

1829 & 1831 Brownsboro Road Houses

Draft Report on the Proposal for Designation as an Individual Landmark

(22-LANDMARK-0001)



**Metro Historic Landmarks and
Preservation Districts Commission**

March 31, 2022

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Case Information

Individual Landmark

As defined by the Louisville Metro Code of Ordinances (LMCO) 32.250, an Individual Landmark is “a structure or site, including prehistoric and historic archaeological sites, designated as a local historic landmark by the Commission as provided in this subchapter or by action prior to the effect of this subchapter. A landmark structure or site is one of significant importance to the city, the Commonwealth, or the nation and which represents irreplaceable distinctive architectural features or historical associations that represent the historic character of the city, the Commonwealth, or the nation.”

22-LANDMARK-0001

This case was initiated by a request from the property owner, Patria Fielding, to conduct a review of the complex for designation consideration. With the revised Landmarks Ordinance effective on August 8, 2019, the processing of this request is subject to the Individual Designation requirements in LMCO Section 32.260(J) through 32.260(R).

Property Description

Location and Key Elements

The 1829 & 1831 Brownsboro Road Houses are now located on one parcel known as 1829 Brownsboro Road in Louisville, Kentucky. The property is situated on the north side of Brownsboro Road northwest of the intersection with Pope Street and east of the intersection with Mellwood Avenue (**Figure 1**). The locally designated Butchertown Preservation District is across Mellwood Avenue to the west, and the Clifton Preservation District is across Brownsboro Road to the south (**Figure 2**). The 1829 & 1831 Brownsboro Road Houses as well as the vacant lot to the east (formerly known as 1833 Brownsboro Road) are comprised of one parcel totaling 0.3971 acres. There are two residential buildings on the parcel (**Figure 3** and **Figure 4**).



Figure 1. Aerial view of the House with a purple dot showing the location (LOJIC).

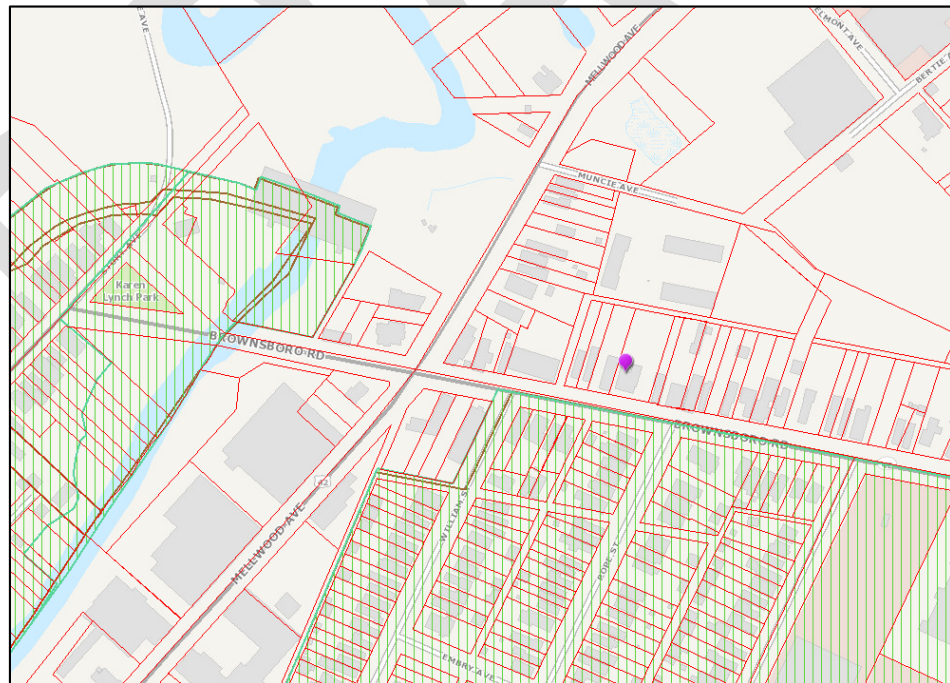


Figure 2. Map of the Houses (purple dot) showing the location of the Butchertown Preservation District on the left and the Clifton Preservation District on the bottom right (green hashing) (LOJIC).



Figure 3. 1829 is on the left, 1831 is in the center, and the vacant lot (1833) is on the right, looking northwest.



Figure 4. 1829 and its driveway are on the left, 1831 is in the center, and the vacant lot (1833) is on the right, looking northeast.

Building Description—1829 Brownsboro Road

Built circa 1905, 1829 Brownsboro Road is elevated from the street with a concrete retaining wall and iron fence. The house has a brick foundation, brick masonry walls, and a hipped roof clad in standing seam metal. Open wood soffits are located under the eaves, and two brick chimneys are situated on the east side of the roof. The window openings have a concrete sill and lintel above. The masonry walls feature three lines of brick belt course on all of the elevations as decorative detail. Furthermore, numerous corners of the building show bricks laid at 45-degrees creating a decorative technique. Mortar is located deep within the 45-degree instead of at the edge of the brick like most mortar joints.

The front façade, or south elevation, of the building contains a central wood picture window with a transom above and storm windows. To the west, the ½ lite, wood entry door with a storm door faces southwest. Concrete stairs lead to the entry. To the east of the central window, there is one 1/1 double-hung wood window with a storm window that faces southeast (**Figure 5, Figure 6, and Figure 7**).



Figure 5. Front (south) façade and west elevation, looking northeast.



Figure 6. Front (south) façade, looking north.



Figure 7. Brick detail on the front (south) façade, looking north.

The east and west elevations of the house are very similar (**Figure 8** and **Figure 9**). Both side elevations are mostly comprised of 1/1 double-hung wood windows. The west elevation contains three of these while the east elevation only contains two. At the basement level on both elevations, there are openings where metal grates were located. Some of these grates are still intact and some of the openings have been covered with wood (**Figure 10**). There are two brick chimneys located on the east side of the house. The northernmost chimney has one chimney pot.



Figure 8. The west elevation, looking northeast.



Figure 9. East elevation, looking southwest.



Figure 10. Detail of the basement level grate.

The north, or rear, elevation contains one 1/1 double-hung wood window on the east side and a 1/2 lite entry door with a storm door on the east side. The rear portion of the roof extends down to become cover for the rear porch with wood posts. The porch has concrete foundation with wood floor boards (Figure 11).



