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United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Bridge Street Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:  
N/A

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

### 2. Location

Street & number: Bridge Street, Imperial Avenue, and Compo Road South

City or town: Westport State: Connecticut County: Fairfield

Not For Publication:  Vicinity:

### 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

Applicable National Register Criteria:

A  B  C  D

<u>Mary Beth Dunne/Deputy SHPO</u>	<u>2/20/18</u>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Connecticut State Historic Preservation Office</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>


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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

  
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>28</u>	<u>11</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>30</u>	<u>11</u>	Total

Number of contributing resources previously listed in the National Register 1

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/secondary structure

EDUCATION/school

TRANSPORTATION/road-related

VACANT/NOT IN USE

**Current Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/secondary structure

TRANSPORTATION/road-related

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

EARLY REPUBLIC/Federal

LATE VICTORIAN/Italianate

LATE VICTORIAN/Victorian Eclectic

LATE VICTORIAN/Queen Anne

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival/Georgian Revival

OTHER

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: wood, brick, stone, stucco, metal

### 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.)

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### Summary Paragraph

The Bridge Street Historic District (the District) is an approximately 0.5-mile-long linear district situated on the north and south sides of Bridge Street/CT Route 136 (hereafter referred to as Bridge Street) in Westport, Fairfield County, Connecticut. The 22.46-acre district is located on the east side of, and over, the Saugatuck River in the southern portion of Westport between Westport Center in the center of town and the Connecticut Turnpike (Interstate 95). The District is approximately 1.5 miles south of Westport Center. The Bridge Street Historic District is bounded on the west by the west bank of the Saugatuck River along Bridge Street, and on the east by the west side of Compo Road South. The District extends north to encompass portions of Imperial Avenue, ending at the south side of Wakeman Place on the west and at 169 Imperial Avenue on the east. The south side of the District extends to the rear property line of properties with a Bridge Street address as far east as 34 Bridge Street, and is drawn to exclude properties constructed after 1945. The District, which comprises a residential neighborhood developed between ca. 1809 and 1945, encompasses a total of 42 properties (28 contributing buildings, 3 contributing structures, 11 non-contributing buildings). One contributing structure, the Saugatuck River Swing Bridge, was previously listed on the National Register of Historic Places (NRIS 87000126, listed February 12, 1987). In 2016, a portion of Route 136, spanning from the intersection of Compo Road South and Route 1 at the north, running south to the intersection of Compo Road South and Bridge Street, then running west to the western abutment of the Saugatuck River Swing Bridge, was designated a Connecticut State Scenic Highway.



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The Saugatuck River Swing Bridge (now known as the William F. Cribari Bridge) was previously listed on the National Register at the national level under Criterion C in the area of Engineering as a rare surviving example from the first generation of movable iron bridges, and under Criterion A in the area of Transportation as an illustration of the importance of Westport's maritime economy as demonstrated through the construction of a bridge type that would not limit water-borne traffic (Roth and Clouette 1986:6).

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## Narrative Description

The Bridge Street Historic District is laid out approximately east-west along the Bridge Street thoroughfare and runs north along the southern end of Imperial Avenue. Bridge Street is a winding, two-lane, asphalt-paved road running between the Saugatuck River on the west and Compo Road South on the east. A concrete sidewalk lines the entire length of the north side of Bridge Street and extends up the east side of Imperial Avenue. Along the north and south sides of Bridge Street are low stone walls, delineating the edge of the street right-of-way. Portions of the wall may date to ca. 1869, when Bridge Street was laid out, while others are twentieth-century replacements. Houses are generally set back from the street, and many properties are edged with low, stone retaining walls or wooden or iron fences. There is no public access to the Saugatuck River from the District, and views are limited from the street, but the District's proximity to the brackish river provides fresh salt air. Imperial Avenue is a two-lane, asphalt-paved road running north from Bridge Street to Westport Center where it intersects with Post Road East in the center of the village. A concrete sidewalk runs along the east side of the road. Compo Road South begins at Compo Beach on Long Island Sound and extends north to intersect with Post Road East, east of Westport Center. Compo Road South then becomes Compo Road North and extends north to Main Street, north of the center. Compo Road is a two-lane, asphalt-paved road with a concrete sidewalk along small portions of the street, including within the District.

The Bridge Street Historic District is a quiet, early nineteenth- to mid-twentieth-century residential neighborhood that developed in response to the construction of a bridge across the Saugatuck River in 1872 and the subsequent platting of Bridge Street and Imperial Avenue in the late nineteenth century. The earliest residence, and the only building that predates the bridge, in the District dates to 1809 and is at the east end sited on the northwest corner of Compo Road South and Bridge Street. Most of the rest of the contributing residences in the District, starting at the west end of Bridge Street, date to the last quarter of the nineteenth century and the early years of the twentieth century. They encompass popular building styles of the period, including Italianate, Queen Anne, Colonial Revival, Minimal Traditional, Craftsman, and Ranch. Non-contributing properties consist of two residences, one constructed in 1986 in the New Traditional Victorian style and one under construction during the writing of this nomination, and several outbuildings constructed in the late twentieth century.<sup>1</sup> Most of the buildings in the District are detached, single-family, wood-frame houses. The District also contains a few duplex houses, and a brick school that has been converted into elderly housing. A small number of the residences have associated garages or other outbuildings, many of which are non-historic, but most of the properties in the District do not.

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<sup>1</sup> Minimal Traditional style houses are defined as small, generally one-story houses with low-pitched gable roofs and minimal architectural details. New Traditional style houses are defined as houses constructed after about 1970 that employ stylistic details found in earlier housing styles, including brackets, columns or pilasters, half-timbered detailing, steeply-pitched front gables, and spindlework porches (McAlester 2013:587, 717-727).

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Building descriptions are arranged approximately east to west, beginning with Compo Road South and ending with the Saugatuck River Swing Bridge (now the William F. Cribari Bridge) at the west end of the District. All buildings in the District are described below, including non-contributing resources. The non-contributing resources have a construction date that falls outside the period of significance (1809–1945). Portions of the descriptions of features not visible from a public way are taken from aerial imagery. Property names refer to the earliest known owner. Alternate names will be included in the first reference to the property; thereafter only the name of the earliest owner will be used in this document.

The **Bridge Street System of Stone Walls, (ca. 1869, partial replacement early 20<sup>th</sup> century, contributing structure, photographs 8, 9, 20, 28, and 29)** comprises a grouping of low stone walls on the north and south sides of Bridge Street that were likely constructed ca. 1869 as boundary markers for the layout of Bridge Street. The walls are set back approximately three to four feet from the street edge, and consist of dry-laid stone walls composed of small, relatively flat stones, laid four to nine courses in height. Sections of the wall have been replaced with an early twentieth-century mortared cobble wall, approximately four courses in height. The section of the wall on the north side of Bridge Street at the west end of the District appears to be dry laid and is capped with concrete, and may be of late twentieth-century construction. Sections of the wall that appear to be original are in front of 12 and 20–24 Bridge Street, and on the south side of 192 Compo Road South. Replaced portions of the wall are predominantly on the north side of Bridge Street, beginning at the east abutment of the Saugatuck River Swing Bridge and running east to Imperial Avenue, then from 19 to 29–31 Bridge Street, and in front of 28 Bridge Street on the south side of the road.

The **David and Mary Finnegan House, 190 Compo Road South (1878, contributing building, photograph 1)** is on the west side of Compo Road South set back from the street edge on a grassy lot surrounded by shrubs and mature deciduous trees. A post and rail fence marks the northern edge of the property. The building is an east-facing, two-story, three-bay-by-two-bay, Italianate-style, wood-frame house topped with an end-gable roof. Heavy vegetation obscures the foundation. A one-story, two-bay-by-two-bay addition projects from the center of the north elevation, and a two-story, full-width addition projects from the west elevation and encloses the southwest corner. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A brick chimney is in the center of the north slope of the roof. The entrance is in the center of the north elevation, sheltered by an engaged porch in the south bay of the north addition. A plaque reading “Finnegan House, 1878” from the Westport Historical Society is east of the door. Fenestration consists of six-over-six, double-hung wood sash with simple wood surrounds and slightly projecting cornices.

North of the house is a one-story, two-car **Garage (1978, non-contributing building, no photograph)** topped with a side gable roof. The walls are clad with vertical board siding, and the roof is covered with asphalt shingles. Two vertical lift metal doors are evenly spaced in the south elevation.

West of the house, obscured from view from the public way and accessed by a footpath, is the ca. 1880 **David and Mary Finnegan Barn (1880, contributing building, no photograph)** which rests on a rubblestone foundation and is topped with a side-gable roof. The walls are clad with vertical board siding, and the roof is covered with asphalt shingles. Irregularly-spaced openings on the west and south elevations are open to the elements or filled with multi-pane wood sash.

The **Delancy Allen House, 192 Compo Road South (1809, contributing building, photograph 2)** is at the northwest corner of Bridge Street and Compo Road South, and is the oldest building in the District. The house is set well back from the road on a low rise and is surrounded by a picket fence with stone posts. A mortared stone wall runs along the south property line and is topped with a picket fence, and the west part

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of the lot is filled with mature evergreen and deciduous trees. The building is an east-facing, two-story, four-bay-by-two-bay, wood-frame, Federal-style house topped with a side-gable roof and seated on a stone foundation. A two-story, three-bay-by-one-bay ell projects off the center of the west elevation, and a one-story, one-bay-by-one-bay addition encloses the southwest corner of the main block. A two-story addition consisting of a two-bay-by-two-bay block at the second story supported by an arcade with square posts projects from the north bay of the main block. The walls and roof are both covered with wood shingles except on the one-story addition, which has a standing-seam metal roof. The entrance is in the north bay of the east elevation on the main block, and consists of a six-panel wood door flanked by four-light sidelights with engaged fluted pilasters and topped with a seven-light transom; the south sidelight has been infilled with wood. The entrance is sheltered by a shed-roof overhang supported by carved brackets and clad with standing-seam metal. A plaque reading "Delancy Allen, 1809" from the Westport Historical Society is east of the door. Fenestration consists of twelve-over-twelve and six-over-six double-hung wood sash with simple wood surrounds and wide projecting cornices.

Northwest of the house is a two-bay-by-one-bay **Garage (1978, non-contributing building, no photograph)**, topped with a side-gable roof. The walls are clad with board and batten, and the roof is covered with wood shingles. An arched entrance is in the south bay of the east elevation and is filled with a pair of wood doors with six-light windows and diagonal board panels. The north half of the east elevation is lit with a multi-pane window with a simple wood surround. Six-over-six, double-hung wood sash with simple wood surrounds are evenly spaced on the north, west, and south elevations.

The **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building, photographs 3-5)** is set well back from the road on the north side of Bridge Street on a low rise. An asphalt-paved, circular driveway provides access to the building; the area inside the driveway curve is filled with grass and mature evergreen and deciduous trees. The school is a south-facing, two-story, five-bay-by-three-bay, Georgian Revival-style brick building seated on a raised basement with a stone water table, and topped with a hip roof with a dentiled cornice and bracketed eaves. A stone belt course separates the raised basement from the first story. A two-story, flat-roof addition projects from the center of the north elevation, and a one-to-two-story, one-bay wide, seven-bay-long, L-shaped addition constructed in 1950 projects from the south bay of the east elevation. A two-story bay window projects from the north bay of the east elevation. A two-story, slightly projecting center entrance bay with brick quoins and a gable overhang is in the center of the south elevation. The entrance consists of a pair of two-thirds-light wood-panel doors topped with a wide glass transom and surrounded by a one-story Georgian Revival door surround with engaged fluted pilasters with a dentiled entablature and a projecting bracketed cornice. A panel engraved with "Saugatuck School" is above the entrance surround. An arched window opening with stone keystone and springers is above the entrance; the arch is partially filled with wood clapboards. Secondary entrances are in the center of the addition set within a deep recess with a simple gable pedimented surround and in the center of the west elevation sheltered by a brick entry porch topped with a hip roof with a dentiled cornice. Fenestration consists of bands of six, six-over-six, double-hung, vinyl replacement sash in the south and west elevations of the main block, groups of six and pairs of four-over-one, double-hung, vinyl replacement sash in the 1950 addition, and pairs of six-over-six, double-hung, replacement sash with fifteen-light arched windows in the north addition. In 1995, the building was converted into a senior cooperative with income restrictions.

