

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Shoreby Hill Historic District

other names/site number _____

2. Location

street & number Roughly bounded by Whittier Rd., Prudence Ln., Emerson Rd.,
Conanicus Ave., Knowles Ct., Coronado St. and Longfellow Rd.. not for publication

city or town Jamestown vicinity

state Rhode Island code RI county Newport code 005 zip code 02835

3. State/Federal Agency Certification

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

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

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

national statewide local

Signature of certifying official/Title *Arthur Sanderson* Date 7/28/2011

Rhode Island Historical Preservation & Heritage Commission
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____

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

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

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

other (explain:) _____

Signature of the Keeper _____ Date of Action _____

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

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

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

Contributing	Noncontributing	
98	38	buildings
0	0	district
2	1	site
10	4	structure
0	0	object
110	43	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: Single Dwelling

COMMERCE/TRADE: Professional

SOCIAL: Clubhouse

LANDSCAPE: Plaza

LANDSCAPE: Garden

LANDSCAPE: Street furniture/object

Current Functions

(Enter categories from instructions.)

DOMESTIC: Single Dwelling

LANDSCAPE: Plaza

LANDSCAPE: Street furniture/object

7. Description

Architectural Classification

(Enter categories from instructions.)

COLONIAL: Post-Medieval English

LATE VICTORIAN: Shingle Style

LATE 19TH- & 20TH-CENTURY REVIVALS: Colonial Revival, Classical Revival

LATE 19TH- & 20TH-CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

MODERN MOVEMENT: California Style or Ranch Style

Materials

(Enter categories from instructions.)

foundation: Concrete, stone

walls: Wood shingles, stone, weatherboard, vinyl

roof: Asphalt shingles, wood shingles, slate

other: Brick, stone

Narrative Description

Description

The Shoreby Hill Historic District occupies a prominent hillside on the east shore of Jamestown, and is located to the north of the central business area. The district is composed of two distinct areas. The First Subdivision (also known as Lower Shoreby Hill) which was recorded in 1898), occupies an area beginning at Jamestown Harbor on the east and rises ninety feet to the crest of a ridge running down the center of Conanicus Island, at Standish Road. The Second Subdivision (also known as Upper Shoreby Hill) was platted in 1911 and consists of a narrow strip of land running east-west along the flat top of the ridge, and extends from Lower Shoreby Hill to North Road on the west. In total, the Shoreby Hill Historic District is fifty four and one-half acre area occupied by 90 residential properties.

Vegetation has been entirely introduced to the area, as it was a cultivated farm for over two hundred years before its platting, subdivision and development as residential house lots. Intact landscape features include privet hedges interplanted with maple trees as a buffer to separate the public street from private lots. Open spaces were created as an integral part of the development, most notably The Green, a boomerang-plan parcel located along Conanicus Avenue, which remains as an open space, with only a few remnant plantings from its original configuration. To its west and east of Alden Road is the Meadow, a large open space planted with grasses which are allowed to grow to their natural height and are traditionally mown a few times each year.

On private house lots plantings vary, although many residential structures are surrounded by mature trees and shrubs that were planted at the time of the original house construction. These plantings often include native trees and shrubs: maple, oak, cherry, birch, rhododendron, laurel and privet. Species also include imported cultivars (a longstanding and important Rhode Island landscape tradition) such as beech, copper beech, catalpa and forsythia. The amounts and locations of plant material within the district, both in individual properties and in the district as a whole, are critical both historically and visually to understanding its significance.

The circulation system through the district is very much an historic and character-defining component of its significance. In Lower Shoreby Hill, all of the roads are curving, largely in response to the area's topography and in keeping with the landscape and site design trends of the late nineteenth and early twentieth centuries, during the period of the district's development. No roads meet in perpendicular fashion, resulting in picturesque intersections with triangular open space in the center. This road pattern epitomizes the period's picturesque aesthetic by both traversing and circumscribing the hilly terrain. A rectilinear grid exists only in Upper Shoreby Hill, in the northwest portion of the district, where later platting eschewed earlier designs and followed a more economical, predictable rectilinear pattern.

INVENTORY

This inventory lists all buildings, structures, and sites alphabetically and numerically by street address. Resources are contributing unless marked with the code NC for non-contributing. Determinations of contributing or non-contributing status were assessed by age and integrity. Initial development of Shoreby Hill occurred between 1898 and 1936, the end of the district's period of significance. After 1936 there was a hiatus in construction until the late 1940s. The post-World War Two period saw construction of buildings on vacant lots within Shoreby Hill as Jamestown became a bedroom suburb.

Buildings built before 1936 were assessed relative to their architectural integrity. Buildings that were constructed after the district's period of significance were designated non-contributing; however, these houses sometimes represent a architectural trends that are often at odds with those that defined the district historically, but they are nonetheless revealing of those more recent periods in Jamestown's history.

A building with major structural or other permanent alterations that have not gained significance over time (such as a character-changing addition on a primary elevation) was deemed non-contributing. Buildings that had surface modifications that are reversible (such as vinyl or aluminum siding and trim, vinyl replacement windows, changes to porches, or additions), but still retain their historic structure and architectural character were designated contributing.

ALDEN ROAD

- 5 MARGARET L. AND HENRY S. POTTER COTTAGE/RED HOUSE (1898-9): Creighton Withers, architect and Fred Allen, builder. This handsome, shingle-clad, two-story house with a large rectangular mass is prominently sighted on a high foundation overlooking the Meadow and the East Passage of Narragansett Bay beyond. It has a flaring hip roof with small hipped dormers and deep eaves, punctuated by large fieldstone chimneys at either end of the ridge. The first floor porch is carved out of the volume of the building, and is reached by an impressive series of staircases. There is a second floor sleeping porch as well. There is a contrast between the simple regularity of the Shingle Style form and the formality of the large Palladian window on the west elevation. Margaret Potter was the daughter of John R. Lionberger of St. Louis's, one of the city's leading bankers and merchants, and sister of Marion Davis (40 Emerson Road). Henry Potter (1831-1918) had a varied career in business; in 1874 he was a dealer selling hay and grain, and by 1918 he was president of the St. Louis Steel Barge Company. The house was later owned by Josephine K. Dodge and for many years was owned by the Wharton family. In 2008 an early wing was demolished and replaced with a new wing in keeping with the style of the original house. The original plantings of privet have been removed along Alden Road, but remain along Longfellow, along with two original maples.

Garage (ca. 1907): A two-car, two-bay, shingle-clad building with a hip roof.

- 11 JAMES AND SADIE K. TAUSSIG COTTAGE (c. 1898): R.W. Curry, contractor and William Chapman and Thomas Wright, builders. A two-story, cross-gambrel-roofed structure with an expansive front porch supported by Tuscan columns. The informality of its shingled siding contrasts with the richness of its white painted detail, such as Palladian windows, pedimented dormers and an inset second floor porch within an open Palladian form. James Taussig was one of the founders and officers of the Jamestown Land Company, developers of Shoreby Hill. James Taussig was born in Prague and immigrated to St. Louis with the rest of his family following the failed revolution of 1848. He was admitted to the St. Louis bar and soon became one of the city's most prominent lawyers. Taussig and Ephron Catlin (who built 24 Emerson Road) appear to have been the managing partners of the Shoreby Hill project, and it was Taussig who was often on the site during its layout and construction, and who presented and negotiated development-related matters with the Jamestown Town Council. The original plantings of privet have been removed along Alden Road, but remain along Longfellow, along with original maples.

Garage (ca. 1931): A two-car, two-bay, shingle-clad building with a hip roof and exposed rafter ends.

CONANICUS AVENUE

- 75 SHOREBY HILL CLUB / JAMESTOWN CASINO (c. 1898): Charles A. Easton, builder. This single-story, L-plan, shingled Colonial Revival structure, which boasts both gable and gambrel roof forms, occupies a large open lot at the entrance to Shoreby Hill. The gable roof transitions to create a porch facing southeast, and the building is distinguished by large, twin bay windows and Palladian windows. It was originally built in 1898 on Priscilla Road as the Shoreby Hill Club to serve as the dining pavilion for families with homes at Shoreby Hill, but who did not have extensive kitchens or serving staffs. It also provided clubrooms for members and guests to meet and socialize. It was moved to its present site in 1911 when it became the Casino, and a large ballroom was added to the southeast corner of the structure. Into the 1930s it functioned as a social center for summer residents. After 1950 the Casino saw several new uses including lunch room and spa, nightclub and rental facility. When it was converted to a private residence the large ballroom addition was removed. The lot is now surrounded by privet hedge.

SHOREBY HILL ENTRY GATES/CONANICUS AVENUE – SOUTH (1896-7): Ernest W. Bowditch, landscape designer. Mr. Mague, grading and site work contractor. Two gates flank the entry road at this important entry point to Shoreby Hill. They are constructed of local stone and have a rectangular, inset marble stone with "Shoreby Hill" carved on one elevation, and "Longfellow Road" on the side elevation facing the entry street. They have a concrete-lined planter inset in the top of the gates for ornamental plant materials.

THE GREEN (1896-8): Ernest W. Bowditch, landscape designer. Jams Bowditch and William Bryan, landscape gardeners. Mr. Mague, grading and site work contractor. This open space is 1.13 acres in size and semicircular in

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shape. Originally the space contained shrubs and flower beds, but is now grass, with some remnants of the original ornamental plantings such as privet bushes and cherry trees. Original gravel pathways have been

overgrown with grass but are visible as depressions in the earth. Large stones have been added on either side of Park Lane to control vehicular traffic.

SHOREBY HILL ENTRY GATES/ CONANICUS AVENUE – NORTH (1896-7): Ernest W. Bowditch, landscape designer. Mr. Mague, grading and site work contractor. Two gates flank the entry road at this important entry point to Shoreby Hill. They are constructed of local stone and have a rectangular, inset marble stone with “Shoreby Hill” carved on one elevation, and “Emerson Road” on the side elevation facing the entry street. They have a concrete-lined planter inset in the top of the gates for ornamental plant materials.

EMERSON ROAD

10(NC) FREDERICH REIF HOUSE (1985): William Burgin, architect. A one-and-a-half-story, asymmetrical-T-plan cross-gabled, shingle-clad house executed in the Post-Modern style. The south elevation is shaded by a concrete post shade structure suggestive of a traditional porch, capped by a broad shingled band. An exposed, geometrically complex chimney bisects the east elevation, between large plate glass windows which face Conanicus Avenue and Newport beyond. The steep roof form is intersected with many gable-roofed dormers. An attached two car garage is accessed from the Emerson Road side of the property. The lot was owned for many years by Ephron Catlin, who may have kept it vacant to preserve his view to the Bay. While this house does not contribute to the significance of the district because it falls outside the period of significance, it nevertheless is consistent in type, form, scale, and setting with those properties that create the district’s significance.

16 JEREMIAH H. TEFFT COTTAGE (1911-12): A two-and-a-half-story, shingled, cross-gabled-high-hip-roof house with a large hip-roof porch that wraps around the south and east elevations. It is the most recent of the cottages along the Green and the Meadow, and was one of several homes owned by Mr. Tefft, who rented the houses to summer residents. Tefft was a year-round Jamestown resident who lived at 16 Emerson Road during the winter. Privet hedges are planted along the front lot line.

Garage (ca. 1931): A one-bay, gable-roof garage with large attached shed are located to the northeast of the main house.

24 EPHRON CATLIN COTTAGE (1897-98): George Anthony, builder. A large, shingle-clad, two-and-a-half-story, cross-gabled, slightly asymmetrical L-plan Colonial Revival dwelling with banked windows, Palladian windows in the gable ends on the south and east elevations at the front and right side, and an octagonal-plan porch at the northwest corner. The original porch has been replaced with a lower pitched, shed-roofed porch with a broad second-story platform centered on the facade. Catlin was from St. Louis and was one of the founders and officers of the Jamestown Land Company, a group of summer residents who purchased the Greene Farm in 1896 and developed Shoreby Hill as a summer colony. The Catlins were related by marriage to Margaret Potter, who built The Red House at 5 Alden Road. This house remained in the Catlin Family until 1953. Privet hedges are planted along the front lot line, with an inset wooden gate.

NC Poolhouse and in-ground pool (2001-2): Mary Meagher, architect and Yankee Housewrights, builder. A one-and-a-half-story, shingled structure with two-story octagonal-plan pavilion on its south elevation; it was designed to emulate the main house in form, materials and ornamentation.