Figure 11. Rear (north) elevation, looking southwest.

Building Description—1831 Brownsboro Road

Built circa 1905, 1829 Brownsboro Road is elevated from the street with a concrete retaining wall and iron fence. The house has a brick foundation, brick masonry walls, and a hipped roof clad in standing seam metal. Open wood soffits are located under the eaves, and two brick chimneys are situated on the east side of the roof. The window openings have a concrete sill and lintel above. The masonry walls feature three lines of brick belt course on all of the elevations as decorative detail. Furthermore, numerous corners of the building show bricks laid at 45-degrees creating a decorative technique. Mortar is located deep within the 45-degree instead of at the edge of the brick like most mortar joints.

The front façade, or south elevation, of the building contains a central wood picture window with a transom above and storm windows. To the west, the ½ lite, wood entry door with a storm door faces southwest. Concrete stairs lead to the entry. To the east of the central window, there is one 1/1 double-hung wood window with a storm window that faces southeast (**Figure 12** and **Figure 13**).



Figure 12. Front (south) façade and east elevation, looking northwest.



Figure 13. Front (south) façade, looking north.

The east and west elevations of the house are very similar (**Figure 14** and **Figure 15**). Both side elevations are mostly comprised of 1/1 double-hung wood windows. The west elevation contains two of these with a multi-lite casement window while the east elevation only contains two 1/1 double-hung wood windows (**Figure 16**). At the basement level on both elevations, there are openings where metal grates were located. Some of these grates are still intact and some of the openings have been covered with wood. There are two, very tall, brick chimneys located on the east side of the house. Both chimneys contain chimney pots.



Figure 14. The east elevation, looking northwest.



Figure 15. West elevation, looking south.



Figure 16. The east elevation, looking northwest.

The north, or rear, elevation contains one 1/1 double-hung wood window on the east side and a ½ lite entry door with a storm door on the east side. The rear portion of the roof extends down to become cover for the rear entry, accessed by a set of wooden stairs. There is a two-lite casement window at the basement level as well as an entry; however, it's covered with plywood (**Figure 17**).



Figure 17. Rear (north) elevation, looking south.

Lot Description—1833 Brownsboro Road

1833 Brownsboro Road is elevated from the street with a concrete retaining wall and iron fence that matches those in front of 1829 & 1831 Brownsboro Road. There are a set of concrete stairs leading into the lot from the public sidewalk. According to Sanborn Fire Insurance Maps there was a building on this lot historically. It was demolished around 1971, and the lot was left vacant (**Figure 18**). More information on the history of this lot is located in the **Historic Context** section.



Figure 18. 1833 Brownsboro Road Lot, looking north.

Historic Context

Development of 1829 & 1831 Brownsboro Road

The land on which 1829 & 1831 Brownsboro Road Houses are located was part of the estate of Charles Pope (**Figure 19**). Charles was the grandson of Col. William Pope who was one of the original trustees appointed by the Virginia Legislature to establish Louisville in the 1700s. The Pope family owned a lot of real estate in this area, which is why William and Pope Streets are named in Col. Pope's honor (Jennings 1920). Captain Joshua B. Bowles then acquires the property as well as several others to subdivide for development (**Figure 20**). Bowles was one of the earliest and most influential settlers in this area. As a gentleman farmer, he built an estate named Clifton, which is no longer standing. If it were, it would be located on Frankfort Avenue (Hedgepeth 1983; Weeter 1994). Bowles then subdivided his land for development. The parcel on which 1829 & 1831 Brownsboro Road are now located on was sold by Bowles to Alex and August Knapp who then sold it to Henry Humbert in 1882. Humbert then sold it to Charles Stoecker in 1890 (see **Table 1**). The property on which 1829 & 1831 Brownsboro Road Houses are located is not visible on the 1892 Sanborn Fire Insurance Map as the area was located outside of the city limits. Stoecker and his heirs owned the property until 1921, so it was the Stoecker family who had these houses erected. Charles Stoecker was a native of Germany, lived on Story Avenue, and established a tannery called Karl Stoecker Tannery on Stoecker Avenue in the Butchertown Neighborhood. In the last 1890s, the business became Charles Stoecker & Son as his son Charles W. Stoecker became involved (*Courier-Journal* 1907).

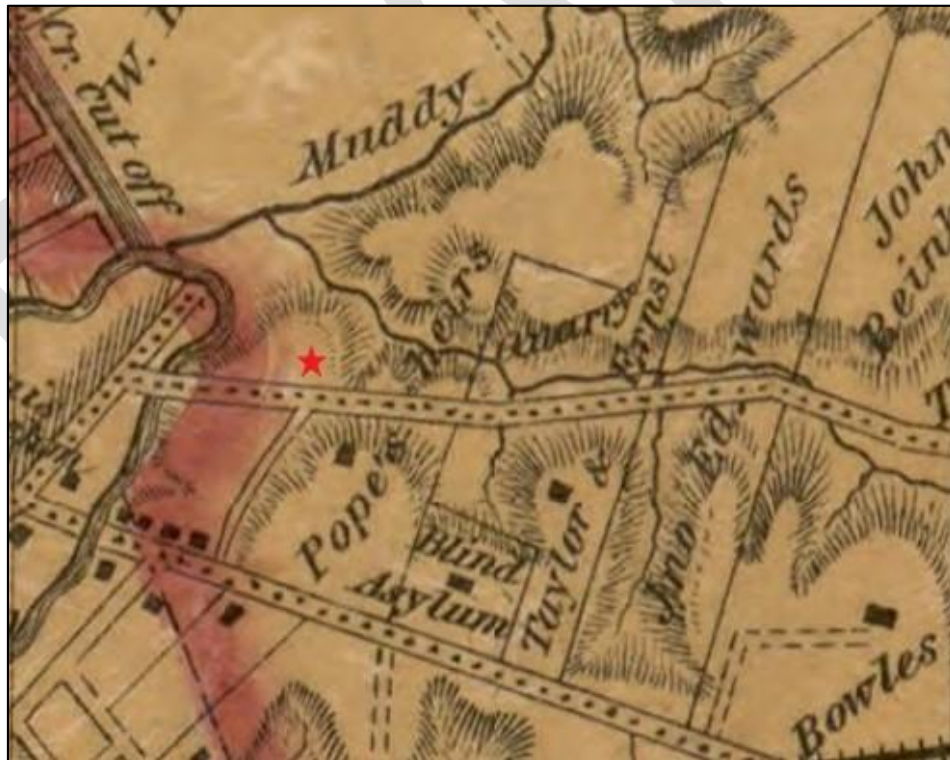


Figure 19. 1858 Map of Jefferson County, Kentucky showing the property of Charles Pope's heirs (red star is general location of requested designation property) (Bergmann 1858).



