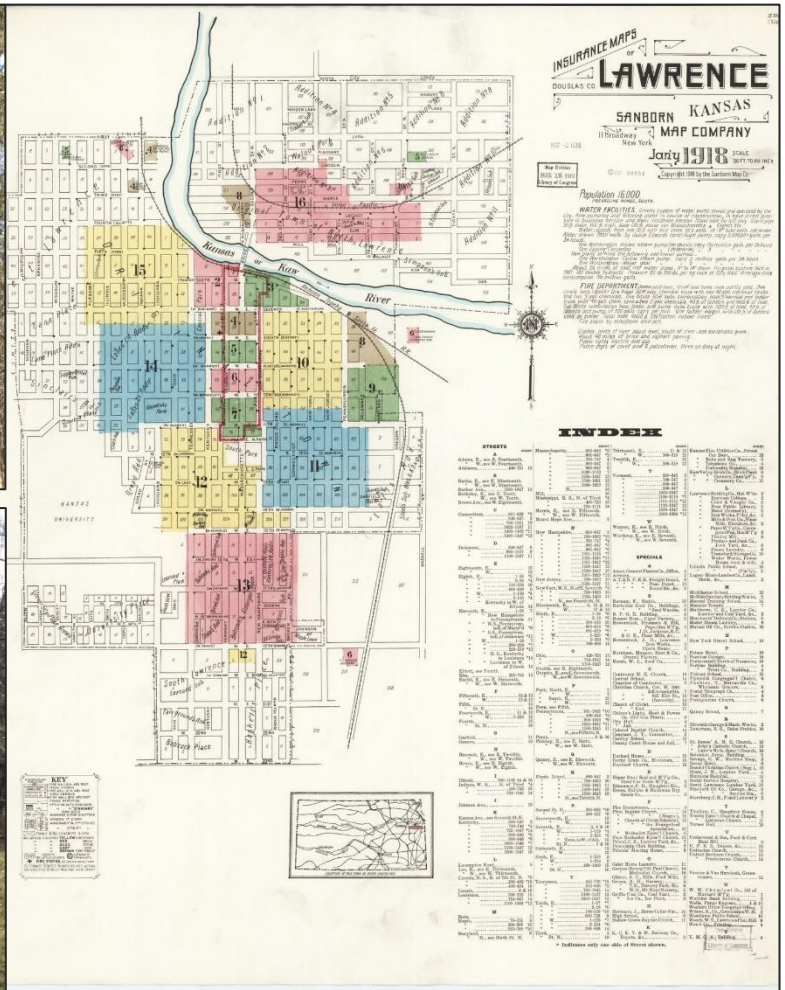




Barker Neighborhood Historic Resources Survey and Building Inventory

PHASE II - 2023



Barker Neighborhood Historic Resources Survey & Building Inventory

Phase II

2023



Prepared for:

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Executive Summary

Johnson, Mirmiran & Thompson, Inc. (JMT) was contracted by the City of Lawrence to complete Phase II of a Historic Resources Survey & Building Inventory of the Barker Neighborhood. Phase I was completed in 2019 by Keenoy Preservation. The survey area for this phase included the eastern side of the neighborhood from the east side of Barker Avenue on the west, to Burroughs Creek Trail on the east and E. 15th Street on the north to E. 23rd Street on the south. The Phase I survey area included the area from the west side of Barker Avenue to the west side of New Hampshire Street, and E. 15th Street on the north to E. 23rd Street on the south (see Figure 1).

An initial open house was held at the Lawrence Public Library on November 2, 2022. An additional public information session is required to present the survey results, which, at the time of this report, has not been scheduled.

A total of 294 resources were documented in the field and recorded using the Kansas SHPO data collection format. The Phase II survey area of the Barker neighborhood primarily features houses constructed using popular housing styles from 1920 to 1975. **Table 3** and an architectural analysis provides a comprehensive overview of the building forms and styles within the Phase II survey area. The Phase I survey identified 326 properties.

JMT was contracted to provide documentation, architectural analysis, and National Register recommendations for the Barker neighborhood within the boundaries of the Phase I & II survey areas. JMT examined and evaluated the qualities of significance of the properties that make up the neighborhood applying the National Register Criteria for Evaluation (36 CFR 60.4[a-d]). These qualities include architectural significance and any historical significance or trends linked to the Barker neighborhood. Due to a lack of integrity of design and historic significance, JMT has determined that the Barker neighborhood is not eligible for listing in the National Register of Historic Places as a historic district. Consideration should be given to the neighborhood for listing in the Lawrence Register of Historic Places. If a local district is created, design guidelines should be developed to help preserve the aesthetics of the neighborhood.

Survey Methodology

Phase II of the survey and inventory of the Barker Neighborhood documented the area between the east side of Barker Avenue on the west, to Burroughs Creek Trail on the east and E. 15th Street on the north to E. 23rd Street on the south (Figure 1). All work was completed in accordance with the National Park Service National Register Bulletin *Guidelines for Local Surveys: A Basis for Preservation Planning*, and the State of Kansas Historic Preservation Fund (HPF) 2021 Grant *Products Manual*, and HPF Grant-Funded Survey Requirements FY 2021.

Prior to conducting fieldwork, JMT developed a customized ESRI GIS (Geographic Information System) application to use in the field. The application was designed to include fields included on the Kansas Historic Resources Inventory (KHRI). Using a combination of Field Maps and Survey123, surveyors were able to collect all necessary data, including photos digitally while associating the data with the corresponding parcel.

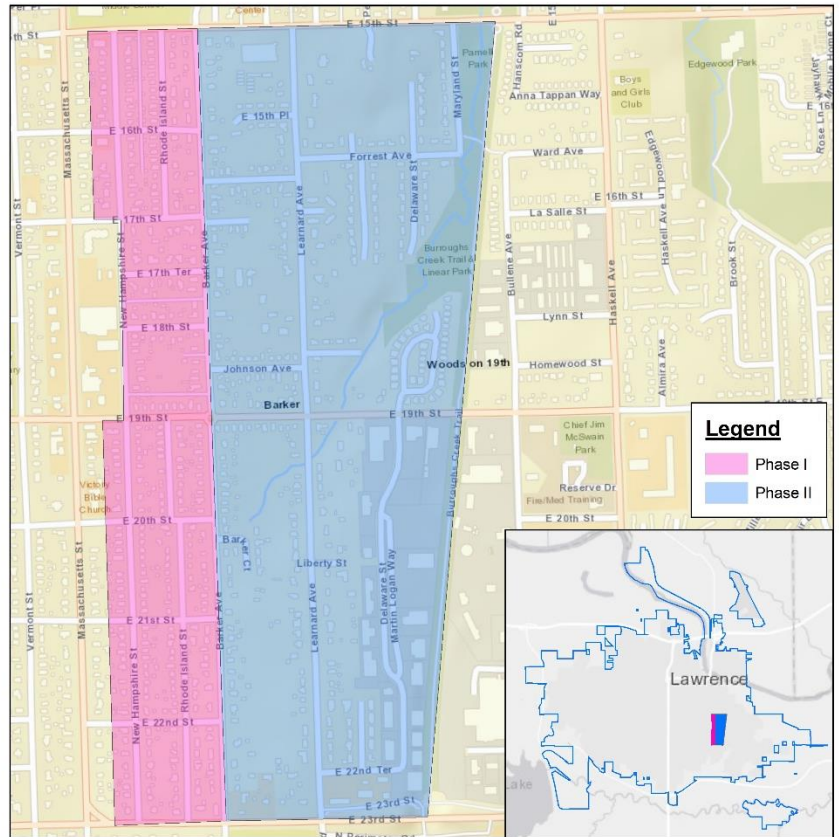


Figure 1: Map of phases I & II of the Barker Neighborhood Survey

Architectural Historians at JMT completed the survey of the project area between February 7, 2022, and February 11, 2022. Traveling each street within the Phase II project area. All buildings were surveyed save for those on Delaware Street and Villo Woods Court, which were constructed ca. 2004. Surveyors took a minimum of two photographs of each resource except where the landscape, dense foliage, distance from the roadway, or unsafe conditions did not accommodate for multiple views from the public right-of-way.

Research was conducted at the Lawrence Public Library and online at NETR Online's HistoricAerials, the Library of Congress, and the National Park Service. The ages of the properties were determined by analyzing the architectural type, style, and materials of each resource, using guides such as *A Field Guide to American Houses* by Virginia Lee McAlester and the lists of architectural styles provided by the Kansas SHPO. McAlester's publication was utilized in the architectural analysis as well as the historic themes overview within the Survey Results & Recommendations section. Aerial imagery from NETR Online's Historic Aerials also contributed to determining the approximate age of some properties.

Once fieldwork was completed, JMT populated the KHRI spreadsheet to submit to the Kansas Historical Society and compiled this report. This survey report aggregates all historical research, survey data, and findings.



History

The Barker Neighborhood is located south of downtown Lawrence in Douglas County, Kansas. The neighborhood is bound by 15th Street to the north, Burroughs Creek Trail to the east, 23rd Street to the south, and Massachusetts Avenue to the west (the Phase II survey documented the area to the east of Barker Avenue; the Phase I survey documented the area between Massachusetts and Barker Avenue, as shown in Figure 1). The Haskell Indian Nations University lies to the south of Barker and the University of Kansas lies to the west. The Barker neighborhood did not experience significant development until the early twentieth century, reflecting the gradual expansion of the city.

Lawrence is located in northeast Kansas and is the county seat of Douglas. The Kaw people were the first settlers of the land of northern and eastern Kansas. The Kaw, also named “Kansa” by French settlers, were seen as an obstacle to the white frontiersmen who were attracted to the fertile land along the Missouri and Kansas Rivers and were hoping to settle further and further west. After a number of treaties in the 1800s, the Kaw were moved to northern Oklahoma.¹ After the Kansas Territory was established and white European settlers were permitted to settle the region in 1854, the first townsite for the city of Lawrence was chosen in a valley between the Kansas and Wakarusa Rivers.² Members of the New England Aid Company selected the site. The New England Aid Company was created to encourage abolitionist settlement in the Kansas Territory, as those who settled in the territory would be able to vote on whether slavery would be permitted in the state.³ The first anti-slavery pioneer party from the company arrived at the site of Lawrence on August 1, 1854, and by 1855, the company had helped establish at least eight other townsites, including Topeka.⁴

Lawrence continued to slowly grow while other settlements, some of which were pro-slavery, were established in the surrounding area, eventually creating Douglas County and naming Lecompton, a pro-slavery settlement west of Lawrence, the county seat in 1857.⁵ Soon after, free-state settlers gained control of the legislature and Lawrence was chosen as the county seat. The territory of Kansas, and Lawrence in particular, became the center of strife between the pro-slavery and the free-state men.⁶ By 1860, the population of Lawrence was 1,645, and the population grew exponentially into the next decade, reaching 8,320 in 1870.⁷ In 1863, the Lawrence Massacre was the pinnacle of conflict between the abolitionists of Lawrence and their pro-slavery neighbors, spurred forward by Kansas entering the Union as a free state and the outbreak of the civil war in 1861.⁸ Lawrence was raided by approximately 400 Confederate soldiers, led by William Quantrill, resulting in the death of at least 150 men and/or boys and the destruction, by fire, of much of the town.⁹ The city focused heavily on rebuilding after the Lawrence Massacre, which encouraged its growth.¹⁰

The city rebounded in the 1870s, as the people of Lawrence focused on rebuilding. The arrival of both the Kansas Pacific Railroad (previously known as the Union Pacific Railway, Eastern division) and the Leavenworth, Lawrence & Galveston

¹ The Kaw Nation: People of the Southwind. “Kanza People.” Accessed May 18, 2022. https://kawnation.com/?page_id=72

² Nimz, Dale E and Deon Wolfenbarger. “Historic Resources of Lawrence, Douglas County, Kansas.” National Register of Historic Places Multiple Property Documentation Form. 1997. Page 3.

