

**HISTORIC PRESERVATION IN CONNECTICUT**

**VOLUME I**

**Western Coastal Slope:  
Historical and Architectural Overview  
and  
Management Guide**

1992

**Janice P. Cunningham**

Connecticut Historical Commission  
State Historic Preservation Office  
59 South Prospect Street  
Hartford, Connecticut 06106  
(203) 566-3005

# HISTORIC PRESERVATION IN CONNECTICUT

## VOLUME I

### Western Coastal Slope: Historical and Architectural Overview and Management Guide

#### Author

Janice P. Cunningham, Historian  
Cunningham Associates, Ltd.

#### Connecticut Historical Commission

#### Project Coordinator and Consulting Editor

Linda Spencer, Historian/  
Tax Act Coordinator

#### Copy Editor

Dawn Maddox, Architectural Historian/  
Deputy State Historic Preservation Officer

#### Reviewers

Susan Chandler, Historical Architect

Mary M. Donohue, Architectural Historian/  
Survey and Grants Director

John Herzan, Historian/National and  
State Register Coordinator

Paul Loether, Architectural Historian/  
Certified Local Government and  
Historic Restoration Fund  
Coordinator

Cora Murray, Historian/Historic  
Sites Researcher

David A. Poirier, Archaeologist/Review  
and Compliance Coordinator

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Preservation Officer

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LETTER OF TRANSMITTAL

The Connecticut Historical Commission is pleased to publish Historic Preservation in Connecticut, Volume I, Western Coastal Slope: Historical and Architectural Overview and Management Guide. This publication is the first in a planning series on the history and architecture of six culturally and geographically defined areas, or geographic historic contexts, in the state: Western Coastal Slope, Eastern Uplands, Central Valley, Western Uplands, Eastern Coastal Slope, and Northwest Highlands. Legal tools to protect historic resources will be explained in a management guide section of each report.

The Connecticut Historical Commission congratulates Historian Janice P. Cunningham on producing the first of the six planning documents. Breaking new ground in synthesizing historical data and local surveys to identify a comprehensive range of property types, Ms. Cunningham demonstrates that preservation planning can be both scholarly and practical.

Staff of the Connecticut Historical Commission in the disciplines of archaeology, architectural history, architecture, and history were instrumental in shaping the report, particularly Historian Linda S. Spencer, who ably served as Project Coordinator and Consulting Editor. Careful review was also provided by members of the Connecticut Historical Commission and by the Commission's Planning Advisory Committee and State Historic Preservation Board (State Review Board).

The future of the past rests with every generation. We know that decisions on zoning, land use, transportation, and education - to name but a few - affect our well-being in countless ways. These issues and others impact in turn the historic resources which are also integral to quality of life. Elected and appointed officials and public agencies are encouraged to integrate preservation values and goals into the overall planning process. Connecticut's historic preservation series lays a foundation for these efforts at the community and regional levels.

  
John W. Shannahan  
Director and State Historic  
Preservation Officer

TEL: (203) 566-3005

59 SOUTH PROSPECT ST. — HARTFORD, CONN. 06106

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## F O R E W O R D

Part of the treasure of Connecticut is its past. There you can find its style, its roots, its convictions, its soul.

Early colonists can be found there, along with Native Americans, signers of the Declaration of Independence, the forebears of our proud and vibrant heritage.

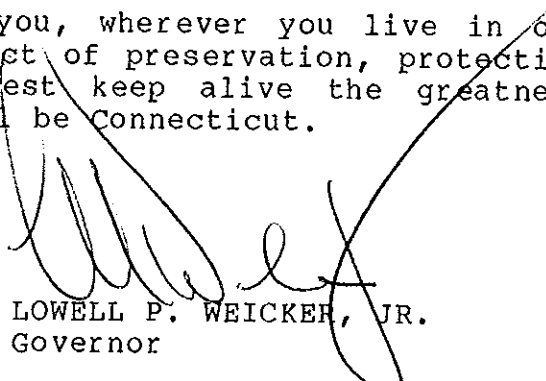
It is important that history live on throughout the state and within each of its communities. Priceless connections can still be found, appreciated and honored.

The Connecticut Historical Commission has begun publication of a series of reports outlining six geographic regions for preservation planning. Each report will identify valuable historic properties within each city and town and offer suggestions as to how they can best be preserved.

The first region covers Connecticut's Western Coastal Slope which includes Bridgeport, Darien, Fairfield, Greenwich, Milford, New Canaan, Norwalk, Orange, Stamford, Stratford and Westport.

I want to commend the work initiated by the Commission and congratulate Janice P. Cunningham, the author of this inaugural issue of the planning series.

Let me also enroll all of you, wherever you live in our beloved state, in this special act of preservation, protecting the building and sites which best keep alive the greatness which was, and is and forever will be Connecticut.



LOWELL P. WEICKER, JR.  
Governor

# PRESERVING OUR HERITAGE

## An Introduction by the Connecticut Historical Commission

In Connecticut, the complex interaction between man and the environment has created a rich and diverse cultural landscape, the physical record of man's hand on the land. Whether it be schools or factories, churches or synagogues, residential or commercial buildings, parks or archaeological sites, the man-made environment of Connecticut is a window to the past. Such properties are a tangible link to and embodiment of the historical development of the state.

The Connecticut Historical Commission was established in 1955 to undertake a range of activities to encourage the recognition and preservation of the state's cultural (i.e., historical, architectural, and archaeological) heritage. The scope of its responsibilities was broadened when, pursuant to the National Historic Preservation Act of 1966 which authorized a State Historic Preservation Office in each state and territory, the Connecticut State Historic Preservation Office was organized in the Connecticut Historical Commission. The goals of the Connecticut State Historic Preservation Office have always been the identification, registration, and protection of the state's cultural resources, including buildings, districts, structures, sites, and objects. These goals are achieved through survey, listing on the State and National Registers of Historic Places, environmental review, grants-in-aid, and technical assistance. A staff of archaeology, history, and architecture professionals at the Connecticut State Historic Preservation Office works with other state agencies, nonprofit organizations, local officials, and private citizens in administering these state and federal historic preservation programs.

Approximately 110 towns in Connecticut have been partially or fully surveyed, resulting in over 70,000 historic buildings and archaeological sites being included in the Statewide Historic Resource Inventory. In further recognition of their historical, architectural, or archaeological significance, over 30,000 historic properties have been placed, individually or as part of districts, on the State and National Registers of Historic Places.

### **Planning Partners: Historic Contexts and Property Types**

The implementation of a comprehensive preservation planning process makes it possible to carry out the goals of the State Historic Preservation Office with expanded coordination and effectiveness. The conceptual framework for such an approach is set forth in *Historic Preservation: A Cultural Resource Management Plan for Connecticut*, published by the Connecticut Historical Commission. The plan divides the state into six historic contexts that are geographically based and that correspond to Connecticut's major landscape regions. The towns and cities located within each region possess similar cultural histories and patterns of development. These six geographic historic contexts are as follows: Western Coastal Slope, Eastern Uplands, Central Valley, Western Uplands, Eastern Coastal Slope, and Northwest Highlands (see Figure 1).

A second concept fundamental to Connecticut's comprehensive preservation planning process is that of property types. A property type is an expected category of buildings, structures, or sites (taverns, bridges, or cemeteries, for example) which is primarily defined by function and is related to an aspect of the historical development of a region. Taken together, the concepts of historic contexts and property types

provide a frame of reference for the systematic collection and evaluation of cultural resource data and the formulation of protection policies for cultural resources.

### **Documenting Historic Contexts**

The Connecticut Historical Commission plans to issue a series of reports, one for each of the state's six geographic historic contexts, of which this report for the Western Coastal Slope is the first. A two-part format (historical/architectural overview and management guide) will carry through the entire series. The historical/architectural overview in Part 1 provides a brief analysis of the major factors that contributed to the development of a geographic historic context and a summary description of the principal architectural styles for each of four chronological periods.

Part 2 serves as a management guide based on the following components:

1. a network, or matrix, of expected property types to be found in a geographic historic context, organized within eleven historical themes and the four chronological periods noted above;
2. narrative descriptions of various federal, state, and local programs and activities, including those established by legislation, which protect cultural resources;
3. a consolidated table of programs/activities currently in place in the towns comprising a geographic historic context;
4. criteria established by the National Park Service, U.S. Department of the Interior, for including properties on the National Register of Historic Places;
5. a town-based listing of properties on the National Register of Historic Places in a geographic historic context.

Separate companion volumes dealing with the archaeological resources of each of the six geographic historic contexts are also planned.

### **Using the Information**

The geographic historic context reports will assist preservation planning efforts at the local level. In towns that have not been surveyed, the historical and architectural overview and list of expected property types are a useful starting point for identifying a community's historic properties. In towns that have been surveyed, this information can form the basis for reevaluation of existing survey data to determine gaps in the inventory of historic properties. By employing the concept of property types, communities can organize survey data by category to compile information about the number and ages of specific kinds of historic properties (for example, libraries, farmsteads, or lighthouses). For comparative purposes, any one example can then be placed within a larger group of similar properties.

Just as the nature of a community's cultural resources and the circumstances, both local and regional, affecting them will vary, so the tools used to protect these resources will vary from case to case. The management guide alerts towns as to which preservation tools are currently in place within their boundaries and which ones could be implemented to give expanded protection for local resources.

## **Heritage Preservation: It Matters**

The preservation of cultural resources is integral to the maintenance of community character and quality of life. Historic preservation is therefore part of the broader questions of managed growth and overall environmental concerns. The statewide comprehensive preservation plan and the individual geographic historic context reports that implement that plan offer Connecticut residents new opportunities for safeguarding their cultural heritage.

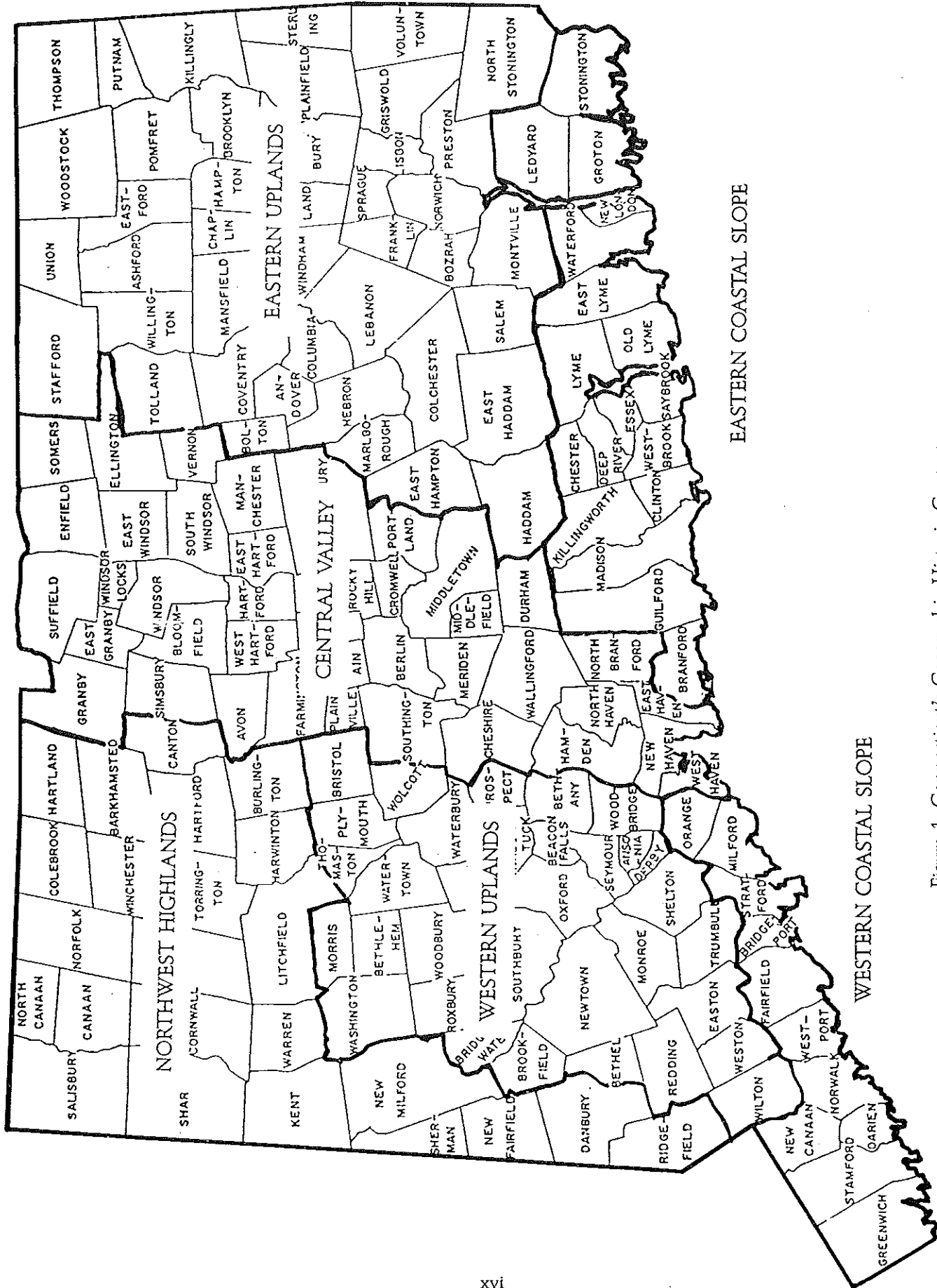


Figure 1. Connecticut's Geographic Historic Contexts

**Part 1**

**Historical and Architectural Overview**





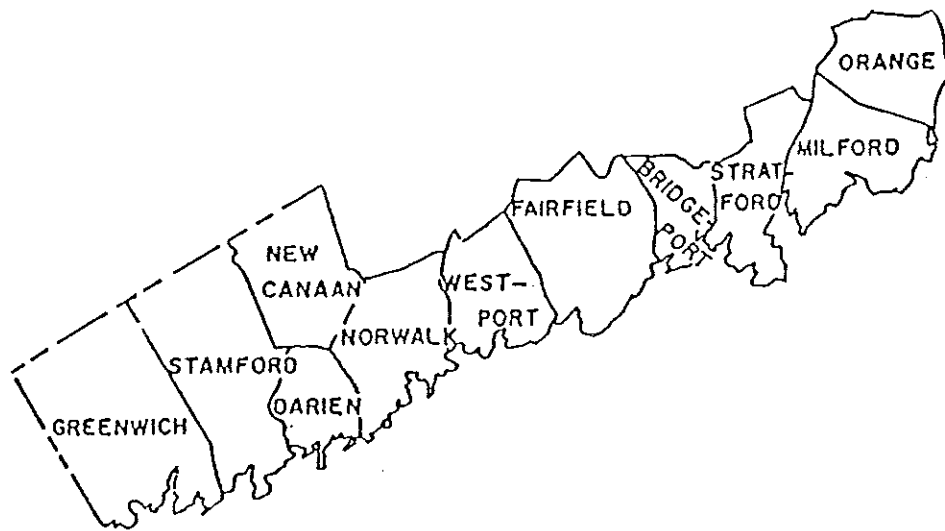
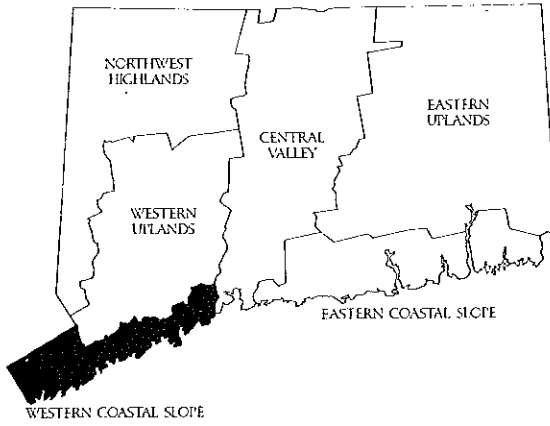


Figure 2. Town-based Map of Western Coastal Slope Geographic Historic Context

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## I. CHARACTER OF THE LAND

Connecticut's Western Coastal Slope extends from the New York State border east to New Haven. One of the most heavily developed regions of the state and the most densely populated, the Western Coastal Slope includes the 11 towns of Bridgeport, Darien, Fairfield, Greenwich, Milford, New Canaan, Norwalk, Orange, Stamford, Stratford, and Westport (see Figure 2). A discrete geographic area characterized by common ecological and topographical features, this 40-mile strip of Connecticut's coast is ten miles wide and gradually slopes from an elevation of 500 feet to sea level. In contrast to the high-energy coastline fully exposed to the Atlantic Ocean found elsewhere in New England, the coast of the Western Coastal Slope is sheltered by Long Island, a natural barrier to the sea that protects the harbors and inlets from storms and erosion and allows the formation of extensive salt marshes. The western part of Long Island Sound historically was an ideal environment for marine life, especially oysters, a major resource. The benign effects of the Sound are offset to some degree by its navigational hazards. In addition to its many island groups, extended headlands, and shoals, there are turbulent waters at both ends: Hell Gate at the western end and the Race at the eastern. The major Housatonic-Naugatuck drainage basin finds its outlet in this region, as do many smaller rivers.

The topography of southern New England, including that of the Western Coastal Slope, is the result of glacial action: the advance and retreat of the great glacier that covered most of the upper half of the North American continent during the last Ice Age between 25,000 and 70,000 years ago. It extended south to cover all of Connecticut and the Sound, creating Long Island as its southern terminus. Unlike the Coastal Plain of the Eastern Seaboard to the south, Connecticut has a drowned coast, formed in ancient geological periods and completed by glacial action. Characteristically, such a coastline is irregular, a series of headlands, harbors, coves, and inlets. Although the land rebounded as the glacier retreated and its great weight was removed, sea level rose as the glacier melted. The deeply eroded river valleys at the coast were engulfed by the sea to become natural harbors, such as those at Norwalk and Bridgeport. Long Island Sound, an inland lake prior to the Ice Age, was opened to the sea. The soil of the coastal slope is also a product of glacial action. Finely crushed rock carried by the glacier, called glacial till soils, covers most of the bedrock. Because of the "Marble Valley" to the north in the Northwest Highlands, the glacial drift of the Western Coastal Slope has a high lime content that adds to its fertility, making it some of the best farmland in Connecticut.

## II. COLONIAL PERIOD 1614–1780

In the colonial period, the settlers' most basic needs for food and shelter were paramount, making for broad similarities among the regions of Connecticut. In the river valleys, the highlands, and along the coast, the colonists utilized the natural resources available to them: they farmed the land, cut down the forests for fuel and building material, took fish from the rivers and the ocean, and extracted stone from the ground. The colonists' success at exploiting these resources was almost their undoing. Although the Western Coastal Slope had the advantages of access to the sea and a limited merchant trade, by the end of this period, overpopulation, land shortages, and sporadic crop failures had undermined the patterns of colonial life and paved the way for the Industrial Revolution, producing a society that was far more complex.

Early colonial society was essentially homogenous; thus early Connecticut towns looked very much alike, a reflection of the common English agrarian background of the settlers. A major part of their heritage was their religion, Puritan Congregationalism, which not only regulated their daily lives but also guided the building of their institutions. Settlement took place in three stages: nucleation, dispersal, and division. In the unfamiliar environment of the New World, the first settlers banded together in compact villages for mutual support and protection. These nucleated towns of the seventeenth century grew larger and the population began to disperse away from the original settlements by the early eighteenth century. In the final stage of settlement, older towns were carved up to form new towns, a process that continued into the nineteenth century.

