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United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

DIVISION OF NATIONAL REGISTER PROGRAMS NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Kenney's Crossing other names/site number NA

2. Location

street & number 1001 Highway Avenue city, town Covington state Kentucky code KY county Kenton code 117 zip code 41011

3. Classification

Ownership of Property: private (checked), public-local, public-State, public-Federal. Category of Property: building(s) (checked), district, site, structure, object. Number of Resources within Property: Contributing 1, Noncontributing 0 buildings, sites, structures, objects. Total 1. Name of related multiple property listing: NA. Number of contributing resources previously listed in the National Register: 0.

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet. Signature of certifying official: David L. Morgan, State Historic Preservation Officer, Kentucky Heritage Council. Date: 2-14-90.

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet. Signature of commenting or other official: State or Federal agency and bureau: Date:

5. National Park Service Certification

I, hereby, certify that this property is: Entered in the National Register (checked), determined eligible for the National Register, determined not eligible for the National Register, removed from the National Register, other (explain:). Entered in the National Register: 3/22/90. Signature of the Keeper: Date of Action:

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic; single dwelling

Current Functions (enter categories from instructions)

Domestic; single dwelling

7. Description

Architectural Classification
(enter categories from instructions)

Late Victorian; Italianate

Materials (enter categories from instructions)

foundation stone

walls brick

roof asphalt

other _____

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G NA

Areas of Significance (enter categories from instructions)
transportation

Period of Significance
1880-1939

Significant Dates
1894

Cultural Affiliation
NA

Significant Person
NA

Architect/Builder
unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

9. Major Bibliographical References

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Kentucky Heritage Council

10. Geographical Data

Acreege of property Less than one acre (.25 acre)

UTM References

A 16 713700 4329450
Zone Easting Northing

B
Zone Easting Northing

C

D

Covington KY.-OH. Quad

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

The above described property is the entire portion of the city lot that has historically been associated with the property. However some area of the north end of the lot was taken through eminent domain when the River Road/Highway Avenue was rerouted. No updated description has ever been prepared or surveyed. See Map B.

See continuation sheet

11. Form Prepared By

name/title Alexandra Kornilowicz-Weldon date 8/28/89
 organization NA telephone (606)581-1335
 street & number 1923 Scott Street state Kentucky zip code 41014
 city or town Covington

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1Kenney's Crossing, 1001 Highway Avenue
Kenton County, Covington, Kentucky

1001 Highway Avenue, Covington, Kentucky also known as Kenney's Crossing, is an elegantly simple example of the Late Victorian Italianate style of domestic architecture. Built in 1880, the house is located on the south side of Highway Avenue, formerly the River Road, with a commanding view of the Ohio River and Cincinnati beyond. The approximately 60'x182' lot slopes upward from the road along its entire depth, up the hillside which forms the geographic boundaries of its West Covington neighborhood. The stone retaining wall along the perimeter of the front lawn delineates both the house and its site from its environs.

The surrounding buildings on Highway Avenue are predominantly domestic with the exception of the 1960's church as the house's west neighbor. The immediate neighboring houses both to the east and to the west are early twentieth century subdivisions, further distinguishing 1001 Highway Avenue from its setting. There are no buildings on the north or river side of the avenue due to the steep embankment down to the river's edge.

The house at 1001 Highway Avenue is a two story rear facing Ell shaped building with a symmetrical three ranked main (north) elevation. As viewed from the street, the house projects an image of a box shaped plan with a symmetrical hipped roof and two symmetrically placed chimneys visible at the roof peak. The house in fact has a cross hipped main roof and a one story on-grade porch nestled within the Ell at the rear (south) elevation. The brick masonry is laid in common bond atop a regularly coursed, stone ashlar foundation with a cut stone water table. The decorative metal cornice is Italianate in style with paired brackets and dentils.