Figure 20. 1873 Map of city of Louisville, Kentucky, New Albany & Jeffersonville, Indiana showing the property of Captain J.B. Bowles (red star is general location of requested designation property) (German & Bro. 1873).

The houses were built circa 1905 and had different addresses. Brownsboro Road was previously called Letterle Avenue. Thus, 1829 Brownsboro Road was 931 (1829) Letterle Avenue and 1831 Brownsboro Road was 933 (1831) Letterle Avenue. These addresses can be seen on the 1905 Sanborn Fire Insurance Map (**Figure 21**). The map shows the two shotgun houses in pink, which indicates masonry construction. The rear porches, which are frame construction, are shown in yellow. There is a long frame building in the rear yard. Each of the houses appear to be built for workforce, rental housing. No members of the Stoecker family appeared to ever live there, so this was likely a real estate development venture. A rental ad from the *Courier-Journal* describes 931 Letterle Avenue (1829 Brownsboro Road) as a “new brick cottage” with four rooms, gas and water (**Figure 22**). Between 1909 and 1911, the houses were advertised as cottages in the newspaper list of rentals (**Figure 23**). Based on city directory and census research, there is a list of tenants for these houses, some of which were more long-term than others (see **Table 2** and **Table 3**). The only owners to ever occupy the houses were William and Ruth Jones as well as Raymond and Elise Hauck, which did not occur until the 1940s and 1960s.

Around 1925, Letterle Avenue was renamed Brownsboro Road. The 1929 Sanborn Fire Insurance Map shows the addition of a small garage north of 1829 Brownsboro Road and a two-story shed behind both houses (**Figure 24**). The map also shows two duplexes that face Muncie Avenue; however, this street was not listed in the city directories. These buildings also did not last long as they were demolished between 1965 and 1971. Their history is currently unknown and how it may have impacted the houses at 1829 and 1831 Brownsboro Road.

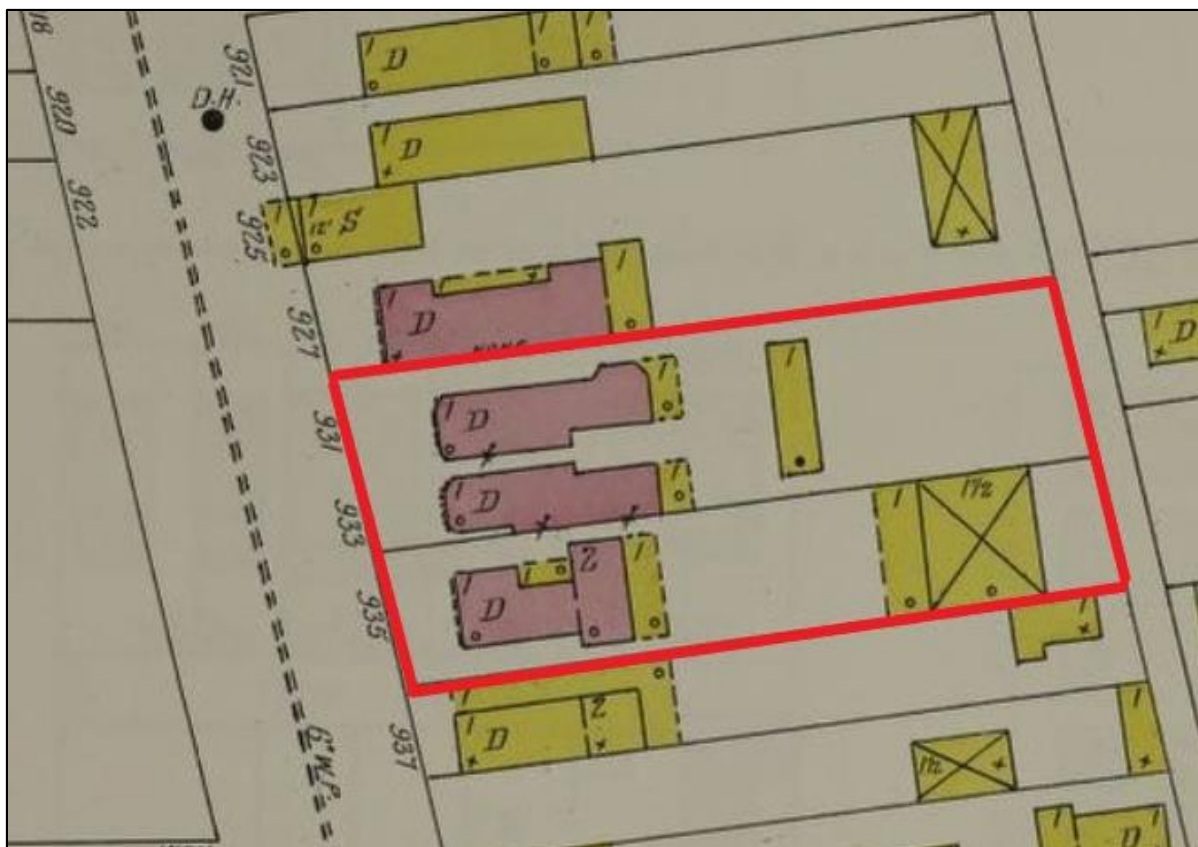


Figure 21. 1905 *Sanborn Fire Insurance Map*, Volume 5, Sheet 430 (red line shows requested designation boundary).



Figure 22. October 1, 1905 rental ad in the *Courier-Journal* (*Courier-Journal* 1905).