### Exploration and Settlement 1614–1740

Although European explorers became familiar with most of the eastern coast of the New World during the sixteenth century, the coastline of the Western Coastal Slope was not discovered until the voyage of Adriaen Block, a Dutchman, in 1614. Even though Dutch outposts were established at Saybrook and Hartford, it was the English who colonized the area that would become Connecticut. By no means, however, was the land an uninhabited trackless wilderness: not only was it already occupied by a number of Native American tribes, but most of the coast and upper Connecticut Valley were open forests easily traversed along Indian trails, with some land completely deforested and under cultivation.

#### Native Americans

Unlike the tribes of Maine and Canada, the Native Americans of Connecticut were no longer nomadic hunter-gatherers, but semisedentary horticulturists. During the growing season, they lived in villages and tilled the land with handmade tools. Corn, beans, and squash were raised for food, supplemented by wild plants, fruits, and berries, as well as wild game and fish. The village remained their basic social unit: village groups moved to temporary hunting or fishing camps and returned to their fields each spring. Villages would be moved every four or five years, usually when the soil was depleted or the supply of firewood exhausted. Land would be cleared for new fields by burning, and a new village would be established nearby.

The Paugussets and the Siwanoy, two of the eight tribes that controlled the entire coastal zone of Connecticut, along with the Mianus of New York, were the first to deal with Europeans in the Western Coastal Slope. Generally peaceful, they welcomed settlement in the belief that the colonists would be

allies against their common foes. One of their traditional enemies, the warlike Pequots of Eastern Connecticut, had already been defeated by the English in a war that ended in 1637. Although this action had substantially reduced the threat of intertribal warfare in the region, and in fact had been a factor in the decision of the Europeans to settle there, a more distant enemy, the Mohawks of the Iroquois Confederacy of New York, had sent war parties to raid the coastal tribes in the past and remained a threat to New England colonists well into the colonial period.

In 1639–1640 individuals such as Roger Ludlow of Wethersfield in the Connecticut Colony and Captain Nathaniel Turner from the New Haven Colony purchased large tracts of land from the coastal tribes with European trade goods such as coats, blankets, iron hoes, and kettles, or wampum, shell beads that served as money in intertribal trade and in the early colonial economy. Colonists were recruited, some from the New Haven Colony and others from Wethersfield and other Connecticut Colony towns, and within a decade settlements were established along the coast.

European settlers and Indians maintained a peaceful if uneasy coexistence in the Western Coastal Slope, but since both were horticulturists, they were competing for the use of the same resources: land and water. It was an unequal contest from the beginning, since the Native American population of New England had already been decimated by disease brought by earlier European explorers. As the colonial settlements expanded and more land was brought under cultivation, the Native Americans were soon outnumbered by the Europeans and gradually pushed out of the region. The more extensive European farming practices, combined with exploitation of the forests for fuel and building materials, had a major impact on the indigenous population by destroying their game preserves. By the end of the colonial period, the Native Americans of the Western Coastal Slope, as well as those remaining in the rest of the state, were depleted by malnutrition and disease, and either lived on reservations set aside for them by the colonists or were acculturated into colonial society.

### **Town Formation and Settlement Patterns**

The first six towns in the Western Coastal Slope—Milford, Stratford, Fairfield, Greenwich, Stamford, and Norwalk—were settled between 1639 and 1651 and all legally established by 1651. The proprietors, the owners and first settlers of each town, were attracted to the region by the quality and extent of potential farmland, buying what appeared to be more than enough land for themselves and their descendants. The amount of land eventually encompassed by each town was extensive, averaging about 87 square miles, from Greenwich, the smallest, at 50.6 square miles, to Fairfield and Stratford, the largest, both about 130 square miles. The first settlements, however, were along the coast, with the inland sections held in reserve, in effect a land bank for future generations. Town centers, known as plantations, were established at the best locations, at the mouths of rivers, either directly on the coast or slightly inland.

The settlement of the eastern towns of the region was primarily influenced by the traditional English village plan, a pattern well established by the settlers of Massachusetts Bay and the Connecticut Colony's river towns. Stratford, Milford, and Fairfield began as nucleated villages laid out around a parcel of common land, later to become the town green, with the meetinghouse nearby. Fairfield's settlement pattern of squares, reminiscent of the layout of New Haven, was a more formal version of this pattern. In each plantation, land was assigned based on the amount of each proprietor's investment in the land purchases from the Indians. In addition to a home lot in town for a house and garden, every proprietor received allotments of land outside the village center for farming, woodlots, or meadow for haying and grazing. The western towns of the region developed less traditionally. Greenwich, which had both English and Dutch settlers and for a brief period was under Dutch rule, had several smaller population centers, as did Stamford and Norwalk. Stamford also set aside some of the town's farmland outside the

village for communal farming, a departure from normal colonial practice by which surplus land remained undeveloped until it was assigned for private ownership. Long Island Sound was the region's connection to the outside world and in the early years the easiest way to travel between towns. For this reason, all the towns maintained landings on the coast, such as Fairfield's at Black Rock Harbor.

The original plantation concept became unworkable as towns grew in size, requiring farmers to travel greater distances to their outlying fields. Population began to disperse into the inland areas of the Western Coastal Slope as towns began a series of divisions of their reserve land. The land in each division was surveyed in long lots and assigned to proprietors, or their descendants, with land set aside for internal roads. Some families simply moved out to their isolated farmland in a new division and built new houses and barns; others sold their share to newcomers. Some groups gathered together in small crossroads villages scattered throughout the reserves, such as Long Ridge in northern Stamford. A few were laid out around a traditional common, the pattern followed in North Milford. In time some of these villages grew large enough to support a church, and new towns were spawned.

The process of secondary town formation was a familiar one, carried out all over Connecticut in the colonial period. Starting in 1694, many new parishes, or church societies, were formed in the original six towns of the Western Coastal Slope. At first, settlers in their new location continued to attend church in their original town center, despite the fact that roads from the outlying villages were either poor or nonexistent. When petitioning the General Court, as the colonial legislature was known in this period, to establish new parishes of the parent town, the outlanders always cited the difficulty of winter travel. Some of the outlying parishes combined settlements that crossed town borders, such as Stratfield and Stanwich. In northern Stamford and Norwalk they even overlapped the New York/Connecticut border, a boundary that remained in dispute for years. In the last stage of settlement, beginning in the late colonial period and continuing into the nineteenth century, some of these separate parishes, individually or in combination, became the nuclei of new fully autonomous incorporated towns. They included not only the other five towns of the Western Coastal Slope that were incorporated in the early nineteenth century—New Canaan (1801), Darien (1820), Bridgeport (1821), Orange (1822), and Westport (1835)—but also new towns that are now classified as part of the Western Uplands—Redding (1767), Weston (1787), Shelton (1789), Trumbull (1797), Wilton (1802), and Monroe (1823)—all former parishes of towns in the Western Coastal Slope.

### **Building on the Land**

The colonists of the Western Coastal Slope constructed their buildings from readily available materials, using proportions preserved in folk memory and measurements derived from their ancient agrarian heritage. When they laid out the ground plan of their houses, barns, mills, and meetinghouses, they were guided by folk traditions which were rooted in medieval England. The colonial forms and construction techniques, derived from the wood building traditions of East Anglia and Kent, persisted in Connecticut until well into the nineteenth century.

In the early colonial period, community life centered on the meetinghouse, the first public building constructed in each town. Until 1662 most towns were under the jurisdiction of either the New Haven or Connecticut colonies and the location of this important institution had to be approved by the appropriate colonial government. After that time, the two colonies merged as the Connecticut Colony. Always the focal point of a town, the meetinghouse served a dual purpose: town meetings as well as church services were held there. In fact, the parish and the town were initially coterminous, with the Congregational Church as the established religion. Early meetinghouses took two forms: square with hipped roof, or rectangular with gable roof and entrance on the long side. None of these original

buildings have survived in the Western Coastal Slope. They were replaced by gabled clapboarded buildings with an entrance and belfry tower on the side. After the Revolution, the tower and entrance were placed in the gable end, which became the basic form of churches in Connecticut for the next 50 years. Education with a religious focus was another priority. Until after the Revolution, an essentially parochial elementary education was the province of the church. For much of the colonial era, schools were established and supervised by Congregational societies in each town.

Other needs of daily life also concerned the settlers. Gristmills to grind flour and meal from wheat and corn, the basic crops, as well as sawmills, were needed in every community. In addition to mills on smaller inland streams, there were tidal gristmills at the coast by the eighteenth century, including Bush Mill in Cos Cob at the outlet of the Mianus River and Sherwood's Mill in what is now Westport. Roads had to be built so that farmers could travel each day from their homes to their fields on the perimeters of villages. Like the few intertown roads of the period, these local roads were little more than bridle paths. Even the early colonial forerunner of the Boston Post Road was a dirt road and almost impassable in spring, the mud season. This difficult and even dangerous route, especially in the hillier sections of Stamford and Greenwich, became the only through route in Connecticut from New York to Boston, foreshadowing the role of the Western Coastal Slope as the location of a major transportation corridor in the next centuries. Most of the rivers were too wide to bridge near the coast (although an early bridge spanned the Housatonic, upriver at New Milford, by 1737). Instead, ferries, usually rafts or flat barges, were established with the help of the colonial government to carry passengers, goods, and livestock across waterways.

### **Post-Medieval and Georgian Architecture**

New studies of English folkways, especially the work of David H. Fischer, cast doubt on the previously accepted concept of the organic evolution of the colonial house and suggest that several colonial house types were derived from English prototypes and developed simultaneously. In accordance with this new theory, the Connecticut "plain style," the gable-roofed rectangular-plan house with a central chimney, one of the most common of the surviving houses from this period in the Western Coastal Slope, was actually only one of several derivative building types. Many of the earliest houses had only two rooms, the hall and the parlor, flanking a massive center chimney stack. The hall, a medieval term, was the kitchen and always contained the large cooking fireplace. A one-story version, with a sleeping loft in the attic, became the common Cape form, which continued to be built by poorer and middling farmers well into the nineteenth century. In the two-story version of this type, there were two rooms upstairs, the hall and parlor chambers. Eventually the kitchen was moved to the rear as an ell or incorporated with the main block by extending the rear slope of the roof, producing the saltbox form. Generally by the eighteenth century, all the rooms were brought under one gable or gambrel roof, a two-story house form commonly called Colonial. Although this latter form would be elaborated with Georgian architectural features, a hipped roof, quoins, pediments, pilasters, and a center-hall plan, in more metropolitan centers by the early 1700s, few houses were built in the Georgian style in the Western Coastal Slope until after the Revolution, and by then it was often combined with the Federal style.

The one- and two-story Colonial house with its wood framing system and small multipaned windows was the basic building type for 250 years. This building tradition was admirably suited to the colonists' needs because it conserved scarce and expensive materials, especially nails, which were handmade until after the Revolution, and glass, which had to be imported from England. Since wood was plentiful, very few houses were built of stone in Connecticut. Furthermore, the colonists were more familiar with wood construction, especially post-and-beam mortise-and-tenon framing anchored with wooden pegs, called treenails, which was derived from the half-timbered house of old England. Although occasionally

sheathed with clapboard, this medieval prototype usually had walls of cob (clay and straw) and a thatched roof. Because of the harsher climate, planked and clapboarded walls were generally used in New England. The thatched roof did persist for a time in coastal settlements because reed could be found in the nearby salt marshes. Thatch proved to be a fire hazard in more densely populated towns and was soon replaced by wood shingles.

### **Late Colonial Period 1740–1776**

The late colonial period was one of accelerated change and increasing diversity in most aspects of colonial life: agriculture, commerce, and religion. The most compelling issue became the shortage of farmland and its impact on the existing locally oriented economy. An external market economy developed, bringing agricultural specialization, a growing maritime trade, and an increasingly urban and diversified population. The fragmentation of the early towns into new church societies weakened the established church, helping pave the way for an accommodation of religious diversity.

Farmland was scarce all over Connecticut; by 1750 even the poorest land on its western frontier had been settled. The colonists had been so successful in exploiting their resources that they had produced an exceptionally healthy and long-lived population. In fact, the population growth rate of the colonial period was phenomenal, with the population almost doubling every 25 years, largely due to natural increase. Fathers were less able to provide land for their sons or dowries for their daughters. Sons waited longer to inherit their fathers' land; many left the farms to seek land elsewhere on the frontiers of other New England colonies, or to try a new trade in the small but growing centers of commerce. Although such centers still contained less than 10 percent of the population of each town, the three largest in the Western Coastal Slope were in Norwalk, Stratford, and Fairfield. Family labor began to be supplemented by hired hands or black slaves, who numbered almost 5000 colonywide by the Revolution and served as house servants or farmworkers. In fact, the first known blacks in the region arrived there as slaves with the Stamford settlers. By 1790 about 8 percent of the white families in the Western Coastal Slope had slaves, who averaged about 1.8 per family, for a total of about 500 in the region; 60 other blacks had already gained their freedom.

To improve the farming economy and make the best use of the available land, the colonists introduced some limited agricultural specialization and expanded transportation networks. Although more scientific farming practices were another option since information was widely disseminated by mid-century, improved cultivation methods and chemical fertilizers were not generally introduced until well after the Revolution. Many farmers in the colony, particularly in the more recently settled uplands, concentrated on cattle and dairy farming. In the Western Coastal Slope, the standard colonial crops of wheat, rye, and salt marsh hay continued to be raised. On the more level pastures of the coast, horses were raised for export to the rest of the colonies and the West Indies. Some towns began to specialize. Flax, a speciality in Fairfield, was exported to Ireland and used domestically for flaxseed oil. With the assistance of the colonial government, roads were built and improved, especially major north-south cartways to bring goods to the coast from the interior of the colony, benefiting the merchants in the ports of the Western Coastal Slope. The towns themselves improved their more local market networks with new north-south roads from the outlying parishes to the coastal town centers.

The small maritime centers established in the early colonial period expanded with the increased availability of surplus products for export and the improved trade and shipping networks. More wharves, stores, and warehouses were built at landings and harbors to accommodate the West Indies trade, which brought prosperity to a rising merchant class, especially in Norwalk and Darien, the latter then part of Stamford. The associated industry of shipbuilding, attempted by every coastal or river port in the colonial



period, had a brief and generally later success in several towns in the region, such as Milford and Norwalk, but only a few colonial shipbuilders had the mercantile connections, or enough access to skilled labor and materials, to sustain growth for the long term.

No one port in the Western Coastal Slope emerged as a leader in this period; indeed, the multiplicity of good harbors there actually militated against such an outcome. As secondary ports in the Atlantic trading network based in Boston and New York, they combined trade with the West Indies with small-scale coastal commerce. Livestock and other farm products from Connecticut were traded for specie or for bills of credit, molasses, sugar, and rum in the Caribbean; these products in turn were exchanged in East Coast ports for imported English goods. With expanded trade, there was an increase in the use of cash and a ready supply of imported luxury goods for the domestic market.

Other coastal resources were exploited. Fish were plentiful in Long Island Sound; even whales were harpooned, as they had been by the Native Americans fishing from canoes. In the spring, large numbers of spawning fish were seined in the rivers for domestic consumption and salted down or dried for export. Oyster shacks dotted the shoreline as the settlers began to harvest oysters from the Sound, not just for food and as a source of the essential lime for mortar and plaster, but as a marketable export commodity.

In this evolving market economy, there were expanded opportunities for artisans and tradespeople. In addition to the millers and blacksmiths found in every colonial town, there were wheelwrights, carriage and wagon makers, coopers, and basket makers, the latter two to supply the needs of the growing business of processing food for export. Barrels were needed to ship cured beef and dried fish; baskets were needed for other farm products and oysters. Saltworks appeared in most towns, producing sea salt, a vital part of the curing process. Other artisans prospered as wealthier townspeople had cash to spare for their products: clocks, shoes, pottery, tinware, and pewterware. Several of these crafts, with their apprentice systems, later gave rise to early industries.

Even in a period marked by colonywide religious upheaval, the Western Coastal Slope was a hotbed of schism and dissent. In addition to having the first Anglican church in the colony in Stratford by 1724, other Protestant sects became established very early in the region. After the Great Awakening, a religious revival that took place in the 1740s and seriously divided the Congregationalists, new religious groups formed: first the so-called Separatists, some of whom became Baptists, followed by the Methodists after the Revolution. In June of 1772, the Baptists raised their church in the Bangall section of Stamford, the first in the Western Coastal Slope and one of the earliest in New England. Fairfield and Westchester County Methodists, organized in 1787, built their meetinghouse in Dantown, also a village in northern Stamford, one of the first churches erected by this sect in New England. More commonly, early members of both these groups met in homes and were served by circuit riders, or travelling preachers.

## **Revolutionary War**

The colonial period climaxed with the American Revolution, a time of great hazard and privation. Farmers in the Western Coastal Slope, like farmers all over Connecticut, were called upon to provision the Revolutionary army and the French fleet, a requirement that caused great hardship to the civilian population. The war was socially disruptive and divisive as well, with many families leaving the area. These included not only the many Anglicans who were openly loyal to the British crown and who fled to Nova Scotia and New York City, but also patriots who moved inland for safety. With the British occupying New York City from 1776 to 1783, the region was in a vulnerable position. It was subject to constant harassment by raids originating in Long Island, both by the British army based at Huntington

and by paramilitary groups of civilian Loyalists. Civilians were kidnapped for ransom or exchange and supplies confiscated along the coast and the New York border. The British fleet easily blockaded the two outlets to the Sound and roamed there at will, putting an end to legitimate merchant trade. In the last years of the war, with the attention of the British diverted to the southern theater, merchants turned to smuggling or privateering. While most privateers sailed from Connecticut's eastern coast and the Connecticut River ports, Darien in Stamford was the center of this lucrative but hazardous activity in the Western Coastal Slope.

Various defensive measures were taken. Members of the state militia were assigned to guard the coast and some of the headlands were fortified. Fort Stamford, a stone-walled fortification with large redoubts, was constructed three miles northwest of Stamford center on a hill overlooking the Sound. Although the British had earlier landed in the part of Fairfield that is now Westport in preparation for their inland attack on Danbury, it was not until 1779 that coastal towns suffered full-scale British attacks. The town centers of Fairfield and Norwalk were destroyed. Civilians were killed and over 400 domestic and commercial buildings burned, along with ships at anchor in the harbors. Both towns would rebuild when the economy recovered after the Revolution, but Fairfield never fully regained its premier position in the region.

### III. AGRICULTURAL AND EARLY INDUSTRIAL PERIOD 1780-1850

Colonial society was gradually transformed in the aftermath of the Revolution through a modernization process that is common to all developing countries. Although full-scale industrialization and urbanization were not achieved until after the Civil War, a more secular society based on a rationalized economy with a modern transportation system was in place by 1850. The colonial political culture based on consensus and deference was increasingly eroded, ultimately to be replaced by a two-party system. Moreover, the Congregational Church, a pillar of the old order, was disestablished in 1818. The cultural attachment to community and family, cornerstones of colonial society, was finally sundered by acute demographic pressures and agricultural decline in the early nineteenth century. Many members of the first post-Revolutionary generation left Connecticut in a massive emigration largely to new frontiers in Vermont, New York, and the Western Reserve of Ohio. The role of the family itself changed dramatically. It was no longer the basic unit of economic enterprise or the primary source of capital. Instead, recognizably modern institutions such as the first state and national banking systems were in place by 1800, concentrating investment capital and providing credit for the expansion of the carrying trade, the building of turnpikes and railroads, and the establishment of industry.

