



**Historic Resources Survey
for the City of Slidell, Louisiana
Report
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INTRODUCTION AND BACKGROUND

Cox|McLain Environmental Consulting, Inc. (CMEC) was retained by the City of Slidell in the spring of 2017, to conduct a survey of no less than 200 resources within the City's Olde Towne Boundary. The survey is intended to update the City's historic resource inventory and identify likely candidates for listing in the National Register of Historic Places (NRHP). The survey is funded in part by a Louisiana Historic Preservation Fund grant. Forms required by the Louisiana State Historic Preservation Office (SHPO) were completed.

The 2017 field survey included the re-survey of 152 properties that had been previously surveyed, and for which the Louisiana Historic Resources Inventory (LHRI) form had been completed in 1986 and/or 1999. Additionally, 49 resources that had not been previously surveyed, and which lacked LHRI forms, were documented.

HISTORIC CONTEXT

The city of Slidell is located in southeastern Louisiana north of New Orleans in an area known as the "Northshore" of Lake Pontchartrain. The city of Slidell is the largest city in St. Tammany Parish and is bordered on all sides by unincorporated St. Tammany Parish communities, specifically the Lacombe area to the east, the Town of Pearl River to the north, the Cross Gates neighborhood to the west, and the Eden Isle neighborhood to the south. The city is located at an intersection of I-10, I-12, and I-59 and bisected by U.S. Hwy 190 and 11, major state and federal routes of transportation which provide easy access from New Orleans, Baton Rouge, and the Mississippi-Alabama Gulf Coast region. The city is bisected by Bayou Bonfouca, a navigable waterway that connects the city's downtown to Lake Pontchartrain.

EARLY SETTLEMENT AND CITY FOUNDING (1884-1900)

Louisiana became the eighteenth U.S. state in 1812 after being under the jurisdiction of the French, English, and Spanish during the sixteenth through the early nineteenth centuries. St. Tammany Parish was formed from Feliciana Parish in 1811. The first two towns in the parish, Covington and Madisonville, were established in 1813 and 1814, respectively.

The parish grew slowly until the 1820s when development began to accelerate. During this decade, boatbuilding emerged as a local industry in the bayous in and around present-day Slidell due to the easy access to Lake Pontchartrain and the Gulf of Mexico. By the 1850s, settlements developed adjacent to the boatbuilding industry along Bayou Bonfouca to the west of present-day Slidell. Timber mills were established to harvest pine from the primeval forests along the Pearl River to the east of Slidell.

After the Civil War, with the age of locomotion sweeping the nation, the railroad industry began to actively develop in the South. In 1868, George Ingram established the Mandeville and Sulphur Springs Railroad Company to service a new route between New Orleans and Meridian, Mississippi. Upon Ingram's passing two years later, Captain William H. Hardy acquired the charter and renamed the company the New Orleans and Northeastern Railroad Company (N.O.N.E.). He intended for the new railroad line to move timber from the abundant pine tree forests in Louisiana to other parts of the country.

In 1881, Daniel Fremaux led a team of surveyors to locate an area of high ground across the lake and directly north of New Orleans to serve as basecamp for N.O.N.E. operations. They selected a site along the banks of Bayou Bonfouca that would ultimately become the city of Slidell. A temporary camp, known as Robert's Landing, was set up and served as the encampment for railroad workers over the next three years. A ferry crossing that was located behind the railroad station regularly carried people and goods across the river to New Orleans (Ellis 1999). A creosote plant, which grew to be the largest in the United States, was established to manufacture the durable pilings used to construct the railroad bridge across Lake Pontchartrain (Ellis 1999). In 1882, a railroad stop named Slidell Station was built in the camp and, soon after, businesses, hotels, and boarding houses opened to service the area. Within a year, the rail line was complete and the 21-mile bridge connecting New Orleans with Slidell became the longest bridge in the world (Ellis 1999).

Locally available timber and clay led to growth in the shipbuilding, creosote, and brickmaking industries in Slidell, and created a strong industrial based economy through the end of the nineteenth century. Swiss-born Fritz and Albert Salmen arrived in Slidell in the 1880s to take advantage of the available resources and built a successful local brick and lumber empire. While the pine trees provided valuable lumber products to the region, the trees also contributed to the Northshore's growing reputation as a healthful retreat.