³ Kansas Historical Society. “New England Emigrant Aid Company Papers.” Accessed May 18, 2022. <https://www.kshs.org/index.php?url=p/new-england-emigrant-aid-company-papers/13794>

⁴ Ibid.

⁵ Nimz, “Historic Resources of Lawrence, Douglas County, Kansas.” p. 4.

⁶ Epps, Kristen. “Quantrill’s Raid on Lawrence,” *Civil War on the Western Border: The Missouri-Kansas Conflict, 1854-1865*. The Kansas City Public Library. Accessed May 18, 2022. <https://civilwaronthewesternborder.org/encyclopedia/quantrills-raid-lawrence>

⁷ Dary, David. *Pictorial History of Lawrence*. Allen Books. Lawrence, KS, 1992. P. 105.

⁸ Epps, “Quantrill’s Raid on Lawrence.”

⁹ Ibid.

¹⁰ Ibid.



Railroad,¹¹ and the introduction of improved mail service, helped spur development.¹² Much of the commercial and residential development prior to the 1863 raid was concentrated near the river.¹³ After the raid, the subsequent residential development in Lawrence was structured by platted additions and subdivisions¹⁴, a trend which would include the eventual development of the Barker neighborhood. This trend also reflects a larger, nationwide trend of residential development prior to the 1900s.¹⁵

Construction of a new pedestrian bridge across the Kansas River in 1863 and the railroad in 1864 created new jobs in Lawrence for residents to work in construction or local manufacturing.¹⁶ North Lawrence was established in 1866 as a result of railroad construction and was the first development in Lawrence north of the river. Almost immediately, North Lawrence became a bustling community, as houses, businesses, churches, and schools were built in the area.¹⁷ The new bridge allowed for easier access to both sides of the river which allowed for greater access to more jobs for residents. The East Lawrence neighborhood, immediately to the north of Barker, was initially developed in 1864 as a working-class neighborhood with many foreign settlers.¹⁸

Although development in Lawrence did not expand to Barker until after the turn of the century, the areas to the south and west of the neighborhood were developed by 1884 and 1866, respectively. To the south, what is now known as the Haskell Indian Nations University opened as a boarding school and educational institution for Native Americans with a curriculum that historically focused on agriculture.¹⁹ To the west of Barker is Massachusetts Avenue and, further, the University of Kansas. Massachusetts Avenue was a center for commerce and business and welcomed one of the city's first streetcars by 1870.²⁰ The University of Kansas was established to provide the residents of Kansas a higher education with an emphasis on science and the humanities.²¹

Once Lawrence had rebounded from Quantrill's 1863 Raid, the city experienced stability and consistently steady growth for the last quarter of the century.²² The two educational institutions continued contributing to the economic prosperity of Lawrence. Similarly, the fertile land that Lawrence boasts made the city a center for agriculture for many years. While Lawrence has never been considered an industrial center, at one point the city had 22 industrial plants of varying trades and industries.²³ Important industries included barbed wire manufacturing and windmills.²⁴ A stone dam was built across the Kansas River in

¹¹Henderson, Harold J. "The Building of the First Kansas Railroad South of the Kaw River." August 1947. Kansas Historical Society. Accessed June 13, 2022. <https://www.kshs.org/p/the-building-of-the-first-kansas-railroad/13060>

¹² Dary. "Pictorial History of Lawrence." p. 105.

¹³ Wolfenbarger, Deon. "East Lawrence Historic Resources Reconnaissance Survey Report." Lawrence: City of Lawrence, 1995.

¹⁴ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." p. 11.

¹⁵ Ames, David L. and Linda Flint McClelland. "National Register Bulletin: Historic Residential Suburbs." National Parks Service. Washington, D.C. 2002. P. 26.

¹⁶ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." p. 8.

¹⁷ Ibid.

¹⁸ Wolfenbarger, "East Lawrence Historic Resources Reconnaissance Survey," p. 8.

¹⁹ Haskell Indian Nations University. "School History." Accessed May 18, 2022. <https://www.haskell.edu/about/history/>

²⁰ Ambler, Cathy and Elizabeth Rosin. "South Rhode Island and New Hampshire Streets Historic Residential District." National Register of Historic Places Nomination Form. 2004. Page 24.

²¹ Nugent, Rachel, Elizabeth Rosin and Carol Grove. "University of Kentucky Historic District." National Register of Historic Places Nomination Form, 2012. Page 25.

²² Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." p. 15.

²³ Lawrence-Douglas County Planning Commission. "Lawrence Area Neighborhood Analyses." The Institute for Social and Environmental Studies. The University of Kansas. August, 1972. P. 8.

²⁴ Middleton, Kenneth A. "Manufacturing in Lawrence, Kansas, 1854-1900." University of Kansas. 1950. P. 34, 179.



1874, which provided waterpower to multiple factories.²⁵ The economy was based on manufacturing and production related to agriculture and Lawrence was able to compete with larger cities in Douglas County, such as Kansas City and Topeka.²⁶ The population growth (Table 1) was slow through the latter part of the quarter century, reaching up to 9,997 in 1890.²⁷

Table 1: Population of Lawrence, Kansas, 1860-1980; United States Census

Year	Population
1860	1,645
1870	8,320
1880	8,510
1890	9,997
1900	10,862
1910	12,374
1920	12,456
1930	13,726
1940	14,390
1950	22,351
1960	32,858
1970	45,698
1980	52,738

Residential development in Lawrence in the latter half of the 1800s continued expanding the city by platting subdivisions. The neighborhood between the University of Kansas campus and Massachusetts Avenue, the Oread neighborhood, saw increased residential development in this time, as did both east and north Lawrence.²⁸ These neighborhoods saw an increase in a diverse population, with families of varying economic, social, and racial backgrounds.²⁹ University students were also counted as residents in this area.

By the time residential development of Lawrence reached the Barker neighborhood and the southern portion of the city at the turn of the century, the town's industrial and manufacturing presence had become almost nonexistent and much of the city's infrastructure was in need of repair, such as the repaving of Massachusetts Avenue, the extension of the streetcar line, and the construction of new roads.³⁰ These improvements were paired with the unprecedented growth of neighborhoods near the University, such as Barker and Breezedale.³¹ Developers were attracted to Barker Avenue due to the improved infrastructure on nearby Massachusetts Avenue. Some of the earliest dwellings in the Barker neighborhood Phase II survey, such as the ca. 1900s houses on the east side of Barker Avenue between E 21st and E 23rd Streets, are evidence of the southward expansion of the neighborhood and of Lawrence.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Dary. "Pictorial History of Lawrence." p. 105.

²⁸ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." P. 19.

²⁹ Ibid.

³⁰ Hare and Hare. "A City Plan for Lawrence, Kansas." The Lawrence Chamber of Commerce and the University of Kansas School of Engineering. Kansas State Library. 1935. Accessed May 19, 2022. <https://kqi.contentdm.oclc.org/digital/collection/p16884coll114/id/117/>

³¹ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." P. 19.

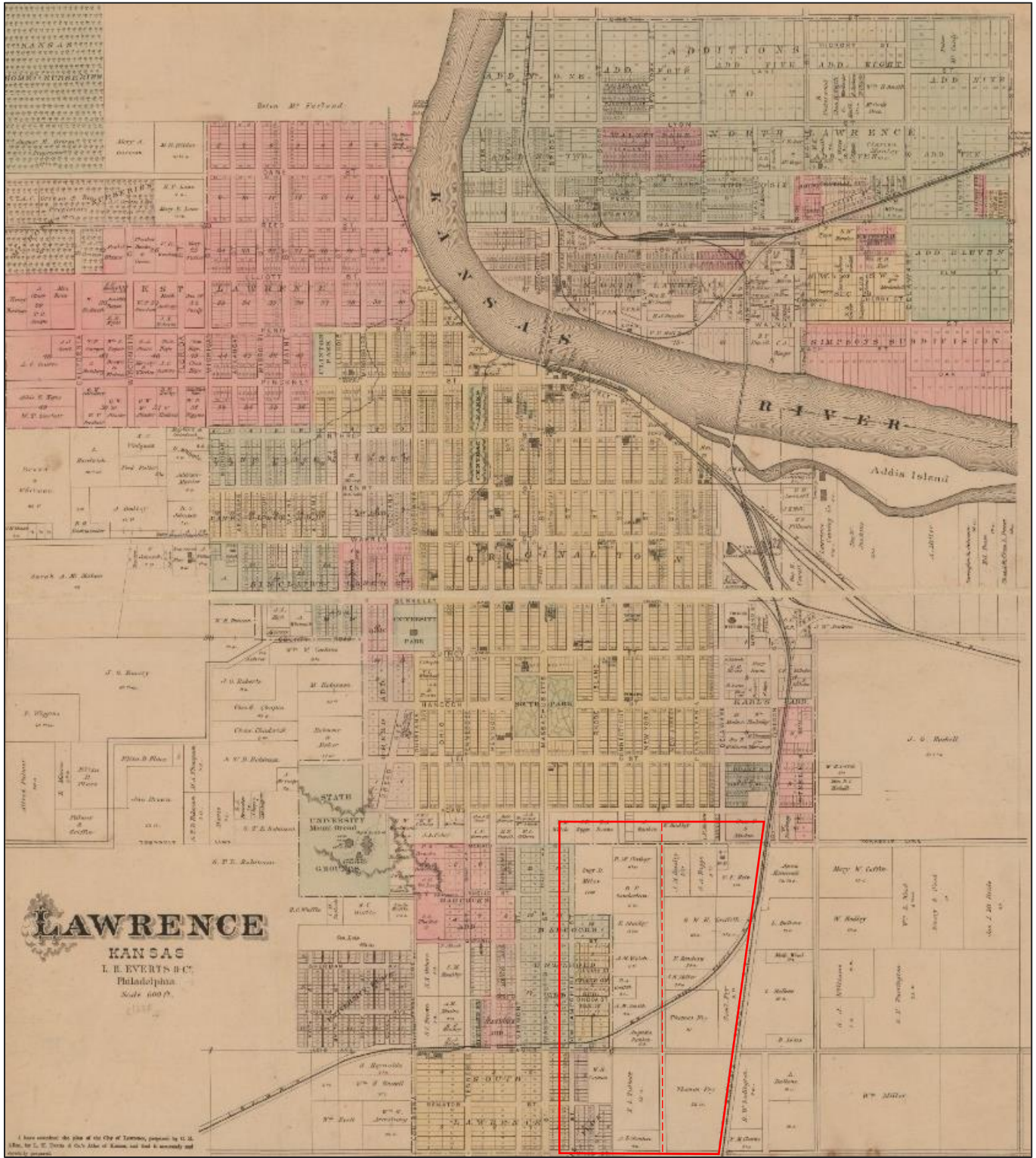


Figure 2: The Barker Neighborhood highlighted in red on the 1886 map; Phase I to the west of the dashed line, Phase II to the east.



