**United States Department of the Interior National Park Service**

**National Register of Historic Places**

**LAKEVIEW AVENUE HISTORIC DISTRICT**

 **Chautauqua County, New York**

**Statement of Significance**

**Overview**

 The Lakeview Avenue Historic District is significant under National Register Criterion A in the area of Community Planning and Development for its association with the growth and expansion of the City of Jamestown, Chautauqua County, New York during its period of peak economic prosperity. The district encompasses 219 properties, primarily residences, stretched along a street running north from the early village’s outskirts at Sixth Street and connecting to the community’s early rural cemetery. Originating as a rough rural road in the early nineteenth century, when Jamestown was a small frontier village, Lakeview Avenue became more heavily traveled when a rural cemetery was established in 1858 at its north end, becoming the village’s main burial ground. 3 The road was deliberately transformed into an elegant residential street through the efforts of large land owners, particularly Phineas Crossman, who owned 85 acres along Lakeview Avenue and was related to many other early landowners through marriage. Crossman’s efforts to improve Lakeview Avenue and subdivide his land holdings helped make this once-remote lane one of the growing village’s most fashionable addresses by the 1880s. New residents in the 1870s and 1880s included some of Jamestown’s most prosperous business leaders and professionals, who built substantial, architecturally sophisticated suburban estates on and near Lakeview Avenue.

When the Jamestown Street Railway Company expanded its downtown horse-drawn streetcar route into an extensive network of electric streetcars, starting with the “Lakeview Avenue and Cemetery Belt” in June 1891, Lakeview Avenue became the spine of streetcar-oriented residential development as Jamestown’s rapidly growing population spread beyond the downtown core into the surrounding area. Real estate investors like Edward Morgan subdivided and marketed suburban tracts adjacent to the streetcar line as healthy, attractive, and convenient locations for family living, and a new wave of prosperous residents moved into the neighborhood as the ability to commute via streetcar made life along Lakeview Avenue feasible for a broader spectrum of residents. The construction of a new school in the neighborhood in 1911 was evidence that this once-remote section of Jamestown was a booming residential section.

As automobile ownership, a novelty in the first few years of the twentieth century, became more common among the Jamestown’s most prosperous citizens, residents of Lakeview Avenue built garages and petitioned for the paving of the avenue, which was accomplished in 1908. Many houses along the side streets, particularly at the north end of the nominated district, were built with garages in the 1910s and 1920s, when car ownership was an expectation rather than a rarity.

 Although spelled “Lakeview Avenue” today, historically the road was known as Henry Street until 1865, when its name was changed to “Lake View Avenue.” By the 1930s it appears that the names “Lakeview Avenue” and “Lake View Avenue” were both in use. “Lakeview Avenue” is now the standard spelling for the street name; the cemetery is still “Lake View Cemetery.”

The 1930s saw both the end of the streetcar era and the start of a long period of economic decline in Jamestown. Lots in the Lakeview Avenue area that had not been filled by the onset of the Great Depression generally sat empty until after World War II, when a flurry of new activity brought the construction of new houses and a sophisticated mid-century modern church, now Christ First United Methodist Church, in the nominated district. New construction after the early 1960s in the nominated district has consisted of a few multifamily apartment buildings on large lots formerly occupied by mansions.

The district is also significant under Criterion C as an outstanding intact collection of nineteenth and early twentieth century residential architecture in Jamestown that documents the transformation of the corridor from remote rural outskirts to fashionable suburban enclave, then to a convenient commuter suburb, a process that occurred in tandem with Jamestown’s decades of peak prosperity and growth. Houses in the district include high-style and vernacular Greek Revival-style farmhouses built in the mid-nineteenth century, late nineteenth and early twentieth century examples of high-style domestic architecture designed by notable architects, and more modest interpretations of popular styles designed by builders. The cemetery also contributes to the district’s design significance, as an excellent example of the nineteenth-century rural cemetery movement.

**Period of Significance**

The period of significance for the Lakeview Avenue Historic District is c. 1850 to 1961, encompassing the span of time when the district transformed from a rural road to a commuter suburb. In 1850, Lakeview Avenue, then known as Henry Street, was a rough country road through Jamestown’s sparsely settled outskirts; the Crosby house at 47 Liberty Street (1849-50) remains, as do several other mid-nineteenth-century farmhouses representing the neighborhood’s rural origins. After Lake View Cemetery was established in 1858 as Jamestown’s main cemetery, Henry Street began to be a familiar and well-traveled route, renamed Lake View Avenue in 1865. Most buildings in the district were built between 1880 and 1930, when the neighborhood was growing rapidly as a fashionable streetcar suburb. The last few single-family houses in the district were built in the late 1950s, when houses typical of the post-war building boom were built on a handful of lots that had not previously been developed. At about the same time these houses were constructed, the building now known as Christ First United Methodist Church was built at the southwest corner of Lakeview Avenue and Buffalo Street. Built in two phases, in 1958 and 1961, this building is individually significant as one of Jamestown’s best examples of mid-century modern architecture. By 1961, the district was fully built out, and Jamestown was experiencing economic decline and population loss associated with the decline of its industrial base. The only buildings in the district constructed after 1961 were multifamily apartment buildings that are not consistent with the scale or character of earlier construction.

**Introduction**

 The Lakeview Avenue Historic District is located in the city of Jamestown, Chautauqua County, New York, approximately one-quarter mile north of downtown. The district is a predominantly residential neighborhood composed mainly of single-family houses built from the 1850s to the 1950s as Jamestown’s population grew and spread outward. Buildings in the district, most of which were built as single-family houses, exemplify the range of domestic architectural styles that were popular from the mid-nineteenth to mid-twentieth century, with most built between 1891 and 1930 when the neighborhood was served by an electric streetcar line. Lakeview Avenue, running north-south, forms the spine of this linear district and was historically one of the most architecturally sophisticated streets in Jamestown, where many of Jamestown’s leading business owners and professionals built spacious, fashionable houses. Side streets perpendicular to Lakeview Avenue began to develop later in the nineteenth century as Jamestown’s population spread outward; some side streets east of Lakeview Avenue are included in the district as these display comparable development patterns, architectural quality, and integrity. The district also includes Lake View Cemetery and the Old Catholic Cemetery, midnineteenth rural cemeteries that were popular destinations for Jamestown residents; an important impetus for the inauguration of the Lakeview Avenue streetcar line, the first electric streetcar route opened in Jamestown, was to facilitate cemetery visitation. The historic pattern of development along Lakeview Avenue and surrounding streets remains visible in the historic fabric of the district, with buildings and streetscape characteristics illustrating the transition from rural road to fashionable suburban boulevard to streetcar suburb. The district includes a total of 220 primary buildings, 210 of which are contributing, 134 secondary buildings, 122 of which are contributing, and two contributing sites. One building, the former Euclid Avenue School, was previously listed in the National Register.