34 EDMUND F. AND EMILY C. WICKHAM COTTAGE (1898-99): A large, handsome summer cottage, this shingle-clad, two-and-a-half story house has a gambrel roof which transitions into the broad, hipped-roof front porch, supported by single and paired Tuscan columns. The porch is within the building mass on the east elevation but projects from the mass on the west. The Wickhams were from St. Louis and lived at 29 Vandeventer Place, the same private street as many of the families who built houses in Shoreby Hill. Privet hedges are planted along the front lot line, with a naturalistic stone walkway. Large, mature beech trees adorn the side and rear yards of the lot.

Garage (ca. 1931): A two-car, two-bay, shingle-clad building with a gable roof.

40 JOHN D. AND MARION L. DAVIS COTTAGE (1898-99): Charles Easton, builder. The Davis House is another of Shoreby Hill's distinctive big summer houses, with the front wrapped by a deep porch with a hip roof. This two-

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and-a-half-story shingled design has a flank gable with a central cross gable. The eaves, accented by jack rafters, are carried across the gables as pents. Like the Red House (5 Alden Road), the porch is a series of broad, arched openings with shingle-clad supports. A second story sleeping porch on the east side follows the same motif.

EMERSON ROAD

Marion Davis was the sister of Margaret Potter (5 Alden Road). Davis was a prominent lawyer and corporate board member in St. Louis. Like their neighbors the Wickhams (34 Emerson Road), the Davises lived on Vandeventer Place in St. Louis. Privet hedges are planted along the front lot line.

Shed (post-1941): A small, wood-shingled structure with a gable roof.

- 41 EDWARD MALLINCKRODT COTTAGE (1898-99): Fred Allen, builder. This fieldstone and shingle, gambrel-roofed, Colonial Revival cottage is one of the most architecturally ambitious of the Shoreby Hill summer houses erected by the initial St. Louis residents. The two-story gambrel is carried down and extends out over the porch, which nearly encircles the building. The front door has elaborate sidelights and a fanlight. On both front and rear elevations the central dormers are linked the flanking dormers by shed-roofed hyphens with large multiple-pane vertical oval windows. Other windows have round or segmental heads and also boast elaborate glazing patterns. Edward Mallinckrodt (1841-1928) inherited and greatly expanded his family's chemical manufacturing firm, which had been founded in 1867. He married Jennie Anderson in 1876 and they lived at Vandeventer Place while in St. Louis. A later, yet mature shrubbery landscape buffers the house from Alden Road.

Garage (ca. 1916): A two-car, two-bay, shingle-clad building with a hip roof.

- 46 CAROLINE BRYANT COTTAGE (1912-13): The design of this one-and-a-half-story gambrel-roofed, shingle-clad, Colonial Revival summer house is attributed to its first owner. The house is similar to earlier Shoreby Hill cottages, with a gambrel roof transitioning into a broad, enveloping porch (now enclosed with later windows). The front elevation is highlighted by two ornate dormers with Palladian windows. The wing at the rear of the house was constructed ca. 1920 when space for domestic staff was needed. A low stone wall separated the house from Emerson Road, and original conifers define the west area of the lot. Original maple trees line the street edge.

- NC Garage (1996): A two-car, two-bay, shingle-clad building with a gable roof.

HAWTHORNE ROAD

- 4 CHARLES H. BAILEY COTTAGE (1898-99): R.W. Curry, builder. A large, imposing, white-painted house in the formal Greek Revival vein of the Colonial Revival movement. It is distinguished by a colossal, tetrastyle, temple-form Composite portico. It is a remarkable design contrast to the majority of Shoreby Hill's more informal Shingle Style and Colonial Revival houses. The house is a flank gable, five-bay, two-story block fronted by a portico; a one- and two-story ell extends west from the north end of the west elevation. Its twin single-story, glassed-in porches beside the great portico were later additions. Charles Bailey (1839-1912) was born in Middletown, Connecticut and came to St. Louis after service in the Union Army. His first business was lace cleaning, but his fortune apparently came from real estate. He and his wife Elizabeth lived at Vandeventer Place, the exclusive private street in St. Louis, as did many of his Shoreby Hill neighbors. Bailey and his family had summered in Jamestown for several years before building this house on Hawthorne Road. The front lot line is delineated by a low stone retaining wall, with privet hedge planted on top. Two original maple trees flank the house at the street edge.

- NC Garage (ca. 1980): A two-car, two-bay, weatherboard-clad building with a gable roof.

- 10 T. REMINGTON WRIGHT HOUSE (1916): T. Remington Wright, designer and builder. A one-and-a-half-story, shingled, cross-gable-roof bungalow with a full width front porch set within the building mass. Wright was a Jamestown builder and occasionally designed houses. Privet hedges are planted along the front lot line.

Garage (ca. 1931): A one-bay, shingle-clad building with a gable roof.

Shoreby Hill Historic District

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18 HAWTHORNE COTTAGE (1895-96, 1899, et seq.): A shingled residence with two-story gambrel roof set end to the street, a front porch set within the building mass and full-depth one-story ell with octagonal-plan turret on the northeast elevation. In its present form the house is a product of several building campaigns. The house was built on Conanicus Avenue in 1895-96 and moved to the present site about 1899 by local builder Louis W. Anthony, who rented it as a summer cottage for many years before it was sold to Col. Lawrence H. Moses who converted to

a year-round residence in 1927. A tall privet hedge screens the house from the street. Privet hedges are planted along the front lot line.

NC Workshop (1994): A shingled, one-and-a-half-story, flank-gable-roof outbuilding with a long shed dormer.

23 GEORGE ANTHONY COTTAGE (1924, 2009-10): A two-story building with a hip roof and a simple shingle exterior. The building was one of three constructed on a large lot by Jamestown resident and local builder/real estate developer George D. Anthony. Anthony constructed the house at 16 Knowles Court as his own home in 1915-16, and the cottage next to it (now known as 20 Knowles Court) the following year. In 1924 Anthony built the house at 23 Hawthorne Road, probably as a summer rental property. The substantial rehabilitation of 2009-10 included reworking the façade and its inset first-floor porch and the creation of a two-story addition on the northwest elevation.

NC Garage (2010) A one-bay, one-car garage with gable roof and flared shingle siding.

28 (NC) DOROTHY COSTE HOUSE (1965): National Homes, builder. A one-story Cape with a flank gable roof and attached one-bay garage. The house is derived from vernacular New England architectural precedents with a center entry, flanked by paired, multi-paned windows. The lot was subdivided from the large parcel which was part of the ground for Hawthorne Cottage (18 Hawthorne Road), to the east.

NC Shed (post 1980): A pre-manufactured shed with gable roof.

29 EUGENE F. AND BERTHA L. LANG HOUSE (1930-1, 2003): Harry Scoville, contractor and John Venacio, builder. A two-story, Dutch Colonial Revival cottage with a pedimented center entry, flanked by paired, multi-paned windows. Eugene and Bertha Lang operated Lang's Dry Goods Store in the Caswell Block at East Ferry. In 2003 the sun porch on the east elevation was replaced with a two-story gambrel-roof addition. An original conifer is in the front yard and original maple trees line the street edge.

Garage (1934): A two-car, two-bay, shingle-clad building with a hip roof.

33 JOHN AND ALICE MOLL HOUSE (1930): Ralph G.P. Hull, builder/designer. A one-and-a-half-story, end-gable-roof shingled bungalow has a center entry, flanked by paired, multi-paned windows. The full-width front porch has a shingled base and the hip roof is supported by flared, square wood columns. John Moll was born in Mamaroneck, New York and came to Jamestown in 1917. He was co-owner and operator of the Jamestown Garage on Conanicus Avenue with his brother Charles Moll.

37 (NC) ERIC AND JODY LEXOW HOUSE (1989): Peter Malloy, builder. A two-and-a-half-story, shingled house with gable roof, wraparound front porch and projecting gabled bay. The house is a good example of contextual design for Shoreby Hill; traditional materials and patterns such as shingles, white painted trim, a generous front porch and paired windows are used. However, the composition of the house is clearly of its own period, and is almost Post-Modern in its use of implied structure on the east elevation and in some of the window types and shapes.

NC In-ground swimming pool (ca. 1989): An irregular-rectangular plan pool set diagonally to the principal axes of the house and garage.

NC Garage (1989): A two-car, two-bay, shingle-clad gable-roof building with vehicular access from Knowles Court.

HOLMES COURT

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- 4 ALBERT A. BOONE HOUSE (ca. 1912): George D. Anthony, builder. A two-and-a-half-story, L-plan shingled house with cross-gable roof and multiple chimneys. The front of the house has a full-width shed-roof porch which has been glazed with multi-paned windows. This lot was part of the Greene Farm that was purchased by the Jamestown Land Company in 1895, and the original Shoreby Hill plat plan (designed by Ernest W. Bowditch) shows this property as small garden lots. Between 1912 and 1914 Albert A. Boone purchased the large lot of land on the corner of Holmes Court and Knowles Court and constructed this house as his own residence. (This lot also contained the land that was later sub-divided to create the lot upon which 12 Holmes Court is now built.) Albert A.

Boone (1872-1947) was a horticulturalist, gardener and landscape contractor who had served as the gardener for Shoreby Hill since 1898 (and lived in the Greene Farmhouse from 1898 to 1912). Boone was born in

Gloucestershire, England and came to America in 1890. As a landscape gardener and contractor, he operated his own greenhouses and landscaped many large estates in Jamestown. Boone worked on several projects in the Shoreby Hill neighborhood, including 47 and 53 Standish Road, and 36 Whittier Road. Boone served as a Rhode Island state senator, Town Council president and chairman of the Jamestown School Committee and Board of Tax Assessors. The house is very similar to the George D. Anthony House at 16 Knowles Court, located directly across the street and constructed 1915-16 by Anthony. An original maple is at the street edge and an older conifer is in the front yard area.

- 12 (NC) HOWARD J. BOWEN HOUSE (1948): Eric Moberg, builder. A one-story L-plan house with a low-pitched gable roof set gable end to the street and a shed-roof ell extending to the north from the east end of the north elevation, shiplap siding and small sliding windows. The house is one of the few buildings built in Shoreby Hill in the decade after World War Two. A long addition has been added to the northeast corner of the building. In the 1930s Bowen operated a filling station and garage on Conanicus Avenue, as well as the White Nook Lunch Room. Privet hedges are planted along the front lot line.

- 14 (NC) ALPHONSINE HARQUOIL HOUSE (1961-2): Watson & Perry, builder. Berger Lumber Co./Kingston Cottage Division, designer. A small, one-story house clad in shingles with a gable roof. The house has a side entry and a mixture of single and paired windows. A deck projects from the east elevation. This lot was created when it was subdivided from the lot upon which the Jamestown Casino (former Shoreby Hill Club building) is located at 75 Conanicus Avenue. Privet hedges are planted along the front lot line.

KNOWLES COURT

- 16 GEORGE ANTHONY HOUSE (1915-16): A two-and-a-half-story L-plan house clad in asbestos and asphalt shingles with a cross-gable roof and shed dormer. The house is set on a high foundation and has a full-width shed roof porch (now completely glazed) across the east elevation. George D. Anthony was a Jamestown resident, a successful local builder, real estate developer and property manager. Anthony built this house as his own residence. The house is very similar to the Albert A. Boone House at 4 Holmes Court, located directly across the street and constructed ca. 1912 by Anthony.

Garage (between 1921 and 1941): A one-bay, one-car, board and batten-clad flat-roof building with vehicular access from Holmes Court.

- 20 GEORGE D. ANTHONY COTTAGE (1916-17) A one-story building with a telescoped T plan, cross-gable roof, center entry with shed roof porch and a simple exterior clad in asbestos shingles. The building was constructed by Jamestown resident and local builder/real estate developer George D. Anthony. Anthony constructed the cottage, one of his several rental properties in the Shoreby Hill area.

- NC Garage (2002) This one-bay garage with gable roof and shingle siding is accessed from the Holmes Court portion of the property.

