST.	TAX ID#	YEAR BUILT	STYLE	CONTRI
5	94.44-1-85	1835	VERNACULAR COTTAGE	Y
6	94.44-1-93	1854-75	ITALIANATE	Y
7-9	95.37-1-18	1876-89	ITALIANATE	Y
11	95.37-1-19	1835	GREEK REVIVAL	Y
13	95.37-1-21	1860	VERNACULAR COTTAGE	Y
CENTER ST.	TAX ID#	YEAR BUILT	STYLE	CONT
6	94.52-1-61	1950	CRAFTSMAN (INSPIRED)	Y
7	94.52-1-59	1870	GREEK REVIVAL (poss Federal)	Y
8	94.52-1-62	1850	VERNACULAR	Y
9	94.52-1-55	1830	FEDERAL	Y
10	94.52-1-63	1944	COLONIAL REVIVAL	Y
13	94.52-1-54	1810-29	FEDERAL	Y
14	94.52-1-64	1876-85	VERNACULAR	Y
15	94.52-1-53	1839	GREEK REVIVAL	Y
16-18	94.52-1-65	1840	GREEK REVIVAL	Y
17-19	94.52-1-95	1840	GREEK REVIVAL	Y
20	94.52-1-66	1911-15	COLONIAL REVIVAL	Y
21	94.44-1-94	1830	GREEK REVIVAL	Y
24-26	94.52-1-67	1850	GREEK REVIVAL	Y

II. Methodology & Selection Criteria

The objective of the survey was to compile a basic architectural inventory of 105 individual properties constructed from the 1800s to the present in order to identify local, national, and socioeconomic themes determined to have historic or architectural significance. These local and national experiences emphasized the social significance of architecture in compliance with the National Register Criteria for Evaluation, as well as established a framework for organizing research, education, and planning regarding the historic resource management of Eastern Cazenovia.

Methodology

- The Madison County Property Records were utilized for establishing a general date of construction as well as for referencing the documented improvements for each building
- Architectural inventory surveys of each property were assembled for the purpose of documenting the current owner, exterior materials, and physical appearances, as well as for compiling any historic notes or observations
- Digital reference materials from Roots Web, by Daniel Weiskotten, the former Cazenovia Historian, were referenced as it provided a rich source of local historic information
- The usage of historic maps was significant in documenting architectural changes in form and materials
- Professional knowledge of local and national historic events and themes were applied to explain the neighborhood's socioeconomic impact on architectural design

Selection

This reconnaissance survey encompasses each building that falls within the boundary lines, for an estimated 105 properties, with the exception of vacant lots. The properties were selected due to their immediate adjacency to the Cazenovia Village Historic District, and for the desire to include these newly examined historic resources into the existing historic district.

III. Eastern Cazenovia History Timeline

1793 Cazenovia is founded by John Lincklaen and the Holland Land Company.

1795 Lincklaen's and the Holland Land Company's purchase of the New Petersburg Tract expands Eastern Cazenovia by 10,000 acres to include most of the surveyed area.

Late 1700s to Early 1800s The Jeffersonian Pastoral Ideal suggests a national and romanticized set of rural living standards, agrarian town planning, and autonomous political ideology for organizing new settlements under, of which Cazenovia is one example.

1800 Six throughways are completed in Cazenovia by the Holland Land Company, which lead to or from destinations such as Chittenango, Manlius Square, Brakel, Utica, Pompey Hollow, and Genesee Road. The first of these settlers came in by way of the Genesee Turnpike, although all routes directed traffic through the village center.

1803-80 The national movement of Westward Expansion and Manifest Destiny further opens new American territories for settlement. Inhabitants of the eastern seaboard, specifically those from New England, resettle in Eastern Cazenovia during this time.

1808-53 The Cazenovia Woolen Mill is in operation from these dates. The Mill is part of the agro-industrial economy sited to take advantage of the waterpower from the Chittenango Creek for manufacturing. The neighborhood of Eastern Cazenovia was occupied by the manual labor workforce employed by the company mill.

1810-75 Sweetland Brothers Paper Mill is in operations from these dates. The Mill is part of the agro-industrial economy sited to take advantage of the waterpower from the Chittenango Creek

for manufacturing. The neighborhood of Eastern Cazenovia was occupied by the manual labor workforce employed by the company mill.

1810-17 Cazenovia is the county seat of Madison County during this time. The prestige brings business distinction and industry attention to the area.

War of 1812 The British embargo forced companies and individuals to purchase products locally, proving a boon for agro-industrial economy activity.

1817-1820 The Erie Canal opens. The flow of the Chittenango Creek is harnessed to deliver water to the canal route. Waterways become a dependable method of transportation and a source of power.

1845-75 Eastern Cazenovia experiences a volume of Irish immigration as a result of the Great Potato Famine, which shifts the demographics of the survey area from New Englanders to Irish.

1851 The majority of the streets in Eastern Cazenovia are renamed in order to standardize and formalize the streetscapes for the 1850 mapmaking effort undertaken in Cazenovia.

1870-71 The railroads arrive with the Cazenovia and Canastota Railroad in 1870, and the Syracuse and Chenango Valley Railroad in 1871. With it comes the change from waterpower to steam, powered by coal trucked in on railcars. The shift in predominate methods of transportation and power causes the decline of the local agricultural industry, and introduces the 20th century service economy to the area.

1872 Albany Street's Fire of 1872 destroys the original architecture and historic facades of Eastern Cazenovia's downtown.

1910 This is the approximate year that cars became a common method of transportation in Cazenovia. The eastern neighborhood shifts from a seasonal service economy to a permanent residential area due to car travel and roads.

1966 The early efforts of Cazenovia's localized preservation activity predates the National Preservation Act of 1966, which established protection and identification of historic resources at the federal and state level. The first organization was the Citizens Advisory Committee for Town and Village Planning, formed in 1962.

IV. Local History & National Themes

Themes of national ideology and significant national events contributed to the local historic context of Eastern Cazenovia's neighborhood and community development in the form of its architectural composition.

Westward Expansion & Manifest Destiny *Period of Significance: 1803-80*

The nation's desire to conquer a fertile western frontier for the purpose land ownership and financial dominance over raw materials through farming and agro-industrial practices contributed to the local settlement patterns of Eastern Cazenovia.

Westward Expansion in the United States spanned from 1803-80, beginning with President Thomas Jefferson's accumulation of the Louisiana Purchase from France's Napoleon Bonaparte. After the Louisiana Territory opened up in 1805, native land continued to be negotiated by the federal government, who invited inhabitants along the eastern seaboard to resettle out west.

In their planning of Cazenovia, the Holland Land Company laid out a network of thoroughways which passed from larger trade centers through Cazenovia, in order to attract settlers to the village on their way to destinations further out west.¹ The six main thoroughways in place by 1800 lead to or from destinations such as Chittenango, Manlius Square, Brakel, Utica, Pompey Hollow, and Genesee Road.² The first of these settlers came in by way of the Genesee Turnpike, in particular.³ All six of these thoroughways were deliberately laid out by Cazenovia's

¹ Christine O. Atwell, *Cazenovia Past and Present*, (Orlando, Florida: Florida Press, Inc., 1928), 12.

² Daniel H. Weiskotten, "Getting Around Town: A History of Roads in Cazenovia," January 25, 1994, <https://sites.rootsweb.com/~nyccazen/Shorts/Questions/Roads.html>.

³ Atwell, *Cazenovia Past and Present*, 11.

