

United States Department of the Interior
National Park Service

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MAY 29 2015

National Register of Historic Places Registration Form

Nat. Register of Historic Places
National Park Service

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

1. Name of Property

historic name Rowayton Depot Historic District
other names/site number _____

2. Location

street & number 1-44 Arnold Lane, 6-12 Belmont Place, 2 Carolyn Court, 1-23 Cudlipp Street, 5-15 Dibble Street, 5-28 Hunt Street, 12 and 19 Jacob Street, 5B1-6 McKendry Court, 202-319 Rowayton Avenue, 7-11 Thomes Street not for publication
city or town Norwalk vicinity
state Connecticut code CT county Fairfield code 001 zip code 06854

3. State/Federal Agency Certification

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

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

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

national statewide local

Daniel T. Funn SHPO 5/18/15
Signature of certifying official/Title Date

CT DECD
State or Federal agency/bureau or Tribal Government

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

Daniel T. Funn 5/18/15
Signature of commenting official Date

State Historic Preservation Officer CT DECD
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Signature of the Keeper _____ Date of Action _____

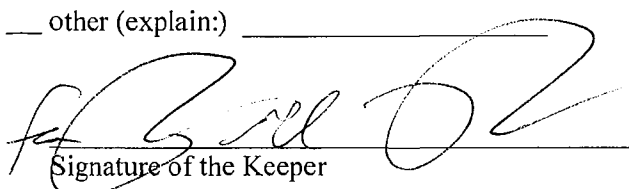
Rowayton Depot Historic District
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____


Signature of the Keeper

6/21/19
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>94</u>	<u>35</u>	buildings
<u>2</u>	<u> </u>	sites
<u>1</u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>97</u>	<u>36</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail related

LANDSCAPE: mill pond

DOMESTIC: single dwelling

AGRICULTURE/SUBSISTENCE: agricultural field

FUNERY: cemetery

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: rail related

LANDSCAPE: mill pond

DOMESTIC: single dwelling

FUNERY: cemetery

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7. Description

Architectural Classification

(Enter categories from instructions.)

EARLY REPUBLIC: Federal

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN: Italianate

LATE VICTORIAN: Queen Anne

LATE 19TH & EARLY 20TH CENTURY AMERICAN

MOVEMENTS: Colonial Revival, Arts and Crafts

Materials: (enter categories from instructions.)

Principal exterior materials of the property: stone, brick, concrete, wood, asbestos shingle, vinyl stucco

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Rowayton Depot Historic District is an approximately one-half-mile-long, linear residential area in the City of Norwalk, Fairfield County, Connecticut, that developed in association with the 1867 opening of a railroad depot that connected New Haven, Connecticut and New York City. The district is located in the southwest corner of Norwalk, along the east bank of the Five Mile River, which empties into Long Island Sound. The majority of the district is comprised of nineteenth through early twentieth-century wood-frame houses that are modest in size and architectural ornament. It encompasses a total of 97 contributing properties dating from 1782 to 1940, including 94 buildings, one structure and two sites. A total of 36 non-contributing properties consist of buildings constructed after 1940 or that are substantially altered, as well as one structure. The core of the district extends parallel to the river along Rowayton Avenue, south of the railroad station. The river and municipal limits form the west boundary. Changes in density and type of development pattern delineate boundaries to the north and west. The southern edge of the district abuts a historic commercial area encompassed within the Five Mile Landing

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National Register Historic District. The district remains intact as a distinct and identifiable village associated with mid-nineteenth-century rail development.

Narrative Description

Setting

The district is located within the village of Rowayton, which occupies the peninsula comprising the south third of the City of Norwalk, on the Long Island Sound coast of Fairfield County (Figures 1 and 2). Norwalk encompasses more than 36 square miles, including 13.5 square miles of water. Rowayton is separated from the city by Interstate 95 and is bounded by Long Island Sound and Wilson Cove. The Metro North (formerly New York, New Haven, & Hartford) railroad line extends east-west through the district on the north side of Rowayton. The historic Rowayton Depot station is located to the east of Rowayton Avenue. It is approximately 40 miles from Grand Central Terminal in New York City and approximately 34 miles from Union Station in New Haven. The land is level near the Five Mile River along the railroad right-of-way, but it rises sharply to the east of Rowayton Avenue. This topography is similar to that in the rest of Norwalk, where the center of the city is quite hilly, but the land flattens out as it nears Long Island Sound. The Five Mile River that forms the western boundary of the district provides tranquil views of docks, boating and well-kept residences on both sides of the river as it empties into Long Island Sound.

The district is almost entirely residential and consists primarily of two-and-one half-story houses with varying setbacks on compact one-quarter-acre lots. Many lots have large mature trees and most are landscaped with lawns, shrubbery and some flowering plants. The district is centered on Rowayton Avenue as it runs south from 337 Rowayton Avenue, under the railroad tracks to the intersection with Witch Lane. It extends west to include all of Cudlipp Street, the east side of Jacob Street, Carolyn Court and McKendry Court. To the east, it runs along Thomes Street from Rowayton Avenue to 10 Thomes Street, all of Belmont Place, all of Dibble Street and a portion of Hunt Street. The district boundaries are based on the historic development patterns of the area from the late eighteenth century to the beginning of World War II. They include buildings and sites that were built in the area before and after the opening of the depot, as well as the depot itself and railroad-related sites and structures. There is also an early cemetery in the district. Rowayton Avenue south of the railroad station forms the densest portion of the district and encompasses the most cohesive, uninterrupted view of mid-nineteenth to early twentieth-century houses. Rowayton Avenue is a narrow, two-lane road with no sidewalks. Houses are set close to the road along the densest portion of Rowayton Avenue, often with straight walkways leading from the road to the main entrance.

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Architectural Character

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Rowayton Avenue follows the east bank of the Five Mile River and it functions as the Main Street (as it was once called) of the village. While this street is primarily commercial in nature further south in the village center, it is almost entirely residential in the district. The Rowayton Depot Historic District is comprised of a continuous group of primarily mid-nineteenth through early twentieth-century, single-family, wood-frame houses in close proximity to each other and in walking distance to the railroad station. Most houses are of modest scale and ornament, but popular architectural styles of the time period are represented, as well as vernacular building forms. Queen Anne, Folk Victorian, and Colonial Revival are the predominant architectural styles. Sixteen buildings pre-date the construction of the railroad station when Rowayton was a sparsely developed agricultural portion of Norwalk. This group of houses includes modest examples of the Federal and Greek Revival styles. Common architectural features in the district include multiple gable roofs per building and/or dormers, one-story full-width or wrap-around porches, and turned columns. The later Colonial Revival houses feature typical simple massing with a side gable roof and decorative door surround or hood at the main entrance. Many houses retain historic wood siding or shingle, although some synthetic siding exists. A mix of historic and replacement windows is also present

Houses

Nearly all of the high-style nineteenth-century homes in the district are located on Rowayton Avenue (Photographs 9, 14-17 and 20). Most of the homes on side streets are vernacular or Folk Victorian in style (Photographs 7, 8, 13 and 16). The side streets to the east: Thomes Street, Dibble Street and Hunt Street are lined with vernacular or Colonial Revival houses (Photographs 10, 22 and 23). Belmont Place serves as the entrance to the parking lot on the south side of the railroad station and it also has vernacular houses on both sides (Photograph 18). Four streets connect to the west side of Rowayton Avenue. Cudlipp Street runs northwest from its intersection with Rowayton Avenue near the Raymond Cemetery and it leads to a bridge which connects Rowayton to Darien across the Five Mile River. It is also lined mostly with vernacular homes, but there are a few high style houses, such as the American Foursquare house at 12 Cudlipp Street (Photograph 21). Jacob Street runs the short distance northwest along the Five Mile River from the bridge to Darien to Rowayton Avenue. Carolyn Court and McKendry Court provide access to homes built on former back lots.

Two of the earliest houses in the district are the c.1820 Federal house at 315 Rowayton Avenue, once owned by Edward Chasmer,¹ which has an entrance with a characteristic top light and sidelights (Photograph 11) and the c.1842 Greek Revival house at 204 Rowayton Avenue which has an entrance with pilasters supporting a simple pediment and eyebrow windows. (Photograph

¹ City of Norwalk Land Records, Volume 41, page 303. Chasmer also owned the mill pond and the dam.

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12). There are two notable Queen Anne homes on Rowayton Avenue: The Theophile Euphrate House, built in 1887 at 146 Rowayton Avenue, has a cross-gable plan with a square tower and a jerkinhead gable (Photograph 14).² The E. Adele Luckey House built in 1895 at 260 Rowayton Avenue has an expansive one-story porch on its north, west and south elevations, as well as a tower on its southwest corner with an open porch on its second story (Photograph 15).³ Two nearly identical houses, built in 1887, stand next to each other at the top of a rise on the east side of Rowayton Avenue – The George W. Bryant House at 286 Rowayton Avenue and the Ephraim Thomes House at 288 Rowayton Avenue (Photograph 16).⁴ The Andrew Bell Homestead at 259 Rowayton Avenue is an example of a nineteenth century American remodeling trend (Photograph 17). The house was built in 1812,⁵ but its Mansard roof and porches were probably added after the Civil War. The Second Empire style and its signature Mansard roof were considered quite modern and sophisticated in the 1860s. Adding a Mansard roof to an existing building was common at that time (Photograph 17).⁶ The house at 337 Rowayton Avenue also shows evidence of remodeling to fit in with then-current styles. Rowayton Historical Society research dates the construction of this house to 1811 and it was probably built as a relatively simple Vernacular home. The house was purchased by Frazier Gilman in 1908.⁷ Gilman was a wealthy former New York City resident who had spent years in the American west as an adventurer.⁸ The Norwalk Tax Assessor's record list the date of construction as 1909, so it is likely that Frazier enlarged and remodeled the house shortly after he purchased it.⁹

There is one barn in the district that has been converted into a residence. It is at 3 Belmont place (Photograph 18), very close to the south platform of the depot. It was built in 1874 by artist and politician Vincent Colyer, who was very active in bringing the depot to Rowayton. The Colonial Revival style of the early twentieth century is represented by several houses including a well preserved example at 2 Arnold Lane (Photograph 19). This house is at the edge of the Rowayton Ridge development and provides contrast to the 1950s Ranch houses around it.

² The Rowayton Historical Society, *Historic Rowayton*, 119.

³ *Ibid.*, 121.

⁴ *Ibid.*, 132-133.

⁵ *Ibid.*, 128.

⁶ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2005) 242.

⁷ The Rowayton Historical Society, *Historic Rowayton*, 134.

⁸ "Frazier Gilman. Trapper of the old west is dead at 84 in Connecticut home," *The New York Times*, June 27, 1931.

⁹ City of Norwalk Tax Assessor, 337 Rowayton Avenue.

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Outbuildings

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There are a total of 17 outbuildings in the district, including eight garages, eight barns and one boathouse. The garages are simple, utilitarian structures dating from about the 1940s and 50s. Some, like the one behind the house at 285 Rowayton Avenue, have ornamental doors that mimic the look of a barn (Photograph 7). The barns are contemporaneous with the houses they serve but have been converted to garages, like that at 243 Rowayton Avenue with vertical board and batten siding and central peaked gable (Photograph 13).

Railroad Station

The current station building is on the north, New York-bound, side of the tracks and it was built in 1910 with the Arts and Crafts style influences as a replacement to the original 1867 station (Photographs 1-3). A mostly open platform serves passengers on the south, New York bound, side of the tracks (Photograph 3). It is a one story, rectangular building with a hipped roof that is covered in stucco. It has original double-hung windows with a diamond pane top sash and single light bottom sash on all elevations (Photographs 1 and 3). It retains its original main entrance door on the façade and a similar door on its south elevation with decorative strap hinges, as well as diamond pane toplight and sidelights (Photographs 1–3). Sometime during the 1960s or 1970s, the roof of the station building was changed from tile to asphalt shingle, the exposed rafter tails were removed and hardware cloth was attached to the exterior of many of the windows (Photograph 1). New Haven Line platforms were raised, beginning in 1974, to accommodate new commuter rail cars.¹⁰ The new platforms blocked access to the doors and ticket windows on the south elevation of the station building (Photograph 3). The shelter on the south platform was also removed, probably when the platforms were raised.

Railroad Overpass and Chasmer's Pond

The district also includes a c.1847 brownstone railroad overpass with and an arched opening over the Five Mile River (Photograph 4) and Chasmer's Pond to the north of the railroad tracks on the west side of Rowayton Avenue (Photograph 5). Chasmer's Pond is a roughly 1.3 acre mill pond created by damming the Five mile river to supply power to mills and the Boylston Carriage Factory once located near 299 Rowayton Avenue.¹¹ The pond was also used as a water source for passing locomotives. A non-contributing railroad overpass above Rowayton Avenue was built in 2011 as a replacement for the 1896 structure at that location.

Raymond Cemetery

The Raymond Cemetery at 214 Rowayton Avenue is a 0.46-acre lot at the southeast corner of Rowayton Avenue and Cudlipp Street. It is raised about three feet above the street and

¹⁰ Edward C. Burks, "New Haven Line to Get 100 Cars," *The New York Times*, March 7, 1974.

¹¹ *Historic Rowayton*, 132.

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surrounded by an ashlar cut, rusticated stone retaining wall. It was established in 1782 by the members of the locally prominent Raymond Family. The first burial was John Raymond who died at the age of 2 on Aug 6, 1782 and was interred here in 1783. He was the son of Paul and Eliza Raymond. Paul was one of the founders of the cemetery, so John's early death may have inspired him to create the burying ground. The most recent burial was Muriel McIntyre (1930-2007) in 2007.¹² Raymond (1725-1806) and Paul (1751-1828) Raymond, veterans of the Revolutionary War¹³ and John H. Bechtold (1848-1939) veteran of the Civil War¹⁴ are buried here. Graves also include members of prominent Rowayton families, such as Craw, Vincent, Johnson, Smith, Bell and Raymond, who were important to the development of the village (Photograph 6). The graves are laid out in rows on the western half of the lot with family plots on the eastern half. There are approximately 100 headstones in the cemetery and most of them are simple stone markers with little or no ornament. Stone obelisks mark family plots of the Smith, Johnson and Pennoyer families.

Rowayton Depot Historic District Data Sheet

Parcel ID	Street No.	Street	Year Built	Style/Type	Contributing Noncontributing
6-28-3-0	2	Arnold Ln	1939	Colonial Revival	C
6-31-19-0	1	Belmont Pl	2001	Colonial Revival	NC - age
6-31-20-0	3	Belmont Pl	1874	Vernacular (barn)	C
6-31-33-0	4	Belmont Pl	1959	Vernacular	NC - age
6-31-21-0	5	Belmont Pl	1910	Vernacular	C
6-31-22-0	6	Belmont Pl	1890	Italianate	C
			1890	Barn	C
6-31-23-0	8	Belmont Pl	1830	Vernacular	C
6-31-24-0	10	Belmont Pl	1979	Colonial Revival (Cape Cod Cottage)	NC - age
6-31-11-0	12	Belmont Pl	1830	Vernacular	C

¹² The Rowayton Historical Society, *Historic Rowayton* (Rowayton: The Rowayton Historical Society, 2009)114.

