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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 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 n/a
other names/site number Sterling Hill Historic District

2. Location

street & number see Continuation Sheet not for publication
city, town Bridgeport vicinity
state Connecticut code CT county Fairfield code 001 zip code 06604

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>41</u>	<u>2</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>41</u>	<u>2</u> Total

Name of related multiple property listing: n/a
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 [Signature] Director, Connecticut Historical Commission Date 3/3/92

State or Federal agency and bureau _____

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

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

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:) _____

Entered in the National Register
[Signature] 4/2/92

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/hotel

COMMERCIAL/general store

EDUCATION/school

Current Functions (enter categories from instructions)

DOMESTIC/multiple dwelling

DOMESTIC/single dwelling

COMMERCIAL/specialty store

COMMERCIAL/business

FUNERARY/mortuary

7. Description

Architectural Classification

(enter categories from instructions)

Italian Villa

Italianate

Gothic

Greek Revival

Romanesque

Federal

Materials (enter categories from instructions)

foundation Stone

walls Wood

Brick

roof Asphalt

other Wood

Stone

Terra Cotta

Describe present and historic physical appearance.

The Sterling Hill Historic District is a two-block enclave of 19th-century urban residential architecture encompassing some 43 structures. It includes the remnants of an early housing development laid out when Bridgeport was a newly independent town (1821), and incorporates a number of later structures built when it became the center of the city's working-class Irish community as well as monumental buildings resulting from a concerted gentrification attempt in the post-Civil War decades. Bridgeport's focus of developmental activities over the course of the present century has been in other areas, and as a result Sterling Hill survives to the present day in substantially its 19th-century form.

Sterling Hill occupies a portion of the north slope of Golden Hill, an 80-foot ridge running in a northeasterly--southwesterly direction, cradling the city's downtown along the harbor-front. Beginning at the summit of Washington Avenue, Milne (pronounced "Millen" locally) and Pequonnock Streets descend more than 40 feet in elevation in the one-block distance to Herral Avenue. The steep slope gives the district a distinctive character, with many of its houses constructed on small stone-walled terraces (see especially Photographs 4, 5, and 8). The hillside contains the neighborhood most effectively and forms a strong buffer against the adjacent Routes 25-8 Expressway and the downtown business district beyond it.

Sterling Hill's component structures can be divided into three broad categories: Pre-Civil War buildings; post-Civil War structures of the Irish community; and products of the gentrification movement. Following is a capsule description of each:

Pre-Civil War buildings comprise 16 of the district's 43 components and do much to define the neighborhood's overall quality. Entirely of wood-frame construction and of modest scale, they display minor stylistic elements that characterize them as being Federal, Greek Revival or Gothic Revival in design inspiration. Most have either front or side gable roofs, although two were built with hip roofs, and there is an almost equal representation of single family and double-house types. Twelve of the 16 were built by "Yankees" prior to the major wave of Irish immigration in the 1840s; two of the remaining four Irish-built structures were elements of the St. James the Apostle parish complex. A schoolhouse and two one-time commercial buildings, all later converted to residential use, are included in this category.

Post-Civil War structures of the Irish Community continued the previously established scale of Sterling Hill. They number 19 of the 43-building total, and include a larger percentage of double houses and four-family tenements, although single-family dwellings continued to be erected throughout the 19th century. Entirely of wood-frame construction like their predecessors, they reveal the increasing preoccupation of Victorian-era builders with style

See continuation sheet

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

Areas of Significance (enter categories from instructions)

Architecture

Ethnic Heritage/European

Period of Significance

1822---1915

Significant Dates

n/a

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Longstaff & Hurd

Lamson, Harrison G.

Briggs, Warren R.

Brown, David R.

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

The Sterling Hill Historic District contains the earliest urban residential area to survive in Bridgeport. With its simple, modestly scaled dwellings, it became the city's first "ethnic" neighborhood within two decades of its initial layout. Later, the prestige of the adjoining south slope of Golden Hill (to the west along Washington Avenue) and the advantageous situation overlooking the downtown and Long Island Sound caused a redevelopment of the hill's summit and the construction of some of Bridgeport's most important examples of late 19th and early 20th-century architecture.

Golden Hill remained exclusively pastures and woodland until after Bridgeport achieved its independence from the Town of Stratford in 1821. With its stony, thin soil in contrast to the alluvial plains surrounding it, the hill was set aside as a reservation for the Paugusset Indians by the Connecticut Colony in 1659 (NOTE: The wigwams of this Native American settlement were located at "Indian Island", today a peninsula jutting into the Pequonnock River at East Washington Avenue northeast of the district; this last portion of the reservation was retained by the tribe until 1799. Also, a burial ground was unearthed in 1888 on the site of 210 Washington Avenue, two blocks west of Sterling Hill and adjoining a "sacred spring." It is thought that any archeological significance within the district would have been minimal, and would have been obliterated by the extensive disturbances that took place over the course of the 19th century). Golden Hill Road, which became Washington Avenue in the 1840s, was a cartway dating back to the 17th century, and Pequonnock Street was laid out by the Borough of Bridgeport in the first years of the 19th century to connect the new seaport town with the older inland village of Stratfield.

It was 1822 when Sylvanus Sterling bought an 8½-acre "orchard lot" from Ezekiel Hubbell for \$803.12 to begin the development of the hillside (Bridgeport Land Records, Volume 1, page 57). It should be noted that Hubbell, a sea captain, was the first American to circumnavigate the globe from New York. In 1828 Sterling purchased an additional 1½ acres "adjoining (his) houselot" (Volume 2, page 280), thus assembling the core of the historic district. Sterling (1787---1848) was a native of the town of Trumbull, and had been a merchant for a number of years on the West Indian island of Antigua. Moving to Bridgeport, he became a progenitor of the town's major industry of that period, saddle making. He was a member of the first Common Council when Bridgeport achieved city status in 1836, and in 1838 was made president of the Bridgeport Bank.

See continuation sheet

9. Major Bibliographical References

Barber, J.W. History of Connecticut (1837).
Bridgeport City Directories, 1855--1950.
Bridgeport Municipal Registers, 1871--1900.
City of Bridgeport Building Department Records.
City of Bridgeport Common Council Proceedings, late 19th century.
City of Bridgeport Land Records.
Historic maps file, Historical Collections, Bridgeport Public Library.
Historic news clippings files, Historical Collections, Bridgeport Public Library.
Palliser, George and Charles. Model Homes for the People (1876).
Scientific American Architects and Builders Edition, 1892 and 1897 volumes.
Town Clerk's maps, Volume 1, page 57.