The windows are two over two double hung sash with decorative stone lintels on the north, east and west elevations, plain stone lintels on the south and plain stone sills throughout. The four northernmost windows of the parlor and dining room are of floor to ceiling height taking full advantage of the river view and breezes. The centrally located front entry has a more elaborately carved stone lintel, a panelled wood door, a transom and side lites. The existing decorative glass in the transom and side lites is new, installed during the 1988 historic rehabilitation. The same is true of the exterior lights. The rear porch, with a simple jigsaw cut wood frieze and squared column supports has a newer concrete floor and a brick masonry railing wall. The door from the kitchen to the porch is still in use while the doorway from the central entry hall has been previously bricked in, only a transom window opening remains. Except for the modifications to the rear porch, the house's original exterior is virtually unchanged since its early years as a local landmark on the much travelled river road. The stone retaining wall at the front walk is not original since it follows the present shape of Highway Avenue, a change implemented in 1894. Until the 1960's the wall contained an iron door which opened to a stone tunnel leading to the house's basement. Much local myth has evolved about the tunnel but a conversion to a coal-fed forced air heating system probably necessitated the need for a coal tunnel and would date it to around the turn of the century; probably contemporary to the stone wall itself.

The interior of the house features a central entry and stair hall which separates the parlor from the dining room and kitchen on the first floor and the main bedroom from the other two bedrooms on the second floor. The wall separating the kitchen from the dining

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Kenton County, Covington, Kentucky

room was removed in 1977 and was replaced in 1988 by a 7'-0" high partition. The only other change to the original first floor plan was the 1988 addition of a ½ bath and closet at the south wall of the kitchen.

The second floor plan consists of a bathroom located above the entry hall and three bedrooms. Closets were added to the bedrooms in a early renovation, those have been removed and new walk-in closets have now been added to the single east bedroom and the southwest bedroom. A second bathroom has also been installed in the southwest bedroom, making it a bath and dressing room to the adjoining northwest bedroom. These latest modifications were completed as part of a 1988 Historic Tax Credit Rehabilitation project and have been approved for certification.

The wide wood window and door casings, panelled doors and wood baseboards, originally grained and since painted, are intact in the first floor hall and parlor and almost completely intact on the second floor. The original cherry stair is extant though none of the mantels have survived. Except for the removal of the wall between the dining room and kitchen and the additions of closets and bathrooms, the original 1880 floor plan has survived the years.

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Kenton County, Covington, Kentucky

Kenney's Crossing, Covington, Kentucky is significant under Criterion A in the area of transportation as a local landmark associated with the development of public transportation in West Covington. The house is situated prominently on a site rising from the Ohio River on the south side of Highway Avenue, originally named the River Road, between the cities of Covington and Ludlow, Kentucky. Per the 1883 Atlas of Boone, Kenton and Campbell Counties, Kentucky (Map A) Bacon Run, a creek flowing down the hillside from the property of W.P. Devou (now Devou Park) to the Ohio River, is bridged at the River Road. This bridge became known as Kenney's Crossing because of its proximity to the Kenney homestead which today is 1001 Highway Avenue. The Kenney family built the house in 1880 and remained there until 1922. The house's period of significance begins with this early association with the bridge and continues through 1939 when the last electric streetcars, and the streetcar stop known as Kenney's Crossing, were taken out of operation. 1894 is a significant date in the history of the house since it was in that year that the River Road/Highway Avenue was rerouted through West Covington removing the bridge but at the same time making it possible for electric streetcar service between Ludlow, West Covington, Covington and Cincinnati, Ohio to begin. The name Kenney's Crossing was given to the trolley car stop located at the foot of the Kenney property and was so called until the streetcar service was discontinued in 1939. The name is now associated with the house at 1001 Highway Avenue by West Covington residents.

The house is also distinguished as a fine, yet simple, example of Late Italianate domestic architecture, the exterior of which is virtually intact. In 1894, the time of the establishment of the electric trolley, the Kenney home was the first building within the West Covington boundary. It was not until 1909 that any homes were built to the west of the house and the subdivision immediately to the east was developed in the 1920's. Therefore the house's isolated situation and its architectural presence made it a natural choice as a landmark.

The neighborhood of West Covington, physically separated from the City of Covington by what originally was a valley and creekbed now occupied by Interstate 71/75; developed slowly as a hillside community, rural in nature in comparison to the growth of the City of Covington during the nineteenth century. By 1860, the area, then known as Economy, had a population of about 500. Traffic in and out, then as now, was primarily along the River Road paralleling the Ohio River and connecting Covington to Ludlow, a river city directly to the west of West Covington. West Covington was slowly settled during the second half of the nineteenth century as an independent city from Covington, reaching a population of about 2500 by 1893. As evidenced in Map A the Irish settlement of West Covington had developed somewhat by the time the Kenney family built their home in 1880. This development was probably somewhat aided when the first public transport between Ludlow, Covington and Cincinnati, a horse drawn streetcar, was begun in 1878. Further development of West Covington was assured once the new Ludlow Highway was built and public rail transportation permanently linked these cities in 1894. The establishment of this public transport system was significant in determining the Kenney house as a local landmark.