Holland Land Company to direct westward settlement into Eastern Cazenovia in order to expand the area's population, trade, economics, and architectural variety.⁴

Jeffersonian Pastoral Rural Village Planning
Period of Significance: Late 1700s-Early 1800s

President Thomas Jefferson not only spurred the national movement regarding western expansion, but influenced the planning of said western settlements as well. The late 1700s and the early 1800s established the Jeffersonian pastoral ideal, which cultivated a set manner of rural living standards, agrarian town planning, and autonomous political ideology which operated in support of an agricultural economy.⁵

The pastoral ideal impacted Eastern Cazenovia's early agricultural industrial economy as the east side was predominately settled by small lots.⁶ Village society was organized around the activity at the creek, such as the harvesting and exporting of raw materials, and the production of manufactured goods, such as wool fabrics and rag paper. For example, the early woolen mill of Eastern Cazenovia was stocked with wool from local sheep, and silk from local mulberry trees. The quintessential rural pastoral landscape of Eastern Cazenovia was organized in the Jeffersonian pursuit of simplicity and virtue in the form of small self-sustaining homesteads, which reflected the late 1700s' ideological approach to agro-industrial life and village design.⁷

⁴ Ibid, 12.

⁵ Hugill, *Upstate Arcadia*, 3.

⁶ Hugill, *Upstate Arcadia*, 13.

⁷ Hewitt, "Jefferson and the Simple Story of Pastoral Economies," 79.

*National Historic Preservation Act of 1966:
Organized Preservation Efforts by the Citizens of Cazenovia
Period of significance: 1960s-Present*

Concerned citizens of Cazenovia shaped the built environment and landscape of the village by taking action to preserve the village's historic resources starting in the mid-20th century. Through organized committees, citizens demanded zoning ordinances, a comprehensive plan, and architectural protection in the form of historic nominations, resulting in the Albany Street Historic District and the Cazenovia Village Historic District. Cazenovia's preservation activity is significant in that their early efforts predated the National Preservation Act of 1966, which established protection and identification of historic resources at federal and state level.

Cazenovia's history of preservation activity began in 1961, when the one of the first preservation zoning ordinance since the village's founding was passed.⁸ In the years following, preservation efforts were continued by organizations such as the Citizens Advisory Committee for Town and Village Planning, formed in 1962, which stemmed from local support regarding the necessity of a village comprehensive plan. These grassroots organizers placed a high amount of importance on establishing a plan that considered and guided the long-term preservation of Cazenovia's architectural charm and character through zoning, development, and revitalization planning.⁹ The Citizens Advisory Committee won the New York State Governor's award for "significant contribution to natural and artistic enhancement of the state of New York" in 1966 for their planning efforts in Cazenovia.¹⁰

⁸ Barbara J. Giambastiani, *Country Roads Revisited: A Madison County Historical Society Book*, (Onedia, New York: Madison County Historical Society, 1984), 82.

⁹ Giambastiani, *Country Roads Revisited*, 82.

¹⁰ *Ibid.*

A similarly purposed committee was formed in 1968 to restore the original facades on the south side of Albany Street's business district, by providing owners with financing and architectural consultation.¹¹

The next citizen-driven preservation organization was the Cazenovia Preservation Foundation (CPF) in 1978: a non-profit which merged the Citizen Advisory Committee for Town and Village Planning with various smaller preservation committees.¹² CPF remains an active member-led organization that consists of local residents who value both the preservation of historic architecture as well as the conservation of the surrounding rural landscape. The CPF's commitment to preservation education and guidance allowed for the late-1960s preservation work to continue on Albany Street, in addition to being the entity responsible for sponsoring the Albany Street Historic District nomination, for the purchasing and restoration of the Lehigh Valley Railroad Station, and for the establishment of a local land use committee.¹³

Resident-directed preservation work in Cazenovia continues into the present day, with Cazenovia Heritage, founded in 2020. This non-profit community organization is comprised of local professionals and citizens, organized under a board of directors, with the mission to conserve the cultural resources of Cazenovia.¹⁴ Cazenovia Heritage's reconnaissance survey of the Eastern Cazenovia neighborhood, undertaken in 2023, is a continuation of the historic village's trend of locally led contributions towards preservation.

The citizens of Cazenovia's decades long pattern of committee-led preservation efforts fostered a greater understanding and appreciation for architectural integrity amongst homeowners, residences, and visitors. The local preservation activity remains significant for its

¹¹ Ibid, 83.

¹² Ibid.

¹³ Ibid.

¹⁴ Cazenovia Heritage, "About Us," 2023, <https://cazheritage.org/about.html>.

work prior to the National Historic Preservation Act of 1966 and its ties to the broader national interest in preserving culture, landscape, and community.

*21st Century Interpretation of Housing:
Property Management
Period of Significance: 2000-2100*

The 21st century interpretations of space, specifically in terms of third-party property management, is a distinctive characteristic of Eastern Cazenovia's neighborhood development. Historic homes with a larger square footage were divided to accommodate affordable housing practices through multi-unit housing, as well as patterns of modern of wealth distribution, which incorporates several short-term and transient tenants occupying a shared residence. These subdivided multi-unit properties are typically inhabited by residents who seek work outside of the village, and share a loose association with the immediate community. Public acknowledgement of this recent behavioral and architectural pattern is important for future historic resource management, and the long-term significance should be observed as time progresses.

V. The interrelationship between topography, transportation, power sources, and industry on the socioeconomics of Eastern Cazenovia

Now predominately a residential and commercial area, the eastern portion of Cazenovia was once an 1800s agro-industrial village filled with company mills powered by the Chittenango Creek, which encouraged early settlement.¹⁵ Further development of Eastern Cazenovia was hindered by the distinctive topography, which posed unique challenges through its steep grades and sharp inclines.¹⁶ These natural features impacted the siting, transportation, and economic

¹⁵ Hugill, *Upstate Arcadia*, 63.

¹⁶ *Ibid*, 62.

activity of Eastern Cazenovia, and were responsible for Eastern Cazenovia's shift from an agricultural economy to an industrial economy to a residential village.

Cazenovia Village in Central New York is sited between the larger cities of Syracuse and Albany. The village is distinguishably situated at 1,250 feet above sea level, and along the northern edge of the Appalachian Plateau. The topography consists of sharp alterations between hills and valleys as well as several bodies of water, most notably, the Cazenovia Lake, which flows into the Chittenango Creek, which runs north into Lake Oneida.¹⁷

The boundary of Eastern Cazenovia was positioned along the Chittenango Creek as it was an accessible and reliable source of waterpower for agro-industrial factories. The 950-foot drop between Lake Cazenovia and Lake Oneida was integral to the settlement pattern as the greater elevation drop equated to a larger output of energy generated.¹⁸ The path of the Chittenango Creek formed a desirable site for powering the factories, as the land to the south was too flat.¹⁹

Twenty-three industrial sites were established along Chittenango Creek between 1793-1815.²⁰ The agro-industrial economy of the east end neighborhood in particular was centered around the activity at the Cazenovia Woolen Mill and Sweetland Paper Mill on opposite ends of the neighborhood's boundary lines. The Woolen Mill was situated east of Farnham Street and to the west of Chittenango Creek, where Albany Street became Fenner Street. Sweetland's Paper Mill was adjacent to modern day Clark Street and in-between Chittenango Creek and Sweetland Street, near Corwin Street.²¹ The creek siting of East Cazenovia's industry created a strong

¹⁷ Ibid, 4.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ibid, 64.