See continuation sheet

Previous documentation on file (NPS): n/a

- 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: n/a

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

Specify repository: _____

10. Geographical Data

Acreeage of property Approximately 8

UTM References

A 1 8 6 5 2 8 8 0 4 5 6 0 3 4 0
 Zone Easting Northing

C 1 8 6 5 2 6 8 0 4 5 6 0 2 6 0

B 1 8 6 5 2 8 6 0 4 5 6 0 3 0 0
 Zone Easting Northing

D 1 8 6 5 2 6 6 0 4 5 6 0 3 2 0

See continuation sheet

Verbal Boundary Description

The Sterling Hill Historic District contains that portion of the City of Bridgeport, Connecticut, bounded as follows: Beginning at a point of intersection of the north street line of Pequonnock Street and the west street line of Washington Avenue; thence northeasterly for a distance of 489.5 feet, more or less, to a point of intersection with the south street line of James Street; thence northwesterly for a distance of

See continuation sheet

Boundary Justification

The historic district boundaries are clearly defined. To the southeast is the expressway immediately beyond the street line of Washington Avenue. A six-lane arterial roadway at this point, it slices through the mass of Golden Hill with its 30-foot deep road cut. To the southwest, across Pequonnock Street, is the St. Augustine Cathedral complex, with its rectory, school and convent. A significant work of Victorian Gothic ec-

See continuation sheet

11. Form Prepared By Reviewed by John Herzan, National Register Coordinator

name/title Charles W. Brilvitch, Historian

organization City of Bridgeport date 24 October 1991

street & number City Hall--45 Lyon Terrace telephone 203/576-7222

city or town Bridgeport state Connecticut zip code 06604

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

STERLING HILL HISTORIC DISTRICT
Bridgeport, Connecticut

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STREET AND NUMBER LOCATIONS:

302-6, 332, 344 Harral Avenue;

50, 57-9, 65, 78-80, 84-6, 89, 92, 98, 112-14, 113-15, 120-2, 121-3, 128, 141-3, 149,
152, 159-61, 160, 165, 168-70, 180-4 Milne Street;

50, 86, 88-90, 100, 108-10, 118-20, 130, 136-8, 150, 156, 163, 171-3, 181-7, 182-4,
186-8 Pequonnock Street;

431-49, 499, 515 Washington Avenue.

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STERLING HILL HISTORIC DISTRICT
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consciousness. There are examples of Italianate and Queen Anne modes as with most Bridgeport neighborhoods of this period, but by far the majority of the houses were built in an adaptation of the Victorian Gothic style, relatively rare in other sections of the city. Two commercial blocks also date from this time. A number of the elements of the earlier "Yankee" neighborhood, some of them moved to new locations, were stylistically upgraded during the last third of the 19th century.

Products of the gentrification movement number six, with three in a row (plus an associated outbuilding) along Washington Avenue and one each near the summits of both Milne and Pequonnock Streets. These buildings were all grandiose in scale, of masonry construction, and among the most highly developed examples of their respective styles Bridgeport produced during their period of developmental activity. Included are two single-family mansions, a six-unit block of row houses, a "French flat" apartment house, and a residential hotel.

A later convent (1955) and apartment house (1972) complete the district.

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Continuation SheetSTERLING HILL HISTORIC DISTRICT
Bridgeport, ConnecticutSection number 7 Page 3INVENTORY OF COMPONENT STRUCTURES

C--Contributory Structures

NC--Non-Contributory Structures

- C LEONARD KOWALSKI FLATS and GROCERY, 302-6 Harral Avenue (not illustrated)--Foursquare "triple decker" with ground-floor commercial space, 1913, 3 stories, flat roof, side entrance, aluminum siding.
- C ANDREW MORRIS HOUSE, 332 Harral Avenue (not illustrated)--Greek Revival with Victorian Gothic modifications, 1835, 2 stories plus attic over high basement, side gable roof, center entrance, aluminum siding. Built for shipbuilder; moved from upper Milne Street to this location 1871 (petition of M.J. Boyle, Common Council Proceedings, April 24, 1871) and occupied by John Sheehan, laborer.
- C MICHAEL RAEL HOUSE, 344 Harral Avenue (not illustrated)--Greek Revival, 1859, 1 story over high basement, hip roof, side entrance, clapboarded. Built as home of mason.
- C "THE JUDSON" APARTMENTS, 50 Milne Street (Photograph 1)--Beaux Arts Classical, 1906, 3 stories, flat roof, center entrance, brick with limestone trim. Original wood balconies removed from facade (visible scars remain). Tenants in 1907 were Frederick C. Blanchard, works manager at Armstrong Manufacturing Company; Sanford L. Hotchkiss, clerk at Harvey Hubbell Company; William E. Norris, box manufacturer; Horace S. Howe, insurance agent; Mrs. Irene Newman; and William Van Wagner, engineer.
- C MORGAN/HARDY HOUSE, 57-9 Milne Street (foreground, Photograph 2)--Federal with Victorian Gothic modifications, 1829, 2 stories plus attic, side gable roof, paired center entries, clapboarded. Built for Russell Morgan, carpenter (obituary, Bridgeport Standard, 27 February 1874). Remodeled 1876 for Thomas H. Hardy by architectural firm of Palliser, Palliser & Company (listed as Design No. 30 in that firm's first plan book, Model Homes for the People).
- C JAMES ROBINSON HOUSE, 65 Milne Street (center, Photograph 2)--Greek Revival, 1834, 2 stories plus attic, front gable roof, side entrance, asbestos siding. Built as home of joiner; moved to present site from Pequonnock Street 1882 and occupied by Edward Brennan, sewing machine agent.
- C JAMES McCULLOUGH HOUSE, 78-80 Milne Street (not illustrated)--Foursquare 2-family, 1910, 2 stories plus attic, front and side gable roof, paired side entries, asbestos and asphalt siding. Built for hostler.
- C JAMES SLAVIN HOUSE, 84-6 Milne Street (not illustrated)--Foursquare 2-family, 1910, 2 stories plus attic, front and side gable roof, paired side entries, asbestos and asphalt siding. Built for employee of Smith & Egge Manufacturing Company.

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Bridgeport, ConnecticutSection number 7 Page 4

- C JOHN WILLIAM STRATTON HOUSE, 89 Milne Street (foreground, Photograph 3)--Federal, 1834, 2 stories plus attic, front gable roof, side entrance, wood shingle siding. Built as home of shoemaker; moved to this site 1882 from Pequonnock Street and occupied by James Burns, laborer.
- C ISAAC WARD LEWIS HOUSE, 92 Milne Street (extreme right, Photograph 4)--Greek Revival, 1836, 2 stories plus attic, hip roof, center entrance, asphalt siding. Lewis was to become one of "Forty-Niners," and, in association with Timothy L. Smith, president of Pennsylvania and Reading Railroad, built first steamboat to navigate Sacramento River in California (obituary, Republican Farmer, 9 August 1852; also, Helen Harrison article describing Bartlett Homestead, Bridgeport Post, 3 May 1925).
- C JOHN TREADWELL HOUSE, 98 Milne Street (second from right, Photograph 4)--Greek Revival, 1837, 2 stories plus attic, side gable roof, center entrance, aluminum siding.
- C STERLING/O'KEEFE HOUSE, 112-14 Milne Street (center, Photograph 4)--Greek Revival, 1836, 2 stories plus attic, side gable roof, center entrance, wood shingle siding; angular bay windows added probably late 19th century. Built as income property by Sylvanus Sterling (120-2 Milne Street, below, was his residence); sold 1848 to William O'Keefe, farmer.
- C ANNA GORHAM HOUSE, 113-15 Milne Street (extreme background, Photograph 2)--Greek Revival, 1835, 2 stories plus attic, side gable roof, paired center entries, asphalt siding. Gorham thought to have been wife of Alexander S. Gorham, saddler; moved to present site from Pequonnock Street 1889 and occupied by Thomas Sheehan, laborer, and Bridget Birmingham, widow.
- C SYLVANUS STERLING HOUSE, 120-2 Milne Street (foreground, Photograph 4, and second from left, Photograph 5)--Federal, 1822, 2 stories plus attic, side gable roof, paired center entries, aluminum siding. Built as home of saddle manufacturer (obituary, Bridgeport Republican Farmer, 11 July 1848).
- C KATIE MONAHAN HOUSE, 121-3 Milne Street (background, Photograph 6)--Queen Anne, 1896, 2 stories plus attic, front and side gable roof, side entrance, aluminum siding. Built for matron at railroad depot.
- C MICHAEL CASEY HOUSE, 128 Milne Street (foreground, Photograph 5)--Queen Anne, 1896. 2 stories plus attic, front and side gable roof with octagonal corner tower, side entrance, asbestos siding. Harrison G. Lamson, architect; built for teamster at Frank Miller Coal Company (Bridgeport Building Permit #3006).
- C JAMES COUGHLIN HOUSE, 141-3 Milne Street (second from left, Photograph 6)--Victorian Gothic, 1866, 2 stories plus attic, side gable roof, paired center entries, asbestos siding. Moved from northwest corner of Washington Avenue and James Street 1882 and occupied by Richard Higgins, machinist, and James McKenney, baggage master for Naugatuck Railroad.