The University of Kansas was also influential when it came to the development of Barker. The university did not offer on-campus housing for their students until 1923.³² For many years, this was not an issue. Students from Lawrence lived with their families and students from further away were able to rent rooms in the Oread neighborhood, the area between the university and Barker.³³ Eventually, however, more students were coming to Lawrence from other cities and states and many struggled to find housing.³⁴ Students at the University of Kansas consistently contributed to the steady population numbers of the first quarter of a century in Lawrence.³⁵ Single-family units were forced out of Oread in favor of student and boarding-type housing³⁶ and thus, the Barker neighborhood was developed.

The Barker neighborhood developed because of the expansion of transportation into southern Lawrence and out of necessity due to a lack of university-provided student housing, forcing single-family development to move eastward. Table 2 shows the historic subdivisions and plats within Barker, organized by date. The earliest plats in Barker date from the end of the nineteenth century and were included in the Phase I survey of the neighborhood: Babcock's Enlarged Addition (1865), Cranson's Subdivision (1870), and Haskell Place (1887) (**Error! Reference source not found.**).³⁷ The first Sanborn maps to depict the Barker neighborhood are from 1905, which show the Phase I survey area of the neighborhood (between Massachusetts and Barker Avenues) and a lack of development east of Connecticut Avenue (later renamed to Barker) except for The Griesa Nursery (Figure 4).³⁸ The Griesa Nursery was a successful business in south Lawrence for many years, opening in 1880³⁹ and likely closing due to the Great Depression.⁴⁰

³² Ibid.

³³ Lorson, Laura. "Seeds of Construction." The University of Kansas, KU History. October 16, 1911. Accessed May 19, 2022. <https://kuhistory.ku.edu/articles/seeds-construction>

³⁴ Ibid.

³⁵ Hare and Hare. "A City Plan for Lawrence, Kansas." p. 5.

³⁶ Marvin, Anne. "Rooms With A View." The University of Kansas, KU History. Accessed May 19, 2022. <https://kuhistory.ku.edu/articles/rooms-view>

³⁷ City of Lawrence, Kansas. Interactive GIS Map. Accessed May 19, 2022.

<https://lawrenceks.maps.arcgis.com/apps/webappviewer/index.html?id=f2f53599128f463dbae027b05b72b0de>

³⁸ "Sanborn Fire Insurance Map from Lawrence, Douglas County, Kansas." 1905. Image. Library of Congress.

³⁹ "The Griesa Nurseries." The Jeffersonian Gazette. September 26, 1906. Page 7.

⁴⁰ Newspaper mentions of The Griesa Nursery end in the 1920s, with no mention of closing.



Table 2: Historic plats/subdivisions in Barker Neighborhood

Name of Subdivision/Plat	Year Platted
Babcock's Enlarged Addition	1865
Cranson's Subdivision	1870
Haskell Addition	1887
Hosford's Addition	1907
B.F. Smith's Subdivision	1908
Hosford's Second Addition	1908
Maple Lawn	1909
Lindley Addition	1911
Spalding Subdivision	1926
Evergreen Addition	1938
Barker Place	1952
Barker Place No. 2	1953
Sehon's Addition	1953
Brookdale Addition	1954
Brookdale Addition No. 2	1955
Brookdale Addition No. 3	1955
India Addition	1958
Turney Addition	1959
George S. Smith's Addition	1963
Learneard Court	1969
Brookdale Addition No. 4	1969
Pence Addition	1971
Haskell Place No. 2	1978
Evergreen Addition No. 2	1978
Barker Place No. 2 Re-Plat	1979

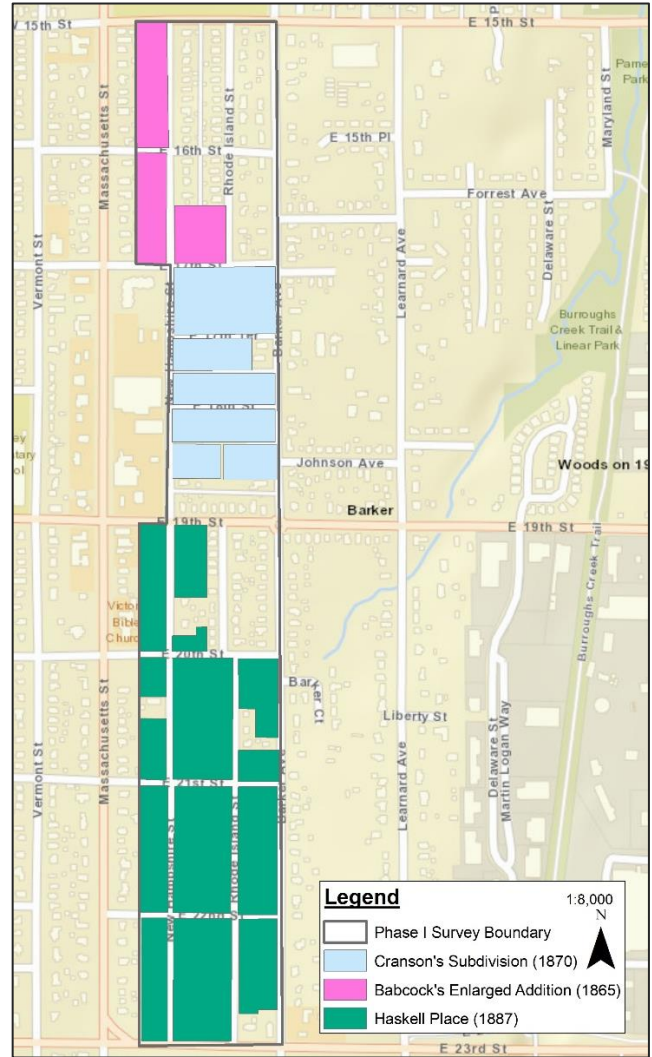


Figure 3: Earliest subdivisions in the Barker Neighborhood, included in the Phase I survey.



Charles B. Hosford was the first developer to venture into southern Lawrence and the Barker neighborhood in earnest. Hosford came to Lawrence in 1906 to start a real estate and investment agency.⁴¹ One of the first subdivisions created by the Hosford Investment Company in Barker was Hosford's Addition,⁴² and was "[filled] with beautiful homes," most likely still under construction, in 1908.⁴³ According to the Lawrence Daily Journal in 1909, approximately fifty dwellings were under construction in the area that comprises modern-day Barker, and this was just the beginning of the projected south Lawrence boom."⁴⁴

In 1909, the electric streetcar was constructed in Lawrence, replacing the street railway which served the city until 1903.⁴⁵ The southern part of town was chosen for the location of the streetcar barn, which would house the streetcars while not in use.⁴⁶ This area of town was chosen "because the town [was] growing that way."⁴⁷ It meant that the neighborhoods in the surrounding area would have near constant service and a double track would be built to the area. The streetcar barn would be constructed at the south end of Massachusetts Avenue. The Lawrence Daily World reported that the Hosford Investment Company predicted that the railway company would choose south Lawrence as its location for the car barn, as it was the only logical place in the city for them to choose.⁴⁸

The 1912 Sanborn maps depict the renaming of Connecticut Avenue to Barker Avenue north of E 19th Street.⁴⁹ Eventually, the area south of E 15th Street became known as Barker. Both the avenue and the neighborhood are named after George J. Barker, a prolific Kansan politician, lawyer, judge, and, eventually, mayor of Lawrence.⁵⁰

While the Barker neighborhood experienced a high rate of construction during the 1920s, there was a drop in the decade that followed, as evidenced by the findings of both the Phase I and Phase II surveys. The combined results of the two surveys show that 160 surveyed properties date to the ca. 1920s, while 65 surveyed properties date to the ca. 1930s. The lack of development in Barker, and Lawrence as a city, in the 1930s is due to the Great Depression.⁵¹

By the 1940s, however, development in Barker began to increase. Johnson County, adjacent to Douglas County to the east, was selected by the federal government to be the site of an ammunition and propellant plant as part of a \$3 billion capital investment, the Sunflower Ordinance, for the upcoming war.⁵² The new plant would be located approximately fifteen miles east of Lawrence and once the new location was announced, "rental space in Lawrence quickly disappeared as speculators began to plan for the construction crews moving in."⁵³ As predicted, most of the construction crew, which amounted to

⁴¹ "Home Building to Begin Soon." Lawrence Daily World. May 12, 1906. P. 1.

⁴² Douglas County Official Records Search. "Plat 1 / 22: Hosford's Addition." January 18, 1907. Accessed May 19, 2022. <https://landmark.douglascountyks.org/LandmarkWeb/Search/DocumentAndInfoByBookPage?Key=Assessor&booktype=PLAT&booknumber=1&page=22>.

⁴³ "Real Estate News." Lawrence Weekly World. July 2, 1908. Page 2.

⁴⁴ "A Great Growth: Marvelous Developments Continue in the South Part of Town." Lawrence Daily Journal. June 30, 1909. Page 1.

⁴⁵ Nimz, Dale E. "Breededale Historic District." National Register of Historic Places. August 26, 2005. P. 9.

⁴⁶ "Great Things for South Lawrence: Will Mean That They Have The Best Street Car Service in all Lawrence." Lawrence Daily World. July 17, 1909. Page 1.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ "Sanborn Fire Insurance Map from Lawrence, Douglas County, Kansas." 1905. Image. Library of Congress.

⁵⁰ Connelley, William E. "A Standard History of Kansas and Kansans." Chicago: Lewis Publishing Company. 1918. Volume 5. Transcribed by Baxter Springs Middle School, 2000. Accessed May 22, 2022. <https://www.ksgenweb.org/archives/1918ks/biob/barkerqj.html>

⁵¹ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." P. 23.

⁵² Van Sant, Thomas David. "The Price of Victory: The Sunflower Ordinance Works and DeSoto and Eudora Kansas." Kansas State University Department of History Master's Thesis. 1989. Page 6. Accessed May 19, 2022. <https://archive.org/details/priceofvictorysu00vans>

⁵³ Ibid., 10.



approximately three thousand men, moved to Lawrence and worked on the plant.⁵⁴ Thus, the housing demand in Lawrence increased.

The end of the Second World War sparked an economic transformation for Lawrence with many veterans moving to the area to attend the University of Kansas under the Serviceman's Readjustment Act of 1944, or the G.I. Bill.⁵⁵ Due to the G. I. Bill, the university's student body increased by 25% by 1945, growing to 6,300 students (as compared to the 4,000 students the prior year).⁵⁶ Lawrence's population numbers increased exponentially through the 1940s and 50s, growing from 14,390 in 1940, to 23,351 in 1950, and to 32,858 in 1960.⁵⁷ The initial increase is partially due to the fact that the 1950 census was the first time that university students were included in the collected census data.⁵⁸ The demand of housing and the expansion of suburbia that is seen across the nation in this time is reflected in the Barker neighborhood, however 1940s development in Barker is more concentrated in the Phase I survey area.