²¹ Giambastiani, *Country Roads Revisited*, 44.

trading center, and was the largest manufacturing hub in Madison County.²² When Cazenovia became county seat from 1810-17, the designation furthered the economic importance of the creek as well as the area.²³ Factories such as the woolen mill and paper mill's access to valuable creek siting boosted the east side's industrial economy through their agro-industrial processing and shipping.

Agrarian Industrial Influence of the Cazenovia Woolen Mill and Zadock Sweetland's Paper Mill

The presence of Cazenovia Woolen Mill and the Sweetland Paper Mill in Eastern Cazenovia is significant in that the residential portion of the neighborhood was occupied by the workforce employed by 19th century agro-industrial factories. Historically, factories and factory workers remained nearby and within walking distance to one another, as there was no local transportation. The siting of the residential properties to the industrial properties are united in social importance.

Cazenovia Woolen Mill

The Cazenovia Woolen Mill was located east of Farnham Street and to the west of Chittenango Creek, where Albany Street became Fenner Street. The mill was in operations from 1808-53, although the structure remains intact and utilized up to the present day.

The mill was established by Elisha Farnham as a clothiers work, which utilized local wools and silks in their production lines. Farnham's later business partners were John Lincklaen and Elisha Starr, whose ownership re-titled the mill under Elisha Starr & Co. Woolen Manufacturers from 1812-15.²⁴ The mill was then sold in 1815 to Matthew Chandler and Son (Chandler & Son Woolen Factory). From 1831-53, the woolen factory was rented, then owned,

²² Atwell, *Cazenovia Past and Present*, 12.

²³ *Ibid.*

²⁴ Hugill, *Upstate Arcadia*, 64.

by John Williams.²⁵ During this time, the mill was rebuilt in 1834, and is still standing in 2023. The old mill property is now addressed as 133 Albany Street and currently houses McDowell Insurance Agency.²⁶ The property labels on the 1885-1911 Sanborn Maps listed A.L. Trowbridge Carpentry Shop as residing here from 1885-90, and a J.H. O'Neil Wagon Shop from 1895-1911. It is interesting to note that the bridge on Albany Street was not dammed. Instead, factories, such as the Woolen Mill, used tail races from the Chittenango Creek to direct water flow to power the mills after 1800. The property remained water powered through such a tail race through at least 1911.

During the property's operations as a Woolen Mill, the factory manufactured raw materials, specifically wool and silk, into yards of cloth. Sheep and their wool were one of Eastern Cazenovia's most popular exports to the Albany markets in the early-1800s, and were a main farm product of Madison County's agricultural economy by the mid-1800s.²⁷ The first sheep in Cazenovia came by Curtis Hoppin in 1810 who sheperded a herd of two-hundred mixed breed sheep.²⁸ Lincklaen himself was recorded to have supplied the mill with wool from his flocks of Merino sheep from 1813-15 in the amount of \$4,538.62 per Lorenzo MS Collection, Ledger A, June 1813-June 1815.

In addition to wool, mulberry trees were grown in Cazenovia in the 1830s for the purpose of producing silk. Both cocoons as well as raw and reeled silk were sold at Cazenovian markets in the 1840s.²⁹ For example, the 1845 census of raw silk listed local towns such as Fenner and Madison as producing five pounds each for trade. However, the unsuited climate and the

²⁵ Daniel H. Weiskotten, "Historic Resources Survey: Cazenovia Fire Department Property, 119-125 Albany Street, Cazenovia, NY," April 24, 1989, <https://sites.rootsweb.com/~nyccazen/Shorts/NewCazFD.html>.

²⁶ Weiskotten, "Historic Resource Survey."

²⁷ Atwell, *Cazenovia Past and Present*, 17.

²⁸ Giambastiani, *Country Roads Revisited*, 5.

²⁹ *Ibid*, 7.

government's withdrawal of tariff incentives for farmers meant local growers shifted their attentions to other farm products instead. Cazenovia's short-lived silk industry declined by the 1860s, and took the mill with it.³⁰

Sweetland Paper Mill

The Sweetland Brothers Paper Mill was located across from modern day Clark Street and in-between Chittenango Creek and Sweetland Street, near Corwin Street.³¹ The Paper Mill was in operations from 1810-70, under ownership by Zadock Sweetland from 1810-65 and Henry Monroe from 1865-70. The factory produced rag paper made of linen through a water-intensive process which relied on a large intake of pumped water from the Chittenango Creek for manufacturing. During the operating years, Sweetland's mill held the honor of serving as both a social and industrial workhouse for the east side of the village.

The early years of the Paper Mill fulfilled Madison County's paper needs due to Cazenovia's status as county seat in 1810-17, which added business importance to area. The mill likewise supplied the local print industry with weekly productions of "The Pilot" newspaper, beginning in 1808.³² Besides the social aspects brought on by the mill's proximity to Cazenovia's business center and news printing involvement, the War of 1812 proved to be a boon to Sweetland's paper industry as the British embargo forced companies and individuals to purchase paper products locally. The conflation of Cazenovia losing the county seat to Morrisville in 1817 as well as resumed trade with Britain hit the printmaking and paper industry hard.³³ The

³⁰ Ibid.

³¹ James H. Smith, *History of Chenango and Madison Counties*, (Syracuse, New York: D. Mason & Co., 1880), Chapter 51.

³² Hugill, *Upstate Arcadia*, 64.

³³ Ibid.

additional damage caused by the factory fires of 1859 and 1870 terminated the paper mill's operation in 1870. The site was then occupied by JF Crawford Mower Works from 1872-90.³⁴

The woolen mill and the paper mill were a considerable part of Eastern Cazenovia's agro-industrial economy, and were associated with the residential properties in this survey as these properties were occupied by the middle-class employed by various mill factories. The properties' participation in industrial activities played a social and economic role in the local development of the neighborhood.

Evolving power supply and transportation methods, routes, & industry

The arrangement of factories along the creek also conformed to the national habit of factories being confined to rural areas due to the industrial reliance on quick flowing water for energy. Factory operations required a dependable chain of waterpower sites in order to generate enough power to operate continuously.³⁵ As a result, small-scale manufacturing, such as the woolen mill and the paper mill, occupied the rural terrain of Chittenango Creek in Eastern Cazenovia.³⁶

In addition to powering the local factories, Chittenango Creek was also a feeder creek for powering the Erie Canal.³⁷ In the 1820s, Cazenovia's close proximity to the Erie Canal made canal transport cheaper than the ox-cart for shipping out agricultural surpluses, which cut costs and increased profits for the agro-industrial sector.³⁸ While the canal route allowed for

³⁴ Daniel H. Weiskotten, "Cazenovia Paper Mill," Roots Web, January 1984, <https://sites.rootsweb.com/~nyccazen/Shorts/PaperMill.html>.

³⁵ Hugill, *Upstate Arcadia*, 7.

³⁶ Ibid.

³⁷ Atwell, *Cazenovia Past and Present*, 21.