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- C ST. JAMES THE APOSTLE PAROCHIAL RESIDENCE, 149 Milne Street (third from right, Photograph 6)--Italian Villa, 1852, 2 stories plus attic, hip roof, center entrance, asbestos siding. Moved to this location in 1884 from Washington Avenue (following death of Rev. Thomas Synnott and subsequent acquisition for rectory purposes of Bishop/Billings House at 359 Washington Avenue) and occupied by Daniel Garry, molder, and Patrick Graham, grocer.
- C WILLIAM KIRK GROCERY, 152 Milne Street (fourth from left, Photograph 7)--Greek Revival, 1848, 2 stories plus attic, front gable roof, center entrance, asphalt siding. Moved to present site from Washington Avenue 1873 and occupied by Patrick Otis, tinsmith, and Dennis Otis, carriage painter.
- C JOHN F. WALSH HOUSE, 159-61 Milne Street (second from right, Photograph 6)--Queen Anne, 1894, 2 stories plus attic, front and side gable roof, side entrance, aluminum siding. Built as home of canvasser for Prudential Insurance Company.
- C ST. JAMES THE APOSTLE SCHOOLHOUSE, 160 Milne Street (third from left, Photograph 7)--Greek Revival, 1852, 2 stories plus attic, front gable roof, center entrance, vinyl siding. Became Washington District (public) School in 1860; moved to this location in 1873 and occupied by John Neagle (1881 Municipal Register, page 300).
- C CHARLES SHERWOOD HOUSE, 165 Milne Street (foreground, Photograph 6)--Federal, 1829, 2 stories plus attic, side gable roof, center entrance, wood shingle siding. Moved to its present site in 1867 and occupied by Patrick Walsh, brass finisher.
- C MICHAEL FALVEY HOUSE, 168-70 Milne Street (second from left, Photograph 7)--Foursquare 2-family, 1911, 2 stories plus attic, front and side gable roof, paired side entries, clapboard and wood-shingle siding. Built as home of laborer.
- C ROBERT MILNE GROCERY, 180-4 Milne Street (foreground, Photograph 7)--Federal, 1830, 2 stories plus attic, side gable roof, paired center entries, aluminum siding. Built as home and place of business of Scottish native; moved from corner of Milne Street and Washington Avenue in 1872 (petition of John Neagle, Common Council proceedings, October 1, 1872) and occupied by Patrick Graham, grocer.
- NC HOLY SPIRIT CONVENT, 50 Pequonnock Street (not illustrated)--Colonial Revival, 1955, 2 stories plus attic, side gable roof, center entrance, brick.
- C HOTEL HILLTOP, 86 Pequonnock Street (extreme background, Photograph 8)--Neoclassical apartment hotel, 1915, 5 stories, flat roof, center entrance, brick with rusticated limestone ground floor. Erwin M. Jennings, developer; originally intended for use of bachelors (Bridgeport Post article, 25 October 1915).

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- C THOMAS FINN HOUSE, 88-90 Pequonnock Street (not illustrated)--Queen Anne, 1890, 2 stories plus attic, hip roof, paired center entries, aluminum siding. Built for policeman.
- NC APARTMENT HOUSE, 100 Pequonnock Street (not illustrated)--Functionalist, 1972, 3 stories, flat roof, side entrance, brick.
- C SHIPMAN/FRENCH HOUSE, 108-10 Pequonnock Street (sixth from left, Photograph 8)--Greek Revival, 1837, 2 stories plus attic, side gable roof, paired center entries, aluminum siding (facade) and asphalt siding (remainder). Built as home of William Shipman and John French, both joiners.
- C CASEY/WHITE HOUSE, 118-20 Pequonnock Street (fifth from left, Photograph 8)--Italianate double house, 1883, 2 stories plus attic, hip roof, paired center entries, asphalt siding. Built for John Casey, polisher, and Patrick White, mechanic.
- C JOHN MULLOY HOUSE, 130 Pequonnock Street (fourth from left, Photograph 8)--Victorian Gothic, 1882, 2 stories plus attic, front and side gable roof, center entrance, clapboard and asbestos siding. Built as home of molder.
- C JAMES and THOMAS DEVITT HOUSE, 136-8 Pequonnock Street (third from left, Photograph 8)--Victorian Gothic, 1884, 2 stories plus attic, hip roof, paired center entries, asbestos siding. Built as income property for two grocers.
- C PATRICK McNAMARA HOUSE, 150 Pequonnock Street (second from left, Photograph 8)--Victorian Gothic, 1884, 2 stories plus attic, front gable roof, side entrance, asbestos siding. Built as home of coachman.
- C JOSEPH FINN HOUSE, 156 Pequonnock Street (foreground, Photograph 8)--Victorian Gothic, 1884, 2 stories plus attic, front gable roof, side entrance, asphalt siding. Built for clerk.
- C JAMES DEVITT HOUSE, 163 Pequonnock Street (foreground, Photograph 9)--Swiss Gothic, 1877, 2 stories plus attic, front truncated-gable roof, side entrance, clapboarded with board-and-batten highlights. Built as home of grocer.
- C SECOND DEVITT BROTHERS' BLOCK, 171-3 Pequonnock Street (center, Photograph 9)--Victorian Gothic commercial and tenement block, 1875, 3 stories, flat roof, center entries, asphalt siding.
- C FIRST DEVITT BROTHERS' BLOCK, 181-7 Pequonnock Street (background, Photograph 9)--Victorian Gothic commercial and tenement block, 1871, 3 stories plus attic, side gable roof, center entries, asbestos siding. Originally housed Devitt Brothers' Grocery and Meat Market.