Lawrence, and subsequently Barker, continued to experience increased construction and development through the 1950s and 1960s. New industries came to the city, many of which found their home in factories on the east side of Lawrence.⁵⁹ Lawrence had been promoted as an ideal site for plants and plant relocation as it "offered a mid-America location, building sites on main-line transportation, proximity to markets, and a ready pool of skilled craftsmen and dependable labor."⁶⁰ Due to these new industries, which include a sodium phosphate plant, a nitrogen fertilizer plant, and a food/canning plant, nearly two thousand industrial jobs were created in Lawrence by the 1960s.⁶¹ Additionally, the Sunflower Ordinance plant in nearby Johnson County continued creating jobs and assisting in the production of wartime materials for the Korean War.⁶² This industrial boom had a large impact on the Barker neighborhood, as evidenced by the number of residences in the neighborhood that date from the 1960s.

A zoning law that passed in 1949 rezoned many of the older, single-family neighborhoods, such as East Lawrence, in the city center to include multi-family housing and support commercial development. In turn, this rezoning created more rental properties and residents of these neighborhoods became more transient.⁶³ Barker was not immediately affected by this rezoning, although some multi-family homes were recorded in the Phase II survey area. Many of the dwellings surveyed date from the 1960s and are single-family residences.

The Barker neighborhood experienced two main development booms, the first in the 1920s and the second in the 1960s. Early development dates to the platting of Babcock's Enlarged Addition in 1856 and six dwellings surveyed date to the 1890s. However, the neighborhood would slowly develop in tandem with the streetcar line as it extended southward down Massachusetts Avenue until the 1920s. The University of Kansas student housing crisis forced families to move and develop neighborhoods further east, contributing to the first construction and development boom of Barker. The continued expansion and use of the electric streetcar also contributed to this boom. Construction tapered off in the 1930s but quickly bounced back

⁵⁴ Ibid., p. 13.

⁵⁵ Kansas Historical Society. "G. I. Bill of Rights." Accessed May 19, 2022. <https://www.kshs.org/kansapedia/g-i-bill-of-rights/16707>

⁵⁶ Marvin, Anne. "Ladies of the Clubhouse." The University of Kansas, KU History. Accessed May 20, 2022. <https://kuhistory.ku.edu/articles/ladies-clubhouse>

⁵⁷ United States Census.

⁵⁸ Wolfenbarger, "East Lawrence Historic Resources Reconnaissance Survey," p. 15.

⁵⁹ Ibid.

⁶⁰ Nimz, "Historic Resources of Lawrence, Douglas County, Kansas." P. 31.

⁶¹ Wolfenbarger, "East Lawrence Historic Resources Reconnaissance Survey," p. 15.

⁶² Ibid.

⁶³ Ibid.



in the coming decades due to, at first, the G. I. Bill attracting veterans to the area and by the 1960s, due to the increased industry in Lawrence, creating a demand for housing that created much of the existing building stock in Barker.



Survey Results and Architectural Analysis

A total of 316 resources were documented in the field and recorded using the Kansas SHPO data collection format from Kansas Historic Resources Inventory (KHRI). The Phase II survey area of the Barker neighborhood predominantly features houses constructed using popular housing styles from 1920 to 1975. The full date range of existing properties within the neighborhood is from ca. 1890-2020. All buildings within the survey area are domestic buildings except for nine commercial buildings.

One property within the Phase II survey area has been previously listed in the National Register of Historic Places: the Samuel A. Riggs House (NR # 77000580; built 1864) (**Photograph 4**).

Architectural Analysis

The results of the Phase I and Phase II Surveys show that housing in the neighborhood was constructed fairly consistently throughout its historic period. The range in stylistic elements and building types represented in the Barker neighborhood corresponds to the historic timeline and narrative of the town's development from the turn of the 20th century through present day. The area began to develop around the turn of the 20th century, and extant resources within both survey areas were constructed primarily between 1890 and the 1960s. An analysis of the dates of construction reveals most of the housing stock in the neighborhood was constructed as the result of three distinct surges in residential construction. The first occurred between 1920 and 1930 and consists primarily of Craftsman style dwellings. The second significant surge occurred during and following the Second World War in the period spanning 1940-1959, consisting primarily of Minimal Traditional and Ranch style dwellings commonly constructed in the US in the post war years. Within the Phase II study area, an additional increase in the construction of Ranch style dwellings constructed in 1960 and 1969 was also observed.

Combined with the 88 properties documented in the Phase I survey, a total of 113 properties were constructed prior to 1920 in the Barker Neighborhood. Survey data shows an increase in development beginning around 1920, as the Phase I survey identified 112 properties and the Phase II survey identified 48 properties constructed between 1920 and 1929. This surge in development can be primarily attributed to the expansion of the University. It resulted in the construction of dwellings representing the Craftsman style, in bungalow forms, with a few later Folk Victorian and Queen Anne iterations.

The results for both survey areas indicated another increase in development in the years following World War II. The needs of returning veterans and the financial incentives provided by the federal government through the Federal Housing Authority during the period is reflected in the current building stock of Barker by a proliferation of Ranch and Minimal Traditional style dwellings constructed during the period. The Phase I survey identified 86 buildings constructed between 1940-1959, while the Phase II data documented 39. Development patterns differed in the two survey areas during the 1960s. Phase I recorded only 7 buildings with dates of construction between 1960-1969, while the Phase II area contains 105. These Ranch style dwellings were constructed primarily in the western section of the Barker district.

The range in stylistic elements and building types represented in the Barker neighborhood corresponds to the historic timeline and narrative of the town's development from the turn of the 20th century through present day.



Building Styles

In the following section are descriptions of the historic architectural styles and forms found within the Phase II survey area. The majority of buildings surveyed fall within the “Ranch” category.

Style	Count
National Folk	8
Italianate	1
Folk Victorian	15
Queen Anne	1
Colonial Revival	2
Dutch Colonial Revival	2
Tudor Revival	3
Craftsman Bungalow	41
Streamlined/Art Moderne	1
Minimal Traditional	31
Ranch	102
Split-Level	2
No Style	76

Table 3: Architectural styles of all buildings in survey



NATIONAL FOLK (POST 1850-CA. 1930)

Between 1850 and 1890, the rapid nationwide expansion of railroads played a heavy influence on the adaptations of folk housing by making various building materials more readily available. This resulted in the proliferation of milled wood construction materials that could be easily transported and utilized. The post-railroad folk houses are primarily distinguished by six differing forms: gable-front, gable-front-and-wing, hall-and-parlor, I-house, massed-plan side-gable, and pyramidal. These common pre-railroad house forms were constructed using new methods such as balloon framing, and lumber products including siding, shingles, and other milled elements made widely available by railroad transportation.

Within of the Phase II area of the Barker neighborhood, the primary form seen in National Folk dwellings is the gable-front. The gable shape on the façade was chiefly influenced by the nationally popularized Greek Revival movement of the time. The gable fronts commonly feature prominent eave returns, evoking pediments. This form was the most widely utilized folk form due to its adaptability to spaces like narrow, urban lots. These buildings are typically two-story, front-gable houses with wood siding, full-to-partial-width porches, and asymmetrical or symmetrical façades.



Photograph 1: 1931 Learnard (ca. 1920; gable-front)



Photograph 2: 2115 Learnard (ca. 1890; gable-front-and-wing)



Photograph 3: 1900 Barker (ca. 1900; hall-and-parlor)



ITALIANATE (1840-1885)

In contrast to the more formal and regimented classical styles, Italianate architecture grew out of the Picturesque movement which looked to the rambling forms of Italian countryside villas. The style was largely popularized (alongside the Gothic Revival style) by Andrew Jackson Downing's pattern books from the 1840s and 1850s. While primarily sweeping the nation from 1850 to 1880, there was a distinct boom in the construction of Italianate-style buildings in expanding Midwestern towns and cities.

The style typically features dwellings of two to three stories, with widely overhanging eaves with decorative brackets, narrow arched windows, and, frequently, a square tower or cupola. Porches were common features and can be full or partial width. They are typically one-story, with little ornamentation. The sole example of the Italianate Style within the survey area is of the towered subtype. This form features a prominent square tower that is reminiscent of an Italian Villa. Such as in the referenced example here, the towers are typically off-centered adjoining to the location of the abutting wing of the house.



Photograph 4: 1501 Pennsylvania Street (1864; NRHP-listed)



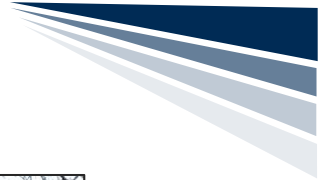
FOLK VICTORIAN (CA. 1870-1910)

Folk Victorian is another style that was heavily influenced by the development and spread of the railroad. The newfound accessibility of wooden construction materials made the archetypical Victorian details more available and affordable. This also facilitated owners to update their older folk houses with elements of the style. Folk Victorian style dwellings are in essence National Folk building forms with added Victorian-era ornamentation. Folk Victorian presents as less formal, featuring more simplistic Victorian details such as porches with delicate spindlework ornamentation, jigsaw-cut trim, and brackets along the cornice line. The details of this style are most seen on porches and cornice lines, which can show influences from Queen Anne or Italianate.

Though many examples contain Queen Anne spindlework, simple forms, symmetrical facades and a lack of textured wall cladding differentiate Folk Victorian from true Queen Anne. The subtypes of Folk Victorian forms are similar to those of National Folk: front-gable, gable-front-and-wing, side-gable one-story, side-gable two-story, and pyramidal.



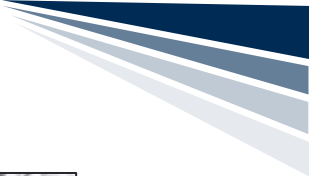
Photograph 5: 322 Johnson (ca. 1900; front-gable)



Photograph 6: 1712 Learnard (ca. 1900; gable front and wing)



Photograph 7: 2045 Learnard (ca. 1920; pyramidal)



Photograph 8: 1926 Barker (ca. 1920; front-gable with full-width shed dormers)



Photograph 9: 2224 Barker (ca. 1900; gable-front-and-wing)



QUEEN ANNE (1880-1910)

Queen Anne was the dominant residential architectural style in the decades leading up to the 20th century. Brought throughout the country by pattern books and mail-order houses, iterations ranged from high style to less formal. Queen Anne widely differed from the prior classical styles with its asymmetrical forms, various textured cladding, irregular roof shapes, and intricate spindlework detailing. However, in the 1890s, the free classic adaptation gained mass popularity following the Chicago Columbian Expedition of 1893. This subtype still used the Queen Anne forms but featured classical columns in place of turned posts and balusters, which became simplified. Other classical details such as Palladian windows, dentils at the cornice line, and swags and garlands can be seen on free classic Queen Anne houses. This subtype became a precursor to the Colonial Revival and Neoclassical homes to follow.



Photograph 10: 1916 Barker (ca. 1925; free classic)



COLONIAL REVIVAL (1880-1955)

Colonial Revival became the most popular style of domestic architecture during the first half of the 20th century. With its relatively simplistic forms and ornamentation, it was one of the few styles that remained popular through World War II.

Colonial Revival-style buildings emulate true Colonial-era buildings of the Georgian and Federal styles, including cornices with little overhang and dentils or modillions. Machine-made versions of Colonial-era details, as well as paired or bay windows, one-story wings, and broken pediments, distinguish revival style examples from the true Colonial-era buildings (Georgian and Federal) they emulate. Common features include windows with double-hung sashes, often with multi-pane glazing; symmetrical facades and fenestration; and accentuated front doors with slender columns supporting an entry porch. Colonial Revival style buildings commonly appear in a side gabled form (approximately 30% nationwide), but other iterations can appear. As in one example from the survey area, Colonial Revival windows commonly have a pattern of multi-pane upper sashes with a single pane below which differs from its colonial predecessors.