West of the school, accessed by a concrete and asphalt ramp, are former athletic fields of mown grass. A chain-link backstop is at the northwest corner of the fields, but no other athletic facilities remain extant.

The **George Disbrow House, 34 Bridge Street (1928, contributing building, photograph 6)** is on the south side of Bridge Street set back from the street edge on a wide grassy lot edged with a white picket

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fence on the north and east property lines. A low hedgerow separates the property from the neighboring lot at 32 Bridge Street, and the house is surrounded with low shrubs. The building is a two-story, three-bay-by-two-bay, wood-frame, Dutch Colonial-style house. The building is topped with a gambrel roof pierced by a nearly full-width shed dormer, and is seated on a concrete foundation. A one-story, one-bay-by-two-bay addition projects from the west elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A brick chimney is at the east end of the ridgeline, and a second chimney is centered on the external wall of the west addition. The entrance is west of center in the north elevation and is sheltered by a gable overhang supported by simple round columns; curved shingles fill the gable end. The entrance is filled with a six-light, two-panel wood door. Fenestration consists of six-over-six and one-over-one double-hung wood sash with simple wood surrounds.

Southeast of the house is a north-facing, one-story, two-car **Garage (1974, non-contributing building, photograph 6)**, topped with an end-gable roof. The walls are clad with wood shingles and the roof is covered with asphalt shingles. A set of three four-light casement windows is centered in the gable peak. Two garage doors are centered in the north elevation and filled with vertical lift doors.

The **Joseph Postorino House, 32 Bridge Street (ca. 1913, contributing building, photograph 7)** is on the south side of Bridge Street, on a wide grassy lot edged with a picket fence on the north and west sides. The house is a north-facing, two-story, three-bay-by-two-bay, wood-frame, astylistic building with modest Craftsman-style detailing. The building is topped with a side-gable roof; foundation plantings obscure the foundation. The walls are clad with stucco, and the roof is covered with asphalt shingles. A low stone chimney pierces the center of the roof at the ridgeline. The eaves lift up over the second story windows along the north elevation. The entrance is in the east bay of the north elevation and is sheltered by a gable overhang supported by square, stuccoed posts. The entrance is filled with an eight-light, three-panel wood door. Fenestration consists of six-over-one and eight-over-one, double-hung vinyl replacement sash with simple surrounds.

Southwest of the house is a north-facing, one-story, two-car **Garage (1974, non-contributing building, photograph 7)**, topped with an end gable roof. The walls are clad with wood shingles and the roof is covered with asphalt shingles. Entrances are filled with paired eight-light, four-panel wood doors affixed with strap hinges.

The **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building, photograph 8)** is on the north side of Bridge Street near the street edge. A mortared, river stone wall with square pillars runs along the south property line at the edge of the sidewalk. The house is a south-facing, two-story, three-bay-by-three-bay, Craftsman-style, wood-frame building topped with a clipped gable roof and seated on a stone foundation. The walls are clad with wood shingles and wood clapboards, and the roof is covered with asphalt shingles. A brick chimney pierces the center of the roof at the ridgeline. A two-story bay window projects from the center of the east elevation. A full-width porch topped with a hip roof supported by simple pillars and enclosed with a wood balustrade shelters a pair of entrances in the center of the south elevation. A one-bay-wide, fully-enclosed porch topped with a hip roof with exposed rafter tails projects from the center of the second story of the south elevation. Glass and aluminum storm doors protect the entrances. Fenestration consists of one-over-one, double-hung wood sash with simple wood surrounds and slightly projecting sills and lintels.

To the rear of the house is a non-historic two-car **Garage (1969, non-contributing building, no photograph)** that is not visible from the public way.

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North of the Guyaz duplex is the **Henry Guyaz House, 33 Bridge Street (1930, contributing building, photograph 8)**, which is partially obscured from view by the southern house and mature deciduous trees. The house is a south-facing, three-bay-by-two-bay, astylistic, wood-frame building seated on a poured concrete foundation and topped with an end-gable roof. A one-story, one-bay-by-one-bay addition topped with a side-gable roof projects from the center of the west elevation. A brick chimney pierces the center of the ridgeline. The walls are clad with wood shingles, and the roof is covered with asphalt shingles. The entrance, which is protected by a glass and aluminum storm door, is in the east bay of the south elevation and accessed by a short run of wood stairs. Fenestration consists of six-over-one, double-hung wood sash with wide wood surrounds and slightly projecting lintels.

The **Anthony Arciola House, 28 Bridge Street (1990, non-contributing building, photograph 9)** is on the south side of Bridge Street, set near the street edge in a slight depression. A low, mortared, river stone wall lines the north edge of the property. The house is a north-facing, wood-frame, split-level Ranch, composed of a one-story section on the west and a two-story section on the east. The building is topped with a cross-gable roof. A one-story, two-car garage topped with an end-gable roof projects from the center of the west elevation of the two-story portion. A brick chimney pierces the east slope of the roof near the north end of the two-story portion. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The entrance is in the west end of the north elevation of the one-story portion, at the junction of the offset floor levels, and consists of a wood door with a fan light, which is accessed by a short run of concrete steps. A bay window is east of the entrance. Fenestration consists of one-over-one, double-hung vinyl sash and single-pane vinyl windows.

The **Lyons House, 27 Bridge Street (1945, contributing building, photograph 10)** is on the north side of Bridge Street in a slight depression, surrounded by mature evergreen and deciduous trees, which screen it from view from Bridge Street, along with a wood privacy fence at the edge of the sidewalk. The building is a south-facing, two-story, three-bay-by-two-bay, astylistic wood-frame house seated on a raised concrete foundation and topped with a side-gable roof. A two-story, two-bay-by-two-bay addition topped with a side-gable roof projects from the southwest corner of the main block. The walls are covered with wood shingles, and the roof is clad with asphalt shingles. An exterior chimney is centered in the south elevation of the addition, and a second chimney pierces the center ridgeline of the main block. A two-car garage is under the main block of the building, and has two vertical lift doors evenly spaced in the foundation wall on the west elevation. The entrance is centered in the west elevation of the addition, and is obscured by heavy vegetation. Fenestration consists of a bay window centered in the west elevation of the main block at the first story, filled with a wide picture window, and two single-pane, rectangular windows, all with wood frames, and single-light, wood-frame windows throughout the remainder of the visible portion of the building. Two skylights are evenly spaced in the west slope of the roof of the addition.

The **Orlando Allen House (or Allen-Keeler House), 24 Bridge Street (1886, contributing building, photograph 11)** is on the south side of Bridge Street set well back from the street edge on a wide, grassy lot edged with mature deciduous and evergreen trees and a dry-laid stone retaining wall. A set of stone stairs pierces the wall at the west end and is marked with mortared stone pillars. An iron fence runs parallel to the stone wall along the north line of the property. The house is a north-facing, two-story, three-bay-by-three-bay, wood-frame, Queen Anne-style house topped with a cross-gable roof. The foundation is not visible from the public way. A one-story, two-bay-by-two-bay addition is west of the house, attached by a one-story hyphen. The walls are clad with wood shingles, and wood clapboards, and the roof is covered with asphalt shingles. A full-width, shed-roof porch supported by square posts with angled wood brackets and enclosed by a simple wood balustrade shelters the first story of the north elevation. The entrance is in the west bay of the north elevation, and is protected by a fully-glazed, wood-frame, storm door. A plaque reading "Orlando Allen, 1886" from the Westport Historical Society is east of the door. Fenestration

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consists of two-over-two and six-over-two, double-hung wood sash, decorative four-light or rectangular multi-pane windows are centered in the gable peaks.

To the rear of the house is a two-story, three-bay, wood-frame **Studio Apartment (1984, non-contributing building, no photograph)** with a garage on the first story and a studio apartment above, which likely replaced an earlier residence.

The **Single-Family House, 26 Bridge Street (1930, contributing building, no photograph)** is on the south side of Bridge Street, set well back from the road behind 24 Bridge Street, and is not visible from the public way. Aerial imagery indicates that the building is a one-story, four-bay-by-two-bay, wood-frame house seated on a raised foundation and topped with a hip roof.

The **Daniel Kirk House, 21 Bridge Street (1875, contributing building, photograph 12)** is on the north side of Bridge Street, set well back from the street on a gently sloping, wide, grassy lot. Mature deciduous trees are west and north of the house, and ornamental shrubs are along the property's southern boundary. The house is a south-facing, two-story, three-bay-by-four-bay, wood-frame, astylistic house topped with an end-gable roof. The foundation is not visible from the public way. The roof is covered with asphalt shingles, and the walls are clad with wood clapboards. A two-story, full-width, one-bay-wide addition enclosing a sunroom projects off the south elevation, creating an asymmetric facade, and a two-story, two-bay-by-three-bay, shed-roof addition projects from the north elevation. A wide shed dormer pierces the east slope of the roof. The entrance is in the west bay of the south addition, under a two-story engaged porch with a shed roof overhang supported by square posts and enclosed with a simple balustrade. A plaque reading "Daniel Kirk, 1875" from the Westport Historical Society is west of the door. A second entrance is centered in the north addition, sheltered by a trapezoidal, hip roof overhang supported by simple square posts. Fenestration consists of six-over-six and nine-over-nine, double-hung, vinyl sash and 15-light vinyl sash.

To the north of the Kirk House is the **Nathaniel Gault Carriage House, 23 Bridge Street (ca. 1900, photograph 13)**, which was converted into a single-family home ca. 1945. The carriage house is a south-facing, two-story, irregularly-shaped, astylistic building topped with a cross-gable roof. The foundation is not visible. The roof is covered with asphalt shingles, and the walls are clad with wood shingles. An enclosed porch lit with ribbon windows projects from the second story of the east elevation, supported by brick piers. Vegetation obscures the entrance. Fenestration consists of single pane and two-light wood casement windows.

The **Single-Family House, 20 Bridge Street (2017, non-contributing building, no photograph)** is currently (2017) under construction.

The **Albert U. Smith House, 19 Bridge Street (1902, contributing building, photograph 14)** is on the north side of Bridge Street, set well back from the street edge. The building is a south-facing, two-story, wood-frame, Queen Anne-style building topped with a hip roof. Low shrubs obscure the foundation. Two, two-story, one-bay-by-one-bay additions project from the northeast and northwest corners of the building. The walls are clad with wood clapboards, and the roof is covered with slate in a fish-scale pattern. A corbelled brick chimney pierces the roof at the center ridgeline. Hip dormers project from the east, south, and west slopes of the roof, and are filled with pairs and triple sets of windows. A wide, wrap-around porch with a hip roof supported by simple round columns encloses the west and south elevations of the house, and shelters the entrance in the center of the south elevation. Two evenly-spaced bay windows are above the porch roof on the south elevation. The entrance is filled with a half-light wood door flanked by single-pane skylights set in a simple wood surround. A plaque reading "Albert U. Smith, 1902" from the Westport

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Historical Society is west of the door. Fenestration consists of large picture windows flanked by multilight panels on the first story and one-over-one, double-hung wood sash on the second story and in the dormers.

At the north end of the property is the **Albert U. Smith Carriage House (1902, carriage house, photograph 14)**, accessed by an asphalt driveway running north from Bridge Street. The carriage house is a south-facing, one-and-one-half-story, three-bay-wide, wood-frame building. The building is topped with a side-gable roof with a projecting center gable with simple wood detail in the peak, and projecting rafter tails. A hay loft door is centered under the projecting gable. The walls are clad with vertical boards, and the roof is covered with slate laid in a fish-scale pattern. Entrances are in the center and west bays of the south elevation, and are filled with paired, cross-braced wood doors set into shallow recesses with narrow gable pediments.

