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United States Department of the Interior
National Park Service

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COUNCIL

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

MAR 26 2001
NATIONAL REGISTER, NPS

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1. Name of Property

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historic name Altawood Historic District

other names/site number JF483; Woodbourne Subdivision

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2. Location

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street & number Altawood Court
city or town Louisville vicinity X
state Kentucky code KY county Jefferson code 111
zip code 40245

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

David L. Morgan 3-13-2001
Signature of certifying official David L. Morgan, SHPO and Executive Director Date

State Historic Preservation Office/Kentucky Heritage Council

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date
State or Federal agency and bureau

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4. National Park Service Certification

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I, hereby certify that this property is:

- Entered in the National Register
 See continuation sheet.
 Determined eligible for the National Register
 See continuation sheet.
 Determined not eligible for the National Register
 Removed from the National Register
 Other (explain):



Signature of Keeper

5-2-01

Date of Action

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5. Classification

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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

Number of Resources within Property

Contributing	Noncontributing
<u>58</u>	<u>19</u> buildings
<u>1</u>	_____ sites
<u>2</u>	_____ structures
_____	_____ objects
<u>61</u>	<u>19</u> Total

Number of contributing resources previously listed in the National Register 1

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
Suburban Development in Louisville and Jefferson County, 1868 - 1940

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat.	Sub.
DOMESTIC	SINGLE DWELLING

Current Functions (Enter categories from instructions)

Cat.	Sub.
DOMESTIC	SINGLE DWELLING

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7. Description

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Architectural Classification (Enter categories from instructions)

EARLY TWENTIETH CENTURY
Bungalow/Craftsman

Materials (Enter categories from instructions)

foundation	STONE, BRICK, CONCRETE BLOCK
roof	ASPHALT SHINGLE, STANDING SEAM METAL
walls	WOOD, STUCCO, BRICK
other	WOOD/SHINGLE

Narrative Description

SEE CONTINUATON SHEETS

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8. Statement of Significance

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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 a grave.
- D a cemetery.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

Period of Significance 1910-1935

Significant Dates 1910, 1912, 1913, 1935

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance
SEE CONTINUATION SHEETS

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9. Major Bibliographical References

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Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

SEE CONTINUATION SHEET

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10. Geographical Data
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Acreage of Property Approximately 150 Acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing		
1	16	630 400	4239 660	3	16	630 730	4240 540	Anchorage Quad: Coordinates 1,2,3
2	16	630 240	4239 940	4	16	631 290	4240 160	Crestwood Quad: Coordinate 4

____ See continuation sheet.

Verbal Boundary Description

THE NOMINATION INCLUDES THE APPROXIMATELY 150 ACRES OF LAND HISTORICALLY ASSOCIATED WITH THE 1910, 1912 AND 1913 SUBDIVISION PLATS FILED BY MURRAY KICE. SEE SKETCH MAP WITH HARD BLACK LINE INDICATING PROPOSED DISTRICT BOUNDARIES.

Boundary Justification

THE BOUNDARY REPRESENTS THE MAJORITY OF LAND HISTORICALLY ASSOCIATED WITH THE DEVELOPMENT OF ALTAWOOD.

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11. Form Prepared By
=====

name/title DONNA M. NEARY, CONSULTANT HISTORIAN

organization N/A

date November 30, 2000

street & number 1435 Willow Avenue

telephone 502- 456 - 9488

city or town Louisville state KY zip code 40204

=====
Property Owner
=====

COMPLETE LIST OF PROPERTY OWNERS ON CONTINUATION SHEETS

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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Description

The Altawood Historic District (the District) is located in Jefferson County, Kentucky, approximately 14 miles east of Louisville near Anchorage. The District is bounded to the northwest by property lines and Rollington Road, to the west by property lines, to the south by the CSX Railroad and LaGrange Road, also known as Highway 146, and to the northeast by property lines and the Oldham County Line. The nominated area contains approximately 150 acres.

The rail line remains in use by the CSX Company. Passenger service is no longer offered, and the train no longer stops in proximity to the District. The CSX right of way is not included in this nomination.