Photograph 11: 540 E 19th Street (ca. 1930; side-gable)



DUTCH COLONIAL REVIVAL (1880-1955)

In McAlester's *A Field Guide to American Houses*, Dutch Colonial Revival is categorized as a subtype of the Colonial Revival style. Described as the gambrel roof or Dutch Colonial subtype, it makes up about 10% of all dwellings constructed in the Colonial Revival Style nationwide. Influenced by early Dutch domestic architecture, these houses feature gambrel roofs that were generally steeply pitched to encase the entire second story. Their gambrel roofs can either be front or side facing, and individual or large shed dormers commonly accompany this roof type.

Following the common traits of Colonial Revival buildings, the two Dutch Colonial buildings within the survey area shown feature multi-pane upper window sashes with single-pane sashes below, grouped windows, and one showcases a central entry with sidelights covered by a gable entry on columns.



Photograph 12: 1846 Barker (ca. 1920)



Photograph 13: 1524 Barker (ca. 1930)



TUDOR REVIVAL (1890-1940)

Tudor Revival Style displays influences from a range of early English domestic architecture, including detailing from folk cottages to Medieval detailing. The style provided versatility of floorplan and size throughout the early 20th century, being a more freeform and less symmetrical style. As time progressed, this style could easily incorporate new necessities such as an integrated garage, as seen in one surveyed example. Typical features of the style include steeply pitched roofs, tall narrow windows, prominent chimneys, an entry or front door with round “Tudor” arch, half-timbering on the exterior, and occasionally decorative chimney pots. As the gable was one of the more prominent features of the style, it also showcases different variations and details such as one eave curving or sweeping outward, typically in an exaggerated fashion, or overlapping gables. A common detail of Tudor Revival dwellings was half-timbering, which was meant to mimic Medieval infilled framing.

One of the two Tudor Revival houses within the survey area falls under the subtype with a single central dominant mid-façade gable roof. Twenty percent of all Tudor Revival dwellings in the nation have this roof type. A large front gable rests in the middle of a side-gable roof. The other Tudor Revival house from the survey is of the front-facing gable with wing subtype. Here, a clipped gable, or jerkinhead roof, extends on one end of the façade accompanied by a projecting gable entry, and a swooping element is seen in both the façade chimney and an adjacent wing wall.



Photograph 14: 312 E 23rd Street (ca. 1910; single dominant mid-façade gable)



Photograph 15: 1540 Barker (ca. 1930; front-facing gable with wing)



CRAFTSMAN BUNGALOW (1905-1930)

Craftsman was the prominent style for smaller houses during the early 20th century. The bungalow building type refers to a compact, one-story house type which can be seen in various styles. The Greene brothers began designing the Craftsman bungalow in southern California in 1903, gathering influences from Oriental wooden architecture and the English Arts & Crafts movement. Designs were published in various magazines and offered to prospective homeowners in pattern books, some available as pre-cut options to be shipped, typically by rail, and assembled locally. Craftsman bungalows rapidly became the most popular option for small houses in the nation.

Craftsman houses predominantly feature low-pitched gable roofs with wide open overhanging eaves, usually with exposed rafter ends and decorative beams or brackets underneath the gables. Typically, full- or partial-width porches were supported by tapered square columns, sometimes fully extending to the ground level beyond the porch landing. Although one-story to one-and-one-half story iterations were most common, two-story forms can be found as well. The porch supports were typically one of the most distinctive details of the style and were constructed of stone, brick, shingle, stucco, clapboard or concrete block. Windows are primarily seen grouped together with decorative or multi vertical-pane upper sashes with a single-pane sash below. Doors were commonly a decorative "cottage" style with narrow vertical pane lights.



Figure 6: 332 Johnson (ca. 1930; front-gable)

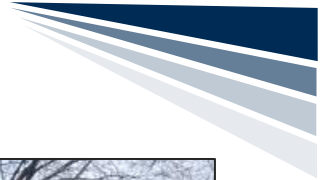


Figure 7: 1602 Barker (ca. 1925; front-gable)



Figure 8: 316 Johnson (ca. 1930; cross-gable)



Figure 9: Photograph : 1646 Barker (ca. 1930; two-story hipped roof, American Foursquare form)



STREAMLINED/ART MODERNE (1920-1940)

As outlined in *A Field Guide to American Houses*, Art Moderne falls within the overall Modernistic movement roughly lasting from 1920-1940. The style was primary born out of a world-wide architectural competition in 1922 Chicago. Later in the 1930s, a more streamlined version of Modernistic design emerged in the industrial design of airplanes, automobiles, and ships. In curving the walls and sides, it produced the feeling that air could stream over them more easily, which created an appearance that was streamlined.

Art Moderne typically refers to buildings with flat roofs, smooth stucco exteriors, and an overall horizontal emphasis in detailing. Horizontal lines can be seen on exterior walls as well as balustrades. Art Moderne was rarely used on residential buildings. Art Moderne commonly features sections of glass-block windows, curved corners of the building, and windows that turn a corner.



Photograph 16: 400 E 23rd Street



Photograph 17: 400 E 23rd Street



MINIMAL TRADITIONAL (CA. 1935-1950)

The Minimal Traditional house quickly became the solution to three major hurdles of housing crises: FHA-loan-built homes during the Great Depression, housing for WWII production-plant workers, and simple houses that could be mass produced for the explosive post-WWII development. As the FHA-loans limited the size of the house for cost purposes, the FHA published their own design guidelines to follow for this house type, which were widely embraced by eager builders. This type of dwelling can be seen all over the nation due to its significant role in the post-war housing crisis. By the 1950s, Minimal Traditional was eclipsed by larger Ranch houses.

Minimal Traditional houses are primarily separated into three subtypes: gable-and-wing roof, side-gable roof (cape cod), and other roof type. Each of these have similar simplistic design characteristics of being a compact size, typically one-story, little to no eave overhang, double-hung windows, and minimal ornamentation. In line with its simple nature, siding was typically limited to one material, or if there were two, they were encouraged to be the same color. In a few examples, elements of styles such as Tudor Revival and Colonial Revival were added to the form, but likely detailing was sparse.



Photograph 18: 1645 Learnard (ca. 1935; side-gable)



Photograph 19: 1721 Learnard (ca. 1945; side-gable)



Photograph 20: 2104 Barker (ca. 1930; gable-and-wing)



Photograph 21: 1820 Learnard (other roof/hipped)



RANCH (CA. 1935-1975)

The Ranch was one of the original small house types funded by the FHA. Following WWII, guidelines for house loans became less strict on the sizes of the houses being constructed, therefore making the Ranch type soar in popularity. During the 1950s and 1960s, there was also an influx of subdivisions throughout the country. These subdivisions commonly utilized the Ranch house. The proliferation of the Ranch also corresponds to the rise in popularity of the automobile. In the previous streetcar neighborhoods, the houses were narrower and more closely laid together, but now with ubiquitous car ownership, houses became wider and more spread out. This also allowed attached garages to become more prevalent.

The Ranch style gathers some minor influences from earlier Spanish Colonial designs, with low-pitched roofs and private courtyards with inward facing porches. These wider casual styles were also intended to promote a family-focused lifestyle with their large family rooms and affordable prices nationwide. These broad, one-story dwellings were built low to the ground with a low-pitched roof without dormers and moderate-to-wide overhang, and typically feature an off-center entrance and a large picture window. Four general subtypes make up this style: hipped roof, cross-hipped roof, side-gable roof, and cross-gable roof; and split-levels of each roof type can be found. A more compact version of the Ranch house, sometimes called the Ranchette or Minimal Ranch, was constructed early on and was sometimes compacted due to being implemented within a previously laid pre-WWII or Minimal Traditional neighborhood.

With wartime advances in manufacturing, various window types and materials were readily available. These include metal and wood versions of double-hung, casement, sliding, awning, and jalousie windows. Large focal picture windows were very common, as were short ribbon windows installed high on the façade which allowed light infiltration while sustaining privacy. Entries were typically recessed or housed under the main roof and detailing on elements such as porches were minimal. The integrated garage is most common, but houses built earlier in the timeframe or on older narrower lots may feature an integrated carport instead. A variety of wall cladding materials were used—wood, stone, brick, asbestos, shingles, concrete block, and stucco—and commonly two or more materials were combined. Ranches sometimes featured planters, shutters, and bits of details from traditional styles.



Photograph 22: 2208 Learnard (ca. 1955; cross-gable)



Photograph 23: 610 Forrest (ca. 1960; side-gable)



Photograph 24: 432 Forrest (ca. 1950; cross-hipped)



Photograph 25: 306 E 15th Place (ca. 1960; Ranchette/Minimal Ranch hipped roof)



SPLIT-LEVEL (CA. 1935-1975)

Split-Level refers to a distinctive form of a house, rather than a style. The split-level form can be seen with elements of other styles such as Ranch and Contemporary. The idea formulated from studies began in the 1930s on housing floor plans that could most effectively accommodate the needs of modern living. These house forms were attractive because of the integrated garage tucked under part of the house and the larger appearance these dwellings provided. This design could also be constructed to fit the terrain and could rest on sloping ground better than the Ranch.

Split-Level homes contain partial flights of stairs that separate two or three distinct levels of the house. The primary types are Tri-Level, with three living stories separated by partial stairs, and Bi-Level, having two staggered and separated living stories. Particularly the Tri-Level Split allowed a family to have separate zones for various newly required functions such as automobile storage and TV area, which was becoming more ubiquitous during the 1950s and beyond, the quieter formal living and dining areas, and sleeping.



Photograph 26: 302 E 15th Place (ca. 1965)



NO STYLE

Seventy-six buildings within the survey area were labeled as No Style. These buildings lack architectural details and elements that correlate to specific styles and movements.



Survey Recommendations

Development of the Barker neighborhood was influenced by the extension of the streetcar line to the intersection of Massachusetts Avenue and 15th Street. This caused a small, steady influx of construction in the neighborhood. The Barker neighborhood was created to accommodate single-family units that were displaced due to the need for more student housing and the rising development of Lawrence as a whole. The nearby University of Kansas, located west of the Barker neighborhood, did not offer student housing until 1923. With an influx of students attending from other cities and states, the Oread neighborhood between the University and Barker became overridden with needed student housing, ultimately forcing single-family units out. More of the Phase I survey area was depicted on Sanborn maps in 1905 before the Phase II area, which is located further west from the University.

The 1930s showed a significant decline in property development within both survey areas of the Barker neighborhood. However, the 1940s saw a significant increase, in part due to a federally placed war production plant in neighboring Johnson County. Most of the 3,000 workers moved to Lawrence due to its close 15-minute proximity. While much of the nation saw an increase in development following WWII, Lawrence saw its share primarily due to attendance of the University under the G.I. Bill, increasing the school's attendance by 25% by 1945. The attainment of additional industry in Lawrence and the post-war housing boom resulted in increased residential development in the mid 20th century.