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- C WILLIAM BOLAND HOUSE, 182-4 Pequonnock Street (not illustrated)--Italianate, 1868, 2 stories plus attic over high basement, front gable roof, side entrance, aluminum siding.
- C THOMAS McCAULEY SALOON and RESIDENCE, 186-8 Pequonnock Street (not illustrated)--Queen Anne, 1894, 2 stories plus attic, hip roof, side entrance, aluminum siding.
- C EDINBURGH CRESCENT, 431-49 Washington Avenue (Photograph 10)--Richardson Romanesque row house block, 1889, 3 stories over English basement, flat roof, circular corner towers surmounted by bronze-clad Islamic domes, side entries, first story of quarry-faced brownstone with brownstone and terra-cotta-highlighted brick above. Edwin G. Sanford and Mrs. Lucien W. Shephers, developers; Longstaff & Hurd, architects. Original tenants included Glover E. Sanford, wool hat manufacturer; H.S. Plumb, flour, feed and grain dealer; Frederick H. Sanford, with Glover Sanford & Sons, hat manufacturers; Jonathan Godfrey, president of Compressed Paper Box Company; Captain William Terry, flour, feed and grain dealer; and Mrs. Lyman S. Weeks. For early appearance see Item 7, Figures 1 and 2; building descriptions contained in Bridgeport Standard articles appearing 10 November 1888 and 30 April 1890.
- C GOODWIN STODDARD HOUSE, 499 Washington Avenue (left, Photograph 12)--Queen Anne/Victorian Gothic, 1877 with later modifications, 2 stories plus attic, hip roof, center entrance, brick with terra cotta highlights. David R. Brown (New Haven), architect. Originally occupied by attorney; first story entirely rebuilt circa 1960 (earlier appearance illustrated Item 7, Figure 3).
- C GOODWIN STODDARD AUTOMOBILE GARAGE, 499r Washington Avenue (center, Photograph 11)--Bungalow, circa 1915, 1½ stories, hip roof with later additions, brick.
- C ENOCH P. HINCKS HOUSE, 515 Washington Avenue (right, Photograph 12)--Romanesque/Colonial Revival, 1894, 2 stories plus attic, side gable roof, center entrance, brick with limestone and terra cotta highlights. Warren R. Briggs, architect. Originally occupied by president of Hincks & Johnson, carriage manufacturers; early photographs illustrated Item 7, Figure 4.

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Bridgeport, Connecticut

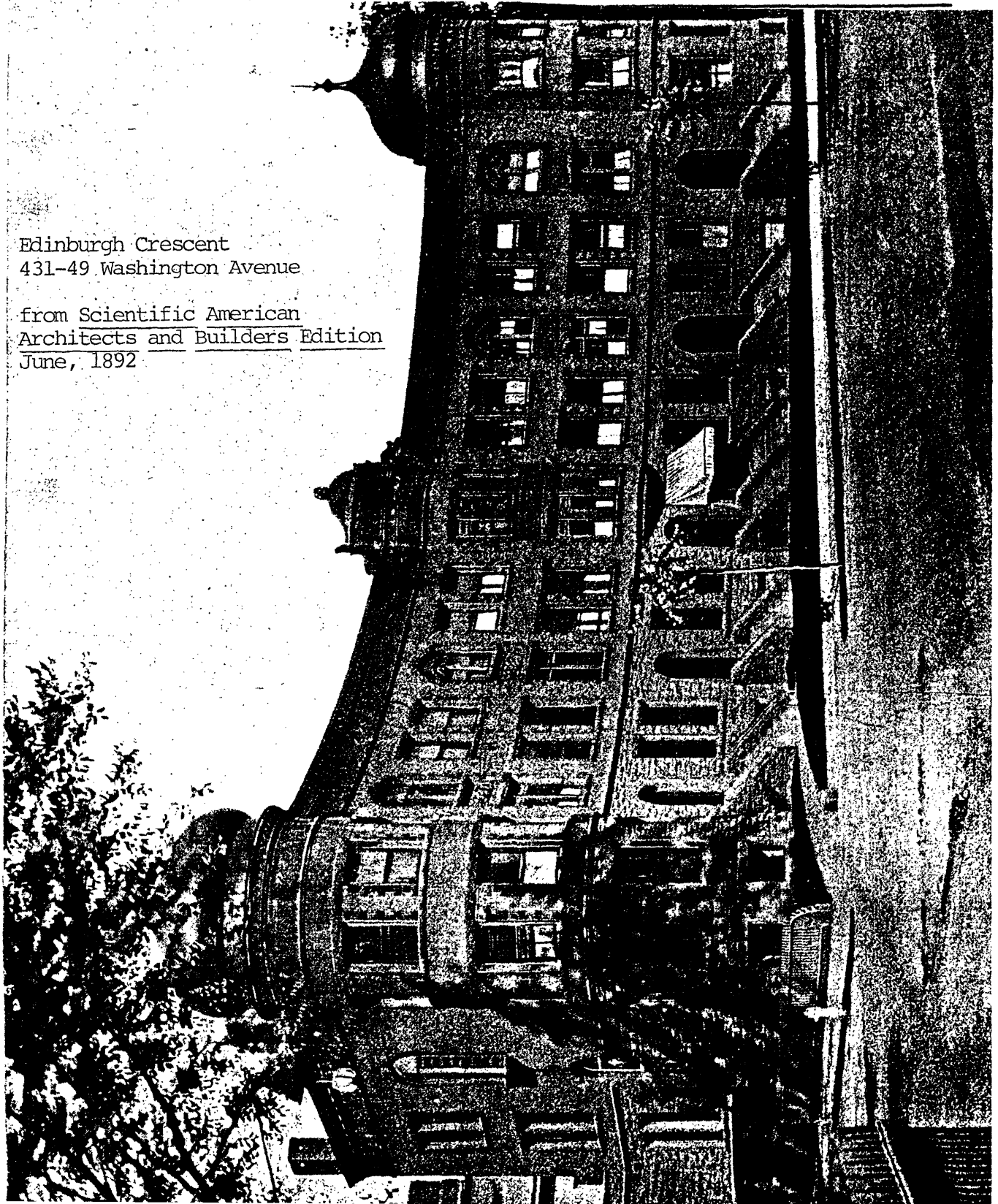
Section number 7 Page Figure 1

35
JUNE, 1892

Edinburgh Crescent
431-49 Washington Avenue

from Scientific American
Architects and Builders Edition
June, 1892

Scientific American, Architects and Builders Edition.



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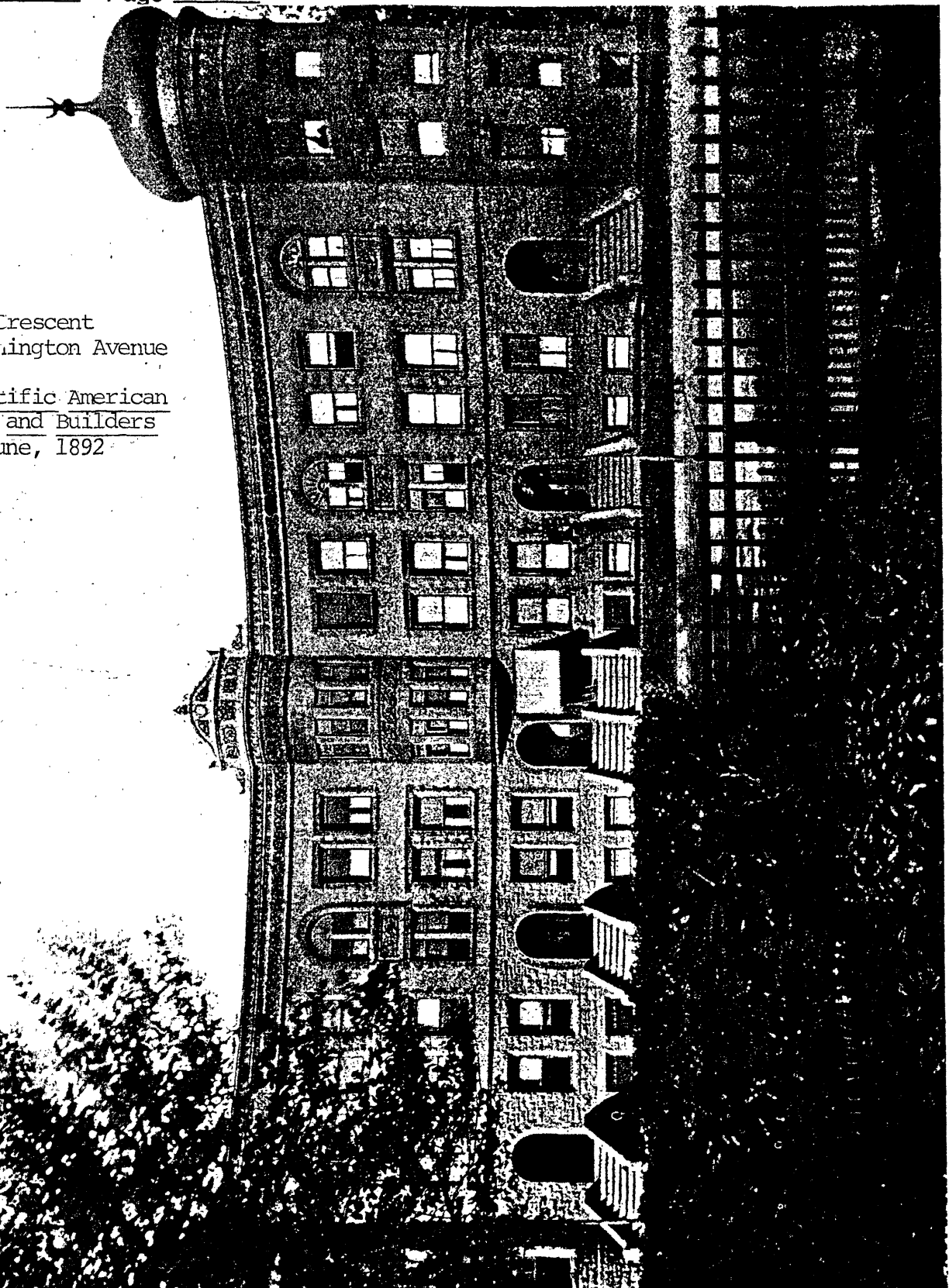
STERLING HILL HISTORIC DISTRICT
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83