¹³ "Raymond Cemetery Records," *Hale Collection of Connecticut Cemetery Records*, <http://www.hale-collection.com/414-12-fairfield-norwalk-raymond.htm>
 Accessed August 16, 2018.

¹⁴ "Raymond Cemetery-414-12," *Fairfield County Cemeteries*, http://www.ctgenweb.org/county/cofairfield/pages/cemetery/cm_norwalk/raymond.htm
 accessed August 16, 2018.

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6-26-1-0	2	Carolyn Ct	1922	Colonial Revival	C
6-1F-9-0 and 6-1F-2-0	1	Cudlipp St	1909	Colonial Revival	C
			c.1940	Garage	C
6-1F-3-0	3	Cudlipp St	1905	Queen Anne	C
6-1F-12-0	5	Cudlipp St	2008	Colonial Revival	NC - age
6-1F-4-A	7	Cudlipp St	1900	Queen Anne	C
6-25-19-0	8	Cudlipp St	1928	Vernacular	C
6-1F-4-0	9	Cudlipp St	2015	Vernacular	NC-age
6-25-17-0	10	Cudlipp St	1911	Vernacular	C
			1911	Barn	C
6-25-16-0	12	Cudlipp St	1910	Colonial Revival/American Foursquare	C
			1910	Barn/Garage	C
6-25-14-0	14	Cudlipp St	1780	Vernacular	NC- alterations
6-1F-5-0	15	Cudlipp St	1895	Vernacular	C
6-25-13-0	16	Cudlipp St	1922	Vernacular	NC - alterations
6-1F-6-0	19	Cudlipp St	1930	Vernacular	C
			1930	Garage	C
6-24-16-0	5	Dibble St	1938	Colonial Revival	C
			1938	Garage	C
6-23B-7-0	8	Dibble St	1930	Colonial Revival	C
6-24-26-0	9	Dibble St	1970	Colonial Revival	NC-age
6-23B-6-0	10	Dibble St	1900	Vernacular	C
6-24-18-0	11	Dibble St	1900	Colonial Revival	C
6-23B-5-0	12	Dibble St	1900	Colonial Revival	C
6-24-14-0	10	Hunt St	1927	Vernacular	C
6-29-3-0	11	Hunt St	1900	Colonial Revival	C
6-24-17-0	12	Hunt St	1890	Colonial Revival	C
6-29-2-0	13	Hunt St	1890	Queen Anne/Colonial Revival	C
6-23B-4-0	20	Hunt St	1889	Folk Victorian	C

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6-23B-25-0	22	Hunt St	1890	Vernacular	C
			c.1940	Garage	C
6-23B-19-0	24	Hunt St	1887	Vernacular	C
			c.1940	Garage	C
6-23B-3A-0	28	Hunt St	1940	Colonial Revival	C
6-25-10-0	19	Jacob St	1919	Vernacular	C
			c.1940	Garage	C
6-25-11-0 and 6-25-12-0	21	Jacob St	1920	Commercial	NC-alterations
6-26-6-0	1	Mckendry Ct	1940	Ranch	C
6-26-23-0	2	Mckendry Ct	1950	Vernacular	NC-age
6-26-22-0	5	Mckendry Ct	1930	Vernacular	C
6-26-6A-0	6	Mckendry Ct	1976	Colonial Revival	NC-age
6-1E-13-0	195	Rowayton Ave	1824	Vernacular	C
			1824	Barn	C
6-1E-14-0	197	Rowayton Ave	1902	Colonial Revival	C
6-23A-43-0	202	Rowayton Ave	c.1842	Vernacular/Barn	C
6-23A-13-0	204	Rowayton Ave	1842	Greek Revival	C
6-1E-17-0	209	Rowayton Ave	1865	Vernacular	C
6-1E-16-0 and 6-23A-1-0	210	Rowayton Ave	1965	Modern Movement	NC - age
6-1F-11-0	211	Rowayton Ave	Vacant lot		
6-23A-42-0 and 6-23A-8-0	212	Rowayton Ave	1782	Site (Raymond Cemetery)	C
6-1F-1-0	213	Rowayton Ave	1912	Arts and Crafts/ bungalow	C
6-1F-10-0	215	Rowayton Ave	2017	Colonial Revival	NC - age
6-23A-9-0	216	Rowayton Ave	1913	Colonial Revival	C

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6-25-1-0	229	Rowayton Ave	1855	Queen Anne	C
			c.1940	Garage	C
6-25-2-0	231	Rowayton Ave	1858	Vernacular	C
6-25-3-0	233	Rowayton Ave	1855	Vernacular	C
			c.1950	Garage	NC
6-25-4-0	235	Rowayton Ave	1890	Folk Victorian	C
6-25-5-0	237	Rowayton Ave	1890	Queen Anne	C
6-23A-18-0	238	Rowayton Ave	1865	Vernacular	NC-alterations
6-25-6-0	239	Rowayton Ave	1985	Colonial Revival	NC-age
6-23A-10-0	240	Rowayton Ave	1928	Vernacular	NC-alterations
6-25-7-0	241	Rowayton Ave	1892	Queen Anne	C
			c.1940	Garage	C
6-23A-19-0	242	Rowayton Ave	2006	Queen Anne	NC-age
6-25-8-0	243	Rowayton Ave	1890	Queen Anne	C
			1890	Barn/Garage	C
6-23B-9-0	244	Rowayton Ave	1888	Colonial Revival	C
6-23B-8-0	246	Rowayton Ave	1888	Queen Anne	C
			c.1940	Garage	C
6-24-10-0	248	Rowayton Ave	1930	Colonial Revival	C
6-25-20-0	249	Rowayton Ave	1952	Ranch	NC-age
6-24-11-0	250	Rowayton Ave	1930	Colonial Revival	C
6-24-13-0	254	Rowayton Ave	1882	Queen Anne	C
6-25-21-0	257	Rowayton	2017	Colonial	NC

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		Ave		Revival	
6-25-9-0	259	Rowayton Ave	1822/c.1870	Second Empire	C
			c.1870	Garage/Barn	C
6-29-4-0	260	Rowayton Ave	1895	Queen Anne	C
6-26-14-0	261	Rowayton Ave	1910	Vernacular	C
6-26-13-0	263	Rowayton Ave	1905	Vernacular	C
6-30-5-0	264	Rowayton Ave	1910	Queen Anne	C
6-26-12-0	265	Rowayton Ave	1858	Vernacular	NC-alterations
6-26-11-0 and 6-26-40-0	267	Rowayton Ave	1910	Vernacular	C
6-26-10-0	269	Rowayton Ave	c.1908	Folk Victorian	C
6-30-42-0	270	Rowayton Ave	1986	Vernacular	NC-age
6-26-9-0	271	Rowayton Ave	c.1908	Folk Victorian	C
6-26-8-0	273	Rowayton Ave	c.1897	Folk Victorian	C
6-30-44-0	274	Rowayton Ave	1986	Vernacular	NC-age
6-26-7-0	275	Rowayton Ave	1892	Folk Victorian	C
6-26-5-0	277	Rowayton Ave	1960	Vernacular	NC-age
6-30-36-0	278	Rowayton Ave	1970	Ranch	NC-age
6-30-6-0	280	Rowayton Ave	c.1875	Colonial Revival	C
6-26-4-0	281	Rowayton Ave	1930	Vernacular	NC-alterations
6-26-3-0	283	Rowayton Ave	c.1907	Folk Victorian	C
6-26-19-0	285	Rowayton Ave	c.1890	Vernacular	C
			c.1940	Garage	C

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6-31-16-0	286	Rowayton Ave	c.1887	Queen Anne	C
6-31-17-0	290	Rowayton Ave	c.1887	Queen Anne	C
6-26-2-0	291	Rowayton Ave	1895	Vernacular	C
6-31-18-0	294	Rowayton Ave	1975	Colonial Revival-Cape Cod Cottage	NC-age
6-26-25-0	295	Rowayton Ave	1960	Ranch	NC-age
6-26-21-0	297	Rowayton Ave	1978	Vernacular	NC-age
6-26-20-0	299	Rowayton Ave	1905	Folk Victorian	C
			c.1940	Garage	C
6-27-5-0	315	Rowayton Ave	1820	Federal	C
6-27-4-0	317	Rowayton Ave	1923	Colonial Revival	C
6-27-3-0	319	Rowayton Ave	c.1923	Colonial Revival	C
6-27-25-0	319 ½	Rowayton Ave	1987	Barn	NC-age
6-27-12-0	321	Rowayton Ave	1966	Colonial Revival	NC-age
6-27-16-0	323	Rowayton Ave	1965	Colonial Revival	NC-age
6-27-15-0	325	Rowayton Ave	1960	Ranch	NC-age
			c.1900	Vernacular (boathouse)	C
6-28-38-0	326	Rowayton Ave	1962	Ranch	NC - age
6-27-24-0	337	Rowayton Ave	1812-c.1909	Queen Anne	C
6-30-7-0	2	Thomes St	2001	Colonial Revival	NC - age
6-30-41-0	6	Thomes St	1982	Colonial Revival	NC - age
6-31-15-0	7	Thomes St	1905	Colonial Revival	C
6-30-8-0	8	Thomes St	1900	Folk Victorian	C

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6-30-25-0	10	Thomes St	1905	Folk Victorian	C
See Map		Chasmer's Pond	c.1800	Site	C
	Railroad Overpass (Bridge No. 08024R)	Carrying Metro North RR over Five Mile River	c.1847	Structure	C
	Railroad Bridge (No. 04232R)	New Haven Main Line over Rowayton Avenue	2011 (replacement of 1893 bridge)	Structure	NC
	North side of tracks and east of Rowayton Avenue overpass	Railroad Station	1910	Arts and Crafts	C

Integrity

The Rowayton Depot Historic District retains its feeling and association as a quiet, compact, mid-nineteenth through early twentieth-century railroad-related village. It retains its location along the Five Mile River north of the commercial portion of Rowayton and retains the historic railroad station, which is still active as part of the Metro-North service between New York City and New Haven, Connecticut. Only limited infill has occurred in the district and the spine of the district along Rowayton Avenue is a particularly intact cohesive streetscape. The setting of the district, including similar massing and historic architectural features of the buildings within it, views to the river, and views of the railroad station from nearby houses, is intact. All contributing buildings retain their original massing and overall design; a majority retains historic exterior cladding and ornamental features. The section of Rowayton Avenue, originally called Main Street, shown in a c.1908 photograph is clearly recognizable in a photograph taken in 2013 (Figure 14, Photograph 8). This photograph was taken looking north on Rowayton Avenue from number 263, but similar modern streetscapes, such as the view south from 237 Rowayton Avenue (Photograph 9) or the view east from 5 Dibble Street (Photograph 10) would be recognizable to Rowaytonites of that era.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

Period of Significance

1782-1940

Significant Dates

1867 – Construction of first depot building
1910 – construction of existing depot building

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Rowayton Depot Historic District meets National Register Criteria A and C at the local level. Under Criterion A, the district is significant in the categories of Transportation and Community Development as an intact residential village that developed in response to the onset of passenger rail service. The addition of rail service transformed an outlying, rural area of Norwalk into a dense residential neighborhood. It is the only remaining neighborhood in Norwalk that surrounds a railroad station and retains its historic integrity. Areas around the South Norwalk and East Norwalk stations have been substantially changed by urban renewal and unsympathetic infill development. The district meets Criterion C in the category of Architecture for its intact and uninterrupted collection of popular architectural styles as applied to modest and more elaborate residences dating from the late eighteenth through early twentieth centuries. While other examples of residential buildings from this time period remain in Norwalk, this neighborhood is distinctive because of its high level of integrity and its mix of buildings that reflect the economic diversity of the neighborhood during its development. The period of significance begins in 1782, which is the date of the establishment of the Raymond Cemetery, the earliest resource in the district. It ends in 1940 when the pattern of residential development in the area began to change. No construction took place in the district during World War II and many of the homes built after 1940 embraced styles influenced by the Modern Movement or post-war automobile-related development.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation and Community Development

The Rowayton Depot Historic District meets Criterion A in the categories of transportation and community development as an intact neighborhood that developed directly in response to the addition of passenger rail service in this location. Prior to the construction of Rowayton Depot station in 1867, this portion of Norwalk was sparsely developed and located outside of the town's primary settlements. The 66-mile New York and New Haven Railroad (later consolidated as the New York, New Haven and Hartford) was completed in 1848 and substantially influenced the development patterns in Fairfield County, Connecticut.¹⁵ The path of the railroad isolated some sections of communities in the county, while the locus of passenger and freight stations resulted in centers of industrial, commercial, and residential growth. Some residential areas initially bypassed by the railroad petitioned for the addition new of passenger stations, which were constructed in subsequent decades.

¹⁵ Paraphrased from Cunningham, 1992, 16.

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Before the opening of the Rowayton Depot in 1867,¹⁶ there were only a few houses and scattered farms in the area.¹⁷ In fact, only twelve of the one-hundred twenty-nine buildings in the district appear on 1856 and 1867 maps (Figures 4 and 5).¹⁸ Norwalk's early settlers were clustered on the east side of the Norwalk River around the south end of East Avenue. There was little interest in land on the west side of the river, because settlers would have to travel about a mile north to where the Norwalk river narrowed enough to be crossed and then continue southwest for several miles to reach the fields. The Town did not start allotting land on the west side of the river until 1686, thirty-five years after the first settlement. The area continued to be so sparsely populated that as late as 1780 only thirty-five families lived there. Most of these early Rowaytonites stayed along the northernmost boundary of the village on the Boston Post Road about three miles from the mouth of the Five Mile River. By the end of the eighteenth century, only four families had settled near the end of today's Wilson Avenue at the intersection of the Five Mile River and Long Island Sound.¹⁹ Rowayton's early inhabitants were subsistence farmers and fisherman, but residents began exploiting their location on Long Island Sound during the early nineteenth century. By the 1830s Rowayton had two piers and four small warehouses serving coastal schooners. Onions were one of the principal crops of the area and they were grown in nearby New Canaan and the Brookside area of Norwalk to be exported by water to New York City. The advent of steam power only increased this traffic and larger schooners succeeded the small packet boats for coastal trade. They continued to be active even after the coming of the railroad. Rowayton was home to several of these boats through the early 20th century.²⁰

Development of the area around the Rowayton Depot railroad station began as commuters and visitors from New York City discovered the village. Beginning in the first quarter of the nineteenth century, excursion boats began to bring sweltering New Yorkers up Long Island Sound to escape the hot city in relatively nearby waterfront towns like Norwalk. Rowayton, which was then known as Five Mile River Landing, boasted several hotels and boarding houses catering to summer visitors who usually travelled to them by water.²¹ The railroad came to Connecticut in 1847, but the closest stations to Rowayton were Darien, about three miles to the west and South Norwalk, about three miles to the east. Despite this inconvenience, the area's picturesque shoreline and cool breezes convinced some city dwellers to buy or build their own summer homes and a few year-round residences in the village.²² However, census data shows that local residents also began building houses there and that they outnumbered out-of-towners by 1880. These local residents had many different occupations including teachers, bank tellers, carpenters and artists.²³

¹⁶ *Springfield Republican*, April 25, 1867.