HISTORIC THEMES

The history of the survey area revealed two themes of interest. One theme involves transportation and its role in influencing the residential growth and development of neighborhoods, towns, and cities. The second theme is suburbanization, which deals with the shaping of residential settlements outside of urban centers due to the immense popularity of the automobile. Due to their interconnectivity, these two themes are best described and analyzed in conjunction.

Transportation & Suburbanization

Most of the suburban periods of growth are largely fueled by the development and adaptation of transportation. New and expanded forms of transportation led to further residential development in order to benefit from these resources. Suburban development was first affected by the construction of railroads across the country.⁶⁴ However, neighborhoods like Barker saw its initial push by the expansion of the streetcar into its confines.

The streetcar allowed for further residential development of land and created new corridors of houses along the streetcar lines. Particularly in the Midwest and West, these new transportation lines were the impetus for budding urban centers and formulated the patterns of suburbs.⁶⁵ It was not uncommon for the developer of the streetcar line and of the adjacent properties to be the same, and these properties were attractive to all classes and income groups for their accessibility. Expansion and development of trolley and streetcar lines became the primary stimulus for suburban development within urban areas nationwide by 1900.⁶⁶

⁶⁴ Ames, David L. and Linda Flint McClelland. "National Register Bulletin: Historic Residential Suburbs." National Parks Service. Washington, D.C. 2002. P. 18.

⁶⁵ Ibid, pg. 19.

⁶⁶ Virginia McAlester and A. Lee McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York, NY: Alfred A. Knopf, 2019). P. 66.



The Barker neighborhood specifically experienced a period of growth due to the success of the nearby university in the years leading up to the 1920s. In 1916, the Federal Aid Highway Act, also known as the “Good Roads Act,” facilitated the funding of 50 percent of State roadway projects within a network of Federal aided highways.⁶⁷ This undertaking allowed non-local students the ability to travel to the University of Kansas in Lawrence. In tandem with this infrastructure expansion, automobile registrations nationwide increased from 458,000 in 1910 to almost 22 million in 1930. Particularly in the decade leading up to the Great Depression, Ford’s Model-T skyrocketed in sales, which ultimately would shape city’s urban centers and surrounding suburbs.⁶⁸

With this rapidly increasing new mode of transportation came the necessity for constructing and improving new roads, highways, and traffic infrastructure such as lights and asphalt paving. Automobile and roadway expansion led to a greater period of suburbanization without as many physical limits, since people now did not need to reside near a streetcar line. This more versatile transportation also led to the development of new suburban neighborhoods outside of the confines of cities, boasting larger plots of land for privacy and increased yards. During this time, suburban neighborhoods and areas were growing at a higher rate than urban centers.⁶⁹

The Futurama exhibit at the 1939 New York World’s Fair provided great inspiration and foreshadowing for what was to come with highway design and suburban development throughout the country. However, the US entry into WWII dampened the amount of funding that could be allocated towards roadways unless they directly served the military industries or resources. Following the war, automobile usage had become so ubiquitous that the government was forced to focus its efforts on mitigating traffic issues. The years immediately succeeding the war is also when the most substantial housing boom occurred with an increase in suburbanization by creating “freeway” or “bedroom” suburbs and the availability of affordable loans.⁷⁰

Lawrence directly benefitted from the Federal Aid Highway Act of 1956. This legislation was born from the national need to create and extend highways to further connect areas outside of major cities. This Federal Act funded the installation of 41,000 miles of national highway networks, including 5,000 miles of urban freeways.⁷¹ In 1956, the general route of I-70 was plotted, and construction commenced connecting Kansas City to Topeka, which ran through Lawrence. Once the highway was finished in its entirety in 1970, it was the longest continuous stretch of Interstate highway completed by any state.⁷² The overall amplification of the highway system ultimately led to the expansion of the amount of land that could be utilized for residential development.

Although originally created in 1934, the Federal Housing Administration (FHA) guidelines for the planning and construction of subdivisions heavily influenced the majority of homes built after WWII. In order to utilize their new mortgage insurance, builders had to stick to their parameters for designing and building new dwellings. This included the layout and spacing of the neighborhood streets and lots and the use of protective covenants. As the guidelines evolved, lots also sometimes became wider to better fit the elongated layouts of Ranch houses and Split-Levels. Sidewalks were often eliminated in subdivision designs of this time, as all transportation was intended to be shepherded by the automobile.⁷³ The explosion of disconnected

⁶⁷ Ibid, pg. 18

⁶⁸ Ibid, pg. 21.

⁶⁹ Ibid, pg. 22-23.

⁷⁰ Ibid, pg. 23-24.

⁷¹ Ibid, pg. 24.

⁷² Kansas Department of Transportation, “I-70 - The First Open Interstate,” KDOT: Celebrating 50 years of interstates, accessed June 15, 2022, https://www.ksdot.org/interstate50th/KsStory_I70.asp.

⁷³ Virginia McAlester and A. Lee McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York, NY: Alfred A. Knopf, 2019). P. 68-70



suburbs, with their total dependency on the automobile, facilitated the emergence of grouped shopping centers, and by the 1960s, industrial and office parks.⁷⁴

Eligibility recommendation

The 294 historic-age resources comprising the Barker neighborhood in Lawrence, Kansas were evaluated individually and collectively for historic significance and integrity utilizing the National Register Criteria for Evaluation (36 CFR 60.4[a-d]). The Barker neighborhood was evaluated within the historic themes of suburbanization and transportation within the period ranging from ca. 1890-1970. The Barker neighborhood began its first stage of development in ca. 1890 and saw additional construction booms in ca. 1920 and 1960. Although some houses were already extant at the turn of the century, the neighborhood underwent a period of heavy growth as a result of the influx of students of the University of Kansas in the early 20th century, who required housing in the area.

No individually eligible properties were identified in the course of the Phase II Survey, other than the Italianate Samuel A. Riggs House, which was individually listed in the National Register in 1977 and remains eligible (**Photograph 4**). Although a total of 294 historic age resources are extant within the Phase II survey area, no individual property was found to possess characteristics of exceptional importance. As a whole, the survey area is comprised of single-family dwellings of varying age and with varying levels of physical integrity, with a small commercial area on the east side. Individually, the dwellings represent those typical of the middle class during the first half of the 20th century and range from small Craftsman style bungalows common in the 1920s, to the ubiquitous Ranch house of the 1950s and 1960s. The majority of the buildings in the survey area have undergone material alterations including the replacement of windows, doors, siding, and roofing materials, as well as additions on side and rear facades. When considered as a larger entity, the neighborhood lacks community planned cohesion, planned landscape architecture, and architecture with embodied design and style.

While the Barker neighborhood developed in response to local trends in the growth of Lawrence, its development is not distinguished from the surrounding area. The development of the Barker neighborhood was typical of an expanding suburban district, which occurred during the period both locally and nationally. Barker was one of many neighborhoods in Lawrence which was built out in the years before the Great Depression, experienced a corresponding lull, and then expanded in the post-war housing boom which followed WWII. The neighborhood developed over the course of six decades in an organic fashion. Individual property owners and developers built piecemeal, and infill housing in some cases replaced earlier dwellings. The result is a mix of buildings with no cohesive style or design. While the neighborhood has ties to the growth of the University of Kansas and the development of the streetcar, there are no connections to those themes that are strong enough to warrant a listing in the National Register of Historic Places under Criterion A as it lacks association with any significant local, regional, or national trends in architecture, community planning and development, or settlement.

Based on archival research, input from the public and information provided by the city, the Barker neighborhood does not have any association with persons significant in local, regional, or national history. Although the Barker neighborhood was named after George J. Barker, a well-known Kansan politician, lawyer, judge, who would eventually become mayor of Lawrence, he did not live in the Barker neighborhood and died in 1912 before it was well established. The house at 1927 Learnard Avenue was the home to controversial author William S. Burroughs between 1981 until his death in 1997. In 2005, the city's Historic Resource Commission presented a proposal to the City Commissioners to list the house on the Lawrence Register of Historic

⁷⁴ Ames, David L. and Linda Flint McClelland. "National Register Bulletin: Historic Residential Suburbs." National Parks Service. Washington, D.C. 2002. Pg. 24.



Places. The proposal was denied due to Burroughs' checkered past. As a result, the Barker neighborhood is recommended not eligible under Criterion B.

Evaluated for its significance in the area of architecture under Criterion C, the Barker neighborhood lacks both historic significance and historic integrity. While the majority of the homes in the Phase I & II survey areas were constructed prior to 1970, they represent common types and styles. The district is comprised of ubiquitous housing types which were constructed both locally and nationally during the period. No individual property in the Phase II area possesses architectural distinction, and all have diminished physical integrity. Many properties have undergone material changes including replacement wall cladding and additions. These alterations result in a lack of integrity of design, materials, feeling, and workmanship. Several built resources conveying various popular historic architectural styles are present throughout the survey areas. These resources were constructed in widely varying periods. As a result, no cohesive design is evident.

According to the National Register Bulletin for Historic Residential Suburbs, “[H]istoric residential suburbs often reflect popular national trends in subdivision design, such as the Picturesque style of the nineteenth century or FHA recommended curvilinear plans. They may also reflect popular architectural styles, housing types, and principles of landscape architecture.” The majority of the homes in the Phase II survey area were constructed prior to 1970 and represent common styles and forms with no exemplary examples resulting in a lack of individual distinction. When considered as a larger entity, the neighborhood lacks community planned cohesion, planned landscape architecture, and architecture with embodied design and style.

The property was not evaluated under Criterion D for this investigation.

Consideration should be given to the neighborhood to determine its eligibility for the Lawrence Register of Historic Places. If a local district is created, design guidelines should be developed to help preserve the aesthetics of the neighborhood.