LONGFELLOW ROAD

- 29 GOVERNOR DAVID R. FRANCIS COTTAGE (1899): Creighton Withers, architect and F.A. Allan, Jr., builder. The Francis House is a wide, shallow one-and-a-half-story asymmetrical-T-plan shingled building with dark-painted trim and a steep-pitched gable roof. The front slope of the roof, enlivened by a staccato series of gabled

dormers in two sizes, extends over the 60-foot wide wraparound front porch, extending beyond the building mass on the façade and contained within it on the south elevation. The house is one of the outstanding Shingle Style summer cottages in Shoreby Hill. David R. Francis (1850-1927) was a successful grain merchant who became Mayor of St. Louis 1885-1889, and was then elected as Governor of Missouri 1889-1893. He was appointed to be Secretary of the Interior by President Grover Cleveland and served 1896-1897. Francis and his wife Jane Perry Francis (1854-1924) had lived at Vandeventer Place like many of their Shoreby Hill neighbors from St. Louis. Francis was president of the Louisiana Purchase Exposition Corporation, which was promoting the St. Louis World's Fair of 1904. President Woodrow Wilson appointed Francis as Ambassador to Russia from 1916 to 1917 (during the Russian Revolution). Privet hedges are planted along the front lot line and two original maple trees are in the northwest corner of the property.

Garage (ca. 1907): A one-bay, two-car, shingle-clad building with a gable roof.

- 47 REV. CHARLES D. AND ELIZABETH C. BURROWS HOUSE (1914-15): This two-story, shingled house has a flank-gambrel roof with two large, multi-windowed shed dormers, and a porch (glazed at its northwest end) formed by the continuation of the roofline which wraps around the east and south elevations. The size and configuration of this house are very similar to those at 15 and 17 Standish Road (the builder of those houses was Vernon Head). The Reverend Burrows was the minister of St. Matthew's Church in Jamestown from 1900 to 1935. The Burrows lived in the house until it was sold in 1947. The original privet hedge has been removed but an original maple tree remains in the front yard.

Garage (before 1921): A two-bay, two-car, shingle-clad building with a hip roof.

- 55 GREENE FARM HOUSE (after 1712): A two-and-a-half-story, shingled, gable-on-hip-roofed house with principal entrance in a projecting pavilion off center in the south-facing irregularly fenestrated façade, large stuccoed-brick off-center chimney and a lean-to addition extending from the east end of the north elevation. The exact construction date of this very early house is a matter of dispute. The traditional estimate--1672 for part of the building--seems to be refuted by a 1712 deed to the property which does not mention a building on the site. The house was probably built by David Greene, a Quaker farmer and ferry owner. The Greenes worked their large farm until 1840, when Joseph Greene, Jr., David's grandson, left the house and farm in trust to the Society of Friends. The Friends occupied the house and farmed the property for some time before it was returned to the Greene heirs, who sold it in 1895 to the Jamestown Land Company, developers of Shoreby Hill. The Land Company rented the houses to its gardening staff (notably Albert A. Boone from 1898 to 1912) until it was sold to Boston architect Ernest W. Campbell in 1912 who replaced the existing double-hung windows with casement windows. Original maple trees line both the front and rear street edges.

- 63 EDITH D. BRANDEIS COTTAGE/VILLA TRANQUILLA/BRANDYCE (1912-13): T.D. Wright, builder. A large, shingle-clad staggered-cruciform-plan cottage with a hip roof and symmetrical, rectangular main block, flanked by wings to the north and west. A broad, hip roof porch with thin Tuscan columns shelters the center entrance on the front elevation. Brandeis's aunt Magdalena Dormitzer was married to James Taussig of St. Louis, one of the founders of the Jamestown Land Company, developers of Shoreby Hill. The Taussigs lived just down the hill across Longfellow Road at 11 Alden Road.

- 75 (NC) LAWRENCE A. AND MARGARET M. FRANK HOUSE (1962): Perry & Watson, builder. A one-story, shingle-clad F-plan Ranch house with a shallow gable roof and later pedimented entry.

- 85 ELIZABETH OWENS SEYMOUR COTTAGE (1912-13): This two-story, shingled house has a flank-gambrel roof with a single large shed dormer across the front elevation. Originally the open porch was inset into the massing of the house, but this has since been glazed with double-hung windows. Pedimented hoods, supported by simple angled bracing, shelter entrance on the north and east elevations. A substantial addition has been added to the west side of the building. Privet hedges are planted along the front lot line.

Garage (ca. 1931): A one-bay, shingle-clad building with a gable roof.

- 95 ETHA DAHLGREN RHETT COTTAGE (1914-15): This one-and-a-half-story L-plan shingled residence is a unique and sophisticated bungalow design, with a flank gable roof which is brought down over the front porch in a steep, unbroken slope from the ridge, the only accent being the central chimney stack. The front porch is supported by square columns clad in shingles to match the body of the house. A large big studio-like window on

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the west elevation is unique in the neighborhood. A prominent addition was added in 2010. Etha de Rohan Dahlgren Rhett was widow of Dr. Henry Johns Rhett, a prominent Philadelphia physician. Mrs. Rhett had several houses in Jamestown, many of which she rented. In 1917, Rhett sold it to another widow, Fanny Hayden of Providence. Privet hedges are planted along the front lot line.

100 (NC) JAY G. FLANAGAN HOUSE (1996): A two-story shingled L-plan house with prominent cross-gable roof. The main mass of the house is symmetrical with a projecting pedimented center entry supported by smooth, round Doric columns. Matching dormers project from the house at each front corner; there is a projecting porch at the

southeast and a sunroom at the southwest. At the street edge, a modern curved hedge is set back from the lot line to accommodate a flagstone parking area.

NC Garage (1996): A two-car, two-bay, shingle-clad building with a hip roof and side entry door within an inset entry porch.

101 COMMANDER EDWIN H. AND FRIDA K. TILLMAN COTTAGE (1912-13): This shingle-clad, two-and-a-half-story T-plan house has a gambrel roof with a central gambrel-roofed projection flanked by shed-roofed dormers, and a

LONGFELLOW ROAD

recessed porch incorporated within the body of the building (the western portion has been glazed and incorporated within the interior living space). There is a large, two-stage rear ell, telescoped in both plan and section. Commander Tillman was a US Navy officer who served during the late 19th and early 20th century. He graduated from the US Naval Academy in 1881 and served as commander of the monitor *USS Amphitrite*, which was ordered to the Naval Training Station at Newport for duty in 1903. He also commanded that ship at Guantanamo Bay, Cuba. Tillman later served as Captain of the lighthouse tender *USS Oleander*, with responsibilities for aids to navigation on the Mississippi River. Later in his career Tillman charted the entire coastline of Alaska. Privet hedges are planted along the front lot line.

109 EMILY CRAVEN AND COMMODORE (USN) J. E. CRAVEN COTTAGE (1913-14): This shingle-clad, two-and-a-half-story T-plan house has a gambrel roof with three shed dormers on the north elevation, a recessed porch incorporated within the mass of the building (its eastern portion now glazed and incorporated within the interior living space), a large shed roof over the rear ell's northern section, and a porch at the re-entrant southwest corner of the T. The house was built by Commodore (U.S.N.) and Mrs. Craven. Comm. Craven served as an instructor at the Naval Academy, as navigator on the battleship *USS Oregon* in 1902, as Captain of the Boston Naval Yard and as Captain of the battleship *USS New Jersey* in 1911. The Cravens were summering in Jamestown as early as the summer of 1912. Privet hedges are planted along the front lot line.

117 HELEN TOMB COTTAGE (1911-12): A symmetrical, shingle-clad bungalow with center entrance that is set flank gable to the street, distinguished by its long, deep porch across the entire front elevation. The porch roof is an extension of the main roof, and is supported by plain square posts. A large shed-roof dormer and almost-full-width shallow ell are on the south elevation. Two original conifers flank the front entrance.

126 ADMIRAL(USN) JOHN AND AGNES C.B. DOWNES COTTAGE (1913-14): This two-story, shingled cottage has a gambrel roof with twin Palladian window dormers. The first floor of the house has a shed-roofed center entrance which was originally an open entry porch supported by columns, and is now enclosed by multi-paned windows to match the house's fenestration. The addition to the east replaces an earlier greenhouse. Admiral Downes was in command of the Great Lakes Naval Training Center during most of World War Two. Mrs. Downes was the sister of Mrs. Marion B. Leary, who lived at 143 Longfellow. The house may have been designed by Adolphus C. Knowles, who designed the Leary Cottage. The house was restored and renovated by Architect Donald Dodge during the 1970s. Privet hedges are planted along the front lot line, and a mature landscape of flowering shrubs surrounds the house.

Garage (ca. 1931): A one-bay, shingle-clad building with a gable roof and an attached shed roof shed.

NC Pool (ca. 1985): A rectangular-plan in-ground pool northeast of the house and southeast of the garage.

- 127 AMANDA KNOWLES COTTAGE (1912-13): Adolphus C. Knowles, builder. This one-and-a-half-story, square-plan shingled bungalow has a full-width deep front porch within the mass of the building (now glazed completely) and a very large, central gabled dormer flanked by smaller gable dormers. The house was built by Adolphus C. Knowles, and was one of many properties owned by the Knowles family at the beginning of the twentieth century. Amanda Knowles was the second wife of prominent Jamestown builder, designer and real estate businessman Adolphus C. Knowles. Very similar if not identical originally to the house Knowles built across Plymouth Road at 135 Longfellow Road almost 15 years later, it demonstrates a developer's tendency to adhere to designs appropriate to their function. The front of the house is dominated by large, original rhododendrons.

- 134 ADMIRAL FAIRFAX AND MARION B. LEARY COTTAGE (1916): The Leary Cottage is a shingled Dutch Colonial, one-story, flank-gambrel-roof L-plan house with a gabled portico entrance and symmetrical and continuous shed dormer on the façade, a hip-roof porch across the west elevation and a large ell at the rear. It was designed by Adolphus Knowles and built by T.D. Wright for Admiral Leary (1885-1957) who was stationed at the Newport Training Station when this cottage was built. Later in his career, Leary was a Vice Admiral and commander of United States Navy forces during

LONGFELLOW ROAD

the Pacific Campaign of World War II. He also served as commander of the Great Lakes Naval Training Center later in the war. Privet hedges are planted along the front and side lot lines, and there is an original maple in the front yard.

Garage (ca. 1931): A one-bay, shingle-clad building with a hip roof.

- 135 ADOLPHUS C. KNOWLES HOUSE (1926-27): Adolphus C. Knowles, builder. This one-and-a-half-story, square-plan shingled bungalow has a full-width deep porch within the mass of the building and a very large, central gabled dormer flanked by smaller gable dormers, and a small ell at rear. The house was built by Adolphus C. Knowles, and was one of many properties owned by the Knowles family at the beginning of the twentieth century. Knowles was a prominent Jamestown builder, designer and real estate businessman Adolphus C. Knowles. This was apparently the last house built by Knowles. The house has undergone many changes since its first incarnation in a more English Cottage style. The house was remodeled 1981-82; the porch was reopened and new round columns installed, all windows were replaced, and in 2003 a three-season sun room was added to the rear of the house. Very similar if not identical originally to the house Knowles built across Plymouth Road at 127 Longfellow Road almost 15 years earlier, it demonstrates a developer's tendency to adhere to designs appropriate to their function, in this case rental housing. A new privet hedge has been planted along the front lot line and an original beech tree is in the front yard.

- NC Garage/guesthouse (2008): An existing garage/guesthouse at the rear of the property has been greatly expanded, and now has second story whose design follows the roof gable patterning of the main house.

SHOREBY HILL ENTRY GATES/LONGFELLOW ROAD (1911-2): Two gates flank the entry road at this important entry point to Shoreby Hill. They are constructed of local stone and have a concrete-lined planter inset in the top of the gates for ornamental plant materials.

PARK LANE

THE MEADOW (1896-8): Ernest W. Bowditch, landscape designer. James Bowditch and William Bryan, landscape gardener. Mr. Mague, grading and site work contractor. This open space is 3.75 acres in size, kidney shaped in form and slopes from the southeast to the northwest. The area is entirely planted in grasses and has a more wild character than the Green located along Conanicus Avenue. Careful design and grading of the streets creates berms at the Alden Road side.

PRISCILLA ROAD

Shoreby Hill Historic District

Newport, Rhode Island

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2(NC) ESTHER LYONS HOUSE (1963-4, 2008): National Homes Corporation, architect. John C. Rembijas, builder. A two-story, shingled staggered-cruciform-plan house with overhanging hip roof executed in the Modern Prairie style, this was originally constructed as a one-story, hipped-roof, Modern style house on a slab foundation. As part of a series of renovation campaigns, a substantial second floor has been added, along with wings to the north of the original structure. The 2008 renovation clad the building in natural shingles and dark trim. While the house does not contribute to the significance of the district because it falls outside the period of significance, it nevertheless is consistent in type, form, scale, and setting with those properties that create the district's significance. Original maple trees line the curving front lot line.