From 1881 to 1888, there was no formal government in Slidell and the town had a wild, lawless reputation. Saloons, boarding houses, and hotels opened to accommodate the increasing needs of workers, travelers, and newcomers. On November 13, 1888, the burgeoning railroad stop was incorporated as the Town of Slidell, named after U.S. Senator and diplomat John Slidell. The early town had a population of 375, which was concentrated in an area of 2,320 acres that roughly extended from Fremaux Avenue to Fifth Street, Cousin Street to Carey and Front Streets, then back to Fremaux Avenue (Ellis 1999). The streets were platted in a grid, a plan thought to have been designed by Leon Fremaux (Ellis 1999). The plan extended four blocks east of the railroad, one block west of the railroad and three blocks running north to south. The first buildings were made of wood and were built on plots of land on the streets adjacent to the railroad—Bonfouca

Street to the west (now Bayou Lane) and Bayou Street to the east (now Front Street). Three of the resources surveyed in this report (1963, 1973, and 2137 Bayou Lane) date from this period.

In its first ten years, Slidell grew rapidly from a population of 375 in 1890 to 1,129 in 1900, a 210% increase. Between 1890 and 1910, brick buildings began to replace existing wood structures. After the establishment of the N.O.N.E. rail line in 1883, two major brickyards were established. The largest one was Salmen Brick and Lumber Company in Slidell and the second one was the St. Joe Brickyard, located near the town of Pearl River (Ellis 1981). In 1893, the original wood Salmen Commissary building, where workers could collect and redeem their wages for goods, was replaced with a large, two-story brick building which still stands at Front and Cleveland Streets. Early brick residences were also documented in this survey (648 Maine Avenue and 236 Robert Street).

The 2017 survey documented 55 resources dating from 1883 to 1900. These properties include brick commercial buildings and residential buildings constructed in Shotgun and Creole Cottage forms. The earliest building is the 1883 church at 2528 College Street, which was built by Fritz Salmen.

EARLY TWENTIETH-CENTURY DEVELOPMENT (1900-1945)

By the turn of the century, Slidell was established as a center for industry, and entrepreneurs opened businesses in the growing town. In 1901 the *St. Tammany Farmer* reported that “Slidell had six churches, three schools, a sawmill, five saloons, six stores, two brickyards, three barber shops, four fruit stands, and several other local favorites too numerous to mention” (Ellis 1999). Commerce was concentrated on 12 blocks of Front Street. Dr. Polk’s Drug Store (now Time Out Bar at 205 Cousin Street) was at the heart of town, surrounded by Mrs. McDaniel’s Store, Walter Abner Bakery, Levy’s Meat Market and Grocery, and Sam Dimecilli’s Fruit Stand (Vanney 2014). The Bank of Slidell, constructed in 1906 at the corner of Front and Cousin Streets, was one of the first brick buildings in town. A fire in the early twentieth century destroyed many of the original buildings on Front Street, but a handful of properties are still intact in this area. Oscar L. Dittmar, the mayor of Slidell from 1899 to 1904, was the first to add to the original town plan. He developed an area south of town, known as the Dittmar Addition (Fritchie 1999).

During World War I, Slidell manufactured ships and tanks for the war effort and the local economy remained strong. In 1915, residential development began to move to the north of the center of town, along Maine Street and Teddy Street. The 2017 survey documented 29 bungalows constructed between 1910 and 1935 on Maine and Teddy Streets.

The population increased from 1,129 in 1900 to 2,958 in 1920. The pace of home construction was rapid during this period, and furniture stores opened in town to supply the new occupants.

Champagne's Department Store (now Pontchartrain Investment Management at 2242 Carey Street) was one of several 1920s stores that used glass blocks in the exterior wall for natural light and a modern aesthetic. Highways 90 and 11 opened in the 1920s and were the first paved federal highways connecting Slidell with the rest of the country. Highway 90 was completed in 1924 and became a popular cross-country automobile route called the "Old Spanish Trail." This access allowed tourism to grow into a substantial industry on the Northshore.