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Kenton County, Covington, Kentucky

The River Road was always the only artery connecting Ludlow and Covington, but due to the road's proximity to the Ohio River bank, flooding and slippage were constant, and regular maintenance was a bone of contention between the city of West Covington, its residents, and the neighboring cities. As Ludlow continued to grow, more and more pressure was exerted by its commuters and the local railway companies to bring a railed streetcar through. This idea was first proposed in 1876 by the South Covington and Cincinnati Railway Company, one of the rail companies involved with the construction of the Roebling Suspension Bridge between Covington and Cincinnati. However, the dangerous condition of the River Road bed was the principal deterrent. By 1892, community pressure again resurrected the idea of a railed streetcar into Ludlow, and an intercity committee was formed with a representative from Ludlow, West Covington and Covington. John W. Clark, a neighbor of the Kenney's and a real estate developer in West Covington, was named as that city's representative. The committee proposed a new road, the Ludlow Highway, to go around the West Covington and away from the precarious River Road bed. The new highway idea was accepted and construction was completed in the fall of 1894.

The new Highway Avenue took a southernly and then westerly route winding up the hill which separated West Covington from Ludlow. The new route had a dramatic effect on the map of West Covington, development radiated from the curve of Highway Avenue and West Covington expanded up the hill and all but deserted the Ohio River. Many fine turn of the century homes sprung up along Highway Avenue and the other new streets, and soon after the road's completion an electric trolley car was in operation- the number 3 of the Green Line to Ludlow. The Kenney property played a role in the construction of the new highway because the road turned off the original River Road bed at the northwest corner of the Kenney lot (Map B). A streetcar stop was placed across from the Kenney house probably because it was right within the boundary of West Covington and just before the highway veered south, but according to residents still in the neighborhood the story has been that the senior Mr. Kenney (Thomas) would not grant the easement across his land without the promise of a stop at his house, since he too worked in Cincinnati. Whatever the reason, the stop was subsequently known as Kenney's Crossing and the electric streetcars continued running to Ludlow until 1939, when the tracks were removed and trolley coaches were installed. The name of the stop may have continued to be used but it was eventually abandoned as motor buses took over, however a city bus stop is still located there.

The house stood alone on the south side of the road until the new highway was constructed. The new road spurred development in West Covington, so much so that in 1909 it was annexed to the City of Covington in order to provide the area's residents with better amenities. By the 1920's the house at Kenney's Crossing was surrounded by new homes but it never lost its landmark status in the community, at first because of its association with the public transportation system, and now as a highly visible representative of West Covington's architectural heritage.

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Kenton County, Covington, Kentucky

9. 1883, An Atlas of Boone, Kenton and Campbell Counties, Kentucky, D.J. Lake & Company, 27 South Sixth Street, Philadelphia, Pennsylvania. Reproduction by Unigraphic, Inc., 1401 North Fares Avenue, Evansville, Indiana, 47711, 1977.

Covington City Directories, Williams & Company Publishers, 90 Longworth Street, Cincinnati Ohio, 1894 through 1985.

Kelly, Mary Ann, My Old Kentucky Home, Goodnight, 1979, Exposition Press, Inc., 900 South Oyster Bay Road, Hicksville, LI, NY, 11801.

Kenton County, Kentucky Property Deed Records.

Kentucky Post, 1892-1894, Articles on the Ludlow Highway.

United States Census, Kenton County, Kentucky, 1870, 1880, 1900, 1910.