8 SEIFERT W. ROUSSEAU COTTAGE/DUBIUS REST (c. 1914): This shingle-clad, two-story house has a gambrel roof with shed-roofed dormers, a small ell on the west elevation, and a shed-roof porch on that wraps around the east and south elevations (glazed on the south elevation). A glazed entry vestibule has been added to the north

elevation. Rousseau, a Jamestown resident who bought the land from the Jamestown Land Company in 1913, built the house and sold it in 1915 to Commander and Mrs. Theodore Porter of Annapolis, Maryland for \$6,000.

PRISCILLA ROAD

Commodore Porter was the son of famous Civil War Admiral David D. Porter. Privet hedges are planted along a section of the front lot line,

Garage (between 1921 and 1941): A one-bay, shingle-clad building with a hip roof. Now a shed, the building appears to have originally served as a small garage.

12 CAPTAIN (USN) ARTHUR AND MAUD S. DUNBAR COTTAGE (c. 1914): A one-and-a-half-story, square-plan shingled bungalow with large ell extending from the southeast corner, wide hip-roof entrance pavilion with ogee arch over the recessed center entrance, and deep, shallow shed dormers on the east and west slopes of the end-gable roof. Built as a summer cottage for Captain Dunbar, M.D., U.S.N., and his wife, Maud S. Dunbar, it was rented for several summers, and in 1929 purchased by Captain Robert S. Chew, who added a cellar and central heating, plastered the walls and erected a garage.

Garage (between 1921 and 1941): A two-bay, two-car, shingle-clad building with a gable roof.

15 DR. LAWRENCE TURNBULL COTTAGE/JOLINE COTTAGE (c. 1889, moved 1901): Charles Bevins, architect. This shingled house has a prominent entry porch on the northeast with attached deck, and a large, shed-roofed enclosed porch along its south elevation. The end-gable roof is punctuated by three hipped dormers on the south side. The house was designed by Bevins and built by Dr. Lawrence Turnbull of Philadelphia in the Stick Style and stood on Union Street until the fall of 1901. At that time, Dr. Turnbull's daughter and son-in-law, Jeanie and John F. Joline had the house moved here and made large additions in 1901-2. In 1929 Julia Parker of Detroit (who had owned the former Gov. Davis house at 29 Longfellow Road) bought the house and made extensive changes with contractor Adolphus C. Knowles. In 1929 this cottage was rented for the summer by Alice Roosevelt Longworth, daughter of President Theodore Roosevelt. With numerous additions—all shingle clad and with multiple-pane windows—this once relatively simple house now rambles exquisitely to create the very image of upper-income New England waterside domestic architecture: a house casually and only somewhat thoughtfully expanded over time as need dictated and wealth allowed. A new privet hedge has been planted along the front lot line.

Garage (between 1921 and 1941): A one-bay, shingle-clad building with a hip roof.

19 (NC) L. SANFORD CROWELL HOUSE (1950): W.T. Canning, architect. Lewis W. Hull, builder. This one-and-a-half-story shingled Cape has a central entry in a 5-bay facade and two gabled dormers on its façade and an almost-full-width porch across its west elevation. The yard was once part of the property to the south and was Miss Julia Parker's rose garden, designed and planted c. 1926 by landscape designer Albert A. Boone. The original garden included a rock garden, birdbath, wire fence, gate, and evergreens. A white picket fence of poly-vinyl chlorate lines the east, north and west lot lines.

PRUDENCE LANE

4 (NC) ISABEL STOREY HOUSE (1954): A one-story, L-plan, gable-roof, shingle-clad Ranch house with an off-center principal entrance flanked by multi-window openings. An ell projects towards the street from the north end of the house.

PRUDENCE ROAD

19 (NC) DAVID SLINGLUFF HOUSE (1995): New England Ventures, builder. This shingle-clad, two-story house has a gambrel roof with a single shed-roof dormer on the north and skylights on north and south elevations. An enclosed entry vestibule with a closed pediment projects from the north elevation and large deck with trellis projects to the south. A projecting, gambrel-roof garage is attached to the east. Until the construction of this house, this parcel of land was open for most of the twentieth century. The Slingluffs were early residents of Upper Shoreby Hill, and

have associations with the US Navy. The lawn areas are separated front the street with a variety of plant materials.

24 COMMANDER (USN) CARY W. AND CHARLOTTE MAGRUDER COTTAGE (c. 1924): Commander Cary W. Magruder, architect and general contractor. A two-and-a-half-story, gambrel-roof cottage with large shed dormers

on both north and south slopes. The roof is slate and sidewalls clad in natural shingles. The building has five bays with a center entry. A substantial sun porch on the east has been enclosed and is surmounted by a railing for an upper deck. Magruder was a naval officer who, among other service, had commanded destroyers in World War One convoy duty. During World War Two he commanded the Newport Naval Training Station. The front lot line is planted with a variety of shrubs, and there are several mature beech trees on the property.

Garage (between 1921 and 1941): A three-car, three-bay, shingle-clad building with a pyramidal roof; a hip-roof ell (built 2007) extends from the northwest corner.

32 ELIZABETH C. BURROWS COTTAGE (1915): A two-and-a-half-story, gambrel-roof cottage with a large shed dormer on the west elevation and two large gable dormers on the east. The house is clad in natural shingles. The building has a small entry door under a triangular pediment supported by columns. A substantial sun porch on the east has been enclosed with multi-paned windows. The south lot line is planted with privet hedge.

Garage (ca 1925, ca 1955): Originally constructed as a single-bay, one-car garage with a gable roof. The later north bay has a simple shed roof connecting it to the original garage.

STANDISH ROAD

SHOREBY HILL ENTRY GATES/STANDISH ROAD (1896-7): Ernest W. Bowditch, landscape designer. Mr. Mague, grading and site work contractor. Two gates flank the entry road at this important entry point to Shoreby Hill. They are constructed of local stone and have a concrete-lined planter inset in the top of the gates for ornamental plant materials.

3 SAMUEL ROSENGARTEN COTTAGE (1911-12): A large, two-and-a-half-story residence with a large central shed dormers on both the north and south slopes of the roof, a center entrance with sidelights below a brace-supported shed-roof hood, paired interior end chimneys, and two- and one-story extensions at the west side ending in an attached garage along Coronado Street (this was added between 1921 and 1939). A one-story extension projects from the east as well. The Rosengarten family was from Philadelphia. By 1915 the house was owned by Mr. and Mrs. Henry and Fannie McIlvaine (also of Philadelphia) and her family. Mr. McIlvaine was Chief Engineer of the United States Navy, having served through the Civil War as an engineer and later as an instructor at the US Naval Academy. The house was later owned by Dr. Alfred Gobeille, who constructed his offices across the street at 4 Standish Road in 1955-6.

- 4 (NC) DOCTOR ALFRED B. GOBEILLE, M.D. OFFICES (1955-56, addition 2004): Charles Link, Jr., architect. John C. Rembijas, builder. An L-plan single-story building constructed of masonry blocks with a low gable roof and double-hung windows with two panes in each sash with horizontal muntins. An addition was added to the east in 2004, with a triple casement window, and wood pergolas are on the west elevation and in the re-entrant angle on the east elevation. Dr. Gobeille resided at 3 Standish Road and served as the President of the Jamestown Town Council in the 1950s, as well as health officer for the Town.
- 13 E. CROSBY AND ELIZABETH KINDLEBERGER COTTAGE/JUNE COTTAGE (1913): A shingled two-and-a-half-story, four-bay-façade, flank-gable-roof, cottage with one-story porch at the northwest corner and overhanging eaves supported by rounded exposed rafters. The original front porch stretched across the east elevation, but the southern half has been enclosed with casement windows. The Kindlebergers resided in the New York City area when not at Shoreby Hill in the summer. Mr. Kindleberger was son of Rear Admiral David Kindleberger and became an attorney. He was a Special Assistant District Attorney for New York. In 1906 he was one of a team of attorneys that argued the case of Hatch v. Reardon before the US Supreme Court. By 1921 he was practicing privately for the firm of Townsend and Kindleberger. The front lot line is planted with privet hedge.

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- 17 ALONZO E. AND MARGARET E. TEFFT HOUSE (1916): T.D. Wright, designer and contractor. This one-and-a-half-story, shingled bungalow has a symmetrical five-bay façade with center entrance, full-width front porch within the building mass, flank-gable roof with a large, multi-windowed shed dormer, and small one-story ells extending from the north and south ends of the west elevation. Mr. Tefft was a contractor and served on the Jamestown School Committee. The front lot line is planted with privet hedge.
- Garage (between 1921 and 1939): A one-bay, two-car, shingle-clad building with exposed rafter ends and a gable roof.
- 23 CAPTAIN C.C. SOULE COTTAGE (1931): A. Everett Tefft, contractor. This unique one-and-a-half-story house is bungalow in form, with a full-width front porch (now closed on the south end), a pedimented entry projecting from the porch, a one-story porch on the south elevation, and a large shed dormer with paired windows across the front elevation. The house was built for US Navy Captain Charles C. Soule, who, among his many postings, was captain of the *USS New Mexico* and commander of the US Naval Station at Guantanamo Bay Cuba from 1926 to 1928. An original beech tree is in the south area of the front yard, and a parking area has been added to the north side.
- Garage/Guest house (between 1931 and 1939, 1965): The L-plan garage was constructed as a three-bay, three-car garage with a hip roof. In 1965 it received a 12' x 13' expansion and the south half was converted, according to the building permit issued at the time for "summer living."
- 24 (NC) HOUSE (1965): This rambling one-story rectilinear Z-plan house with a center entrance Cape at its core, flanked by projecting additions on the north (hipped-roof) and south (gable-end roof). An attached, two-car, two-bay garage was added in 1975. Original maple trees interplanted with privet hedge line the curving front lot line along Standish Road.
- 27 VERNON A. HEAD COTTAGE (1932): Vernon A. Head, designer, Foster S. Knowles, builder. A side-gable, shingled, two-story house with a full-width porch with shingled knee walls and turned columns, across the front and sun room on the south side. There were ten rooms and three baths in the house including four master bedrooms and two servant bedrooms. The house is very similar to 33 Standish Road, which was also built and owned by Head. Vernon Head rented the house to visiting families in the summer. He was a taxi driver and owned several houses in the Shoreby Hill area. An original maple tree is in the front yard.
- Garage (1931): A concrete block two-car, two-bay garage with pyramidal roof is in the rear. It has diamond-pane upper sash.

30 (NC) HELEN M. ELIASON HOUSE (1921, expanded c. 1970): The center mass of the house is two stories and side-gambrel to the street. Two dominant gambrel roof forms project from the house; to the north a two-story garage and to the south a smaller projection. Two more additions extend to the south. This house was originally a small summer cottage and was enlarged into its current form by 1972.

33 VERNON A. HEAD HOUSE (1932): A shingled, gambrel-roof, two-story house with large open porch featuring shingled knee walls. The porch is supported by turned columns stretching across the front and sun room on the south side. An attached two-car garage extends from the west end of the north elevation, and is accessed by a wide new driveway. Aside from different roof forms and the modern garage addition, the house is very similar to 27 Standish Road, which was also built and owned by Head. Vernon Head had this house built as his own residence, but rented it to visiting families in the summer. He was a taxi driver and owned several houses in the Shoreby Hill area. The front lot line is lined with original maple trees.

Garage (1931): A wood-frame one-car garage with hip roof and small windows is in the rear elevation.

STANDISH ROAD

37 (NC) TAMMY AND STEVE FASANO HOUSE (2003): Peter Carrigan, engineer. JC Construction, builder. A two-story, L-plan neo-Shingle Style house clad in natural shingles with painted trim, with a stone base. The house has a cross-gable roof with gables at the ends of the front elevations. There is an inset entry porch on the first floor and inset balcony on the second floor and triple windows. The house is set back from the street, accessed across gardens and lawn. This house replaced a ranch house which was constructed in 1967 by local builder Bertil Brodin.

42 (NC) JAMES PROCACCIANTI HOUSE (2006-8): JAG Designs, designer. Parker-Thompson, contractor. A one-and-a-half-story, neo-Shingle style house clad in natural shingles with painted trim. The house has an elongated side-gable roof, punctuated by several gable, shed, flared-hip and eyebrow dormers. The house is separated from the street (a rarity in Shoreby Hill) by a poly-vinyl-chlorate fence, which also lines the east and south lot lines. This house replaces the Arthur Steadman Hills cottage, which was constructed in 1915-16 and demolished in 2006.

Garage (c. 1921): A two-bay, two-car, shingle-clad building with a gable roof. A portion of this building survives from the original Hills cottage period.