COTTAGES.		
1215 Zane st., 4 rooms		9 00
1411 W. Jefferson, 6 rooms.		
1214 Brook st., near College, 3 rooms.		15 00
1113 Baxter ave. (old No.) 6 rooms..		15 00
1228 W. Kentucky, 5 rooms		11 00
1415 Thirteenth, near Kentucky, 4		
rooms		9 00
1712 Cedar, 5 rooms		10 00
2112 Pirtle st., 3 rooms		7 50
121 Nineteenth, near Portland ave.,		
5 rooms		12 00
1529 W. Walnut, 4 rooms		12 50
317 Stein court, 4 rooms		12 00
1833 Portland ave., 5 rooms.....		13 50
2432 St. Xavier, 4 rooms		10 00
1120 Prospect ave., 4 rooms, gas and		
water		15 00
2121 St. Xavier, 5 rooms		12 00
933 Letterle ave., 4 rooms.....		11 00

Figure 23. May 16, 1909 rental ad in the *Courier-Journal* (*Courier-Journal* 1909).

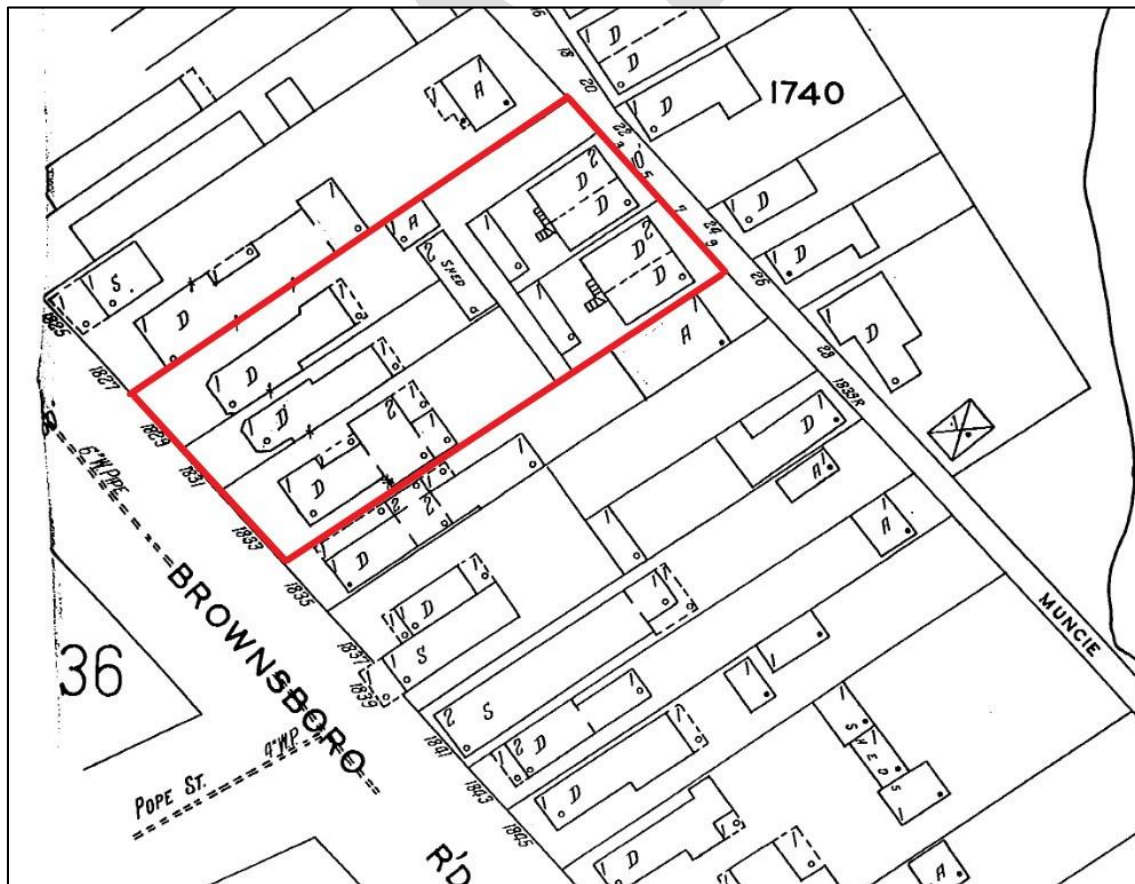


Figure 24. 1929 *Sanborn Fire Insurance Map*, Volume 7, Sheet 738 (red line shows requested designation boundary).

Table 1. Chain of Title for 1829 & 1831 Brownsboro Road.

Reference	Date Recorded	Grantor	Grantee	Description
Deed Book 251:509	6/30/1882	Alex and Augusta Knapp	Henry Humbert	A parcel that would contain both 1829 & 1831 Brownsboro Road—deeded to Knapps from Joshua B. Bowles
Deed Book 355:260	9/20/1890	Henry & Augusta Humbert	Charles Stoecker	A parcel that would contain both 1829 & 1831 Brownsboro Road
Deed Book 988:227	9/21/1921	Charles W. and Alvine B. Stoecker	Henry G. Saam	A parcel that would contain both 1829 & 1831 Brownsboro Road—deed to Charles W. Stoecker through wills of Caroline Stoecker (Will Book 35:474) and Charles Stoecker (Will Book 26:217)
Deed Book 989:52	9/21/1921	Henry G. and Mayme Saam	Johanna Steiner	A parcel that would contain both 1829 & 1831 Brownsboro Road
Deed Book 1002:174	7/29/1922	Johanna and Frank Steiner	Edward and Lillian Groth	1829 Brownsboro Road
Deed Book 1345:82	5/15/1928	Edward and Lillian Groth	Frank M. Herman	1829 Brownsboro Road
Deed Book 1534:321	1/2/1934	Johanna and Frank Steiner	Henry C. Kraher	1831 Brownsboro Road
Deed Book 2195:320	12/31/1946	Henry C. and Elizabeth G. Kraher	William D. and Ruth E. Jones	1831 Brownsboro Road
Deed Book 3740:295	3/5/1962	Alford & Lawless Herman; Willis & Lillie B. Herman; Clifford & Rose Herman; Edward & Katherine Herman; Thelma Herman, widow	Raymond T. and Elise I. Hauck	1829 Brownsboro Road—deed to Herman heirs through will of Frank M. Herman (Will Book 88:54); deed to Thelma Herman through will of William F. Herman (Will Book 100:480)
Deed Book 3877:414	2/28/1964	William D. and Ruth E. Jones	Raymond T. and Elise I. Hauck	1831 Brownsboro Road
Deed Book 7705:46	9/9/2001	Carolyn Ann Crisler and Janet E. Redford, co-executrixes of the Estate of Elise I. Hauck	Patria A. Fielding	1829 & 1831 Brownsboro Road (as well as other property)
Deed Book 11190:426	6/29/2018	Patria A. Fielding	Patria A. Fielding and Virginia Forest	1829 & 1831 Brownsboro Road (current parcel as shown)

Table 2. List of Tenants for 1829 (931) Letterle Avenue/Brownsboro Road.