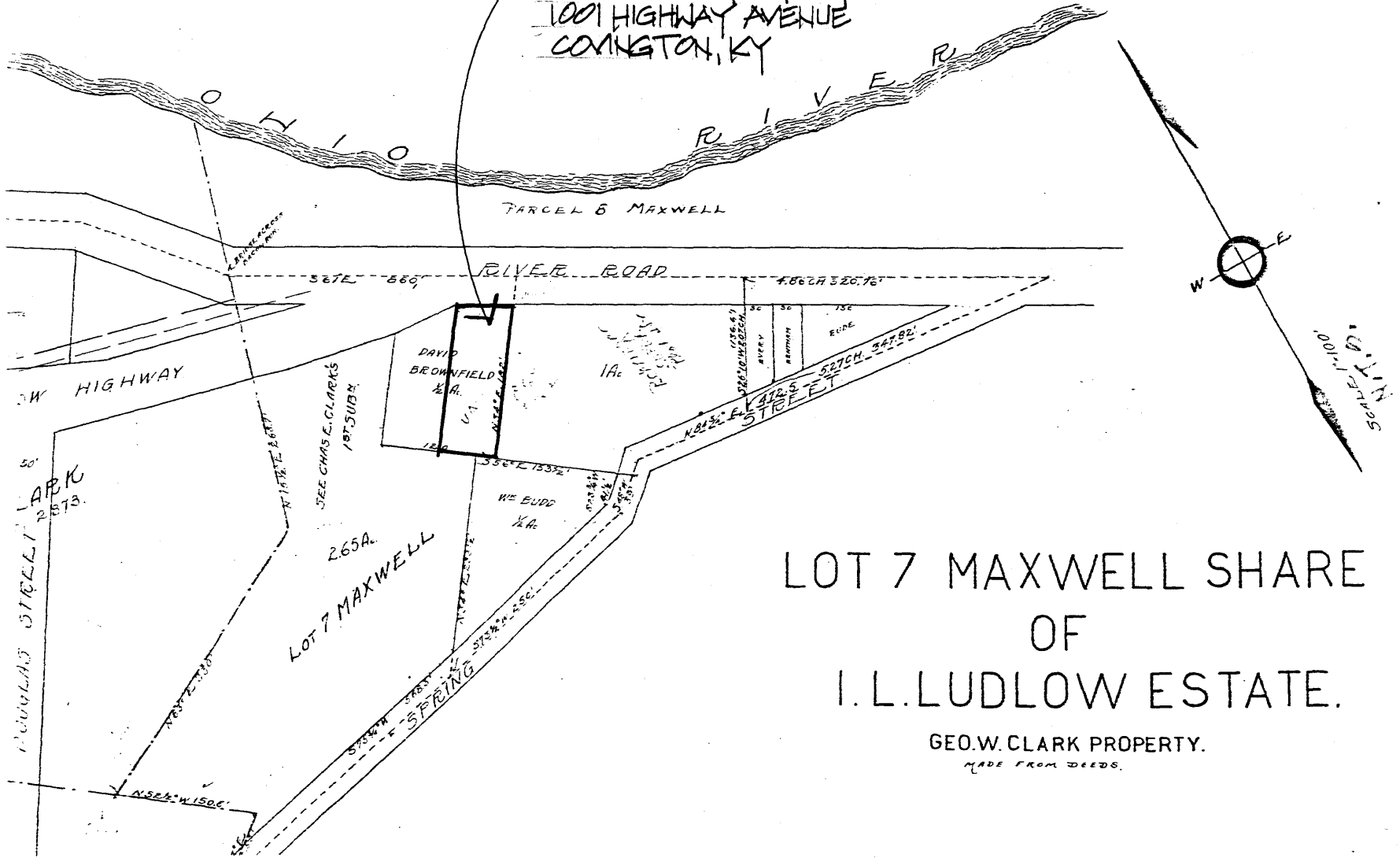
Interviews with:

- Furnish, Ruth, neighbor, 9/88.
- Moore, Patricia, former resident, 9/88.
- Myers, Mary Ramler, former resident, 10/88.
- Seiter, Scott, former resident, 9/88.
- Thomas, Jean, former resident, 10/88.

10. All of the east one half of that parcel of land in Kenton County, State of Kentucky and immediately below the city of Covington, and bounded as follows. Beginning at a stake in the center of the River Road corner to William Shay's lot and thence running with the center of said road north 56° west one hundred and twenty (120) more or less feet to a stake in the center of the road; thence south 34° east one hundred and eighty two (182) feet more or less to a stake; thence south 56° east one hundred and twenty (120) feet more or less; thence north 34° east one hundred and eighty two (182) feet more or less to the place of beginning.

MAP B

KENNEY'S CROSSING
POST 1894
HISTORICAL PLAT OF
1001 HIGHWAY AVENUE
COVINGTON, KY



LOT 7 MAXWELL SHARE
OF
I. L. LUDLOW ESTATE.

GEO. W. CLARK PROPERTY.
MADE FROM DEEDS.