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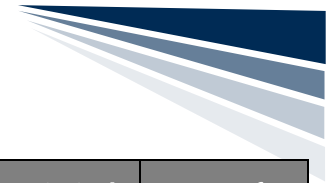
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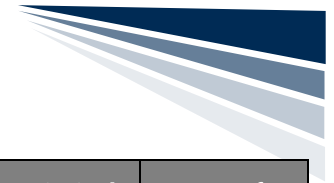
Appendix A

Table 4: Surveyed Properties

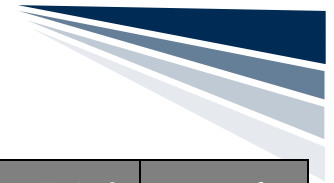
Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
301	E	15th	Place	Ranch	Good	Wood	1965
302	E	15th	Place	Split Level	Good	Wood	1965
305	E	15th	Place	Not Applicable/No Style	Fair	Synthetics	1940
306	E	15th	Place	Ranch	Good	Wood	1960
309	E	15th	Place	Ranch	Fair	Wood	1965
310	E	15th	Place	Ranch	Fair	Wood	1965
313	E	15th	Place	Not Applicable/No Style	Fair	Wood	1960
314	E	15th	Place	Split Level	Good	Wood	1965
402	E	15th	Place	Ranch	Good	Synthetics	1960
415	E	15th	Street	Not Applicable/No Style	Good	Wood	1970
621	E	15th	Street	Not Applicable/No Style	Good	Synthetics	1970
401	E	15th	Place	Not Applicable/No Style	Good	Wood	1960
313	E	17th	Street	Not Applicable/No Style	Fair	Synthetics	1925
317	E	17th	Street	Craftsman/Bungalow	Good	Wood	1920
321	E	17th	Street	Craftsman/Bungalow	Good	Wood	1925
305	E	19th	Street	Craftsman/Bungalow	Good	Wood	1925
308	E	19th	Street	Not Applicable/No Style	Good	Asbestos	1920
309	E	19th	Street	Craftsman/Bungalow	Fair	Wood	1925
315	E	19th	Street	Craftsman/Bungalow	Good	Wood	1925
318	E	19th	Street	Craftsman/Bungalow	Good		1925
319	E	19th	Street	Craftsman/Bungalow	Good	Wood	1925
325	E	19th	Street		Good	Stucco	1925
326	E	19th	Street	Minimal Traditional	Good	Asbestos	1940
327	E	19th	Street	Craftsman/Bungalow	Fair	Wood	1925
329	E	19th	Street	Not Applicable/No Style	Fair	Wood	1940
331	E	19th	Street		Fair	Wood	1940
332	E	19th	Street	Minimal Traditional	Good	Wood	1935
333	E	19th	Street	National Folk	No Visible Remains	Wood	1890
334	E	19th	Street	Other	Good	Wood	1970
431	E	19th	Street	Not Applicable/No Style	Good	Wood	1955
530	E	19th	Street	Minimal Traditional	Good	Asbestos	1940
533	E	19th	Street	National Folk	Good		1890
540	E	19th	Street	Colonial Revival	Good	Synthetics	1930
500	E	22nd	Terrace	Not Applicable/No Style	Good	Stone	1950
501	E	22nd	Terrace	Not Applicable/No Style	Fair	Stone	1925



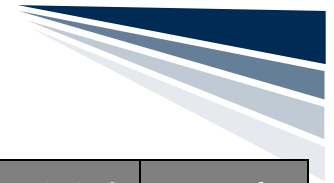
Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
520	E	22nd	Terrace	Not Applicable/No Style	Good	Metal	1960
308	E	23rd	Street	Not Applicable/No Style	Good	Synthetics	1950
312	E	23rd	Street	Tudor Revival	Fair	Stucco	1910
318	E	23rd	Street	Tudor Revival	Good	Wood	1925
400	E	23rd	Street	Streamlined/Art Moderne	Fair	Concrete	1955
500	E	23rd	Street	Not Applicable/No Style	Fair	Stucco	1960
506	E	23rd	Street	Not Applicable/No Style	Fair	Wood	1930
1500		Barker	Avenue	Not Applicable/No Style	Good	Asbestos	1950
1520		Barker	Avenue	Not Applicable/No Style	Good	Brick	1930
1530		Barker	Avenue	Not Applicable/No Style	Good	Wood	1920
1536		Barker	Avenue	Not Applicable/No Style	Good	Wood	1940
1540		Barker	Avenue	Tudor Revival	Good	Asbestos	1930
1610		Barker	Avenue	Craftsman/Bungalow	Good	Wood	1925
1630		Barker	Avenue	Colonial Revival	Good	Synthetics	1965
1638		Barker	Avenue	Not Applicable/No Style	Fair	Wood	1910
1642		Barker	Avenue	Craftsman/Bungalow	Good	Synthetics	1925
1644		Barker	Avenue	Craftsman/Bungalow	Good	Wood	1920
1646		Barker	Avenue	Craftsman/Bungalow	Excellent	Stucco	1930
1700		Barker	Avenue	Not Applicable/No Style	Good	Synthetics	1920
1706		Barker	Avenue	Not Applicable/No Style	Good	Wood	1920
1724		Barker	Avenue	Not Applicable/No Style	Good	Synthetics	1980
1728		Barker	Avenue	Ranch	Fair	Wood	1955
1738		Barker	Avenue	Not Applicable/No Style	Good	Stone	1900
1744		Barker	Avenue	Craftsman/Bungalow	Excellent	Wood	1920
1804		Barker	Avenue	Other	Good	Synthetics	2000
1814		Barker	Avenue	Other	Good	Synthetics	2010
1830		Barker	Avenue	Not Applicable/No Style	Good	Wood	1930
1832		Barker	Avenue	Not Applicable/No Style	Good		1940
1846		Barker	Avenue	Dutch Colonial Revival	Excellent	Wood	1920
1904		Barker	Avenue	Not Applicable/No Style	Good	Stucco	1930
1906		Barker	Avenue	Prairie	Good	Synthetics	1930
1908		Barker	Avenue	Not Applicable/No Style	Good	Wood	1920
1916		Barker	Avenue	QueenAnne	Good	Wood	1925
1922		Barker	Avenue	FolkVictorian	Good	Synthetics	1910
1926		Barker	Avenue	FolkVictorian	Good	Wood	1920
1944		Barker	Avenue	Not Applicable/No Style			1910
1946		Barker	Avenue	Craftsman/Bungalow	Good	Asbestos	1925
1950		Barker	Avenue	Ranch	Fair	Other	1940
2000		Barker	Avenue	Minimal Traditional	Fair	Wood	1940
2000		Barker	Court	Ranch	Good	Other	1960



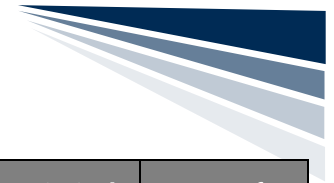
Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
2019		Barker	Court	Ranch	Good	Wood	1960
2022		Barker	Avenue	Minimal Traditional	Fair	Asbestos	1940
2024		Barker	Court	Ranch	Good	Synthetics	1960
2026		Barker	Street	Minimal Traditional	Good	Other	1950
2028		Barker	Court	Not Applicable/No Style	Good	Synthetics	1960
2030		Barker	Avenue	Minimal Traditional	Good	Other	1940
2038		Barker	Avenue	Not Applicable/No Style	Good	Wood	1925
2044		Barker	Avenue	Craftsman/Bungalow	Good	Wood	1920
2102		Barker	Avenue	FolkVictorian	Good	Wood	1900
2104		Barker	Avenue	Minimal Traditional	Good	Stone	1930
2106		Barker	Avenue	FolkVictorian	Good	Wood	1900
2108		Barker	Avenue	Not Applicable/No Style	Good	Synthetics	1930
2110		Barker	Avenue	Folk Victorian	Good	Wood	1900
2112		Barker	Avenue	Ranch	Good	Other	1950
2114		Barker	Avenue	Folk Victorian	Fair	Wood	1900
2140		Barker	Avenue	Minimal Traditional	Fair	Wood	1940
2200		Barker	Avenue	Minimal Traditional	Fair	Wood	1920
2210		Barker	Avenue	Other	Good	Stucco	1940
2224		Barker	Avenue	FolkVictorian	Good	Synthetics	1900
2240		Barker	Avenue		Good	Wood	1930
2242		Barker	Avenue	Minimal Traditional	Good	Other	1935
1524		Barker	Avenue	Dutch Colonial Revival	Good	Brick	1930
1602		Barker	Avenue	Craftsman/Bungalow	Fair	Brick	1925
1704		Barker	Avenue	Ranch	Fair	Asbestos	1950
1824		Barker	Avenue	Not Applicable/No Style	Fair	Wood	1940
1900		Barker	Avenue	National Folk	Fair	Wood	1900
2018		Barker	Court	Not Applicable/No Style	Good	Brick	1960
2022		Barker	Court	Not Applicable/No Style	Good	Synthetics	1960
628		Delaware	Street	Ranch	Good	Wood	1960
704		Delaware	Street	Ranch	Fair	Wood	1960
1532		Delaware	Street	Ranch	Good	Asbestos	1960
1624		Delaware	Street	Ranch	Good	Wood	1960
1630		Delaware	Street	Ranch	Fair	Synthetics	1960
1631		Delaware	Street	Ranch	Fair	Synthetics	1960
1636		Delaware	Street	Ranch	Good	Stucco	1960
1642		Delaware	Street	Ranch	Good	Synthetics	1960
1648		Delaware	Street	Ranch	Good	Synthetics	1960
1702		Delaware	Street	Ranch	Good	Synthetics	1960
1709		Delaware	Street	Ranch	Good	Synthetics	1960
1715		Delaware	Street	Ranch	Good	Synthetics	1960



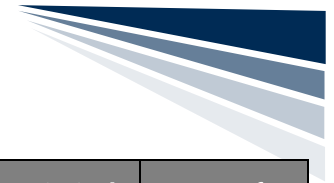
Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
1900		Delaware	Street				
1901		Delaware	Street				
1919		Delaware	Street				
1920		Delaware	Street				2020
2101		Delaware	Street				
2113		Delaware	Street				
2116		Delaware	Street				2000
2125		Delaware	Street				
2201		Delaware	Street	Not Applicable/No Style	Good	Metal	1970
2220		Delaware	Street	Not Applicable/No Style	Good	Metal	1960
1526		Delaware	Street	Not Applicable/No Style	Fair	Synthetics	1960
1538		Delaware	Street	Not Applicable/No Style	Good	Synthetics	1960
1544		Delaware	Street	Ranch	Good	Brick	1960
1550		Delaware	Street	Ranch	Fair	Asbestos	1960
1625		Delaware	Street	Ranch	Fair	Synthetics	1960
1637		Delaware	Street	Ranch	Good	Wood	1960
1643		Delaware	Street	Ranch	Good	Wood	1960
1649		Delaware	Street	Ranch	Fair	Asbestos	1960
1703		Delaware	Street	Ranch	Good	Synthetics	1960
2000		Delaware	Street				2000
2001		Delaware	Street				
2110		Delaware	Street				2000
2124		Delaware	Street				2000
2200		Delaware	Street	Not Applicable/No Style	Fair	Metal	1960
2210		Delaware	Street	Not Applicable/No Style	Good	Metal	1960
410		Forrest	Avenue	Craftsman/Bungalow	Good	Synthetics	1925
415		Forrest	Avenue		Good	Synthetics	1930
417		Forrest	Avenue	Craftsman/Bungalow	Good	Stucco	1930
421		Forrest	Street	Not Applicable/No Style	Fair	Wood	1940
424		Forrest	Avenue	Minimal Traditional	Good		1930
428		Forrest	Avenue	Craftsman/Bungalow	Excellent	Wood	1920
429		Forrest	Avenue	Craftsman/Bungalow	Good	Wood	1915
431		Forrest	Avenue	Craftsman/Bungalow	Good	Wood	1930
432		Forrest	Avenue	Ranch	Fair	Wood	1950
442		Forrest	Avenue	National Folk	Good	Synthetics	1890
510		Forrest	Street	Ranch	Good	Wood	1960
516		Forrest	Avenue	Ranch	Fair	Synthetics	1960
610		Forrest	Avenue	Ranch	Good	Asbestos	1960
616		Forrest	Avenue	Ranch	Fair	Wood	1960
622		Forrest	Avenue	Ranch	Good	Synthetics	1960