The District is today surrounded on all sides by subdivision and new construction. LaGrange Road has become a major thoroughfare between Oldham and Jefferson Counties featuring retail and restaurant developments. Recent subdivision of the land south of the district, across LaGrange Road is creating a neighborhood of new homes on historically vacant land. Developments have occurred on the east and north boundaries of the District as well.

The District contains 80 features which include the District as a site; main dwellings; outbuildings; vacant lots; and two sets of stone entrance gates. Of these features, 61 are contributing elements to the nomination. Nineteen have been evaluated as non-contributing.

The District is comprised of 28 single-family houses along with secondary dwellings, barns, garages and other outbuildings. The lots range in size from 2.5 to 35 acres, with the majority consisting of approximately 5 acres. The single, 35-acre lot remains a vacant, wooded lot which creates a buffer on the northeast boundary of the District. A total of four historically vacant lots are found in the District. These lots were purchased within the period of significance. Vacant lots are deemed contributing to the District for their role in promoting the pastoral setting and providing wooded buffers for the inhabitants. These lots have been thoughtfully considered as wooded landscapes.

Massive stone gateposts flank the two entrances to the District, one from Old LaGrange Road and Westport Road and the other from LaGrange Road. These mortar-laid gateposts set the properties inside apart from their surroundings. The District boasts a curvilinear main road which loops entirely within the District, entering at one set of gateposts and exiting at the other. The road serves as the only vehicular access to District properties, and does not connect to any other roads.

During the period of significance the land surrounding the District was overwhelmingly vacant. Suburban development based on automobile access has been increasingly developed in the past few decades on the perimeters of the District.

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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The District features many support buildings. Secondary dwellings are found on several properties. Most of the secondary residences are one-story, frame, gabled roof buildings. No information was located to indicate who made these buildings home.

Several barns are found in the district. Most of the barns are designed to house horses or serve garden and landscaping functions. Two transverse frame barns are found on the property at 3705 Altawood Court, as well as two secondary dwellings and other support buildings.

The concrete block building found at 4108 Altawood is a shop/garage in close proximity to the rail lines. This building appears to have been built as a support building for the interurban or railroad.

The most popular architectural style found within the District is arts and crafts-inspired or prairie school-inspired architecture. These homes are characterized by low-pitched roofs, wide overhanging eaves, two-stories, with one-story wings or porches, and facade detailing emphasizing horizontal lines often with massive, square piers as porch supports. The bungalow form, which generally represents a one and one-half story building is also represented.

Integrity Considerations

The integrity of the District is very high. 61 of the features in the District are considered contributing. Of the nineteen non-contributing properties, all are disqualified as contributing because their construction dates place them outside the period of significance.

All of the contributing historic resources in the District have integrity of location. Their integrity of setting provides an accurate portrayal of the residential development during its period of significance. Setbacks are observed, even among the new constructions in the District.

The integrity of design in the District remains high, with the majority of buildings maintain their scale, massing, fenestration patterns, and materials. Additions with similar materials and in scale with the main block, which are compatible in design and character with the original building form allow a building to retain its contributing status. Owners have used compatible materials and changes are in scale with the historic structure. Buildings in the District retain a high level of integrity of materials in keeping with the period of significance.

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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The District exhibits a high level of integrity of setting. The appearance of the buildings, roadways and cultural landscapes in the Altawood Historic District convey the feeling of what it was like to live in a rural suburb in Jefferson County. Mature trees, sweeping expanse of lawn and plantings are in evidence. The boundaries for the district, including the rail lines and wooded lots protect the integrity of those properties within the District from most visual intrusions of nearby modern developments. All of the residences face Altawood Court, a narrow, winding road devoid of curbs or sidewalks. The proximity of the rail lines and the sounds of the trains and bells from the crossings evoke a sense of what it was like to live along a major transportation artery in the county. The appearance of the District today maintains the integrity that enticed early residents to choose lots there.