¹⁷ Halfshell, 12.

¹⁸ 1867 Beers map

¹⁹ Frank E. Raymond, *Rowayton on the half shell* (West Kennebunk, Maine: Phoenix Publishing, 1990)12-15.

²⁰ *Ibid.*, 49-50.

²¹ *Ibid.*

²² Norwalk, 132.

²³ U.S. Bureau of the census, 1890, Norwalk, district 85.

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The prominent New York City publisher George Palmer Putnam (1814-1872) purchased a residence in the village in 1861. This waterside house would be the family's full-time home and he spent considerable time and money in an effort to improve life in the tiny village.²⁴ He started a public library, brought in famous speakers and donated funds to help repair the Union Church. Despite the fact that his efforts to bring culture to the village bore little fruit, Putnam persisted. He commuted to New York City as did his friend, artist and humanitarian Vincent Colyer (1825-1888), who lived just across the Five Mile River on Contentment Island in Darien.²⁵ Both men wanted a Five Mile River Landing railroad station to make it easier for them to get to and from the city. They presented a petition for a new station to the New York & New Haven Railroad in 1867. They had already convinced Lester St. John to donate land for the station on the north (west bound) side of the tracks and Jacob Grant, former private in the 8th Connecticut Volunteer Infantry, to donate a parcel of land on the south or east bound side. The railroad accepted the land and the petition - the first step in transforming this small fishing village into a densely developed residential community. The Five Mile River Landing Depot opened in April of 1867 with speeches, a band from New York, an excursion and a dinner.²⁶ The original station building stood on the north side of the tracks on approximately the same site as the current building. This first station was a Gothic-inspired design which incorporated wide roof overhangs to shelter waiting passengers (Figure 7). The original building was replaced in about 1910 with the existing Arts and Crafts building (Figures 8 and 9) which remained unchanged until at least the late 1950s.²⁷ The new depot provided service for both passengers and freight. Local businesses shipped out lumber, oysters and other goods to expand their markets. They received, among other goods and supplies, shipments of coal, which was becoming popular for heating.²⁸

Competition for passengers among rival railroads on the Boston to New York route was fierce in the last quarter of the nineteenth century. The New York and New England Railroad enticed riders with the speed and luxury of The New England Limited, which made the run in six hours starting on November 10, 1884. The train left terminals in Boston and New York at 3:00 each day. The southbound train traveled on New York and New England Railroad tracks to

²⁴ Ezra Greenspan, *George Palmer Putnam: representative American publisher* (University Park: University of Pennsylvania Press, 2000) 399.

²⁵ Vincent Colyer was an artist who founded of the Christian Commission during the Civil War which provided medical and religious material to Union soldiers. He was also active in recruiting colored troops. After the Civil War, he travelled in the American west and advocated for better treatment for Native Americans. He bought Contentment Island at the mouth of the Five Mile River in 1861, where he lived and continued to paint until his death in 1888. He is best known for his paintings of the American southwest and Alaska. ("Vincent Colyer," Eastern North Carolina Digital Library, accessed June 29, 2013.)

²⁶ Springfield Republican

²⁷ "Rowayton 2." *Tyler City Station*. <http://www.tylercitystation.info/stations-q-r.html> accessed August 14, 2018.

²⁸ Halfshell, 61.

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Willimantic, where it switched to Air Line tracks to New Haven and finally to New York and New Haven tracks to New York.²⁹ Along with speed, travelers could enjoy, “The parlor cars (which) are furnished with velvet carpets, silk draperies and white silk curtains; the chairs are upholstered in old gold plush, and large plate glass mirrors set off the car.”³⁰ This train was painted white with gold lettering and it was popularly known as “The Ghost Train.”³¹ In order to make the trip in such a short time, the steam locomotives had to run nonstop and they needed to replenish their water supply twice. To accomplish this, the railroad built two resupply systems, one of which was at Rowayton. Water was pumped from Chasmer’s Pond into a trough between the tracks and the fireman dropped a scoop from the engine into the trough as the train passed (Figures 10 and 11). The system was effective and it was later used for other trains (Figure 12). This train was successful, but expensive to run. The white cars had to be washed daily because they showed the dust and grime picked up on their journeys. The white Ghost Train lasted until 1895, when the railroad decided to paint the cars a more serviceable color. They also renamed the service “The Air Line Limited.”³² The 1847 overpass over the mill stream that was used to fill the water troughs still exists in the district (Figure 13, Photo 4). Chasmer’s Pond also still exists, but the pumping station is gone.

Since mail traveled by rail, George Palmer Putnam and the village began to petition for the establishment of a post office near the depot (Figure 6). Unfortunately, this movement created a major controversy. The Postal Service found the name “Five Mile River Landing” too long for a postmark. Putnam researched early names for the village and submitted the name “Rowayton” which was accepted by the residents and the Postal Service as appropriately short. In order to meet the minimum amount of mail required, he brought mail from his New York publishing firm to be sent from the new post office. The Post Office was now designated Rowayton, but the depot was still called Five Mile River Landing. This naming discrepancy resulted in a bitter local battle with many naming suggestions including Grantville, in honor of Civil War veteran Jacob Grant, who had donated some of the land for the depot, and General Ulysses S. Grant, then president.³³ Several meetings were held to decide on a name for the

²⁹ Phyllis R. Flood, “The Ghost Train of 1884,” *Yankee*, November, 1963.

³⁰ *Boston Herald*, March 17, 1891, quoted in Phyllis R. Flood, “The Ghost Train of 1884,” *Yankee*, November, 1963.

³¹ Burks, “Ghost Train.”

³² *Ibid.*, In December 2003, the Connecticut Historic Preservation Council listed the Air Line Railroad Archaeological District, in Colchester and East Hampton, on the State Register of Historic Places. The district consists of four individual railroad resources that each of which are listed on the National and State Registers of Historic Places. These are the Lyman Viaduct, the Rapallo Viaduct, the Blackledge River Railroad Bridge, and the River Road Stone Arch Bridge. The district includes also the historic railroad right-of-way that connects these separate structures.

³³ Norwalk, 132.

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village and at each meeting a name would be accepted, only to be rejected at the next meeting. The January 1, 1869 edition of the *Norwalk Gazette* reported that the residents had chosen the name Grantville by a vote of 67-2, however, there is no official record of the adoption of that name and Rowayton remained the name for the village. It was not until 1884 that the railroad changed the sign at the depot to read “Rowayton.”³⁴

The railroad depot was Putnam’s most important and lasting gift to the community. Local residents had not always valued his efforts for them during his lifetime, but his contributions to Rowayton were finally appreciated after his death. The village paid tribute by naming one of their commercial sloops after him.³⁵ The 1890 Post Office building still stands at 285 Rowayton Avenue (Photograph 7).

Access to the railroad also proved to be an immediate selling point for homes and land nearby. Sellers began to mention the new depot in real estate advertisements in New York City newspapers as early as May of 1867, just a few weeks after its opening.³⁶ The positive effect of the depot on land values soon became clear. An article in the *New York Herald-Tribune* from May 22, 1869 stated, “Since the depot was erected, about a year ago, property has increased 50 per cent in value.” It goes on to state, “Lots 80 x150 feet, within five minutes’ walk of the depot, are worth from \$300 to \$500 each. The scenery as viewed from the neighboring hill tops is fine. Distance to New York, 40 miles. Two daily trains leave each way. Yearly rates of commutation, \$117.” Rowayton was already being advertised as a commuter community.

As property values climbed, families sold their farms and new homes were quickly built on the fields. Rowayton experienced a nearly continuous building boom beginning in the 1870s.³⁷ Construction of new homes in the district followed this trend with twenty-one houses built between 1871 and 1895; thirty-eight in the period between 1900 and 1930. No new construction took place in the district during the Great Depression years between 1930 and 1937 and only three new houses were built in the district between 1938 and 1940. Most of the homes in the district were built one at a time for individuals whenever land became available.

Criterion C: Architecture

The Rowayton Depot Historic District is a distinct portion of Norwalk that is locally significant in the category of architecture for its intact and uninterrupted collection of modest versions of common late-eighteenth through early twentieth-century residential styles. Within Fairfield County where strong development pressures exist, intact streetscapes and neighborhoods of housing from this period of significance are becoming less frequent. The

³⁴ Halfshell, 65.

³⁵ Norwalk, 132.

³⁶ “Near Rowayton Station,” *New York Herald-Tribune*, May 27, 1867.

³⁷ Halfshell, 139.

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district includes examples of the Federal style from when Rowayton was rural in addition to several nineteenth-century Folk Victorian, vernacular, and Queen Anne houses, as well as early twentieth century Colonial Revival homes. The mix of very modest vernacular homes with high style architecture speaks to the economic diversity of the area during the period of significance. The current condition of houses in the district reinforces the power of this collection of buildings to attract caring residents. Even the small number of recent infill homes is designed to fit in with the neighborhood.

High style architecture in the district reflects style popular in the nation as a whole during their periods of construction. The designs often follow those published in the pattern books and magazines that popular in the late nineteenth and early twentieth centuries. Vernacular houses are all similar to those built by Rowayton oystermen in other parts of the village. They are two-and-one-half-story end gable, wood-framed buildings with little or no ornament. Over time, these houses have been occupied by increasingly affluent owners who have added porches, Victorian trim and other new elements.

There are two more historic districts in Rowayton: Five Mile River Landing and Oysterman's Row, but neither of them has the number or concentration of high style homes along with more modest residences found in this district. Oysterman's Row is made up mostly of vernacular houses built in the off season by men working in Rowayton's oyster fishing industry, while Five mile River Landing is a much smaller district that includes earlier houses, as well as churches and a hotel.

In the rest of Norwalk, the Golden Hill State Register Historic District also has a diverse collection of late nineteenth and early twentieth century buildings, but they tend more toward the high style. The Norwalk Green Historic District, especially the Morgan Avenue section, includes some excellent Italianate, Queen Anne, American Foursquare and early Colonial Revival buildings, but lacks the contrast of vernacular houses found in the Rowayton Depot Historic District.

Norwalk has two more railroad stations on the Metro North New Haven line, but neither of them is surrounded by neighborhoods similar to the Rowayton Depot Historic District. The largest station is at South Norwalk where the neighborhood around the station was radically changed by urban renewal demolitions and new construction in the late 1960s. A new road, Martin Luther King Boulevard, was built to the west of the westbound section of the station in 1968 and a four-story brick apartment building was constructed between the station and the new road that same year. Also in 1968, eight two-story brick apartment buildings were constructed to the north of the station across Monroe Street. The station is divided from the surrounding neighborhoods to the south and east by large parking lots, access roads and elevation changes.

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The East Norwalk station is near a former hat factory and it is surrounded by commercial development.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 63

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 41.080027 | Longitude: -73.445867 |
| 2. Latitude: 41.080185 | Longitude: -73.444191 |
| 3. Latitude: 41.070268 | Longitude: -73.442994 |
| 4. Latitude: 41.070243 | Longitude: -73.444362 |
| 5. Latitude: 41.072821 | Longitude: -73.448047 |

Or

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The district boundaries are shown on the attached district map (Figure 2).

The district extends along an approximately one-half-mile section of Rowayton Avenue from 337 Rowayton Avenue just north of Arnold Lane, south to 195 Rowayton Avenue. In addition to the houses that comprise the residential portion of the village, the district encompasses the railroad depot building, a railroad overpass, a pond used for locomotive water replenishment and an early cemetery.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the district encompass the core of the residential section of Rowayton that developed as a commuter rail suburb in response to the construction of Rowayton Depot station. A small number of properties that pre-date the railroad station are interspersed throughout the district. These properties are included as contributing because they are associated with the earliest phase of development in this outlying section of Norwalk and illustrate the transformation of the area from a sparsely settled agrarian community to a denser railroad village. Rowayton Avenue south of the railroad station forms the spine and densest portion of the district. The west edge of the district is clearly defined by the river and municipal boundary. To the north and east, the district boundary was delineated to exclude post-World War II automobile suburban development and changes in the consistency of the development pattern as you travel further from the railroad station. A few houses dating to the period of significance are located north of the district, but are spaced further apart and mixed with a range of later residential development. The southern edge of the district abuts the Five Mile Landing National Register Historic District. This area is excluded from the Rowayton Depot Historic District because it is more commercial in nature and has more historic associations that pre-date the railroad.

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11. Form Prepared By

name/title: Tod Bryant Edits and additions by Jenny Scofield, NR Coordinator, CT SHPO (2018)

organization: Heritage Resources

street & number: 23 Morgan Avenue

city or town: Norwalk state: CT zip code: 06851

e-mail tod@heritageresourcesct.com

telephone: 203-852-9788

date: June 14, 2012, revised August 16, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs

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to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Rowayton Depot Historic District

City or Vicinity: Norwalk

County: Fairfield

State: Connecticut

Photographer: Tod Bryant

Date Photographed: April 2013

Description of Photograph(s) and number:

Photo 1 of 24. Station building, view southwest showing east and north elevations.

Photo 2 of 24. Station building, view southwest showing original door and windows.

Photo 3 of 24. Station building, view north showing south elevation and platform.

Photo 4 of 24. Mill stream, view north showing railroad overpass.

Photo 5 of 24. View northwest from railroad embankment, showing Chasmer's Pond and falls.

Photo 6 of 24. Raymond Cemetery and 213 Rowayton Avenue, view northeast.

Photo 7 of 24. 285 Rowayton Ave, 1890 Post Office building, view southwest.

Photo 8 of 24. View north from 261 Rowayton Avenue.

Photo 9 of 24. View south from 237 Rowayton Avenue.

Photo 10 of 24. View east from 5 Dibble Street.

Photo 11 of 24. 315 Rowayton Ave Edward Chasmer House, view west.

Photo 12 of 24. 204 Rowayton Avenue, view northeast.

Photo 13 of 24. 243 Rowayton Avenue, view southwest.