Edinburgh Crescent
431-49 Washington Avenue

from Scientific American
Architects and Builders
Edition June, 1892



Scientific American, Architects and Builders Edition.

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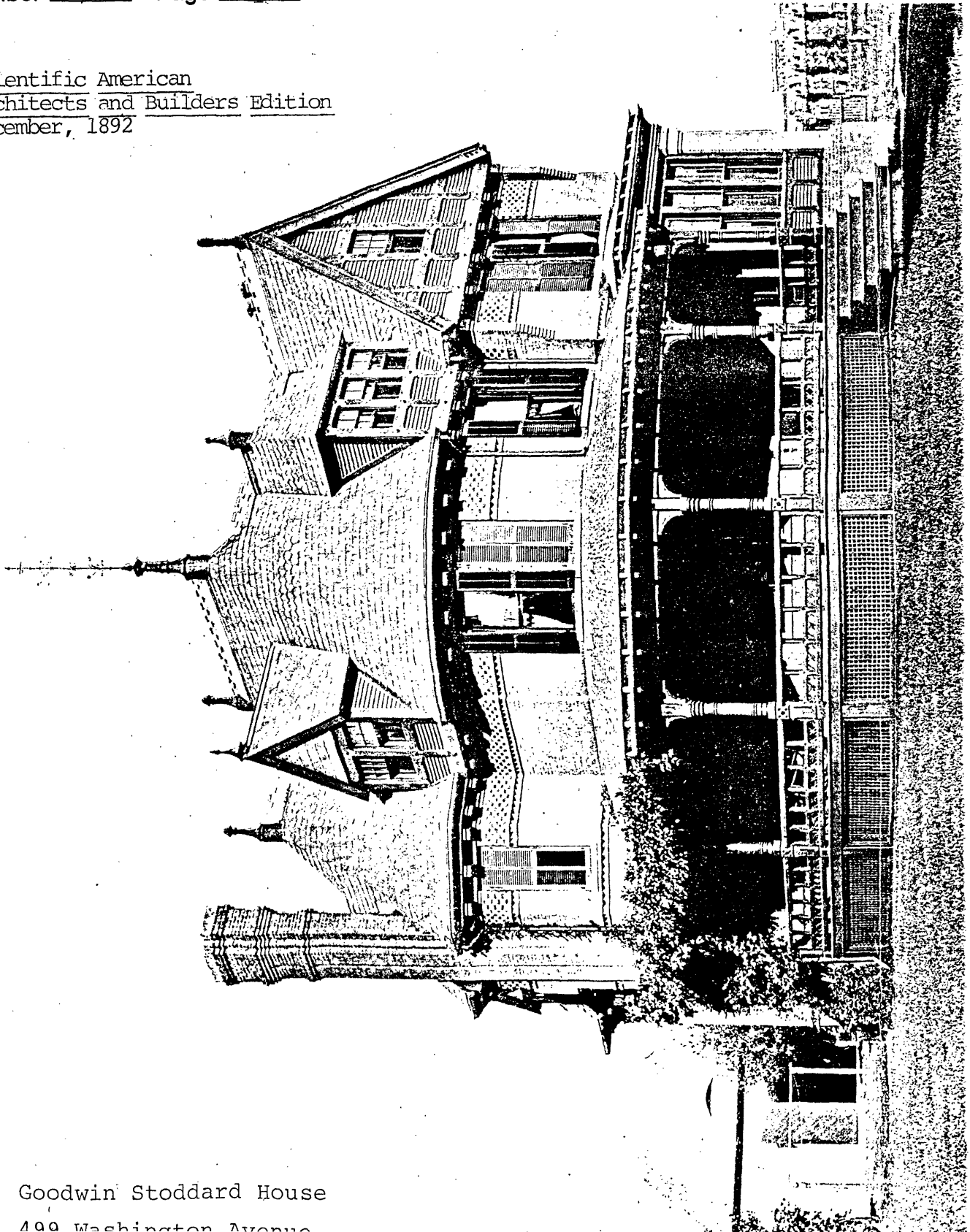
STERLING HILL HISTORIC DISTRICT
Bridgeport, Connecticut

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DECEMBER

Scientific American
Architects and Builders Edition
December, 1892

Scientific American, Architects and Builders Edition.