Altawood Historic District List of Resources in Jefferson County, Kentucky

<u>Code</u>	<u>Address</u>
1	3705 Altawood Court
2	3715 Altawood Court
3	3801 Altawood Court
4	3811 Altawood Court
5	3901 Altawood Court
6	3907 Altawood Court
7	3915 Altawood Court
8	3921 Altawood Court
9	4001 Altawood Court
10	4007 Altawood Court
11	4009 Altawood Court
12	4015 Altawood Court
13	4107 Altawood Court
14	4107 Altawood Court
15	4108 Altawood Court
16	4106 Altawood Court
17	4100 Altawood Court
18	4016 Altawood Court
19	4010 Altawood Court
20	3920 Altawood Court
21	3920 Altawood Court
22	3916 Altawood Court
23	3914 Altawood Court
24	3910 Altawood Court
25	3900 Altawood Court

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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<u>Code</u>	<u>Address</u>
26	3824 Altawood Court
27	3915 Rollington Road
28	3816 Altawood Court
29	3812 Altawood Court
30	3804 Altawood Court
31	3804 Altawood Court
32	3706 Altawood Court
33	3700 Altawood Court
34	Gateposts at Old LaGrange Road and Westport Road
35	Gateposts at LaGrange Road
36	Site

SEE PROPERTY DESCRIPTIONS ON PAGE 5

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

Altawood Historic District List of Resources
Jefferson County, Kentucky

A	B	C	D	E	F	G
C	1	dwelling	c. 1910-1935	con block	frame	metal
C		dwelling	c. 1910-1935	con block	frame	metal
C		animal shed	c. 1910-1935	con block	frame	asphalt shingle
C		Trans Barn	c. 1910-1935	con block	frame	metal
C		Trans Barn	c. 1910-1935	con block	frame	metal
C		Shed	c. 1910-1935	piers	frame	asphalt shingle
C		Barn	c. 1910-1935	con block	frame	asphalt shingle
C		shed	c. 1910-1935	con block	frame	asphalt shingle
NC	2	dwelling	c. 1970	con block	brick	asphalt shingle
NC		garage	c. 1970	con block	frame	asphalt shingle
C	3	dwelling	c. 1910-1920	con block	frame	asphalt shingle
C		shed	c. 1935	con block	frame	asphalt shingle
C	4	dwelling	c. 1927	con block	frame	asphalt shingle
C		garage	c. 1930-1935	con block	con block	asphalt shingle
C		horse barn	c. 1930	con block	frame	asphalt shingle
C		shed	c. 1930	con block	frame	asphalt shingle
C	5	dwelling	c. 1920-1925	stone	frame	metal
C		garage	C. 1930	con block	frame	metal
C		shed	c. 1930	con block	frame	asphalt shingle
C	6	dwelling	c. 1920-1935	con block	frame	asphalt shingle
C		dwelling?	c. 1920-25	con block	frame	asphalt shingle
C	7	dwelling	c. 1910-1920	con block	frame	asphalt shingle
C		dwelling	c. 1935	con block	frame	asphalt shingle
C		shed	c. 1910-1920	con block	frame	asphalt shingle
NC	8	dwelling	c. 1970	con block	frame	asphalt shingle
NC		garage	c. 1970	con block	con block	asphalt shingle
NC		shed	c. 1970	con block	frame	asphalt shingle
C	9	dwelling	c. 1912-1915	con block	frame	asphalt shingle
C		garage	c. 1915	con block	frame	asphalt shingle
C	10	dwelling	c. 1912-1915	con block	frame	metal
C		garage	c. 1912-1915	con block	frame	metal
NC	11	dwelling	c. 1980	con block	brick	asphalt shingle
NC		shed	c. 1980	con block	frame	metal
C	12	dwelling	c. 1915-1920	con block	frame	asphalt shingle
NC		garage	2000	con block	unknown	unknown
NC	13	dwelling	c. 1973	con block	brick	asphalt shingle
C	14	vacant lot	1910-1935	n/a	n/a	n/a
NC	15	dwelling	c. 1970	con block	frame	asphalt shingle
C		shop/garage	c. 1920-1935	con block	con block	asphalt shingle
NC	16	dwelling	c. 1970	con block	frame	asphalt shingle
C	17	dwelling	c. 1910-1920	con block	frame	asphalt shingle
C		barn	c. 1910-1935	unknown	frame	metal
NC		garage	c. 1970	con block	metal	metal
C	18	dwelling	c. 1923	con block	frame	asphalt shingle

LEGEND: A=CONT, B=CODE, C=USE, D=DATE, E=FOUNDATION, F=WALL, G=ROOF

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Altawood Historic District List of Resources
Jefferson County, Kentucky