Photo 14 of 24. 246 Rowayton Avenue, The Theophile Euphrate House, view southeast.

Photo 15 of 24. 260 Rowayton Avenue, The E. Adele Luckey House, view northeast.

Photo 16 of 24. 286 Rowayton Avenue, The George W. Bryant House and 288 Rowayton Avenue, The Ephraim Thomes House, view southeast.

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Photo 17 of 24. 259 Rowayton Avenue, The Andrew Bell Homestead, view northwest.

Photo 18 of 24. 3 Belmont Place, The Vincent Colyer Barn and 5 Belmont Place, The Samuel Sands House, view northeast.

Photo 19 of 24. 2 Arnold Lane, view north.

Photo 20 of 24. 337 Rowayton Avenue, The Cyrus and Polly Fitch House, view west.

Photo 21 of 24. 12 Cudlipp Street, view east.

Photo 22 of 24. 11 and 13 Hunt Street, view northeast.

Photo 23 of 24. 8 Thomes Street, view southeast.

Photo 24 of 24. 210 Rowayton Avenue, United Church of Rowayton, view northeast.

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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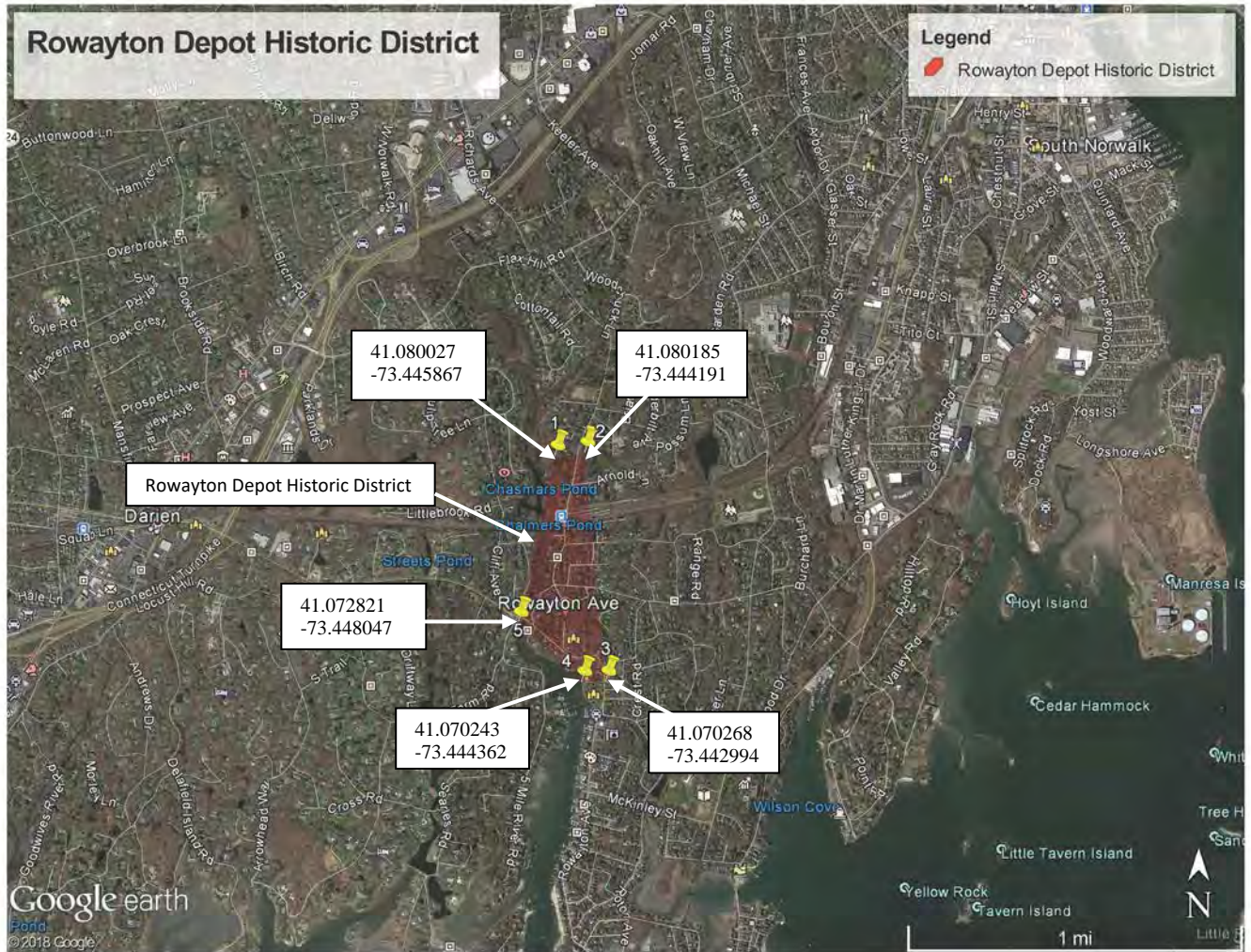


Figure 1. Map showing location of Rowayton Depot Historic District

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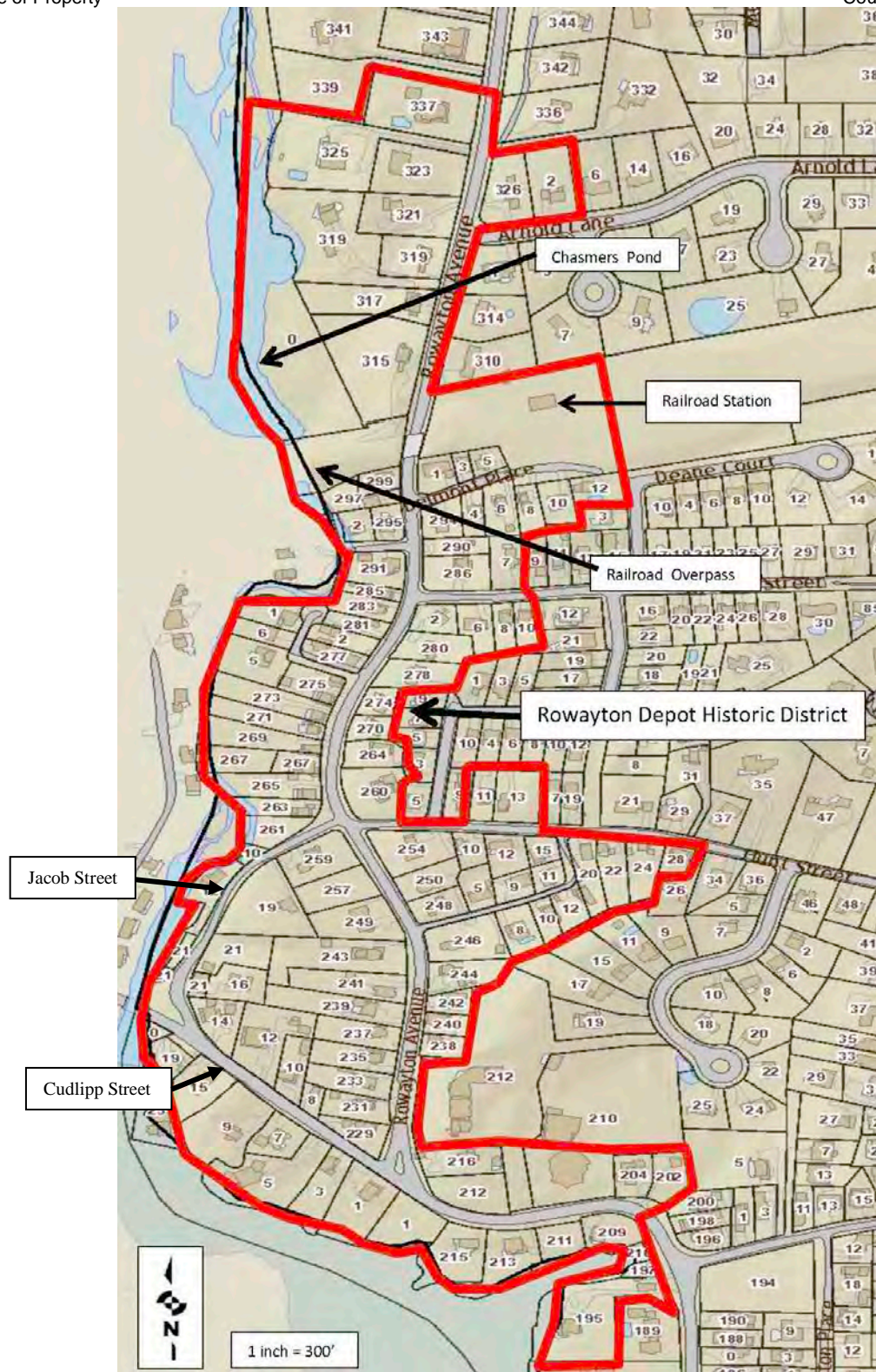


Figure 2. Map showing boundaries of Rowayton Depot Historic District

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Figure 3. Photo Key for Rowayton Depot Historic District

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Figure 4. Rowayton Depot Historic District. Detail of 1856 Clark map of the area. (Norwalk Public Library)



Figure 5. Detail of 1867 Beers map showing area around Rowayton Depot. (Norwalk Historical Society)

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Figure 6. Detail of 1893 Hurd map showing locations of depot and post office. (David Rumsy Map Collection)



Figure 7. View west of first depot building.c. (Thomas J. Dodd Research Center, University of Connecticut)

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Figure 8. Second depot building, view north c. 1910. (Thomas J. Dodd Research Center, University of Connecticut)



Figure 9. Showing station on north side of tracks , along with platform and shelter on south side of tracks, View northeast c. 1930. (Thomas J. Dodd Research Center, University of Connecticut)

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Figure 10. View west, showing pumping station at Chasmer's Pond, March 10, 1900. (Lisa Wilson Grant Collection)



Figure 11. View west showing water tanks between tracks in 1909. (Rowayton Historical Society)

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Figure 12. View southwest showing locomotive taking on water from tanks between tracks c.1900. (Rowayton Historical Society)



Figure 13. Postcard view north showing railroad overpass, mill stream, falls on Chasmers Pond and passing locomotive c. 1885. (Dana Laird Postcard Collection)

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Figure 14. Rowayton Depot Historic District. View north from 263 Rowayton Avenue c.1908.
(Rowayton Historical Society)



Rowayton





NEW LISTING
LINDSEY'S HOME
NEW HOME
IN SALES

NEW LISTING
LINDSEY'S HOME
NEW HOME
IN SALES

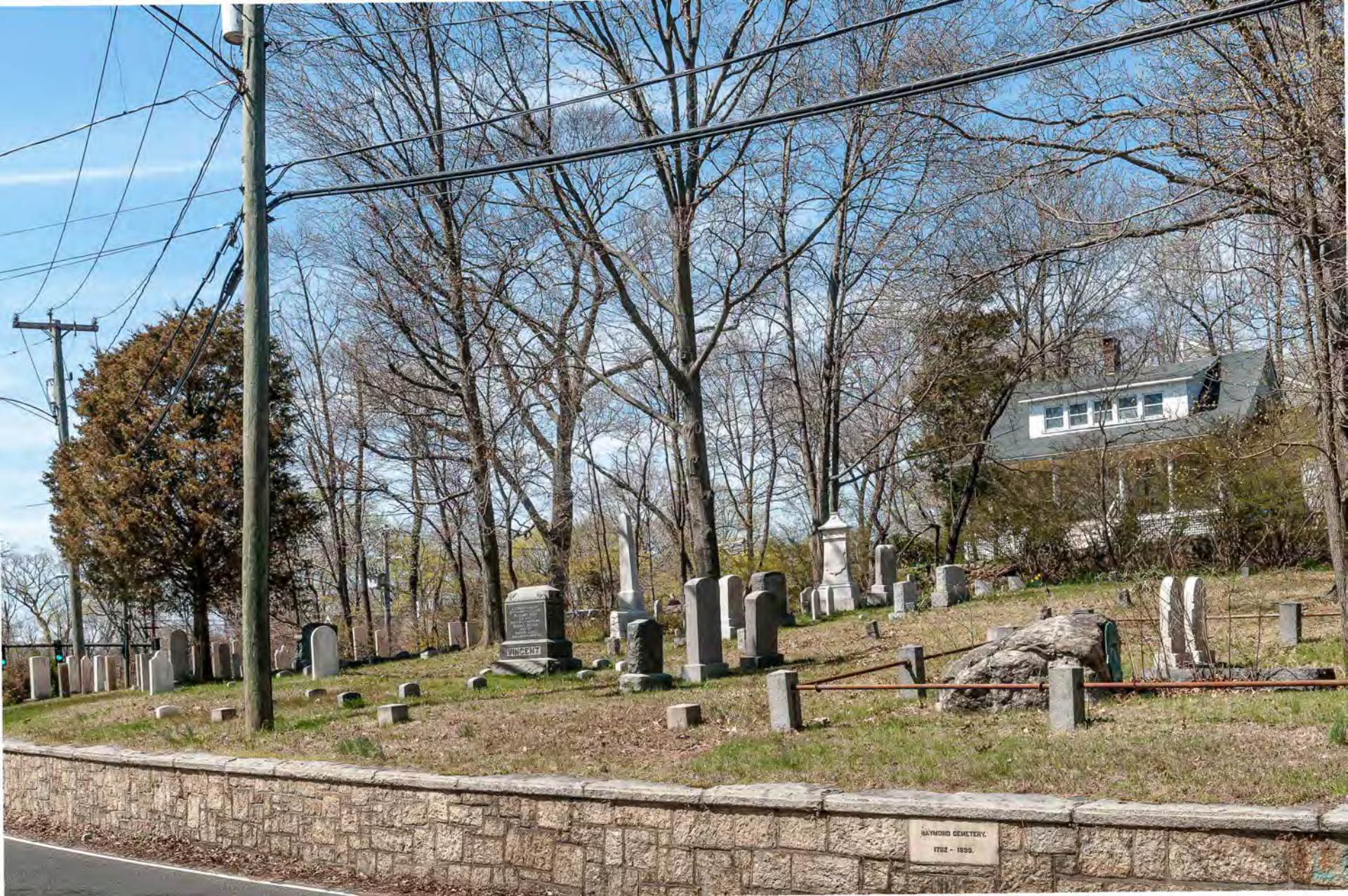
IT'S THE
FIRST PLACE
TO GO
FOR WHAT'S DOWN THE ROAD.

Rowayton

The River







RAYMOND CEMETERY.
1782 - 1899.