³⁸ Hugill, *Upstate Arcadia*, 7.

agricultural exporting, it also played a role in bringing in cheaper products from elsewhere, which reduced the need for local processing and negatively impacted industrial activity.³⁹

The altitude of Eastern Cazenovia furthered economic issues involving transportation, as the siting along the Appalachian Plateau made travel routes difficult. The railroad technology of the 1830s and 40s was not yet powerful enough to climb the topography, and train routes were arranged on lower and flatter grounds, along the east-west axis of the Lake Ontario Shore Plain, to avoid the hills and valleys of the Plateau.⁴⁰

The railroad finally arrived in 1870-71 with two lines: the Cazenovia and Canastota Railroad in 1870, and the Syracuse and Chenango Valley Railroad in 1871.⁴¹ The latter railroad line tunneled through Palmer Hill to avoid the steep incline, yet the seasonal snowfalls made the route virtually inaccessible in the winter as some of the train engines were not large enough to plow through the tracks.⁴²

The stagnation of successful transportation methods and routes due to the challenges posed by the unique topography stymied further settlement development as most settlers moved further west. A lack of travel routes meant minimal passersby to the area, minimal settlers, minimal access to markets, and minimal profits.⁴³ The now inconvenient siting of Cazenovia took its toll as the Erie Canal and rail lines such as the Syracuse & Utica Railroad moved traffic away from the village.⁴⁴ As transportation methods and routes could not serve the village along the creek, it created an industrial decline.⁴⁵

³⁹ Ibid, 64.

⁴⁰ Ibid, 4.

⁴¹ Russell Grills, *Cazenovia: The Story of an Upland Community*, (Cazenovia, New York: Cazenovia Preservation Foundation, Inc., 1977), 58.

⁴² Grills, *The Story of an Upland Community*, 67.

⁴³ Hugill, *Upstate Arcadia*, 63.

⁴⁴ Ibid, 62.

⁴⁵ Giambastiani, *Country Roads Revisited*, 44.

The introduction of the railroad also introduced a new power source, and signified the national transition from waterpower to steam engines powered by coal rather than topography.⁴⁶ Coal could be trucked in through the rail lines, which allowed for the consolidation of manufacturing in a city environment rather than rural streams.⁴⁷ The shift from waterpower to steam power created an economic crisis as Eastern Cazenovia's agricultural industry, economy, and workforce was centered around the creek.⁴⁸ Both the railway and the advent of coal powered steam engines took away the factories and manufacturing industry in Eastern Cazenovia as they reduced societal dependence on the Chittenango Creek.⁴⁹

As the property around the creek was held by private interests to prevent waterpower from being commercialized, the slump of local industry drove wealthier inhabitants to redirect their financial investments into newer industrial cities, such as Syracuse.⁵⁰ Eastern Cazenovia's deindustrialization of the 1900s transitioned the village from an agro-industrial economy to a service economy and a residential hub, as mill sites along the creek were abandoned in favor of a summer colony.⁵¹ Beginning in 1870, the Cazenovia & Canastota Railroad attracted seasonal summer visitors from nearby industrial centers looking to escape the noise and smells of the cities. The seasonal residences created a need for a service industry that was catered to by the Irish immigrant class, who were brought to the eastern seaboard by the Great Potato Famine.⁵² When Cazenovia became road oriented due to the use of automobiles around 1910, the

⁴⁶ Hugill, *Upstate Arcadia*, 7.

⁴⁷ *Ibid*, 8.

⁴⁸ *Ibid*.

⁴⁹ Atwell, *Cazenovia Past and Present*, 23.

⁵⁰ *Ibid*.

⁵¹ Hugill, *Upstate Arcadia*, 8.

⁵² *Ibid*, 156.

development of roads and cars allowed for residential occupation year-round as opposed to seasonal.⁵³

Eastern Cazenovian settlers experienced a wide variety of changes brought by the 19th and 20th centuries, including transportation methods, routes, and power sources, as well as the limitations of inhabiting a difficult terrain. The properties on the east side additionally witnessed the village's socioeconomic evolution from a place of agrarian industry to service industry to a residential area and are united by this pattern of functionally related activities.

VI. *Historic Significance and Social Significance of Roads*

The Eastern Cazenovia survey area included six streets, which are referred to under their modern adaptations of Center Street, Corwin Street, Farnham and Upper Farnham Streets, Lyman Street, and William Street. These roadways trace the historic connections between places through the relationships of streets to one another, to the surrounding landscape, and to the properties located within them.⁵⁴ The creation and progression of these six roadways documented the broad patterns in settlement, social change, and the shifting reliance on differing forms of transportation within Eastern Cazenovia.⁵⁵

Historic Significance

The historic and social significance of roadway development in Eastern Cazenovia is partially attributed through the large number of streets within this rectilinear boundary, specifically Center Street, Corwin Street, Farnham and Upper Farnham Streets, Lyman Street,

⁵³ Ibid, 8.

⁵⁴ Giambastiani, *Country Roads Revisited*, prologue.

⁵⁵ Ibid.

and William Street, which reside within the New Petersburg Tract purchased by Lincklaen and the Holland Land Company in 1795.⁵⁶

The parameters of the 1793 village were extended northwards by 10,000 acres in 1795 to include most of the survey area. (The horizontal boundary line between the 1793 and 1795 tracts is marked at Seminary Street. The New Petersburg Tract encompasses the properties north of Seminary Street and south of, and including, Corwin Street). This acreage was purchased by the Holland Land Company as a northernmost siting better captured the paths of settlers emigrating west, hosted a more preferable and rich soil, and was less susceptible to frost, thereby benefiting the Holland Land Company's early speculation towards an agricultural industrial economy.⁵⁷

However, a portion of the surveyed properties were lucky enough to be able to claim earlier significance by falling within the original 1793 tract, located south of Seminary Street. The original tract encompasses a handful of current commercial businesses along Albany Street, west of Chittenango Creek, containing the addresses of 117, 121, 122, 127, 131, and 133 Albany Street, as well as the properties which fall within the southernmost portion of Center Street and Farnham Street (as observed from Aubreehy Ferit's Map of the City of Cazenovia and the Out Lots, 1793). For more historical information regarding the development of Albany Street, please refer to the appendices at the back.

History of Cazenovia's Roads

Eastern Cazenovia was built gradually, as the development of streets would follow the migration of the settlers. The earliest maps of Cazenovia such as Aubeerhy Ferit's 1793 map and

⁵⁶ Atwell, *Cazenovia Past and Present*, 2.

⁵⁷ *Ibid.*

the Holland Land Company's 1795 map, both labeled land divisions through lot numbers rather than by street names. This was due to the purchased tract being unaltered, uncleared, and unsettled. The Holland Land Company opened the first main thoroughways by 1800, with destinations to Chittenango, Manlius Square, Brakel, Utica, Pompey Hollow, and Genesee Road.⁵⁸ All six thoroughways were deliberately laid out to lead traffic from the larger trade centers and cities through Cazenovia to attract settlement, industries, and trade.⁵⁹ Smaller roadways followed as more individuals settled in the area. These roadways created a series of connections between the industries, storefronts, and residences situated amid the main thoroughways.

Unlike the six thoroughways, which were contracted by the Holland Land Company, these smaller roads, such as the six in this survey, were most likely privately constructed, beginning in roughly 1810 as Elisha Johnson's 1808 map only acknowledges a singular, lone Albany Street. The first streetscapes were designed around the perimeters of saleable lots and built to run as straight as possible while conforming to the natural topography.⁶⁰ The early roads were simply wide paths of dirt, then gravel, and then pavement, which followed the evolution in transportation methods from ox-drawn carts, to stagecoaches, to automobiles, as well as the natural progression of settlement. The in-situ locations in which these six roadways start, stop, and spin through the eastern neighborhood of Cazenovia claim ties to the early village landscape, meaning the properties that lie within these streetscapes are suited to represent the formation and subsequent development of the community.