The **Rufus Wakeman House, 18 Bridge Street (1884, contributing building, photograph 15)** is on the south side of Bridge Street set well back from the road on a large, grassy lot surrounded by mature deciduous trees and low shrubs. A historic wrought-iron fence, the **Rufus Wakeman Iron Fence, 18 Bridge Street (1884, contributing structure, photograph 15)** lines the north edge of the property and consists of wrought iron pickets affixed to horizontal wrought-iron stringers. A low, arched gate is in the center of the fence attached to wrought-iron posts topped with simple finials. The house is a north-facing, two-story, three-bay-by-three-bay, wood-frame, Italianate-style building. The building is topped with a shallow-pitch hip roof with wide, bracketed eaves, and is seated on a parged foundation. The roof is clad with asphalt shingles and is pierced by a square cupola, and the walls are covered with wood clapboards. A brick chimney with a corbelled top is immediately south of the cupola. A two-story bay projects from the center bay on the east and west elevations, and a one-story addition projects from the south elevation. One-story bay windows with bracketed hip roofs project from the center and south bays on the east elevation and from the center bay on the west elevation. A wide, wrap-around porch with a bracketed hip roof supported by square posts surrounds the northeast corner of the building and shelters the entrance. The entrance, located in the east bay of the north elevation, consists of a pair of four-panel wood doors set into a simple wood surround with a bracketed projecting cornice. A plaque reading "Rufus Wakeman, 1884" from the Westport Historical Society is east of the door. Fenestration consists of two-over-two, double-hung wood sash with simple wood surrounds and wide, projecting bracketed cornices. Horizontally-sliding, two-light windows are under the eaves, and paired, arched, one-over-one, double-hung windows are in each face of the cupola.

To the south of the house, is the **Rufus Wakeman Carriage Barn (1884, contributing building, no photograph)**. The carriage barn is a north-facing, two-story, wood-frame, side-gable carriage barn with a one-and-one-half story, shed-roof addition projecting from the west elevation. The building is partially built into the hillside and is seated on a mortared rubblestone foundation. The walls are clad with vertical board, and the roof is covered with asphalt shingles. The building has been converted for use as a garage, with vertical-lift garage doors in the north elevation.

The **Single-Family House, 17 Bridge Street (1986, non-contributing building, photograph 16)** is on the north side of Bridge Street on an approximately rectangular lot. The house is set back from the street edge on a wide grassy lot, and is built partially into a low terrace with the west bay of the basement exposed. The house is a south-facing, two-story, three-bay-by-four-bay, wood-frame, New Traditional Victorian-style building with Italianate detailing. The building is seated on a concrete foundation, and is topped with an asphalt shingle-clad end-gable roof. The walls are clad with wood clapboards. A one-story addition, topped with a side-gable roof, projects from the east elevation, and a one-story enclosed porch with a hip roof encloses the southwest corner of the building, resting on the stone-clad, exposed portion of the basement. The entrance is in the center of the south elevation under an engaged porch supported with square pillars. The entrance is filled with a two-light, two-panel wood door with a simple wood surround. Stone



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vener surrounds the entrance. Fenestration consists of two-over-two, double-hung, modern wood sash and wide, twelve-light picture windows. An arched, two-over-two, double-hung, modern wood window is in the gable peak.

The **Frederick Hotchkiss House (or Hotchkiss-Wheeler House), 16 Bridge Street (1877, contributing building, photograph 17)** is on the south side of Bridge Street on a large, irregularly shaped lot which extends southwest to the Saugatuck River. The building is set back from the street edge and is accessed by a curved, asphalt-paved driveway with a parking pad to the east of the house. The lot is filled with mature shrubs, deciduous trees, and small evergreens. The house is a two-story, three-bay-by-three-bay, wood-frame, Italianate-style building. The building is seated on a parged brick foundation and topped with a hip roof with wide, bracketed eaves. The roof is pierced by a square cupola with wide, bracketed eaves. A two-story, flat-roof addition projects off the east elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The building has a three-bay side-hall plan, with an entrance in the east bay of the northwest elevation composed of a double door with arched windows in the upper half. The doors are set within a shallow recess topped with a bracketed hood. A plaque reading "Frederick Hotchkiss, 1877" from the Westport Historical Society is east of the door. Fenestration consists of evenly-spaced paired windows on the first story and two-over-two, double-hung wood sash on the second story. First story windows consist of paired, three-light windows and single-pane windows with diamond-light glass above. Horizontally-sliding, two-light windows are under the eaves, and paired, arched, one-over-one, double-hung windows are in each face of the cupola. Windows have simple wood surrounds with projecting bracketed cornices on the first and second stories.

The **David Bulkley House (or Edward Dolan House), 15 Bridge Street (ca. 1880, contributing building, photograph 18)** is at the northeast corner of Bridge Street and Imperial Avenue, on a large, grassy lot surrounded by a picket fence.<sup>2</sup> A privacy fence extends from the east side of the house and runs east to the property line. Low shrubs and mature deciduous trees dot the property. A curved, asphalt-paved driveway provides access to the building from Imperial Avenue. The building is a south-facing, two-story, three-bay-by-two-bay, Italianate-style house topped with an end-gable roof. Two gable-roof ells project from the north elevation. The roof is covered with asphalt shingles and standing-seam metal, and the walls are clad with wood clapboards. The building has a stone foundation. The house has a three-bay side-hall plan, with an entrance in the west bay of the south elevation, sheltered by a full-width, hip-roof porch supported by square posts. A second entrance is in the north bay of the first ell under an engaged porch with a shed roof overhand supported by square posts. Fenestration consists of evenly-spaced two-over-two, double-hung wood sash and four-light wood sash. An arched, four-light window is centered in the gable peak on the southwest elevation. Two gable dormers pierce the west slope of the roof of the main block. A two-story, two-car garage, projecting off the north elevation of the house, was constructed in 2017. The garage is topped with an asphalt-clad, side-gable roof pierced by a wide, gable, wall dormer. A wide, vertical-lift door is centered in the west elevation, and is topped with two eight-light transoms.

A non-historic, one-story, gable-roof outbuilding, partially obscured by the privacy fence, is east of the house.

The **Albert U. Smith House, 14 Bridge Street (ca. 1917, contributing building, photograph 19)** is on the south side of Bridge Street, set back from the road on an irregularly-shaped lot which extends south to the Saugatuck River. A wide, curved, asphalt-paved driveway leads to the house from Bridge Street, and

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<sup>2</sup> McCahon 1988a refers to this property as the Edward Dolan House, however, Dolan is not the earliest known owner. Dolan owned the property approximately 23 years after its construction, therefore the building should be known as the David Bulkley House.

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the south portion of the property consists of manicured lawns dotted with shrubs and mature deciduous trees. A mortared stone wall with stone pillars at each end spans the northern end of the driveway. The building is a northwest-facing, two-story, three-bay-by-two-bay, clapboard-clad, Colonial Revival-style house, with a one-story, shed-roof addition projecting off the east elevation. The second story projects slightly over the first story with a flared eave. The building is seated on a parged foundation and topped with an asphalt shingle-clad side-gable roof. The roof is pierced by a low brick chimney with a corbelled top at the east end of the roof at the ridgeline, and an external end wall chimney is centered on the west elevation and has a corbelled top. The entrance is centered in the northeast elevation and is flanked by two half-light sidelights. A wide, gable-roof overhang supported by simple turned columns shelters the entrance. A second entrance is in the northeast elevation of the addition and is filled with a nine-light vinyl door protected by a vinyl storm door. An engaged porch is in the east bay of the second story on the southwest elevation, facing the Saugatuck River. Fenestration consists of eight-over-eight, double-hung wood sash with simple wood surrounds and slightly projecting molded cornices.

A small, shingle-clad **Outbuilding (1920, contributing building, no photograph)**, topped with an asphalt shingle-clad, end-gable roof is southeast of the house at the back of the driveway. The symmetric, street-facing elevation has an entrance filled with a multi-light door, and a tall multi-light window.

The **Anna E. Dolan House, 12 Bridge Street (1932, contributing building, photograph 20)** is on the south side of Bridge Street on a narrow strip of land along the Saugatuck River, and is partially obscured by mature deciduous trees. A low, dry-laid stone wall runs along the northern property line. The southeast-facing building is a one-story, wood-frame, Minimal Traditional-style house topped with a cross-gable roof. The walls are clad with wood shingles, and the roof is covered with asphalt shingles. A low, square, brick chimney pierces the southeast end of the roof at the ridgeline. The foundation is not visible from the public way. The entrance is in the southeast elevation and is not visible from the public way. Fenestration consists of two-light, horizontally-sliding, vinyl windows immediately below the eaves.

The **Francis Godfrey House, 189 Imperial Avenue (ca. 1878, contributing building, photograph 21)** is on the east side of Imperial Avenue, set back from the street edge on a grassy lot dotted with shrubs and surrounded by mature deciduous trees. A picket fence lines the west edge of the property near the sidewalk. The building is a west-facing, two-story, three-bay-by-five-bay, wood-frame, Italianate-style building topped with a cross-gable roof with bracketed eaves. The foundation is obscured from view. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles; the gable peak is filled with shaped shingles. A brick chimney clad with wood clapboards pierces the west roof slope of the north wing of the building. A wrap-around porch topped with a hip roof supported by turned posts and enclosed with a wood balustrade wraps the first story of the west and south elevations. A bay window projects from the center of the west elevation of the north wing of the house. Fenestration consists of two-over-two, double-hung, wood sash with simple wood surrounds and slightly projecting molded cornices. An arched, two-over-two, double-hung, wood window is in the gable peak on the west elevation.

North of the building is a two-car, wood-frame **Garage (1998, non-contributing building, photograph 21)** seated on a concrete foundation and topped with an end-gable roof. The walls are clad with wood clapboards, and the gable peak is filled with shaped shingles. The roof is covered with asphalt shingles. The garage is attached to the house via an open-sided hyphen consisting of a side-gable roof supported by turned posts.

The **Edward A. Gauchet House, 188 Imperial Avenue (ca. 1890, contributing building, photograph 22)** is on the west side of Imperial Avenue, set well back from the street edge on a low, grassy rise surrounded by ornamental plantings, low shrubs, and mature deciduous trees. The house is an east-facing,

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two-story, three-bay-by-four-bay, wood-frame, Queen Anne-style building topped with a cross-gable roof with simple, ornamented, bargeboards. A one-story, three-bay-by-two-bay ell topped with a side gable roof projects from the center of the north elevation, and a modern, two-story addition projects from the west elevation; the west addition is not visible from the public way. The walls are clad with wood clapboards and the roof is covered with asphalt shingles. The gable ends are clad with shaped shingles and turned king-post trusses are in the gable peaks. A brick chimney pierces the center ridgeline of the main block and a second chimney is in the west slope of the roof at the north end of the ell. The north chimney is clad with shaped shingles. A gable dormer is in the center of the east slope of the roof of the ell. A wide, wrap-around porch topped with a hip roof supported by turned posts and enclosed with a wood balustrade surrounds the west wing of the building. Entrances are in the north and south bays of the east elevation, and are filled with a four-light, four-panel door on the south and a half-light, wood door on the north. Fenestration consists of six-over-six and four-over-four double-hung wood sash with simple wood surrounds.

A **Garage (1982, non-contributing building, no photograph)** is west of the building and is not visible from the public way.

The **Single-Family House, 185 Imperial Avenue (2007, non-contributing building, photograph 23)** is on the east side of Imperial Avenue set slightly back from the street edge on a grassy lot with mature deciduous and evergreen trees. The building is a west-facing, two-story, three-bay-by-two-bay, Colonial Revival-style house topped with a side-gable roof. Low shrubs obscure the foundation. A two-story, two-bay-by-two-bay addition projects from the south elevation, and a two-story, one-bay-by-two-bay addition connects a two-story, two-car garage to the north elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The building has two entrances, one in the north addition and one in the south bay of the main block. The south entrance consists of a six-panel wood door flanked by five-light sidelights and topped with a three-panel wood transom. A simple molded cornice is above the transom. The north entrance is a nine-light, two-panel, wood door sheltered by a shed overhang supported by simple square brackets and clad with standing-seam metal. Fenestration consists of nine-over-nine, six-over-six, and four-over-four, double-hung, wood sash, and nine- and six-light casement windows. The garage openings are filled with paired eight-light, four-panel wood doors.