VINCENT



Rowayton
Post Office
~1890

285

POST OFFICE









315

Chasmar























11





National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Resubmission

Property Name: Rowayton Depot Historic District

Multiple Name:

State & County: CONNECTICUT, Fairfield

Date Received:
5/7/2019

Date of Pending List:

Date of 16th Day:

Date of 45th Day:
6/21/2019

Date of Weekly List:

Reference number: RS15000410

Nominator:

Reason For Review:

Accept Return Reject 6/21/2019 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Roger Reed 

Discipline Historian

Telephone (202)354-2278

Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

United States Department of the Interior
National Park Service

RECEIVED 2280

MAY 29 2015

National Register of Historic Places Registration Form

Nat. Register of Historic Places
National Park Service

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

1. Name of Property

historic name Rowayton Depot Historic District

other names/site number _____

2. Location

street & number 1-44 Arnold Lane, 6-12 Belmont Place, 2 Carolyn Court, 1-23 Cudlipp Street, 5-15 Dibble Street, 5-28 Hunt Street, 12 and 19 Jacob Street, 5B1-6 McKendry Court, 202-319 Rowayton Avenue, 7-11 Thomes Street

not for publication
 vicinity

city or town Norwalk

state Connecticut code CT county Fairfield code 001 zip code 06854

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for termination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

national statewide local

Daniel T. Funn SHPO 5/18/15
Signature of certifying official/Title Date

CT DECD
State or Federal agency/bureau or Tribal Government

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

Daniel T. Funn 5/18/15
Signature of commenting official Date

State Historic Preservation Officer CT DECD
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Signature of the Keeper _____ Date of Action _____

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5. Classification

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

Category of Property
(Check only one box.)

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

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

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

Contributing	Noncontributing	
124	23	buildings
2		sites
1		structures
		objects
127	23	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: *rail-related*

LANDSCAPE: *parking lot*

COMMERCE/TRADE: *department store*

DOMESTIC: *single dwelling*

AGRICULTURE/SUBSITENCE: *agricultural field*

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: *rail-related*

LANDSCAPE: *parking lot*

COMMERCE/TRADE: *professional*

DOMESTIC: *single dwelling*

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY: *Greek Revival*

LATE VICTORIAN: *Italianate*

LATE VICTORIAN: *Queen Anne*

LATE 19TH & EARLY 20TH CENTURY AMERICAN

MOVEMENTS: *Colonial Revival*

Materials

(Enter categories from instructions.)

foundation: *Stone, brick, concrete*

walls: *Wood, asbestos shingle, vinyl, stucco*

roof: *Asphalt shingle, wood*

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LATE 19TH & EARLY 20TH CENTURY AMERICAN

MOVEMENTS: Prairie School

other: _____

MODERN MOVEMENT: Contemporary

MODERN MOVEMENT: Neo-Expressionist

MODERN MOVEMENT: Ranch Style

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Rowayton Depot Historic District is a residential area around the Rowayton Metro North railroad station. Rowayton is a village on the southwest corner of the City of Norwalk, Connecticut. The district illustrates the growth of a suburban neighborhood around a transportation hub over a period of more than one hundred years. It includes many well-preserved examples of late nineteenth century and early to mid-twentieth century houses, as well as an early twentieth century railroad station building, a nineteenth century railroad overpass, an eighteenth century cemetery and a twentieth century Modern church. The district is bordered to the north by the property at 321 Rowayton Avenue and the homes on the north side of Arnold Lane; to the west and south by the Five Mile River; to the east by homes on the east end of Arnold Lane on the north of the railroad tracks and homes on Thomes Street, Hunt Street and Rowayton Avenue on the south side of the tracks. The depot was opened in 1867 with service to New York City to the west and New Haven, Connecticut to the east with both destinations about one hour away. The district includes the station itself, as well as residences built between 1820 and 1964. The current station building is on the north, New York bound, side of the tracks and it was built in c.1910 in the Italian Renaissance style (Photo 1). A mostly open platform serves passengers on the south, New Haven bound, side of the tracks (Photo 2). The district also includes a nineteenth century railroad overpass over the Five Mile River (Photo 4) and Chasmers' Pond to the north of the railroad tracks on the west side of Rowayton Avenue (Photo 5). The pond was once used as a water source for passing locomotives. The Raymond Cemetery, which was established by the locally-prominent Raymond Family in 1782, is located at the south end of the district (Photo 6). Most of the development of the district has occurred to the south of the station, but there is a group of Mid-Century Modern homes to the north. The architectural styles of the buildings in the district are typical of their dates of construction and they provide a visible history of the area. The district is almost entirely residential and consists primarily of two and one half story houses with varying setbacks on quarter acre lots. Many lots have large mature trees and most are landscaped with lawns, shrubbery and some flowering plants. The land is level near the Five Mile River at along the railroad right-of-way, but it rises sharply to the east of Rowayton Avenue.

Narrative Description

The District is a residential neighborhood consisting of buildings, structures and sites built between 1820 and 1964. The district is centered on Rowayton Avenue as it runs north from its intersection with Witch Lane near 202 Rowayton Avenue, across the railroad tracks to 321 Rowayton Avenue. It extends west to include all of Cudlipp Street, Jacob Street, Carolyn Court and McKendry Court. to the east, it includes up to Thomes Street from Rowayton Avenue to Gilbert Hill Road, all of Belmont Place, all of Dibble Street, all of Arnold Lane and Hunt Street to the intersection of Steepletop Lane. The district's boundaries are based on the historic development patterns of the area and they include

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buildings and sites that were built in the area before and after the opening of the depot, as well as the depot itself and railroad-related sites and structures. There is also an early cemetery in the district.

Rowayton Avenue follows the east bank of the Five Mile River and it functions as the Main Street (as it was once called) of the village. While this street is primarily commercial in nature further south in the village center, it is almost entirely residential in the district. All of the high-style nineteenth century homes in the district are located on Rowayton Avenue. The side streets to the east: Thomes Street, Dibble Street and Hunt Street are lined with vernacular houses. Belmont Place serves as the entrance to the parking lot on the south side of the railroad station and it also has vernacular houses on both sides. Arnold Lane is the only street in the Rowayton Ridge housing development and it is lined with Ranch houses. Four streets connect to the west side of Rowayton Avenue. Cudlipp Street runs northwest from its intersection with Rowayton Avenue near the Raymond Cemetery and it leads to a bridge which connects Rowayton to Darien across the Five Mile River. It is also lined mostly with Vernacular homes. Jacob Street runs the short distance northwest along the Five Mile River from the bridge to Darien to Rowayton Avenue. Carolyn Court and McKendry Court provide access to homes built on former back lots.

Number	Street	Year Built	Status	Style
1	Arnold Lane	1960	Contributing	Ranch
2	Arnold Lane	1939	Contributing	Colonial Revival
3	Arnold Lane	1960	Contributing	Ranch
6	Arnold Lane	1958	Contributing	Ranch
7	Arnold Lane	1960	Contributing	Ranch
9	Arnold Lane	1962	Contributing	Ranch
14	Arnold Lane	1958	Contributing	Ranch
15	Arnold Lane	1958	Contributing	Ranch
16	Arnold Lane	1958	Contributing	Ranch
17	Arnold Lane	1960	Contributing	Ranch
19	Arnold Lane	1954	Contributing	Ranch
20	Arnold Lane	1959	Contributing	Ranch
23	Arnold Lane	1960	Contributing	Ranch
24	Arnold Lane	1959	Contributing	Ranch
25	Arnold Lane	1965	Contributing	Raised Ranch
27	Arnold Lane	1956	Contributing	Ranch
28	Arnold Lane	1958	Contributing	Ranch
29	Arnold Lane	1959	Contributing	Ranch
32	Arnold Lane	1959	Contributing	Ranch
33	Arnold Lane	1959	Contributing	Ranch
35	Arnold Lane	1959	Contributing	Ranch
36	Arnold Lane	1960	Contributing	Ranch
38	Arnold Lane	1960	Contributing	Raised Ranch
39	Arnold Lane	1960	Contributing	Ranch
40	Arnold Lane	1960	Contributing	Ranch
41	Arnold Lane	1960	Contributing	Ranch
42	Arnold Lane	1960	Contributing	Ranch
43	Arnold Lane	1960	Contributing	Ranch
44	Arnold Lane	1961	Contributing	Ranch
3	Belmont Place	1874	Contributing	Vernacular (barn)
4	Belmont Place	1959	Contributing	Vernacular
5	Belmont Place	1910	Contributing	Vernacular
6	Belmont Place	1890	Contributing	Italianate
8	Belmont Place	1830	Contributing	Vernacular
10	Belmont Place	1979	NC	
12	Belmont Place	1830	Contributing	Vernacular

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Name of Property				County and State	
2	Carolyn Court	1922	Contributing	Colonial Revival	
1	Cudlipp Street		Contributing	Colonial	
3	Cudlipp Street	1905	Contributing	Queen Anne	
5	Cudlipp Street	2008	NC		
7	Cudlipp Street	1900	Contributing	Vernacular	
8	Cudlipp Street	1928	Contributing	Vernacular	
9	Cudlipp Street	1834	Contributing	Vernacular	
10	Cudlipp Street	1911	Contributing	Prairie	
12	Cudlipp Street	1999	NC		
14	Cudlipp Street	1780	NC		
15	Cudlipp Street	1895	Contributing	Vernacular	
16	Cudlipp Street	1922	Contributing	Vernacular	
19	Cudlipp Street	1930	Contributing	Vernacular	
23	Cudlipp Street	2004	NC		
5	Dibble Street	1938	Contributing	Colonial Revival	
8	Dibble Street	1930	Contributing	Colonial Revival	
9	Dibble Street	1970	NC		
10	Dibble Street	1900	Contributing	Colonial Revival	
11	Dibble Street	1900	Contributing	Colonial Revival	
12	Dibble Street	1900	Contributing	Colonial Revival	
15	Dibble Street	1979	NC		
5	Hunt Street	1980	NC		
9	Hunt Street	2006	NC		
10	Hunt Street	1927	Contributing	Colonial revival	
11	Hunt Street	1906	Contributing	Vernacular	
12	Hunt Street	1890	Contributing	Vernacular	
13	Hunt Street	1890	Contributing	Vernacular	
17	Hunt Street	2006	NC		
19	Hunt Street	2006	NC		
20	Hunt Street	1889	Contributing	Vernacular	
21	Hunt Street	1958	Contributing	Vernacular	
22	Hunt Street	1890	Contributing	Vernacular	
24	Hunt Street	1890	Contributing	Vernacular	
26	Hunt Street	1949	Contributing	Vernacular	
28	Hunt Street	1940	Contributing	Vernacular	
12	Jacob Street	1961	Contributing	Contemporary	
19	Jacob Street	1919	Contributing	Vernacular/Barn	
21	Jacob Street	1920	NC		
1	McKendry Court	1940	Contributing	Colonial Revival	
2	McKendry Court	1950	Contributing	Colonial Revival	
5	McKendry Court	1930	Contributing	Colonial Revival	
6	McKendry Court	1976	NC		
202	Rowayton Avenue	1900	Contributing	Vernacular/Barn	
204	Rowayton Avenue	1842	Contributing	Greek Revival	
209	Rowayton Avenue	1865	NC		
210	Rowayton Avenue	1963	Contributing	Modern	
212	Rowayton Avenue	1962	Contributing	Modern	
213	Rowayton Avenue	1912	Contributing	Prairie	
215	Rowayton Avenue	1972	NC		
216	Rowayton Avenue	1913	Contributing	Prairie	
217-227	Rowayton Avenue	1782	Contributing	Cemetery (Site)	
229	Rowayton Avenue	1855	Contributing	Queen Anne	

REMOVED

<u>Rowayton Depot Historic District</u>		<u>Fairfield County</u>		<u>Connecticut</u>	
Name of Property				County and State	
231	Rowayton Avenue	1858	Contributing	Queen Anne	
233	Rowayton Avenue	1855	Contributing	Vernacular	
235	Rowayton Avenue	1890	Contributing	Queen Anne	
237	Rowayton Avenue	1890	Contributing	Queen Anne	
238	Rowayton Avenue	1865	NC		
239	Rowayton Avenue	1985	NC		
240	Rowayton Avenue	1928	NC		
241	Rowayton Avenue	1892	Contributing	Queen Anne	
242	Rowayton Avenue	2006	NC		
243	Rowayton Avenue	1890	Contributing	Queen Anne	
244	Rowayton Avenue	1888	Contributing	Folk Victorian	
246	Rowayton Avenue	1888	Contributing	Queen Anne	
248	Rowayton Avenue	1930	Contributing	Victorian	
249	Rowayton Avenue	1952	Contributing	Colonial Revival	
250	Rowayton Avenue	1930	Contributing	Colonial Revival	
254	Rowayton Avenue	1882	Contributing	Vernacular	
257	Rowayton Avenue	1886-1940	Contributing	Colonial Revival	
259	Rowayton Avenue	1822	Contributing	Second Empire	
260	Rowayton Avenue	1895	Contributing	Queen Anne	
261	Rowayton Avenue	1910	Contributing	Vernacular	
263	Rowayton Avenue	1905	Contributing	Vernacular	
264	Rowayton Avenue	1910	Contributing	Vernacular	
265	Rowayton Avenue	1878	Contributing	Vernacular	
267	Rowayton Avenue	1940	Contributing	Vernacular	
269	Rowayton Avenue	1915	Contributing	Folk Victorian	
270	Rowayton Avenue	1986	NC		
271	Rowayton Avenue	1900	Contributing	Queen Anne	
273	Rowayton Avenue	1890	Contributing	Folk Victorian	
274	Rowayton Avenue	1986	NC		
275	Rowayton Avenue	1892	Contributing	Folk Victorian	
277	Rowayton Avenue	1960	Contributing	Vernacular	
278	Rowayton Avenue	1970	NC		
280	Rowayton Avenue	1930	Contributing	Colonial Revival	
281	Rowayton Avenue	1930	Contributing	Colonial Revival	
283	Rowayton Avenue	1925	Contributing	Colonial Revival	
285	Rowayton Avenue	1890	Contributing	Vernacular	
286	Rowayton Avenue	1871	Contributing	Queen Anne	
288	Rowayton Avenue	1887	Contributing	Queen Anne	
290	Rowayton Avenue	1888	Contributing	Victorian	
291	Rowayton Avenue	1895	Contributing	Victorian	
294	Rowayton Avenue	1975	NC		
295	Rowayton Avenue	1960	Contributing	Colonial Revival	
297	Rowayton Avenue	1978	NC		
299	Rowayton Avenue	1910	Contributing	Italian Renaissance	
310	Rowayton Avenue	1959	Contributing	Colonial Revival	
314	Rowayton Avenue	1959	Contributing	Colonial Revival	
315	Rowayton Avenue	1820	Contributing	Federal	
317	Rowayton Avenue	1923	Contributing	Colonial Revival	
319	Rowayton Avenue	1987	NC		
319	Rowayton Avenue	1923	Contributing	Colonial Revival	
7	Thomes Street	1905	Contributing	Colonial Revival	