A	B	C	D	E	F	G
C		shed/garage	c. 1935	con block	frame	unknown
NC	19	dwelling	c. 1980-1990	con block	combination	asphalt shingle
C	20	vacant lot	1910-1935	n/a	n/a	n/a
C	21	dwelling	c. 1879	stone	frame	asphalt shingle
C		stone gates	c. 1879	mortared stone	n/a	n/a
C		shed	c. 1910-1935	con block	frame	metal
C		shed	c. 1910-1935	con block	frame	metal
C		garage	c. 1930-1935	unknown	frame	asphalt shingle
C	22	dwelling	c. 1915-1925	con block	frame	asphalt shingle
C	23	dwelling	c. 1910	con block	frame	asphalt shingle
C		garage	c. 1910-1935	con block	frame	asphalt shingle
C		shed	c. 1910-1935	unknown	frame	asphalt shingle
C		greenhouse	c. 1935	con block	glass and steel	n/a
C	24	dwelling	c. 1910-1930	con block	frame	asphalt shingle
NC		garage	1970	con block	con block	unknown
C		shed	c. 1935	unknown	unknown	unknown
C	25	dwelling	c. 1910-1930	con block	frame	asphalt shingle
C		barn	c/ 1910-1935	con block	frame	metal
C	26	dwelling	c.1910-1930	con block	frame	asphalt shingle
C		garage	c. 1910-1935	con block	frame	asphalt shingle
C	27	dwelling	c. 1910-1935	unknown	frame	metal
NC		shed	c. 1950	con block	frame	asphalt shingle
C		shed	c. 1930-35	con block	frame	unknown
NC	28	dwelling	c. 1970-1980	con block	frame	asphalt shingle
NC		garage	c. 1970-1980	con block	frame	asphalt shingle
C	29	dwelling	c. 1910	con block	frame	asphalt shingle
C	30	vacant lot	1910-1935	n/a	n/a	n/a
C	31	dwelling	c. 1910-1920	con block	frame	asphalt shingle
NC		garage	c. 1970	con block	aluminum	asphalt shingle
C		shed	c. 1930	con block	frame	asphalt shingle
C		shed	c. 1930	con block	frame	asphalt shingle
NC	32	dwelling	c. 1990-2000	con block	vinyl	asphalt shingle
C	33	vacant lot	1910-1935	n/a	n/a	n/a
C	34	gate posts	c. 1910-1913	mortared stone	n/a	n/a
C	35	gate posts	c. 1910-1913	mortared stone	n/a	n/a
C	36	entire site	1910-1935	n/a	n/a	n/a

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ALTAWOOD HISTORIC DISTRICT

"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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Statement of Significance

The Altawood Historic District (the District) in Jefferson County, Kentucky meets National Register of Historic Places Criterion A and is locally significant within the historic context "Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935" because of its association with the area of Community Planning and Development and Transportation. The context "Railroad and Interurban-related Development in O'Bannon Precinct, Jefferson County, Kentucky, 1858 - 1935" was developed for nomination of The Otto F. Eitel House (JF474), listed in 1998. It builds upon two other existing contexts "Suburban Development in Louisville and Jefferson County, Kentucky, 1868-1940" approved in 1988 as a Multiple Property Listing for Louisville and Jefferson County and "The Railroad-related Suburban Development of Lyndon, Kentucky: 1871 - 1935" approved in 1996 for listing the Lindenberger-Grant property (JF424). Both nominations address individual properties.

The Altawood Historic District is important because it clearly illustrates that city dwellers in Louisville chose residences in the rural suburbs over living in the city once modes of transportation existed to accomplish a daily commute. The District mirrors a pattern of residential sub-urban developments across Jefferson County, and the United States, which also initially relied on mass transit. By 1902 an article in The Courier-Journal Business Section supports the expansion of the interurban lines saying "The traffic developed in the Anchorage and Pewee Valley line in a year's time is a sample of what can be done in a dozen different locations... and "The cost and inconveniences of travel by wagon and carriage are too great for the frequent visits that should be made to the markets and shops."¹

This early suburban development serves as a harbinger of the predominant pattern following World War Two and the advancement in roads and widespread automobile ownership. The pattern has persisted into today in Jefferson County where more than sixty-percent of the total population of the County lives outside the current corporate Louisville limits. This District is the only example in the O'Bannon Precinct of neighborhood suburban development .