⁵⁸ Daniel H. Weiskotten, "Getting Around Town: A History of Roads in Cazenovia," January 25, 1994, <https://sites.rootsweb.com/~nyccazen/Shorts/Questions/Roads.html>.

⁵⁹ Atwell, *Cazenovia Past and Present*, 12.

⁶⁰ Weiskotten, "Getting Around Town."

Significance, by Street

The first settlers came through the Genesee Turnpike, and as a result, the first roads ran north to connect to the route.⁶¹ The settlement patterns concerning the six streets emitted northwards from Albany Street, with the majority of settlement activity appearing to occur from south to north. The denser clustering is visible along Albany Street, with scarcer development moving towards Factory Street (now Corwin Street) per the Henry Hart's 1852 map, the D.G. Beers' 1875 Atlas map, and the variously issued 1885-1911 Sanborn Fire Insurance Maps. The properties on the lots within the survey boundaries were overwhelmingly labeled as residential dwellings per these 19th and 20th century mapping efforts.

The street naming practices followed by Cazenovia Village were initially in reference to the destination the route would take the travelers to, or directionals. The map making efforts undertaken by the village in the 1850-51 produced a flurry of street renaming activity which mainly adhered to a pattern of streets being named for important local and prominent figures. The naming conventions of the six streets fall under the categories of either newly named, renamed, or of unconfirmed naming origins. The village efforts to map Cazenovia beginning in 1850 created a desire by town officials to standardize street names for mapping purposes. William, Farnham, and Center Streets were the result of these mid-1800s renaming efforts (per the October 1851 edition of the Cazenovia Gazette*⁶²). The origins for the names for Lyman and Corwin Street are undeterminable. Albany Street is the only confirmed street in this boundary to

⁶¹ Atwell, *Cazenovia Past and Present*, 11.

⁶² *This local newspaper was in circulation from 1851-52 and was published independently from the Cazenovia Republican. Digital copies are stored at the Library of Congress.

retain its historic name. The general history and development of each street is chronologized and summarized below as best as historically available resources allowed.

Center Street

Center Street originated as School Street in 1810, and was named for the route's destination to the local schoolhouse. The street was renamed to Center Street in 1851 per the October 1851 edition of the Cazenovia Gazette as part of street naming standardization efforts beginning in 1850. The naming of Center Street may follow traditional practices of naming streets for directionals; perhaps Center Street is centrally located in relations to a geographic feature, streetscape, or some other landmark.

The length of Center Street initially stretched only as far as School #19 (no longer standing), sited at 7 Center Street, or at the southwest corner of what is now Center Street and Hotel Lane.⁶³ The length of the road was extended to intersect at Lyman Street by 1852. Center Street runs parallel to Lincklaen Street and Farnham Street, intersecting and terminating at Lyman Street. The developmental and architectural changes of Lyman was well documented due to its appearance on the 1885-1911 Sanborn Fire Insurance Maps. These mapping efforts recorded a brief history of architectural changes regarding siting, general outlines, building materials, and building forms of Center Street.

Corwin Street

Cazenovia Village had a practice of (re)naming streets after important, local, and prominent individuals. Corwin Street previously held the name of Factory Street, and was labeled as such on Henry Hart's 1852 map. It remains unclear when the transition to the name of

⁶³ Weiskotten, "*Getting Around Town.*"

Corwin Street occurred, as the street remained titled as Factory Street as late as 1911 per the Sanborn Fire Insurance Map of Cazenovia, New York, for that year.

The presumably original name of Factory Street derived from where the road led, in this case—to Zadock Sweetland’s paper mill— which sat adjacent to Clark Street and in-between Chittenango Creek and Sweetland Street. The paper mill was in operation from 1810-70.⁶⁴

In regard to the Corwin name, selected by the village for this street, an Edward Corwin appeared as early as 1805 on the Cazenovia tax assessment records. It is unclear if Corwin Street was named for Edward Corwin in particular, or perhaps for the Corwin family at large, as one of the early settling families. However, the Corwin’s were neither of merchant nor land-owning class.⁶⁵ A definitive date and origin for the Factory Street name change remains elusive.

The 1852 map by Henry Hart showed sparse settlement of Factory Street when compared to the perpendicular settlement of Lincklaen Street, which was already tightly developed by that time. The majority of the land to the north of Factory Street was labeled as “WHS” for W.H. Sweetland, with a boundary beginning just short of Clark Street and spanning the eastern length of Factory Street to what is now Sweetland Street.

Although Factory Street made an appearance on the cover page indexes of the Sanborn Fire Insurance Maps issued from 1885-1911, the street itself was not detailed or underwritten as part of fire insurance efforts, and the addresses and architecture of the properties along this street were not recorded in this manner.

⁶⁴ Giambastiani, *Country Roads Revisited*, 12.

⁶⁵ Daniel H. Weiskotten, “Cazenovia Town Assessment Roll for 1805,” *Roots Web*, October 2, 1999, <https://sites.rootsweb.com/~nyccazen/TaxLists/CazTown/1805Assessment.html>.

Farnham & Upper Farnham Streets

These streets were renamed as Farnham Street in 1851 per the October 1851 edition of the Cazenovia Gazette as part of the street naming standardization efforts beginning in 1850. A previous name, if any, remains uncertain as early maps of Cazenovia depicted lot numbers rather than streets.

The village selected Farnham in reference to Elisha Farnham, an early settler who was part of the landowning aristocracy class and merchant class. Farnham owned the woolen mill, east of Farnham Street and west of Chittenango Creek, where Albany Street became Fenner Street. Farnham's woolen mill was established as a clothier's work, in business from 1808-53, although Farnham sold his ownership rights in 1813. The naming convention of Farnham Street complied with the village's theme of prominent individuals influencing street naming.

The lots within Farnham's ownership are significant in their location, as Lincklaen owned, speculated, and sold the largest parcel of the New Petersburg Tract to Elisha Farnham in 1802; a size of 53.86 acres. The boundary of the lot ranged from Sullivan Street to Chittenango Creek, in an area referred to as Farnham's Woods (per the Holland Land Company's Cazenovia Establishment Land Books, from 1793 to 1816). Specifically, Lot NP4 PS of Lot PS (Peter Smith) of the 4th Allotment of the New Petersburg tract, obtained through the 1788 treaty with the Oneida Indians. This land was part of the original Holland Land Company tract, surveyed in

1794 by Joseph Annin, and encompasses William Street, Lyman Street, Sims Lane, Corwin, and certain locations on Albany Street.⁶⁷

The settlement of Farnham Street developed northwards, and was developing well past the year of 1911. (The 1911 Sanborn Map shows a stretch of empty lots remaining on the eastern half of the street). On these maps, as well as the Madison County property records, Upper Farnham Street was considered an extension of Farnham Street rather than a separate entity. The word “Upper” may appear on current corner street signs, however, it is not formally distinguished as such elsewhere. The street’s shift to include the prefix of “Upper” as part of its naming identification is so far undeterminable.

Although Farnham Street and Upper Farnham Street appear on the cover page indexes and on portions of the Sanborn Fire Insurance Maps issued from 1885-1911, the majority of the street, particularly towards the north, was not detailed or underwritten as part of fire insurance efforts past William Street. The architectural styles, materials, and construction changes regarding these northernmost addresses were not recorded in this manner.

Lyman Street

There are no records within the Cazenovia Gazette of Lyman Street undergoing the 1850-51 name standardization efforts. The street appeared as Lyman Street on the 1852 Henry Hart map. A previous name, if any, remains uncertain as early maps of Cazenovia depicted lot numbers rather than streets.