**Topography**

 Lakeview Avenue runs due north from East Sixth Street to the city line at Marvin Parkway. The elevation rises to the north as the road leads from the relatively low-lying downtown area into the hilly outskirts of the city. West of Lakeview Avenue, the elevation falls fairly steeply toward the Chadakoin River and Lake Chautauqua. Due to the grade changes, terraced front yards and stone or brick retaining walls are common on Lakeview Avenue and some side streets as described in more detail below. The neighborhood’s higher elevation in comparison to downtown Jamestown was considered an asset, as it meant residents enjoyed cleaner air as well as views of the lake. The lake is visible today from some points along Lakeview Avenue, although views are blocked by vegetation in most places.

**Street Plan**

 The southern terminus of Lakeview Avenue is Sixth Street, which was Jamestown’s northernmost street in the original survey plan laid out in 1815, when James Prendergast subdivided his land into village lots for sale. That plan consisted of a regular grid, aligned in relationship to the Chadakoin River, between First and Sixth streets and from what is now Washington Street to Prendergast Street. Lots were of standard dimensions, with eight or ten lots per block and an alley bisecting each block. By the mid-nineteenth century the grid was extended north to Eighth Street and had grown east and west as well (Figure 1). North of Eighth Street, where streets to either side of Lakeview Avenue were opened in the second half of the nineteenth century as large parcels were subdivided, the city’s grid is aligned with the cardinal directions, at an angle to the original plan, and block sizes are less regular (Figures 2 and 3). The exception to the orthogonal street pattern is Winsor Street, which runs at a sharp diagonal angle to the rest of the streets southeast from its intersection with Newton Street and Lakeview Avenue toward the Chadakoin River.

**Building Types**

 The majority of properties in the Lakeview Avenue Historic District are residential. The neighborhood developed as an area of single-family suburban houses, some of which have been divided into multiple apartments; a handful of historic buildings in the district were built as double houses, and there are also a few multifamily apartment buildings constructed in the late twentieth century, after the period of significance. There is one church in the district, Christ First United Methodist Church at the southwest corner of Lakeview Avenue and Buffalo Street, and one building constructed as a school, the former Euclid Avenue School on Euclid Avenue. The district also includes Lake View Cemetery, a rural cemetery dedicated in 1858, which extends from Lakeview Avenue west to Main Street and from Buffalo Street to Marvin Parkway, and the Old Catholic Cemetery, surrounded on three sides by Lake View Cemetery.

**Spatial Organization and Streetscape: Lakeview Avenue, Winsor Street, Crossman Street, and Van Buren Street**

 Streetscapes in the district are consistent with late nineteenth to early twentieth century suburban streetcaroriented development, characterized by rectilinear lots that are deeper than they are wide, sidewalks parallel to the street, and relative consistency in setback, orientation, and massing of the houses. Although these general characteristics are consistent throughout the district, there are differences between the older streets (Lakeview Avenue, Winsor Street, Crossman Street, and Van Buren Street) that were created in the mid-nineteenth century, and the newer streets (Spruce and Chestnut) that originated at the end of the nineteenth century and were developed in the early twentieth. The shared spatial and streetscape characteristics of the former group are described in this section; Spruce and Chestnut streets are described in the next section.

Lakeview Avenue displays the most variety in lot sizes and configurations. In general, houses on Lakeview Avenue are set on generous lots, ranging from about an eighth of an acre to about one and one-half acres; lot sizes of about one-fifth to one-third of an acre are common. This variability reflects a development process that happened little by little over time as large properties were gradually subdivided to accommodate houses and lots of various sizes. Setbacks range from about 20 to 50 feet from the sidewalk. Winsor Street, Crossman Street, and Van Buren Street are also characterized by some variability in lot size and setback. Houses on Lakeview Avenue, Crossman Street, and Van Buren Street are oriented parallel to the street (with one notable exception: the Sheldon House at 7 Falconer Street is set far back on its lot and at a slight angle to the street). On Winsor Street, which runs at an angle to the street grid, some houses are oriented parallel to the street and others at an angle. Many, but not all, houses on these streets have driveways with a garage or former barn located toward the rear of the lot.

Most front yards on these streets are bisected by a straight concrete or brick walk from the sidewalk to the front entrance, although a few front yards feature curved walks. Because the elevation is higher on the east side of the street of Lakeview Avenue than the west side, and higher on the north side of Crossman and Van Buren Streets than the south side, many houses on the “uphill” side of each of these streets have terraced yards with a single steep slope next to the sidewalk, traversed by a flight of one to seven steps where their front walks meet the sidewalk; a few also have historic or recently built retaining walls, usually stone, along the front or side sidewalk. Retaining walls and steps, as a group, are counted in this nomination as a single contributing structure; individual examples are described in the building list. New concrete steps leading from the sidewalk to the street on the east side of Lakeview Avenue in front of a handful of houses were built in 2015 as part of a curb and sidewalk reconstruction project; these are not counted as part of the contributing structure.

On all of these streets, front lawns are generally grassy; fences and border shrubs are rare, although a few examples do exist, as do a few yards with formal front and/or side gardens (the house at 524 Lakeview Avenue, which sits on a double lot and has a modern metal fence, modern stone retaining wall, and dense formal plantings in the front and side yards, is the most notable example). Rear yards are private and generally cannot be seen from the street.

All of these streets have concrete sidewalks parallel to the street. The narrow apron between sidewalk and curb is grassy with occasional street trees that vary in size and species. Curbs and sidewalks were recently reconstructed on Lakeview Avenue.

**Spatial Organization and Streetscape: Spruce and Chestnut Streets**

 Spruce and Chestnut Streets, which were subdivided in the 1890s and developed in the early twentieth century, display a higher degree of regularity in spatial organization as compared to the four older streets described above. On Spruce and Chestnut streets, lot sizes are regular with most measuring 50 feet wide and almost all measuring 100 feet deep, for a typical lot size of just over one-ninth of an acre. Setbacks, while not perfectly uniform, are generally consistent, around 15 to 20 feet from the sidewalk.

Houses on both sides of Chestnut and Spruce streets have terraced front lawns, with a more significant grade change on the north sides and west ends of both streets. Some yards have brick, concrete, or wood retaining walls alongside the sidewalk. Because the elevation in general rises from south to north, it appears that the terracing was a necessity on the north side of the street but was considered a desirable feature on the south side (an 1893 ad for the subdivision listed “every lot beautifully graded” as one of the development’s attributes). Virtually every house has a straight concrete walk from the sidewalk to the center or off-center entrance, with steps set into the slope where needed to accommodate the change in elevation. As noted above, retaining walls and steps, as a group, are counted in this nomination as a single contributing structure; individual examples are described in the building list.

Almost every house on Chestnut and Spruce streets has a one-story detached garage at a rear corner of the lot, accessed by a driveway running close to the house. This pattern is especially consistent on Spruce Street, which developed largely between 1913 and 1924, when automobile ownership was becoming common; with the exception of a few houses close to Lakeview Avenue that have shared driveways leading to separate garages, and a few houses at the east end of the street built in the mid-twentieth century, almost every house on Spruce Street has a private concrete or asphalt driveway west of the house leading to a detached garage in the northwest (north side of the street) or southwest (south side of the street) corner of the lot. The same pattern is common although not quite as consistent on Chestnut Street, which began developing around 1900, before car ownership was prevalent.