The progress of modernization was uneven in the Western Coastal Slope. Some towns such as Stratford and Fairfield resisted the forces of the coming machine age, remaining essentially rural and agricultural for the rest of the nineteenth century. Others, including Norwalk, Stamford, and especially Bridgeport, actively promoted a nascent industrial economy, setting the stage for full-scale participation in the Industrial Revolution. In the process, Fairfield, weakened politically by decreases in population from emigration and new town formation, lost to Bridgeport its leading position as the county seat and the region's customs port. Established as a separate parish of Stratford after the Revolution, Bridgeport was large enough to become a borough in 1800, the first in the state. Recognizing the crucial importance of the new developing state railroad system, it incorporated as a city in 1836 in order to issue municipal bonds to underwrite the expense of building the infrastructure of a major marine and railroad terminus. In addition to its location on the New York and New Haven Railroad, it became the terminus for the Housatonic and Naugatuck railroads, giving Bridgeport rail connections to all of New England and upstate New York.

#### Commerce

After the Revolution, with the attention of France and England diverted by war in Europe, Americans took advantage of their neutral status to expand the West Indies trade. The more successful merchants in the ports of the Western Coastal Slope made alliances with New York merchant houses; in some cases these business relationships were cemented by marriage, a common custom in the colonial period. More modern practices were also introduced: merchant specialization became standard and merchant trade was divided into wholesale and retail. The region's farmers and merchants prospered as the maritime trade reached an all-time high in the 1790s, and flourished until trade was embargoed by President Jefferson because of British harassment of American vessels on the high seas. The Caribbean trade virtually ended during the War of 1812, and never recovered. However, merchant capital was released for investment in other enterprises, setting the stage for the development of industry.

Improved transportation and communication and new forms of government marked the early industrial period as Connecticut moved towards the railroad age. Expanded transportation networks between towns

and cities began with the turnpike era in the 1790s and continued with the emergence of a statewide railroad system in the 1840s. In the Western Coastal Slope, the old Boston Post Road was improved and rebuilt as a toll road. Taverns, often serving as stagecoach stops, opened along its route and quickly became the new social centers. An even more commonplace feature along the new turnpike was the blacksmith shop, which remained a fixture of the landscape until the automobile era. Stagecoach transportation between towns and major cities was augmented by scheduled steamboat service on the Sound, beginning in the 1820s, and by rail service in the 1840s. Regular mail service was inaugurated by the federal government, with post offices in every town, usually located in the general store. Some town business districts, providing an increasing variety of goods and services, followed Bridgeport's lead and became autonomous boroughs.

Increased mobility, wealth stratification, and the transformation of country towns to more modern urban centers produced a number of social problems in the early nineteenth century throughout New England. As the scope of social interaction increased so that relationships were no longer limited to family and neighbors, traditional forms of social control tended to break down. Strangers and other "undesirables" could no longer be "warned out," or sent on their way to another town, as was often done in the colonial period. Predictably, the more visible wealth of the mercantile economy in ports of the Western Coastal Slope, coupled with an increase in the number of transients, resulted in an increased crime rate, especially crimes of violence. Although the Fairfield County courthouse was used more for civil suits by an increasingly litigious society, county and town jails, first known as workhouses, were built to imprison vagrants and criminals, as well as debtors. With the polarization of the wealth structure, there was a growing class of urban poor who were becoming a public burden, giving rise to a new institution, the poor farm, always located at some distance from town centers. The indigent, the aged, the orphaned, and even the insane were housed there. To pay for their keep, the able-bodied inmates either worked on the farm or were hired out to local farmers, a type of indenture.

After the new state constitution of 1818 disestablished the Congregational Church, many Connecticut towns began an institutional building program. The separation of church and state was made manifest in new town halls built throughout the Western Coastal Slope, often in the Greek Revival style, to house civic functions formerly held in meetinghouses. Ironically, many congregations also adopted this style when replacing their old meetinghouses, which tended to blur the perception of their different functions. As public school curricula became more secular as the result of disestablishment, Sunday schools and private boarding academies proliferated. Most academies were founded to provide a Christian classical education primarily for boys, again relying on the Greek Revival temple form for a formal institutional appearance.

Despite the decline of the West Indies trade, the scale of maritime activity in Long Island Sound continued to expand. In addition to sail- and steam-powered vessels involved in coastal trade, vessels carrying coal and raw materials became a common sight by the end of this period. As the region became more industrialized, commerce became increasingly dependent on shipping. Improved harbor facilities and navigational safety aids were needed. A ship canal, the first in Connecticut, was built in Stamford Harbor in 1833, allowing ships to dock several blocks inland at Atlantic Street. Coastal navigation in Long Island Sound became a national responsibility under the United States Treasury Department. A series of lighthouses were built beginning in the early nineteenth century, replacing for the most part unlighted day-markers. The first of these in the Western Coastal Slope was a frame tower with a lantern (the room holding the light) constructed in 1808 on Fayerweather Island off Black Rock Harbor, which was replaced by a brownstone tower in 1822. A wood-framed lighthouse was built at Stratford Point in 1821 to mark the mouth of the Housatonic River. One of the greatest hazards to navigation was at Stratford Shoal in the middle of the Sound. By 1831 it was marked by a lightship which was replaced by a wave-washed tower in 1878, one of a number of post-Civil War lighthouses in Connecticut waters at the western end of the Sound.

## Agriculture

The general decline of Connecticut's agriculture after 1800 contributed to the growing economic disparity among the towns of the Western Coastal Slope. The great demand created by the West Indies trade was over. Despite the work of early nineteenth-century agricultural societies, few farmers invested the time and money to produce a consistent surplus for sale. Although New York City was a ready market for fruit and vegetables through most of the nineteenth century, with market boats leaving weekly from landings along the western Sound, there were few new staple crops produced for export. Greenwich became known for its potatoes, and Milford as a seed producer, but most farms in the region were turned over to grazing, their owners finding a ready local market for hides and wool in the new industries beginning to dot the countryside. A major new crop was onions, made possible by improved cultivation and fertilization practices in Westport and the Greenfield Hill section of Fairfield. In Westport alone, more than 75 farmers produced onions for the New York market throughout the nineteenth century, a prosperity reflected in the handsome Italianate houses built by this group in the 1850s. Traditional grain crops such as wheat and rye, which could have been saved by the introduction of disease-resistant strains and improved farming methods, were practically eliminated by blight or western competition. Wheat, which had been a major crop in Fairfield and Stratford, was devastated in the early 1800s by the Hessian fly blight. After the completion in 1825 of the Erie Canal, which connected Lake Erie to Albany on the Hudson River, western farmers could undersell the grain producers of the Western Coastal Slope in their principal New York market. When prices dropped dramatically for all farm products in the general farm depression of 1816, many farms were simply abandoned or sold at auction for back taxes, and families moved west. In one notable case, Moses Rogers, a prominent New Yorker, bought up farms on Shippan Point in Stamford between 1790 and 1825 and consolidated them in a model farming estate.

## Waterpowered Industry

Encouraged by Connecticut's leaders, many merchants and farmers embraced industry as the solution to a declining agricultural economy. For every mill that succeeded, however, many failed. The remains of dams, mill foundations, mill ponds, and even an occasional mill building that are found today on the upper reaches of streams and rivers of the Western Coastal Slope are mute testimony to the large number of individuals who experimented with the new industry. It is hardly surprising that few mill owners succeeded in the Western Coastal Slope. Not only were few industrialists able to master the complexities of industrial specialization and market transactions on the broad scale required by the Industrial Revolution, but nowhere else in the state did rural industry become obsolete so rapidly. The almost total relocation of industry to the coastal cities with the advent of steampower was a phenomenon unique to this region. Elsewhere in Connecticut, many waterpowered mills were supplemented by steampower and continued to function in place; in fact, waterpower remained the major power source in eastern Connecticut's textile industry for most of the nineteenth century. But in the Western Coastal Slope, coastal industry had all the advantages; rural industry, limited by distance from markets and raw materials, could not compete and was generally phased out by 1860.

In a period when 40 horsepower was all that was needed to operate rudimentary textile machinery, several mills could share the same water privilege, often at a colonial grist or sawmill site. Although most of these mill sites were located in the more rural areas of the Western Coastal Slope, there were exceptions. Several towns had suitable streams that could be dammed near the coast, including the villages of Byram in Greenwich and Saugatuck in Westport. Millwrights were needed to customize the hydraulic system for each site, designing the races, wheel, and dam, but early industrial buildings were simply modifications of the colonial mill type. Long narrow wooden buildings, they had many windows

in the long side elevations to provide light to the interior, occasionally supplemented by a monitor above the gabled roof. Mill foundations were built with great care to withstand vibration and the effects of ice and water; walls were heavily braced to carry the weight of machinery.

With but few exceptions, most of the new rural industry in the Western Coastal Slope was agrarian-based and only partially mechanized. Locally available farm goods were processed: textile mills of several types produced woolen cloth; tanneries and semimechanized shoe factories processed hides, supplying a large market in the plantation economy of the American South. A few turning mills produced items such as chair rungs or balusters for local markets, and in one unusual case, nightsticks for New York City policemen. In this region, several metal-fabrication factories were in place by the 1830s, but full development of this sector of industry was reserved for the later manufacturing centers of the coast. Since most of these enterprises were little more than cottage industries, a large rural labor force was not required. For example, the early shoemakers at Long Ridge village in Stamford cut the leather at the mill and distributed it to farm families to sew, before completing the shoes at the mill. Some early textile mills contained only carding or spinning machinery; the cloth was woven by hand at home and returned to a fulling mill for finishing. Rural shoemaking continued in the region until about 1880 but was unable to compete when the industry was fully mechanized in the coastal cities of Bridgeport and Norwalk.

The woolen industry in the Western Coastal Slope enjoyed only a brief period of prosperity before being eclipsed by foreign competition. It really was successful only as long as British imports were embargoed in the early nineteenth century. "Merino mania," as it was called, spread all over Connecticut as farmers were encouraged to raise a superior breed of long-haired Merino sheep, originally brought from Spain. Prices for cloth were greatly inflated, and in the words of one contemporary observer, there were "carding machines at every crossroad," even in towns largely bypassed by industry such as Stratford and Fairfield. Although hat making, a later offshoot of the woolen industry, eventually became a major industry in Norwalk, most of the region's woolen mills closed after the War of 1812 when the British dumped underpriced goods on the American market to regain their dominance in the wool trade.

One of the region's few early industries not based on agriculture was located in northern Stamford. In 1825 wire and rolling mills were established at a former sawmill site by an Englishman and a native Stamfordite, not an unusual combination of interests and skills. American capital and English technology often combined in the more successful early industries. The Stillwater Mills became the nucleus of a small industrial village, one of the few in the Western Coastal Slope. In addition to boarding and tenement houses for the workers, a fine temple-form house was built there for the American partner, Jonathan Weeks, in the Greek Revival style. This style was popular with other early industrialists, including Josiah Wilcox, the successful owner of machine and hardware factories on the Byram River in Greenwich. His architectural legacy included his Ionic-porticoed mansion and a chapel in the community of Riversville.

### **The Railroad and Irish Immigration**

The New York and New Haven Railroad, later consolidated as the New York, New Haven, and Hartford, established the Western Coastal Slope as the gateway to New York City from all of New England. The 66-mile line, completed by 1848, dominated the coastline and had a lasting effect on town development. Movable swing bridges designed to allow the passage of shipping were constructed across river estuaries. The location of the track and depots directly influenced patterns of urban development. Some town centers such as Westport were initially bypassed and remained more residential; in others such as Greenwich, the depot became the locus of a new commercial and civic center for the town. The railroad

tracks effectively isolated some sections of cities such as South Norwalk and determined the location of later industry.

Although there had been scattered, primarily English, immigration in the nineteenth century prior to 1840, the first substantial group of immigrants to Connecticut was the Irish. They left Ireland because of the potato famines, came to the Western Coastal Slope to help build the railroad, and stayed to become the first members of the industrial labor force. Distinct neighborhoods near the railroad tracks, often composed of substandard tenement housing and dubbed with Irish place names such as Dublin or Kerry, became Irish enclaves. Within a decade of their arrival, the Irish established Roman Catholic parishes, the first in Bridgeport in 1843, followed by others in Stamford and Milford. As the nineteenth century progressed, their parishes grew large enough to begin construction of massive brick and stone churches, often designed in the Gothic Revival style, which took years to build and accommodated as many as 1000 parishioners. Other substantial structures were built near their churches in the last quarter of the century, including rectories, parochial schools, and convents to house teaching orders of nuns.

### **Neo-Classical and Romantic Architecture**

The general prosperity and greater sophistication of the late eighteenth century were reflected in increasingly elaborate domestic architecture. In the Western Coastal Slope, the Federal style first appeared in the port towns. An American version of the Adamesque style developed by the Adam brothers in England, it relied on Roman classicism, but the decorative elements were understated and quite refined. Columns and pilasters were less massive; the hallmark of this style—the fanlight over the door or in the gable—had narrow wood muntins or lead tracery. Although the early Federal style was based on symmetrical massing with a center hall and end chimneys, some houses in the region utilizing this style retained the center chimney, as well as the form of the Colonial house, especially in the more rural areas. Often in the rural version, only Federal-style doorway surrounds and dentil work on the cornices distinguished this style from the earlier five-bay Colonials. The Federal style was also favored for church architecture in the early 1800s. One of the finest examples in the region is the 1810 Congregational Church by architect/builder David Hoadley in Orange center. The Georgian influence was pronounced in this period as well, often combined with Federal elements. The Palladian three-part window above the door or in the gables was a common manifestation of this combination; some merchants' houses had projecting pavilions at the center of the main block or porticoed wings on either side. By the 1820s, the end of the Federal period, houses began to present their gable end to the street, anticipating the form of the coming Greek Revival style. Often these houses had a side-hall plan and a delicate curved portico with a fanlight and attenuated columns.

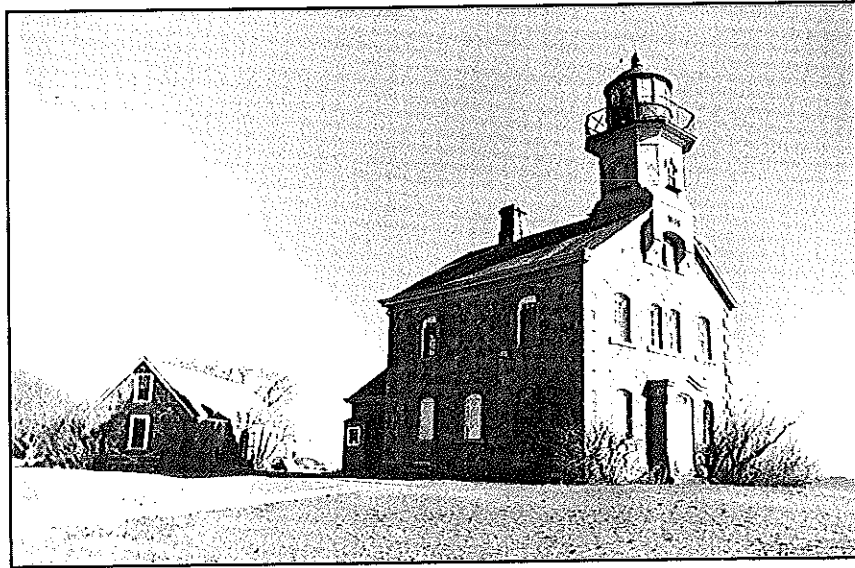
By the late 1830s both rural and urban architecture was almost exclusively constructed in the Greek Revival style. The universal popularity of this style, indeed the general enthusiasm for Greek culture, which also was exhibited by Greek names for towns and even children, coincided with the Greek Revolution, which ended in 1837. Americans identified with the Greek struggle for independence from Turkey and the rebirth of democracy in that country. Not only was the Greek Revolution a successful affirmation of American independence, unlike the excesses and failure of the earlier French Revolution, but it also had parallels in the new spirit of the common man found in Jacksonian democracy.

Although often called the first truly American style, the Greek Revival derived its form and detail directly from Greek classicism. Based on the Greek temple form with a full-gable pediment, it utilized freely interpreted Greek orders in its columns and pilasters. Houses of this style built by the newly affluent factory owners often displayed a full facade colonnade. The more modest Greek Revival-style farmhouses were much simpler, with a gabled pediment facing the street and a kitchen wing to the rear,

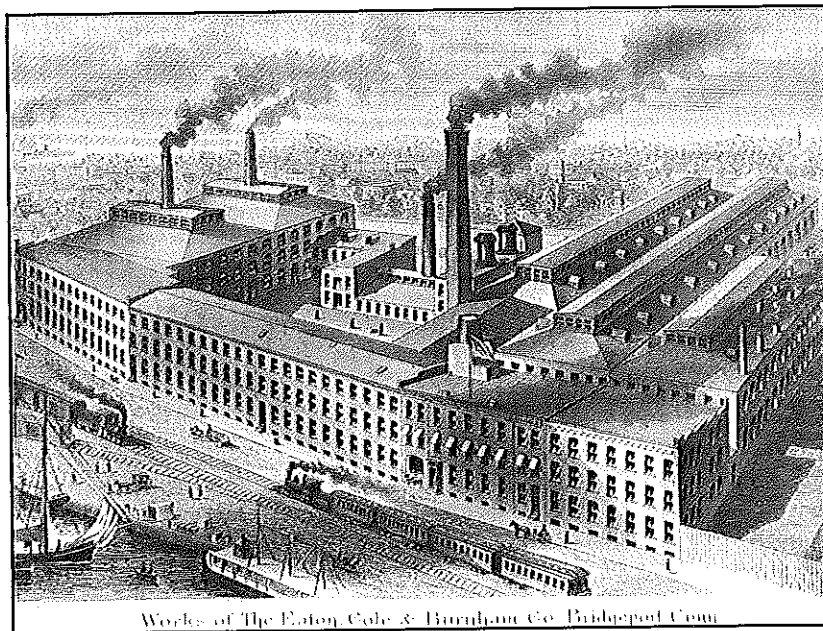
but both displayed a doorway with sidelights and transom, always with a high entablature. This style continued to be popular for domestic architecture as well as churches and civic buildings until midcentury. By the end of the period, a boxlike form of this style appeared with overhanging eaves and a low-hipped, almost flat roof, still embellished with Greek Revival detailing, especially anthemion screens in the attic windows under the eaves. This form also characterized one of the romantic picturesque styles of the early Victorian age, the Italian villa, and the later bracketed Italianate style. The villa, modeled on the plan of an Italian farmhouse, often combined a square tower with the cube form of the main block. Overhanging eaves with exposed rafter ends, stuccoed walls, and round-arched windows were other characteristics of the style.

The Gothic Revival, the other major romantic style, was briefly popular for domestic architecture at midcentury (and would be favored for ecclesiastical architecture in the second half of the century). Along with the Italian villa, it was first promoted for rural domestic use in books written by leading architectural commentators of the day, particularly by landscape designer Andrew Jackson Downing. Characterized by steeply pitched roofs, high multiple gables, and bargeboards with delicate wood tracery, Gothic Revival-style buildings found favor in both country and urban settings. The so-called Carpenter Gothic cottage, a prominent feature of urban neighborhoods, was identified by vertical board-and-batten siding, as well as scroll-sawn detail.