The **Oscar Allen House, 186 Imperial Avenue (1891, contributing building, photograph 24)** is on the west side of Imperial Avenue set back from the street edge on a thickly vegetated lot and is largely obscured from view from the public way. The house is an east-facing, two-story, one-bay-by-three-bay, Queen Anne-style, wood-frame building topped with an end-gable roof. The foundation is not visible. A two-story, one-bay-by-one-bay ell projects from the center of the south elevation, and a one-story, flat-roof garage addition projects from the west elevation; the garage is not visible from the public way. The walls are clad with asbestos shingles, and the roof is covered with asphalt shingles. A full-width, shed-roof porch supported by simple square posts surrounds the east elevation of the building. The entrance is in the north end of the ell and is protected by a glass and aluminum storm door. Fenestration consists of eight-over-eight and two-over-two, double-hung, wood sash with simple wood surrounds.

The **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building, photograph 24)** is at the southwest corner of Imperial Avenue and Wakeman Place, set slightly back from Imperial Avenue. The east side of the lot is planted with low shrubs and ornamental plants, and the west side of the lot is enclosed with a wood privacy fence. The house is an east-facing, two-story, one-bay-by-three-bay, Queen Anne-style, wood-frame building topped with an end-gable roof. The foundation is parged. A two-story, one-bay-by-one-bay ell projects from the center of the south elevation and a one-story, flat-roof addition projects from the west elevation; the roof of the west addition is enclosed with a wood balustrade. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. Shaped shingles fill the gable

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peak, which has simple, decorative bargeboard. A full-width, one-to-two-story porch with a shed roof with a projecting center gable encloses the east elevation of the house; the north end of the porch is one story, and the south end is two stories. The porch is supported with turned posts, and the second-story porch is enclosed with a decorative wood balustrade. The entrance is south of center in the east elevation and is filled with a six-panel wood door. Access to the second-story porch is via a multi-light wood door in the north end of the ell. A secondary entrance is centered in the west elevation of the west addition. Fenestration consists of four-over-four, double-hung, wood sash.

The **Charles Godfrey House, 179 Imperial Avenue (1887, contributing building, photograph 25)** is on the east side of Imperial Avenue set back from the road on a landscaped lot with ornamental plantings and low shrubs. The building is a west-facing, two-story, three-bay-by-three-bay, wood-frame, Italianate-style house topped with an end-gable roof. A wood-lattice apron obscures the foundation. A two-story box bay projects from the center of the south elevation, topped with an end-gable roof, and a one-story, full-width addition topped with a shed roof projects from the east elevation. A second one-story, two-bay-by-two-bay addition projects to the north and attached to the house with a narrow hyphen; the north addition is obscured from view by heavy vegetation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A wide, wrap-around porch topped with a shed roof supported by square posts encloses the west elevation of the building. The entrance is in the north bay of the west elevation and consists of a three-light, four-panel, wood door with a simple wood surround. A plaque reading "Charles Godfrey, 1887" from the Westport Historical Society is east of the door. A bay window is under the porch roof, south of the entrance. Fenestration consists of two-over-two and one-over-one, double-hung, wood sash with simple wood surrounds topped with a slightly projecting cornice.

The **Francis Godfrey House, 169 Imperial Avenue (1909, contributing building, photograph 26)** is on the east side of Imperial Avenue set well back from the street edge on a sloping, grassy lot. The house is a west-facing, one-and-one-half-story, three-bay-by-two-bay, wood-frame, Colonial Revival-style building topped with a side-gable roof. The foundation is not visible from the public way. A two-story, one-bay-by-three-bay addition projects off the east elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A small chimney pierces the ridgeline north of center, and a chimney clad with wood clapboards is in the center of the south elevation. The entrance is in the north bay of the west elevation and consists of a nine-light wood door sheltered by a gable overhang supported by square posts. Fenestration consists of six-light wood casement windows with simple wood surrounds and paired eight-light casement windows with slightly projecting molded cornices.

The **Saugatuck River Swing Bridge (1884, NRIS No. 87000126, contributing structure, photographs 27)** is a wrought-iron, pin-connected swing bridge spanning the Saugatuck River at the west end of Bridge Street and connecting to Riverside Avenue on the west river bank. This bridge replaced an original 1869 bridge on the same site. The bridge consists of a four-span multi-girder steel superstructure carried on masonry abutments and mid-river concrete and masonry piers. The eastern end of the bridge is 142-foot (ft) long and comprised of two continuous spans resting on concrete abutments. The western end of the bridge is 145-ft long and centered over a large pivot pier, making it capable of turning 90 degrees to the path of Bridge Street to allow boat traffic on the river to pass; wood cribbing set on wood piles is north and south of the pivot pier to protect it from ice floes and collisions. The bridge is 26-ft-8-in wide, with a 19-ft-6-in wide asphalt-paved roadbed and 4-ft wide wood plank walkway cantilevered from the north side of the bridge. In 1950, the masonry pivot pier was encased in concrete. The bridge was originally supported by three Pratt through trusses, but in 1991 the center portion of the truss floor beams were removed, leaving approximately 2-ft intact. As a result of rehabilitation work undertaken in 1991, the Pratt trusses are now decorative elements that support only their own weight atop a new platform superstructure. Additionally, as part of rehabilitation campaigns in 1991 and 1993, operating machinery was replaced, a new reinforced

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concrete pier was installed under the fixed span, and the floor system was replaced in both spans (McMillan 2017).

**Statement of Integrity**

The Bridge Street Historic District possesses integrity of location, design, setting, workmanship, materials, feeling, and association as a cohesive residential district developed as early as 1809 and primarily between ca. 1870 and ca. 1915. The District retains a significant number of early properties constructed in popular architectural styles of their day, such as Federal, Italianate, Queen Anne, and Colonial Revival. Contributing buildings retain their character defining features, such as fenestration patterns and architectural ornament, including alterations made during the period of significance. There are few modern intrusions or vacant lots within the District, and most of the modern construction in the District is designed in New Traditional Victorian, Minimal Traditional, Ranch, or Contemporary styles and screened from view from Bridge Street by change in elevation and vegetation. No historic buildings within the District have been determined to be non-contributing, as they all retain sufficient integrity to convey their associations with the historic development of the Bridge Street neighborhood; therefore, all of the non-contributing buildings within the District were constructed outside the period of significance. The Saugatuck River Swing Bridge maintains its association as an integral part of the development of the neighborhood.

**BRIDGE STREET  
 HISTORIC DISTRICT DATA SHEET**

Please note: properties marked with an asterisk (\*) have been previously listed on the National Register of Historic Places.

Resource Name	Address	WRI No. <sup>3</sup>	Est. Date	Resource Type	C/NC	Photograph #
Anna E. Dolan House	12 Bridge Street	None	1932	Building	C	20
Albert U. Smith House	14 Bridge Street	1003	ca. 1917	Building	C	19
Outbuilding	14 Bridge Street	1003	1920	Building	C	None
David Bulkley House	15 Bridge Street	0053	1880	Building	C	18
Frederick Hotchkiss House	16 Bridge Street	0054	1876	Building	C	17
Single-family residence	17 Bridge Street	None	1986	Building	NC	16
Rufus Wakeman House	18 Bridge Street	0055	1884	Building	C	15
Rufus Wakeman Carriage Barn	18 Bridge Street	0055	1884	Building	C	None
Rufus Wakeman Iron Fence	18 Bridge Street	0055	1884	Structure	C	15

<sup>3</sup> WRI No. refers to the Westport Resources Inventory Number, assigned by the Westport Historic District Commission.

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Resource Name	Address	WRI No. <sup>3</sup>	Est. Date	Resource Type	C/NC	Photograph #
Albert U. Smith House	19 Bridge Street	0056	1902	Building	C	14
Albert U. Smith Carriage House	19 Bridge Street	0056	1902	Building	C	14
Single family house	20 Bridge Street	None	2017	Building	NC	None
Daniel Kirk House	21 Bridge Street	0057	1875	Building	C	12
Nathaniel Gault Carriage House	23 Bridge Street	1230	ca. 1900	Building	C	13
Orlando Allen House	24 Bridge Street	0058	1886	Building	C	11
Studio Apartment	24 Bridge Street	None	1984	Building	NC	None
Single-family residence	26 Bridge Street	None	1930	Building	C	None
Lyons House	27 Bridge Street	None	1945	Building	C	10
Anthony Arciola House	28 Bridge Street	None	1990	Building	NC	9
Henry Guyaz Duplex	29-31 Bridge Street	0059	1915	Building	C	8
Garage	29-31 Bridge Street	0059	1969	Building	NC	None
Joseph Postorino House	32 Bridge Street	1231	ca. 1913	Building	C	7
Garage	32 Bridge Street	1231	1974	Building	NC	7
Henry Guyaz House	33 Bridge Street	0059	1930	Building	C	8
George Disbrow House	34 Bridge Street	None	1928	Building	C	6
Garage	34 Bridge Street	None	1974	Building	NC	6
Saugatuck Elementary School	35 Bridge Street	0060	1931; addition 1950	Building	C	3-5
Delancy Allen House	192 Compo Road South	0188	1809	Building	C	2
Garage	192 Compo Road South	0188	1978	Building	NC	None
David and Mary Finnegan House	190 Compo Road South	1278	1878	Building	C	1
David and Mary Finnegan Barn	190 Compo Road South	1278	1880	Building	C	None
Garage	190 Compo Road South	1278	1978	Building	NC	None

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Resource Name	Address	WRI No. <sup>3</sup>	Est. Date	Resource Type	C/NC	Photograph #
Francis Godfrey House	169 Imperial Avenue	1344	1909	Building	C	26
Charles Godfrey House	179 Imperial Avenue	0398	1887	Building	C	25
Albert W. Allen House	184 Imperial Avenue	0397	1891	Building	C	24
Single Family Residence	185 Imperial Avenue	None	2007	Building	NC	23
Oscar Allen House	186 Imperial Avenue	0399	1891	Building	C	24
Edward A. Gauchet House	188 Imperial Avenue	0400	ca. 1890	Building	C	22
Garage	188 Imperial Avenue	0400	1982	Building	NC	None
Francis Godfrey House	189 Imperial Avenue	0401	ca. 1878	Building	C	21
Saugatuck River Swing Bridge*	Route 136 over the Saugatuck River	0229	1884	Structure	C	27
Bridge Street System of Stone Walls	Bridge Street	None	ca. 1869, altered 20 <sup>th</sup> c.	Structure	C	8, 9, 20, 28, 29

C: Contributing Resource  
 NC: Non-Contributing Resource



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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.)

Community Planning and Development

Architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1809-1945

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1809: Delancy Allen House constructed

1869: Bridge Street deeded to the town

1869: Bridge Street Bridge constructed

1884: Saugatuck River Swing Bridge constructed to replace original bridge

1931: Saugatuck Elementary School constructed

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Allen, Isaac

Union Bridge Company

Emmons & Abbott

Lyons & Mather

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Bridge Street Historic District is eligible for listing in the National Register of Historic Places (National Register) at the local level under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Architecture. Under Criterion A, the District is eligible for listing due to its associations with the development of the Bridge Street residential neighborhood as a result of the concurrent donation of land to the Town of Westport by Chloe Allen and construction of a bridge across the Saugatuck River in 1869 (replaced by the Saugatuck River Swing Bridge in 1884). Under Criterion C, the District is eligible for listing as a relatively intact collection of late nineteenth- and early twentieth-century residences constructed in a variety of popular styles including Italianate, Queen Anne, Colonial Revival, Minimal Traditional, and Craftsman, reflecting the District's status as a primarily upper middle- and middle-class neighborhood.