City Directory/ Census Year(s)	Tenant Names	Occupation Listed
1905	Vacant	Vacant
1906	John O'Neal	Contractor
1907-1909	Charles Kaelin	Oiler for City Water Co.
	Mary Kaelin	Housewife
	Alma Kaelin	Tailoress
1911	Chauncery C. Rice	Weigher at Bourbon Stock Yards
1913-1921	George H. Wafart	Meat cutter at Knopf & Hudson
	Katherine Wafert	Housewife
1923-1927	Edward Groth	Engineer at Dow Co.
1929	George H. Turner	Carpenter
1930-1931	Chester Gatterdam	Clerk for Dee Gatterdam
	Virginia Gatterdam	Housewife
	Beulah Singleton	Sewer at a clothing store (boarder)
1933	Edward J. Hilbert	Ship clerk at Continental Oil Co.
	Aline Hilbert	
1935-1937	Louis A. Griesshaber	Elaine's Inn
	Armella Griesshaber	
1939	James W. O'Hern Jr.	Salesman for Oertel Brewing
	Margaret O'Hern	
1940	Charles Bunblossom	Truck driver for a meat packer
	Margaret Bunblossom	Housewife
	Charles R. Russell	Margaret's father, Bartender at 2146 Duncan Street
	Charles L. Russell	Margaret's brother, Truck driver for State Highway Dept.
1941-1972	Raymond T. Hauck	Chief Electrical Inspector
	Elsie Coulter Hauck	American Printing House for the Blind

Table 3. List of Tenants for 1831 (933) Letterle Avenue/Brownsboro Road.

City Directory/ Census Year(s)	Tenant Names	Occupation Listed
1905	Vacant	Vacant
1906-1909	Samuel G. Forbes	Steamfitter for F.A. Clegg & Co.
1910	Joseph E. Frederick	Machinist
	Louanna Frederick	Housewife
1911	Leo Edelen	Carpenter
1913	Alonzo Hall	Laborer
1915-1935	Agnes Slemer	Widow of Oscar C. Slemer, Machine operator at a clothing store
1930	Elizabeth Sutton	Agnes's sister, Machine operator at a clothing store
1940-1947	Agnes Slemer	Widow of Oscar C. Slemer, Machine operator at a clothing store
	Edward Slemer	Agnes's son, Clerk for Railroad
	J.H. Wallbaum	Agnes's grandson, Oiler for City Water Co.
1949-1954	William D. Jones	Jones Shell Service
	Ruth Jones	
1957	Howard Minrath	Employed by Robert A. Baumer
	Mary Minrath	
1959	Raymond Pierce	Wholesaler for Kroger
	Marie Pierce	
1963-1965	William A. Snyder	Printer at Fawcett-Dearing
	Helen Snyder	
1967	Jack Willis	

Development of 1833 Brownsboro Road

The house was built circa 1905 and had a different address: 935 (1833) Letterle Avenue, which became 1833 Brownsboro Road. This address can be seen on the 1905 Sanborn Fire Insurance Map (**Figure 21**). The map shows the camelback shotgun house in pink, which indicates masonry construction. The rear porch, which was frame construction, is shown in yellow. There was a 1.5 story, frame stable in the rearyard. Stables are indicated with a large X through the building. Much like the others, this house appears to have been built for workforce, rental housing. A rental ad from the *Courier-Journal* lists 1833 Letterle Avenue (1833 Brownsboro Road) as a six-room cottage (**Figure 25**). Based on city directory and census research, there is a list of tenants for these houses, some of which were more long-term than others (see **Table 4**). Around 1925, Letterle Avenue was renamed Brownsboro Road. The 1929 Sanborn Fire Insurance Map shows the demolition of the previous table building (**Figure 24**). The map also shows two duplexes that face Muncie Avenue; however, this street was not listed in the city directories. These buildings also did not last long as they were demolished between 1965 and 1971. Their history is currently unknown and how it may have impacted the house at 1833 Brownsboro Road. According to aerial photographs, the house that was located at 1833 Brownsboro Road was also demolished sometime between 1965 and 1971. The property remained vacant.

COTTAGES.		
1519 Mellwood, 4 rooms, nice	12	00
321 Stine court, 4 rooms	12	00
217 S. Nineteenth st., 5 rooms, water	15	00
519 E. St. Catherine, 4-room cottage.	12	00
1833 Letterle, 6-room cottage.	14	00
1350 Twenty-sixth st., 5 rooms.....	15	00
2711 W. Kentucky, 4 rooms.....	10	00
2811 Slevin, 3 rooms	5	00
1810 Dumesnil, 4 rooms.....	10	00
1814 Colgan, 5 rooms.....	12	00
1228 W. Kentucky, 5 rooms.....	11	00
1222 W. Kentucky, 4 rooms.....	9	00
1828 Portland ave., 6 rooms	13	50
1304 Pirtle, 4 rooms.....	8	00
955 Thirteenth, 4-room brick.....	9	00
2422 Bank, 5 rooms.....	16	00

Figure 25. March 13, 1910 rental ad in the *Courier-Journal* (*Courier-Journal* 1910).

Table 4. List of Tenants for 1833 (935) Letterle Avenue/Brownsboro Road.