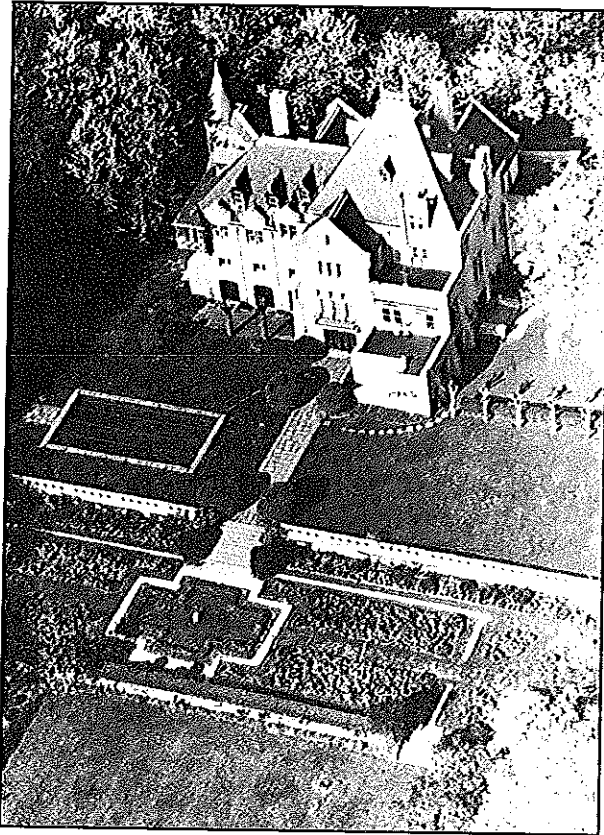




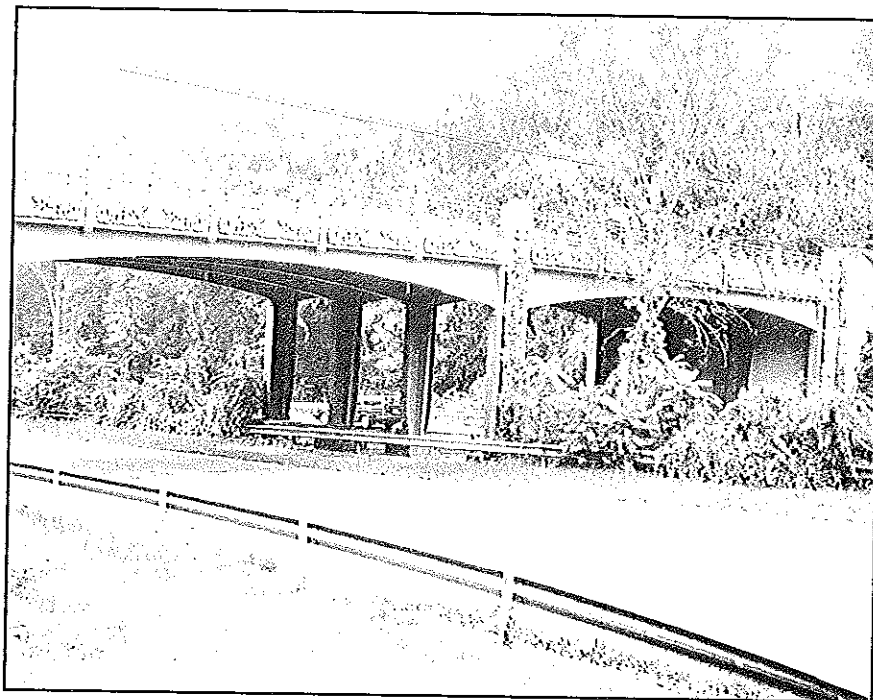
1. Norwalk Island Lighthouse, Sheffield Island, Norwalk. Constructed 1868. West facade and north elevation.



2. Works of the Eaton, Cole & Burnham Co., Bridgeport. Period of construction ca. 1865-1885. Bird's eye view. Engraving.



3. Marion Castle,  
Shippan Point,  
Stamford.  
Constructed  
1914-1916.  
West elevation,  
aerial view.



4. Lake Avenue Bridge, Merritt Parkway, Greenwich. Constructed  
1940. View from southeast.

## IV. INDUSTRIAL AND URBAN GROWTH PERIOD 1850-1930

The Industrial Revolution drastically altered the physical landscape of the Western Coastal Slope and fundamentally restructured its society. No longer tied to the availability of waterpower, industrial development centered in the expanding coastal cities which had superior maritime and railroad networks. With direct access to raw materials, fuel, and immigrant labor, three major ports emerged as leaders of the new steam-powered industry: Bridgeport, Norwalk, and Stamford.

The machine age brought problems as well as benefits to the Western Coastal Slope. With the rapid development of industry, several towns became sprawling cities, a process of urbanization that was fueled by massive immigration from Europe. Population growth was phenomenal, creating an unprecedented demand for housing and municipal services, problems that became acute in the industrial expansion that accompanied World War I. Bridgeport, the largest city in the region and the third largest in the state at the beginning of this period with 7,500 people, grew to 100,000 in the 30 years after the Civil War, and to over 150,000 by the end of this period. The population explosion impacted even Stratford and Fairfield, which were feeling the effect of industrial development for the first time: from about 4000 in 1900, these towns grew to almost 20,000 by 1930. Because of the new concept of leisure time made possible by the regulated work day of the machine age, resorts and recreational activity for all social classes proliferated along the coast. Grand estates were built at the seaside and in inland rural areas, especially in the western towns that began to be included on maps showing the greater New York City area, an indication of how the region was beginning to attract city dwellers. Greenwich, Darien, and New Canaan almost doubled in size after 1900, partially due to this urban influx.

### Industry and Transportation

Industry, largely centered on metal fabrication, precision engineering, and machine building, was founded on the coast or was moved there by the end of the Civil War. In contrast to earlier industry which generally evolved in response to local market needs, most firms were geared to national markets from the outset and heavily capitalized. They manufactured a diverse array of products: casting and machine shops made steam boilers and engines, cast-iron toys and architectural facades, valves, pipe fittings, machine tools, locks, sewing machines, and hardware. The first factories in this period were long multistory brick buildings patterned after mechanized textile mills. Eventually brick-pier mills with larger windows were constructed. The Eaton, Cole & Burnham factory in Bridgeport, specializing in iron and brass casting and machining, illustrates the growth of a typical late-nineteenth-century industrial complex. Between 1875 and 1887, it expanded from a long three-story brick mill to include several wings that housed a brass foundry, machine shops, tumbling rooms, and warehouses. New building forms were designed to meet specific manufacturing requirements in this period: tall one-story buildings with large unobstructed floor bays and ventilating monitors housed foundries; sprawling multiwinged brick plants with specialized structures such as shot towers accommodated the growing munitions industry of Bridgeport. Both diversification and task specialization increased as the century progressed. Yale and Towne Hardware, founded in 1869 in Stamford as a lock factory, expanded and diversified its product line in the 1880s to include associated types of hardware. The firm then almost fully mechanized its production methods with an assembly system based on task division, functionally separated in specialized buildings. Because of these innovations the company was one of the few able to employ primarily unskilled labor at low piecework rates.

Nineteenth-century industry was largely unregulated and exploitative of both natural and human

resources. Environmental concerns were not yet an issue, and the heavy industry of the coast polluted Long Island Sound. The improved standard of living brought about by the machine age did not extend to the workers. Working conditions for the largely immigrant labor force were often abominable; racial and ethnic prejudice was common. Labor unions, evolving from the earlier mechanics' guilds, became powerful political forces in the state by the late nineteenth century and successfully lobbied for state laws to shorten the work day, regulate child labor, and improve factory conditions, and tried to raise wages for skilled and semiskilled immigrant workers. Statewide, three-quarters of the workforce was employed in manufacturing by 1880, with the majority working and living in the industrial cities of the coast. They included men, women, and children, with more than 2000 women employed as sewing machine operators in the corset industry alone. Noticeably absent from the workforce were blacks, who generally were not hired by industry at this time, which accounts for the fact that the black population remained very small in the Western Coastal Slope until much later in the twentieth century.

Railroad facilities were improved and expanded to meet the needs of business and industry. With a four-track line all the way to New Haven and frequent passenger service by the 1890s, New York's financial and commercial centers were more accessible. For the first time it became feasible to commute to New York from the cities of the Western Coastal Slope, a development that had major consequences for the future of the region. Although barge traffic on the Sound continued, manufactured goods as well as raw material were increasingly shipped by rail; freight yards at major terminals were enlarged. Between 1903 and 1907 the line was electrified between New York and New Haven. A massive generating plant to supply electric power for the line was located at Cos Cob in Greenwich. Catenary bridges were built along the route to carry the power and signaling lines. Railroad bridges were replaced with new structures, engineering marvels for the day, including fixed span and movable pivot or rolling lift bridges constructed of iron and steel. Metal bridges were constructed to carry other vehicular traffic, including several in urban areas built expressly for streetcar lines.

Massive industrial expansion took place in the early twentieth century, especially in the buildup for World War I. It followed the rails east and west of Bridgeport into Stratford and Fairfield, bringing to an end their rural-residential seclusion. By 1916 every component of Bridgeport industry was replicated in Stratford. Although steam-powered line shafts were still used until World War II, newly constructed coastal manufacturing plants utilized electric power by this time, which freed industry from the traditional elongated building form which had been necessary for the transmission of steam power. A prime example of an electric-powered factory was the Russian Rifle Plant built in Bridgeport by Remington, an arms manufacturer. Believed to be the largest manufacturing plant in the world at the time, it was a massive, sprawling, five-story building over 2300 feet long with 13 pairs of 110-foot wings. Between 1914 and 1916, Bridgeport's population jumped 50 percent to over 150,000, creating an acute housing shortage. To meet the demand, blocks of emergency housing were constructed, first by private industry and the new Bridgeport Chamber of Commerce, later by the federal government. Ten of these complexes were built in Bridgeport, and several were built in neighboring cities. After 1918, most war-related industry converted to peacetime production, concentrating on automotive and electrical manufacturing, including the Russian Rifle Plant, which was sold to General Electric when the war ended.

### **Immigration and Urbanization**

Heavy immigration from Europe, which transformed the cities of the Western Coastal Slope and began in the 1840s with the Irish, crested in the 1880s with immigrants from northern Europe, and was followed by a second wave from southern and eastern Europe between 1900 and World War I. Some 35 million people left the Old World in this period, driven by famine, epidemic disease, religious persecution,

and acute land shortages. As the upwardly mobile Irish left their neighborhoods, their place was taken by a rapid succession of other immigrant groups: Scandinavians (especially Swedes), Germans, Russians, Poles, Hungarians, Romanians, and Jews from both western and eastern Europe.

The immigrants clung tenaciously to their native customs, language, and religion, building synagogues and churches and establishing ethnic and benevolent associations in every major city of the coast. Although only a few ethnic communities still exist, many urban neighborhoods and villages became identified exclusively with major immigrant groups. They included a substantial community of Poles in the south end of Stamford by 1900 who built the Holy Name of Jesus Church, and a Hungarian community in South Norwalk. In Byram, an industrial village in Greenwich that developed quarrying and iron industries in tandem with Port Chester, New York, a large German population built St. Paul's Lutheran Evangelical Church in 1866.

Italians, the major immigrant group of the early twentieth century, were more geographically dispersed in the Western Coastal Slope. Although certain urban areas became identified with Italians, such as Saugatuck in Westport, and Stamford's west side, this group also lived in rural towns. A number became involved in large-scale market gardening and floral nurseries, and they dominated the building trades. Italian masons were responsible for building not only seasonal mansions in the region for members of the New York elite, but also civic buildings, churches, commercial city blocks, and even water supply systems and reservoirs in the countryside, such as the one for New Canaan center.

Massive housing development and expansion of cities accompanied the rapid population growth. Planned development produced new communities, such as East Bridgeport, laid out by P. T. Barnum, or smaller subdivisions for workers near the industrial areas, with single-family cottages, as in Bassickville in Bridgeport, or rowhouses, duplexes, and later triple-decker tenements. Streetcar suburbs in the 1890s provided homes for workers and the middle class. Typically, workers lived on the side streets in these new neighborhoods, while mainline residential development was reserved for the more well-to-do. Main streets radiating out from city centers contained the larger houses built in the Shingle, Queen Anne, and Colonial Revival styles, and later in the vernacular styles, the Four-Square and the simple gable-to-street buildings with front porches, known as the homestead house. Where trolley lines followed existing roads, some of the earlier large houses in the Italianate or Gothic Revival style were already in place. Neighborhoods with evocative names such as Golden Hill or Belle Haven, especially those with vistas of the Sound, became exclusively upper class. Some of these were planned residential communities with winding roads and landscaping, such as Villa Park in Bridgeport or Brooklawn Park in Fairfield.

Urban centers expanded geographically after the Civil War. Bridgeport annexed additional sections of Fairfield in 1870, including the Black Rock Port area. In Stamford, the city absorbed nearby villages of the town, the first suburbs of the Western Coastal Slope. Glenbrook and Springdale were developed after the Stamford-New Canaan railroad, a privately funded branch line, opened in 1868. Middle-class suburbs were laid out for development near the railroad station in each community. Springdale was also the site of extensive industrial development along the railroad right-of-way. In Glenbrook, a factory was built by Charles Phillips, who later patented his most famous product, Phillips "Milk of Magnesia," in 1876. Like many of his fellow Yankee inventor-entrepreneurs in Connecticut, he was also a philanthropist and his estate helped build some of the civic buildings in Glenbrook.

Numerous public and private institutions were created to deal with the growing and urgent problems of the cities. Crime and disease from overcrowding and substandard housing conditions were common in the decades following the Civil War. Educational reforms, including required attendance for children at least through the eighth grade, largely due to the movement for child labor regulation, were mandated by the state through a series of laws passed in the last half of the nineteenth century. Educational systems

were modernized: school districts were consolidated under city boards of education and public high schools were built for the first time in the last decades of the century. Fire and police departments expanded; volunteer fire departments were generally replaced by full-time paid firefighters in the larger communities. By the end of the century, public general hospitals and so-called isolation hospitals for sufferers of contagious diseases, especially tuberculosis, were constructed. In some places the pest house for contagious diseases was located on the grounds of the poor farm. Orphanages, as well as other specialized privately funded institutions such as homes for disabled children or the aged, were established, part of the general social reform movement of the day. City land was set aside for public cemeteries, often landscaped in the picturesque Victorian manner.

In the early twentieth century, downtowns flourished as the centers for business, commerce, culture, and recreation, made accessible by a network of streetcar lines that terminated in town and city centers. Beginning in the 1880s, many cities were chartered, which separated town and city functions, and began to deal with the need for a water supply, sewage disposal systems, and street lighting in their central business districts. Although rural areas would wait until the 1920s and '30s for paved roads, downtown streets were paved with brick or stone. Many of the more urban centers boasted new town or city halls, often monumental structures in the Neo-Classical Revival or Beaux Arts styles as found in Darien, Stamford, and Greenwich. Westport, one of the few towns in the region to retain nineteenth-century wood-framed commercial buildings in its center, was an exception to the trend, building a new town hall of cobblestone in a design influenced by the Arts and Crafts movement. Public libraries, often given by wealthy families and designed in the Romanesque style, were built in towns as well as cities. Opera houses often graced the downtowns, later becoming vaudeville and movie houses for silent films. By the 1920s movie theaters with baroque interiors and prominent marquees were a common Main Street feature. Commercial development consisted of blocks of masonry buildings, often Neo-Classical Revival or Colonial Revival in style, which housed new retail businesses at the street level and professional offices on the upper floors. Other fine monumental buildings joined the urban downtown streetscape, including banks, halls for fraternal and civic associations, masonic temples, armories, and private social clubs for businessmen. The Y.M.C.A. built large auditorium/gymnasium complexes, such as the one in Greenwich in the Beaux Arts style.

### **Coastal and Rural Development**

With industrialization and urban growth, the quality of life for the working man and his family became a concern of progressive municipal administrations. Public city parks, beaches, bathing pavilions, and amusement parks were new features of the coast, first made accessible by the new horsecar railways, and then by streetcars. Following the Civil War, Bridgeport, which became known as the "Park City," hired the prestigious firm of Olmsted and Vaux, reknowned for its plan for Central Park in New York City, to design Seaside Park. Requiring the filling of more than 80 acres of marsh land and eventually incorporating all of Fayerweather Island, Seaside Park took 58 years to complete. The original 44 acres of the park, bounded by earthen dikes and a sea wall, were mostly open space with promenades and carriage drives. The park was expanded by P. T. Barnum, who purchased 33 acres of salt marsh to the west in 1878. Almost a mile of sea wall and extensive dikes were required to reclaim this area. Seaside Park was completed by 1922 with the purchase of Fayerweather Island and the extension of the island's breakwater to the shore; it remains the largest open space in the city and the largest public beachfront park in the region.

The western towns of the Western Coastal Slope became a summer haven for city dwellers from New York who traveled from the city by both steamboat and rail, beginning as early as 1850. Seasonal residences, resort hotels, and summer colonies began to occupy the coastline, a trend that was in full

swing by 1880 and continued into the 1930s. By 1900 exclusive coastal enclaves and former farms in New Canaan, Darien, Stamford, and Greenwich were the site of grand estates. Development pressures hastened the decline of onion farming in Westport as land prices soared: Colonial Revival-style estates were built beginning in the 1890s in Greens Farms; summer colonies, composed of cottages in revival styles, were laid out at Compo Beach and Mill Cove in the 1920s for vacationing New Yorkers, along with a few local residents.

Truly baronial estates in the Western Coastal Slope included Tudor Revival, Chateausque, and Colonial Revival-style mansions, many built for members of the financial and industrial elite of New York City. One of the earliest was built in Norwalk by Leland Lockwood, a railroad executive and treasurer of the New York Stock Exchange. Now known as the Lockwood-Mathews Mansion, it was constructed between 1864 and 1868. The Greenway estate at Mead's Point, a French Renaissance Revival-style chateau set on 100 acres, was begun in 1898 by Hamilton Gourlie, a wealthy New York insurance broker, and completed by 1912 by Harriet Lauder Greenway, the daughter of George Lauder, who, with Andrew Carnegie, founded the Carnegie Steel Company in Pittsburgh. Adjoining farms in Cos Cob were consolidated into working estate farms, such as Conyers Manor, a 1330-acre estate and dairy farm. It was built in 1893 by Edmund C. Converse, head of National Tube Works, a firm which later merged with 20 others to become U.S. Steel.

The beauty and accessibility of the region attracted many New York artists in the early twentieth century. Artist colonies were founded along the coast, with many New York illustrators drawn to the town of Westport. Some of the Connecticut Impressionist School gathered in Greenwich, making their summer headquarters in the Bush-Holley House in Cos Cob and eventually building year-round homes in the area. Individual artists such as Gutzon Borglum, sculptor of Mount Rushmore, and other members of New York's cultural elite built country estates as early as 1910 in Stamford. They included the country retreat of Leopold Stokowski and Gloria Vanderbilt on the Mianus River and a formal Neo-Colonial mansion built by actor/producer Henry Miller, which later became a convent and retreat for the Bernadine Sisters. Whitney Castle on the Byram shore, a monumental stone building, was built by Frederick C. Whitney, a producer of operettas, including the reknowned *Chocolate Soldier*, which opened in New York in 1909. Ernest Thompson Seton, a noted artist and naturalist, bought up seven adjoining farms in Greenwich and built a Tudor Revival mansion in 1909, a secluded estate set on 100 acres.

New uses were found for land and coastal sites in the first decades of the century. Some reflected the increasing affluence of the region. Land was set aside for game preserves by the State Fish and Game League as early as 1901. Public and private yacht clubs and yacht basins were built along the coast, beginning as early as 1891 on Shippan Point, revitalizing some declining small ports such as Black Rock, which became newly fashionable and the site of estate development in the 1920s. Other leisure-time activities for the wealthy included private country clubs and golf courses all over the region, beginning in the 1920s and continuing in the 1930s. The automobile brought the first commercial strip development along the Post Road, including gas stations often built in the Colonial Revival style. In the postwar years, automobile traffic along this route was already so congested that plans were made for alternate routes, leading to the parkway system built in the 1930s.