⁶⁷ Daniel H. Weiskotten, “Plat of the Lettered Lots and PS of the New Petersburg Tract, Fourth Allotment, 1794 with some lots purchased by the Holland Land Company, Cazenovia Establishment,” May 28, 2001, <https://sites.rootsweb.com/~nyccazen/HLCo/Land/Tracts/PlatNP4LLPS.html>.

Lyman Street was presumably named by the village for Isaac Lyman, who appeared as early as 1805 on the Cazenovia tax assessment records. The Lyman family name, spearheaded by Isaac as the head-of-household, was one of the early settling families.⁶⁸ The Lymans were of merchant class, as Isaac Lyman owned and operated a store at 43 Albany Street along with E.S. Jackson & Co from 1803-11.⁶⁹ The naming convention of Lyman Street most likely complied with the village's theme of prominent individuals influencing street naming.

When compared to the other seven streets within the neighborhood boundary, Lyman Street is notably narrow; it is roughly half the width of the surrounding streets. Lyman is sited in-between and perpendicular to Lincklaen Street and Farnham Street. It is intersected at the south by Center Street.

The developmental and architectural changes of Lyman was well documented due to its appearance on the 1885-1911 Sanborn Fire Insurance Maps. These mapping efforts recorded a brief history of architectural changes regarding siting, general outlines, building materials, and building forms of Lyman Street.

William Street

William Street, without the 's, is the correct presentation as the possessive form is not historically accurate, yet is entered as such across various historic resources.⁷⁰ The October 1851 edition of the Cazenovia Gazette documented the street's renaming to William Street. The

⁶⁸ Weiskotten, "Cazenovia Town Assessment Roll for 1805."

⁶⁹ Daniel H. Weiskotten, "Notes on Finding Store Locations in the Village of Cazenovia, NY 1793-1872," Roots Web, 1989, <https://sites.rootsweb.com/~nyccazen/MscLists/Stores.html>.

⁷⁰ Daniel H. Weiskotten, "Notes on the Street Names of the Village of Cazenovia, New York," Roots Web, 1992, <https://sites.rootsweb.com/~nyccazen/MscLists/StreetNames.html>.

previous name remains unclear as early maps of Cazenovia depicted lot numbers rather than streets. In addition, it is unclear where the village's selection of "William" originated from.

The east side of William Street, past Farnham Street, was not recorded on the 1885-1911 Sanborn Fire Insurance Maps. The historic properties situated on these excluded lots fell outside of the coverage radius as they were not detailed or underwritten as part of fire insurance efforts. This exclusion may be due to the proximity to the Cazenovia & Canastota Railroad, as it would have been an undesirable area to establish private dwellings. The architectural styles, materials, and construction changes regarding the eastern addresses past Farnham Street were not recorded in this manner for the majority of the street.

VII. The Socioeconomics of Eastern Cazenovia's Architecture

Cazenovia's east side neighborhood was constructed and occupied by the workforce employed by Cazenovia's 19th century agrarian industrial factories, and later into the 20th century service industry of Western Cazenovian estates. The properties within the neighborhood boundary were almost exclusively privately owned residences, with the exception of the commercial businesses on Albany Street. The lots are small, and are of simple construction and architecture, which lack the elaborate stylishness as seen in Western Cazenovia. The majority of construction activity within the eastern neighborhood roughly dates from 1820-85. The socioeconomics of the eastern side's middle-class neighborhood were reflected in the 19th and 20th century standardized construction methods and simple architectural styles of Eastern Cazenovian homes, which were predominately executed in the Federal style, the Greek Revival style, and the Vernacular style.

Eastern homes were commonly of a small size, situated upon a small lot, whose architecture employed standardized designs and construction practices as these were economical, readily available, and quick to provide shelter amongst a developing terrain.⁷¹

The majority of the homes were selected by homeowners from pattern books, which lowered building costs by providing a limited and repetitious selection of plan sets and instructions. The standardization of architecture provided by these 19th century pattern books eliminated costly architects and their custom plans which offered an affordable alternative for middle-class citizens in the form of standardized design.⁷²

The built environment of the 1800s represented the country's shift in construction techniques from individual workmanship towards uniform machination. Advances in technology lowered the cost of the construction process through water-powered saws and machine-made nails in the 1830s, as saws and nails became a substitute for the handcrafted carpentry required of traditional mortise and tenon joinery.⁷³

The advent of balloon frame construction followed in the 1840s, which simplified the production of houses by standardizing the production of lumber and lumber sizes. The balloon framing method consisted of standard sized wood studs, held together by nails, which ran the full height of the structure.⁷⁴ The framing technique was simple, lightweight, and therefore inexpensive for the middle-class to utilize in their home construction. The presence of sawmills

⁷¹ Wayne Andrews, *Architecture, Ambition, and Americans: A Social History of American Architecture*, Rev. ed., (New York: Free Press, 1978), 37.

⁷² Hugill, *Upstate Arcadia*, 71.

⁷³ James Marston Fitch, *American Building, Vol. 1: The Historical Forces that Shaped it*, (Boston: Houghton Mifflin, 1966), 10.

⁷⁴ Fitch, *American Building, Vol. 1*, 13.

in Cazenovia also reduced the need for on-site carpentry, which further promoted the lessening of material processing, construction time, and pricing.

With an eye for economical materials and practices, early settlers selected architectural styles consistent with their homeland. Whereas the population of West Cazenovia were of Dutch and English landowning aristocracy class, the population of Eastern Cazenovia were chiefly New Englander workers and farmers, incited by the Revolutionary War's Military Tract of Central New York, from 1790-1820.⁷⁵ As the earliest settlers were of English origin, English styles dominated in the form of Federal and Greek Revival (as modified through New England's American Classic Revival), as well as Victorian influences. The demographics of east side settlers shifted beginning in 1845 and lasting until 1875 with the arrival of the Irish immigrant class, who fled the potato famine, and enlisted into the domestic service of Western Cazenovia's elite households. By 1855, 22% of Cazenovia's workforce was Irish.⁷⁶ The Irish's infiltration of Eastern Cazenovia continued to emulate the neighborhood's socioeconomic hierarchy of Greek Revival and Victorian-era architecture.⁷⁷

The most recurrent styles of Eastern Cazenovia's surveyed area are categorized under Federal, Greek Revival, and Vernacular. Cazenovia's vicinity to virgin forests made wood framed homes with clapboard siding and boxed forms common, as most homes across architectural stylistics shared a rectilinear form, a gabled roof, wood cladding, two-story height, and possessed an updated Victorian porch, with spindles and spandrels. Although the architecture of the eastern neighborhood is not limited to a handful of styles, only the three most common are discussed below for their representation of the local socioeconomic order.

⁷⁵ Hugill, *Upstate Arcadia*, 59.

⁷⁶ *Ibid*, 101.

⁷⁷ *Ibid*, 26.

Federal

The area's earliest homes were constructed in the Federal style — a period of architecture which dated from the early 1800s through the 1830s — around the same time the style was popular along the New England seaboard. As most settlers to Eastern Cazenovia hailed from New England, they brought with them their architectural preferences and familiarities.⁷⁸

The principal façades of Federal-styled homes are categorized according to their side-gabled entrance, pair of symmetrical chimneys, and symmetrical placements of fenestrations. The local homes constructed in this style tend to be two rooms deep, boxed and symmetrical, with wood clapboard siding. The homes are identifiable by gabled end returns with a lack of a thick cornice band, six over six windows, symmetrical fenestrations at opposing façades, and flat lintels. The modern additions of vinyl cladding and expansions may obstruct many of these features, as well as the removal of the paired chimneys, which disrupt the initial symmetry of the Federal layout.

