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## APPENDICES

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**APPENDIX A: HISTORIC TRANSPORTATION-RELATED RESOURCES LISTED ON THE NEW YORK STATE AND NATIONAL REGISTER OF HISTORIC PLACES (GENESEE-FINGER LAKES REGION)**

Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
1. Delaware, Lackawanna, and Western Railroad Station	Private	Village of Leicester	Livingston	Dec-2005	Craftsman Style brick station constructed in 1915.	unknown	museum	
2. Andrews Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Seven segmental arches with spans of 36 feet and rises of nine feet constructed in 1893.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
3. Court Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Six shallow arches over the river and two over the Johnson & Seymour Raceway and Erie Canal bed constructed in 1893.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
4. Erie Canal: Second Genesee Aqueduct	Public	City of Rochester	Monroe	Sep-1976	A 1927 concrete bridge built on top of an 1842 stone aqueduct.	occupied		
5. Genesee Lighthouse	Public	City of Rochester	Monroe	Aug-1974	A 1822 octagonal limestone lighthouse at the mouth of the Genesee River and the port of Rochester with 1863 brick keeper's house.	occupied		

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Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
6. Lehigh Valley Railroad Station	Private	City of Rochester	Monroe	Oct-1985	One-and-a-half-story brick passenger station with hipped roof constructed in 1905.	vacant	restaurant	Part of the Inner Loop Multiple Resource Area.
7. Main Street Bridge	Public	City of Rochester	Monroe	Oct-1984	Five segmental arches with spans of 30 to 42 feet and rises of 8-11½ feet constructed in 1857.	occupied		Part of the Genesee River Stone Arch Bridge thematic group.
8. New York Central and Hudson River Railroad Company Freight Station and Associated Railroad Tracks	Private	Village of Medina	Orleans	Nov-1997	Built circa 1905, this building is purported to be the largest, extant wooden freight station in the United States. The boundary of the historic district was increased to include the freight station and associated tracks.	Converted into a railroad museum in 1991.		Main Street Historic District Boundary Increase. Main Street Historic District listed in 1995.
9. North Main-Banks Streets Historic District	Private and public-local	Village of Albion	Orleans	Nov-1994	Circa 1827-1930 18-acre district containing 43 contributing and 1 non-contributing buildings in the district and 3 contributing structures (including 2 bridges and the canal).			

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10. Fall Street-Trinity Lane Historic District	Private and public	Village of Seneca Falls	Seneca	Feb-1974	Nineteenth century industrial remains on three islands in the Seneca River.			
11. Seneca Falls Village Historic District	Private and public	Village of Seneca Falls	Seneca	April-1991	The district includes two industrial complexes near the New York State Barge Canal and railroad terminals.			
12. Dredge Dipper No. 3	Public-State	Town of Lyons	Wayne	Apr-2007	A steam-powered floating dredge currently located in the Lyons drydock of the New York State Barge Canal.	vacant/not in use		
13. Schooner Lotus	Public-Local	Village of Sodus Point	Wayne	Mar-1990	A plank-on-frame auxiliary schooner designed in 1916.			
14. St. Peter, Shipwreck	Public-State	South shore of Lake Ontario near Pultneyville	Wayne	Mar-2004	A Great Lake bulk cargo schooner built in 1873 that sank in 1898.	other/shipwreck		
15. Sodus Point Lighthouse	Public	Village of Sodus Point	Wayne	Oct-1976	Square light tower built in 1871 to replace an earlier lighthouse erected in 1825.	Residence of local Coast Guard commander.		

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Property Name	Ownership	City/Town/Village	County	Date Entered	Description	Status at Time of Submission	Current Use	Additional Notes
16. Arcade and Attica Railroad (right-of-way between Arcade and North Java)	Private	Village of Arcade, Towns of Arcade and North Java	Wyoming	Nov-1980	The district includes a 15-mile right-of-way and the Arcade and Attica Railroad Passenger Station Complex in Arcade, which includes the Repair Shop, the Sand House and a Storage Building; the Curriers Depot, Curriers the Java Center Depot, Java Center; and the Beaver Meadow Trestle.	occupied		The Arcade and Attica Railroad rolling stock consists of a #14 Baldwin Locomotive, a #18 American Locomotive, and six passenger cars.
17. Crooked Lake Outlet Historic District	Private	Village of Penn Yan	Yates	Jan-1996	The district contains resources associated with the Crooked Lake Canal, the Fall Brook Railroad, and the mills built along the Keuka Lake Outlet.	industry/ vacant/ domestic		

Sources:

New York State Historic Preservation Office. "Document Imaging for National Register."

<http://nysparks.state.ny.us/shpo/resources/index.htm> (accessed 5 August 2009).

U.S. Department of the Interior, National Park Service. "National Register of Historic Places database." <http://www.nr.nps.gov/> (accessed 5 August 2009).

## APPENDIX B: NATIONAL REGISTER CRITERIA FOR EVALUATION

### Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

### Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

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f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g. A property achieving significance within the past 50 years if it is of exceptional importance.

Source:

U.S. Department of the Interior, National Park Service. *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C., Rev. 1997.