The period of significance for the Altawood Historic District is 1910 to 1935. In 1910 the land was platted for subdivision by Murray Kice and 1935 marks the closing of operations for the interurban, ending the District's association with that influential mode of transportation. From roughly 1910 through 1930 Louisville Interurban Co. line between Louisville and LaGrange, through O'Bannon Precinct, carried farmers goods to market, businessmen living in the suburbs to work each day, and brought household goods to those living in the new suburbs.²

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"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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Comparisons were made to several subdivisions in Jefferson County developed in the early twentieth century. Among those suburban neighborhood developments examined were Audubon Park, listed in the National Register in 1996, Harrods Creek (NR 1992) and the Country Estates of River Road (NR 1999). Although begun in the late nineteenth century, several sections of the area generally called "the Highlands" in Louisville saw accelerated development during this period. With Baxter/Bardstown Road as its "spine" the Highlands begins at Broadway and Baxter Avenue and continues to Bardstown Road and Gardiner Lane. Neighborhood development continued in several areas including Deer Park, Bonnycastle, the Cherokee Triangle, Belknap, and Tyler Park. Likewise with Crescent Hill east of Louisville (with Frankfort Avenue serving as the main road for the area) many new developments, including sections of Clifton, were subdivided and sold.

Following research and consideration of sources, conclusions were drawn about suburban developments in the early twentieth century around Louisville:

- Most early twentieth century suburban developments were located in close proximity to one of the seven interurban lines spoking from Louisville beginning in 1901.
- The availability of the interurban with a reliable daily schedule made moving outside of the existing infrastructure of the city possible for those employed in the city.
- The subdivision of land surrounding the city of Louisville was made possible by existing landowners offering parcels of land for sale.
- Most early twentieth century suburban developments relied on deed restrictions to control property ownership, and design.

History of the Altawood Historic District

The Altawood Historic District is located approximately 14 miles northeast of Louisville in Jefferson County. Known in the nineteenth century as O'Bannon Precinct, the area was one of nineteen political subdivisions of county government, in accordance with the Kentucky Constitution of 1850.

The first railroad line through eastern Jefferson County was the Louisville and Frankfort Railroad, completed in 1851. The rail line was combined with the Lexington and Frankfort Railroad in the 1860s and became the Louisville, Cincinnati and Lexington Railroad by the late 1860s. The Louisville and Nashville took over the line in 1882 and it is currently operated by CSX. Access to the city from the O'Bannon Precinct had been possible since the 1850s. The train stopped at the station twice or three times per day.

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"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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The developments in the precinct during most of the nineteenth century were large working farms. One early exception was J.A. Shrader who appears on the 1858 Bergman Map of the County. The early map identifies Shrader's 250 acre farm with farmhouse near O'Bannon's Station and the railroad lines. Shrader platted an 80-acre subdivision out of his farm in 1870, recorded in Deed Book 152, Page 640. The plat created nine lots ranging in size from six to nine acres each. None of the roadways drawn on the plat are in evidence today and deed search did not reveal land sales. The 1879 Beers and Lanagan Atlas of the County shows little change from the 1858 map, revealing an undeveloped rural area.

In 1897, Lucy Kice, wife of Murray Kice of the Kice Real Estate company, purchased an approximately 150-acre parcel of land from the Kentucky Title Company . Mr. Shrader had conveyed the land to the Kentucky Title Company in 1896 in payment of the mortgage on the land. Mr. and Mrs. Kice moved their family into the existing house called Altawood Farm (JF483) built by Shrader circa 1879. Mr. Kice maintained an office in Louisville at Fourth and Jefferson where he was a real estate broker. He seems to have relied on the train at O'Bannon Station to access his office.

Beginning in 1901, Seven interurban lines were designed to spoke out across Jefferson County from Louisville. These lines, completed in 1910, followed existing rail lines and often used the existing stops. These interurbans spurred development and often created crossroads communities. The interurban line that ran through O'Bannon Station was begun in 1901 and was called the Louisville, Anchorage, and Pewee Valley Electric Railway. Service was extended to O'Bannon Precinct by 1906. The stop on the interurban became known as Kice Station. The interurban ran from 5:00 am until almost midnight and stopped at the station every half-hour.