Goodwin Stoddard House

499 Washington Avenue

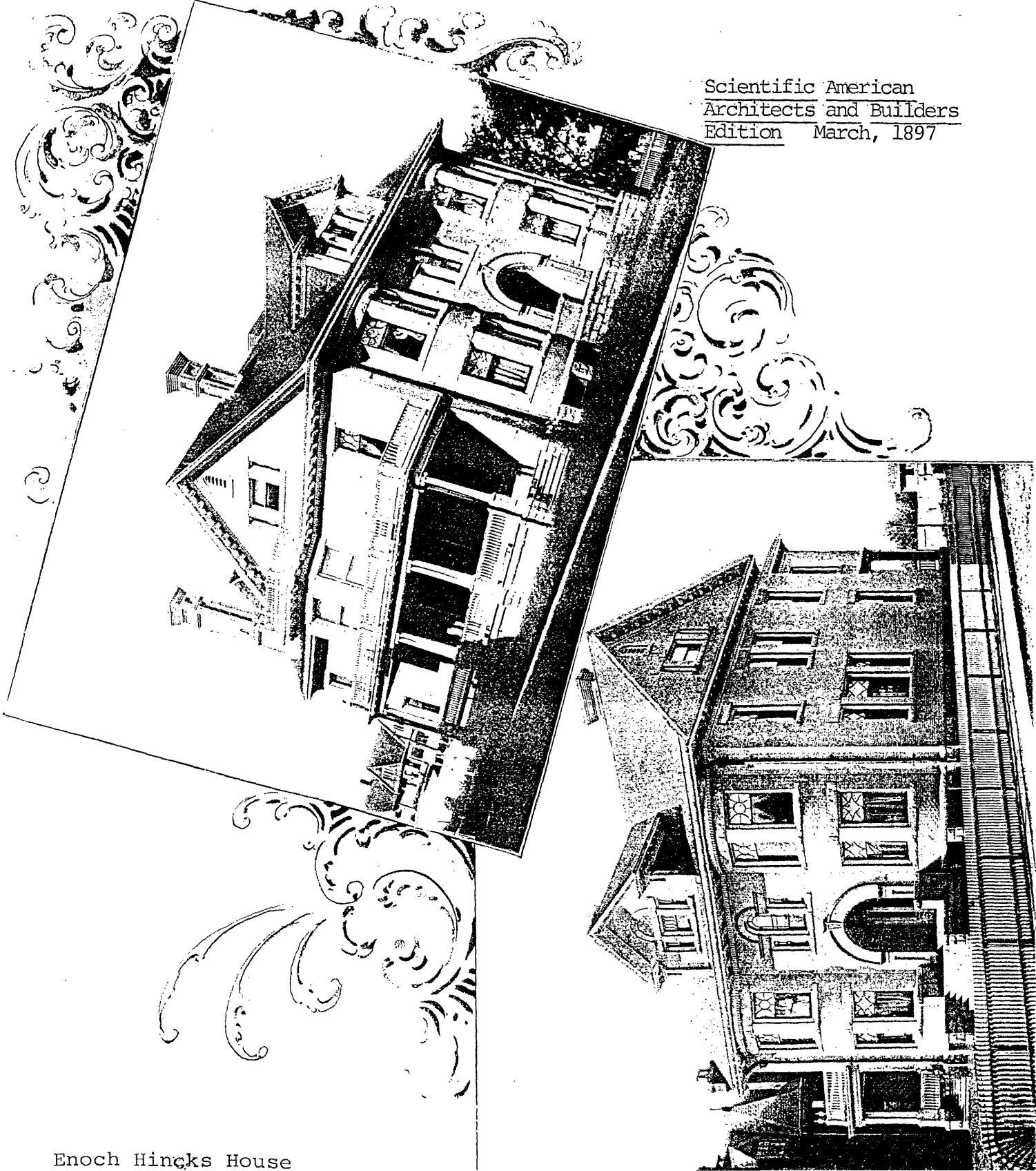
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STERLING HILL HISTORIC DISTRICT
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Scientific American
Architects and Builders
Edition March, 1897



Enoch Hincks House

MARCH, 1897.
Scientific American

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Sterling began parcelling his orchard into houselots in 1828, when Bridgeport was a small but rapidly expanding community of some 2500 inhabitants. In that year he sold one acre to William Smith "on the new street running back from Golden Hill Road," the first recorded reference to Milne Street (Volume 2, page 344). The street, however, was not to be accepted as a public thoroughfare officially until March of 1865. In 1829 Sterling sold a quarter acre to Russell Morgan for \$100 (Volume 2, page 407), followed by a \$200 sale of a half acre to Robert Milne (Volume 3, page 509).

In 1833 Lemuel Coleman plotted a development on the adjoining south slope of Golden Hill for the town's wealthiest residents, giving impetus to the sale of Sterling's lots. Over the course of the following year more lots were sold--a quarter acre to John W. Stratton for \$75 (Volume 4, page 351); another quarter acre to James Robinson at the same price (Volume 4, page 352), and a half acre to Andrew Morris for \$115 (Volume 4, page 377). By 1837 J.W. Barber, in his History of Connecticut, called Golden Hill "a delightful situation for an upper town; from this elevation is a fine prospect of the Sound and surrounding scenery."

Bridgeport's elevation to city status was brought about in 1836 in order that bonds could be issued for the construction of a railroad line up the Housatonic River valley to Pittsfield, Massachusetts. With the onset of railroad construction, dozens of Irish immigrants came to Bridgeport to take advantage of employment opportunities. Daniel Thatcher, Bridgeport's earliest major real estate developer, rushed up a large number of small, inexpensive dwellings across Washington Avenue on Arch and High Streets (demolished for redevelopment, late 1960s). It was not long before this Irish settlement spilled over to the opposite side of the hill, perhaps pointed in that direction by the building of St. James the Apostle Roman Catholic Church, Fairfield County's first of that denomination, on Washington Avenue in 1841.

It appears that a full-fledged "neighborhood flight" took place at Sterling Hill over the course of the 1840s, as each of the initial Anglo-Saxon Protestant homebuilders sold out to Irishmen or turned their homes into absentee-owned rentals. By the time the first City Directory was published in 1855, the turnover was nearly complete--of the early residents, only Andrew Morris remained. The subdivision of modest single-family dwellings to accommodate as many as six housing units suggests the overcrowding that must have been prevalent.

The fortunes of Bridgeport's Irish community changed for the better with the expansion of local industry during the Civil War. St. James Church was found to be inadequate by its parishoners, who were beginning to seek social parity with their Protestant neighbors. In 1864 it was replaced by the opulent St. Augustine's, prominently situated on the hill's south slope. Many of the small, plain houses of Sylvanus Sterling's development were remodelled after the war in fashionable styles, and a number of others were moved to less visible locations (particularly to lower Milne Street below the bend, officially extended through to Harral Avenue in 1870). An article in the Bridgeport Standard of October 19, 1870, spells out the situation:

A very decided improvement is now being made in Washington Avenue. The street has been laid out 55 feet wide with sidewalks 12 feet wide. All those old houses, which for years have stood near the old Catholic church to the annoyance of every one passing by, have been removed. . .and patched up for tenement houses, where they will for years to

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come serve as Hibernian residences, while on the ground they formerly occupied there are soon to be erected some fine houses.

Gentrification took place along the length of Washington Avenue and on Pequonnock Street, where virtually all the earlier houses were removed to Milne Street and replaced by larger, more stylish structures in the 1870s, 1880s, and 1890s. But Washington Avenue, with its prestigious name, was the focus of this redevelopment initiative, again noted in the Standard on October 7, 1876:

There is no place in the city which is being more rapidly improved than the summit of Golden Hill. Formerly occupied by very inferior dwellings, it has not attracted the attention it deserved as the most desirable location for fine dwelling houses in the city.

The gentrification of Washington Avenue was an expansion of the "Yankee" South Slope neighborhood, while that of Pequonnock Street was undertaken by the Irish community's own "aristocracy." With the construction of the Edinburgh Crescent, Bridgeport's most urbane town-house block, in 1889, and the sophisticated Enoch Hincks House a half-decade later, Sterling Hill reached its pinnacle of social status. Within a few short years, however, improved roads and transportation enabled wealthy citizens to reside far removed from tenement districts. By 1920 (December 26), a headline in the Bridgeport Herald proclaimed: "Sacred Golden Hill Ground Invaded by Commercialism/Strong Stand of Select Families is Broken."

During the present century Golden Hill has undergone tumultuous change. The South Slope, save for a handful of pallid remnants, has been swept away, its aristocratic precincts replaced by an expressway and office and apartment buildings. The historic Irish neighborhood has likewise largely vanished: the older part of Leverty Street for the Charles F. Greene housing project in the 1950s, and Arch, High, Fulton and Franklin Streets for the Congress Plaza Urban Renewal project in the 1960s. Yet Sterling Hill remains, in the midst of this change, little altered in physical appearance over the past 100 years. It is to this day an "ethnic" enclave, an Italian population having replaced the departing Irish after World War II until it in turn gave way to the Portuguese who predominate today.