City Directory/ Census Year(s)	Tenant Names	Occupation Listed
1905	Mary Riley	Widow of Dennis Riley
1907	Albert Layer	Peddler
	Louise Layer	Widow of Frank Layer
1909	Louise Layer	Widow of Frank Layer
1911-1913	Gabriel M. Wright	Laborer at Golf Links
	Matilda Wright	Housewife
	Navel B. Wright	Presser at Clothing House
	Ulysses Wright	Laborer at Distillery
	Oscar Craig	Marker at Woolen Mills
1915-1917	William Lieb	Real estate
1919-1921	Carrie Lieb	Widow of William Lieb
1923	Benjamin L. Willingham	Oiler for City Water Co.
	Margaret Willingham	Housewife
	Michael Demling	Stone cutter
1925	Benjamin L. Willingham	Oiler for City Water Co.
	Margaret Willingham	Housewife
	Mary P. Kritzky	Widow of Clarence A. Kritzky
	John A. Kritzky	Clerk for L&N Railroad
1927-1939	Benjamin L. Willingham	Oiler for City Water Co.
	Margaret Willingham	Housewife
	Jesse C. Noel	
	Willie Noel	Sales lady at Department Store
1941-1949	Benjamin L. Willingham	Oiler for City Water Co.
	Margaret Willingham	Housewife
1951-1963	Margaret Willingham	Widow of Benjamin Willingham
1965-1967	Perry Willingham	Son of Margaret Willingham

Shotgun Style Home Introduction

According to the Preservation Alliance of Louisville and Jefferson County:

In its most basic form, the shotgun cottage is a one-story, rectangular structure, only one room wide (usually 12' to 15' in width) and three or four rooms deep. Constructed without any hallways, the rooms are lined up, one behind the other. Typically, the living room is the first room at the front with a bedroom behind, followed by a kitchen. With all of the doors in a straight line, a person could stand at the front door and shoot a gun straight through the house and out the back door without hitting anything. That's one explanation of why they're called shotgun houses.

Camelback shotguns are those which have a second story at the back of the house, providing a bedroom over the kitchen. Other variations include the presence of a third entrance located on the side of the house and leading into the kitchen. In houses with this feature, it was customary for visitors to come to the side door, rather than to the front. Some shotguns have recessed side porches extending nearly the entire length of the house.

For economy's sake, chimneys were built in the interior. The front and middle rooms share a chimney with a fireplace opening in each room. The kitchen has its own chimney, and in the case of camelbacks, the second floor also captures the warmth of this chimney.

Shotgun houses were originally built without indoor plumbing. Later, a one-story addition was often constructed off the kitchen to accommodate a bathroom.

Most of Louisville's shotgun cottages were built in the period between the end of the Civil War and 1910. During this time Louisville experienced a rapid growth in population. It had taken ninety years for her population to top the 100,000 mark in 1870, but in just 30 years, by the turn of the century, that number had doubled, making the city the 15th largest in the country.

In the post-War period, Louisville was making a conscious effort to develop an industrial base; hitherto, she had been principally a mercantile center. Employment in industry grew from 7,396 in 1860 to 10,813 in 1870 and 17,448 in 1880. The number of factories more than doubled from 436 in 1860 to 1,108 in 1880.

Among those attracted to the city in the post-War period of industrial expansion were laborers and skilled craftsmen, many of whom had immigrated from Germany, Ireland, Scotland, Switzerland, and Italy. They were ready to fill jobs in the burgeoning manufacturing enterprises. There came butchers, tanners, coopers, brewery workers, machinists, bricklayers, carpenters, railroad workers, printers and a legion of other working men.

With the influx of laborers came the need for ample and cheap housing. Prior to the Civil War, Louisville had primarily been a walking city with owners and employers living in close proximity to factories and mercantile establishments. The population expansion in the late 1870s put new pressures on city boundaries. The advent of the street railway system in the 1860s made possible the development for housing of new areas ringing downtown. The street railways reached out from the core into Portland, Butchertown, and to points in what are now Russell, Old Louisville and the Highlands. These areas, with the exception of Old Louisville, became home to the hordes of workers pouring into the city.

The shotgun houses were erected to provide shelter for the workers in a way that rowhouses were erected in eastern U.S. cities. The shotguns, however, afforded a greater sense of privacy and separateness than rowhouses and cut down on the wild spread of fires. ...

Shotguns are organized along a block in a delicate manner which allows maximum privacy despite the narrow lots. The side entrance of one cottage does not abut that of its neighbor and neither's windows are placed so as to encourage peering. In fact, typically, one side of a house will be windowless facing the windowed side of the next house.

A definite neighborhood image is created by a series of shotguns. Because the houses all have the same setback from the street, the same height at the front, and regular spacing down the block, a coherent "blockscape" is created. The cumulative effect of repetitive forms gives a pleasant, small-town sense to the block (Preservation Alliance of Louisville and Jefferson County 1980).

The homes located at 1829 & 1831 Brownsboro Road fit the above description of a shotgun style home. Each house is four rooms deep with no hallways as the rooms are lined up, one behind the other (**Figure 26** and **Figure 27**). However, the form of these houses is unique and differing from the standard rectangular shotgun fun. Each of these houses has a front that is angled as well as the rear portion, which are not straight, but have slight bump outs. Per Samuel W. Thomas, most shotgun houses had gable roofs or low hipped roofs with Italianate cornices. He noted that shotgun houses that differ from these norms have been rare in Louisville (Thomas 2009).



Figure 26. Floor Plan of 1829 Brownsboro Road.

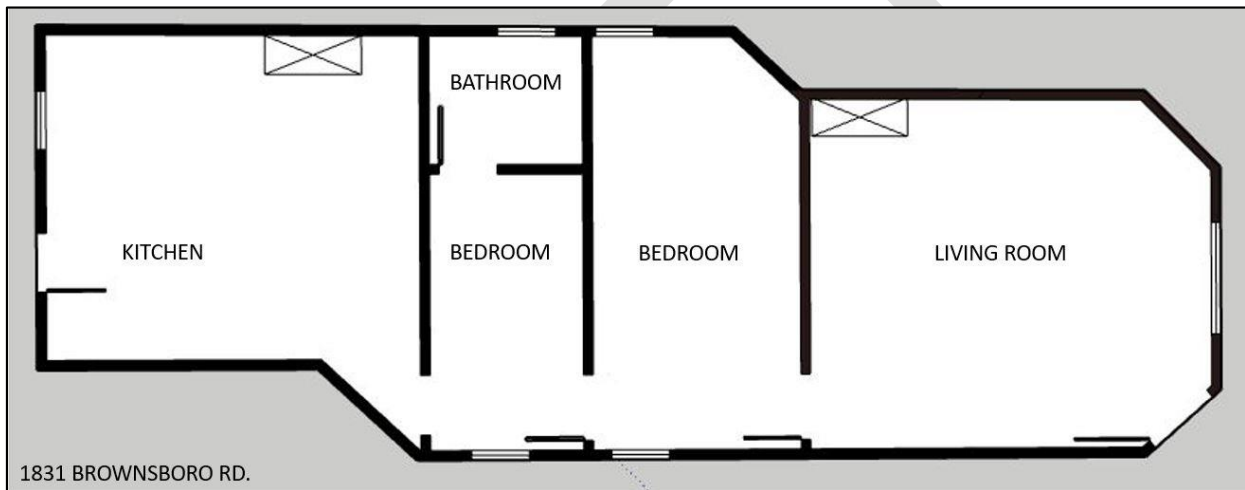


Figure 27. Floor Plan of 1831 Brownsboro Road.