The period of significance begins in 1809, the construction date of the earliest building in the District, the Delancy Allen House at 192 Compo Road South, and ends with 1945, with the construction of the Lyons House at 27 Bridge Street, after which the nature of residential construction significantly changed in the District, following the close of World War II.

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

#### **CRITERION A – COMMUNITY PLANNING AND DEVELOPMENT**

The Bridge Street Historic District is eligible for listing in the National Register under Criterion A at the local level due to its development as a residential neighborhood following the Allen family's donation of land for Bridge Street in 1869 to the Town of Westport, the related construction of a bridge over the lower Saugatuck River in 1869, and the subsequent subdivision and development of large parcels of land between Compo Road South and the Saugatuck River in the late nineteenth and early twentieth centuries. The neighborhood was inhabited by upper middle- and middle-class residents, in contrast with the worker housing across the river in Saugatuck, which was home to working-class Westporters and predominantly Irish and Italian immigrants who worked in nearby factories and businesses. North of Bridge Street, Westport developed into a late nineteenth- and early twentieth-century suburban community, with a commercial center along Post Road at Westport Center and houses occupied by upper middle-class residents and prominent New Yorkers looking to escape the City for quieter suburbs.<sup>4</sup>

The early layout of Westport resembled a horseshoe, with the apex in Westport Center, north of the District, the western side along the border of Westport and Norwalk, and the eastern side along Compo Road, laid out in 1679. Initially, no roads ran between Compo, the predominantly agricultural southern settlement on the east side of the river, and Saugatuck, on the west side of the Saugatuck River opposite Compo, which was dominated by factories and worker housing (Birge 1926:42; MacKenzie 1922:1). River crossings were via three ferries, one near Kings Highway North, one near Edge Hill Lane, and the third just north of the railroad bridge in Saugatuck, or by fording the river (Weingarten et al. 2016:5). Westport's early

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<sup>4</sup> Kings Highway North Historic District was listed on the National Register in 1998, NRIS 98000884; the Westport Center Historic District was listed on the National Register in 2016, NRIS 16000449.

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development occurred largely due to local grain dealer Ebenezer Jesup (1767–1851), who built a wharf near the headwaters of the Saugatuck River. In 1807, the Connecticut Turnpike (today's US Route 1) was built through Westport Center, due in part to Jesup (Weingarten et al. 2016:5–6). In 1811, Jesup arranged for the construction of a carriage bridge over the river, with the right of way located on his property, near what is now the intersection of Jesup Road and Post Road East (Klein 2010:74; Dyer-Carroll 2014:45). Jesup's efforts resulted in an expanded maritime trade in Westport and the development of Westport Center as the locus of business and trade in town (Gibbs 2009:2-3).

The District first appears on a detailed map of Westport in 1853 (Figure 1). At that time, the land in the District was predominantly owned by the Allen family, whose holdings spanned from the east bank of the Saugatuck River to Compo Road, and was sparsely populated beyond Compo Road. The two sections of Westport were first connected with the coming of the railroad in 1848. The New York, New Haven, and Hartford (NYNH&H RR) was chartered in 1844 to create a rail link between New Haven and New York City (Karr 1995:45–50). The residents of Compo wanted access to the railroad station that was subsequently built in south Saugatuck without having to travel north through the Center first or cross the river via ferry (Weingarten et al. 2016:6). Eventually the NYNH&H built a footpath to the railroad bridge, which pedestrians could use to cross over to the railroad station (Birge 1926:43).

The American Civil War (1861–1865) was a period of prosperity in Westport, with shipping, wool, and onion industries flourishing. This prosperity led to the expansion of development in Westport Center and in Saugatuck on the west side of the Saugatuck River. Immigrants who arrived in Westport and settled in Saugatuck in the mid-nineteenth century to work on the farms and in the factories initially came predominantly from Ireland, along with Poland, Hungary, and Germany; Italians followed in the late nineteenth and early twentieth centuries (Klein 2010:138; Dyer-Carroll 2014:48–49).

Railroad access coupled with increasing industrialization following the end of the Civil War led to an increase in business and population in Saugatuck, including the construction of factories and shops along Riverside Avenue, and thus a demand for easier access to the area (Gibbs 2009:2–4). Until 1868, when a charter was granted to the Saugatuck Bridge Company, a private corporation, to build a bridge across the Saugatuck River, Jesup's bridge remained the primary carriage crossing point over the Saugatuck River (Gibbs 2009:2–4). Many Westport residents, particularly those living and working in the Center to the north, opposed the construction of a bridge near Saugatuck, fearing it would divert trade from the prosperous Center (Birge 1926:42; Klein 2010:129). Despite these concerns, in 1869, the Saugatuck Bridge Company constructed a moveable type wooden wagon bridge north of the southern ferry landing, and following a series of legal proceedings, in 1872 the Town purchased the bridge (Birge 1926:43). An invasive burrowing mollusk soon significantly damaged the bridge, forcing the town to replace it. The replacement for the damaged bridge, the **Saugatuck River Swing Bridge (1884, NRIS 87000126, contributing structure)**, was built on the same alignment as the wooden bridge, and was constructed of iron seated on masonry piers to avoid damage from the burrowing mollusks (Birge 1926:43; McMillan 2017:5). The bridge connected the two sides of Westport, and, as residences on Bridge Street were constructed, provided easier access to the industrial and commercial center of Saugatuck on the west bank of the river (McMillan 2017:5). The pattern of bridge construction followed by residential building along Bridge Street is somewhat different than the nineteenth-century development in other parts of Westport, as Saugatuck was already emerging as an industrial center in the town prior to the construction of the bridge, and Bridge Street became a residential neighborhood, rather than a commercial locus as in the case of Westport Center.

The eastern terminus of the bridge was the land of Chloe Allen (1875–1870), whose family owned land from Compo Road west to the river. Allen believed that there should be a public highway leading from the

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bridge to Compo Road South, one of the major thoroughfares running south from Westport Center. As a result, in 1869, she deeded land for what would become Bridge Street to the town, with the provision that the road and a fence on either side of the road be constructed at no expense to her; this was reaffirmed in a deed from Chloe's heirs (Allen 1869; Westport Town Clerk 1876).<sup>5</sup> The required fence was likely a low stone wall, possibly topped with one or two wooden rails, and exists as the **Bridge Street System of Stone Walls (ca. 1869, contributing structure)**, remnants of which remain extant and line the Bridge Street public right-of-way of (CSDH 1937; Sloane 1955:27). It is unknown if Ebenezer Jesup constructed stone walls along Post Road near his bridge over the Saugatuck River to the north, as the Westport Center area has since become densely developed with commercial buildings situated at the sidewalk edge. Along Kings Highway North, however, there are numerous stone walls along the south side of the street, which may delineate the southern boundary of the right-of-way. No discussion of the origins of the walls appears in the Kings Highway North Historic District National Register nomination, so they cannot definitely be linked to the laying out of the road beginning in 1672 (Cunningham 1997).

Stone walls are common elements of the Westport landscape, reflective of its early history. Frequently no more than linear piles of field stones at the edges of fields, stone walls were typically used to delineate pastures, enclose livestock, or to act as property boundaries (Sloane 1955:27–31). Stone walls often lined roads as well, as a result of clearing stones from roadbeds, and were constructed as farms expanded and roadways emerged between them (Thorson 2002:90). Later, stone walls became decorative elements, laid out by landscape architects and others, particularly on large estates. This pattern may be evident in Westport, such as at Hockanum, banker Morris Ketchum's (1796–1880) Cross Highway estate, which had grounds designed by Frederick Law Olmsted Sr. (Thorson 2002:6; Potts 1994:84). These later stone walls were frequently constructed of river cobbles or other stones mortared in place, sometimes capped with concrete, such as along Post Road near Ludlow Street (Potts 1994:147).

Prior to the construction of Bridge Street, development in the District was generally confined to Compo Road South and to Ferry Lane south of the railroad (outside District). Chloe Allen, the widow of farmer Delancy Allen (ca. 1783–1833) lived in the **Delancy Allen House, 192 Compo Road South (1809, contributing building)**, and two of her sons, Isaac (1812–1900) and Maltbie (1810–1859), had houses just to the south (no longer extant, demolished for the construction of the Connecticut Turnpike) (Potts 1985:170–171; McCahon 1988h). Outside of the Allen family, by 1867 Stephen R. Sexton, an artificial flower manufacturer, had a house near the east bank of the river north of the railroad. Sexton likely accessed his property from the south, via Ferry Lane, or by a long, winding drive that ran west from Compo Road; the drive does not appear to have followed what would become the route of Bridge Street (Figure 2).

Shortly after the construction of Bridge Street, Isaac Allen and his nephew Marcus began selling off plots of family land along the north and south sides of the street to prominent Saugatuck business owners. While it is unknown if Chloe Allen intended that her property be subdivided into a residential neighborhood, her son and nephew likely benefitted from her largesse in donating the road to the town. Nearly concurrently, Erastus P. Smith, who owned the lot north of Isaac Allen spanning from Compo Road to the Saugatuck River, began developing his property, laying out Imperial Avenue from Bridge Street to Baker Street on the north (Birge 1926:66; McCahon 1988m). Smith called a promontory on the river Point Imperial, then laid out a road to connect the point with Compo Road, likely today's Franklin Road (Birge 1926:66). In 1873, the Town of Westport constructed the northern portion of Imperial Avenue, running from Post Road to the section of road built by Smith that connected to Bridge Street. Smith's lot was poor farmland, but

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<sup>5</sup> Both Allen's proclamation and the associated deed mention a map that would more precisely show the path of Bridge Street. Efforts to find this map in Westport archives have been unsuccessful.

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well suited for residential development, located between Westport Center and the Saugatuck railroad station, and near the manufacturing district in Saugatuck (Birge 1926:67).

At the end of the nineteenth century, as agriculture declined in Connecticut, many farms were subdivided and numerous new residences were constructed. This pattern may be seen throughout Westport, particularly along Kings Highway North north of Westport Center and is present along Bridge Street. Kings Highway North was occupied by long-standing Westport families, as well as prominent local citizens and newcomers to Westport (Cunningham 1997:16). Many residents along Kings Highway North were involved in banking or town government, generally in Westport Center (Cunningham 1997:16). Bridge Street and other parts of southern Westport were occupied by business owners who often worked in nearby Saugatuck, rather than further north in Westport Center.

Within the District, the west end of Bridge Street and the south end of Imperial Avenue developed first, with generally large, high-style residences constructed for prominent Westporters who owned businesses in Saugatuck (see **Criterion C – Architecture**). One of the first buildings constructed was the **Frederick Hotchkiss House, 16 Bridge Street (1876, contributing building)**, built on land purchased from Isaac Allen; it is likely that Allen built the house for Hotchkiss. Little is known about Frederick Hotchkiss, or Lydia Hotchkiss, who next owned the property, but in 1903, E. Sterne Wheeler (ca. 1857–1911) purchased the property from her estate (McCahon 1988b). Wheeler was the son of Elonzo Wheeler, who owned the Saugatuck Manufacturing Company on Riverside Avenue near the railroad station (outside the District across the river in Saugatuck).

In 1875, the **Daniel Kirk House, 21 Bridge Street (1875, contributing building)** was constructed on the north side of the street on a large lot purchased from Marcus Allen (Westport Town Clerk 1875a). Kirk, a laborer, hired Horace Staples to build a house for him on Bridge Street, but appears to have been unable to pay Staples, as a mechanics lien was filed by Staples in July 1875 (Westport Town Clerk 1875b). The house was subsequently purchased by Thomas Jones, who sold the house to Charles LaCroix just three years later (Westport Town Clerk 1875c, 1878). Charles LaCroix was a saloonkeeper from Bavaria who resided at the property until about 1890 (Adams 1951). Nathaniel Gault, who owned a trucking company, purchased the property from LaCroix in 1890 and resided at the property until he sold it to George W. Alger in 1915 (US Census 1910; Adams 1951). In 1880, David Bulkley, a carpenter, purchased a parcel of land from Isaac Allen at the northeast corner of Imperial Avenue and Bridge Street and constructed an Italianate-style house (**David Bulkley House, 15 Bridge Street [1880, contributing building]**).