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UTM REFERENCES (cont.)

E	18	652600	4560300
F	18	652640	4560140
G	18	652860	4560180
H	18	652880	4560160
I	18	652920	4560160
J	18	652920	4560180
K	18	652880	4560320

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VERBAL BOUNDARY DESCRIPTION (cont.)

208.34 feet, more or less, to a point of intersection with the west property line of land now or formerly of William A. O'Connor; thence southwesterly for a distance of 143 feet, more or less, to a point of intersection with the north property line of land now or formerly of Salvatore & Evelyn Spadaccino; thence northwesterly for a distance of 593.56 feet, more or less, to a point of intersection with the east property line of land now or formerly of Ishiahn Hamelech; thence northeasterly for a distance of 81.16 feet, more or less, to a point of intersection with the north property line of land now or formerly of Ishiahn Hamelech; thence northwesterly for a distance of 103.45 feet, more or less, to a point of intersection with the east street line of Harral Avenue; thence southwesterly along said street line for a distance of 536.33 feet, more or less, to a point of intersection with the south property line of land now or formerly of the Angola Construction Company; thence southeasterly for a distance of 110.5 feet, more or less, to a point of intersection with the east property line of land now or formerly of Gary & Mona Hanna; thence northeasterly for a distance of 40.85 feet, more or less, to a point of intersection with the south property line of land now or formerly of Anthony DeBiase; thence southeasterly for a distance of 36.86 feet, more or less, to a point of intersection with the east property line of land now or formerly of Anthony DeBiase; thence northeasterly for a distance of 138.27 feet, more or less, to a point of intersection with the north street line of Pequonnock Street; thence southeasterly along said street line to the point of intersection with the place of origin.

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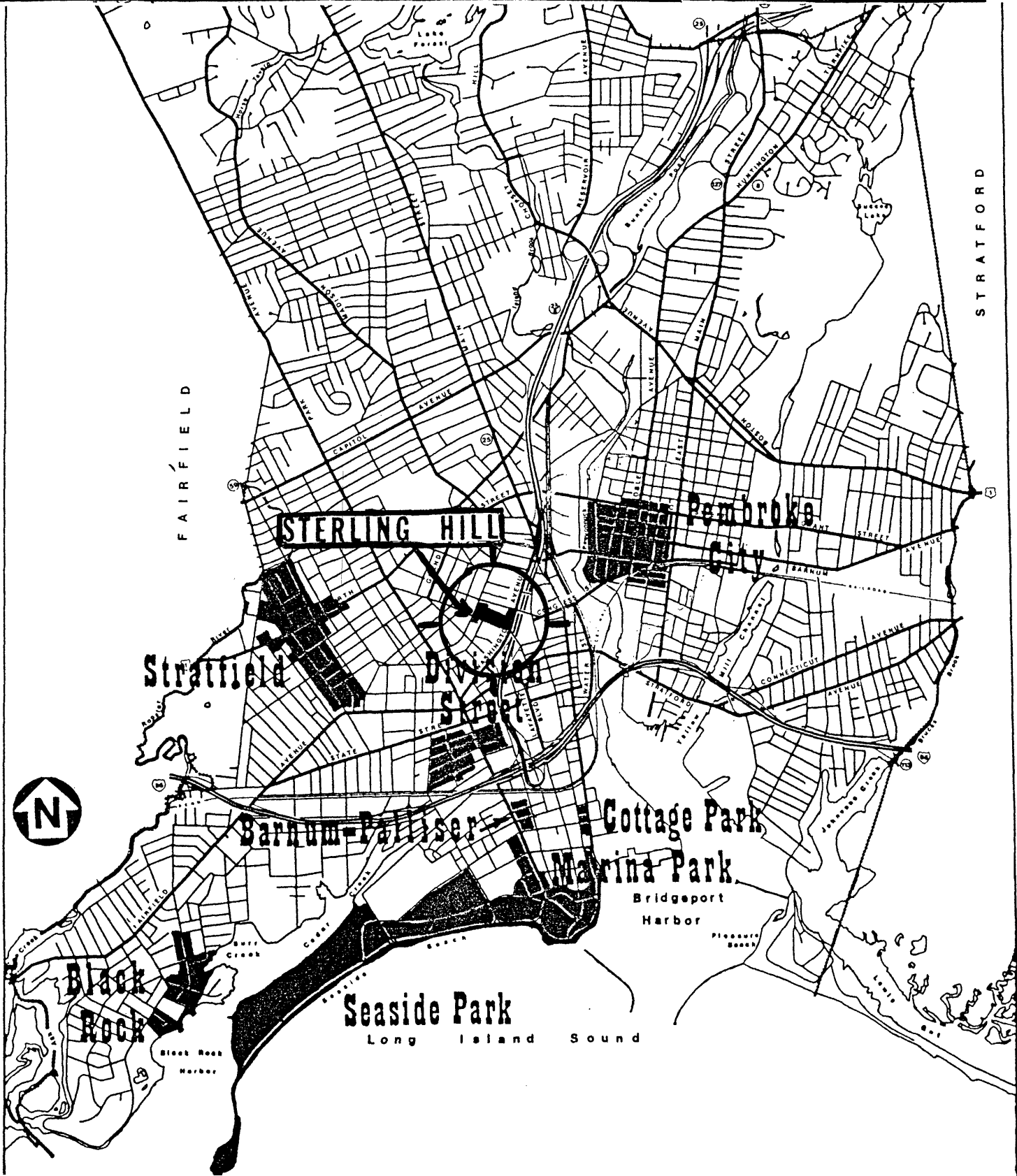
BOUNDARY JUSTIFICATION (cont.):

clesiastical architecture, it constitutes a developmental entity in its own right: although used by the residents of Sterling Hill, it also drew parishoners from throughout Bridgeport and suburban towns as well. St. Augustine's would appear to be eligible for separate, individual National Register inclusion. The northeast and northwest delineations border residential communities which are unrelated to the historic developmental themes of Sterling Hill. Opposite Harral Avenue is a 6-block area bounded by Harral, Lexington, and Linen Avenues and Pequonnock Street. Known historically as "Golden Valley," it was laid out as a unit development in the 1870s, and the majority of its structures are unrelated to those within the district in terms of age, scale, and degree of preservation of original fabric. Similarly, the bordering areas to the south of Pequonnock Street date mainly from the beginning years of the 20th century and include a preponderance of 2-family flat-type structures that stand in marked contrast to those structures included. Lastly, James Street, to the north, consists almost entirely of 20th-century flats and apartment houses, its two remaining identifiable 19th-century houses lost in an uncomplementary environment.