By 1910 the US Census continues to record agrarian lifestyles in the O'Bannon Precinct for the one hundred-three families who called it home. Most of the land continued to be held in large parcels for raising livestock and cultivating crops. Farm owner and farm laborer were the predominant occupations listed by male residents of O'Bannon Precinct. There was, however a transition toward other occupations including trades, business owners and professionals, as illustrated by the fact that roughly one-third (including Mr. Kice) were employed in work other than farming. Of that thirty, only Mr. Kice and three other heads of households may also be found in the 1910 city directories. The Census records Mr. Kice, his wife Lucy and their three minor children, Murray, Jr., Hugh and Gertrude as residing at Kice Station near Pee Wee Valley.

Murray Kice, after living at Altawood with his family for 13 years when in 1910 he filed a plat for the Kice subdivision. According to a company profile, he was born in Louisville and familiar with the entire county. Mr. Kice had been making a daily commute himself to Louisville since 1897 first by way of the railroad and by 1906 the interurban line. Mr. and Mrs. Kice platted the entire 150-acre parcel with two subsequent

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"Railroad and Interurban-related Development in Jefferson County, Kentucky, 1858 - 1935."

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additions to the plat in 1912 and the final subdivision plan for a suburb named Woodbourne was filed by Kice in 1913. (The name "Altawood" for the District first appeared in city directories in 1916. Altawood is the name given to the Shrader House, and later the Kice House, by the 1890s.) Parcels in the District were steadily sold between 1911 and about 1930. Interestingly, By 1913, 40 percent of all male heads of households in O'Bannon Precinct were listed in the city directories as working in Louisville and residing in O'Bannon Precinct.

To sell the lots for his new subdivision, Kice ran an ad in the Courier-Journal in 1913 featuring a "Beautiful New Country Homes... Artistically designed... Highest in elevation - most healthful section of the county...". Health and sanitation had become a key concern to residents of cities in the late nineteenth century and into the twentieth. Tuberculosis was one of the greatest threats in Louisville in the early 1900s when the city experienced an extremely large death toll due to the disease. Waverly Hills Tuberculosis Sanitarium (JF75-76) and the Hazlewood Hospital both treated tuberculosis patients. popular publications and newspapers carried articles on the health dangers of living in the city, including exposure to polluted air and unclean water sources. ³

The development of suburbs along the interurban lines was carried out with many commonalities. Developers instituted exclusionary policies and mandated design requirements and expectations for those qualified buyers. Developers attempted to mandate a sense of design through the use of deed restrictions. Developers, supported by purchasers, were fabricating residential communities by using the formality and legality of the deed to regulate behavior and exclude people representing specific races and/or religious affiliations.

Several restrictions were placed on the deeds to properties in the District, a pattern found across Jefferson County. Audubon Park, developed between 1912 and 1940 by the Audubon Park Realty Company, also placed many deed restrictions on lots in that suburb. The District excluded anyone of African American origin from purchasing land as stated in the deed. This restriction was both legal and widely practiced in Jefferson County throughout the twentieth century prior to passage of Civil Rights laws. No other racial or socioeconomic restrictions were included in the deeds. The subdivision was available to those whites who had the means to purchase lots and construct houses. No information was found to indicate what role African Americans or others may have played in providing domestic or other services to the owners of these properties. Berrytown and Griffeytown, two historically black residential developments in close proximity to Altawood, provided homes to many African Americans who found employment in Anchorage and Middletown.

Included in the Altawood deed restrictions were mandatory set backs from the road. No construction of fences or outbuildings was allowed in the required setback, but flowers and shrubs could be planted.

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Some fences have been built in the easements, with several dating to the early development of the subdivision, in violation of deed restrictions. Purchasers were required to begin construction of homes of high quality materials within one year of taking possession of the property.

From the original plats and deed restrictions it is clear that the Kice's had in mind a pastoral enclave when they platted and began development of the District. Many prominent examples of planned landscapes existed in Jefferson County. The curvilinear drive and wooded lots mirror the many Olmsted and Olmsted firm projects underway in the county. Mr. Kice, a member of the Louisville Commercial Club, and familiar with real estate and its development, was no doubt exposed to Olmsted and other prolific firms during the era including Arthur Cowell, Bryant Fleming and the Harmon Company, designers of Audubon Park. No author has been credited with the landscape architecture of the District.