Two coastal industries flourished in this period: oystering and ice harvesting. Oystering, which had been a cottage industry and even a seasonal sport through the early nineteenth century, now assumed major commercial proportions. Several areas were noted for cultivation of oysters, including Rowayton and Milford, but the industry was centered in Norwalk. Semimechanized processing plants with their own wharves included the Radel Oyster Company of South Norwalk, one of the three largest oyster firms in Connecticut. It was founded in 1906 and exported oysters to Europe and major American cities. This firm seeded and harvested 18,000 acres of oyster beds in Connecticut waters and off Long Island.

Oystering declined because of pollution from sewage and industry and was seriously damaged by the hurricane of 1938, which destroyed most of the beds in the Sound. At its peak, from 1890 to 1915, this labor-intensive industry directly employed thousands of workers, many of them immigrants, from boat captains and dredgers, to shuckers and packers, and indirectly provided employment for railroad workers and teamsters. Between 1880 and 1930, ice was another natural resource harvested from the many shallow tributaries and tidal marshes in winter. Sawn into blocks by hand and stored in icehouses built along the shore, it was shipped by schooner to New York and by barge up the Connecticut River to Hartford, providing a winter income for area farmers.

### **Victorian and Early Twentieth-Century Revival Architecture**

The dynamic and expansive spirit of industrial America was reflected in the exuberance of her Victorian architecture. Houses were no longer limited to the boxlike forms that had been built since the early colonial period; designers and builders could now indulge in complex floor plans and unusual shapes that utilized a new type of construction called balloon framing. Asymmetrical massing of geometric forms, combined with machine-made architectural detail and applied ornament, produced the extraordinary stylistic range of late nineteenth and early twentieth-century domestic architecture.

In this period of rapidly changing taste, what had been popular at midcentury quickly gave way to succeeding styles. The Italian villa was soon replaced by the Italianate style, similar in form to the villa, but displaying heavy eave brackets and often a cupola. From the Gothic Revival, and specifically the Carpenter Gothic, evolved the Stick style, characterized by stickwork, or exterior trim boards suggesting the framing outline, and open porches with turned posts and spindlework. Briefly popular in the post-Civil War era was the French Second Empire style, its hallmark a mansard roof usually slated and supported by eave brackets. The Queen Anne style, which was widespread beginning in the 1880s, eclectically combined an irregular plan (often with a tower or a turret) with contrasting roof volumes, multiple window forms, and variegated surface materials, including shingle, brick, tile, and clapboard. The Shingle style, although derived from the Queen Anne, was quieter in plan and texture, being distinguished by shingle-wrapped exteriors with recessed porches.

Two styles predominated in civic and ecclesiastical architecture during much of this period: Late Gothic Revival and Romanesque. While retaining the complexity of massing associated with domestic architecture, these styles were usually executed in masonry and reserved for monumental buildings. The Gothic influence on church architecture continued well into the twentieth century since its thrusting verticality and pointed arches were perceived as reflecting the true spirit of Christianity. Richardsonian Romanesque architecture was introduced by Henry Hobson Richardson (1838-1886) and popularized by his contemporaries. This celebrated architect, who was a mentor for others, including Charles McKim and Stanford White, his pupils, and Louis Sullivan, is credited with liberating American style from its indiscriminate imitation of Europe. Richardson's interpretation of the Romanesque, combining massive rusticated stonework, multiple round arches, the cavernous Syrian arch, and truncated robust columns, resulted in an inventive and powerful style that was uniquely American.

By the twentieth century, architectural fashion turned almost exclusively to the American colonial past for its inspiration. The Colonial Revival style adapted colonial forms embellished with new interpretations of Georgian and Federal detailing for domestic, commercial, and civic architecture. This versatile style remained in vogue until the 1970s. In the spirit of Americanism that informed the early twentieth century, many older houses were colonialized. In the larger downtowns, whole masonry commercial blocks utilized the Colonial Revival and often replaced earlier wood-frame commercial buildings. Other early twentieth-century styles included the Bungalow, adapted from an Anglo-Indian



type, the Craftsman style, which celebrated a return to handcrafted detail, and the Tudor Revival. This latter style was favored for brick apartment buildings, which spread into the region from Westchester County, as well as stuccoed "half-timbered" commercial buildings, estates, and urban houses.

Throughout this period, the fashionable homes of the wealthy served as models for simplified vernacular interpretations of mid-nineteenth to early twentieth-century styles. These houses were built for the middle and working classes, especially in urban neighborhoods where often only simple changes in floor plan or the location of porches distinguished each dwelling from its neighbor. By the 1880s pattern books were distributed nationally, providing hundreds of plans for small houses. At least two architectural firms that drew these plans were locally based: Palliser, Palliser & Company in Bridgeport and H. Hudson Holly, an architect based in Stamford. Holly's 1876 book, *Modern Dwellings*, helped popularize the Queen Anne style in the region. Eventually the mass-produced-precut house was perfected by Sears Roebuck & Company and others that shipped the materials for complete houses by rail in the 1920s.

During this period, elaborate architect-designed mansions were constructed in the Western Coastal Slope in styles based on European and English historical precedents. These sprawling multiwinged mansions, surrounded by spacious and formally landscaped grounds, often rivaled the style and elegance of the better known estates of Newport, Rhode Island. One of the more ambitious was Indian Harbor, built for Commodore E. C. Benedict in 1895 on the former site of the Indian Harbor Hotel in Greenwich. Designed by the New York firm of Carrere and Hastings in the Italian Renaissance style, it occupied 80 acres of shorefront and was equipped with its own windmill and water tower, as well as docking facilities for motor yachts. The Tudor influence, loosely based on sixteenth-century English precedents, predominated in the twentieth century. Neo-Tudor estates and fashionable houses were popular throughout the region, as exemplified by the estate of Henri Bendel, founder of Bendel's, a New York department store. Built in northern Stamford in 1932-1933, it was a copy of Ackwell Manor in Maidenhead, England. Marion Castle, built between 1914 and 1916 on Shippan Point overlooking Long Island Sound in Stamford, was designed by Joseph Howland Hunt (1870-1924), the younger son of architect Richard Morris Hunt (1827-1895). Like his father before him, Joseph Hunt was influenced by French architecture; this stuccoed mansion has the typical complex massing of the Chateausque or French Manorial style.

## V. MODERN PERIOD 1930-1990

The major events of the modern period, the Great Depression and World War II, and the industrial decline and suburbanization that followed have had far-reaching impacts on the Western Coastal Slope. The Great Depression had a lasting effect on the region, creating massive unemployment in urban industrial centers and paving the way for a shift in the economic base. Although industry became more defense-dependent and otherwise diversified after World War II, much of the area's nineteenth-century heavy industrial base has eroded. There was a marked increase in the number of nonmanufacturing jobs in the Western Coastal Slope in the postwar period and a shift from urban to suburban employment. While statewide only 5000 new jobs were created in urban centers between 1969 and 1974, 60,000 jobs were added to the suburban labor force. A large proportion of the new suburban employment can be attributed to the many national corporations now headquartered in suburban office parks in the region.

Suburbanization has brought about intensive rural development and massive population shifts in the Western Coastal Slope. Suburban towns have experienced unprecedented growth, accounting for most of the population increase in the region, which reached an all-time high of almost one million by 1970. Some of the most rapid growth has occurred in towns in the metropolitan orbit of the major cities of New York, New Haven, and Bridgeport. Suburbanization and the mobility afforded by the automobile were key factors in the decentralization and decline of the region's cities. Whereas the earlier streetcar lines converged on city centers and brought people into the downtown, modern highways bypass urban centers. As a result, downtowns have lost much of their vitality as entertainment and retailing establishments followed the population out of the city to relocate first in strip developments along the highways and then in shopping malls. Efforts to reverse this trend, beginning with the urban renewal programs of the 1950s, have produced varied results.

### Great Depression

Within a year of the stock market crash of 1929, Connecticut experienced cutbacks in production and unemployment in heavy industry. Statewide, 130,000 were unemployed by 1932, and most cities and towns had come to the realization that local and voluntary efforts could not solve the problem or care for the jobless and their families. Bridgeport's experience was typical of major cities in Connecticut. The city had already begun to hire the unemployed for municipal construction projects as early as 1930. Both the public and private sector were called upon to help with the relief effort. The city borrowed heavily and cut budgets severely, but the number of unemployed continued to grow and local and state revenues proved inadequate to meet the crisis. With the inauguration of the New Deal in 1933, the federal government increasingly assumed responsibility for unemployment relief under the Federal Emergency Relief Act (FERA). The first allotment to the state of \$800,000 was one of a series of grants under this program that reimbursed Bridgeport and other cities and towns for one-third of their relief expenditures.

In 1935 FERA was supplanted by the Works Progress Administration (WPA), a federal work relief program. Among the projects funded under WPA were the construction of civic buildings and sewer systems, the survey of historic houses and gravestones, and the creation of works of art for public buildings. Many WPA murals painted by local artists have survived in the Western Coastal Slope, especially in Westport and Norwalk. In addition, the National Youth Administration, one of several youth work relief programs operating in the state, provided training and part-time employment in the region's cities.

## Industry and Commerce

World War II brought an end to the Depression and provided a boost to industry in the Western Coastal Slope. Once again workers flocked to the coastal cities to find employment in war-related industry, including blacks from the American South, part of a general migration of Southern blacks to the industrial cities of the North at this time. Starting with the buildup for World War II, the aircraft industry expanded in the region. Chance Vought, an early leader in the field, moved to the Bridgeport Municipal Airport, located in Stratford, where Igor Sikorsky, the inventor of the helicopter, had founded his company in 1926. The two companies later combined as Vought-Sikorsky and became a division of United Technologies. Although the export of war materiel was still embargoed, Chance Vought geared up in 1939 to build fighter aircraft for both foreign and American use, and became noted as a producer of fighters for the U.S. Navy. After the war, industry in the Western Coastal Slope became increasingly defense-dependent and was generally protected from the full impact of minor recessions and adjustments in the national economy because of the continued high level of defense spending by the federal government during the Cold War. Major defense contracts in the region accounted for a considerable share of the \$31 billion awarded for this purpose in the state between 1960 and 1978 and today continue to sustain industry in Bridgeport, Stamford, Stratford, and Norwalk.

Despite the ongoing success of the defense industry, the industrial cities of the Western Coastal Slope have not escaped the general decline in manufacturing experienced by the Northeast in the last 30 years. Even though a number of small new diversified enterprises were added in the 1950s, and some of the electrical and automotive industries established in the 1920s remain, major components of the industrial base have become obsolete or have relocated elsewhere in the country. Although there are a few survivors from the nineteenth century, such as Union Metallic Cartridge in Bridgeport, now a subsidiary of Dupont, changes in fashion have made other sectors such as the hat and corset industries obsolete. For some companies, only the antiquated facility remains. Although a few of these have been converted to offices, or have been leased as warehouses to small industrial tenants, many major manufacturing plants, including Yale and Towne, Norwalk Lock, and an assortment of foundries and machine shops, stand vacant.

The formation of industrial conglomerates and national and multinational corporations in recent years has further nationalized the economy of the state. Many of these corporations have located their headquarters in Connecticut and control large sectors of the national economy beyond the state. Conversely, many jobs in Connecticut-based factories are provided by firms headquartered outside the state. By the 1980s the corporate headquarters of 35 of the major firms listed in *Fortune* magazine's top 500 were located in the state; 22 of these are in the Western Coastal Slope, with the majority based in Stamford. Most of the firms in Stamford were established there in the 1970s. Some, like Pitney Bowes, the first major firm to relocate to Stamford, are in the city, but many corporate headquarters were built in the suburbs. Although relocation has had a multiplier effect in the local economies and adds substantially to the tax base, few of these corporations maintain manufacturing plants in Connecticut.

## Suburbanization

Suburbanization, largely a postwar phenomenon, was fueled by the automobile, highway construction, white emigration from the cities, new family formation, and the pent-up demand for housing in the 1950s. It has caused massive population shifts, contributed to the decentralization of commerce, government, and industry in the Western Coastal Slope, and fostered an automobile-dependent society. Federal programs, including the G.I. Bill of 1944, which provided veterans with low interest rate mortgages, contributed to suburban development. Most towns in the region experienced at least a 200

percent increase in population between 1930 and 1970, with much of this growth occurring after 1950. Towns in the immediate vicinity of large urban centers have had the largest increases. Milford and Orange, part of greater metropolitan New Haven, grew sixfold. Fairfield and Stratford, in the vicinity of Bridgeport, almost tripled in size. Greenwich, Westport, and Darien, all within the affluent commuter zone of metropolitan New York, also tripled in size during this period.

Intensive development of rural land has accompanied suburban sprawl to such an extent that today only 5 percent of the farmland of Fairfield County is still in production, a rate that is presumed to apply as well to that part of the county that is in the Western Coastal Slope. With the mobility afforded by the automobile and improved roads, extensive areas of farmland have been developed for housing or commercial purposes. Large single-family dwellings continue to be built in exclusive residential areas, but most modern housing ranges from tract developments to condominium and apartment complexes. Increased mobility of the commuter, the shopper, and the student has produced shopping malls, regional schools, recreational facilities, and even such mundane places as commuter parking lots near expressways, the modern-day equivalent of the railroad station. Industrial and office parks designed to be unobtrusive neighbors in formerly all-residential areas are located in the suburbs, often near major highways. By the 1970s even traditional central-city institutions relocated in suburbia. Branches of banks, post offices, and libraries have followed the population to the suburbs. A major exception has been religious institutions. Even though many urban churches or synagogues no longer serve parishioners from their neighborhoods, many have elected to stay in the city.

### **Transportation**

Developments in transportation during the modern period in the Western Coastal Slope have centered primarily on highway construction. Although commuting by rail has continued to play a larger role in the region than elsewhere in the state, prior to the 1970s improvements in mass transit were postponed in favor of upgrading old roads and building new expressways to accommodate an ever-increasing volume of automobile traffic. Moreover, interstate trucking largely replaced rail freight, adding to traffic congestion. Early efforts were concentrated on the Boston Post Road, where traffic already was heavy by the 1920s; in some areas, the highway was rerouted away from the business district, as in Darien, or away from older colonial centers, as in Milford. At this time the Post Road became U.S. Route 1, part of a national road system. Later two major highways were constructed in the Western Coastal Slope: the Merritt Parkway, a limited access road, and Interstate 95, the Connecticut Turnpike. These two major additions to the region's transportation corridor, completed about 20 years apart, continue to be heavily traveled due to increased commuter traffic and the continued growth of interstate trucking.

Planning for the Merritt Parkway began in 1929. A parkway commission was established under the chairmanship of Schuyler Merritt, a Stamford resident; work began in 1934 and was completed in 1940. Construction was funded primarily by Fairfield County, state bonds, and some assistance from the federal government under the Public Works Administration (PWA). Designed for a period when automobile travel was still considered a recreational activity, it has a winding roadbed and is limited to passenger vehicles. Because the route was diverted away from town and city centers and a wide easement was maintained, it has had a minimal impact on the landscape of the region. Noted for its natural landscaping and the variety and individual design of its bridges, it has been called one of the most beautiful parkways in America.

The Connecticut Turnpike was begun in 1953 and completed by 1958, to become Interstate 95, part of the national expressway system. Although constructed during a period of major federal expenditure for highway construction through the Federal Highway Act of 1956, it was built entirely with state funds.

The expressway runs directly along the coast, generally parallel to Route 1, and has had a major impact on the coastal cities and towns. In some areas the ramps, overpasses, and bridges are monumental intrusions on the landscape, obscuring views of the Sound and destroying or isolating urban residential neighborhoods. With interchanges next to urban centers for convenient access, it has brought about major changes in the appearance of city centers, particularly Stamford, where high-rise office buildings and parking garages now flank the elevated highway.

Starting in the late 1970s, a major federal program was instituted to renovate and modernize the railroad system. The Northeast Corridor Railroad Improvement Program, under the Federal Railroad Administration, began to upgrade the infrastructure of the former New York, New Haven, and Hartford Railroad, including the renovation or replacement of the track, roadbed, bridges, and electrification and signaling systems. Railroad stations in the Western Coastal Slope were renovated, including two depots in Southport that were built in 1884. New commuter stations were built in several towns and cities. The new Stamford station, designed by Skidmore, Owings, and Merrill, now serves as the gateway to its modern downtown.

### Urban Change

In the postwar period, most industrial cities in the Northeast have experienced massive economic and demographic change. Their vitality has been sapped by losses in population, business, and industry. Many central business districts in Western Coastal Slope cities have lost their retail focus; those that have survived and prospered in larger towns, such as Greenwich or Westport, are often beset by traffic and parking problems. Although cities in the region have not lost population at the alarming rates experienced elsewhere (20 percent per decade in the Midwest), urban racial composition has changed and population growth has stagnated. Bridgeport, still the largest city in the state, grew only 7 percent between 1930 and 1970, and its population has declined since that time.

Beginning in the 1950s, federally funded urban renewal programs were initiated to revitalize moribund urban centers and provide multifamily housing for the economically disadvantaged and the elderly. Early urban renewal programs concentrated on the demolition of older commercial centers and deteriorated residential neighborhoods. The commercial redevelopment that followed broke with tradition, with little reference to the scale, orientation, or architectural style of the surrounding buildings. In contrast to the continuous repeating rhythm of the historic commercial streetscape, high-rise office buildings were often set apart from their surroundings by open or raised plazas. The sleek facades of the new showcase architecture were presented to elevated highways, rather than the street, an orientation most clearly demonstrated in Stamford. Several other factors have contributed to the dislocation of traditional commercial and residential patterns of the cities of the Western Coastal Slope. In order to compete with suburban shopping malls, urban shopping malls and parking garages have been constructed. In some cases, these new urban structures have required major changes in the street patterns. Streets have been rerouted to accommodate vehicular traffic or to provide access to highway interchanges. The scale and design of new urban residential buildings, generally large public housing complexes, high-rise apartments, or condominiums, often isolate them from the surrounding residential neighborhoods.

Since the mid-1970s, there has been a shift from large-scale redevelopment to revitalization. The Community Development Act of 1974 and the federal tax incentives in place since 1976 have encouraged federally assisted rehabilitation and investment by the private sector. With a focus on historic rehabilitation as an alternative to demolition or new construction, downtown business centers have been rehabilitated, older houses recycled for modern use, and neighborhoods preserved nationwide. Although this approach to urban renewal has not been utilized in the Western Coastal Slope to the same degree

that it has been in other parts of the state, there have been a number of historic buildings and residential neighborhoods rehabilitated in such cities as Stamford, Bridgeport, Norwalk, and Greenwich.

In human terms, perhaps the greatest change taking place in the inner city in the postwar period was in the role of ethnic neighborhoods. Historically, these neighborhoods were transition zones where immigrants became established before moving on, often to residential neighborhoods away from the city center. With the decline of business and industry, job opportunities for inner-city residents have been limited in the Western Coastal Slope. The last arrivals in these neighborhoods, African-Americans and Hispanic Americans, have faced declining employment opportunities and substandard housing. Fewer than 5000 African-Americans came to Bridgeport to find employment in war industry during World War II. Today one-fifth of the population of Bridgeport is African-American and the city contains the highest concentration of Hispanics in the state. In the smaller cities of Stamford and Norwalk, 15 percent of the population is African-American or Hispanic.