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Section number 10 Page Figure 1

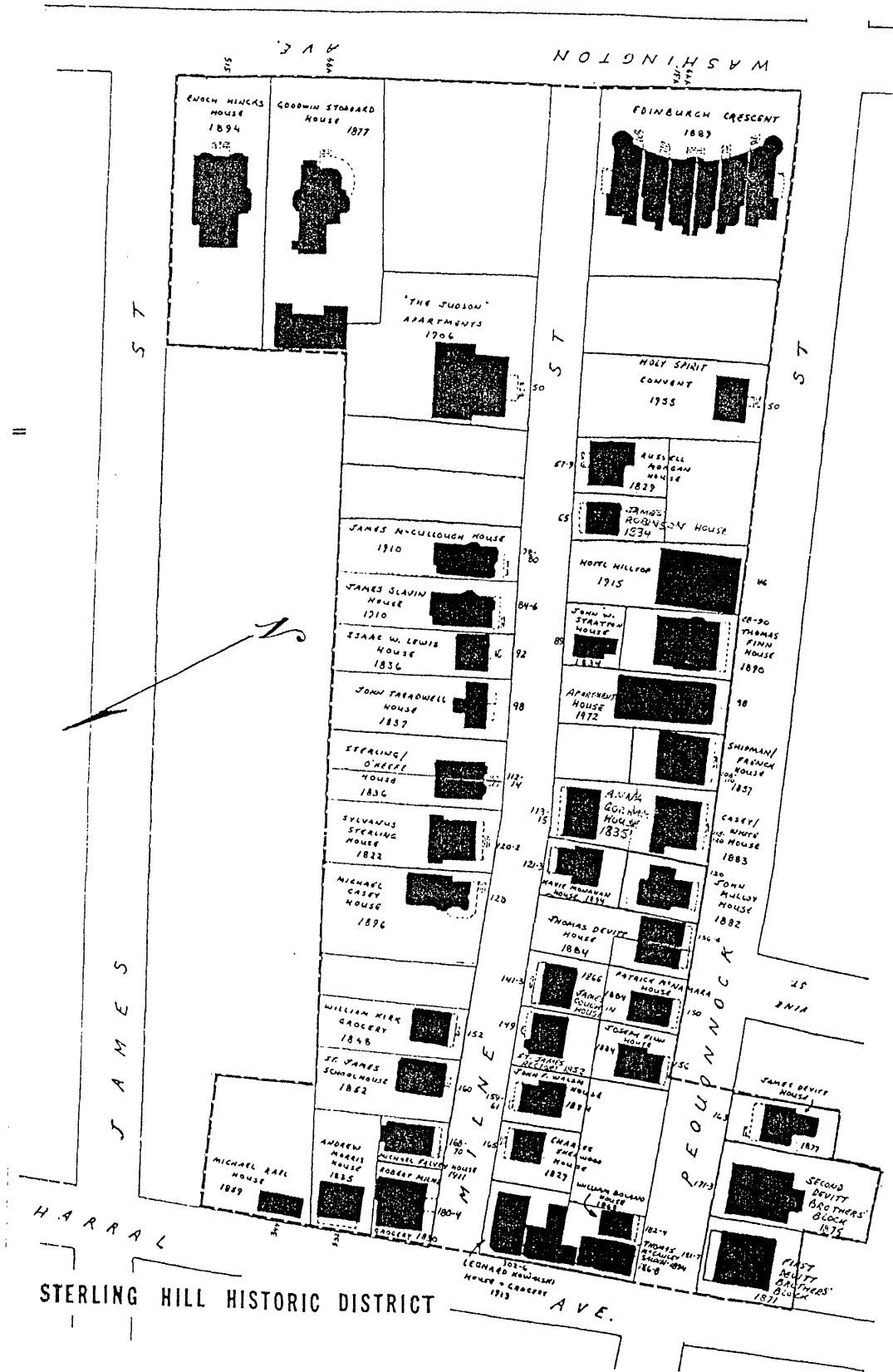


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Section number 10 Page Figure 2

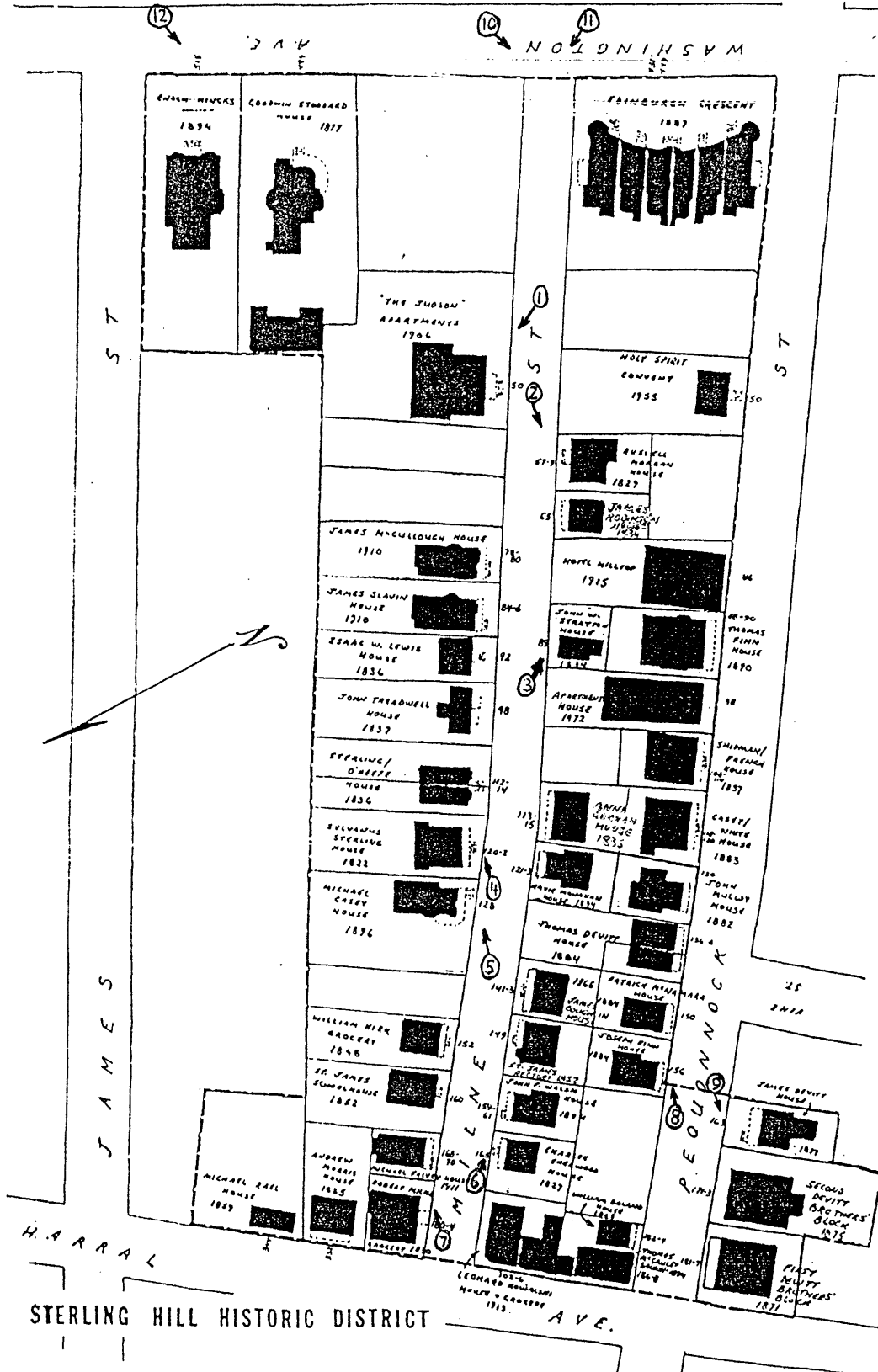
One inch =
100 feet



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PHOTOGRAPH LOCATIONS INDICATED

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UTM REFERENCES:

A	18	652880	4560340
B	18	652860	4560300
C	18	652680	4560260
D	18	652660	4560320
E	18	652600	4560300
F	18	652640	4560140
G	18	652860	4560180
H	18	652880	4560160
I	18	652920	4560160
J	18	652920	4560180
K	18	652880	4560320

STERLING HILL H.D.
Bridgeport CT