On the south side of Bridge Street, near Imperial Avenue, Rufus Wakeman (1843–1916), who owned a grocery store and mattress factory (the Rufus Wakeman Mattress Factory is outside the District at 535 Riverside Avenue across the river in Saugatuck) purchased land from Isaac Allen and likely hired Allen to construct a large, ambitious Italianate-style house for him in the developing neighborhood. The **Rufus Wakeman House, Carriage Barn, and Iron Fence, 18 Bridge Street (1884, contributing buildings and structure)** reflected Wakeman's status as First Selectman (1884–1891) and later as representative to the Connecticut General Assembly (McCahon 1988c; WHS 1977). Wakeman's factory was well known for the manufacture of yacht and church cushions (WHS 1977). He appears to have purchased multiple lots, likely as investments, as brothers Oscar and Albert W. Allen bought a lot on the west side of Imperial Avenue at the northwest corner of the District from Wakeman about 1891, which they split between them. The brothers built a pair of nearly identical Queen Anne-style houses on the parcel, the **Oscar Allen House, 186 Imperial Avenue (1891, contributing building)** and the **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building)**. Albert, the caddy master at a local country club, lived at the property until his death in 1933 (US Census 1930; McCahon 1988j).

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Local inventor Albert U. Smith (1859–1942), who invented the computing scale which became known as the Dayton scale, had a large, Colonial Revival-style house and carriage house constructed at 19 Bridge Street (**Albert U. Smith House and Carriage House, 19 Bridge Street [1902, contributing buildings]**). Smith lived at the property until his retirement in 1916, moving to a new, more modest residence at 14 Bridge Street (**Albert U. Smith House and Outbuilding, 14 Bridge Street [ca. 1917 and 1920, contributing buildings]**). Smith's business, the Computing Scale Company, which held the patent to his invention, occupied the second floor of the Doscher Plane and Tool Company building at 10 Saugatuck Avenue. The Computing Scale Company, became part of the Computing-Tabulating-Recording Company formed in 1911. In 1933, the Computing-Tabulating-Recording Company became a division of International Business Machines (now IBM), as part of its scale division, which was eventually sold to the Hobart Manufacturing Company (IBM 2017).

By about 1900, the District and surrounding neighborhood were sufficiently populated to require a school building, which was constructed in 1902 at what is now 35 Bridge Street. By 1916, the school had to be expanded to accommodate a growing population (McCahon 1988g). Much of the associated residential growth took place outside the District, with only a small number of new residences constructed at the turn of the century.

At the west end of the District, near the Saugatuck River Swing Bridge, the Dolan family constructed or occupied several residences around the turn of the twentieth century. On the north side of Bridge Street, immediately east of the bridge, John Dolan, an Irish immigrant who arrived in the United States in 1860 and who would later become the bridge keeper for the Saugatuck River Swing Bridge, purchased two parcels of land from Isaac Allen between Imperial Avenue and the east bank of the river. Three houses were ultimately constructed across the two lots, all of which are no longer extant; the land is now occupied by modern houses on Imperial Landing (Sanborn 1940). In 1903, John's son Edward, a machinist, owned the house at 15 Bridge Street, which was next occupied by Edward's daughter Mary Dolan, a secretary for the Carl Bruno Dolge Company (outside the District) (McCahon 1988a). In 1932, a modest house, the **Anna E. Dolan House, 12 Bridge Street (1932, contributing building)** was built for John's daughter Anna on the south side of Bridge Street, across from the other Dolan houses at the west end of the District (US Census 1910).

In the early twentieth century, many areas of Westport became popular destinations for wealthy New Yorkers who constructed vast estates or purchased houses in nascent coastal resort communities (Gibbs 2009:2–4). The Merritt Parkway, built in 1938 to relieve congestion along US Route 1/Boston Post Road, runs through the northern part of Westport and connects New York and New Haven on a route close to the Connecticut shoreline. The Parkway provided convenient access to the estates and resorts developing in Westport (Lynn and Wigren 1991).<sup>6</sup> Many farms away from the Saugatuck River, particularly in the northern part of Westport, became estates for wealthy elites, and resort communities were established along the southern shoreline at Compo Beach and Mill Cove, both east of the District (Gibbs 2009:2–4; Cunningham 1992:25).<sup>7</sup> Writers, artists, and actors were drawn to Westport, and a small artist's colony formed, predominantly in the northern part of town. In Greens Farms, Westport native E.T. Bedford, who started work in Westport's agricultural fields and eventually becoming a Standard Oil executive, built a vast estate on Beachside Avenue (Klein 2010:162; Cunningham 1992:25). Rose O'Neill, inventor of the Kewpie Doll, lived off Imperial Avenue, north of the District (exact address unknown) (Hirshey 2008).

<sup>6</sup> The Merritt Parkway was listed on the National Register in 1991, NRIS 91000410.

<sup>7</sup> Compo Beach/Owenoke Historic District was listed on the National Register in 1991, NRIS 91000393; Mill Cove Historic District was listed on the National Register in 1991, NRIS 91000392.



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Bridge Street remained a generally year-round residential neighborhood occupied by residents typically working in nearby Saugatuck or in Westport Center. Occupations listed for residents of the District in the 1940 Federal Census ranged from bookkeeper, mason, and bank clerk, to high school teacher, engineer, architect, and the Westport Chief of Police. Two residents listed their occupations as freelance writers. Most of the residents were native-born Americans with only a small number of immigrants, from Italy and Switzerland (US Census 1940). These immigrant families typically constructed more modest residences on smaller lots near the east end of the District, but still reflected popular architectural styles. Joseph Postorino, an Italian immigrant who arrived in the United States in 1913, built a house at 32 Bridge Street (**Joseph Postorino House, 32 Bridge Street [ca. 1913, contributing building]**), and Henry Guyaz, a Swiss immigrant who arrived in the United States in 1899, built the **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building)** around the same time on land purchased from Orlando Allen, a descendant of Isaac Allen (US Census 1930; McCahon 1988f).

By the end of the first quarter of the twentieth century, Bridge Street began to become more densely populated as the east end of the District began to be developed, larger properties on the west end of the District subdivided into smaller ones, and former outbuildings converted into residences. On the south side of Bridge Street, the house at **26 Bridge Street (1930, contributing building)** was built behind the **Orlando Allen House, 24 Bridge Street (1886, contributing building)**. A secondary residence was also south of the Allen house on the same property; this building was likely replaced in the 1980s. On the north side of Bridge Street, the **Nathaniel Gault Carriage House, 23 Bridge Street (1900, contributing building)** was converted into a residence, and the land was split off as a separate lot. Carriage painter Francis Godfrey, lived on Imperial Avenue (**Francis Godfrey House, 189 Imperial Avenue [ca. 1878, contributing building]**) with his wife, brother, and a boarder (Adams 1951; US Census 1910). Henry Guyaz constructed a single-family house behind his duplex (**Henry Guyaz House, 33 Bridge Street [1930, contributing building]**); his son William (a building carpenter) subsequently rented one unit in the duplex and resided there with his wife, two daughters, a son, and members of his extended family. Leroy Bassett, a shipping clerk at a lock factory, resided in the other unit with his wife (US Census 1930).

As the District became more populated, the original Bridge Street School quickly became inadequate, and in 1931 was replaced with the **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building)** (Westport School Study Council n.d.). Designed by the Stamford, Connecticut-based architectural firm of Emmens and Abbott, the Georgian Revival school was built by general contractor William Martin and Son of Bridgeport, Connecticut (McCahon 1988g). In 1950, the school was expanded with an addition to the east, designed by the Bridgeport firm of Lyons and Mather, which was also responsible for a contemporaneous addition constructed on the Greens Farms school (outside the District) (Cunningham 1990a). The Saugatuck Elementary School was subsequently closed, likely in 1983 as the Westport School District consolidated (Cunningham 1990a).

By the middle of the twentieth century, modest Ranch-style houses were being constructed in the east end of the District, some built for first generation Italian-Americans who had grown up in Saugatuck on the west side of the river (US Census 1930). In 1945, the Lyons family purchased land from George W. Algers and built a house at 27 Bridge Street (**Lyons House, 27 Bridge Street [1945, contributing building]**). This was the last small parcel carved out of the larger lot that had previously also encompassed 21 and 23 Bridge Street. The remainder of the property, to the north of 27 Bridge Street, was sold to the Town of Westport for use as athletic fields by the Saugatuck Elementary School (Adams 1951). The District changed little until after the close of World War II in 1945, when the neighborhood began to become more working-class. In 1956, the Connecticut Turnpike, now Interstate 95, was constructed south of the District, and residents displaced from the Saugatuck neighborhood across the river began to move into the District. The Turnpike appears to have had a relatively modest effect on the District, with only two known buildings

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demolished to make way for the highway – the houses of Maltbie and Isaac Allen near the intersection of Compo Road South and Bridge Street (Potts 1985:170–171). In the late twentieth and early twenty-first centuries, numerous residences have been constructed along Bridge Street, Compo Road South, and Imperial Avenue (outside the District).

### CRITERION C – ARCHITECTURE

The Bridge Street Historic District is eligible for listing on the National Register under Criterion C at the local level as a well-preserved example of a group of buildings constructed in popular residential architectural styles dating from the mid- to late nineteenth and early twentieth centuries. The relatively intact collection of single- and multiple-family residences are constructed in a variety of popular late nineteenth- and early twentieth-century styles including Italianate, Queen Anne, and Colonial Revival, built for upper middle- and middle-class residents. One large former institutional building, a Colonial Revival-style neighborhood school, is near the east end of the District and reflects the District's growth as a residential area. The Colonial Revival style was extremely popular in Westport, with numerous examples of older buildings altered with Colonial Revival detailing, and groups of buildings constructed in the style. Examples are present throughout Westport, including along the coast in Mill Cove, a summer resort area with seasonal Colonial Revival and Bungalow-style cottages, such as those at 50 and 52 Compo Mill Cove; the residential neighborhood on Maplewood Avenue, which has a concentration of Craftsman, Colonial Revival, and Dutch Colonial-style houses, such as those at 3 and 5 Maplewood Avenue; and along Kings Highway North and nearby side streets, which are dominated by buildings exhibiting the Colonial Revival style, such as the Francis Converse House (75 Kings Highway North, 1922), the Charles E. Cutler House (79 Kings Highway North, 1920), and 72 Ludlow Road (1929). Directly across the river in Saugatuck, many houses may have no or little ornamentation, but building forms reflect the Italianate, Queen Anne, and Colonial Revival styles (Cunningham 1990; PAL 2017; Dyer-Carroll 2014; Cunningham 1997; Taylor and Taylor 2014).

Unlike some other areas of Westport, such as along Kings Highway North and in Westport Center, which heavily reflect the Colonial Revival period in American history and architecture that occurred in the early to mid-twentieth century, the Bridge Street Historic District reflects a continuum of popular architectural styles dating from the mid- to late nineteenth and early twentieth centuries.

The earliest house in the District is the Federal-style **Delancy Allen House, 192 Compo Road South (1809, contributing building)** at the corner of Compo Road South and Bridge Street. The Allen family, who played a significant role in the development of the District, owned much of the land along what would become Bridge Street between Compo Road South and the east bank of the Saugatuck River (see **Criterion A – Community Planning and Development**). Federal-style houses, common between 1780 and 1820, were typically constructed with side-gable roofs and symmetric facades of three or five openings with center entries; six-light, double-hung wood sash; and elaborate door surrounds, often with semi-circular or elliptical fanlights over the front door (McAlester 2013:217). Many Federal-style houses in Westport conform to this design, with symmetrical facades and side-gable roofs, such as the D. Bennett/Richards-Dunne House at 8 Myrtle Avenue (Gibbs 2009:2-7; Dyer-Carroll 2014:9). The Delancy Allen House is a vernacular example of a Federal-style house that does not strictly conform to the typical Federal style, with an asymmetric, four-opening facade, a side-entry plan, and a somewhat less elaborate door surround than was typical for its period, with a rectangular transom light, rather than fanlight over the door.