### **Modern Architecture**

The domestic and commercial architecture of the Western Coastal Slope reflected and interpreted the major design influences of the modern period, particularly the International and Post-Modern styles. Although the region has its share of typical tract housing and modern high-rise office buildings, it is also noted for a number of distinguished commercial and residential buildings designed by leading twentieth-century architects.

A major design influence in the United States after 1930 was the International style. This style looked to technology and the machine for its inspiration, rejecting styles that relied on historical precedent for their design and ornamentation. The strict use of cubic and rectangular forms, another characteristic of the style, was part of the desire to achieve a universal architectural language. Revealed structure and function were emphasized in the International style and displayed through the use of concrete, steel, and glass. Although the engineering ability to construct buildings with steel framing systems and nonloadbearing walls predates this style, the extensive use of glass as a cladding material was innovative. Glass curtain-wall construction characterizes much of the commercial architecture produced in the decades since World War II. The design precedents for the International style originated from the work of several European architects, particularly Le Corbusier (Charles Edouard Jenneret, 1887-1966), Walter Gropius (1883-1969), and Ludwig Mies van der Rohe (1886-1969), the latter two associated with the Bauhaus in Germany, a school for the study of the arts and architecture. Although both Gropius and Mies came to the United States after the rise of National Socialism in Germany and were leaders in the field, it was Mies' designs for glass skyscrapers that were a major influence on American architecture in the post-World War II period.

Philip Johnson (1906- ), a leading twentieth-century American architect, who with Henry Russell Hitchcock coined the term International Style in 1932, is well known for the Glass House he designed for himself in New Canaan in 1949. In its cubic form and glazed surface, it reflected the style of Mies van der Rohe. Although Johnson has become identified with this experimental house, he later went on to become a leading proponent of the Post-Modern movement.

The International style has prevailed in the modern commercial architecture of the Western Coastal Slope since the 1950s. Leading architectural firms have designed modern office buildings for urban and suburban settings. One of the earliest was Pitney-Bowes in Stamford, located to the south of the city center and designed by I. M. Pei & Partners. The corporate headquarters of the American Can Company in Greenwich illustrates the use of the International style in a suburban setting. The work of Skidmore,

Owings, and Merrill, it has low horizontal massing to minimize its impact on a residential area. Most of the building is underground, including a parking garage for 1700 cars. The Champion Building, designed by Ulrich Franzen and Associates, is one of the more recent additions to the Stamford skyline along Interstate 95 and is distinguished by its sleek metal cladding.

A more recent architectural stylistic influence in the Western Coastal Slope is Post-Modern, a rejection of the perceived blandness and uniformity of contemporary buildings produced in the 1960s and 70s. In its allusion to historical styles, architectural elements, and ornamental details, this style seeks to reinterpret the classical aesthetic. The move away from the rectangular forms and planar surfaces of the International style and the renewed interest in creating visual focal points by articulating individual architectural components reflect a return to historical precedent. Post-Modern style, however, does not completely abandon modern design principles. For example, ornamentation and architectural features are often abstracted and simplified, with their proportions altered from the classical, as in the oversize circular and half-round windows that have become closely associated with this style.

Private estate development, a visible symbol of the Western Coastal Slope's affluent suburban society since the late nineteenth century, is exemplified in the modern period by the residential work of master architects of the twentieth century: Frank Lloyd Wright, Edward Durrell Stone, and Richard Neutra. Frank Lloyd Wright (1869-1959) is represented by two houses: Tiranna in New Canaan and Springbough in Stamford, both built in 1955. Because of its siting on the Noroton River, which Wright redirected and dammed to complement the building, and the use of cantilevered elements of cast concrete, Tiranna immediately recalls one of his best known residences, Falling Water in Pennsylvania. The house designed by Edward Durrell Stone (1903- ) in Darien is a fine example of the International style as interpreted for residential design. In a departure from most of his monumental work, the surface is unelaborated and the horizontal sweep of the design is carried out by bands of windows. Richard Neutra (1892-1970) was primarily a residential architect and, like Wright, was noted for siting his houses in a natural landscape. The house he designed in Stamford is a rare example of his work in the East. Most of his residential commissions were done in the West, especially in the Los Angeles area, where he lived.

Most of the post-World War II middle-class domestic architecture in the Western Coastal Slope was either derived from twentieth-century design principles or has continued to rely on traditional forms with simplified historical detail. The most prevalent form in suburban neighborhoods is the one-story Ranch. First known as the California Ranch, its prototype, it also echoes the influence of Wright and others in its overhanging roof and horizontal asymmetrical massing. Its variations, the Raised Ranch and the Split-Level, developed to provide more interior space, also add variety to suburban developments. Organic organization of shed-roofed geometric shapes characterize another suburban house form, which is often sheathed in vertical boards, a design also adapted for condominium complexes in the 1970s. The Cape and the Georgian-inspired two-story house, which had been the two most popular forms of the Colonial Revival, are still favored for individual homes or subdivisions throughout the Western Coastal Slope. Abstracted and elaborated with simplified classical elements, the neo-Colonial style has also become the basis for condominium and apartment house design.

## VI. CONCLUSION

This overview has traced the development of the Western Coastal Slope through 350 years, from the settlement of the land in 1639 to the present day. However briefly limned, each period of the history of the region has been considered, especially those events and historical trends that have had the most impact on the physical landscape. Despite the prevailing view of Connecticut as the land of steady habits, there have been rapid, often dramatic social and economic changes throughout the region's history. The period of conformity to the religious and economic goals of Puritan Congregationalism was relatively brief. Land shortages and emigration in the late colonial period brought about a greater participation in an external economy and began the process of modernization. Agricultural decline in the early nineteenth century set the stage for early industrial development and accelerated the pace of change. By the late nineteenth century, the Industrial Revolution was in full swing and had transformed the way people in the region lived, traveled, and made their living. And finally, in the modern period the region has experienced the birth of the modern city, intensive suburban development, and unprecedented population growth.

The Western Coastal Slope has had more than its share of Connecticut Yankees, those dreamers and doers who helped forge the region's history and left their mark on the cultural landscape, as evidenced by the extent and variety of the historic resources, especially the remarkable array of settlement types. In urban, suburban, and exurban settings, significant components of the cultural landscape still remain from each historic period. Colonial centers, nineteenth-century ports, mill villages, industrial complexes, urban neighborhoods, modern suburbs, grand estates, and high-rise civic and commercial centers coexist in the complex cultural landscape that is today's Western Coastal Slope. They are guideposts to chart the course of the region's history, tangible embodiments of the past that should be preserved.



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Relatively little modern scholarship exists on the study of the Western Coastal Slope Geographic Historic Context. Thus, any study of the region is greatly dependent on late-nineteenth- and early twentieth-century town histories, which are largely narrative and/or biographical in format, and offer little, if any, analysis or interpretation. Some towns have issued commemorative publications in conjunction with town anniversaries or the bicentennial of the American Revolution. Although often having a high proportion of photographs to text, some of these volumes provide an update of the older histories. In general, however, there is a dearth of published information on the decades since the Great Depression. Historical essays included in the town surveys of historic resources tend to be based on published histories and thus often have these same deficiencies. Statewide histories provide only comparatively brief overviews of general trends in social and economic history since World War II. Readers interested in more detailed information about the industrial history of the region should consult Matthew Roth's *Connecticut: An Inventory of Historic Engineering and Industrial Sites* and the survey report on industrial structures in Bridgeport.

The Western Coastal Slope Geographic Historic Context is very well-represented in the Statewide Historic Resource Inventory. Only one town, Orange, has had no survey activity. Five of the larger municipalities in the region—Bridgeport, Fairfield, Stamford, Stratford, and Westport—have been completely inventoried within the last 10 years. Several other towns, however, have been only partially inventoried. The Towns of Darien, Greenwich, Milford, New Canaan, and Norwalk all need further research and identification of historic buildings. Survey reports that are more than 10 years old should be updated for two reasons: (1) to identify buildings that have been restored, substantially modified, or lost since the initial survey, and (2) to incorporate buildings constructed after 1940 that are now acquiring historical and architectural significance.

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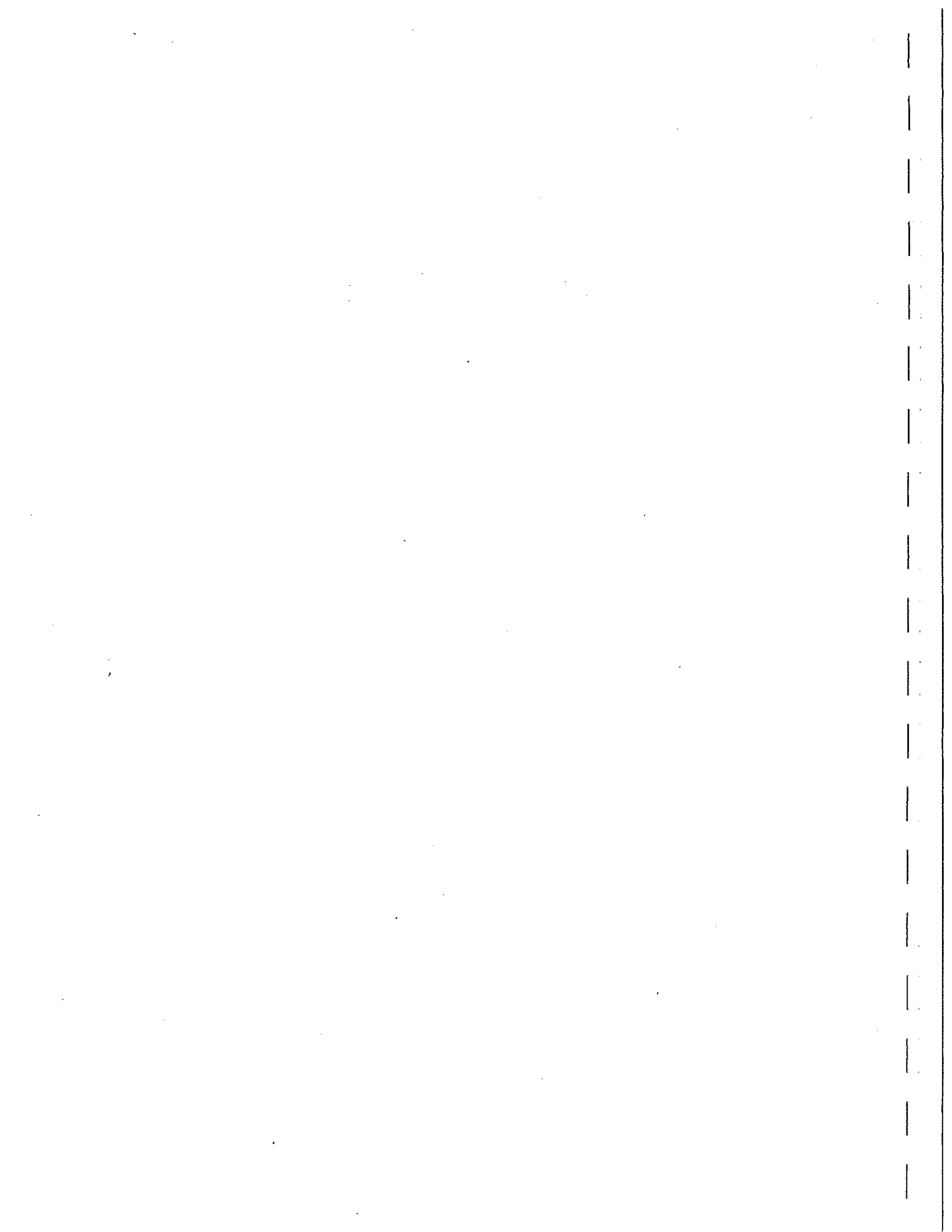
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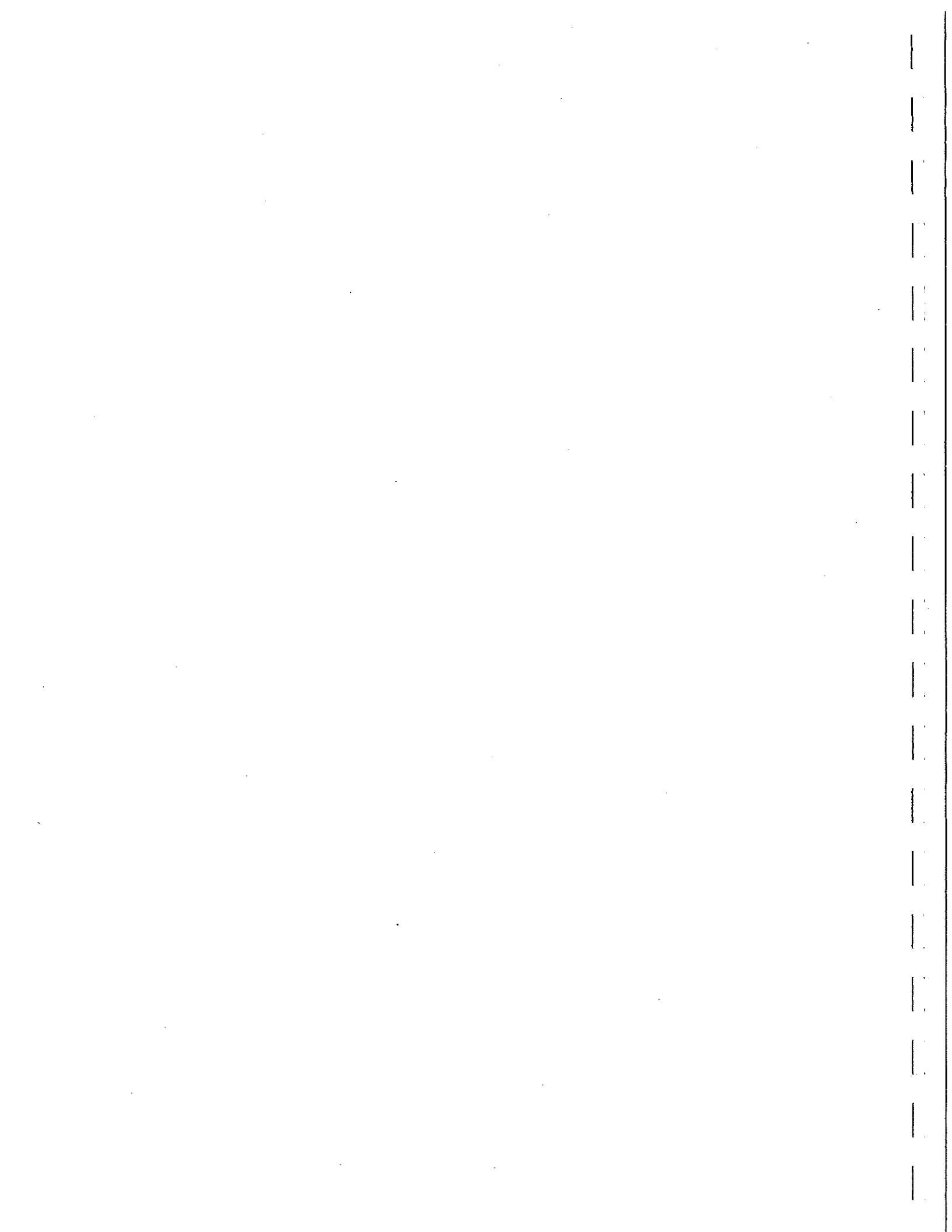
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**Part 2**

**Management Guide**





## VII. WESTERN COASTAL SLOPE PROPERTY TYPE MATRIX

	COLONIAL PERIOD 1614-1780	AGRICULTURAL AND EARLY INDUSTRIAL PERIOD 1780-1850	INDUSTRIAL AND URBAN GROWTH PERIOD 1850-1930	MODERN PERIOD 1930-1990
AGRICULTURE/ SUBSISTENCE	farmsteads / farmhouses / livestock farms / horse farms / dairy farms / vegetable farms / grain farms	farmsteads / farmhouses / livestock farms / horse farms / dairy farms / vegetable farms / grain farms / fruit farms / model or experimental farms / windmills	farmsteads / farmhouses / livestock farms / horse farms / dairy farms / vegetable farms / grain farms / fruit farms / seed farms / model or experimental farms / windmills / icehouses	horse farms / dairy farms / vegetable farms / fruit farms
COMMERCE	ships / boats / shipyards / merchant wharves / docks / jetties / ropewalks / warehouses / chandleries / merchant houses / farm market buildings / trading posts / artisans shops / apothecaries / inns / taverns	ships / boats / shipyards / merchant wharves / docks / jetties / ropewalks / warehouses / chandleries / customs houses / merchant houses / farm market buildings / general stores / grain and feed stores / artisans shops / apothecaries / banks / insurance buildings / inns / taverns / canals / train stations	ships / boats / shipyards / boatyards / merchant wharves / docks / jetties / breakwaters / ropewalks / warehouses / merchant houses / farm market buildings / general stores / grain and feed stores / retail stores / company stores / department stores / national chain stores / apothecaries / banks / insurance buildings / office buildings / newspaper plants / telephone buildings / radio stations / inns / taverns / hotels / tourist courts / restaurants / diners / bars / gas stations / garages / auto dealerships	boatyards / marinas / wharves / docks / jetties / breakwaters / seawalls / warehouses / retail stores / department stores / national chain stores / supermarkets / shopping centers / strip developments / shopping malls / banks / insurance buildings / office buildings / corporate headquarters / newspaper plants / telephone buildings / radio stations / television stations / hotels / motels / restaurants / diners / bars / fast food chains / gas stations / garages / auto dealerships
EDUCATION	one-room schoolhouses	one-room schoolhouses / district schools / academies / parochial schools	one-room schoolhouses / district schools / academies / parochial schools / elementary schools / high schools / normal schools / private day schools / boarding schools	district schools / parochial schools / elementary schools / high schools / private day schools / boarding schools / junior colleges / state community colleges / private colleges and universities

**MODERN PERIOD  
1930-1990**

**INDUSTRIAL AND URBAN  
GROWTH PERIOD 1850-1930**

**AGRICULTURAL AND EARLY  
INDUSTRIAL PERIOD  
1780-1850**

**COLONIAL PERIOD  
1614-1780**

cemeteries / ethnic churches /  
synagogues / temples / fraternal  
organizations / ethnic social halls /  
ethnic benevolent society halls /  
parochial schools

cemeteries / ethnic churches /  
synagogues / fraternal organizations /  
ethnic social halls / ethnic benevolent  
society halls / parochial schools

cemeteries / slave quarters / abolition-  
related buildings / safehouses / workers  
housing / Catholic churches / fraternal  
organizations

cemeteries / slave quarters

**IMMIGRATION /  
ETHNIC HISTORY**

boatyards / fishing wharves / fishing  
shacks / oyster processing plants /  
marine processing plants / metal  
fabricating factories / lockworks /  
brassworks / machine tool factories /  
ordnance production facilities /  
aerospace factories / electricity  
generating plants / petroleum storage  
tanks / chemical storage tanks /  
nationally based corporate headquarte

carragemakers and wagonmakers  
shops / wheelwrights shops /  
blacksmiths shops / toolmakers shops /  
coopers shops / joiners shops /  
clockmakers shops / shoemakers  
shops / shipyards / boatyards / fishing  
ropewalks / fishing wharves / fishing  
shacks / oyster processing plants /  
marine processing plants / salt works /  
lime kilns / potteries / quarries /  
distilleries / founderies / metal  
fabrication factories / lockworks /  
brassworks / arms factories / gas  
manufacturing facilities / electricity  
generating plants / power canals /  
petroleum storage tanks / oil mills /  
textile mills / garment factories / hat  
factories / stockyards / slaughter-  
houses / tanneries

carragemakers and wagonmakers  
shops / wheelwrights shops /  
blacksmiths shops / toolmakers shops /  
coopers shops / joiners shops /  
clockmakers shops / shoemakers  
shops / clothiers shops / shipyards /  
boatyards / ropewalks / fishing  
wharves / fishing shacks / oyster  
shacks / salt works / lime kilns /  
potteries / paper and box factories /  
sawmills / gristmills / fulling mills /  
spinning mills / carding mills /  
weaving mills / oil mills / rolling and  
wire mills / slitting mills / cider mills /  
distilleries / stockyards / slaughter-  
houses / smokehouses / tanneries

carragemakers and wagonmakers  
shops / wheelwrights shops /  
blacksmiths shops / tinsmiths shops /  
printers shops / coopers shops / joiners  
shops / clockmakers shops /  
shoemakers shops / shipyards /  
boatyards / ropewalks / fishing  
wharves / fishing shacks / oyster  
shacks / lime kilns / potteries /  
sawmills / gristmills / fulling mills / oil  
mills / cider mills / distilleries