NC Swimming pool (2008): A rectangular in-ground pool

NC Poolhouse (2008): A one-story, shingle-clad building with a shallow cross-gable roof.

43 THOMAS R. WRIGHT COTTAGE (1914-15): Thomas R. Wright, builder. This one-and-a-half-story, shingled bungalow has a flank-gable roof with a small, multi-windowed shed dormer. The original full-width front porch, contained within the building mass, has been enclosed with large windows added. Wright was a Jamestown builder and contractor. By 1916 the house (and adjacent lot to the north) had been purchased by Mr. and Mrs. H. W. and Estelle M. Moses of Washington, DC.

Garage (c. 1916): A one-bay, gable roof building.

47 COMMANDER (USN) B. F. AND HARRIET TILLEY HOUSE (1927): Peter H. Blackwell, architect and general contractor. Albert Boone, landscape contractor. A two-story, shingled, center entrance Colonial with a gable roof and end chimney, this house, located well back from and perpendicular to the street, faces due south. A long piazza across one end has been enclosed, as has the sleeping porch above the built-in garage on the rear. Originally the house included a fieldstone terrace. Commander Tilley was a career officer in the US Navy (his father had been the first governor of American Samoa). In 1917 Tilley, then a Lieutenant (j.g.), was an aide to the Commandant of Naval Station Hawaii.

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53 MRS. SOPHIE J. SCHAUS COTTAGE/BELCOUR (1926-1927): Peter H. Blackwell, architect and general contractor. Albert Boone, landscape contractor. A large, one-and-a-half-story shingled bungalow with a fieldstone exterior chimney, enclosed porch extending south from the east end of the south elevation, and end-gable roof with shed dormers. The entry to the house is sheltered by a small, gabled hood supported by Tuscan columns. Mrs. Sophie Schaus was the widow of New York Art dealer Herman Schaus. Two original conifers flank the entrance on the front lot line.

Garage (1926-27): A two-bay, two-car, shingle-clad building with a gable roof and small shed-roof ell.

57 COMMANDER (USN) THEODORE A. AND MARY S. KITTINGER COTTAGE (1915): A large, two-and-a-half-story residence set gable end to the street and oriented toward its driveway to the north. The roof has overhanging eaves supported by brackets and paired interior end chimneys. A shingled, full-width shed-roof one-story entrance porch on the north remains intact with a center entry vestibule. Another porch on the south elevation has been enclosed. Commander Kittinger graduated from the US Naval Academy in 1901 and was a career US Navy officer. At the beginning of World War One Kittinger commanded the *USS Cushing*, a destroyer launched in 1915. Later he commanded the *USS Corsair*, which was J.P. Morgan's private yacht converted for anti-submarine duty. The front lot line is planted with privet hedge.

Garage (between 1921 and 1941): A two-bay, two-car, shingle-clad building with a gable roof.

73 HENRY G. SMITH COTTAGE/BURROWS COTTAGE (1921-22): Adolphus C. Knowles, architect and builder. This residence has a symmetrical and Colonial Revival style main elevation with a two-story, flank-gabled central section containing the entrance flanked by symmetrical saltbox wings intersecting the central block. A long porch across the front has been added. This is one of the largest houses constructed in Shoreby Hill. Henry Gerrish Smith was a former officer in the US Navy in the post of Naval Constructor, in charge of working with private contractors building Navy vessels. Smith resigned his commission and became a vice president of Bethlehem Steel, specifically as the head of the Fore River Shipyard in Quincy, Massachusetts. There are several mature beech trees on the property and low, dry laid stone walls separate the house from the driveway. A mortared random stone wall capped by sharp stones on end separates the property front the street along the curving front lot line.

NC Swimming pool (ca 1960): A kidney-plan pool immediately north of the ell extending to the northwest.

NC Garage (1998): A one-bay, two-car, building with a gable roof.

77 CAPTAIN (USN) LOUIS A. AND CYNTHIA R. KAISER HOUSE (1916-17): This large, one-and-a-half-story, square-plan shingled bungalow features a full-width porch across the front (the north side has been enclosed and the south side is glazed), and a trio of dormers on the front elevation; a large shed dormer in the center, flanked by smaller hipped-roof dormers with single windows. A small side entrance porch is on the west end of the north elevation. Captain Louis Anthony Kaiser was a career officer in the US Navy and held many commands, including the cruiser *USS Montgomery*, the *USS Tennessee*. He also served at the Boston Naval Yard and in 1915 at the US Naval War College in Newport. His final command was the battleship *USS New Jersey*. Kaiser was a pioneer in the early use of wireless telegraphy by the US Navy. Original maple and beech trees are in the front and side yards.

Garage (between 1921 and 1941): A one-bay, shingle-clad building with a gable roof

WHITTIER ROAD

SHOREBY HILL ENTRY GATES/WHITTIER ROAD (1911-2): Two gates flank the west end of Whittier Road at this important entry point to Shoreby Hill. They are constructed of local stone and have a concrete-lined planter inset in the top of the gates for ornamental plant materials.

2 VICE ADMIRAL DEWITT COFFMAN (USN) AND EULALIE COFFMAN COTTAGE (1916): Albert W. Wright, architect. Thomas D. Wright, builder. A seemingly symmetrical house with a two-and-a-half-story hip-roof main block, telescoped two-and-a-half-story ell extending to the west from the main block, and one-story U-plan ell

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extending north from the east end of the north elevation. The principal entrance, centered on the façade, is within a Tuscan-column porch partially set within the building mass and flanked by tripartite windows on the first story; first-story windows are grouped in pairs and triples, while upper story windows are largely singles. Coffman served in the Spanish American and First World Wars. Eulalie Coffman was the sister of Rose B. Magruder, who built the cottage immediately to the west at 10 Whittier Road in the same year. The front lot line is planted with privet hedge, with stone posts at the entrances.

Garage (c. 1916): Originally constructed as a single-bay, one-car garage with a hip roof. By 1939 the west bay, with a separate hip roof, was added.

- 10 ADMIRAL (USN) THOMAS PICKETT MAGRUDER AND ROSE B. MAGRUDER COTTAGE (1916): Albert W. Wright, architect. Thomas D. Wright, builder. A one-and-a-half-story, irregular L-plan shingled bungalow with principal entrance on the west elevation sheltered by a small, hipped hood supported by small piers and multiple-windowed shed dormers on both the south and north elevations. The almost-full-width front porch, partially set within the building mass, has been altered from its original configuration. Admiral Thomas Pickett Magruder, a career naval officer who commanded the Philadelphia Naval Yard during the 1920s. Rose B. Magruder was the sister of Eulalie Coffman, who built the cottage immediately to the east at 2 Whittier Road in the same year. Admiral Magruder's brother was Cary Magruder, who owned the house at 24 Prudence Road. The front lot line is planted with privet hedge.

WHITTIER ROAD

Garage (between 1921 and 1939): Originally constructed as a garage, this shingled, hipped-roof building is now used as an outbuilding.

- 13 COMMANDER (USN) EDMUND S.R. AND RUTH BRANDT COTTAGE (1921): Edmund S.R. Brandt, designer and George H. Martland, builder. This large, two-story, shingled, gambrel-roof house faces east towards Narragansett Bay and has large shed dormers. It has an enclosed porch facing east, surmounted by a deck with a low railing. The small entry door on the north elevation is sheltered by a small, gabled hood supported by lattice. Commander Brandt was a World War One veteran and in 1920 he was assigned to the Naval Training and Torpedo Station in Newport. He died in 1937. Mrs. Brandt was a singer of some note.

Garage (1921): A two-bay, two-car hip-roof garage clad in shiplap siding with a gable-roof ell to the south.

- 14 BESSIE C. AND ROBERT FULLER COTTAGE (1916-17): Albert W. Wright, architect. Thomas D. Wright, builder. A one-and-a-half-story, square-plan shingled bungalow with end-gable pavilion extending from the southeast corner and sited gable end to the street with multiple-window exposed-rafter-end shed dormers with above both the east and west elevations. An entry to the house on the west elevation is sheltered by a small, hipped hood supported by small piers. The original full-depth porch, set within the building mass on the west elevation, has been enclosed. Mr. and Mrs. Fuller resided in Brookline, Massachusetts. The front lot line is planted with privet hedge, with a wooden trellis at the path to the front door.

Garage (between 1921 and 1941): A one-bay, shingle-clad building with a gable roof.

- 20 COMMANDER (USN) RICHARD P. MCCULLOUGH COTTAGE (1916-17, early 21st century): Frederic Anthony, builder. A one-and-a-half story, shingled bungalow with small ell extending west from the north end of the west elevation, small ell extending north from the west end of the north elevation, and large hip-roof addition across the east elevation. The exposed-rafter-end roof has large shed dormers with multiple windows on both south and north elevations. The ell on the east side of the house was added in 2006. The house is entered from a low deck covered with a pergola. McCullough was a career naval officer and a veteran of World-War-One anti-submarine duty. He was posted at the Naval War College when he built this cottage. The front lot line is planted with privet hedge.

- NC Garage (2006): This two-bay, one-story garage utilizes the style of the main house with shingle siding, a gable roof and a large shed dormer with exposed rafter ends.

- 24 (NC) CONANICUT YACHT CLUB PARKING LOT: This open gravel lot is used for parking by the Conanicut Yacht Club for its hard-court and platform tennis courts. A fence lines the east side, the south side is privet hedge and an arborvitae hedge lines the west side. The lot has historically been open, but was owned by the Jamestown Country Club as part of their tennis and golf complex until the 1950s.
- 30 (NC) WILLIAM RITTER HOUSE (1994): A two-story, shingle-clad hip-roof Post Modern house. The square-plan main block, with semi-circular-plan projecting pavilion centered on the north elevation, is flanked by a one-story square-plan wing to the west and a hip-roof two-stall garage at the north end of the east elevation. The central main entrance is within a pier-supported porch below a shingle-clad knee-wall second-story balcony below the eyebrow-like undulation over the second floor balcony door. The house is built on the lot that was previously associated with the Sarah Creswell Cottage, located at 36 Whittier Road. A large quadrant-plan driveway leads from the property's southwest corner past the front door to the main drive.
- 33 (NC) ART SCARABELLO HOUSE (2006): Norman Bellemore, architect. A complexly-massed one- and two-story shingled house with applied-stone trim and a complex roof structure: the hip-roof central section is intersected by gable- and hip-roof ells to the north and south, and a one-story hip-roof section extends along the east elevation. A three-bay attached garage dominates the west side of the first floor and multiple projecting gables and bays characterize the front elevation. The house replaces a cottage built in 1926 by Captain (USN) Louis A. and Cynthia R. Kaiser, who owned the house immediately to the east at 77 Standish Road. A new privet hedge is at the front lot line.

WHITTIER ROAD

- 36 MISS SARAH W. CRESSWELL COTTAGE (1927): A.D.E. Sullivan, architect (New York). Thomas D. Wright, builder. A two-and-a-half-story shingled house with a hip-roof rectangular main block with two-story hip-roof ell extending south from the west end of its south elevation and a one-story hip-roof-ell screened porch extending south and west from its southwest corner. The principal entrance is within a porch with piers and lattice infill set into the main block's mass at its southeast corner. The wing projecting from the south elevation was originally a one-car garage, and the original dormer above has been replaced for a full second floor bedroom above. The original the clapboard replaced with cedar shingles. Miss Cresswell was a resident of New York City.
- NC Garage (after 1993): A shingled, two-bay, hip-roof two-car garage with a potting-shed ell on its west side elevation. The garage is nicely integrated on the site with the main house by a formal garden that connects the two.
- 41 (NC) JOSEPH PERRY HOUSE (1957): Joseph Perry, builder. A one-story, telescoped-rectangular-plan shingle-clad Cape with gable roof, inset entry porch and projecting center bay. The house has an attached two-bay garage. The garage was extended in 1966. Mr. Perry was an active developer and builder in Jamestown in the 1960s. The front lot line is planted with privet hedge.
- 44 COMMANDER (USN) JOHN HAVENS AND NANCY REED DAYTON COTTAGE (1912-13): Thomas D. Wright, builder. A one-and-a-half-story, shingled house with a gable roof and broad exposed-rafter-end shed dormers on both north and south elevations. A simple gabled entry vestibule is on the west, and a glazed porch with central second-story balcony on the north elevation overlooks a vista of the Jamestown Country Club and farmland beyond. Mrs. Dayton was a sister of Mrs. Margaret Reed Wood, whose family constructed the cottage immediately to the west at 50 Whittier Road. John Havens Dayton graduated from the US Naval Academy in 1890 and over his career was commander of the cruiser *USS West Virginia* and the battleships *USS Michigan* and *USS Arizona*. In 1922 he was promoted to Rear Admiral. The front lot line is planted with a hedge of mixed plant materials.
- Garage (between 1921 and 1941): A one-bay, shingle-clad building with a gable roof and exposed rafter ends.
- 49 SCARABELLO HOUSE (2010-11): This new house with replaces a one-story, shingle clad Ranch house built in 1956 by builder Joseph Perry.