Front lawns on Chestnut and Spruce streets are smaller than elsewhere in the district, and are generally grassy, with plantings limited to foundation shrubs. The only fenced or otherwise enclosed front yard is at 2 Spruce Street, at the corner of Lakeview Avenue, which has a formal hedge border. Rear yards are private and cannot be seen from the street.

**Architecture: General Characteristics**

 Houses in the Lakeview Avenue Historic District vary widely in architectural character, displaying great diversity of form, style, and materials; this variety reflects the long period in which this neighborhood developed, during which architectural fashions and building techniques changed considerably. The most consistent architectural characteristic is height, with most buildings two or two-and-one-half stories tall plus an attic. One-story houses, dating to the 1950s, are typically one story in height and occur mostly around the intersection of Lakeview Avenue and Newton Street and at the east end of Spruce and Chestnut Streets. The tallest structure in the district is the steeple of Christ First United Methodist Church.

Houses in the district represent a range of popular domestic architectural styles from mid nineteenth century Greek Revival to post-World War II Minimal Traditional and Ranch. Styles that were popular from the 1890s to the 1920s are particularly common, including Queen Anne, Colonial Revival, Tudor Revival, and Craftsman. In general, most high-style architectural examples, including architect-designed houses, occur on Lakeview Avenue and Winsor Street; houses on the side streets tend to be more vernacular interpretations of the styles. Although the city generally developed from south to north, Lakeview Avenue does not reflect this progression, as mid-nineteenth century farmhouses and late-nineteenth century suburban estates are interspersed with houses dating to the early twentieth century. Houses on Spruce and Chestnut streets, most of which were built between 1900 and 1930, are more consistent in architectural character and style, representing vernacular interpretations of Craftsman and Colonial Revival motifs. Styles in the district are discussed in more detail in Section 8, under Architecture and Architects in the Lakeview Avenue Historic District.

While the overall integrity of the district is high, few houses retain perfect individual integrity. Most houses that were present during the period of significance (1850-1961) are still present and recognizable. Common alterations include installation of synthetic siding (vinyl, aluminum, or asbestos shingle) over or in place of original wood siding; window replacement either in original openings or in openings altered to accommodate standard replacement units; porch removal, enclosure, or replacement of balustrades and/or posts; and removal of details. Some houses were remodeled to update their appearance during the period of significance, in which case these alterations are now considered significant as part of the historic evolution of the building; examples include the house at 201 Lakeview Avenue, which originally had wood siding and was remodeled with a stucco exterior; the house at 406 Lakeview Avenue, a vernacular Greek Revival farmhouse to which a Colonial Revival porch was added; and the house at 415 Lakeview Avenue, which appears in a historic postcard view as an Italianate mansion (Figure 10) and was later altered with Tudor Revival features, retaining its original roofline but little other evidence of its original appearance. The houses at 35 Lakeview Avenue and 7 Falconer Street also appear to be examples of early houses remodeled within the district’s period of significance to update their style. A more recent example is the house at 301 Lakeview Avenue, where recent alterations to siding, windows (both sash and opening sizes), trim, porches, garage, and landscaping largely conceal the house’s late nineteenth century origins, suggesting a twenty-first century suburban “Neo-Victorian” house. (Criteria for evaluating contributing/noncontributing status are described in detail below.)

Although houses along Lakeview Avenue were built for wealthy owners who used private carriages to commute downtown before streetcar service was established in 1891, surviving carriage houses are rare. The Sheldon House at 7 Falconer Street has a brick carriage house, converted to modern use; a modest frame example is found at 532 Lakeview Avenue. More common in the district are garages, some of which were built for houses that were constructed in the 1910s and later, and some of which were added later as owners acquired automobiles. These are typically one-story frame or occasionally masonry garages, with hipped or gabled roofs, set near rear property lines due to early safety concerns about having garages too close to houses. Although most of these period garages were simple and utilitarian, some were designed in a similar style to the house, as can be seen at 3, 211, 415, 501, 502, 509, and 535 Lakeview Avenue. By the late 1920s, some architects and homeowners were experimenting with attached garages, often at the rear of the house but sometimes, as at 102 Buffalo Street, creatively integrated into the design of the house.

Lake View Cemetery, at the north end of the district, is included because of its historical importance to the development of the neighborhood. Located on an elevated site away from downtown, a site considered both sanitary and aesthetically appealing, the cemetery was an important destination for Jamestown residents as both the city’s primary burial ground and a restful park-like landscape. The Old Catholic Cemetery, established in 1860, was originally a separate site and is now surrounded on three sides by Lake View Cemetery. The presence of Lake View Cemetery determined the location of one of the first three electric streetcar lines when that technology replaced horse-drawn streetcars in 1891. In addition to making it easier for Jamestown residents to visit their family gravesites, streetcar service spurred development of the adjoining area as a fashionable suburban neighborhood. Lake View Cemetery is an excellent example of rural cemetery design, reflecting nineteenth-century fashions in the layout and beautification of burial grounds, and as such is a significant landscape in northern Jamestown and an important landscape feature in the neighborhood.

**Integrity and Contributing/Noncontributing Criteria**

 **The following criteria were used to evaluate contributing/noncontributing status of buildings in the district**.

- Date: The building must have been present during the period of significance (1849-1961). Buildings constructed after the end of the period of significance are noncontributing. - Location: The building must be in its original location, or must have been moved to its present site during the period of significance.

In addition, the building must retain enough integrity of design, workmanship, materials, and feeling to convey its historic appearance and significance in the context of the district. Buildings that have more than two changes defined as “major” in the four categories listed below are considered to have lost substantial integrity and are counted as noncontributing.

**Form:**

- **No loss of integrity:** Original roofline and massing are intact, without visible additions to the front or sides.

- **Minor loss of integrity:** Side addition that is clearly secondary to the original building; large rear additions visible from the front are also considered minor alterations if the original roofline remains visible. - Major loss of integrity: Front addition; or side addition that is not compatible with or secondary to the original building; or rear addition that overwhelms the original form.

**Exterior cladding:** - No loss of integrity: Retains original siding, or nonoriginal siding dating to period of significance. - Minor loss of integrity: Replacement siding appears to have been installed without removing original siding or trim (and is therefore reversible), and/or is reasonably similar to original/traditional dimensions and character (e.g. aluminum or vinyl over clapboard). - Major loss of integrity: Replacement siding is substantially different from traditional/historic siding (e.g. vertical boards in place of horizontal clapboard) and/or results in loss of original details and/or proportions.

**Porch:**

- No loss of integrity: Porch remains open with original or similar columns and balustrade; or porch was enclosed or removed during the period of significance. - Minor loss of integrity: Replacement or absence of historic columns and/or balustrade; or porch was enclosed but retains evidence of original proportions and features. - Major loss of integrity: Porch removal significantly alters proportions of house; or porch has been enclosed and original proportions of openings are not evident.

**Trim:**

- No loss of integrity: Most or all of original exterior trim is present. - Minor loss of integrity: Some exterior trim has been covered or removed. - Major loss of integrity: Most or all original exterior trim is missing or has been replaced with modern details that do not resemble the original features.