In 1928, the Watson-Williams Toll Bridge, which is part of Highway 11, was constructed to replace the steamship ferry service and to increase access to the Mississippi and Alabama Gulf Coast region. Highway 11 went right through the center of Slidell and supplanted the previous road between Slidell and New Orleans, which went around the western side of Lake Pontchartrain and was a lengthy and undeveloped route. Even with the opening of Highway 11, access to Slidell was still not convenient enough for the city to serve as a commuter suburb of New Orleans. As a result, Slidell's population did not noticeably increase after the bridge was completed. There was an increase in businesses servicing travelers to and from the Mississippi-Alabama Gulf Coast as well as those travelling coast-to-coast. Throughout this period the creosote plant continued to be the largest of its kind in the United States and the Salmen Brickyard one of the largest producers of clay products in the south (Ellis 1999). To support the growing community, public services and infrastructure were established. From 1925 to 1930, the city of Slidell developed its infrastructure, including water lines, sewage systems, and paved roads. This allowed for the construction of subdivision developments farther from the center of town. With the increase in population also came an increase in public schools for both white and African-American students.

Brick, lumber, and shipbuilding remained the backbone of industry for the community through 1930 when the Depression and a loss of federal contracts slowed population growth for the first time in 50 years. In the 1940s, Slidell made a significant contribution to the World War II effort. The Canulette Shipbuilding Company, which had begun as a small boatbuilding company on the banks of Bayou Bonfouca, employed 1,900 people making tug boats for the Army and net tenders for the Navy (Vannev 2014).

The 2017 survey documented 122 resources constructed between 1901 and 1945. This includes brick commercial buildings at the center of town and residential Bungalows in developments to the north and south of Old Towne.

MID-CENTURY DEVELOPMENT (1945-1960)

During the 1940s and 1950s, the economy was still recovering from the decline of the railroad and the deflated post-Depression economy. Development was automobile-focused and concentrated along Highway 90 and Highway 11. Restaurants, motor courts, and stores capitalized on the increased traffic from the popularity of the automobile. White Kitchen, on

Front Street, was a regular stop for travelers and a hub of the local community. It offered food, whiskey, and gambling. Although growth was slow at first, the Northshore was becoming a suburb for people working in New Orleans.

In the 1950s, the Slidell Junior Chamber of Commerce was created to develop strategies for continuing growth in the city. The group went through several iterations of the organization, ultimately resulting in the Slidell Chamber of Commerce. In 1954, developer Onesime Faciane purchased the 300-acre Bonfouca Hunting Club and constructed the North Shore Beach Subdivision. His son-in-law dredged 1,400 acres of marshlands for additional subdivisions close to Slidell. With new developments and plans for growth, Mayor Homer Fritchie implemented the first ordinances for subdivision regulations, water lines, and sewage systems (Ellis 1999). The first hospital was opened in 1959 to service the budding community.

Twenty-four resources constructed between 1946 and 1960 are documented in the 2017 survey. These properties are located to the north of Old Towne and are a mix of community buildings, including a U.S. Post Office and the First Starlight Baptist Church, and residential structures in the Minimal Traditional and Pyramidal Cottage styles.

MODERN INDUSTRY AND POPULATION GROWTH (1960-2000)

Slidell underwent a marked change during the 1960s as development moved north and new industries were established in the area. By the end of the century, the lumber, creosote, and shipbuilding industries had shuttered and were replaced with industry to support the development of commuter suburbs.

In 1962, the newly organized National Aeronautics and Space Administration (NASA) opened an assembly facility in New Orleans, a computer complex in Slidell, and a space center in Mississippi. This new industry contributed to a 150% growth in population over the next 10 years (from 6,356 in 1960 to 16,101 in 1970). Slidell became one of the fastest-growing communities in the nation (Ellis 1999). Highway 10 was completed around this time and finally made the commute from New Orleans to Slidell feasible. Developments on the south side of Slidell became commuter suburbs for New Orleans. While Highway 11 had brought traffic through the center of Slidell, Highway 10 diverted traffic to the west, and commercial shopping centers along the highway shifted business away from the formerly vibrant central business district. During this period, Slidell, as a new suburb of New Orleans, grew from a population of 6,356 in 1960 to a population of 26,716 by 1980, an increase of 320%. The population since 1980 has remained steady with an estimated population in 2016 of 27,068.