Shoreby Hill Historic District

Newport, Rhode Island

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- 50 LT. (USN) DUNCAN AND MARGARET REED WOOD COTTAGE (1911-12): Thomas D. Wright, builder. A symmetrical, one-and-a-half-story, shingled house with a gable roof and a small gable dormer in the center and later shed dormer to the east with exposed rafter ends. A simple center entry door on the south is flanked by paired windows and a glazed porch on the north elevation overlooks a vista of the Jamestown Country Club and farmland beyond. Mrs. Margaret Reed Wood was a sister of Mrs. Nancy Reed Dayton, who constructed the cottage immediately to the east at 44 Whittier Road. Mrs. Wood was married to Duncan Wood, a lieutenant in the US Navy and son of Commander Edward P. Wood and Annie D.M. Wood, who built and owned the house at 54 Whittier Road. Duncan Wood served on board the battleship *USS Iowa* in 1906. The front lot line is planted with a hedge of mixed plant materials.
- 54 ANNIE D. M. WOOD COTTAGE/WOODBOX (1911-12, 2002): Thomas D. Wright, builder. This shingled house is an asymmetrical composition of forms which have evolved over time. At the center is a complex two-story, hip-and-cross-gable-roof building with ample porches at its southeast and northwest corners. Mrs. Wood was the widow of Spanish American War hero Commander (USN) Edward P. Wood, who had died in 1899. Their son was Duncan Wood, who married Margaret Reed Wood. In 1927, a later owner, Mr. Andrew Jones made extensive renovations and alterations to the house, including a two-story addition that was larger than the original cottage. In 2002 the hipped-roof front porch was added. A low, dry-laid stone wall separates the house from the road, and an original beech tree is in the side yard to the west of the house.
- 55 ANNE BURTON JEFFERS COTTAGE (1912-15): A shingled, gambrel-roof, one-and-a-half-story house with full-width front porch, supported by small piers with crossed-braced railing supports. There are three shed dormers in the roof, the center having been changed to an oculus window. Anne Burton Jeffers was the State Librarian for Maryland from 1896 to 1908. A low, dry-laid stone wall separates the house from the road, with a wooden gate at the path to the front door.

Garage (between 1921 and 1941): A one-bay, shingle-clad building with a hip roof.

WHITTIER ROAD

- 62 MADELINE AND LUCY HOW BECKWITH COTTAGE (1915-16): This large, two-and-a-half-story, shingled house has a two-story flared gambrel roof with two large brick chimneys, large shed dormers at the second floor level and small hip-roof dormers with triple windows at the attic level. It has an enclosed porch on the northwest corner and a large open terrace to the north. The entry door on the south elevation is enclosed within a glazed vestibule with a flared hip roof. A privet hedge with white latticework gate separates the front yard from the street. Madeline and Lucy How Beckwith were apparently sisters who co-owned the property at the time of the construction of the house, and retained ownership until at least 1932. Both were unmarried as of 1921 and resided in Washington, DC. An evergreen hedge separates the house from the road, with a wooden gate at the path to the front door.

Garage (between 1921 and 1941): A shingled, two-bay, two-car garage with a pyramidal roof, it was rehabilitated in 2003.

- 65 CHARLES W. HUBBARD AND ANNE S. HUBBARD COTTAGE (1917-18): Frederic Anthony, builder. This large, two-story, Shingle Style house has a hip roof and tall, broad, simple internal chimneys at either end of the building. First floor windows are multi-paned floor to ceiling casement windows, acting visually as French doors. Second story windows are paired, multi-paned casements. In 2010 the entry porch on the west was reconfigured to face Whittier Road, and a wing was added to the southeast corner. The Hubbards resided in Weston, Massachusetts, and were active in land conservation and recreation there. Charles W. Hubbard was treasurer of his family business, the Ludlow Manufacturing Company, a textile concern with mills throughout the Commonwealth.

Garage (1917-18): Originally constructed as a wood-frame, one-bay garage, the building was expanded after 1941 and is now a shingle-clad, two-bay, two-car garage with a shallow gable-on-hip roof.

- 75 ARABELLA R. MANNING COTTAGE (1923): T. D. Wright, builder. A shingled, gambrel-roof, two-story house with large shed dormers on both north and south elevations and an arched entry hood supported by angled brackets over the front door. A porch on the east has been glazed with large plate-glass windows. Mrs. Manning was a

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resident of Baltimore, Maryland. Her daughter, Amy R. M. Porter was married to Commander (USN) William Hamilton Porter, and later constructed the house across the street at 70 Whittier Road.

Garage (1923): Originally constructed as a wood-frame, one-bay garage with a gable roof, a large ell was constructed after 1941.

79 CAPTAIN (USN) ARCHIBALD H. SCALES COTTAGE (1916-17): Frederic Anthony, builder. A symmetrical, one-and-a-half-story, shingled house with a gable roof and small shed dormers, this house is sited diagonally on its site to take advantage of northwesterly views to the West Passage of Narragansett Bay. A deep porch with a shed roof extends to the northwest, and the center entrance is flanked by paired windows and sheltered by a simple shed hood supported by angled brackets. Archibald Henderson Scales graduated from the U.S. Naval Academy in 1887 and served aboard the battleship USS Missouri during the "Great White Fleet's" cruise around the world in 1908, then went on to command the battleship USS Delaware during World War One. Scales was later appointed Rear Admiral and then served as the Superintendent of the United States Naval Academy at Annapolis. A low, dry-laid stone wall separates the house from the road and driveway.

8. Statement of Significance

Applicable National Register Criteria

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

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

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

Criteria Considerations

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

Property is:

A

Shoreby Hill Historic District
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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

LANDSCAPE ARCHITECTURE

SOCIAL HISTORY

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Period of Significance

1895-1936

Architect/Builder

Bowditch, Ernest W.

Withers, Creighton

Significant Dates

1895, 1911

Period of Significance

The period of significance begins with the purchase of the Greene Farm by the Jamestown Land Company for development as a new residential community. The period then includes the layout and construction of roads and infrastructure, plantings and the platting and development of Lower Shoreby Hill in 1898. Upper Shoreby Hill was platted and developed in 1911. Construction of houses in both areas continued to 1936, when construction stops until the late 1940s due to the effects of the Great Depression and World War Two.

Criteria Considerations:

Two contributing buildings within the district were moved from their original locations, but still contribute to the historical context and architectural integrity of the district:

- 75 Conanicus Avenue (originally constructed in 1898 on Priscilla Road) was moved approximately 400 feet to its present location in 1911. Known as the Jamestown Casino, It continued to serve as the social gathering place in Shoreby Hill. A
- 15 Priscilla Road (originally constructed between 1887-9 on Union Street) was moved approximately one-quarter mile to its present location in 1901. In 1901-2 it was substantially remodeled and enlarged into its current configuration.

Significance

The Shoreby Hill Historic District is an exceptional example in Rhode Island of a planned garden suburb, designed as an exclusive residential neighborhood during the last decade of the nineteenth century. Largely built out during the first half of the twentieth century, the district retains integrity of location, design, setting, materials, workmanship, feeling and association. Shoreby Hill embodies the distinctive characteristics of late nineteenth- and early twentieth-century suburban planning theories and development patterns. The buildings within the district embody the distinctive domestic architectural styles of the period from the late nineteenth- to the mid- twentieth-century. Its significance to the history and development of the Town of Jamestown and State of Rhode Island make it eligible for National Register listing under Criteria A and C in the areas of architecture, landscape architecture, and community development.

The area now occupied by Shoreby Hill is part of a larger area on the west shore of Jamestown that was inhabited by Native Americans between 4,500 and 2,000 years ago. From the earliest European settlement

of Conanicut Island to the late nineteenth century, the area now occupied by Shoreby Hill was in agricultural use, like much of Jamestown. The land was known as the Greene family farm, established by David Greene as his homestead. The farmhouse itself (now 55 Longfellow Road) was probably built in 1712, although some sources date the building as early as 1672. The house was one of the few on the island that was not burned by the British during the American Revolution during their frequent raids on Conanicut Island.

A later descendant of the family, Joseph Greene, an ardent member of the Society of Friends, donated the farm to the Society for its use upon his death in 1840. The Society maintained it as an operating farm until 1890, and it was during this time that it became known as the "Quaker Farm".

It was during this period in the mid- to late 19th century that waterfront Rhode Island communities such as Jamestown, Newport, Watch Hill, Narragansett and others became destinations for summer tourists from around the United States. Tourism was facilitated by the rapid development of the interconnected railroad lines and boat service, most notably the Fall River Line, which connected Rhode Island with ports and railway hubs along the eastern seaboard. For Jamestown, a crucial development was the establishment of regular steam ferry service to Newport in 1873.

Resort communities in Rhode Island each developed their own distinct characters, and each had specific clientele. Newport became a destination of choice for wealthy socialites with heavy Southern and New York connections, while Watch Hill was popular with many members of Philadelphia society as well as Ohio and Kentucky. In both of those communities, especially Newport, summer residences (referred to as "cottages") were often grand architectural statements. Social life and leisure activities were highly formalized and based on social standing.

By contrast, Jamestown was a more authentically rural summer destination. Because of its less accessible location, it was harder to reach and its infrastructure less grand. Its agricultural heritage had left Conanicut Island with a setting of scenic pastures, stone walls, small lanes, vistas to the ocean and bay, as well as publicly accessible coastline and beaches.

The first summer visitors to Jamestown stayed in the few small hotels on the island or rented houses or rooms from permanent residents. As the commercial viability of the "summer trade" grew, entrepreneurial Jamestown and Newport residents began to construct large hotels near the center of Jamestown at the foot of Narragansett Avenue next to the ferry landings. Later, other Jamestown residents erected cottages for rental to families visiting for the summer.

As Conanicut Island grew into a more significant summer-resort destination, some of the visitors who had stayed in the hotels or rented cottages began to construct their own summer cottages. Indeed, across the island summer residents from Washington, DC, St. Louis, Boston, Philadelphia and other cities began to purchase lots to construct summer houses. Often these sites were on isolated promontories with views to the ocean, in areas such as the Dumplings or the Ocean Highlands. Another form of was the development of subdivided "cottage lots" which were smaller in size and had shared shoreline access, in areas such as Conanicut Park.

Shoreby Hill is an example of a third type of summer community development; the planned "garden" suburb. A group composed mainly of St. Louis residents sought to establish an exclusive enclave of summer residences in Jamestown through their own development efforts. They formed the Jamestown Land Company as a Rhode Island corporation, with capital of \$120,000. The Company's incorporators were St. Louis residents Ephron Catlin (president), James Taussig (secretary), Charles S. Taussig (James' son), Henry Scott and Charles Acton Ives of Newport (a prominent Newport lawyer and political figure). It was represented by its local agent Daniel Watson from Newport, a prominent figure in local real estate and the development of the Newport area as a summer resort.

James Taussig (1827-1916) was born in Prague and immigrated to St. Louis with the rest of his family following the failed revolution of 1848. In 1852 he was admitted to the St. Louis bar and soon became one of the city's most prominent lawyers. Ephron Catlin (1840-1921) was born in Litchfield, Connecticut and moved to St. Louis as a child with his family. His father, Daniel Catlin, founded Catlin Tobacco, later part of

the American Tobacco Company, and his brother, also Daniel, continued in that business while Ephron moved into wholesale pharmaceuticals and banking.

On October 15, 1895 the Jamestown Land Company entered into an agreement to purchase the fifty eight and one-half acre "Quaker Farm" from the Society of Friends for the sum of \$75,000, with the purpose of undertaking a real-estate development. After purchasing the property, the owners moved quickly to begin development of their new property. Survey crews arrived in early November of 1895 to document the existing topography, and the remains in the Greene family graveyard were removed to the Island Cemetery in Newport on November 23. The Company hired Boston civil engineer and landscape architect Ernest W. Bowditch (1850-1918) during this period of activity and began to plan the design and layout of the subdivision and its lots, streets and infrastructure.