The year 1935 marked the end of the operation for the interurban in the eastern area of the county, including O'Bannon's Station, thus the end of the stated period of significance. By this time, residents of the District like so many other residents of the county, had begun widespread use of automobiles for individual transportation.

¹The Courier-Journal. November 14, 1902.

²Lee Forst. Old Rail System Linked City to Country. The Voice Newspapers, February 22, 1984, pp. 1-3.

³The Courier-Journal. July 14, 1913.

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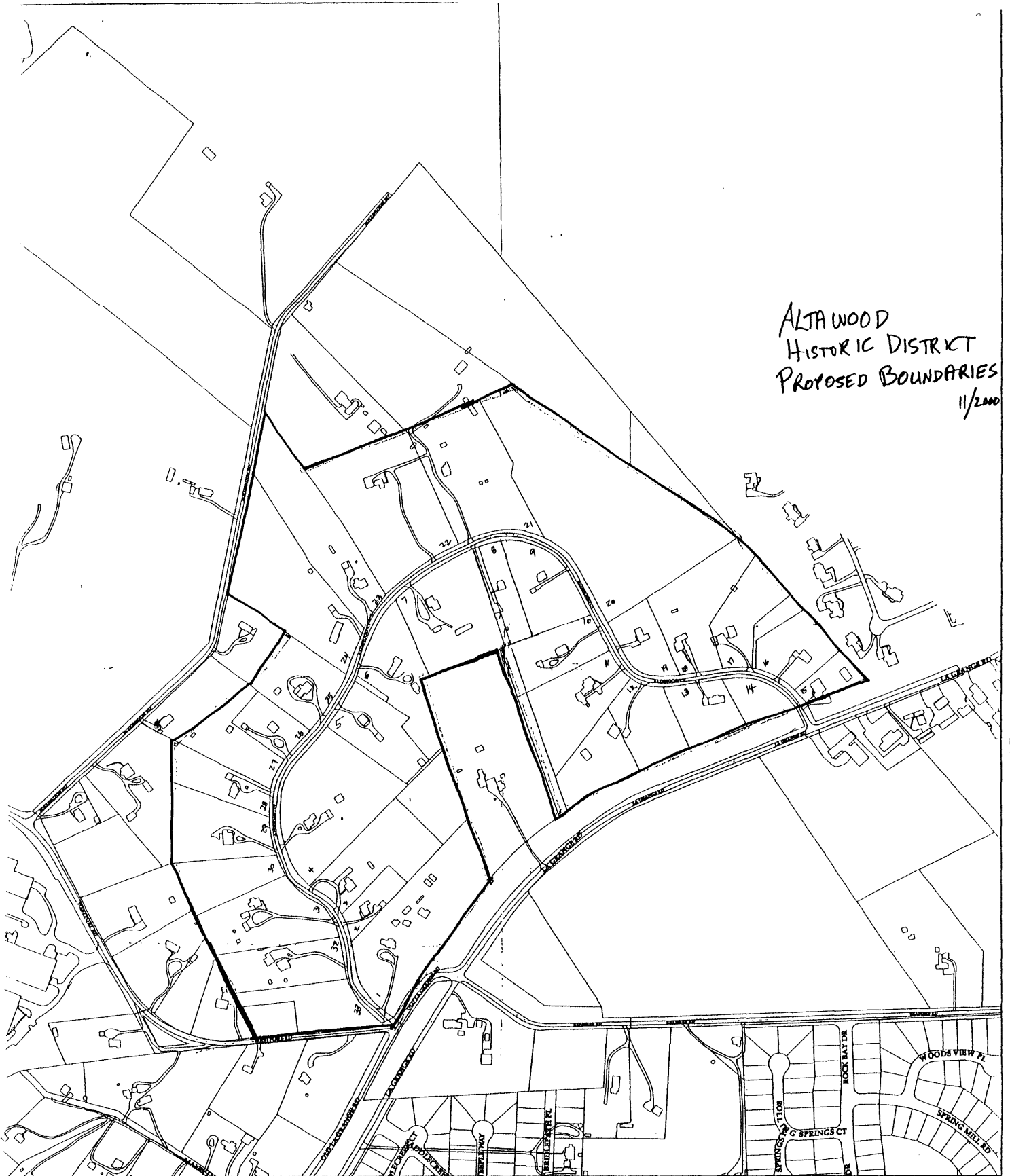
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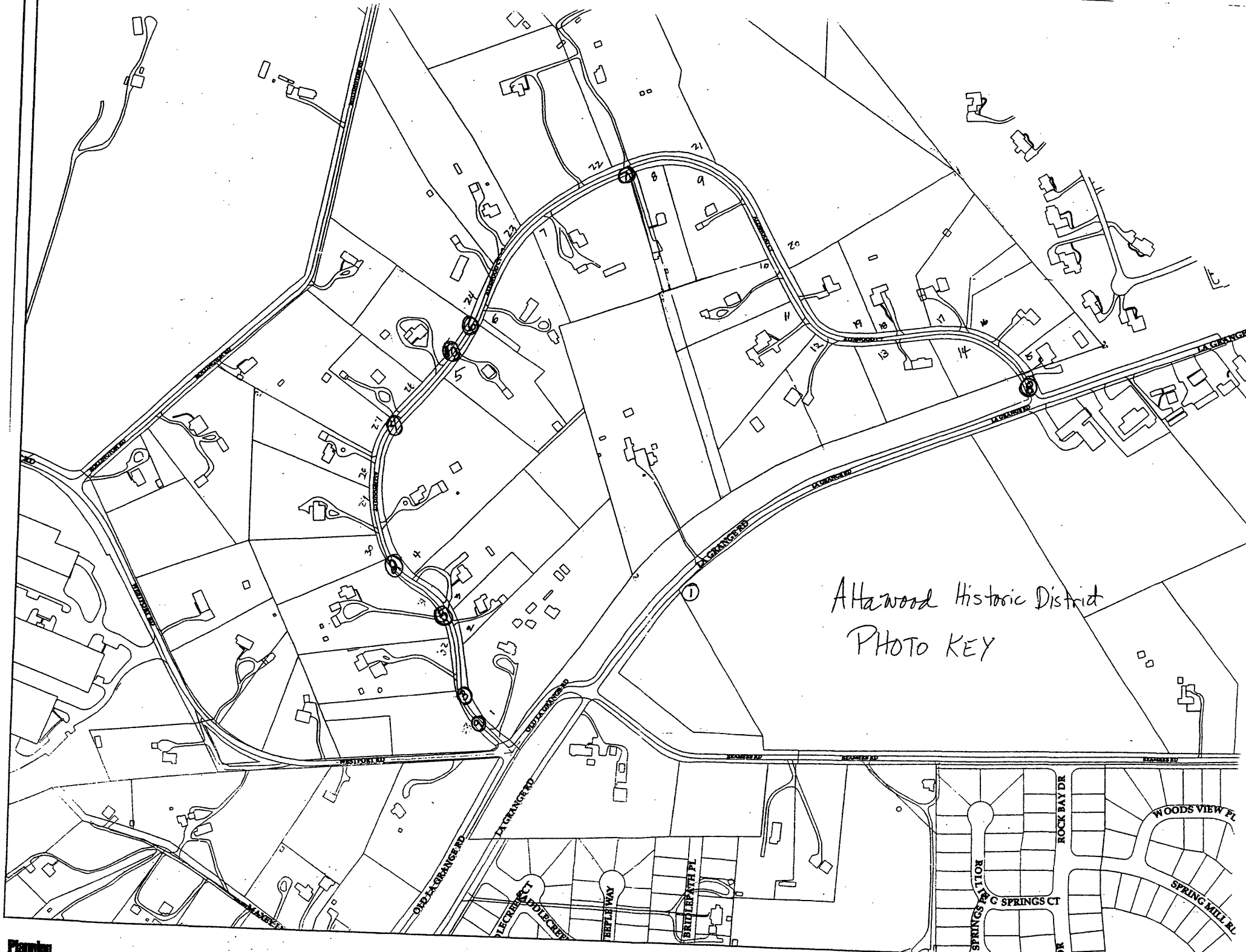
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