Shotgun Style Home Origins

According to the Preservation Alliance of Louisville and Jefferson County:

Oral tradition has it that the name “shotgun” for the rectangular cottage is derived from the fact that a person could stand at the front door and shoot a gun the length of the building and out the back door without piercing a wall. University of Maryland faculty member and folklorist John Michael Vlach thinks a proper etymology lies elsewhere.

In “Shotgun Houses,” published in the February 1977 issue of *Natural History* magazine, Vlach postulates that the word originated with a Western African tribe whose word for house was to-gun, literally, “place of assembly.” The word may have been carried along with the cottage style into slavery with its builders. Many of these Africans were brought to Haiti in the early eighteenth century as a strong plantation economy began to develop there. ...

Transmittal of this style to what is now the United States apparently occurred in the early part of the nineteenth century. Vlach explains it in this way: "The origin of the shotgun house lies in the history of New Orleans' black community. In 1803 there were 1,355 free blacks in the city many of whom were active and successful in a variety of trades. The size of the community was greatly increased in 1809 by the immigration of approximately 2,000 Haitian mulattoes, who first emigrated to Cuba but were later forced off the island by anti-French sentiment. At the same time a like number of slaves arrived from Haiti, including many who were relatives of free blacks. By 1810 blacks outnumbered whites in New Orleans, 10,500 to 4,500. Such a population expansion necessitated new housing. As many of the carpenters, masons, and inhabitants were Haitian, it was only natural that they modeled their new homes on those they had left behind."

This influx of Haitians occurred at a time when the relationship between Louisville and what became Louisiana, with its key city New Orleans, was rapidly changing. In 1799, because of its frontier location, Louisville was made a port of entry to the United States by Congress, and a collector was appointed to prevent the smuggling of foreign goods into the country from this French colony. Four years later, with the stroke of a pen, this foreign territory was purchased by the U.S., and the free flow of goods and services from the former French colony into the country became a priority rather than an activity to be penalized. ...

Shippingport, as the name implies, was once a thriving port two miles downriver from Louisville. It was adjacent to Portland, then another river town, now one of Louisville's own proud neighborhoods. ... Shippingport's earliest settlers were French and much of its business was with French traders heading upriver. ... Contact with the architectural styles of French-dominated New Orleans would have had an enormous impact on Shippingport. From 1810 to 1820, the town's population soared from 98 to over 500 persons, and it is very likely that the design of the homes built to house New Orleans' expanding Haitian population could easily and naturally have found its way upriver to shelter Shippingport's new residents.

Hard evidence of this transmittal is not to be found as the town of Shippingport is no more. The most compelling evidence of the emergence of the shotgun cottage in Shippingport and its subsequent transmittal into Louisville's architectural heritage is the presence today of a large number of these structures in Louisville's Portland neighborhood, adjacent to Shippingport (Preservation Alliance of Louisville and Jefferson County 1980).

However, some historians believe the origin of shotgun houses is more straightforward than that. According to Samuel W. Thomas,

When Louisville was laid out in a grid form, there were generally eight half-acre lots to the almost square block. The eight lots were rectangular, with the long siding running north-south. The short sides faced the east-west streets, and as the alleys

all ran east-west, the front-to-back axis of most structures was north-south. So while the dimensions east to west could be modified at will and were, the north-south dimensions were kept more uniform because of the alleys. As the city expanded in the grid form, it was always the alleys that determined, especially in residential areas, on which streets the houses would front. So while housing continued to front east-west streets to about Broadway, the areas developed in Old Louisville mostly front north-south streets.

With this lot pattern in mind, there is nothing mysterious about the origin and evolution of shotgun houses. It was the most efficient use of spaces in providing the most inexpensive housing for the city's growing workforce of immigrants in the 1840s and 1850s. Instead of perhaps four old Beargrass Georgian or six to eight Federal residences to the block front, fifteen to twenty shotguns would fit on the same land. ...

Shotguns continued to be constructed until World War I, but with the addition of indoor plumbing, the need for more privacy and better circulation and a garage, they fell out of favor. However, thousands upon thousands have been built (Thomas 2009).

Statement of Significance

Historic Significance

The 1829 & 1831 Brownsboro Road Houses are historically and architecturally significant for their association with the development of workforce housing as well as their shotgun house form. After the Civil War, Louisville experienced a rapid growth in population due to an industrial boom. With the influx of immigrants and laborers came the need for ample, inexpensive, and easy to build housing. Shotgun style homes fit the narrow lots on Louisville's grid pattern and fit the requirements for workforce housing. Furthermore, the history of the working class is underrepresented in Louisville. Mostly of Euro American descent, the working class who inhabited these houses were somewhat transient and did not occupy them long, with the exception of one tenant. While we have their names and occupations from city directories and census data, we do not know much more about these people. However, they are still an important part of the history of Louisville. Lastly, the shotgun style homes themselves at 1829 & 1831 Brownsboro Road are unique to Louisville in their design. Per Samuel W. Thomas, most shotgun houses had gable roofs or low hipped roofs with Italianate cornices. He noted that shotgun houses that differ from these norms have been rare in Louisville. The 1829 & 1831 Brownsboro Road Houses remain a symbol of the workforce development of Louisville. They are also rare examples of shotgun style housing. Therefore, these houses are important to the architectural history of Louisville.