Bowditch was trained as an engineer at the Massachusetts Institute of Technology, but early in his career he became interested in landscape design when his practice brought him commissions working on large estates, wealthy suburbs and resort communities. His combination of expert technical engineering skills in grading, drainage, water supply and septic systems was augmented by a genuine passion for naturalistic English landscape designs, as well as formal Italian gardens. He eventually established a practice with offices in Boston, New York and Cleveland, and had a staff of sixty engineers and fourteen "foresters" or gardeners, who carried out work on over 2,500 projects between 1870 and 1910.

A direct personal connection between the Jamestown Land Company leaders and Bowditch is not apparent, but Bowditch did provide engineering services and landscape designs for several estates in Newport in the 1880s and 90s (including the Breakers in 1881 and again in 1886). Because of his unique skills in both engineering and landscape design, Bowditch began to design entire subdivisions for wealthy clients and speculative land companies. Bowditch was skilled in designing efficient, orderly and beautiful communities for upper and upper-middle class Americans. These environments met the dual challenges of creating naturalistic environments while also providing the most up-to-date roads, sidewalks, sewer and water systems and park spaces for recreation.

Among the most well-known was Bowditch's site planning and construction supervision of Tuxedo Park, New York for Pierre Lorillard in 1885-6 (initially conceived as a summer community, it attracted year-round residents). As Boston was expanding during this period, Bowditch also created the site plans for suburbs such as Chestnut Hill, Waban, Aberdeen and Allston Park. Farther afield, Bowditch created suburban town plans for the resort community at Point Lookout on Isle au Haut, Maine, San Bruno near Montreal and Essex Falls, New Jersey. Later in his career (c. 1900), Bowditch created the curvilinear neighborhood plan for Newton Terraces near Boston, which is similar to Shoreby Hill.

James Taussig and Ephron Catlin appear to have been the managing partners of the Shoreby Hill project, meeting with Town officials and approving plans with Bowditch. The founders of the Jamestown Land Company from St. Louis were part of that city's social and economic elite. As such, most lived in St Louis on private streets, a form of neighborhood planning and real-estate development in which the streets are only open to residents of the neighborhood. Most often the streets themselves are gated, or at least marked by monumental gates to signal their exclusivity. Many of these neighborhoods surround an inner courtyard, garden or other open space for the enjoyment of the residents.

Of the eight families that built houses in Shoreby Hill during its initial development, six lived in close proximity to one another on Vandeventer Place, one of the most exclusive private streets in St. Louis. Vandeventer Place was platted in 1870 and houses rapidly constructed in the next five years. Several of Shoreby Hill's initial owners had purchased more than one lot in Vandeventer Place for either speculation or for family members. The experience of residing in a St. Louis neighborhood with private streets and shared open space was probably an inspirational force for the establishment of Shoreby Hill as a private summer community in Jamestown.ⁱ

The design for Shoreby Hill was typical of upper middle-class suburban layouts for the late 19th century. Curvilinear streets were used to allow gentle slopes up the prominent hill that defines the site, and also created picturesque viewsheds for both residents and visitors. Curving streets meant that there were no

ⁱ Ironically, Vandeventer Place was demolished after World War Two. In 1947 the United States Veterans' Administration acquired the eastern half of the Place as the site for its new hospital. Ten years later the City of St. Louis acquired and demolished the remaining (western) half for the construction of a new juvenile detention center.

right angles, so intersections of streets were unique and required slow movement of traffic. Flanking the entrance roads to Shoreby Hill, Bowditch designed masonry posts constructed from native stones, with planters built into the tops for the planting of flowers and ornamental plants. Along the Shore Road entrances, these posts have inset marble panels with the street names carved in the panel.

Bowditch incorporated public open spaces for views and recreation at the Green. Located along Shore Road, the Green was designed and initially planted with ornamental plantings of flowering shrubs and trees. Just up the slope was the Meadow, set back from the Green to create long sweeping vistas from the house lots to Narragansett Bay and Newport Harbor. In early versions of the site plan, the area now known as the Meadow was platted into house lots – reflecting the tensions between aesthetics and the Land Company's return on investment. These lots were not built upon only when some of the initial property owners purchased the lots composing the Meadow in order to preserve the vistas from their properties to Narragansett Bay.

Bowditch planned for the installation of landscape materials throughout Shoreby Hill. Because the area had been occupied by agricultural uses for almost two hundred years, there were few existing trees. With the exception of the Green, landscaping focused on plantings along the roadways and sidewalks. Standard elements Bowditch employed throughout the development were privet hedges along the lot lines that divided the house lots from the street, interplanted with deciduous trees, most commonly maples. Over time this pattern would provide trees as vertical elements in the landscape, shade for roads, sidewalks and front yards, and mature hedges to create adjustable separation between the public and private realms.

The street names reference early New England history through a romantic and literary filter. Road names such as Alden, Priscilla and Standish refer to figures in early Massachusetts history, which were then used as literary characters in works by later New England authors. Other streets were named after those writers themselves; Emerson, Hawthorne, Longfellow and Whittier.

The leaders of the Jamestown Land Company (perhaps in consultation with Bowditch) made a conscious decision to retain the Greene homestead by creating a curve in lower Longfellow Road and shape the lot lines to accommodate the historic farmhouse into the overall plan for Shoreby Hill. The house became the geographic and historical center of the neighborhood; in the first years after the initial development of the area the Jamestown Land Company's gardener lived in the Greene farmhouse and acted as a caretaker in the winter when the summer homes were shut up.

In April of 1896 construction of Bowditch's design began with the grading of the streets and installation of the water and sewer pipes as well as storm drainage pipes. A contractor named Mague constructed temporary barracks and brought a crew of over one hundred (largely Italian) laborers, horses and equipment to the site to carry out this work.

Until this time the area had been referred to as "the old Greene Farm" in all newspaper accounts and Town documents. A July 1896 article documenting the progress of street construction in the *Newport Journal* is the first time we see the use of the name "Shoreby Hill". By September of that year there are newspaper articles about Shoreby Hill as an innovative new community development and house lots are advertised for sale, with Daniel Watson as the local agent.

By the fall of 1896 the site work had been completed, macadam roads and gravel sidewalks were installed and landscaping was underway. Ernest Bowditch's "foresters", were in charge of the implementation of the landscape design and installation. Jamestown Land Company promotional materials state that Ernest Bowditch's brother "the noted forester James W. Bowditch, has designed all plantings and supervised the setting out of all plants and trees." Newspaper accounts also note that forester William Bryan was in charge of the planting of the 11,000 trees, shrubs and plants. By the fall of 1897, James Taussig and Ephron Catlin started construction of their own cottages.

The First Subdivision of Shoreby Hill was legally recorded with the Town of Jamestown in September, 1898. Within the first week lots within that plat were sold to the first purchasers. All purchasers had to agree to the following stipulations in order to purchase a Shoreby Hill property:

1. All buildings were to be at least twenty-two feet from the road,

2. No more than one dwelling house or cottage on each lot, such building to be used as a private residence exclusively, not to be used or occupied as an apartment or boarding house, nor to be used for trade or business, nor shall any stable be erected or maintained, nor cesspools be kept or permitted.
3. Actual cost of building must be at least \$3,000 unless approved; no fencing or enclosures, excepting a living hedge, no higher than three and one-half feet in height.
4. The Green to be common land.
5. All roads were private roads, except Shore Road which is a public highway.
6. After half of the lots had been sold, the owners would become communally responsible for maintenance.
7. There would be annual meetings for collection of dues for upkeep and election of trustees.

In the period between 1897 and 1903 eight new houses were constructed and two summer residences were moved from other locations on Conanicut Island. These first summer cottages were clustered around Alden, Emerson and Longfellow Roads, on the lots located on the slope of the hill above the Meadow with views to Narragansett Bay and Newport. These houses are larger than the majority of houses in Shoreby Hill and are executed in the Shingle or Colonial Revival styles, and tend towards high-style designs. Most of the contractors and builders who built these residences were from Newport.

The families that built these first cottages were almost exclusively from St. Louis, and among them were the founders of the Jamestown Land Company Ephron Catlin and James Taussig. There were strong social and

familial connections between the St. Louis families that established cottages at Shoreby Hill. At the center of many relationships was the Lionberger family, a prominent clan in St. Louis. Margaret Potter, builder and owner of 5 Alden Road (a.k.a. The Red House) was one daughter of John Lionberger, and her sister Marion Davis built and summered at 40 Emerson Road with her husband John. In 1903 Ephron Catlin's daughter Emily married John Shepley, whose was related by marriage to Margaret Potter.

The Jamestown Land Company also sought to improve the waterfront along Shore Road in front of Shoreby Hill, and received permission in September of 1896 to create a road fifty feet wide along the shore, with a ten-foot-wide plank boardwalk with a bulkhead for a foundation. It was James Taussig who often traveled from St. Louis to visit Conanicut Island during the project's progression, and he often appeared before the Jamestown Town Council on issues such as road and sewage improvements, boardwalk construction, and other matters.

The Town paid for and built the road during the summer of 1897, and in 1899 a bathing pavilion and 300' long pier was also created by the Land Company.

Realizing that other amenities would be attractive to existing and potential property owners, the Jamestown Land Company constructed a clubhouse building in 1901. This was built on Priscilla Road and provided communal dining facilities for residents who did not have domestic staff at their homes, or who wished to join in the neighborhood's social atmosphere. There were meeting and game rooms in the clubhouse as well.

After the initial surge of development by the St. Louis contingent, there were no more houses built in Shoreby Hill between 1903 and 1911. During this period the families that had already built their cottages at Shoreby Hill were in residence each summer, but the remaining house lots were apparently not actively marketed by the Jamestown Land Company. A gardener was retained on staff each season and the landscape matured.

In 1911 Jamestown Land Company became more active: platting and legally recording the Second Subdivision of Shoreby Hill on the upper portion of the former Greene Farm, with Longfellow and Whittier Roads running east to west. However, the original Bowditch design plan for circular center blocks was abandoned; resulting in streets and lots configured on a standard grid layout (although the northern continuation of Standish Road is curvilinear).

The 1911 platting and marketing of lots in Upper Shoreby Hill appears to have opened a floodgate of new development in both the First and Second Subdivisions. In the period between 1911 and 1917 there was a building boom in which 33 new houses were constructed, most of which were summer cottages. In 1911

the Jamestown Land Company also moved the clubhouse building to a new site on Shore Road (now Conanicus Avenue), away from the developing residential area and on to the more heavily traveled public road. During America's involvement in World War One, no new houses were constructed in Shoreby Hill. In the period from 1919 to 1931 thirteen new houses were constructed, mainly on Whittier and Longfellow Roads.

The residences constructed during this period were generally more vernacular interpretations of the Shingle and Colonial Revival styles. Some are executed in the Bungalow and Four Square styles and many houses are similar to each other; perhaps based on plans from popular pattern books of the period.

Whereas the first houses in Shoreby Hill had been built by Newport contractors, the 1911-1931 wave of development was constructed almost exclusively by Jamestown building professionals; the real estate developers, contractors, sub-contractors and landscapers all resided in Jamestown. Important local figures included George D. Anthony, Adolphus C. Knowles, Albert Boone and Alonzo Tefft. Not only were these men successful local businessmen, they were local leaders, serving on the Jamestown Town Council, School Committee and Tax Board.

One of the most prominent Jamestown business men to profit from the development of Shoreby Hill was Adolphus C. Knowles, was a prominent Jamestown builder, real estate developer and architectural designer.

Knowles himself was active from 1900 through the 1930s, and the Knowles family owned or built over twenty five houses in the neighborhood. Knowles' siblings and sons acted as carpenters, electricians and plumbers for many of the projects. Knowles' wife was a realtor and managed the rentals and sold many of the properties. An example of Augustus Knowles' impact are the "twin" houses at 127 and 135 Longfellow Road, which were built 15 years apart, but were almost identical in design and construction. They demonstrate the developer's tendency to adhere to economical designs appropriate to their function as rental properties.

The cottages were generally summer cottages, constructed for a group of owners who resided in cities around the East Coast and Midwest: St. Louis, Philadelphia, Augusta (Georgia), Washington (DC), Boston and Providence. Many of these owners were associated with the United States Navy. In the first decades of the twentieth century Newport and Narragansett Bay had become increasingly important to a Navy that was supporting more operations in the North Atlantic and Mediterranean Sea. Newport was the home of the Naval War College, where senior officers taught and where rising stars of the service took on additional education through advanced courses and war gaming. In addition, the Navy's main torpedo training facilities were at Goat and Gould Islands, and the Atlantic Fleet (battleships, cruisers, destroyers and support ships) had its summer anchorage in Narragansett Bay.