**Fenestration:** - No loss of integrity: Original window sash remain in original openings; or sash have been replaced without altering original openings, and new sash match the type and muntin configuration of historic sash. - Minor loss of integrity: Window sash have been replaced with minor change in size of openings, so that original fenestration pattern remains evident; or replacement sash do not match the muntin configuration of historic sash (e.g. 6/1 double-hung sash replaced with 1/1 double-hung sash). - Major loss of integrity: Window openings have been significantly altered in size and/or shape to accommodate new sash; and/or new windows are of a different type (e.g. casement or picture window replacing double-hung); and/or window openings have been enclosed without retaining evidence of the original opening. An isolated instance of this type of alteration, especially on a building’s side rather than front, may not constitute a major loss of integrity.

**Resource Count**

 Contributing Primary Buildings: 210 (including one previously listed in the National Register) Contributing Secondary Buildings: 122 Contributing Sites: 2 Noncontributing Primary Buildings: 10 Noncontributing Secondary Buildings: 12

**Lakeview Avenue’s Early Residents and Pre-Streetcar Development, 1850s-1880s**

 The street now known as Lakeview Avenue appeared on early maps as one of two north-south routes from downtown Jamestown into the city’s outskirts and beyond. It was originally known as Henry Street, named for Henry Baker, who had purchased extensive property from James Prendergast in 1836; the name of the road was officially changed to Lake View Avenue in 1865. Baker is said to have planted street trees along Henry Street, but otherwise the road was in rough condition until at least the 1860s. By the middle of the nineteenth century there were just a handful of houses along the entire length of Henry Street, which extended from Sixth Street north to Oakhill Road, north of Buffalo Street. Henry Street ran parallel to “Fredonia Road” (now North Main Street), one of a number of plank roads established in Chautauqua County in the mid-nineteenth century to improve the primitive road conditions. Lakeview Avenue functioned as a toll-free alternative to the plank road: travelers headed for Jamestown were able to bypass the toll booth by turning west on Oakhill Road, which continued through what is now the north half of Lake View Cemetery (the diagonal alignment of the road is still easily visible in the cemetery’s road system) and continuing south along Henry Street.

In the mid-nineteenth century, few residents of Jamestown lived as far north as Sixth Street. The Crosby family was one of the first to move to this part of the village. Samuel C. Crosby, a native of Vermont, came to Jamestown in 1833; he worked in the post office for a few years and in 1838 opened a general store. He married Mary Ann Foote, daughter of Dr. Eliel Foote (see above), in 1841. In around 1849, Dr. Foote deeded to his daughter five acres of land at the intersection of Sixth Street and Lake View Avenue; Samuel and Mary Ann built their house there. The Crosby property extended from Sixth Street past what is now Eighth Street, and from Lakeview Avenue to what is now Liberty Street (historically Crosby Street).

(6) The Organization and Dedication Ceremonies of Jamestown Cemetery: its By-Laws, Rules & Regulations (Jamestown, N.Y.: Sacket & Bishop, Journal Print, 1860): 14. 7 An evocative, although not contemporary, account of early conditions along Henry Street, is found in C.R. Lockwood, “Old Jamestown,” The Evening Star, 5 April 1902.

1867 map of Jamestown shows the Crosby house set well north of Sixth Street close to Lakeview Avenue; her father’s house can be seen farther east on Sixth Street. In 1864, Mary A. Butler, the widow of Jamestown merchant C. N. Butler, became another early resident of the area when she moved from downtown Jamestown to Henry Street at what is now Van Buren Street with her seven young daughters. When she arrived, Henry Street was still “rough and studded with stumps” and frequently impassable in the spring due to mud. Mrs. Butler and her daughters established a rural lifestyle along Henry Street, which became Lake View Avenue in 1865, raising cows, chickens, and horses, and gardening. (8) She later became a business owner: in 1884 she bought a neighbor’s greenhouse, which she moved to her property and enlarged in order to establish a commercial florist business. A contemporary news item noted that “the location is very eligible as it is not far from Lake View cemetery and is one of the favorite avenues of the village. Mrs. Butler possesses to a rare degree the ‘faculty’ of cultivating plants, and in taking the management of a green house she will be engaging in a congenial and lucrative employment.” Her daughter Sophie soon took over the business and became a highly respected florist as well. (9)

In the last quarter of the nineteenth century, Lakeview Avenue transformed from a rough rural road into a fashionable suburban boulevard as owners of large properties, including the Crosbys and Butlers, subdivided them into residential lots. In comparison to the increasingly crowded and industrializing city center, Lakeview Avenue and other locations in the city’s hilly outskirts offered more space and cleaner air; as its name suggests, Lakeview Avenue (like the cemetery for which it was named) also offered views of Chautauqua Lake. These qualities made the avenue a desirable location for Jamestown’s prosperous citizens who could afford a suburban lifestyle.

The most important figure in this transformation of Lakeview Avenue was Phineas Crossman (1829-1910), who actively sought to improve Lakeview Avenue as a desirable residential neighborhood. His contributions were described in detail in a 1902 article:

To him belongs more credit than to any other one man, in subduing the section referred to, as we believe true. About the year mentioned [i.e., 1849], he purchased and became owner of 85 acres of land lying along, on either side and in the regions of Henry street; this was procured with the view of clearing it up, cutting it into lots and building thereon. Conditioned as Jamestown then was, he must have had remarkable faith in its progress and prosperity. Through his energy, masterly courage and perseverance these lands became cleared and divided into lots, on parts of which he erected 104 dwellings at the cost of from $300 to $4,000 each.

(8) The Butlers’ lives were described in a series of articles, each titled “Leaves From A Family Tree,” by A.W. Anderson, published in the Jamestown Evening Journal in 1934. 9 “A Green House for Lake View Avenue,” Jamestown Evening Journal,10 April 1884.

Himself interested in contiguous improvements, Crossman devoted much time, energy and personal means thereto, both with public authority and individual owners. Among the things he was instrumental in doing, was the widening of Henry street from three rods to 66 feet, he buying needed lands at the personal expense of near a thousand dollars, himself donating several acres in addition; thus perfecting an improvement which merited great praise both private and public.

Mr. Crossman also opened and worked at his own expense, at least six streets aggregating in length three and three-fourths miles, costing him in money and labor over $3,000, including setting out shade trees, but not donations of land.10 Mr. Crossman’s wife, Caroline, was one of 13 children of Charles and Mary Price, who had arrived in Chautauqua County in 1826. Two of Charles and Mary’s sons, Addison A. (1814-1901) and Wilson A. (18161905), came to Jamestown in 1839 and established themselves as carpenters and builders in the growing community. Wilson Price’s obituary in 1905 noted, “Mr. Price has always been identified with the building interests of Jamestown, and in company with his brother, Addison A. Price, erected many of the homes and buildings now standing.”11

Many of the names of property owners along Lakeview Avenue on the 1867 map of Jamestown are those of the extended Price family: Wilson and Addison Price both owned property on the east side of Lakeview Avenue, as did Abel Kimberly (married to Eunice Price). Phineas and Caroline (Price) Crossman’s house was on the west side of the avenue, as was that of Reuben Green (married to Anna Price). Abel Kimberly, like Wilson and Addison Price, was listed in city directories as a carpenter, and like them he may have also been a builder. At least three members of the next generation, Addison’s sons Fred, Henry, and Oscar, were also involved in building and real estate. Oscar was also the first mayor of Jamestown.