Archaeological Significance

The 1829 & 1831 Brownsboro Road Houses have potential to contain archaeological resources. The remnants of domestic outbuildings and artifact middens associated with domestic activities are likely present on the property, as has been demonstrated by excavations conducted at similar properties throughout Jefferson County (Bader 1997; DiBlasi 1997; Slider 1998; Stallings and Stallings 1999; Stottman 2000; Stottman 2001; Stottman and Watts-Roy 1995; Stottman et al. 2004). The vacant lot at 1833 Brownsboro Road previously had a main house and outbuildings. While these have been demolished, the property remained vacant, so there is a likelihood for archaeological resources. Not much information could be found on the dwellings that were situated on the rear alley. While the Sanborn Fire Insurance maps note the alley as Muncie Avenue, these could not be found in the city directories. The buildings were demolished sometime between 1965 and 1971, and the property remained vacant. An archaeological investigation into these could yield valuable information on the history of this area. This parcel is somewhat unique and interesting in its compilation of potential archaeological resources.

Integrity Assessment

As defined by the LMCO 32.250, integrity is "The authenticity of a structure or site's historic integrity evidenced by survival of physical characteristics that existed during the structure or site's historic or prehistoric period. To retain historic integrity a site must possess some of the following aspects: location, design, setting, materials, workmanship, feeling, or association." Note that the integrity as applied by the Landmarks Ordinance is for the exterior of the structure since that is the extent of regulation if designated.

The 1829 & 1831 Brownsboro Road Houses retain their integrity in *location* and *association* to support the historic significance of the structure as it relates to its association with the history of workforce housing. The site has not changed much with the exception of the demolition of the outbuildings and 1833 Brownsboro Road. The Houses also retain their integrity in *feeling* and *setting*. Comparing the 1929 Sanborn Fire Insurance Map to a LOJIC map (**Figure 19** and **Figure 1**), the changes that have occurred around the property are evident. The lot sizes have changed over time and there have been some demolitions on the property and nearby. However, these changes are not so drastic to say the Houses have lost their integrity in *feeling* and *setting*.

The 1829 & 1831 Brownsboro Road Houses retain a high level of integrity in *design, materials*, and *workmanship* to support the historic significance of the structures as it relates to the history of workforce housing. The Houses have had very little alteration. They retain historic doors, windows, roofing, and chimneys. Some of the basement grates appear to be missing and some of the historic materials are deteriorated; however, this does not diminish the integrity of the Houses.

Designation Criteria Analysis

In consideration of a potential designation of an Individual Landmark, LMCO 32.250 defines an Individual Landmark structure or site as “one of significant importance to the city, the Commonwealth, or the nation and which represents irreplaceable distinctive architectural features or historical associations that represent the historic character of the city, the Commonwealth, or the nation.”

In accordance with LMCO 32.260(O), considering the designation of any area, site, or structure in Louisville Metro as an Individual Landmark, the Commission shall apply the following criteria with respect to such structure, site, or area. An Individual Landmark shall possess sufficient integrity to meet criterion (a) and one or more of the other criteria (b) through (e).

A) Its character, interest, or value as part of the development or heritage of the city, the Commonwealth, or the United States.

After the Civil War, Louisville experienced a rapid growth in population due to an industrial boom. With the influx of immigrants and laborers came the need for ample, inexpensive, and easy to build housing. The advent of the street railway system also allowed for city growth and these new areas became home to the new influx of workers. Shotgun style homes fit the narrow lots on Louisville’s grid pattern and fit the requirements for workforce housing. While the eastern United States built attached rowhouses to accomplish this, Louisville built shotgun houses, which provided more privacy and separateness. This continued to be a distinct building pattern in Louisville until the end of World War I when the need for indoor plumbing, more privacy, and garages led to a different kind of workforce housing. Thus, the 1829 & 1831 Brownsboro Road Houses are an important part of the development and heritage of Louisville.

B) Its location as a site of a significant historic event.

There are no singularly significant historic events that give the site its historic significance.

C) Its identification with a person or persons who significantly contributed to the culture and development of the city, the commonwealth, or the nation.

In consideration of significance associated with a person or persons, the evaluation relates to whether an individual's period of significant contribution or productivity occurred while residing or occupying a building, structure, or site. While noteworthy people are associated with the building, that is not why the building is significant.

D) Its embodiment of distinguishing characteristics of an architectural type or specimen; or its embodiment of a significant architectural innovation; or its identification as the work of an architect, landscape architect, or master builder whose individual work has influenced the development of the city, the Commonwealth, or the nation.

The 1829 & 1831 Brownsboro Road Houses are architecturally significant as shotgun style houses. While there are a large number of shotgun style houses across Louisville Metro, there are no other such shotgun style houses with these distinct forms and masonry detailing. Per Samuel W. Thomas, most shotgun houses had gable roofs or low hipped roofs with Italianate cornices. He noted that shotgun houses that differ from these norms have been rare in Louisville. These shotgun style houses are unique to the city of Louisville. Thus, they are the embodiment of distinguishing characteristics of an architectural type or specimen.

The house does not represent a significant architectural innovation.

The house is not identified as the work of an architect, landscape architect, or master builder whose individual work has influenced the development of the city, the Commonwealth, or the nation.

E) Its historic significance is based on its association with an underrepresented history within the city, the Commonwealth, or the nation and broadens our understanding of these underrepresented histories.

In consideration of significance associated with underrepresented histories, the evaluation relates to inclusion and telling a comprehensive history. The 1829 & 1831 Brownsboro Road Houses are associated with the underrepresented history of the working class. Mostly of Euro American descent, the working class who inhabited these houses were somewhat transient and did not occupy them long, with the exception of one tenant. While we have their names and occupations from city directories and census data, we do not know much more about these people. Comprised of steamfitters, carpenters, drivers, oilers, seamstresses, and more the working class in these homes are still an important part of the history of Louisville Metro. Furthermore, the histories of the working class are generally underrepresented. Thus, the 1829 & 1831 Brownsboro Road Houses are associated with the underrepresented history of the working class.

Boundary Justification

The 1829 & 1831 Brownsboro Road Houses as well as the vacant lot to the east (formerly known as 1833 Brownsboro Road) are located on one parcel known as 1829 Brownsboro Road. According to the Jefferson County Property Valuation Administrator (PVA), the property (parcel number 088A00270000) contains a total 0.3971 acres of land. The proposed boundaries for the 1829 & 1831 Brownsboro Road Houses Individual Landmark designation area include the total parcel. The owner requested this designation boundary, which is represented on the LOJIC map below (Figure 28).



Figure 28. LOJIC map showing location of the designation boundary for the 1829 & 1831 Brownsboro Road Houses in blue.

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