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8	Thomes Street	1900	Contributing	Queen Anne
10	Thomes Street	1905	Contributing	Vernacular
11	Thomes Street	1910	Contributing	Vernacular
	Chasmer's Pond	c. 1800	Contributing	Site
	Railroad overpass	1847	Contributing	Structure

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8. Statement of Significance

Applicable National Register Criteria

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

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

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

TRANSPORTATION

Period of Significance

1820-1963

Significant Dates

1867

Criteria Considerations

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

Property is:

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

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Salerno, Joseph

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Period of Significance (justification)

The earliest home in the district was built c.1820 and the most recent contributing resource was built in 1963.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Rowayton Depot Historic District is locally significant under Criterion A because it illustrates the growth of a suburban neighborhood around a transportation hub over a period of more than one hundred years. There were only a few houses and small farms in the area before construction of the railroad station, but it is now a densely developed suburb. The establishment of the depot and the local post office are directly connected to the choice of Rowayton as the name for the village. It is also significant under Criterion C because it includes many well-preserved examples of late nineteenth century and early to mid-twentieth century houses, as well as an early twentieth century railroad station building, a nineteenth century railroad overpass, an eighteenth century cemetery and a mid-twentieth century Modern church.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A

Village of Rowayton

In the 17th century Norwalk's early settlers were clustered on the east side of the Norwalk River around the south end of East Avenue. As a result, there was little interest in land on the west side of the river, because settlers would have to travel about a mile north to where the Norwalk river narrowed enough to be crossed and then continue southwest for several miles to reach the fields. The trip home would be equally arduous. It took thirty-five years for the Town to start allotting land on the west side of the river. The area continued to be so sparsely settled that as late as 1780 only thirty-five families lived there. Most of these early Rowaytonites stayed along the northernmost boundary of the village on the Boston Post Road about three miles from the mouth of the Five Mile River. By the end of the eighteenth century, only four families had settled near the end of today's Wilson Avenue at intersection of the Five Mile River and Long Island Sound.¹

Rowayton's early inhabitants were subsistence farmers and fisherman and the area remained nearly isolated because of lack of roads. Its population slowly began to increase as families grew and returning Revolutionary War veterans looked for places to begin a new life.² These families exploited their location on Long Island Sound and by the 1830s Rowayton had two piers and four small warehouses serving coastal schooners. Onions were one of the principle

¹ Frank E. Raymond, *Rowayton on the half shell* (West Kennebunk, Maine: Phoenix Publishing, 1990)12-15.

² *Ibid.*, 43.

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crops of the area and they were grown in nearby New Canaan and the Brookside area of Norwalk to be exported by water to New York City. The advent of steam power only increased this traffic and larger schooners succeeded the small packet boats for coastal trade. They continued to be active even after the coming of the railroad. Rowayton was home to several of these boats through the early 20th century.³

Beginning in the first quarter of the nineteenth century, excursion boats began to bring sweltering New Yorkers up Long Island Sound to escape the hot city in relatively nearby waterfront towns like Norwalk. Rowayton, which was then known as Five Mile River Landing, boasted several hotels and boarding houses catering to summer visitors who usually travelled to them by water.⁴ The railroad came to Connecticut in 1847, but the closest stations to Rowayton were Darien, about three miles to the west and South Norwalk, about three miles to the east. The area's picturesque shoreline and cool breezes convinced some city dwellers to buy or build their own summer homes and a few year-round residences in the village.⁵

The Depot, the Post Office and the name of the village

New York publisher George Palmer Putnam (1814-1872) purchased a home in the village in 1861. This waterside house would be the family's fulltime home⁶ and he spent considerable time and money in an effort to improve life in the tiny village. He started a public library, brought in famous speakers and donated funds to help repair the Union Church. Despite the fact that his efforts to bring culture to the village bore little fruit, Putnam persisted. He commuted to New York City as did his friend, artist and humanitarian Vincent Colyer (1825-1888)⁷, who lived just across the Five Mile River in Darien on Contentment Island. Both men wanted a Five Mile River Landing station to make it easier for them to get to and from the city. They presented a petition for a new station to the New York & New Haven Railroad in 1867. Land for the station was donated by Lester St. John on the north (west bound) side of the tracks and by Jacob Grant, former private in the 8th Connecticut Volunteer Infantry, on the south or east bound side. The railroad accepted the land and the petition. The Five Mile River Landing Depot opened on February 24, 1867 – the first step in transforming this small fishing village into a densely developed residential community. The new depot provided service for both passengers and freight and businesses shipped out lumber, oysters and other goods and received shipments of coal, which was becoming popular for heating.⁸

Since mail traveled by rail, Putnam and the village began to petition for the establishment of a post office. Unfortunately this movement created a major controversy. The Postal Service found the name "Five Mile River Landing" too long for a postmark. Putnam researched early names for the village and submitted the name "Rowayton" which was accepted as appropriately short. In order to meet the minimum amount of mail required, he brought mail from his New York publishing firm to be sent from the new post office. The Post Office was now designated Rowayton, but the depot was still called Five Mile River Landing. This naming discrepancy resulted in a bitter local battle with many naming suggestions including Grantville, in honor of both Jacob Grant, who had served in the Civil War and donated some of the land for the depot, and General Ulysses S. Grant, then president.⁹ Several meetings were held to decide on a name and at each meeting a name would be accepted, only to be rejected at the next meeting. The January 1, 1869 edition of the Norwalk Gazette reported that the residents had chosen the name Grantville by a vote of 67-2, however, there is no official

³ Ibid., 49-50.

⁴ Ibid.

⁵ Norwalk, 132.

⁶ Ezra Greenspan, *George Palmer Putnam: representative American publisher* (University Park: University of Pennsylvania Press, 2000) 399.

⁷ Vincent Colyer was an artist who founded of the Christian Commission during the Civil War which provided medical and religious material to Union soldiers. He was also active in recruiting colored troops. After the Civil War, he travelled in the American west and advocated for better treatment for Native Americans. He bought Contentment Island at the mouth of the Five Mile River in 1861, where he lived and continued to paint until his death in 1888. He is best known for his paintings of the American southwest and Alaska. ("Vincent Colyer," Eastern North Carolina Digital Library, accessed June 29, 2013.

⁸ Halfshell, 61.

⁹ Norwalk, 132.

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record of the adoption of that name and Rowayton remained the name for the village. It was not until 1884 that the railroad changed the sign at the depot to read "Rowayton."¹⁰

The depot was Putnam's most important and lasting gift to the community. Local residents had not always valued his efforts for them during his lifetime, but his contributions to Rowayton were finally appreciated after his death. The village paid tribute by naming one of their commercial sloops after him.¹¹ The 1890 Post Office building still stands at 385 Rowayton Avenue (Photo 7).

Development of the area

Before the opening of the Rowayton Depot in April 1867,¹² there were only a few houses and scattered farms in the area.¹³ In fact, only about twelve of the one hundred forty-nine buildings in the district appear on an 1867 map of the area (Figure 1).¹⁴ Access to the railroad, however, proved to be an immediate selling point for homes and land nearby. Sellers began to mention the new depot in real estate advertisements in New York City newspapers as early as May of 1867, just a few weeks after its opening.¹⁵ The positive effect of the depot on land values soon became clear. An article in the *New York Herald-Tribune* from May 22, 1869 stated, "Since the depot was erected, about a year ago, property has increased 50 per cent in value." It goes on to state, "Lots 80 x150 feet, within five minutes' walk of the depot, are worth from \$300 to \$500 each. The scenery as viewed from the neighboring hill tops is fine. Distance to New York, 40 miles. Two daily trains leave each way. Yearly rates of commutation, \$117." Rowayton had already become a commuter community.

As property values climbed, families sold their farms and new homes were quickly built on the fields. Rowayton experienced a nearly continuous building boom beginning in the 1870s.¹⁶ Construction of new homes in the district followed this trend with twenty-one houses built between 1871 and 1895; thirty-eight in the period between 1900 and 1930. No new construction took place in the district during the Great Depression years between 1930 and 1937, but the pace quickened with economic recovery and forty-two new houses were built in the district between 1938 and 1965. The increased housing density that resulted from this construction can clearly be seen in the aerial photographs taken in 1934 (Figure 2) and 1965 (Figure 3).

Most of the homes in the district were built one at a time for individuals whenever land became available. The 1934 image shows vacant land north of the depot, while the 1964 image shows a development of single family Ranch homes on that land. This is the only planned development in the district. It is typical of American post-war suburbs and was part of one of the largest building booms in American history.¹⁷ It was known as "Rowayton Ridge" and it was developed, beginning in 1958, by local Realtor Donald St. John.¹⁸ The land had been in the St. John family since at least 1856 when the home of L. St. John appears there on Clark's map of Fairfield County (Figure 4).¹⁹ It was still in the family in 1867 when Lester St. John donated part of his land for the north side of the depot.²⁰ The homes in the development were described as, "...two different Ranch Models. One with the Western flare – one with the Colonial. Each has 3 bedrooms 1 ½ baths, full basement, fireplace, porch. Oil-hot-water-heat and all other fine features found in a quality

¹⁰ Halfshell, 65.

¹¹ Norwalk, 132.

¹² *Springfield Republican*, April 25, 1867.

¹³ Halfshell, 12.

¹⁴ 1867 Beers map

¹⁵ "Near Rowayton Station," *New York Herald-Tribune*, May 27, 1867.

¹⁶ Halfshell, 139.

¹⁷ Donald L. Ames and Linda Flint McClelland, *Historic Residential Suburbs* (Washington: National Park Service, 2002) 10.

¹⁸ "Rowayton Ridge," advertisement, *The Hour*, Norwalk, May 15, 1959.

¹⁹ "Clark's Map of Fairfield County, Connecticut" (Philadelphia: Richard Clark, 1856) detail.

²⁰ Halfshell, 61.

Rowayton Depot Historic District Fairfield County
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home.”²¹ Lot sizes were from one third to one half acre and they were built by Phillip Tucciarone of Westwood Manor Homes. They sold for \$22,000 and \$22,500.²²

Criterion C

The Rowayton Depot Historic District surrounds the Metro North railroad station which occupies the site of the original depot. The district includes a c.1847 railroad overpass and a pond once used to provide water for locomotives. Most of the homes are uniformly set back from the street and streetscapes evoke an earlier time with their welcoming front porches and well-tended cottage gardens. Many of the buildings in the district are variants of vernacular styles common to the area, but there are also several high-style 19th century homes on Rowayton Avenue. A Modern church and an eighteenth century cemetery mark the southern edge of the district; while a mid-twentieth century housing development defines its northern boundary.

The Station Building

The Rowayton Depot opened in April of 1867 with speeches, a band from New York, an excursion and a dinner.²³ The original station building stood on the north side of the tracks on approximately the same site as the current building. This first station was a Gothic-inspired design which incorporated wide roof overhangs to shelter waiting passengers. (Figure 4). This building was replaced in about 1910 with the first version of the existing Italian Renaissance building (Figure 5) which remained unchanged until at least the late 1950s (Figure 6 -8).²⁴ Sometime after this, probably in the 1960s or 1970s, the roof of the station building was changed from tile to asphalt shingle, the exposed rafter tails were removed and hardware cloth was attached to the exterior of many of the windows (Photo 1). Most of the exterior of the building, including windows and doors, remains substantially unchanged since its construction in the early twentieth century (Photo 2). New Haven Line platforms were raised, beginning in 1974, to accommodate new commuter rail cars.²⁵ The new platforms blocked access to the doors and ticket windows on the south elevation of the station building (Photo 3). The shelter on the south platform was also removed, probably when the platforms were raised.

Chasmers' Pond and the Ghost Train

Competition for passengers among rival railroads on the Boston to New York route was fierce in the last quarter of the nineteenth century. The New York and New England Railroad enticed riders with the speed and luxury of The New England Limited, which made the run in six hours starting on November 10, 1884. The train left terminals in Boston and New York at 3:00 each day. The southbound train traveled on New York and New England Railroad tracks to Willimantic, where it switched to Air Line tracks to New Haven and finally to New York and New Haven tracks to New York.²⁶ Along with speed, travelers could enjoy, “The parlor cars (which) are furnished with velvet carpets, silk draperies and white silk curtains; the chairs are upholstered in old gold plush, and large plate glass mirrors set off the car.”²⁷ This train was painted white with gold lettering and it was popularly known as “The Ghost Train.”²⁸ In order to make the trip in such a short time, the steam locomotives had to run nonstop and they needed to replenish their water supply twice. To accomplish this, the railroad built two resupply systems, one of which was at Rowayton (Figure 9-10). Water was pumped from Chasmers' Pond into a trough between the tracks and the fireman dropped a scoop from the engine into the trough as the train passed. The system was effective and it was later used for other trains (Figure 11-13). The white cars had to be washed daily because they showed the dust and grime picked up on their journeys. The white Ghost Train lasted until 1895, when the railroad decided to paint the cars a more serviceable color. They also renamed the service “The Air Line

²¹“Rowayton Ridge”

²² Ibid.

²³ Springfield Republican

²⁴ No record of the construction of the existing building could be found. It was dated by researching the cigar advertising poster on the building in Figure 6.

²⁵ Edward C. Burks, “New Haven Line to Get 100 Cars,” *The New York Times*, March 7, 1974.

²⁶ Phyllis R. Flood, “The Ghost Train of 1884,” *Yankee*, November, 1963.

²⁷ *Boston Herald*, March 17, 1891, quoted in Phyllis R. Flood, “The Ghost Train of 1884,” *Yankee*, November, 1963.

²⁸ Burks, “Ghost Train.”

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Limited.”²⁹ The 1847 overpass over the mill stream used to fill the water troughs still stands in the district Figure 14, Photo 4). Chasmers’ Pond also still exists but the pumping station is gone (Figure 15, Photo 5).