Phineas Crossman’s real estate ventures in the second half of the nineteenth century were extensive. The 1870 census indicates the value of his property was $47,000; his wife Caroline also owned $10,000 worth of property. (By comparison, his brother-in-law Abel Kimberly’s property value was valued at $2,000.) One issue of the Jamestown Journal, dated December 25, 1868, listed 17 recent houses “built by Phineas Crossman on or near Lake View Avenue.”12 These ranged in price from $300 to $2,000 and included one for A.N. (Adam Neff) Price, another of Charles and Mary’s children. Twelve of the 17 were built for specific owners, with five built on speculation. Cross-referencing the named purchasers against the 1875 city directory shows that Crossman’s houses were built on Fulton, James, Crossman, and Kent streets in addition to Lakeview Avenue; his land holdings appear to have been mostly on the west side of Lakeview Avenue.

In an ad that ran in the Daily Journal in 1873, Phineas Crossman advertised 240 village lots, to which he ascribed a total value of $110,000, including properties on Lake View Avenue, Kent, Crossman, and other

 (10)C. R. Lockwood, “Old Jamestown,” 5 April 1902. 11 “Wilson A. Price,” Jamestown Evening Journal, 26 December 1905. Addison Price’s obituary in 1901 indicated his name was Abram Addison, not Addison A.; he was commonly known as Colonel A. A. Price. 12 One, built for C.R. Lockwood, was in the south part of town and was the most expensive of the group: at $4,000, it was double the cost of the most expensive Lakeview Avenue-area house. The ad noted that property values were certain to increase due to the advent of the Buffalo & Jamestown Railroad (incorporated in 1872) and construction of new factories; it went on to describe the “sacred duty” of every man to put aside money to provide his family with a comfortable permanent home. Wilson Price, Addison Price, and Phineas Crossman were all active in the Underground Railroad in Jamestown, according to their own later accounts as well as the reminiscences of Catherine Harris, a primary African American leader of Underground Railroad activity in Jamestown. Mrs. Harris hid fugitives in her house on West Seventh Street near Main Street, and Crossman, the Price brothers, and others assisted in transporting them to and from Jamestown.13

Despite the extended Price family’s influence on the development of Lakeview Avenue, only one of the family’s nineteenth-century houses survives relatively intact: the vernacular house at 551 Lakeview Avenue appears to have been the home of Reuben and Anna (Price) Green, based on the location of R.S. Green’s house on the 1867 map of Jamestown. Later directories showed the Greens living in a house on the opposite side of the street, at 528 Lakeview Avenue, a building that does not survive. The home of A. A. Price, which was on the site of the present Sheldon House at 7 Falconer Street, may survive in a highly altered state. The footprint, size, and diagonal orientation of Price’s house were all strikingly similar to that of the Sheldon House, suggesting that the present building may incorporate some aspects of the A.A. Price house. Wilson A. Price’s house that stood at what is now 310 Lakeview Avenue is gone, replaced by an apartment building; his grandson Wilson C. Price’s house (built circa 1917), which was built just behind Wilson A. Price’s house, does survive at 317 Crossman Street. The Crossman, Kimberly, and Green houses along Lakeview Avenue do not appear to survive.

As Jamestown’s expanding population spread northward and the improved Lakeview Avenue became increasingly desirable, the Crosbys began subdividing and selling their property as well. By 1881, Mrs. Crosby was actively selling building lots from the five acres she had received from her father; in the first few months of the year she sold at least four lots on Lakeview Avenue to three different owners, each of whom planned to build a personal residence on that increasingly desirable street. A contemporary newspaper article noted, “Lots on Lake View Avenue seem to be most sought for by investors in real estate or prospective builders at present… We have heard it stated that additional heavy purchases of real estate will soon take place on the ‘Avenue,’ and that the number of buildings to be erected in that favorite neighborhood this season will largely exceed the number of any previous year.”14 A map of Mrs. Crosby’s subdivision (Figure 4), and an 1881 plat map both show the old farmhouse, oriented toward Sixth Street, in the middle of a grid of 25 lots. Around the same time, Lewis Hall was developing property to the north of the Crosby property, extending to what is now Falconer Street. As it was described in 1902, “From these five acres [i.e., the property deeded to Mary Ann Crosby by her father] several lots have been sold so that the old home became quite surrounded, as it were, by quite a number of homes, but yet remains and therein Samuel and family resided at the time of his death which occurred on the 17th day of May, 1881, the mother and daughter ever since residing there.”15 On the 1902

 (13) C.R. Lockwood, “Underground RR: Jamestown an Important Station,” Evening Journal, 10 May 1902; and C.R. Lockwood, “Africa,” Evening Journal, 3 May 1902. 14 “Real Estate Transactions,” Jamestown Evening Journal, 1 April 1881. 15 C.R. Lockwood, “Old Jamestown: Fourteenth Contribution by C.R. Lockwood,” The Evening Journal,19 April 1902.

 Sanborn map the Crosby house can be seen surrounded by its later neighbors. Around 1908, the house was moved to its present location and reoriented toward Crosby Street, now Liberty Street.

 Farther north on Lakeview Avenue, Mrs. Butler also engaged in real estate development, as described in an 1879 news item:

Further up [Lakeview Avenue] at the junction of Kent street, Mrs. C.N. Butler has moved her house to the north of her lot and Kent Street will be opened to Distillery [Kent Street later became Van Buren Street; Distillery Street is now Winsor Street]. Several lots have been sold on this new extension and residences are to be erected at once. Mrs. Butler deserves credit for her enterprise in opening up this new street, which will greatly add to that part of the town. Her own residence has been rebuilt, and a nice, comfortable, neatly painted structure adorns the street. (16)

Another article in 1893 indicated Mrs. Butler was once again engaged in moving a house:

Mrs. Nelson Butler will build a fine new residence on Lake View Avenue at a cost of about $2,000 during the coming summer. She will move her present house to the north of where it now stands and erect the new house on the site of the old one.17

Based on slightly later directories that use the same numbering system as today, the “present house” (the house that was moved twice) is 406 Lakeview Avenue, and the “new house” built in 1893 is 402 Lakeview Avenue.

By the last quarter of the nineteenth century, Lakeview Avenue was firmly established as the most elegant street in Jamestown: an 1882 newspaper editorial calling for more consistency in the naming of Jamestown’s streets declared, “There is but one thoroughfare in the village that can properly be called an avenue, and that is the one extending from East Sixth street to the cemetery, and known as Lake View Avenue.”18 The Prices, Crosbys and Butlers, who were among the first to live along the avenue and subdivide their land, now had as neighbors such illustrious residents as William A. Bradshaw, who was one of the proprietors of the Jamestown Woolen Mills, Augustus Kibling, a director of the Jamestown Wooden Ware Company, several attorneys including J. Delevan Curtiss and James L. Weeks (a future mayor), oil producer W.C. Patterson, and manufacturers N.W. and W.N. Gokey of the Gokey shoe company.