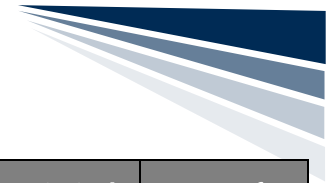
Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
710		Forrest	Avenue	Ranch	Good	Synthetics	1960
715		Forrest	Avenue	Ranch	Fair	Wood	1960
716		Forrest	Avenue	Ranch	Good	Other	1960
1618		Forrest	Avenue	Ranch	Fair	Asbestos	1960
1618		Forrest	Avenue	Ranch	Fair	Wood	1960
414		Forrest	Avenue	Not Applicable/No Style	Fair	Wood	1925
1619		Forrest	Avenue	Ranch	Fair	Synthetics	1960
311		Johnson	Avenue	Not Applicable/No Style	Good	Wood	1925
313		Johnson	Avenue	Not Applicable/No Style	Fair	Wood	1925
315		Johnson	Avenue	Not Applicable/No Style	Fair	Wood	1935
322		Johnson		Folk Victorian	Good	Synthetics	1900
329		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1935
330		Johnson	Avenue	Craftsman/Bungalow	Fair	Stucco	1930
331		Johnson	Avenue	Craftsman/Bungalow	Good		1930
332		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1930
333		Johnson	Avenue	Craftsman/Bungalow	Good	Other	
336		Johnson	Avenue	Craftsman/Bungalow	Good	Synthetics	1925
337		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1930
342		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1925
406		Johnson	Avenue	Ranch	Good	Asphalt	1960
408		Johnson	Avenue	Ranch	Good	Asbestos	1960
314		Johnson	Avenue	Not Applicable/No Style	Fair	Synthetics	1930
316		Johnson	Avenue	Craftsman/Bungalow	Fair	Wood	1930
318		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1930
319		Johnson	Avenue	Craftsman/Bungalow	Good	Wood	1930
320		Johnson	Avenue	Craftsman/Bungalow	Fair	Synthetics	1930
522		Johnson	Avenue	Ranch	Good	Synthetics	1960
1500		Learnard	Ave	Craftsman/Bungalow	Excellent	Stucco	1918
502		Learnard	Court	Ranch	Fair	Brick	1955
1501		Learnard	Avenue	Not Applicable/No Style	Good	Concrete	1920
1520		Learnard	Avenue	Ranch	Good	Brick	1965
1529		Learnard	Avenue	Not Applicable/No Style	Good	Wood	1930
1530		Learnard	Avenue	Ranch	Fair	Synthetics	1965
1607		Learnard	Avenue	Ranch	Fair	Brick	1960
1611		Learnard	Ave	Minimal Traditional	Excellent	Synthetics	1950
1627		Learnard	Avenue	Minimal Traditional	Excellent		1945
1636		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1930
1637		Learnard	Avenue	Ranch	Fair	Synthetics	1960
1639		Learnard	Avenue	Not Applicable/No Style	Good	Wood	1935
1645		Learnard	Avenue	Minimal Traditional	Excellent	Wood	1935



Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
1702		Learnard	Avenue	Ranch	Good		1960
1710		Learnard	Street	Minimal Traditional	Good	Wood	1930
1712		Learnard	Ave	Folk Victorian	Good	Wood	190
1730		Learnard	Avenue	Minimal Traditional	Good	Other	1935
1800		Learnard	Avenue	Other	Good	Stucco	1990
1817		Learnard	Avenue	Not Applicable/No Style			
1820		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1950
1840		Learnard	Avenue	Ranch	Good	Other	1950
1845		Learnard	Avenue	Not Applicable/No Style	Good	Wood	1920
1846		Learnard	Avenue	Other	Good	Synthetics	1930
1901		Learnard	Avenue	Craftsman/Bungalow	Good	Wood	1920
1911		Learnard	Avenue	Minimal Traditional	Good	Other	1940
1922		Learnard	Avenue		Good	Synthetics	2000
1927		Learnard	Avenue	Craftsman/Bungalow	Good	Wood	1920
1931		Learnard	Avenue	National Folk	Excellent	Wood	1920
1933		Learnard	Avenue	Not Applicable/No Style		Synthetics	1965
1937		Learnard	Avenue	Not Applicable/No Style	Good	Synthetics	1965
1938		Learnard	Avenue	Ranch	Good	Other	1960
1941		Learnard	Avenue	Not Applicable/No Style	Good	Synthetics	1965
1942		Learnard	Avenue	FolkVictorian	Good	Synthetics	1900
1944		Learnard	Avenue	Ranch	Good	Synthetics	1950
2000		Learnard	Avenue	Not Applicable/No Style	Fair	Wood	1929
2004		Learnard	Avenue	Minimal Traditional	Good	Other	1925
2009		Learnard	Avenue	Ranch	Good		1955
2013		Learnard	Avenue	Ranch	Good	Synthetics	1960
2015		Learnard	Avenue	Not Applicable/No Style	Good	Synthetics	1955
2016		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1925
2020		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1930
2024		Learnard	Avenue				
2029		Learnard	Avenue	Ranch	Good	Asbestos	1955
2045		Learnard	Avenue	FolkVictorian	Good	Wood	1920
2048		Learnard	Avenue	Ranch	Good	Brick	1955
2049		Learnard	Avenue	Minimal Traditional	Good	Brick	1945
2101		Learnard	Avenue	Minimal Traditional	Fair	Other	1940
2107		Learnard	Avenue	Not Applicable/No Style	Good	Metal	1960
2110		Learnard	Avenue	Ranch	Good	Synthetics	1960
2111		Learnard	Avenue	Not Applicable/No Style	Good	Metal	1955
2115		Learnard	Avenue	National Folk	Excellent	Wood	1890
2124		Learnard	Avenue	Other	Good	Asbestos	1930
2125		Learnard	Avenue	Not Applicable/No Style	Good	Metal	1945



Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
2130		Learnard	Avenue	Craftsman/Bungalow	Good	Synthetics	1930
2131		Learnard	Avenue	Minimal Traditional		Synthetics	1940
2132		Learnard	Avenue	Other	Good	Synthetics	1930
2134		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1935
2136		Learnard	Avenue	Minimal Traditional	Good	Synthetics	1935
2138		Learnard	Avenue	Ranch	Good	Wood	1970
2139		Learnard	Avenue	Not Applicable/No Style	Fair	Asbestos	1950
2141		Learnard	Avenue	Other	Good	Synthetics	1945
2145		Learnard	Avenue	Craftsman/Bungalow	Good	Synthetics	1940
2202		Learnard	Avenue	Ranch	Good	Synthetics	1955
2205		Learnard	Avenue	Ranch	Good	Synthetics	1960
2208		Learnard	Avenue	Ranch	Good	Asbestos	1955
2211		Learnard	Avenue	Ranch	Fair	Synthetics	1960
2214		Learnard	Avenue	Ranch	Good	Asbestos	1950
2220		Learnard	Avenue	Ranch	Good	Synthetics	1950
2221		Learnard	Avenue	Ranch	Good	Wood	1950
2223		Learnard	Avenue	Minimal Traditional	Fair	Other	1935
2245		Learnard	Avenue	Not Applicable/No Style	Fair	Brick	1905
1533		Learnard	Avenue	Not Applicable/No Style	Fair	Stucco	1920
1536		Learnard	Avenue	Ranch	Good	Wood	1970
1703		Learnard	Avenue	Not Applicable/No Style	Good	Concrete	1950
1706		Learnard	Avenue	Minimal Traditional	Good	Wood	1935
1709		Learnard	Avenue	Not Applicable/No Style	Fair	Synthetics	1965
1715		Learnard	Avenue	Ranch	Good	Asbestos	1965
1721		Learnard	Avenue	Minimal Traditional	Good	Wood	1945
1742		Learnard	Avenue	Folk Victorian	Good	Synthetics	1910
1743		Learnard	Avenue				2020
1801		Learnard	Avenue	Craftsman/Bungalow	Excellent	Wood	1920
1809		Learnard	Avenue				2020
1824		Learnard	Avenue	Not Applicable/No Style	Good	Wood	1920
1836		Learnard	Avenue	National Folk	Good	Wood	1900
1900		Learnard	Avenue	Ranch	Good	Synthetics	1960
1926		Learnard	Avenue	Not Applicable/No Style	Good	Synthetics	2000
1939		Learnard	Avenue	Ranch	Good	Synthetics	1950
2231		Learnard	Avenue	Not Applicable/No Style	Good	Concrete	1945
		Learnard	Avenue	National Folk	Fair	Stucco	1890
502		Liberty	Street	Not Applicable/No Style	Good	Wood	1940
503		Liberty	Street	Ranch	Good	Stucco	1960
1503		Maryland	Street	Ranch	Good	Asbestos	1960
1505		Maryland	Street	Ranch	Good	Synthetics	1960



Address Number	Street Direction Prefix	Street Name	Street Type	Primary Style	Condition	Principal Material	Year of Construction
1521		Maryland	Street	Ranch	Good	Asbestos	1960
1533		Maryland	Street	Ranch	Good	Other	1960
1554		Maryland	Street	Ranch	Good	Synthetics	1960
1515		Maryland	Street	Not Applicable/No Style	Good	Synthetics	1960
1527		Maryland	Street	Not Applicable/No Style	Good	Synthetics	1960
1539		Maryland	Street	Not Applicable/No Style	Fair	Wood	1960
1551		Maryland	Street	Not Applicable/No Style	Fair	Synthetics	1960
2209		Pennsylvania	Street	Ranch	Good	Other	1965
2221		Pennsylvania	Street	Ranch	Good	Synthetics	1965
522		Pennsylvania	Street	Ranch	Good	Synthetics	1965
604		Pennsylvania	Street	Ranch	Good	Asbestos	1965
1501	E	Pennsylvania	Street	Italianate	Excellent	Brick	1890
1619		Pennsylvania	Street	Ranch	Good	Synthetics	1955
1624		Pennsylvania	Street	Ranch	Good	Wood	1960
1625		Pennsylvania	Street	Ranch	Good	Synthetics	1960
1630		Pennsylvania	Street	Ranch	Fair	Synthetics	1960
1631		Pennsylvania	Street	Ranch	Excellent	Glass	1960
1636		Pennsylvania	Street	Ranch	Good	Synthetics	1960
1637		Pennsylvania	Street	Ranch	Good	Wood	1960
1642		Pennsylvania	Street	Ranch	Good	Synthetics	1960
1643		Pennsylvania	Street	Ranch	Good	Asbestos	1960
1648		Pennsylvania	Street	Ranch	Good	Wood	1960
1649		Pennsylvania	Street	Ranch	Good	Synthetics	1960
1700		Pennsylvania	Street	Ranch	Good	Wood	1960
1703		Pennsylvania	Street	Ranch	Fair	Synthetics	1960
1708		Pennsylvania	Street	Ranch	Good	Wood	1960
1709		Pennsylvania	Street	Ranch	Good	Synthetics	1960
1714		Pennsylvania	Street	Ranch	Good	Wood	1960
1715		Pennsylvania	Street	Ranch		Synthetics	1960
1719		Pennsylvania	Street	Ranch	Good	Synthetics	1960
2139		Pennsylvania	Street	Not Applicable/No Style	Fair	Wood	1980
2140		Pennsylvania	Street	Not Applicable/No Style	Good	Wood	1950
2203		Pennsylvania	Street	Ranch	Good	Wood	1960
2204		Pennsylvania	Street	Not Applicable/No Style	Excellent	Synthetics	1950
2208		Pennsylvania	Street	Not Applicable/No Style	Fair	Wood	1950
2215		Pennsylvania	Street	Ranch	Good	Synthetics	1970
2216		Pennsylvania	Street	Not Applicable/No Style	Fair	Wood	1950
321							
1751							2021