Raymond Cemetery

The Raymond Cemetery at 214 Rowayton Avenue was established in 1782 by the members of the locally-prominent Raymond Family. The first burial was in 1783 and several veterans of the Revolutionary War and the Civil War are interred here. Graves include members of several Rowayton families, such as Craw, Vincent, Johnson, Smith, Bell and Raymond, who were important to the development of the village (Photo 6).³⁰

Homes

Little has changed in the Rowayton Depot Historic District south of the depot since the early twentieth century and most of the homes in the district retain a very high degree of architectural integrity. The section of Rowayton Avenue, originally called Main Street, shown in a c.1908 photograph is clearly recognizable in a photograph taken in 2013 (Figure 11, Photo 8). This photograph was taken looking north on Rowayton Avenue from number 263, but similar modern streetscapes, such as the view south from 237 Rowayton Avenue (Photo 9) or the view east from 5 Dibble Street (Photo 10) would be recognizable to Rowaytonites of that era. Two of the earliest houses in the district are the c.1820 Federal house at 315 Rowayton Avenue, once owned by Edward Chasmars³¹ (Photo 11) and the c.1842 Greek Revival house at 204 Rowayton Avenue (Photo 12). There are four notable Queen Anne homes on Rowayton Avenue: The Theophile Euphrate House, built in 1887 at 146 Rowayton Avenue (Photo 13)³²; The E. Adele Luckey House built in 1895 at 260 Rowayton Avenue (Photo 14)³³, and two nearly identical houses, built in 1887, which stand next to each other at the top of a rise on the east side of Rowayton Avenue – The George W. Bryant House at 286 Rowayton Avenue and the Ephraim Thomes House at 288 Rowayton Avenue (Photo 15).³⁴ The Andrew Bell Homestead at 259 Rowayton Avenue is an example of a nineteenth century American remodeling trend (Photo 16). The house was built in 1812,³⁵ but its Mansard roof and porches were probably added after the Civil War. The Second Empire style and its signature Mansard roof were considered quite modern and sophisticated in the 1860s. Adding a Mansard roof to an existing building was common at that time.³⁶ There is one barn in the district that has been converted into a residence. It is at 3 Belmont place (Photo 17), very close to the south platform of the depot. It was built in 1874 by artist and politician Vincent Colyer, who was very active in bringing the depot to Rowayton. The Colonial Revival style of the early twentieth century is represented by several houses including a well preserved example at 2 Arnold Lane (Photo 18). This house is at the edge of the Rowayton Ridge development and provides contrast to the 1950s Ranch houses around it. The Modern Movement is represented in two very different buildings: the modest Contemporary house at 215 Rowayton Avenue (Photo 19) and the soaring Modern United Church of Rowayton at 210 Rowayton Avenue designed by Westport, Connecticut architect Joseph Salerno in 1962. The church was designed to suggest a sail, in keeping with Rowayton’s maritime history (Photo 20).³⁷

The only planned development in the district was known as Rowayton Ridge. It was built starting in 1958 and it is located along the north side of the railroad tracks, a short walk to the station building. Its one street, Arnold Lane, is a curvilinear road with three short cul-de-sacs extending from it to the south. This subdivision design is influenced by both the curvilinear streets in the United States’ first planned subdivision, Olmsted and Vaux’s Riverside, Illinois of 1868³⁸ and the automobile-centric designs and cul-de-sacs used by Stein and Wright in their 1928 plan for Radburn, New Jersey.³⁹

²⁹ Ibid., In December 2003, the Connecticut Historic Preservation Council listed the Air Line Railroad Archaeological District, in Colchester and East Hampton, on the State Register of Historic Places. The district consists of four individual railroad resources that each of which are listed on the National and State Registers of Historic Places. These are the Lyman Viaduct, the Rapallo Viaduct, the Blackledge River Railroad Bridge, and the River Road Stone Arch Bridge. The district includes also the historic railroad right-of-way that connects these separate structures.

³⁰ The Rowayton Historical Society, *Historic Rowayton* (Rowayton: The Rowayton Historical Society, 2009)114.

³¹ City of Norwalk Land Records, Volume 41, page 303. Chasmars also owned the mill pond and the dam.

³² The Rowayton Historical Society, *Historic Rowayton*, 119.

³³ Ibid., 121.

³⁴ Ibid., 132-133.

³⁵ Ibid., 128.

³⁶ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2005)242.

³⁷ United Church of Rowayton, “Church History” <http://www.ucrowayton.org/church-history/> accessed August 10, 2013.

³⁸ Mark Gelernter, *A History of American Architecture* (Hanover, NH: The University Press of New England, 1999) 187.

³⁹ Ibid., 244

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All of the houses in the development were originally one story Ranch designs, but a second story has been added to some of them (Photos 21-25).

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

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

Ames Donald L and Linda Flint McClelland. *Historic Residential Suburbs*. Washington: National Park Service, 2002.

Beers, F. W., A. D. Ellis, and G. G. Soule. *Atlas of Fairfield County, Connecticut*. New York: 1867.

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"Clark's Map of Fairfield County, Connecticut." Philadelphia: Richard Clark, 1856.

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Ray, Deborah Wing and Gloria Stewart. *Norwalk: Being an Historical Account of that Connecticut Town*. Canaan, NH: Phoenix Publishing, 1979.

Raymond, Frank E. *Rowayton on the Half Shell*. West Kennebunk: Phoenix Publishing, 1990.

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United Church of Rowayton. "Church History." <http://www.ucrowayton.org/church-history/> accessed August 10, 2013.

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Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Rowayton Historical Society

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 68
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18T</u> Zone	<u>630459</u> Easting	<u>4548681</u> Northing	3	<u>18T</u> Zone	<u>630792</u> Easting	<u>4547808</u> Northing
2	<u>18T</u> Zone	<u>631038</u> Easting	<u>4548756</u> Northing	4	<u>18T</u> Zone	<u>630422</u> Easting	<u>4547832</u> Northing

Return

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the district extend to the north and south of the Rowayton railroad station. The district runs along the east and west sides of Rowayton Avenue, which is the main thoroughfare leading to the station, and it includes significant buildings and sites built during the period of significance on Rowayton Avenue and side streets.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the district include the depot building and homes that existed in the area before its construction as well as those that were built as a result of the rail transportation that it provided.

11. Form Prepared By

name/title Tod Bryant
organization Heritage Resources date November 27, 2013
street & number 23 Morgan Avenue telephone 203-852-9788
city or town Norwalk state CT zip code 06851
e-mail tod@heritageresourcesct.com

Additional Documentation

Submit the following items with the completed form:

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

Rowayton Depot Historic District Fairfield County
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A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

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

Name of Property: Rowayton Depot Historic District

City or Vicinity: Norwalk

County: Fairfield

State: Connecticut

Photographer: Tod Bryant

Date Photographed: April 2013

Description of Photograph(s) and number:

Photo 1 of 25. Rowayton Depot Historic District, station building, view southwest showing east and north elevations.

Photo 2 of 25. Rowayton Depot Historic District, station building, view southwest showing original door and windows.

Photo 3 of 25. Rowayton Depot Historic District, station building, view north showing south elevation and platform.

Photo 4 of 25. Rowayton Depot Historic District, mill stream, view north showing railroad overpass.

Photo 5 of 25. Rowayton Depot Historic District, view northwest from railroad embankment, showing Chasmers' Pond and falls.

Photo 6 of 25. Rowayton Depot Historic District, Raymond Cemetery and 213 Rowayton Avenue, view northeast.

Photo 7 of 25. Rowayton Depot Historic District, 285 Rowayton Ave, 1890 Post Office building, view southwest.

Photo 8 of 25. Rowayton Depot Historic District, view north from 261 Rowayton Avenue.

Photo 9 of 25. Rowayton Depot Historic District, view south from 237 Rowayton Avenue.

Photo 10 of 25. Rowayton Depot Historic District, view east from 5 Dibble Street.

Photo 11 of 25. Rowayton Depot Historic District, 315 Rowayton Ave Edward Chasmars House, view west.

Photo 12 of 25. Rowayton Depot Historic District, 204 Rowayton Avenue, view northeast.

Photo 13 of 25. Rowayton Depot Historic District, 246 Rowayton Avenue, The Theophile Euphrate House, view southeast.

Photo 14 of 25. Rowayton Depot Historic District, 260 Rowayton Avenue, The E. Adele Luckey House, view northeast.

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Photo 15 of 25. Rowayton Depot Historic District, 286 Rowayton Avenue, The George W. Bryant House and 288 Rowayton Avenue, The Ephraim Thomes House, view southeast.

Photo 16 of 25. Rowayton Depot Historic District, 259 Rowayton Avenue, The Andrew Bell Homestead, view northwest.

Photo 17 of 25. Rowayton Depot Historic District, 3 and 5 Belmont Place, view northeast.

Photo 18 of 25. Rowayton Depot Historic District, 2 Arnold Lane, view north.

Photo 19 of 25. Rowayton Depot Historic District, 215 Rowayton, view west.

Photo 20 of 25. Rowayton Depot Historic District, 210 Rowayton Avenue, United Church of Rowayton, view northeast.

Photo 21 of 25. Rowayton Depot Historic District, view east from 15 Arnold Lane.

Photo 22 of 25. Rowayton Depot Historic District, 6 Arnold Lane, view north.

Photo 23 of 25. Rowayton Depot Historic District, 16 Arnold Lane, view north.

Photo 24 of 25. Rowayton Depot Historic District, view East from 20 Arnold Lane.

Photo 25 of 25. Rowayton Depot Historic District, view south from 31 Arnold Lane.

Return

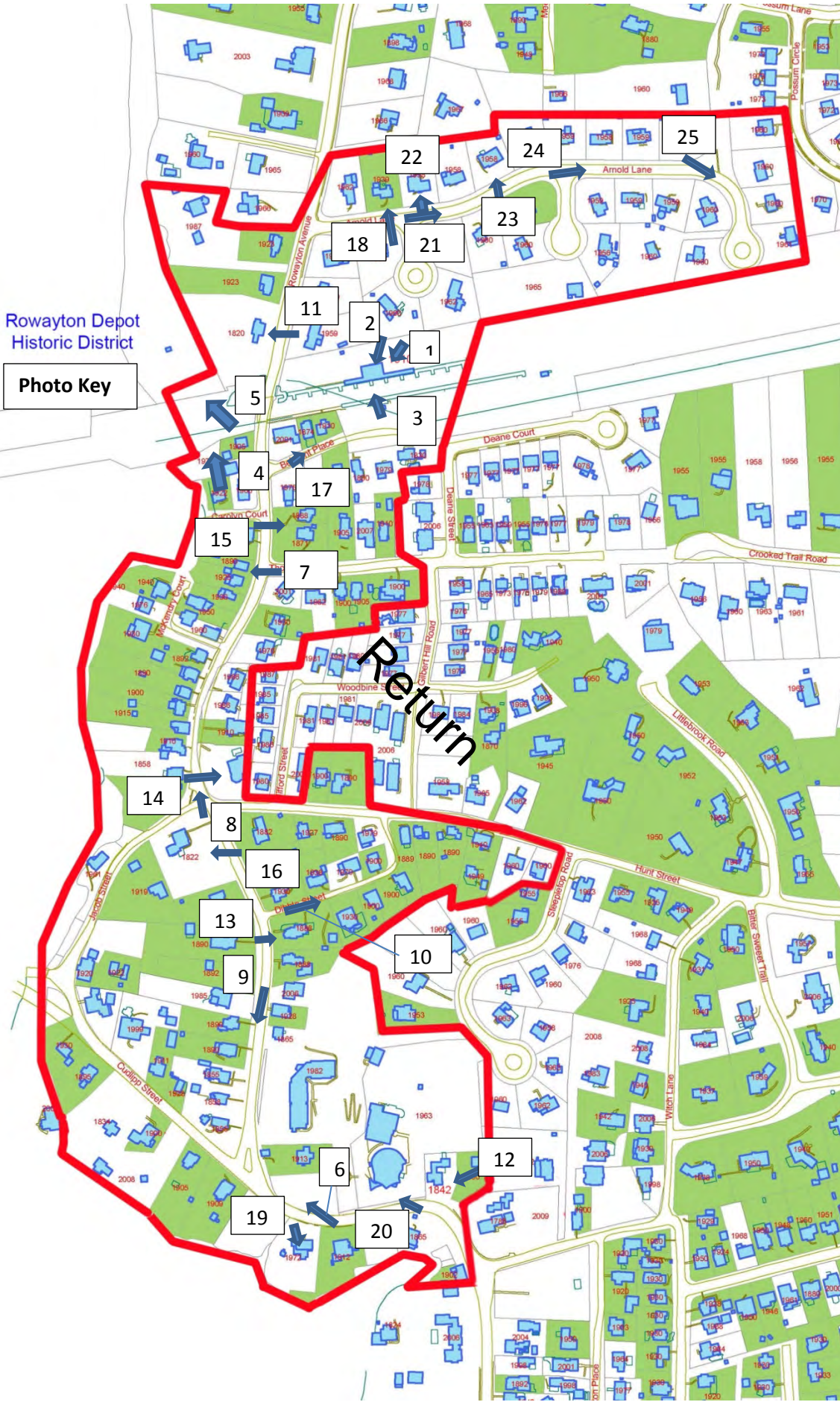
Property Owner:

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

name Multiple
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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

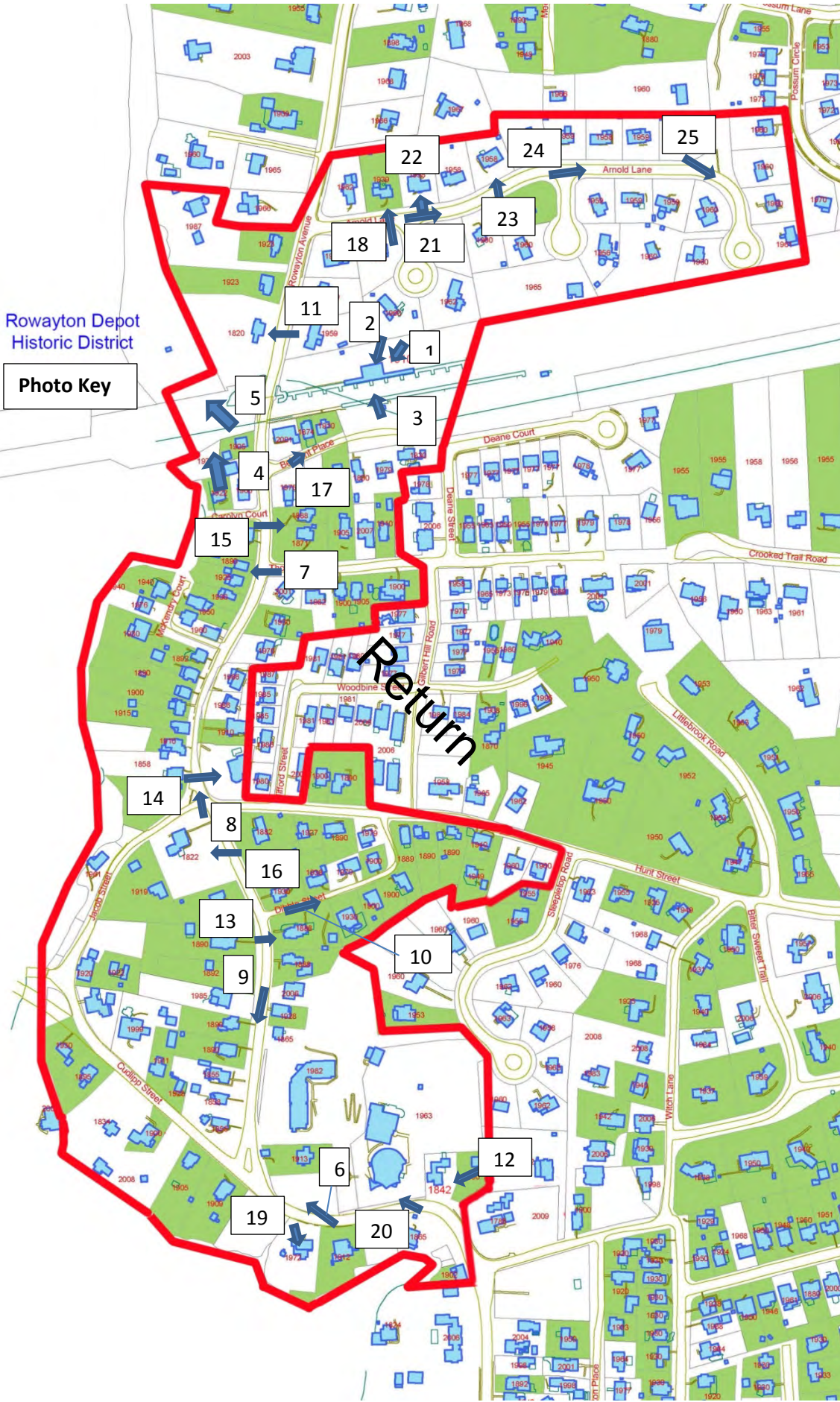
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to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



Rowayton Depot
Historic District

Photo Key

Return



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Figure 1. Rowayton Depot Historic District. 1867 Beers map of the area.