**Streetcar Service and Residential Expansion, 1891-1920**

Even as travel between cities became easier and faster with the growth of the national railroad network, travel within Jamestown remained difficult, and most people traversed the city on foot. In 1884 the Jamestown Street Railway was established for passenger travel using horse-drawn trolley cars. This private venture “was

 16 “More Improvements,” Jamestown Daily Journal, 24 October 1879. 17 “Brevities,” Evening Journal, 7 February 1893. 18 “News and Comments,” Jamestown Evening Journal, 28 July 1882.

“occasionally convenient but not a revolution in urban travel,” as its horse-powered vehicles could not navigate hilly terrain and thus were limited to a small loop in the downtown area.19 Ownership of the company was initially a joint venture, but by the early 1890s the worsted manufacturer William Broadhead and his sons, Almet and Sheldon, acquired control of the company. Under Broadhead ownership, horsecars were replaced with electric trolleys in 1891, trolley service within the city was greatly expanded, and trolley lines were built along both sides of Lake Chautauqua from Jamestown to Mayville.

Electric streetcars were able to provide service to Jamestown’s rapidly growing outskirts, where horse-drawn streetcar service was not feasible due to the hilly terrain. The first of the three new lines established in 1891, opening Saturday, June 13, was the “Lakeview Avenue and Cemetery Belt” (the other two, which soon followed, were the City Belt and the Dexterville Line). This line was especially welcomed by Jamestown’s residents, who now had convenient access to their city’s main cemetery, which was both a burial ground and a beautiful parklike destination. As a May 1891 article, written in anticipation of completion of the cemetery line, noted, “The cemetery loop should be of great advantage not only to those who live along it but to the many who have hitherto visited the graves of their loved ones only at much exertion or some expense. The convenience offered for reaching Lake View cemetery will no doubt stimulate lot owners to beautify the place still more.”20 This line proved especially popular on Sundays and ran extra cars each Memorial Day to accommodate cemetery visitors.

Once Lakeview Avenue was accessible by streetcar, property along the three-quarter-mile stretch between Sixth Street and the cemetery became prime real estate, within easy commuting distance of downtown factories and offices. The effects of streetcar service on real estate values were immediate: the author of a letter to the editor written in May 1891, while lines were under construction, indicated his landlord had raised his rent in anticipation of the increased value associated with streetcar service on the adjacent street; the writer questioned whether the streetcar, touted in newspaper articles as “the poor man’s carriage,” would really benefit the poor if they could no longer afford to live in neighborhoods served by the streetcar.21

The inauguration of the streetcar and resulting rise in real estate values ushered in a building boom along Lakeview Avenue that lasted from the 1890s into the 1920s, initially led by prominent leaders of Jamestown’s thriving businesses who commissioned mansions along this desirable street. Many of Lakeview Avenue’s most elegant and architecturally sophisticated houses were built during this period for manufacturers, attorneys, merchants, journalists, and physicians. Lakeview Avenue was comparable in accessibility, wealth, and architectural sophistication to other fashionable streets north of downtown like Fifth and Sixth Streets and to streets south of the river like Forest, Prospect, and Broadhead avenues. (22) According to the 1900 census, about half of families with Lakeview Avenue addresses had live-in domestic servants, most of whom were women born in Sweden, part of Jamestown’s substantial Swedish immigrant population.

 (19) Lombardi, p. 16. 20 Evening Journal, 1 May 1891. 21 “Landlords raising rents,” letter to the editor, Evening Journal, 19 May 1891.

The Crosby family, Lewis Hall, and the extended Price family (particularly Phineas Crossman) had begun the process of subdividing much of the property they owned along and to either side of Lakeview Avenue south of Winsor Street prior to the 1890s, as described above. The inauguration of streetcar service accelerated the pace of development: although Crossman Street, Van Buren Street, and Winsor Street (originally Distillery Street) were among the streets that predated 1891, most houses on these streets were built after streetcar service began. By the 1910s these streets were lined by houses comparable in architectural quality to their contemporaries on Lakeview Avenue, although both houses and lots were at a more modest scale than the grand mansions that lined the avenue.

The area north of the intersection of Lakeview Avenue and Winsor Street was slower to develop as a residential area. In 1887, Lewis Hall, a prominent Jamestown resident who had previously owned property immediately north of the Crosby property, filed a map of a subdivision known as “Lewis Hall’s Third Addition” (Figure 6). This subdivision encompassed the south side of Buffalo Street, both sides of Spruce Street, and the north side of Cedar Street (now Chestnut Street) from Lakeview Avenue east to a property labeled “O’Brien,” whose west boundary was approximately at the bend in Buffalo Street. Although the name of Lewis Hall’s Third Addition continued to appear in legal lot descriptions, it does not seem that this real estate venture succeeded, perhaps because it was so far north of where comparable streets were being developed at the time, in an area still remote from downtown prior to the development of the Lakeview Avenue streetcar line.

In 1892, the year after the Lakeview Avenue and Cemetery Belt line opened, Edward Morgan filed a new subdivision map for “E. Morgan’s Allotments B and C.” The subdivision map that he filed showed 68 building lots labeled as Lewis Hall’s Third Addition, as described above, as well as his two new subdivisions. “B” encompassed the south side of Chestnut Street, both sides of Euclid Street, and the north side of Newton Street from Lakeview Avenue to Ormes Street (now Sturges Street); “C” consisted of eight lots at the intersection of Winsor Street and Lakeview Avenue (Figure 7). Morgan’s timing was undoubtedly related to the opening of the street railroad the year before, another indication that demand for real estate along and adjacent to Lakeview Avenue immediately rose as soon as the streetcar line started running.

An newspaper advertisement promoted Edward Morgan’s subdivision as the “most attractive and desirable residence section in the city.” Specific selling points included clean air, views, well-drained soil, trees, and grading. The ad claimed “everybody delighted who lives in this locality and property advances every year, making it a fine investment.”23 A map accompanying the advertisement suggests Edward Morgan’s subdivision also included part of the former Lewis Hall Third Addition.

(22) Peter Lombardi, Jamestown, New York: A Guide to the City and its Urban Landscape (Albany: State University of New York Press, 1914): 14.