Greek Revival

The Greek Revival style as well as the Greek Revival's gable-front-with-wing are the most common architectural style in Eastern Cazenovia, as well as in the state of New York. Nationally, the popularity of the Greek Revival style spanned from 1830-50, although this style persisted in Eastern Cazenovia well past 1880. The late prevalence of Greek Revival architecture in the area was distinctively middle-class, as architects and their clients preferred the intricate

⁷⁸ Wayne, *Architecture, Ambition, and Americans*, 38.

detailing of the competing Gothic Revival style and the styles of England's preceding Picturesque movement.

The classical ornamentation of the Greek Revival style most likely appealed to east side homeowners as the defining stylistics could be communicated through uncomplicated features such as thick cornice banding, gabled end returns, and frieze window placements. The homes executed in this style tend to be predominately two-storied boxed frames with a front-gabled principal façade. In later decades, homeowners were prone to updating their Greek Revival styled homes with economical "Victorian-styled" porches to mirror the popular aesthetics at the time.

In current times, most character-defining features have been covered with vinyl cladding, creating a loss of sill, lintel, and enframing detailing, assuming any initially existed. Multiple additions along with additional fenestrations also played a role in the loss of the initial symmetry within the façades. While most examples remain as two over twos or three-ranked, the invention of the air conditioning system, in most homes by the 1960s, removed the need for a cross-breeze and therefore the symmetrical alignment of exterior window placements. The characteristics at the roofline tend to be the only stylistic elements left.

Vernacular Style

Vernacular architecture was commonly utilized by middle-class workers in their home constructions and adapted the major design elements of Federal and Greek Revival Styles . The land in Eastern Cazenovia was still in the process of being tamed and settled, which led to simply adorned shelters of basic necessity and materials.

As the railroad did not reach Cazenovia until 1870, the 1820-70 Vernacular style homes were limited to local materials. The stone foundations were

pulled from ledge rock, with timber frames and shingles sourced from the nearby woodlands. These homes have predominately a gabled roof, are two stories high and two rooms deep. The layout is commonly arranged around a central chimney and asymmetrically placed fenestrations. The modest home construction is defined by minimal detailing (such as spindle work, lace spandrels, corncing, porches) using straightforward boxed forms, and local building materials.

The period of 1870-1930 impacted the construction and appearance of local Vernacular style homes as woodworking machinery and pre-cut finishing materials could be moved over long distances by railroad car. These late 19th century homes are predominately two stories high with a gabled front and a moderately pitched roofline. Their construction utilizes balloon framing and a boxed form which shares the stylistics of the earlier Vernacular style, albeit slightly more detailed.

VIII. Conclusions

The 2023 Reconnaissance-Level Survey of Eastern Cazenovia serves as a basis for plotting future preservation strategy and historic resource management. The report was organized with the purpose of identifying and evaluating of the socioeconomic development of the neighborhood, its historic relations to broader national themes, and these direct influences on local architecture, with the intention of serving as a footprint for future research endeavors and eventually a historic district nomination.

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Appendices

Addendum to Section VII provided by Cazenovia Heritage, Inc.) - Description of Eastern Cazenovia Architectural Styles

Italianate Style

By the mid-19th century, illustrated publications (largely by landscape architect Andrew Jackson Downing) were advocating both Gothic Revival and Italianate styles for domestic American architecture. There were a few Gothic-inspired houses and porches in Cazenovia; however, in the study area, the Italianate caught on as a secondary contemporary of later Greek Revival expressions after the Civil War. Low pitched roofs with cornice moldings, eaves panels and brackets, and tall proportioned two-over-two pane windows became popular. They appeared on houses that were to have a more robust budget and more decorative millwork than the rest of the Vernacular houses and cottages.

Creekside West Property Management

Address	Description
11 Corwin St.	2-Family Residence, Storage
22 Farnham St.	2-Family Residence Apartments
36 Farnham St.	2-Family Residence, Storage
40 Farnham St.	2-Family Residence
65 Farnham St.	2-Family Residence Apartment
3 William St.	2-Family Residence
5-7 William St	3-Family Residence
11-13 William St	
14-16 William St	
17 William St	
25 William St	Photography-Former Railroad Depot
27 William St	Lumber Co. - Former Freight House
4 Lyman St	2-Family Residence
6 Lyman St	3-Family Residence
7 Lyman St	2-Family Residence
7 Center St	2-Family Residence
9 Center St	3-Family Residence
13 Center St	2-Family Residence
16-18 Center St	3-Family Residence

Adjacent Streets and Properties

Albany Street

The easternmost section of Albany Street is situated within Cazenovia's business district. The commercial properties located along this route should be considered as an expansion to the Albany Street Historic District, listed on October 10, 1978, due several contributing factors of social significance in regard to the business activity of Eastern Cazenovia. These include the 1872 and onward modification of the downtown vista, as well as the national shift towards automobile travel as the preferred means of transportation, beginning in 1910.⁷⁹

The properties along Albany Street are the result of the rebuilding efforts after the Fire of 1872, which destroyed the original architecture and historic facades of downtown.⁸⁰ These post-1872 buildings contributed to the modified vista of the business district through their architectural styles, tenants, and service functions. In addition, the public reliance on the automobile beginning in 1910 popularized street travel, which modified the landscape through the development of roadways.

The construction dates of the properties on Albany Street located within the reconnaissance survey boundary range from the late 20th to the early 21st century. The architectural style on the easternmost stretch of Albany Street post-1872 is predominately commercial vernacular due to the building's ownership and occupation by either business chains or local businesses (with the exception of McDowell Insurance Agency, which resides in the 1834 Cazenovia Woolen Mill, although it has been reclad in 20th century materials). The buildings along this stretch of Albany Street are subjected to late 20th and 21st century

⁷⁹ Hugill, *Upstate Arcadia*, 186.

⁸⁰ *Ibid*, 26.

commercial construction, and therefore modern materials and construction practices that were technologically engineered to reflect the manufacturer's capitalistic desire for the lowest degree of materials, labor, and skills.

The properties overwhelmingly share a simple and uncomplicated rectilinear form, as well as large massing. The exteriors are plain and unadorned, with no defining stylistic characteristics. The predominate building and finishing materials include 20th century developments such as cement-based foundations, asphalt shingling, vinyl siding, and brick veneering. These modern examples of architecture offer a juxtaposition against the traditional, heavily designed, and handcrafted architectural aesthetic of the 19th century historic residences and storefronts along Albany Street.

Albany Street is socially significant in that its 1803 construction brought settlers to the area, as well as opened a more direct route to trade to the Fort Schuyler and Utica markets. The opening of the Erie Canal in the 1820s caused the Albany Street usage to decline, yet the next century would bring a return to traffic due to automobiles. The national rise of automobiles led to the paving and widenings of roads in Cazenovia, along with automotive-gear businesses such as car repair shops and fill stations: several of which appear on Albany Street (Al's Automotive at 117, Kwik Fill at 122, and Mirabito at 135).⁸¹

In addition, the network of roadways leading to Albany Street brought visitors and paying tourists to commercial businesses down the main thoroughfare through the village. The traffic generated by Albany Street contributed to the village's local economy, as Albany Street passes through the center of the village and is part of the main highway (U.S. Route 20) running east-to-west through the state of New York. (New Great Wall at 130, mixed-use commercial space at

⁸¹ Atwell, *Cazenovia Past and Present*, 44.