Jamestown became home for many members of the Navy; many of the houses constructed in Shoreby Hill during the period from 1911 to 1931 were built by navy officers from the rank of Lieutenant Commander to Admiral. Some were stationed at Newport when their houses were built while other were retired from the Navy but had served in Newport during their careers. Among the significant Navy figures who built houses at Shoreby Hill were:

- Admiral DeWitt Coffman (commander of the North Atlantic Fleet during World War One),
- Admiral John Havens (commander of battleships *USS Michigan* and *USS Arizona*),
- Admiral Fairfax Leary (commander of US Naval Forces under General MacArthur in World War Two),
- Rear Admiral Archibald Scales (commander of battleship *USS Delaware* and Superintendent of US Naval Academy)
- Captain J.E. Craven (commander of battleship *USS New Jersey*),
- Captain Henry McIlvaine (chief engineer for US Navy),
- Captain Charles C. Soule (commander of battleship *USS New Mexico* and the US Naval Station at Guantanamo Bay Cuba),
- Captain L.A. Kaiser (pioneer in US Navy wireless communications),
- Commander Edwin Tillman (monitor *USS Amphrite*),
- Commander Cary Magruder (commander of the Newport Naval Training Center during World War Two)

- Commander Theodore Kittinger (commander of *USS Corsair*, formerly J.P. Morgan's private yacht converted for anti-submarine duty during World War One).

In addition to these officers, many widows of other naval officers, family members and colleagues rented cottages at Shoreby Hill or in other parts of Conanicut Island, creating a vibrant military community. Perhaps the best illustration of this were the annual "Admiral's Teas" held during the first three decades of the twentieth century. At some of these occasions, over two dozen officers of flag rank (retired and active) were in attendance.

During the Depression and World War Two, no new homes were constructed, which was reflective of national trends. With the completion of the Jamestown Bridge in 1940, however, Jamestown was opened to direct vehicle traffic from the mainland for the first time. In the postwar years from 1945 to 1960, as new suburban neighborhoods were being constructed in several areas of Jamestown, six new houses were constructed on Shoreby Hill, mainly filling in vacant lots on Longfellow and Whittier Roads. The houses were predominantly Cape Cod or Ranch style houses. Both the architectural styles and development itself are indicative of the growth that was beginning in Jamestown and many rural areas of Rhode Island.

During this time one unique building was constructed for non-residential purposes, the offices of Dr. Alfred Gobielle at 4 Standish Road, built in 1955 (Gobielle's own house was located at 3 Standish Road). The small office building is concrete block with a low gable roof and distinctly Modern-influenced lines and fenestration. While the designs for these new buildings were contemporary with their period of construction, their massing, scale and siting were respectful of the existing character of Shoreby Hill. The new structures were set back from the street and were buffered by naturalistic landscaping.

Jamestown's population also grew during this post-war period, and Shoreby Hill absorbed some of the new residents. It was during this time that many summer cottages in Shoreby Hill were converted to year-round use. Construction of new houses in Shoreby Hill after 1960 was of two main types. Some lots in Shoreby Hill had remained vacant since their initial platting and new year-round houses have been constructed, generally Cape Cod or Ranch style homes. A cluster of new homes was built between 1960 and 1990 at the western ends of Longfellow and Whittier Roads, near their intersection with North Main Road. A more recent trend has been the demolition of older homes and the construction of new dwellings on the lots. The original houses at 37 Standish Road, 42 Standish Road, 33 Whittier Road and 78 Whittier Road have been demolished and replaced by newer homes. In addition, some homes have been significantly reconstructed or altered from their original form, to the point at which they are no longer recognizable, such as 2 Priscilla Road and 30 Standish Road.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 58.11 acres

UTM References

1	<u>19</u>	<u>301710</u>	<u>4597010</u>	3	<u>19</u>	<u>302420</u>	<u>4596925</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>19</u>	<u>302230</u>	<u>4597120</u>	4	<u>19</u>	<u>302298</u>	<u>4596535</u>
	Zone	Easting	Northing		Zone	Easting	Northing
5	<u>19</u>	<u>302009</u>	<u>4596520</u>	6	<u>19</u>	<u>302060</u>	<u>4596890</u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description

Shoreby Hill is a residential development just north of Jamestown village, extending from the shore of Narragansett Bay on the east to North Main Road on the west. On the north Shoreby Hill is bordered by the earlier Bryer Plat and the Jamestown Country Club, and on the south by the Narragansett Avenue commercial corridor and a neighborhood of smaller, later homes. Almost the entire plat was designed along several curvilinear streets; the lower section is situated on a slope that rises from east to west, and the upper section is located on a plateau at an elevation of 90 feet above sea level.

Boundary Justification

The boundaries of the Shoreby Hill Historic District follow many of the boundaries laid out in the 1861 survey of the Greene Farm homestead parcel, and purchased by the Jamestown Land Company for development in 1895. The only two significant deviations from that historical configuration are:

- 1) The omission of a strip of land that now comprises Plymouth Avenue and the lots that directly abut it. While this area was originally part of the Greene Farm, land evidence records show that the Jamestown Land Company did not attempt to subdivide or develop this portion of their holdings as part of the development of Shoreby Hill. The Company sold the parcels outright to the highest bidders (mainly abutting property owners from Jamestown) after 1911. The majority of houses in this area were constructed in the period from 1960 to 1980 and bear no developmental or architectural relationship to the Shoreby Hill subdivisions.
- 2) The omission of the five lots at the westernmost end of Longfellow Road. All five houses on this land were constructed after the district's period of significance.

11. Form Prepared By

name/title Arnold N. Robinson, AICP

organization Preservation and Planning Services, Inc. date 01/10/11

street & number 129 Constitution Street telephone (401) 855-2946

city or town Bristol state RI zip code 02809

e-mail Arobinson66@cox.net

Additional Documentation

Submit the following items with the completed form:

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

- A sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- Continuation Sheets (if necessary)
- Additional items: (check with the SHPO or FPO for any additional items)

Photographs:

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

Name of Property: Shoreby Hill Historic District

City or Vicinity: Jamestown

County: Newport

State: Rhode Island

Photographer: Arnold N. Robinson

Date Photographed: April 14, 2010

Description of Photograph(s) and number:

1 of 11. View southwest from the north entry gates on Canonicus Avenue across the Green and the Meadow. 29 Longfellow Road, 5 and 11 Alden Road and 41 Emerson Road in the background.

2 of 11. Houses along Alden Road and Emerson Road seen from The Meadow at Shoreby Hill. The houses are (left to right): the Margaret L. and Henry S. Potter Cottage/Red House (1898-9) at 5 Alden Road, the James and Sadie K. Taussig Cottage (C. 1898) at 11 Alden Road and the Edward Mallinckrodt Cottage (1898-99) at 41 Emerson Road

3 of 11. View west of the neo-classical Charles H. Bailey Cottage, 4 Hawthorne Road on the southwest corner of The Meadow (right) and the T. Remington Wright House, 10 Hawthorne Road (left), which is typical of later, more modest houses in the district.

4 of 11. View from Alden Road and Emerson Road to the southeast across The Meadow and the Green, with Narragansett Bay and Newport in the distance.

5 of 11. View west down Emerson Road, 40 Emerson Road at near left and 34 Emerson Road at center left.

6 of 11. View northeast of the entry gates at Standish Road, 3 Standish Road at left and 2 Priscilla Road in center background.

7 of 11. View southeast of 12 Priscilla Road, the Capt. A.W. and Maud S. Dunbar Cottage.

8 of 11. View northwest of the intersection of Hawthorne Road and Standish Road, showing 3, 13 and 17 Standish Road.

9 of 11. The view to the south along Longfellow Road at 101 Longfellow Road, showing the original plantings of maple trees and privet hedges to define the edge between the public realm and the private house lots.

10 of 11. View northwest of 36 Whittier Road, the Sarah Cresswell Cottage.

11 of 11. View southeast of 117 Longfellow Road, the Helen Tomb Cottage, typical example of the smaller houses in Upper Shoreby Hill with many of its original landscape features.

Shoreby Hill Historic District

Name of Property

Newport, Rhode Island

County and State

Property Owner:

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

name _____

street & number _____

telephone _____

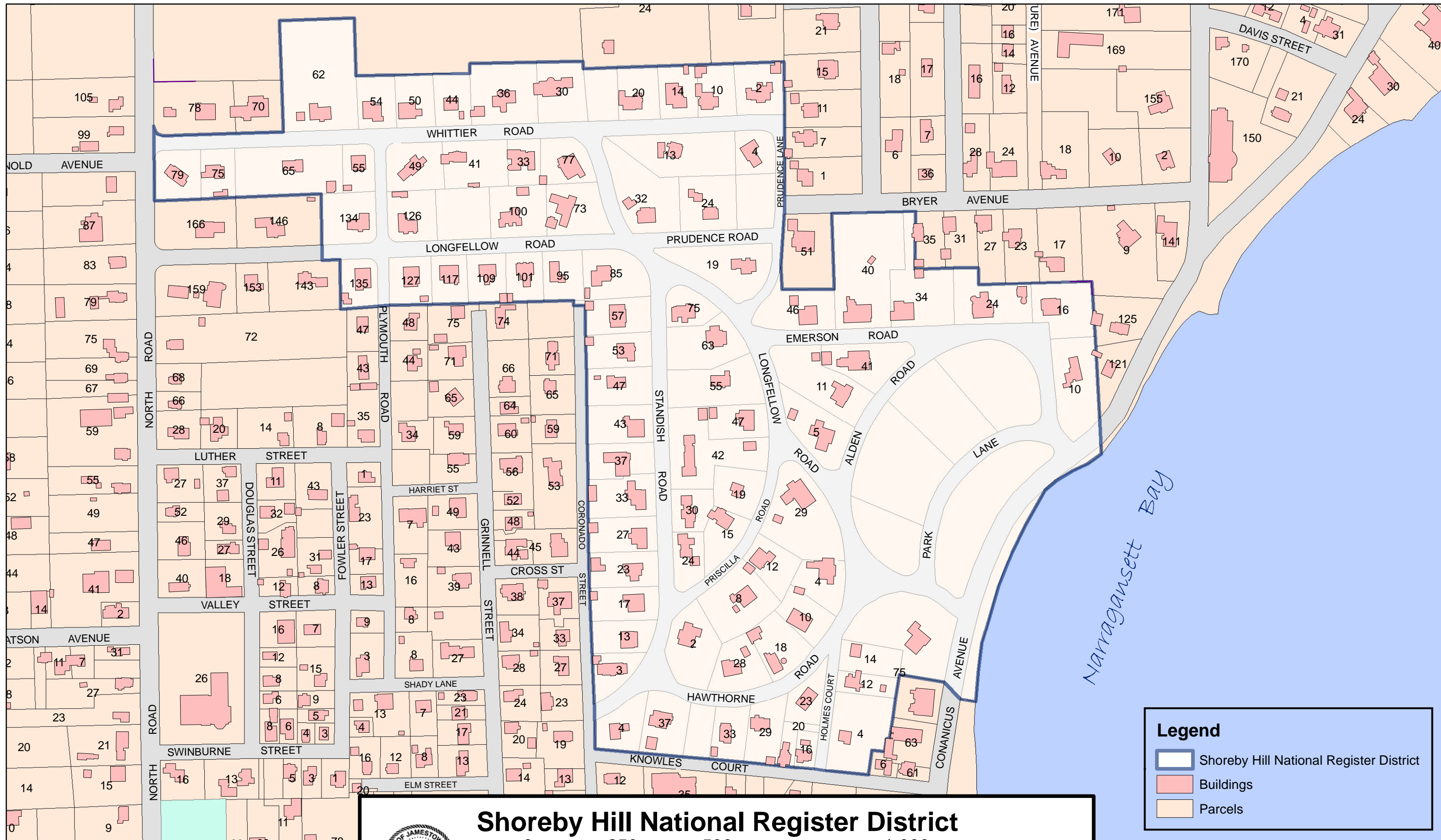
city or town _____

state _____

zip code _____

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

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



Legend

-  Shoreby Hill National Register District
-  Buildings
-  Parcels



Shoreby Hill National Register District

Jamestown GIS
Department
JJ 11/18/11



0 250 500 1,000
Feet

Parcels are Labeled with the Street Number



SHORE BY LAKE

SHORE BY LAKE

SHORE BY LAKE



