Edward Morgan’s subdivision was the largest new subdivision laid out in the 1890s adjacent to Lakeview Avenue as Jamestown’s expanded public transportation system put suburban living within reach for a greater portion of the middle and upper-middle class. Despite the growing appeal of Lakeview Avenue as an attractive residential street, the Morgan subdivision was not an immediate success, possibly due to poor timing as it was created just before the financial panic of 1893. Although houses began to be built in the first few years of the twentieth century, Morgan’s dealings related to the subdivision eventually became an important factor in his scandalous financial downfall. Morgan, who was a cashier at the First National Bank, suddenly disappeared from the city in December 1913, having taken $14,500 from trust funds he was overseeing. He was arrested a few weeks later in Cleveland and was ultimately sentenced to three to four years in state prison. Morgan’s crime and disappearance shocked those who knew him, as he was a longtime, highly respected employee of the bank who led a modest life. His real estate investments were believed to have been the source of his financial difficulties:

The reasonable presumption is that his real estate investments are responsible for the financial condition which led him to take the funds of the bank. Many years ago he was associated with the late A. Flynn Kent in the purchase of an extensive tract of land on the east side of Lake View Avenue. The land remained vacant for many years, but about ten years ago he commenced to build and the entire tract is now covered with handsome dwelling houses. Many supposed that he had made a handsome profit from these transactions, but men familiar with the financial affairs of the city knew to the contrary.

As the situation was explained by one, Mr. Morgan made deals with building contractors, whereby they were to take the first mortgage on the property and he would take the second when the property was sold. Some of these deals were not successful, and in fact it is said resulted in loss to Mr. Morgan. As a consequence he was constantly cramped for money. (24)

Among the building contractors who worked with Morgan on the development of his subdivision, and to whom Morgan owed money when he fled to Cleveland, was Andrew J. Lawson. Lawson was a Swedish immigrant who came to Jamestown in the 1880s and established himself as a contractor and builder. According to his obituary, “he was one of the early developers of the north side of the city, and built over 150 homes in Jamestown.”25 Lawson was responsible for the construction of a number of houses in the district, not all of which have been identified; among those he is known to have built are the houses at 14, 15, 16 (originally numbered 18), 23 (now either 21 or 25), 30, 41, 42, and 47 (now probably 53) Spruce Street and 20, 36, and 40

 (23) Evening Journal, 23 June 1893. 24 “Cashier Edward Morgan Short in his Accounts,” The Jamestown Evening Journal, 23 December 1913. 25 “Andrew J. Larson,” Jamestown Evening Journal, 21 September 1937.

Chestnut Street. He also lived in the growing neighborhood; he and his family were among the first three families to live on Chestnut Street, occupying the house at 18 (now 16) Chestnut Street from about 1900 until about 1914, when he built his family a new house at 14 Spruce Street; by 1920 he lived at 23 Beverly Avenue, then in 1930 in a house on Blanchard Street. In 1934, at age 78, he was said to be “the oldest active building contractor in Jamestown,” who also “claims the record of building more homes in Jamestown than any other contractor.”26

As the article about Morgan’s sudden departure indicated, the tract he set out in the 1890s developed rapidly in the first few decades of the twentieth century. Most houses on Chestnut and Euclid streets were built between 1900 and 1920; Spruce Street developed slightly later, starting in the 1910s. (Although Euclid Street and the north side of Newton Street were part of the subdivision, these streets are not included in the district due to a preponderance of alterations on those two streets.) By 1930, these streets were entirely built out, with the exception of a handful of lots at the east end, near Sturges Street, that were not developed until the late 1950s. Houses built along these streets between 1900 and 1930, particularly those at the west end adjacent to Lakeview Avenue, are similar in architectural style and quality to houses of the same era along Lakeview Avenue, and many appear to be architect-designed, although houses and lots are generally smaller than those on Lakeview Avenue. Houses farther away from Lakeview Avenue are, in general, more vernacular interpretations of popular early twentieth century styles and are likely to have been designed by builders like Lawson rather than architects.

The impact of the automobile began to be seen in the Lakeview Avenue area while the streetcar was still the dominant mode of transportation. The first automobile in Jamestown was purchased by Cyrus E. Jones, who began driving around town in April 1900. He was soon joined by Ralph C. Sheldon, who lived at that time on Warren Street but a few years later moved to the former Gokey Mansion on Lakeview Avenue. (27) The growth in automobile ownership is reflected in the prevalence of early twentieth century garages in the nominated district. Early garages in Jamestown were shared storage facilities, several of which were built downtown in the first decade of the twentieth century; by the end of the decade a handful of automobile owners were storing their vehicles in garages on their own properties. By the mid-1910s, private garages were commonly featured as selling points in residential real estate ads. In the Lakeview Avenue Historic District, early twentieth century garages are common, having been constructed behind pre-existing houses in the 1910s and 1920s and built with houses starting in the 1910s. These were generally built as freestanding structures near the rear of the lot where they were considered safer.

In 1906, residents of Lakeview Avenue petitioned for their street to be paved, and city council began exploring appropriate paving materials. A newspaper article reported that “residents have been bombarded with literature of rival paving companies” eager to demonstrate, on such a high-profile project, the merits of their material.28 Contrary to the usual practice in which the board of public works recommended a paving material and the project proceeded based on that recommendation, in this case, residents of Lakeview Avenue were asked to vote on their preferred material, choosing among bitulithic asphalt, asphalt block, brick, or macadam, with owners’ votes weighted based on how many feet of street frontage they owned.29 The result was in favor of bitulithic asphalt; however, it took two years of further controversy and lawsuits before the city council hired the Warren Brothers Company to undertake the project. Lakeview Avenue appears to have been the first street paved with bitulithic asphalt in Jamestown.

 (26) “A.J. Lawson is Honored on his 78th Birthday,” Jamestown Evening Journal, 10 October 1934. 27 “Horseless Carriages,” Jamestown Evening Journal, 28 April 1900.

Lakeview Avenue continued to attract prosperous residents in the early twentieth century; the 1920 census listed manufacturers and company executives, merchants, attorneys, bankers, factory managers, physicians, and oil producers, among others. Among the most prominent business leaders who joined those listed above were Fred B. Tinkham (403 Lakeview Avenue), a co-owner of Tinkham Brothers cigar and notion wholesaler; L. F. Cornell (502 Lakeview Avenue), an executive at the Jamestown Lounge Company; John Cadwell (212 Lakeview Avenue), owner of the Cadwell Cabinet Company; and William A. Bradshaw Jr. (27 Lakeview Avenue), a director of the Jamestown Street Railway Company and Jamestown Motor Bus Company (and son of William A. Bradshaw Sr., who still lived at 35 Lakeview Avenue). Architect Carl C. Pedersen, who was born in Denmark and moved to Jamestown in 1871, lived in a house he designed at 119 Lakeview Avenue (see Architecture and Architects, below). Residents on side streets, including Van Buren, Winsor, and newly developed Spruce and Chestnut streets were typically executives in Jamestown’s furniture and hardware businesses, bankers, merchants, salesmen, engineers, managers, and attorneys.

An indicator of population growth was the construction of the Euclid Avenue School, which was built in 1911 to accommodate the growing population of schoolchildren in the northern part of Jamestown. The school was designed by Carl C. Pedersen, and reflected the latest requirements in school design. With nine classrooms, the school initially served 286 students; by 1915 enrollment had jumped to 393. In 1920, fewer than 10 years after the school was completed, it was expanded with an addition containing five additional classrooms, also designed by Pedersen. Expanded again in the 1950s, the building continued to operate as a school until 1982. It was individually listed in the National Register in 1985 and converted to apartments in the 1990s.