132, commercial strip mall at 134 & 138, Buyea Hardware at 131, and McDowell Insurance Agency at 133).⁸²

Although the street has retained the historic name of Albany Street, it has historically been referred to by several other names due to its inclusion within larger routes. Albany Street was constructed in 1803-11 as part of the “Third Great Western”—a turnpike leading from Cherry Valley to Cazenovia—and became one of the first roads labeled on Elisha Johnson’s 1808 map. The name “Third Great Western” was replaced by “Cherry Valley Turnpike” in 1920, and again with the title of “U.S. Route 20” in 1926-27.⁸³ Albany Street’s participation in these routes, specifically U.S. Route 20, is significant as U.S. Route 20 is the only transcontinental route that passes through New York State.⁸⁴

Cazenovia Fire Department at 121 and 127 Albany Street

The Cazenovia Fire Department, located at both 121 and 127 Albany Street is part of Cazenovia’s rich history in fire management, which was deemed of utmost importance to the early settlers. The village has maintained continuous participation in firefighting activities from its incorporation in 1810 to the present.

When Cazenovia became the first village incorporated into Madison County on February 7, 1810, one of the first orders of business at the first village corporation meeting in May of 1810 was a vote to allocate funds towards a fire engine.⁸⁵ The first engine house followed in 1812.⁸⁶

A series of short-lived volunteer labor organizations formed and failed over the course of the century. Volunteer firemen were assembled from 1812-16, from 1829-31, and again in

⁸² Giambastiani, *Country Roads Revisited*, 43.

⁸³ "New York's Main Highways Designated by Numbers." *The New York Times*, p. XX9.

⁸⁴ Atwell, *Cazenovia Past and Present*, 15.

⁸⁵ *Ibid*, 31 & 35.

⁸⁶ *Ibid*, 31.

1834.⁸⁷ In 1862, the Owahgena Fire Co. was organized as well as the Deluge Fire Co.⁸⁸ These two companies disbanded in 1875, and were restructured under the Owahgena Engine Co. No. 1 and Deluge Engine Co. No. 2 in 1877, and as Ledyard Hose Co. No. 1. in 1879.⁸⁹

Traditionally, firefighting tools utilized by these organizations included hand engines, hook and ladder engines, and hose carts with leather hoses. However, the establishment of the village waterworks system in 1890 rendered these engines obsolete. The first chemical engine was purchased in 1920. By 1925, local firefighting efforts were undertaken by the Owahgena Hose Company and the Cazenovia Hook and Ladder Company.⁹⁰ The next fire station at the 90 Albany Street address was in use from 1931-89, until the 1989 station at 121 Albany Street was constructed to embody the evolution in firefighting technology, tools, and service needs of late 20th century living.

Sims Lane

Sims Lane became a new street in 1851 and was originally named Knowlton Lane per the October 1851 edition of the Cazenovia Gazette. The street, or lane, was initially named for Ebenezer Knowlton, who owned the land to the west and north of the lane, as well as several local factories. Knowlton took over Nehemiah White's chair factory, which stood on the northwest corner of Knowlton Lane and Albany Street. Knowlton's Shop was a jewelry store with an address of 93 Albany Street. Knowlton also owned the oil mill between the jewelry shop and Chittenango Creek, near Mill Pond and Albany Street.⁹¹

⁸⁷ Ibid.

⁸⁸ Ibid.

⁸⁹ Ibid, 32.

⁹⁰ Ibid.

⁹¹ Weiskotten, "Store Locations."

On Henry Hart's 1852 map, Knowlton Lane is a half-length, dead-end lane occupied by industrial buildings rather than residential dwellings. The lane does not extend to connect to Burr St. until sometime after 1911. This expansion left room for modern development, and created a newer neighborhood by Eastern Cazenovia standards, hosting many examples of 20th century residential housing.

The 1885-1906 Sanborn Maps contain a callout of "LANE". The 1911 Sanborn has the name of Shute Lane (presumably in reference to Shute's Coach Stables, found on the 1885 Sanborn, built sometime between 1876-1885, on the east side of the street. G.S. Shute is a visible name on that lot on the 1911 Sanborn Map). It is unclear when the lane was renamed to what is now Sims Lane, although it was renamed after J. Sims, who resided in a home located where the current Dunkin' Donuts and Mirabito Gas Station gas pumps are now sited (at 133-135 Albany Street) back in 1895. Sims was a member of the merchant class through his ownership of a local chair shop.⁹² The naming convention of Sims Lane complied with the village's theme of prominent individuals influencing street naming.

The developmental and architectural changes of Sims Lane was well documented due to its appearance on the 1885-1911 Sanborn Fire Insurance Maps. These mapping efforts recorded a brief history of architectural changes regarding siting, general outlines, building materials, and building forms of Sims Lane.

⁹² Ibid.

EASTERN CAZENOVIA RECONNAISSANCE-LEVEL HISTORIC RESOURCE SURVEY
ADJACENT STREETS & PROPERTIES

ALBANY ST.	CURRENT OWNER	TAX ID#	YEAR BUILT	STYLE	CONTRIBUTING? Y/N
117 & 123	Al Giangolini/Ryan Colligan	94.52-1-75	1960s	COMMERCIAL VERNACULAR	Y
121	Cazenovia Fire Department		1989	NEOCLASSICAL-INSPIRED	N
122	United Refining Co. of Pennsylvania	95.45-1-22	1965	COMMERCIAL VERNACULAR	Y
127	Cazenovia Fire Department		1940s	COLONIAL REVIVAL	Y
130	Mad Hatter Realty, LLC	95.53-1-2	1980	COMMERCIAL VERNACULAR	N
131	Earl J & Hillary Buyea	95.45-1-11	1985	COMMERCIAL VERNACULAR	N
132	UPM, LLC & Atwell Mill, LLC	95.53-1-1 & 95.53-1-3	1960	COMMERCIAL VERNACULAR	Y
133	McDowell Insurance		1834	COMMERCIAL VERNACULAR	Y
134 & 138	Circle Service, Inc.	95.53-1-4	UNKNOWN	COMMERCIAL VERNACULAR	N
135	Cazenovia NY Associates	95.45-1-20	2010	COMMERCIAL VERNACULAR	N
SIMS LANE	CURRENT OWNER	TAX ID#	YEAR BUILT	STYLE	CONTRIBUTING? Y/N
3	PI Assets, LLC	95.45-1-19	1830	VERNACULAR	Y
4	Kristin Fox	95.45-1-25	1985	RANCH	N
5	Roger A Bradstreet & Richard A McNe	95.45-1-18	1938	RANCH	Y
6	Phillip J & Candyce S Robb	95.45-1-26	1830	NEW ENGLAND	Y
7	Gary E & Rosalea Wilbur	95.45-1-17	1983	RANCH	N
10	Carmen L Chavarria	95.45-1-27	1830	VERNACULAR	Y
11	Laurie S Hunt	95.45-1-16	1955	CRAFTSMAN-INSPIRED	Y
13	Terence K & Lisa T Cochrane	95.45-1-15	1953	RANCH	Y
14	Charity Morse	95.45-1-28	1953	RANCH VERNACULAR	Y
15	Rickey R & Sandra J Deking	95.45-1-14	1950		Y