In the mid-nineteenth century, as southwestern Connecticut became more prosperous with the advent of waterpowered industry and a shift away from agriculture as the primary economic force, architecture also

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became more sophisticated and elaborate (Cunningham 1992:16–17). By the late 1830s, Greek Revival architecture was the dominant style in the region, exhibited in modest farmhouses and more ornate civic and institutional buildings (Cunningham 1992:18). There are no extant examples of Greek Revival architecture, popular between 1825 and 1860, in the Bridge Street district, reflecting that this was a quiet farming area, mostly owned by one or a few families, which developed after the height of the preference for Greek Revival-style architecture. On the south side of Bridge Street, near the intersection with Compo Road South, once stood two high-style examples of Greek Revival-style architecture, the homes of Chloe Allen’s sons Isaac Allen and Maltbie Allen. The houses, topped with end-gable roofs with enclosed gable peaks, were ornamented with fluted columns supporting a slightly projecting cornice on one of the buildings, and engaged pilasters on the other. The buildings were demolished during the construction of the Connecticut Turnpike, now Interstate 95; no other examples of Greek Revival architecture remain within the District (Potts 1994:170–171). Otherwise, the Greek Revival style, popular with the middle class during the mid-nineteenth century, likely would have been a popular architectural style in Bridge Street as it was throughout the northern portions of Westport. Examples of this style in Westport include the William Wright House (25 Wright Street, 1849) and the Daniel Platt House (25 Post Road West, ca. 1843).

The scale and siting of the residences at the west end of the District, nearest to Saugatuck, provide a contrast to the densely-built, modest, worker housing across the river. The larger houses may have been a middle-class version of the more ornate mansions constructed during this period with multi-wing layouts; large, landscaped lots; and ornate architecture (Cunningham 1992:27). Houses constructed in this part of the District were generally on large, flat lots, and set well back from the street edge. Additionally, houses in the west end of the District were typically constructed with pronounced stylistic features, including eaves brackets and door and window surrounds, as opposed to more vernacular elements as seen on buildings at the east end of the District or across the river in Saugatuck. These buildings were generally on a similar scale to those constructed in Westport Center and parts of the Kings Highway North historic district, and had similar levels of ornament. This is likely due to construction for residents of similar economic status throughout all three districts.

The buildings in the District constructed in the last quarter of the nineteenth century after the Bridge over the Saugatuck River connected the east and west sides of the river, were generally designed in one of three major styles: Italianate, Queen Anne, or Colonial Revival. The prevalence of these styles is a reflection of the expansion of industry and the following prosperity, embodied in more ambitious, complex buildings that tended to move away from the symmetrical earlier building styles (Cunningham 1992:26). Houses constructed in the District in the Italianate style, a picturesque style that followed the Greek Revival style and was popular from 1840–1885, generally fall into one of two types, either constructed with an end-gable roof or a simple hip roof. Most Italianate buildings, regardless of roof configuration, were constructed as two- to three-story buildings topped with roofs with bracketed eaves. Hip-roof examples frequently had a square cupola in the center of the roof. Windows were generally two-over-two, double-hung wood sash, frequently topped with bracketed hoods. Many Italianate dwellings were constructed with porches, either narrow entry porches or full-width, one-story porches supported by simple square posts (McAlester 2013:283–285). Decorative details often came from standardized materials available through catalogs. The Italianate style was popular in Westport, with numerous buildings constructed in both high-style and vernacular interpretations. The Italianate style was somewhat more prevalent in the Bridge Street Historic District than in the Kings Highway North and Westport Center areas, with relatively few examples of the style in either of the two northern districts. The Bradley-Wheeler House in Westport Center, now the home of the Westport Historical Society, is one such example, with a full-width, one-story porch, and a cupola in the center of the roof.<sup>8</sup> Two buildings in the Bridge Street Historic District, the **Frederick Hotchkiss**

<sup>8</sup> The Bradley-Wheeler House was listed on the National Register of Historic Places in 1984, NRIS 84000791.

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**House, 16 Bridge Street (1876, contributing building)** and the **Rufus Wakeman House, 18 Bridge Street (1884, contributing building)** are of the hip-roof subtype. The Wakeman House, constructed by local builder Isaac Allen (see **Criterion A – Community Planning and Development**) is a particularly ambitious example of Italianate architecture, with projecting and recessed bays, as well as bracketed window hoods, a wide, wrap-around porch, and bracketed eaves, reflecting Wakeman's status in the community. The Hotchkiss House is somewhat less elaborate, constructed with flat walls and no entry porch.

Four residences in the District exhibit the end-gable subtype of Italianate building. The **David and Mary Finnegan House, 190 Compo Road South (1878, contributing building)** is a somewhat modest example, lacking a front porch, and has no eaves brackets. The three Italianate buildings constructed on Imperial Avenue, the **David Bulkley House, 15 Bridge Street (1880, contributing building)**, **Francis Godfrey House, 189 Imperial Avenue (ca. 1878, contributing building)**, **Charles Godfrey House, 179 Imperial Avenue (1887, contributing building)**, all have full-width or wrap around porches and arched windows in their gable peaks. Only the Francis Godfrey House has bracketed eaves.

Second Empire-style buildings are conspicuously absent from the Bridge Street district, despite its popularity as a style throughout the Northeast and Midwest from ca. 1860–1880 and its presence elsewhere in Westport. Limited examples of this style are along Kings Highway North. This may be due to a preference for the Italianate style throughout Westport, having been popularized for country settings by influential architects Andrew Jackson Downing and Samuel Sloan, and its reflection of earlier, more traditional architectural types (McAlester 2013: 286, 302, 318, Cunningham 1997).

Queen Anne-style buildings, generally constructed between 1880 and 1910 are identified by their use of steeply-pitched, irregularly-shaped roofs with dominant front-facing gables, patterned shingles, and asymmetrical facades and plans, frequently with partial or full-width porches which often wrap around to one or more side walls. Some Queen Anne buildings have spindlework in the gable peaks, ranging from relatively simple king truss posts to more elaborate gable detailing such as ornately carved panels or patterned shingles (McAlester 2013:345–50). Decorative details often came from standardized materials available through catalogs. Queen Anne architecture was popular throughout Westport, with numerous examples constructed in and around Westport Center and beyond (Gibbs 2009:2–12). The Queen Anne style rose in prominence after the financial panic of 1873 and subsequent depression, gaining popularity toward the late 1870s as the economy recovered (McAlester 2013:302). Four houses in the District were constructed in the Queen Anne style, with varying levels of ornamentation. The **Orlando Allen House, 24 Bridge Street (1886, contributing building)** and **Edward A. Gauchet House, 188 Imperial Avenue (ca. 1890, contributing building)** are large, relatively ornate examples of Queen Anne-style architecture, with patterned shingles; wide, wrap-around porches; and asymmetrical facades with large, front-facing gables. Two other Queen Anne-style buildings, the **Oscar Allen House, 186 Imperial Avenue (1891, contributing building)** and **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building)**, are more modest examples, with narrow, asymmetric facades, less ornate detailing, and patterned gable ends.

The Colonial Revival style, an outgrowth of the American Centennial in 1876, enjoyed a long period of popularity, beginning about 1880 and continuing through the middle of the twentieth century. Colonial Revival-style buildings employed architectural devices believed to reflect earlier building styles, and included elements such as centered entries, often with decorative pediments either supported by pilasters or projecting forward and supported by simple columns; windows with double-hung, multi-pane sash; and roof forms such as side gable, gambrel, and hip. Roof cornices were frequently decorated with dentils or modillions, particularly in high-style examples of the style (McAlester 2013:409–412). The Colonial

Bridge Street Historic District

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Revival style was popular throughout Westport, with numerous examples constructed in similar scale and ornament throughout the town. Within the Bridge Street Historic District, five residences, one outbuilding, and one institutional building in the District were constructed in the Colonial Revival style. The earliest Colonial Revival building in the District is the **Albert U. Smith House and Carriage House, 19 Bridge Street (1902, contributing buildings)**. The 1902 Smith house is also one of the most ornate examples of Colonial Revival architecture in the District, constructed with a hip roof and a wide, wrap around porch. Windows in the Smith house are one-over-one, indicating that they are likely more modern replacement units. Two more restrained examples of the Colonial Revival style are Smith's later house constructed after his retirement, (the **Albert U. Smith House, 14 Bridge Street [ca. 1917, contributing building]**), and the **Francis Godfrey House, 169 Imperial Avenue (1909, contributing building)**. The last Colonial Revival-style house in the District is the **George Disbrow House, 34 Bridge Street (1928, contributing building)**, constructed in the Dutch Colonial subtype with a gambrel roof pierced by a wide, shed roof dormer.

The **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building)** is an ornate example of a Colonial Revival-style institutional building, constructed in the Georgian Revival style. It has an elaborate central entrance, a symmetric facade on the main block, and is topped with a hip roof with a dentiled cornice. Institutional Colonial Revival buildings such as this were frequently constructed of brick, adding to the school building's prominence. Windows are double-hung sash, as was typical of the time. The building is in a formal setting, seated on a rise with a curved front driveway.

Beginning about 1890, Greens Farms east of the District began to be built up with Colonial Revival-style estates, such as the E.T. Bedford Estate on Beachside Avenue, constructed for Edward T. Bedford, a Standard Oil executive and Westport native (Klein 2010:162). Compo Mill and Mill Cove were also developed with summer cottages designed primarily in various revival- and Craftsman-style architecture, constructed for vacationing New Yorkers and a small number of local residents (Cunningham 1992:25).

Two houses in the District exhibit Craftsman-style elements, the **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building)** and the **Joseph Postorino House, 32 Bridge Street (ca. 1913, contributing building)**. The Craftsman style, popular predominantly between 1905 and 1930, is typified by low-pitched, generally gable roofs; exposed rafter tails; full or partial-width porches; and buildings that are generally between one-and-one-half and two-stories in height. The two-story Guyaz Duplex has a clipped front gable roof and a full-width porch topped with a hip roof porch with exposed rafter tails. The Postorino house, while not strictly in the Craftsman style, has exposed rafter tails and a narrow entry porch. The Craftsman style was particularly popular in the Compo/Owenoke area of Westport, south of the District, near the mouth of the Saugatuck River, where numerous summer residences were constructed (Cunningham 1990b). Few examples of the Craftsman style are found in other historic districts in Westport, with two noted in the Kings Highway North Historic District and none in the Westport Center Historic District, although stylistic elements, particularly windows, are employed in other buildings (Cunningham 1997, Dyer-Carroll 2014). Following the Guyaz and Postorino houses, construction in the District was largely confined to outbuildings, with the exception of the **Anna E. Dolan House, 12 Bridge Street (1932, contributing building)**, a modest, vernacular house, until about 1945 when the **Lyons House, 27 Bridge Street (1945, contributing building)** was built. After 1945, Bridge Street began to develop with more typical, mid-twentieth-century, suburban house forms, particularly modest capes and ranches, and larger lots were subdivided into smaller house lots, indicating the District's shift away from being predominantly oriented toward prominent Saugatuck business owners to more working-class housing.