**Economic Slowdown and the End of the Streetcar Era, 1930-1961**

After experiencing a doubling of its population and tremendous physical expansion between 1900 and 1930, Jamestown entered a period of economic and population stagnation and decline starting in the 1930s. In part this was related to national trends, as the Great Depression affected communities across the country.

 (28) “Lake View Avenue Paving,” Jamestown Evening Journal, 31 July 1906. 29 “Bitulithic Block,” Jamestown Evening Journal, 2 August 1906.

Jamestown’s textile and wood furniture industries were hit particularly hard, facing competition from other regions and never returning to their pre-1930 levels even after the national economy recovered in the 1940s. In the Lakeview Avenue Historic District, the economic conditions are reflected in the absence of houses constructed in the 1930s; lots that were not developed before the Great Depression sat empty until the 1950s, when a handful of new Minimal Traditional and Ranch style houses were built within the district.

By 1913, the Broadhead family controlled all transportation facilities on and around Chautauqua Lake, including the urban street railway system (run by the Jamestown Street Railway Company), steamboat service along the lake (the Chautauqua Steamboat Company), and interurban lines (the Jamestown, Westfield and Northwestern Railroad Company), all under the umbrella of the Chautauqua Traction Company. The Jamestown Street Railway Company experienced robust ridership in the first two decades of the twentieth century and expanded its operations by adding more streetcar lines within the city as well as interurban lines throughout the region. With demand for public transportation remaining high, the company began shifting its focus from streetcars to new, more modern and flexible bus service, starting with three bus routes established in 1922. These were operated by another subsidiary of the Chautauqua Traction Company, the Jamestown Motor Bus Transportation Company. By the mid-1920s, with streetcar revenues declining due to competition from buses (both those operated by the Jamestown Motor Bus Transportation Company and other companies also granted permission to run bus service) and private automobiles, the company began cutting costs by running streetcars operated by just a driver rather than both a driver and conductor, decreasing frequency of service, and rerouting some lines to a more efficient route. The company also began replacing some streetcar lines with bus service and offering service to new areas only by bus, no longer extending the streetcar network. 30

In 1937 the Jamestown Street Railway Company petitioned the city for permission to abandon its remaining streetcar service. In hearings regarding this request, William Broadhead, former treasurer of the company and one of its directors, explained the company’s decision to complete its transition from streetcars to buses:

Describing the physical condition of the company, Mr. Broadhead explained that the equipment is old and in need of replacement and that operating costs are heavy. Bonds of the company are held by two local banks which wish to dispose of them, he said.

Mr. Broadhead expressed the opinion that motor buses would provide better service for the city and vicinity than the present street car system, which he said interferes with traffic in the congested business districts. (31)

Having received permission to discontinue streetcar service, the Jamestown Street Railway Company made the transition in January 1938, gradually closing down streetcar lines and starting bus service along the same routes, with the exception of one interurban streetcar route that continued to run until 1946. The Jamestown Motor Bus Company operated city buses until 1962, by which time the company was losing revenue due to rapidly declining ridership. Faced with the possibility that some 3,000 riders who depended on the service would be left without public transportation, the city purchased the bus company’s equipment and plant, and reached an agreement with Chautauqua Transit, Inc., to operate the system. (32)

 (30) Jamestown and Chautauqua Lake Trolleys (Jamestown, New York: Fenton Historical Society, 1974). (31) “Hearing Held on Street Car Abandonment, Bus Line Application Today,” Jamestown Evening Journal, 9 November 1937.

 In 1956, the First Methodist Church announced plans to replace its 1883 building at East Third and East Second streets with a new building, to be constructed at the southwest corner of Lakeview Avenue and Buffalo Street. The architectural firm selected to design the new building was Harold E. Wagoner & Associates, a Philadelphia firm. The firm, which specialized in ecclesiastical work, designed hundreds of religious buildings nationwide. The pastor of the First Methodist Church noted that the church was to be “non-conventional in style, but not of the ultra-modernistic trend.”33 Dedicated in 1959, the church, now known as Christ First United Methodist Church due to a series of mergers with other congregations, is one of Jamestown’s best examples of midcentury modern design and of modern religious design in particular. Wagoner also designed the west wing of the church, containing the chapel, fellowship hall, and offices, which was completed in 1961.

**After the Period of Significance: 1961-2000**

The city of Jamestown experienced significant population decline in the second half of the twentieth century, from approximately 43,000 residents in 1950 to under 32,000 by 2000. This trend was comparable to conditions seen in other large and small cities in upstate New York during this period, as urban populations declined and surrounding suburban areas grew.

Lakeview Avenue, like similar once-fashionable streets in other cities, experienced its own population changes in the mid- to late-twentieth century as its mansions were too large and expensive for families to maintain; many were converted into two-family or multi-family apartment buildings during this period, often resulting in incompatible alterations to reduce maintenance requirements (e.g., vinyl siding to reduce the need for repainting), eliminate or replace features that were failing due to lack of maintenance (e.g., removal of porches or replacement of wood windows), or accommodate changing space requirements (e.g., porch enclosure to create additional interior space).

Construction of new single-family houses in the Lakeview Avenue Historic District ceased in the late 1950s when the last few available lots on Spruce and Chestnut Streets and on Lakeview Avenue between Newton Avenue and Chestnut Street were filled. None of the single-family houses in the district were built after the end of the period of significance (1961). Instead, when lots became available because the original single-family houses on the lots were lost to fire or decay, they remained empty or were filled by modern multifamily apartment buildings. The most notable example is the pair of 1970s apartment buildings at 100 Lakeview Avenue, which occupy the former site of the Gokey Mansion, lost to fire in the twentieth century (see below). The apartment buildings at 101, 300, and 525 Lakeview Avenue, all built in the 1960s-80s, also replaced large nineteenth-century houses. The former Euclid Avenue School, which was closed in the 1980s due to low enrollment, was converted into multifamily housing in the 1990s.

 (32) “Ostrander Firm to Manage City Bus Operations,” Jamestown Post-Journal, 12 June 1962. 33 “Church to Rise This Summer,” Jamestown (N.Y.) Post-Journal, 27 February 1956.

**Conclusion/Summary**

 The Lakeview Avenue Historic District is significant under Criterion A for its association with the growth and development of the city of Jamestown during its period of peak prosperity and expansion. As Jamestown evolved from a frontier lumbering settlement to a leading industrial center, Lakeview Avenue was transformed from a rough rural road to an elegant residential boulevard that attracted wealthy, sophisticated residents, including many of the builders and developers who were shaping the neighborhood’s growth, as well as prominent members of Jamestown’s business and political circles. Proximity to fashionable Lakeview Avenue was a selling point as developers subdivided adjacent areas and marketed residential lots to prosperous middleclass homeowners, particularly in the early twentieth-century when the neighborhood experienced rapid growth as a streetcar suburb. The district is also eligible under Criterion C for its architectural significance: buildings in the neighborhood illustrate the progression of domestic styles from the Greek Revival to post-war minimal traditional and ranch, including both high-style, architect-designed houses and vernacular interpretations of popular styles as executed by builders.