Figure 2. Rowayton Depot Historic District. 1934 aerial photograph of the area.

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Figure 3. Rowayton Depot Historic District. 1965 aerial photograph of the area.



Figure 4. Rowayton Depot Historic District. Detail of 1856 Clark map of the area.

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Figure 5. Rowayton Depot Historic District, first depot building, view west c. 1895.



Figure 6. Rowayton Depot Historic District. Second depot building, view north c. 1910. Thomas J. Dodd Research Center, University of Connecticut.

Rowayton Depot Historic District Fairfield County
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Figure 7. Rowayton Depot Historic District. View northeast showing station on north side of tracks and platform shelter on south side of tracks. c.1930, Thomas J. Dodd Research Center, University of Connecticut.



Figure 8. Rowayton Depot Historic District. Second depot building, aerial view southeast c.1950. Lisa Wilson Grant Collection.

Rowayton Depot Historic District Fairfield County
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Figure 9. Rowayton Depot Historic District. Second depot building, view northeast c. 1957. Thomas J. Dodd Research Center, University of Connecticut.



figure 10. Rowayton Depot Historic District. View west, showing pumping station at Chasmer's Pond, March 10, 1900. Lisa Wilson Grant Collection.

Rowayton Depot Historic District
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Figure 11. Rowayton Depot Historic District. View west, showing water tanks between tracks, New York New Haven and Hartford Railroad News, April, 1909. Rowayton Historical Society.



Figure 12. Rowayton Depot Historic District. View southwest, showing train taking on water from water tanks between tracks, c. 1900. Rowayton Historical Society.

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Figure 13. Rowayton Depot Historic District. View north, showing railroad overpass, falls on Chasmer's Pond and passing locomotive c. 1885. Dana Laird Postcard Collection.

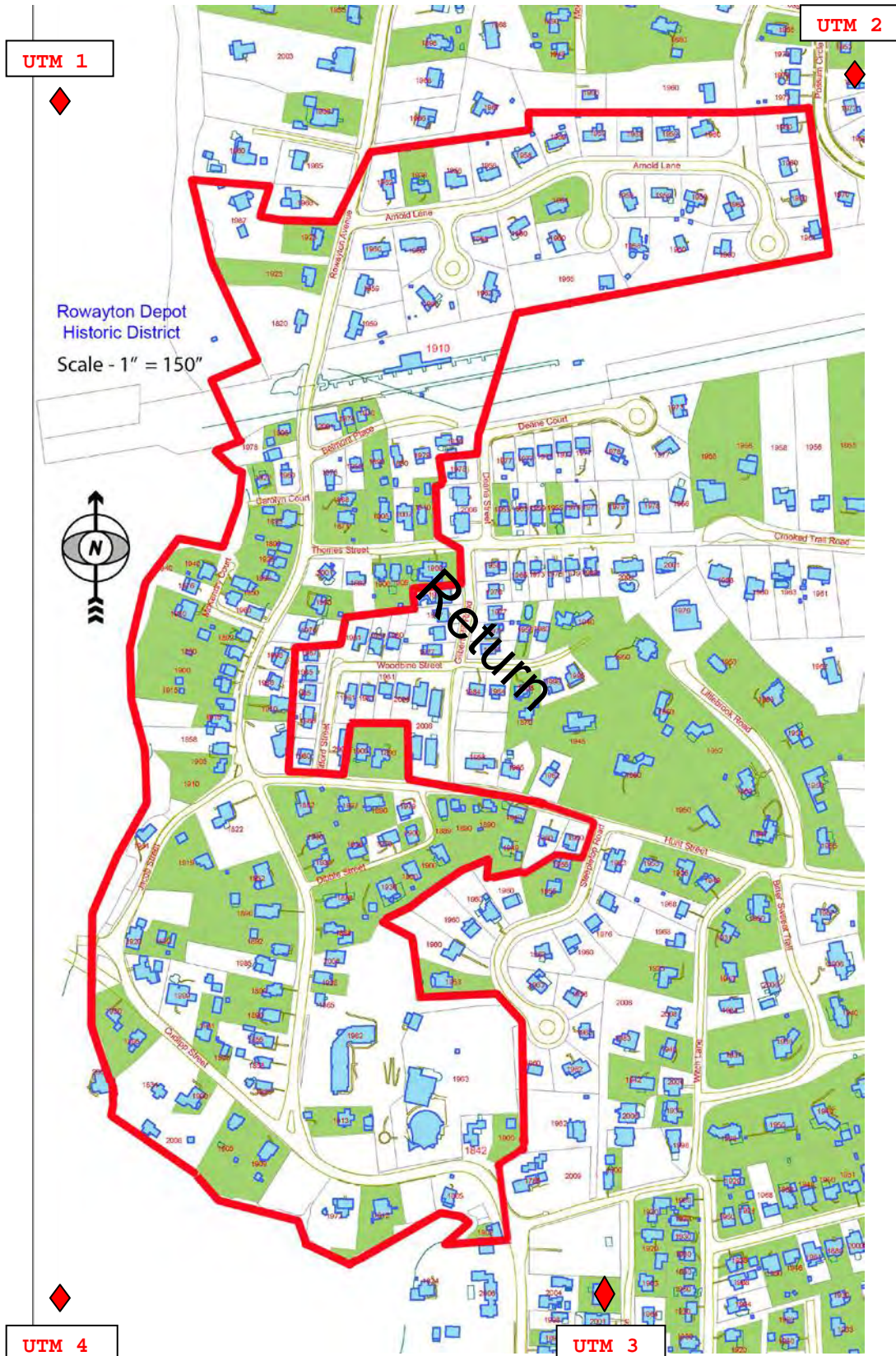


Figure 14. Rowayton Depot Historic District. Looking north from 263 Rowayton Avenue c.1908. Rowayton Historical Society.

Rowayton Depot Historic District
Name of Property

Fairfield County

Connecticut
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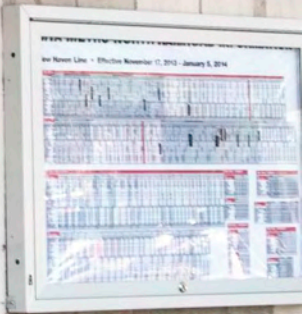


Rowayton

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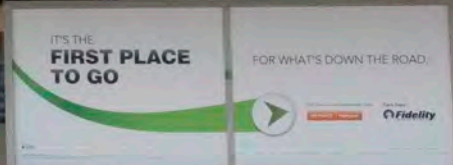


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Chasman



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Department of Economic and
Community Development

Connecticut
still revolutionary
RECEIVED 2280

MAY 29 2015

Nat. Register of Historic Places
National Park Service

May 18, 2015

Mr. Roger Reed
National Park Service
National Register of Historic Places
1201 Eye Street, NW
Washington, D.C. 20005

Subject: Rowayton Depot Historic District, Fairfield County, Connecticut, National
Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Rowayton Depot Historic District to the National Register of Historic Places.
- CD of Digital Photographs

This National Register nomination was approved by the Connecticut State Historic Preservation Review Board on April 28, 2014. No letters of support or objection were received for this property.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-256-2766.

Sincerely,

Jenny Scofield,
National Register and State Register Coordinator

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | P: 860.256.2800 | Cultureandtourism.org

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United States Department of the Interior
National Park Service

RECEIVED 2280

MAY 29 2015

National Register of Historic Places Registration Form

Nat. Register of Historic Places
National Park Service

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

1. Name of Property

historic name Rowayton Depot Historic District

other names/site number _____

2. Location

street & number 1-44 Arnold Lane, 6-12 Belmont Place, 2 Carolyn Court, 1-23 Cudlipp Street, 5-15 Dibble Street, 5-28 Hunt Street, 12 and 19 Jacob Street, 5B1-6 McKendry Court, 202-319 Rowayton Avenue, 7-11 Thomes Street

not for publication

city or town Norwalk

vicinity

state Connecticut code CT county Fairfield code 001 zip code 06854

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

national statewide local

Daniel T. Funn SHPO
Signature of certifying official/Title

5/18/15
Date

CT DECD
State or Federal agency/bureau or Tribal Government

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

Daniel T. Funn
Signature of commenting official

5/18/15
Date

State Historic Preservation Officer CT DECD
Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Signature of the Keeper

Date of Action

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Rowayton Depot Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, Fairfield

DATE RECEIVED: 5/29/15 DATE OF PENDING LIST: 7/01/15
DATE OF 16TH DAY: 7/16/15 DATE OF 45TH DAY: 7/14/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000410

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/14/15 DATE

ABSTRACT/SUMMARY COMMENTS:

*See attached
comments*

RECOM./CRITERIA _____

REVIEWER Abernathy DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Rowayton Depot Historic District
Fairfield County, Connecticut
15000410
Return

The Rowayton Depot Historic District is being returned for a number of technical and substantive issues.

Most of the issues surround the boundaries. What to include in the boundaries of a Historic District often is the most difficult question of the entire nomination. There is guidance on boundaries in almost every bulletin the National Register has but there is also a bulletin about boundaries all its own, <http://www.nps.gov/nr/publications/bulletins/pdfs/Boundary.pdf>.

The first “rule” found in the bulletin (page 2) about boundaries is:

- Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.

Therefore, by extension the boundary description, boundary justification, maps, section 7 and Section 8 needs to support the selected boundaries.

The Boundary Justification for the Rowayton Depot Historic District.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the district include the depot building and homes that existed in the area before its construction as well as those that were built as a result of the rail transportation that it provided.

Unfortunately, with the information provided this boundary justification does not clearly state why these particular boundaries, while other options appear to exist according to the maps included with the nomination. The justification also conflicts with the areas of significance and the period of significance chosen for the nomination.

There are neither pictures nor any reasons given why the resources outside the boundaries are not included within boundaries. From the maps included, the road patterns and building sizes appear the same. Two sentences and a representative image or two stating that those resources postdate the period of significance or whatever the justification is for excluding them from the district.

Summary paragraph from nomination:

The Rowayton Depot Historic District is locally significant under Criterion A because it illustrates the growth of a suburban neighborhood around a transportation hub over a period of more than one hundred years. There were only a few houses and small farms in the area before construction of the railroad station, but it is now a densely developed suburb. The establishment of the depot and the local post office are directly connected to the choice of Rowayton as the name for the village. It is also significant under Criterion C because it includes many well-

preserved examples of late nineteenth century and early to mid-twentieth century houses, as well as an early twentieth century railroad station building, a nineteenth century railroad overpass, an eighteenth century cemetery and a mid-twentieth century Modern church.

Review Comments:

This Summary paragraph does not give a complete overview of the areas of significance, nor the boundaries chosen. It also only generally outlines the period of significance. "A transportation hub over a period of more than one hundred years." There is no starting point which leaves the reader guessing. The paragraph also does not state and explain at all that community planning and development is an area of significance.

The nomination explains why a rail station was placed in the area, as well as the post office; but section 8 does not explain the long period of significance to 1963 in the areas of transportation; and community planning and development; especially with the exclusion of the other housing developments in the area as shown on the included maps. Why is the placement of the midcentury modern housing development north of the tracks considered eligible for listing in the National Register but an area similar looking east of the district is excluded?

Section 7 Contributing vs Noncontributing

The Site list has in section 7 does not indicate why buildings built within the period of significance are noncontributing. There should be a systematic discussion of how much change can occur to a building to retain its eligibility and each noncontributing building should be coded how they reached the point of noncontributing. The site list and the maps should also be coordinated to be for the ease of the nomination reader.

Section 10 photo labels.

Please label the photos according to guidance. Guidance requires leading zeros for the numbering. 0001, 0002, etc.

Alexis Abernathy
Historian
202-354-2236
7/14/15



Department of Economic and
Community Development

State Historic Preservation Office



April 30, 2019

Mr. Roger Reed
National Park Service
National Register and National Historic Landmarks Programs
1849 C St., NW
Mail Stop 7228
Washington, D.C. 20240

Subject: Rowayton Depot Historic District, Fairfield County, Connecticut, National Register
Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Rowayton Depot Historic District to the National Register of Historic Places.
- 1 CD of Digital Photographs

A National Register nomination for the Rowayton Depot Historic District was originally sent to the National Park Service (NPS) for listing in 2014 and returned by NPS for edits in July 2015. NPS commented that the district boundaries were not justified; similar resources existed outside of the boundary and the period of significance was only generally mentioned. The areas of significance were not explained. The nomination was subsequently revised with an adjusted boundary and period of significance and additional text.

The current National Register nomination was approved by the Connecticut State Historic Preservation Review Board (SRB) on September 14, 2018. The Rowayton Historical Society initiated the nomination. A public information meeting was held at the Rowayton library on July 23, 2018. Notice of the information meeting and SRB meeting was sent to property owners by direct mail. Notice was also sent to the mayor, planning and zoning commission, and Rowayton Historical Society. The draft nomination was posted on the SHPO and Rowayton Historical Society websites during the noticing period. Following the public meeting, the district boundaries were revised slightly and second notice was posted on August 15, 2018. A separate notice of the SRB meeting was provided to the Department of Transportation regarding the railroad properties within the district. The City of Norwalk is not a Certified Local Government.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-500-2343.

Sincerely,

Jenny F. Scofield,
National Register Coordinator

Enclosures

State Historic Preservation Office

450 Columbus Boulevard, Suite 5 | Hartford, CT 06103 | ct.gov/historic-preservation

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