Bridge Street Historic District  
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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

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- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Westport Historic District Commission, Westport Historical Society

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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## 10. Geographical Data

**Acreage of Property** 22.46

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| A. Latitude: 41.125059 | Longitude: -73.365297 |
| B. Latitude: 41.124054 | Longitude: -73.362243 |
| C. Latitude: 41.122924 | Longitude: -73.361406 |
| D. Latitude: 41.122177 | Longitude: -73.361489 |
| E. Latitude: 41.122152 | Longitude: -73.363331 |
| F. Latitude: 41.122283 | Longitude: -73.366193 |
| G. Latitude: 41.122554 | Longitude: -73.369762 |
| H. Latitude: 41.123394 | Longitude: -73.368704 |
| I. Latitude: 41.124269 | Longitude: -73.366860 |

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**Or**  
**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 Bridge Street Historic District National Register boundaries encompass approximately 22.46 acres in Westport, Connecticut, comprising the following property lots as shown on the attached map:  
Plat No. C6, Lot Nos. 25–26, 36–40, 50–52, 59, 68–70, 93, 96–100, and 102–111.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary encompasses the Saugatuck River Swing Bridge, the north side of Bridge Street between Imperial Avenue and Compo Road South, and the south side of Bridge Street from the west bank of the Saugatuck River to 34 Bridge Street, representing the historic development of the neighborhood between 1809 and 1945. The boundary also encompasses the southern portion of Imperial Avenue and two properties on the west side of Compo Road South, immediately adjacent to Bridge Street. Town-owned land on the north side of Bridge Street along the west bank of the Saugatuck River is also within the boundary. The Bridge Street System of Stone Walls is within the right-of-way of Bridge Street, and is considered a historic resource. The boundary follows legally recorded property lines. The resources included in the District are primarily associated with the development of Bridge Street as a residential neighborhood, which developed in the nineteenth and early to mid-twentieth centuries.

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### 11. Form Prepared By

name/title: Gretchen M. Pineo, Architectural Historian; Virginia H. Adams, Senior Architectural Historian; Michelle Johnstone, Assistant Architectural Historian  
organization: The Public Archaeology Laboratory, Inc. (PAL)  
street & number: 26 Main Street  
city or town: Pawtucket state: Rhode Island zip code: 02860  
e-mail: vadams@palinc.com  
telephone: (401) 728-8780  
date: December 2017

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### 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 to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photograph log. For simplicity, the name of the photographer,

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photograph date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photograph Log**

Name of Property: Bridge Street Historic District

City or Vicinity: Westport

County: Fairfield

State: Connecticut

Photographer: Gretchen M. Pineo, Michelle Johnstone, PAL

Date Photographed: April 27 and May 17, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 29. David and Mary Finnegan House, 190 Compo Road South, looking west.
- 2 of 29. Delancy Allen House, 192 Compo Road South, looking west.
- 3 of 29. Saugatuck Elementary School, 1931 building, 35 Bridge Street, looking northwest.
- 4 of 29. Saugatuck Elementary School, 1950 addition, 35 Bridge Street, looking northeast.
- 5 of 29. Saugatuck Elementary School athletic fields, 35 Bridge Street, looking northwest.
- 6 of 29. George Disbrow House, 34 Bridge Street, looking southeast.
- 7 of 29. Joseph Postorino House, 32 Bridge Street, looking south.
- 8 of 29. Henry Guyaz Duplex and Bridge Street System of Stone Walls, 29-31 Bridge Street (left) and Henry Guyaz House, 33 Bridge Street (right), looking north.
- 9 of 29. Anthony Arciola House and Bridge Street System of Stone Walls, 28 Bridge Street, looking southwest.
- 10 of 29. Lyons House, 27 Bridge Street, looking east.
- 11 of 29. Orlando Allen House, 24 Bridge Street, looking southeast.
- 12 of 29. Daniel Kirk House, 21 Bridge Street, looking northwest.
- 13 of 29. Nathaniel Gault Carriage House, 23 Bridge Street, looking northeast.
- 14 of 29. Albert U. Smith House (left) and Carriage House (right), 19 Bridge Street, looking north.
- 15 of 29. Rufus Wakeman House and Iron Fence, 18 Bridge Street, looking southwest.
- 16 of 29. 17 Bridge Street, looking north.
- 17 of 29. Frederick Hotchkiss House, 16 Bridge Street, looking south.
- 18 of 29. David Bulkley House, 15 Bridge Street, looking northeast.
- 19 of 29. Albert U. Smith House, 14 Bridge Street, looking southeast.
- 20 of 29. Anna E. Dolan House and Bridge Street System of Stone Walls, 12 Bridge Street, looking southeast.
- 21 of 29. Francis Godfrey House, 189 Imperial Avenue, looking east.
- 22 of 29. Edward A. Gauchet House, 188 Imperial Avenue, looking southwest.

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- 23 of 29. Single-Family House, 185 Imperial Avenue, looking northeast.
- 24 of 29. Albert W. Allen House, 184 Imperial Avenue (right) and Oscar Allen House, 186 Imperial Avenue (left), looking southwest.
- 25 of 29. Charles Godfrey House, 179 Imperial Avenue, looking southeast.
- 26 of 29. Francis Godfrey House, 169 Imperial Avenue, looking east.
- 27 of 29. Saugatuck River Swing Bridge, looking east.
- 28 of 29. Bridge Street System of Stone Walls near east end of Saugatuck River Swing Bridge, looking east.
- 29 of 29. Bridge Street System of Stone Walls near 24 Bridge Street, looking west.

**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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Bridge Street National Register District Boundary Coordinate Map



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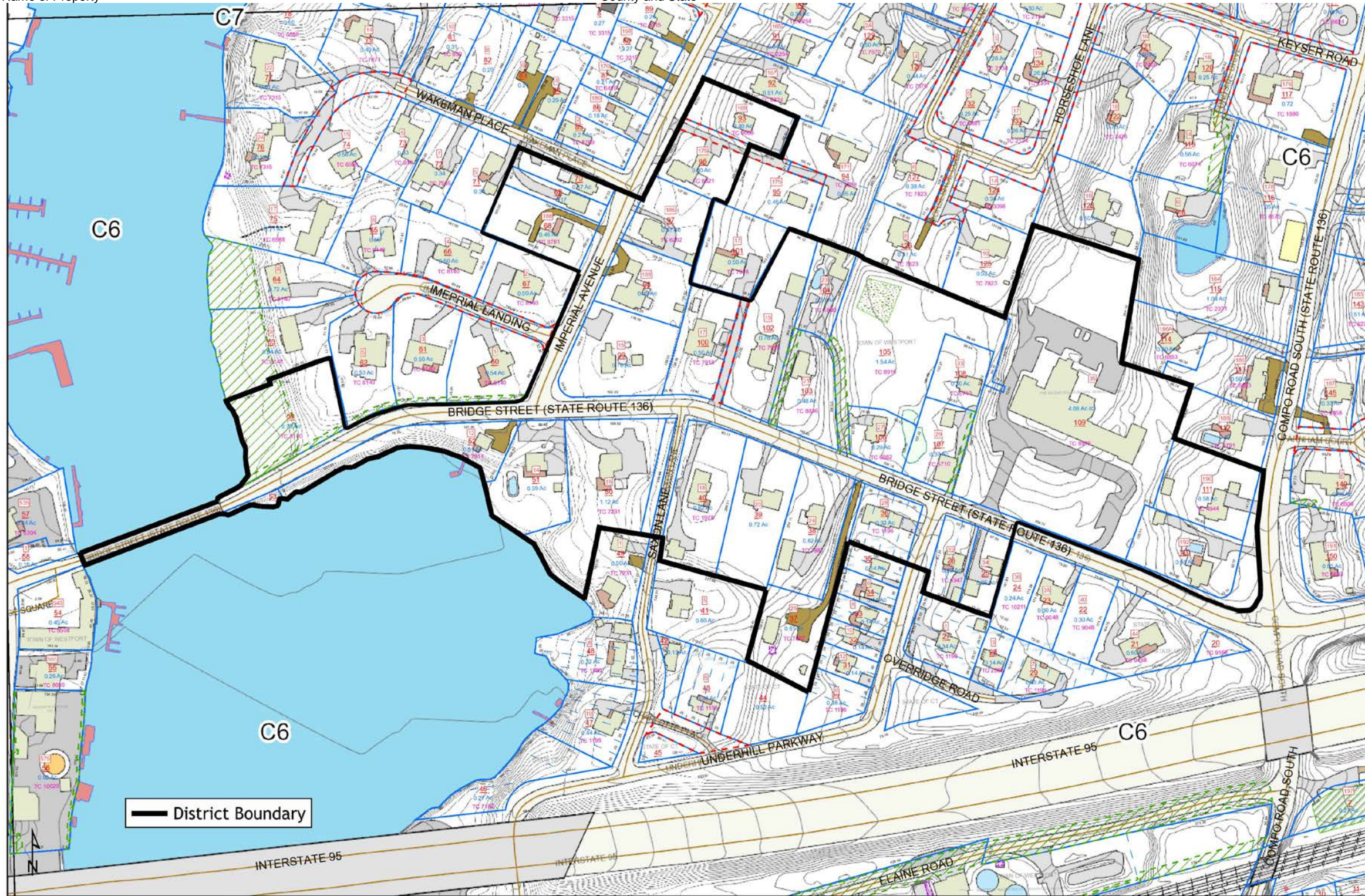


**Bridge Street Historic District Map and Photograph Key**



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Westport Assessor's Map with Bridge Street Historic District Boundary



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**Historic Images and Maps**



**Figure 1.** Map of Bridge Street neighborhood prior to the construction of Bridge Street (Clark 1856).



**Figure 2.** Map of Bridge Street neighborhood in 1867 (Beers 1867).

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**Figure 3.** Map of Bridge Street neighborhood in 1879 (Hopkins 1879).



**Figure 4.** Aerial photograph of Bridge Street Historic District in 1934 (Fairchild Aerial Survey, Inc., 1934).









DELAWARE ALLEN  
1809

















34  
BRIDGE STREET













































1877

































CHARLES GREENE  
1887

ADT





















# Evaluation/Return Sheet For Single/Multi Nomination

1 of 1

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 3/6/2018    Date of Pending List: 4/2/2018    Date of 16th Day: 4/17/2018    Date of 45th Day: 4/20/2018    Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Appeal           | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request     | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver           | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission     | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|   | <input checked="" type="checkbox"/> CLG  |   |

Accept     Return     Reject    4/19/2018 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.

<< Back



Certified Local Government Program  
Chief Elected Official's Comment Form  
For Nominations to the National Register of Historic Places

District/Property Name Bridge Street Historic District  
Address (For individual nomination) 12-35 Bridge Street; 190 and 192 Compo Road South; 169, 179, and 184-189 Imperial Avenue; 1 Saxon Lane (north portion of lot only), and the Saugatuck River Bridge.

As Chief Elected Official for Town of Westport  
(Name of Municipality)

I hereby:

- Approve  
 Do not Approve

of the submission by the State Historic Preservation Officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

  
Name /Signature

FIRST SELECTMAN  
Title

11/28/17  
Date

Certified Local Government Program  
Historic District Commission Form  
For Nominations to the National Register of Historic Places

District/Property Name Bridge Street Historic District

Address (For individual nomination) 12-35 Bridge Street; 190 and 192 Compo Road South; 169, 179, and 184-189 Imperial Avenue; 1 Saxon Lane (north portion of lot only), and the Saugatuck River Bridge.

As Historic District Commission Representative Town of Westport  
(Name of Municipality)

I hereby:

- Approve
- Do not Approve

of the submission by the State Historic Preservation officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

Francis Henkels  
Name /Signature

Chair, Westport Historic District Commission  
Title

11/28/17  
Date



February 20, 2018

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:** Bridge Street 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
- 2 CLG response forms
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Bridge Street Historic District to the National Register of Historic Places.
- 1 CD of Digital Photographs

This National Register nomination was approved by the Connecticut State Historic Preservation Review Board (SRB) on December 1, 2017. A public information meeting was held in the community at the beginning of project on June 6, 2016, subsequent to a public walk-through of the district with residents, State Historic Preservation Office staff and the local Historic District Commission. A second public information meeting was held during the noticing period on October 18, 2017. Owners were notified of this meeting and the State Historic Review Board meeting by direct mail and posting on the town website. No letters of objection or support were received. The Certified Local Government response was positive; response forms from the mayor and Historic District Commission are enclosed.

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