**INDUSTRY**

coast guard stations / state armories /  
Nike missile sites / war monuments a  
memorials

military posts / coast guard stations /  
state armories / war monuments and  
memorials

privateer vessels / forts / magazines /  
supply depots / batteries

privateer vessels / forts / military  
posts / parade grounds / magazines /  
supply depots / batteries

**MILITARY**

**MODERN PERIOD  
1930-1990**

**INDUSTRIAL AND URBAN  
GROWTH PERIOD 1850-1930**

**AGRICULTURAL AND EARLY  
INDUSTRIAL PERIOD  
1780-1850**

**COLONIAL PERIOD  
1614-1780**

customs houses / post offices / federal courthouses / state courthouses / county courthouses / municipal buildings / county jails / city jails / reformatories / police stations / firehouses / union halls / orphanages / mental institutions / hospitals / nursing homes / community-based social service centers / water pumping stations / sewage treatment plants / water filtration plants / WPA projects / cities / boroughs / districts

customs houses / post offices / federal courthouses / county courthouses / municipal buildings / county jails / city jails / reformatories / police stations / firehouses / settlement houses / union halls / orphanages / mental institutions / hospitals / sanitariums / water pumping stations / sewage treatment plants / cities / boroughs / districts / greens

customs houses / post offices / meetinghouses / state courthouses / county courthouses / town halls / jails / almshouses / poor farms / war monuments / cities / boroughs

customs houses / meetinghouses / courthouses / jails / pest houses / animal pounds

cemeteries / Catholic churches / Protestant churches / synagogues / temples / parsonages / rectories / parish houses / chapels / convents / seminaries

cemeteries / Catholic churches / Protestant churches / synagogues / parsonages / rectories / parish houses / chapels / convents / seminaries / parochial schools / religious campgrounds

cemeteries / meetinghouses / Catholic churches / Protestant churches / Sunday schools / parsonages / rectories

cemeteries / burying grounds / meetinghouses / churches / Sabbathday houses / parsonages

towns / detached single-family housing neighborhoods / apartment blocks / multi-family housing neighborhoods / public housing projects / central business districts / war-related emergency housing / strip development / suburban tract developments / congregate housing / condominiums / planned residential parks / summer colonies / estates / shopping centers / shopping malls / suburban office parks

towns / mill villages / detached single-family housing neighborhoods / row housing / apartment blocks / multi-family housing neighborhoods / tenements / boarding-houses / ethnic transition zones / central business districts / war-related emergency housing / railroad suburbs / streetcar suburbs / bungalow courts / estates / shopping centers / shopping malls

towns / commons / crossroads villages / mill villages / isolated farmsteads

towns / commons / nucleated villages / isolated farmsteads

POLITICS / REFORM / WELFARE

RELIGION  
45

SETTLEMENT  
TYPE

COLONIAL PERIOD  
1614-1780

SOCIAL HISTORY /  
RECREATION /  
CULTURE

taverns  
granges / social halls / private libraries /  
greens

AGRICULTURAL AND EARLY  
INDUSTRIAL PERIOD  
1780-1850

museums / opera houses / theaters /  
cinemas / dancehalls and ballrooms /  
YWCA and YMCA / resort hotels /  
seasonal estates / seasonal beach  
cottages / beach pavilions / public  
bathhouses / boardwalks / golf  
courses / playgrounds / parks / state  
parks / amusement parks / fair-  
grounds / circus grounds / circus  
headquarters / zoos / game preserves /  
greens

MODERN PERIOD  
1930-1990

social halls / libraries / museums / art  
galleries / theaters / cinemas / concert  
halls / auditoriums / dancehalls and  
ballrooms / YWCA and YMCA /  
hotels / motels / resort hotels / seasonal  
estates / seasonal beach cottages / beach  
pavilions / public bathhouses / marinas /  
yacht clubs / aquariums / golf courses /  
country clubs / health clubs /  
swimming pools / athletic stadiums /  
sports arenas / parks / playgrounds /  
playscapes / state parks / amusement  
parks / fairgrounds / circus grounds /  
circus headquarters / zoos / game  
preserves / wildlife preserves

TRANSPORTATION

lighthouses / wharves / ferry  
crossings / trails / post roads / taverns

ships / lighthouses / steamboat docks /  
wharves / ferry crossings / bridges /  
post roads / stage roads / stagecoach  
taverns / livery stables / turnpikes / toll  
bridges / tollgates / tollhouses / canals /  
train stations / train depots / freight  
yards / railroad rights-of-way

ships / lighthouses / steamboat docks /  
wharves / ferry crossings / bridges /  
turnpikes / tollbooths / hotels / livery  
stables / canals / towpaths / train  
stations / train depots / freight yards /  
railroad rights-of-way / streetcar barns /  
Trunk Line highways / State-Aid  
roads / tourist courts

ships / lighthouses / steamboat docks /  
wharves / boatyards / marinas / ferry  
crossings / bridges / state highways /  
state parkways / tollbooths / hotels /  
train stations / train depots / freight  
yards / railroad rights-of-way / bus  
stations / airports / helpads / interstate  
highways / motels / parking garages

## VIII. PROTECTION PROGRAM/ACTIVITY NARRATIVE

by the  
Connecticut Historical Commission

### Federal Protection Programs

**Historic Resource Survey:** The historic resource survey is the process of identifying and gathering information on a town or city's historic buildings or sites. It identifies historic, architectural, archaeological, and historic engineering resources. Surveys conducted in accordance with the standards of the Connecticut Historical Commission are the cornerstone of preservation in Connecticut because they serve as the framework on which local government officials and planners, citizen boards, preservationists, and developers can base sound development decisions.

**Certified Local Government Status:** The Certified Local Government program was authorized by the National Historic Preservation Act of 1966, as amended in 1980, to recognize local preservation planning expertise and to provide communities with a way to participate more fully in federal and state historic preservation programs. At least 10 percent of the annual Historic Preservation Fund grant administered by the Connecticut Historical Commission under the National Historic Preservation Act and in accordance with 36 CFR Part 61 must be distributed among Certified Local Governments in the state. Note: only municipalities which have at least one local historic district or property established pursuant to Connecticut General Statutes Section 7-147 *et seq.* are eligible for participation in this program.

**National Register Listing:** The National Register of Historic Places was established by the National Historic Preservation Act of 1966. Administered by the Connecticut Historical Commission under 36 CFR Part 60, the listing recognizes properties that have significance in American history, architecture, archaeology, and culture at the local, state, or national level. Districts, sites, buildings, structures, and objects may be nominated. Listing results in consideration in planning for federal, federally licensed, or federally assisted projects in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR Part 800. Federal agencies are required to assess what impact an agency's proposed undertaking will have on properties listed on the National Register of Historic Places. The process includes review and comment by the State Historic Preservation Office and may involve the Advisory Council on Historic Preservation. This protection is also afforded to properties eligible for listing. In addition, owners of listed properties may be eligible for (1) federal tax benefits for the rehabilitation of historic properties under 36 CFR Part 67, and (2) federal historic preservation matching grants-in-aid when funds are available. In Connecticut, listing also results in the application of Connecticut General Statutes Section 22a-19a of the Connecticut Environmental Protection Act. This law permits legal recourse for the proposed unreasonable destruction of properties under consideration for listing or listed on the National Register of Historic Places.

**National Historic Landmark Listing:** Administered by the National Park Service under 36 CFR Part 65, National Historic Landmarks are identified, designated, recognized, and monitored directly by the federal government. To qualify for landmark status, a property must possess exceptional historical significance to the nation.

### State And Local Protection Activities

**State Register Listing:** Connecticut General Statutes Section 10-321a established the State Register of Historic Places in 1975. Historic properties significant to the development of the state may be nominated

by the State Historic Preservation Office and designated by the members of the Connecticut Historical Commission, who are appointed by the Governor. The criteria for selection are similar to those of the National Register of Historic Places. Since 1977, all properties approved for nomination to the National Register of Historic Places and all local historic districts and local historic properties favorably recommended by the Connecticut Historical Commission pursuant to Connecticut General Statutes Section 7-147 *et seq.* are automatically entered on the State Register of Historic Places.

**Preservation Plan:** Connecticut General Statutes Section 8-23 requires municipalities to adopt development plans which may include an independent historic preservation plan or a historic preservation component. A preservation plan identifies goals for the protection and enhancement of historic properties and is typically based on a comprehensive and intensive-level historic resource survey.

**Cultural Resource Planning Map:** Usually compiled as a component of preservation plans, historic resource surveys, or nominations for National Register of Historic Places and National Historic Landmark listings, a cultural resource planning map locates and identifies significant or potentially significant cultural resources.

**Overlay Zoning:** Connecticut General Statutes Section 8-2 authorizes municipalities to establish zoning regulations that may provide for reasonable consideration for the protection of historic factors. Overlay zoning is an additional layer of regulations superimposed on the base zoning regulations for a particular area in a community. The purpose of historic overlay zoning is to maintain the architectural character of historic buildings that might be adversely affected in the absence of such special zoning provisions. Regulations may provide for an additional preservation review process with reference to those aspects of architectural design governed by zoning, such as density, height, and use.

**Demolition Delay Ordinance:** Connecticut General Statutes Section 29-406a and b identifies the terms under which a permit for the demolition of a particular structure may be granted. Section 29-406b authorizes any town, city, or borough, by ordinance, to impose a waiting period of not more than 90 days before granting any permit for the demolition of any building or structure or any part thereof. The 90-day waiting period allows time for exploring alternatives to demolition. The ordinance establishes the criteria for determining which properties are subject to a delay of demolition. Such criteria may include historic factors and a definition of historic properties.

**State Scenic Roads Designation:** Connecticut General Statutes Section 13b-31b through Section 13b-31e defines a state scenic road as any state highway or portion thereof that (1) passes through agricultural land or abuts land where a National Register or State Register property is located; or (2) affords vistas of marshes, shorelines, forests with mature trees, or notable geologic or other natural features. It authorizes the commissioner of transportation in consultation with the commissioners of environmental protection and economic development to designate state highways or portions thereof as scenic roads. The purpose of the state scenic road designation is to ensure that any alteration to such a road maintains the character of the road. Towards this end, the commissioner of transportation, in consultation with the commissioners of environmental protection and economic development, is required to adopt regulations which set forth special maintenance and improvement standards that take into consideration the protection of the historic and natural features of scenic roads.

**Municipal Scenic Roads Designation:** Connecticut General Statutes Section 7-149a authorizes towns, cities, or boroughs to designate, by ordinance, locally owned roads as scenic roads for the purpose of regulating future alterations or improvements, including, but not limited to, widening of the right-of-way or traveled portion of the road, paving, changes of grade, straightening, and removal of stone walls or mature trees. To qualify, a road must meet at least one of the following criteria: (1) it is unpaved; (2) it is

bordered by mature trees or stone walls; (3) the traveled portion is no more than 20 feet in width; (4) it offers scenic views; (5) it blends naturally into the surrounding terrain; or (6) it parallels or crosses over brooks, streams, lakes, or ponds. Designation requires that a majority of the owners of lot frontage abutting the road agree by filing a written statement of approval with the town clerk.

**National Register Land Record Citation:** Connecticut General Statutes Section 47-18a requires the record owner of any property under consideration for listing or listed on the National Register of Historic Places to record that information on the land records of the town in which the property is located. The purpose of such action is to inform subsequent owners of the property that the property is subject to the consequences of listing on the National Register of Historic Places.

**Design Review Board:** Municipalities can establish a design review board, composed of qualified professionals and other community representatives, to review and provide advisory comments on exterior changes to historic buildings or structures and on new construction which might have an impact on historic properties.

**Municipal Preservation Board:** Connecticut General Statutes Section 10-321q authorizes municipalities to appoint Municipal Preservation Boards to review National Register of Historic Places nomination forms and submit comments to the State Historic Preservation Board.

**Local Historic District/Property Study Committee:** Connecticut General Statutes Section 7-147 *et seq.* authorizes municipalities to establish local historic districts and/or properties. The first step in the process is the appointment of a citizens' study committee.

**Local Historic District/Property Commission:** Connecticut General Statutes Section 7-147 *et seq.* authorizes the establishment of permanent commissions appointed by municipalities to govern local historic districts/properties established by the procedures of the enabling statute. Duties of the commissions are to implement design review procedures and to regulate exterior architectural changes to historic properties within local historic districts or to individual historic properties if those changes are visible from a public right-of-way. Note: districts listed on the National Register of Historic Places are *not* subject to these restrictions, although in some cases local districts may also be listed on the National Register of Historic Places.

**Local Historic Preservation Trust:** Citizens have established privately funded nonprofit historic preservation organizations throughout Connecticut. These groups serve as local advocates for the preservation of historic properties within the community or region. Activities can include sponsoring cultural resource surveys to identify historic properties, offering educational programs, and providing technical assistance. In some cases the local historical society carries out a preservation role. Connecticut General Statutes Special Act 75-93 established the Connecticut Trust for Historic Preservation, a statewide nonprofit organization.

**Municipal Preservation Planner:** Towns and cities may include a paid professional position in their planning departments to prepare and implement a preservation plan, assist local historic district/property commissions, evaluate the environmental impact of certain municipal activities, act as liaison between the municipality and the State Historic Preservation Office, and administer the Certified Local Government program, if applicable.

**Municipal Historian:** Connecticut General Statutes Section 7-148 (c) (5) (D) authorizes towns and cities to appoint a municipal historian whose responsibilities are locally defined. The municipal historian can provide information about a community's history which can assist in local decisionmaking and preservation planning.

**Tax Abatement:** Connecticut General Statutes Section 12-127a allows municipalities, by ordinance, to abate all or part of the real property taxes on structures of historical or architectural merit, provided it can be shown that the current level of taxation is a factor which threatens the continued existence of the structure, necessitating its demolition or remodelling in a form which destroys its integrity.

**Assessment Deferral:** Connecticut General Statutes Section 12-65c through 12-65f authorizes municipalities to adopt a resolution designating one or more rehabilitation areas and establishing the criteria for determining which properties within the area so designated are eligible for a deferral of a tax assessment increase resulting from rehabilitation of the property.

**Connecticut Environmental Protection Act:** Connecticut General Statutes Section 22a-19a directs that the provisions of sections 22a-15 through 22a-19 of the Connecticut Environmental Protection Act, which permit legal recourse for the unreasonable destruction of the state's resources, shall also be applicable to historic structures and landmarks of the state. Such structures and landmarks are defined as those properties (1) which are listed or under consideration for individual listing on the National Register of Historic Places or (2) which are part of a district listed or under consideration for listing on the National Register and which have been determined by the State Historic Preservation Board to contribute to the historical significance of such a district. If the plaintiff in a resulting legal action cannot make a *prima facie* showing that the conduct of the defendant, acting alone or in combination with others, has unreasonably destroyed or is likely unreasonably to destroy the public trust in such historic structures or landmarks, the court shall tax all costs for the action to the plaintiff.

**Connecticut State Building Code:** Section 513 ("Special Historic Structures and Districts") and Connecticut General Statutes Section 29-259(a) recognize the special nature of historic structures and allow for certain alternatives to the life safety code so long as safe design, use, and construction are not affected. The Connecticut Historical Commission, under Section 513 of the State Building Code, reviews applications for designation of historic structure status and for preservation and rehabilitation work in compliance with established standards. A Preservation and Rehabilitation Certificate is issued by the Connecticut Historical Commission for applications meeting the established standards.



**IX. WESTERN COASTAL SLOPE PROTECTION PROGRAM/  
ACTIVITY TABLE**

PROGRAM / ACTIVITY	Bridgeport	Darien	Fairfield	Greenwich	Milford	New Canaan	Norwalk	Orange	Stamford	Stratford	Westport
	Historic Resource Survey	X	X	X	X	X	X	X		X	X
Certified Local Government Status	X										X
National Register Listing	X	X	X	X	X	X	X	X	X	X	X
National Historic Landmark Listing		X	X	X		X	X				
State Register Listing	X	X	X	X	X	X	X	X	X	X	X
Preservation Plan	X										
Cultural Resource Planning Map	X										
Overlay Zoning		X		X			X		X		
Demolition Delay Ordinance	X	X		X			X	X	X		X
State Scenic Roads Designation			X	X		X	X		X	X	X
Municipal Scenic Roads Designation											
National Register Land Record Citation	X										
Design Review Board	X	X		X		X					X
Municipal Preservation Board	X										
Local Historic District/Property Study Committee											
Local Historic District/Property Commission	X		X	X	X	X		X	X	X	X
Local Historic Preservation Trust	X		X	X			X		X		
Municipal Preservation Planner	X										
Municipal Historian	X	X	X	X	X	X	X		X	X	X
Tax Abatement											
Assessment Deferral							X		X		

FEDERAL PROTECTION PROGRAMS

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STATE AND LOCAL PROTECTION ACTIVITIES

## X. NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

The following criteria are designed to guide the states, federal agencies, local governments, the public, and the Secretary of the Interior in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) for the National Register of Historic Places.

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

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

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

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life; or
- D. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.

**XI. WESTERN COASTAL SLOPE RESOURCES  
LISTED ON  
NATIONAL REGISTER OF HISTORIC PLACES**

The listings below are alphabetized by resource name within the 11 towns of the Western Coastal Slope, which appear in alphabetical order. Organization of the listings is as follows: name of resource, address of resource (for some historic districts, peripheral streets indicate general boundaries), and date of entry on the National Register of Historic Places. The list is current through September 1, 1992.

KEY

- NHL — National Historic Landmark
- HABS — Historic American Buildings Survey
- HAER — Historic American Engineering Record
- LHD — Local Historic District
- MPS — Multiple Property Submission
- MRA — Multiple Resource Area
- TR — Thematic Resource

**BRIDGEPORT**

- BARNUM MUSEUM (Barnum Institute of Science and History)**, 805 Main St., 11/07/72
- BARNUM/PALLISER HISTORIC DISTRICT**, Roughly bounded by Myrtle and Park Aves., Atlantic and Austin Sts. (both sides), 12/16/82
- BASSICKVILLE HISTORIC DISTRICT**, 20-122 Bassick, 667-777 Howard, and 1521-23 Fairfield Aves., and 1350-1380 State St., 09/08/87
- BERKSHIRE NO. 7**, Bridgeport Harbor, 12/21/78
- BISHOP, PEYTON RANDOLPH, HOUSE**, 135 Washington Ave., 08/25/87
- BISHOP, WILLIAM D., COTTAGE DEVELOPMENT HISTORIC DISTRICT**, Cottage Place and Atlantic, Broad, Main, and Whiting Sts., 06/28/82
- BLACK ROCK GARDENS HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)** Bounded by Fairfield and Brewster Sts., Wash Ln., including Rowsley and Haddon Sts., 09/26/90
- BLACK ROCK HISTORIC DISTRICT**, Roughly bounded by Black Rock Harbor, Grovers Ave., Beacon and Prescott Sts., 03/15/79 LHD
- BRIDGEPORT CITY HALL**, 202 State St., 09/19/77
- BRIDGEPORT DOWNTOWN NORTH HISTORIC DISTRICT (DOWNTOWN BRIDGEPORT MRA)**, Roughly bounded by Congress, Water, and Fairfield Aves., Elm, Golden Hill, and Chapel Sts., 11/02/87
- BRIDGEPORT DOWNTOWN SOUTH HISTORIC DISTRICT (DOWNTOWN BRIDGEPORT MRA)**, Roughly bounded by Elm, Cannon, Main, Gilbert, and Broad Sts., 09/03/87
- BRIDGEPORT MAIN POST OFFICE**, 120 Middle St., 03/17/86
- BROOKS, CAPT. JOHN, SR., HOUSE** (moved), 90 Acres Park, 10/15/70
- CONNECTICUT RAILWAY AND LIGHTING COMPANY CAR BARN (DOWNTOWN BRIDGEPORT MRA)**, 55 Congress St., 12/03/87
- DEACON'S POINT HISTORIC DISTRICT**, Roughly bounded by Seaview Ave. and Williston, Bunnell, and Deacon Sts., 08/21/92

**DIVISION STREET HISTORIC DISTRICT**, Roughly bounded by State St., Iranistan, Black Rock, and West Aves., 06/03/82

**EAGLE'S NEST**, 282-284 Logan St., 03/05/79

**EAST BRIDGEPORT HISTORIC DISTRICT**, Roughly bounded by railroad tracks, Beach, Arctic, and Knowlton Sts., 04/25/79

**EAST MAIN STREET HISTORIC DISTRICT**, 371-377 to 741-747 and 388-394 to 774 East Main St., 02/21/85

**ELMER S. DAILEY**, Bridgeport Harbor, 12/21/78

**FAIRFIELD COUNTY COURTHOUSE**, 172 Golden Hill St., 01/21/82

**FAIRFIELD COUNTY JAIL**, 1106 North Ave., 04/18/85

**FIRST BAPTIST CHURCH**, 126 Washington Ave., 02/22/90

**GATEWAY VILLAGE HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, Roughly bounded by Waterman St., Connecticut and Alanson Aves., 09/26/90

**GOLDEN HILL HISTORIC DISTRICT (DOWNTOWN BRIDGEPORT MRA)**, Roughly bounded by Congress St., Lyon Terr., Elm and Harrison Sts., 09/03/87

**HOTEL BEACH (Hotel Barnum)**, 140 Fairfield Ave., 12/06/78

**LAKEVIEW VILLAGE HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, Roughly bounded by Boston Ave., Essex, Colony, Plymouth, and Asylum Sts., 09/26/90

**MAPLEWOOD SCHOOL**, 434 Maplewood Ave., 02/21/90

**MARINA PARK HISTORIC DISTRICT**, Marina Park, Park and Waldemere Aves., 04/27/82

**NATHANIEL WHEELER MEMORIAL FOUNTAIN**, Park and Fairfield Aves., 04/04/85

**PALACE AND MAJESTIC THEATERS**, 1315-1357 Main St., 12/14/78

**PARK APARTMENTS (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, 59 Rennell St., 09/26/90

**PENFIELD REEF LIGHTHOUSE (OPERATING LIGHTHOUSES IN CONNECTICUT MPS)**, Long Island Sound off Shoal Point, 09/27/90

**PEQUONNOCK RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIDGES ON THE NE CORRIDOR IN CONNECTICUT TR)**, AMTRAK Right-of-way at Pequonnock River, 06/12/87

**PERRY, DAVID, HOUSE**, 531 Lafayette St., 03/22/84

**PRISCILLA DAILEY**, Bridgeport Harbor, 12/21/78

**RAILROAD AVENUE INDUSTRIAL DISTRICT**, Roughly bounded by State and Cherry Sts., Fairfield and Wordin Aves., 09/30/85

**REMINGTON CITY HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, Roughly bounded by Bond, Dover, and Remington Sts., Palisade Ave., between Stewart and Tudor Sts., 09/26/90

**REMINGTON VILLAGE HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, Roughly bounded by Willow and East Aves. between Boston and Barnum Aves., 09/26/90

**ST. JOHN'S EPISCOPAL CHURCH**, 768 Fairfield Ave., 08/02/84

**SEASIDE INSTITUTE**, 299 Lafayette Ave., 06/14/82

**SEASIDE PARK (District)**, Long Island Sound, 07/01/82

**SEASIDE VILLAGE HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, E. side of Iranistan Ave. between South and Burnham Sts., 09/26/90

**STERLING BLOCK AND BISHOP ARCADE (District)**, 993-1005 Main St., 12/20/78

**STERLING HILL HISTORIC DISTRICT**, Roughly bounded by Pequonnock St., Herral Ave., James St. and Washington Ave., 04/02/92

**STRATFIELD HISTORIC DISTRICT**, CT 59 and US 1, 06/23/80

**TONGUE POINT LIGHTHOUSE (OPERATING LIGHTHOUSES IN CONNECTICUT MPS)**, W. side of Bridgeport Harbor at Tongue Point, 05/29/90  
**UNITED CONGREGATIONAL CHURCH**, 877 Park Ave., 07/19/84  
**UNITED ILLUMINATING COMPANY BUILDING**, 1115-1119 Broad St., 02/21/85  
**WARTIME EMERGENCY HOUSING IN BRIDGEPORT**, 1916-1920 MPS, 09/26/90  
**WILMOT APARTMENTS HISTORIC DISTRICT (WARTIME EMERGENCY HOUSING IN BRIDGEPORT MPS)**, Jct. of Connecticut and Wilmot Aves., 09/26/90

## **DARIEN**

**BOSTON POST ROAD HISTORIC DISTRICT**, Portion of Boston Post and Brookside Rds. and Old King's Hwy. N., 12/16/82  
**MATHER, STEPHEN TYNG, HOME**, 19 Stephen Mather Rd., 10/15/66, NHL, HABS  
**MEADOWLANDS**, 274 Middlesex Rd., 10/06/87  
**POND-WEED HOUSE (The House Under the Hill, Half-Way House)**, 2591 Post Rd., 10/11/78

## **FAIRFIELD**

**BIRDCRAFT SANCTUARY**, 314 Unquowa Rd., 06/23/82  
**BRONSON WINDMILL**, 3015 Bronson Rd., 12/29/71, HAER  
**FAIRFIELD HISTORIC DISTRICT (Uncowaye)**, Old Post Rd. from Post to Turney Rds., 03/24/71, LHD  
**FAIRFIELD RAILROAD STATIONS**, Carter Henry Dr., Fairfield vicinity, 07/28/89  
**GREENFIELD HILL HISTORIC DISTRICT**, 03/11/72, HAER, LHD  
**OGDEN, DAVID, HOUSE**, 1520 Bronson Rd., 08/17/79  
**OSBORNE, JOHN, HOUSE**, 909 King's Hwy. W., 02/12/87  
**PINE CREEK PARK BRIDGE**, North of Old Dam Road, over Pine Creek 04/08/92  
**SOUTHPORT HISTORIC DISTRICT (Mill River)**, 03/24/71, LHD  
**SOUTHPORT RAILROAD STATIONS**, 96 Station and 100 Center Sts., 07/28/89  
**STURGES, JONATHAN, HOUSE**, 449 Mill Plain Rd., 11/23/84

## **GREENWICH**

**BUSH-HOLLEY HOUSE**, 39 Strickland Rd., 12/01/88, NHL  
**BYRAM SCHOOL**, Between Sherman Ave. and Western Junior Hwy., 08/02/90  
**COS COB POWER STATION**, Roughly bounded by Metro North Railroad Tracks, Mianus River, and Sound Shore Dr., 08/02/90  
**COS COB RAILROAD STATION**, 55 Station Dr., Greenwich vicinity, 07/28/89  
**FERRIS, SAMUEL, HOUSE**, E. Putnam and Cary Sts., 08/10/89  
**FRENCH FARM**, Lake Ave., 04/03/75  
**GREAT CAPTAIN ISLAND LIGHTHOUSE**, Great Captain Island, SW of Greenwich Pt., 04/03/91  
**GREENWICH AVENUE HISTORIC DISTRICT**, Roughly bounded by Bruce Park, Putnam, Greenwich, and Railroad Aves., E. Elm and Mason Sts., Field Point Rd., and Havemeyer Pl., 08/31/89  
**GREENWICH MUNICIPAL CENTER HISTORIC DISTRICT**, 101 Field Point Rd., 290, 299, 310 Greenwich Ave., 07/26/88  
**GREENWICH TOWN HALL**, 299 Greenwich Ave., 05/21/87  
**KNAPP TAVERN (Putnam Cottage)**, 243 E. Putnam Ave., 09/15/77

**LYON, THOMAS, HOUSE (Lyon Cottage)**, W. Putnam Ave. and Byram Rd., 08/24/77  
**MIANUS RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIDGES ON THE NE CORRIDOR IN CONNECTICUT TR)**, AMTRAK Right-of-way at Mianus River, 06/12/87  
**METHODIST EPISCOPAL CHURCH**, 61 E. Putnam Ave., 08/25/88  
**NEW MILL AND DEPOT BUILDING, HAWTHORNE WOOLEN MILL**, 350 Pemberwick Rd., 02/23/90  
**PUTNAM HILL HISTORIC DISTRICT**, US 1, 08/24/79  
**RIVERSIDE AVENUE BRIDGE**, Riverside Ave. and Railroad Tracks, 08/29/77  
**SELLECK, SYLVANUS, GRISTMILL**, 124 Old Mill Rd., 08/02/90  
**SOUND BEACH RAILROAD STATION**, 160 Sound Beach Ave., Greenwich vicinity, 07/28/89  
**STRICKLAND ROAD HISTORIC DISTRICT**, Strickland Rd. and Loughlin Ave., 03/22/90, LHD  
**U.S. POST OFFICE-GREENWICH MAIN**, 310 Greenwich Ave., 01/16/86  
**WILCOX, JOSIAH, HOUSE**, 354 Riversville Rd., 11/30/88

#### MILFORD

**BUCKINGHAM HOUSE**, 61 North St., 07/25/77  
**BELLS-STOW HOUSE**, 34 High St., 06/17/77  
**HOUSATONIC RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIDGES ON THE NE CORRIDOR IN CONNECTICUT TR)** (also in Stratford), AMTRAK Right-of-way at Housatonic River, 06/12/87  
**MILFORD POINT HOTEL**, Milford Point Rd., 01/22/88  
**RIVER PARK HISTORIC DISTRICT**, Roughly bounded by Boston Post Rd., Governors Ave., AMTRAK Right-of-way, and High St., 08/14/86  
**ST. PETER'S EPISCOPAL CHURCH**, 61, 71, 81 River St., 08/21/79  
**TAYLOR MEMORIAL LIBRARY**, 5 Broad St., 08/21/79  
**U.S. POST OFFICE-MILFORD MAIN**, 6 West River St., 09/25/86

#### NEW CANAAN

**DAVENPORT, HANFORD, HOUSE**, 353 Oenoke Ridge, 08/03/89  
**ROGERS, JOHN, STUDIO**, 33 Oenoke Ridge, 10/15/66, NHL

#### NORWALK

**BETH ISRAEL SYNAGOGUE**, 31 Concord St., 11/29/91  
**GREENS LEDGE LIGHTHOUSE (OPERATING LIGHTHOUSES IN CONNECTICUT MPS)**, Rowayton, Long Island Sound S. of Five Mile River and W. of Norwalk Harbor, 05/29/90  
**HAVILAND AND ELIZABETH STREETS-HANFORD PLACE HISTORIC DISTRICT**, Roughly bounded by Haviland and Day Sts., Hanford Pl., and S. Main St., 05/26/88  
**LOCKWOOD-MATHEWS MANSION (Elmenworth, Elm Park)**, 295 West Ave., 12/30/70, NHL, HABS  
**LOTH, JOSEPH, COMPANY BUILDING**, 25 Grand St., 05/17/84  
**NORWALK GREEN HISTORIC DISTRICT**, Roughly bounded by Smith and Park Sts., Boston Post Rd., East and Morgan Aves., 12/14/87  
**NORWALK ISLAND LIGHTHOUSE**, Sheffield Island, 01/19/89

**NORWALK RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIGES ON THE NE CORRIDOR IN CONNECTICUT TR)**, AMTRAK Right-of-way at Norwalk River, 06/12/87

**PECK LEDGE LIGHTHOUSE (OPERATING LIGHTHOUSES IN CONNECTICUT MPS)**, Long Island Sound, SE of Norwalk Harbor and NE of Goose Island, 05/29/90

**ROCK LEDGE**, S. of Norwalk at 33, 40-42 Highland Ave., 08/02/77

**SOUTH MAIN AND WASHINGTON STREETS HISTORIC DISTRICT**, 68-139 Washington St., 2-24 S. Main St. (E. side only), 12/16/77

**SOUTH MAIN AND WASHINGTON STREETS HISTORIC DISTRICT (BOUNDARY INCREASE)**, 11-15 through 54-60 S. Main St. 11/08/85

**U.S. POST OFFICE-SOUTH NORWALK**, 16 Washington St., 01/21/86

## ORANGE

**ORANGE CENTER HISTORIC DISTRICT**, Roughly Orange Center Rd., from Orange Cemetery to Nan Dr., 8/10/89

## STAMFORD

**CHURCH OF THE HOLY NAME (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 305 Washington Blvd. and Pulaski St., 12/24/87

**COVE ISLAND HOUSES**, Cove Rd. and Weed Ave., 05/22/79

**CURTIS, NATHANIEL, HOUSE**, 600 Housatonic Ave., 04/15/82

**DAVENPORT, DEACON JOHN, HOUSE**, 129 Davenport Ridge Rd., 04/29/82

**DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR** (townwide), 12/24/87

**DOWNTOWN STAMFORD HISTORIC DISTRICT**, Atlantic, Main, Bank, and Bedford Sts., 10/06/83

**DOWNTOWN STAMFORD HISTORIC DISTRICT (BOUNDARY INCREASE)**, Bounded by Atlantic, Main, Bank, Bedford, and Summer Sts. between Broad and Main Sts. and Summer Pl., 02/21/85

**FORT STAMFORD SITE**, Westover Rd., 09/10/75

**HAIT, BENJAMIN, HOUSE**, 92 Hoyclo Rd., 11/30/78

**HOYT-BARNUM HOUSE**, 713 Bedford St., 06/11/69

**KNAP, JOHN, HOUSE**, 984 Stillwater Rd., 03/05/79

**LINDEN APARTMENTS**, 10-12 Linden Pl., 08/11/83

**LONG RIDGE VILLAGE HISTORIC DISTRICT**, Old Long Ridge Rd. bounded by New York State Line, Rock Rimmon and Long Ridge Rds. (CT 104), 06/02/87

**MAIN STREET BRIDGE**, Main St. and Rippowam River, 05/21/87

**MARION CASTLE (Terre Bonne)**, 1 Rogers Rd., 07/01/82

**OLD TOWN HALL**, Jct. of Atlantic, Bank, and Main Sts., 06/02/72

**PIKE, GUSTAVUS AND SARAH T., HOUSE**, 164 Fairfield Ave., 05/24/90

**REYONAH MANOR HISTORIC DISTRICT**, Roughly bounded by Urban St., East Ave., Fifth and Bedford Sts., 07/31/86

**ST. ANDREW'S PROTESTANT EPISCOPAL CHURCH**, 1231 Washington Blvd., 12/06/83

**ST. BENEDICT'S CHURCH (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 1A and 1B St. Benedict's Circle, 12/24/87

**ST. JOHN'S PROTESTANT EPISCOPAL CHURCH (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 628, 628 b, and 628 c Main St., 12/24/87

**ST. LUKE'S CHAPEL (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 714 Pacific St., 12/24/87

**ST. MARY'S CHURCH (DOWNTOWN ECCLESIASTICAL COMPLEXES TR)**, 540 and 566 Elm St., 12/24/87

**SOUTH END HISTORIC DISTRICT**, Roughly bounded by Penn Central Railroad Tracks, Stamford Canal, Woodland Cemetery, and Washington Blvd., 03/19/86

**STAMFORD HARBOR LIGHTHOUSE**, South of breakwater, Stamford Harbor, 04/03/91

**STARR, C. J., BARN AND CARRIAGE HOUSE**, 200 Strawberry Hill Ave., 09/14/79

**SUBURBAN CLUB**, 6 Suburban Ave./580 Main St., 08/10/89

**TURN-OF-RIVER BRIDGE**, Old N. Stamford Rd. at Rippowam River, 07/31/87

**UNITARIAN-UNIVERSALIST CHURCH (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 20 Forest St., 12/24/87

**U.S. POST OFFICE-STAMFORD MAIN**, 421 Atlantic St., 12/12/85

**ZION LUTHERAN CHURCH (DOWNTOWN STAMFORD ECCLESIASTICAL COMPLEXES TR)**, 132 Glenbrook Rd., 12/24/87

## STRATFORD

**BOOTH, NATHAN B., HOUSE**, 6080 Main St., 04/17/92

**BOOTHE HOMESTEAD**, Main St. Putney, 05/01/85

**CURTIS, NATHANIEL, HOUSE**, 600 Housatonic Ave., 04/15/82

**HOUSATONIC RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIDGES ON THE NE CORRIDOR IN CONNECTICUT TR)** (also in Milford), AMTRAK Right-of-way at Housatonic River, 06/12/87

**JUDSON, CAPT. DAVID, HOUSE**, 967 Academy Hill, 03/20/73

**LEWIS, ISAAC, HOUSE**, 50 Paradise Green Pl., 11/21/91

**STERLING HOMESTEAD**, 2225 Main St., 01/01/76

**STRATFORD CENTER HISTORIC DISTRICT**, Roughly bounded by E. Broadway, Ferry Blvd., Housatonic River, Connecticut Tpke., Birdseye and Main Sts., 12/22/83

**WHEELER, EPHRAIM, HOUSE**, 470 Whippoorwill Lane, 04/17/92

## WESTPORT

**BRADLEY-WHEELER HOUSE**, 25 Avery Pl., 07/05/84

**COMPO/OWENOKÉ HISTORIC DISTRICT**, Roughly bounded by Gray's Creek, Compo Rd. S., and Long Island Sound, 04/19/91

**GODILLOT PLACE**, 60, 61, and 65 Jesup Rd., 08/29/77

**GREENS FARMS SCHOOL**, Junction of Morningside Dr. S. and Boston Post Rd., 04/19/91

**MILL COVE HISTORIC DISTRICT**, Between Compo Mill Cove and Long Island Sound, 04/19/91

**NATIONAL HALL HISTORIC DISTRICT**, Riverside Ave., Wilton and Post Rds., 09/13/84

**SAUGATUCK RIVER BRIDGE**, CT 136, 02/12/87

**SAUGATUCK RIVER RAILROAD BRIDGE (MOVABLE RAILROAD BRIDGES ON THE NE CORRIDOR IN CONNECTICUT TR)** AMTRAK Right-of-way at Saugatuck River, 06/12/87

**TOWN HALL**, 90 Post Rd. E., 05/18/82

## MULTI-TOWN

**MERRITT PARKWAY** (Stratford through Greenwich), Route 15, 04/17/91