In 1970, the creosote plant was disassembled, and it was abandoned 16 years later. Salmen's shipyard went through several owners before closing in 1993. In the 1990s, Textron Marine and

Land Systems, an American military contractor, moved its operations to Slidell and became a major local employer (Vanney 2014). Only one resource constructed between 1961 and 2000 is documented in the 2017 survey: the African-American Parsons Lodge at 2598 Fourth Street (1963). By this time period, the center of Old Towne was insulated from future development.

INFLUENCES OF HURRICANES

In 2005, Slidell suffered considerable damage from Hurricanes Katrina and Rita. The southern section of the city was significantly impacted by severe flooding and wind damage. Fortunately, most of the historic resources in Slidell's central Old Towne were spared from major damage, while structures further south along Pontchartrain Drive saw significant damage with many having to be rebuilt, including Our Lady of Lourdes School and Church and Salmen High School.

METHODOLOGY

SURVEY METHODOLOGY

The following section describes the methodology used for field survey and property evaluations. Field survey methods included preparations completed prior to arriving in Slidell, on-the-ground fieldwork activities, and post-field data processing. These steps are described in more detail below.

PRE-FIELDWORK PREPARATION

CMEC began coordination with the City of Slidell in late 2016. The City provided a boundary of the Olde Towne district and a spreadsheet containing property information for each parcel within the boundary. To determine the properties that would be surveyed, CMEC added information to the spreadsheet to assist in identifying historic-age resources. Because the City does not have historical building permit records, this information was largely based on a high-resolution aerial image from 1969 that encompasses the district. By comparing the 1969 image to current aerial photography for each parcel within the District, as well as examining select properties using Google StreetView, CMEC assigned each parcel to one of three categories:

- **Not Historic-Age:** the 1969 aerial image clearly illustrates that either the parcel was vacant in 1969 or that buildings present on the parcel in 1969 are clearly different in location or form than those present today. This category also includes currently vacant parcels.
- **Historic-Age:** the 1969 aerial image clearly illustrates that the parcel was developed by 1969, and the location and form of the buildings generally correlates to the building(s) on the current aerial image.

- **Undetermined:** an examination of the 1969 aerial could not rule out the presence of a historic-age building, due to tree cover or other uncertainties.

Based on this preliminary categorization, 245 parcels were determined to be not historic-age, 646 parcels were identified as historic-age, and 125 parcels were assigned to the undetermined category where pre-1969 construction could not be clearly established.

The City of Slidell reviewed this information and provided CMEC with a list of 204 properties to survey. CMEC was given discretion regarding which four properties to drop from the survey based on evaluation in the field. A CMEC identification number was assigned to each property, and a set of field maps was created.

Before conducting fieldwork, CMEC also created a custom tablet-based data collection form that included fields from the LHRI form, using Filemaker Pro software. This form was loaded on iPads in conjunction with GIS map data for field data collection.

FIELD SURVEY

From February 13 through 16, 2017, a team of three professional historians (Emily Reed, Heather Goodson, and Sandy Shannon) photo-documented the buildings and entered information about building characteristics (function, style, materials, etc.) into the tablet form. At least two photographs were taken of each building. Each surveyor noted the photograph numbers for each resource on the tablet form. Notes were also made regarding information obtained from neighbors and members of the public encountered during the survey, including construction dates for buildings and neighborhood history.

While in Slidell, CMEC historians visited the City of Slidell Museum and the Slidell Public Library to conduct research and make copies of historic photographs of properties that were documented in the survey. CMEC historians also toured the city with Tara Ingram-Hunter of the City of Slidell.

POST-FIELD PROCESSING

Following the completion of fieldwork, all notes, maps, and photo logs were scanned and saved to the CMEC server. Photographs were loaded into the Filemaker Pro database with at least two photographs per record. The data that had been entered in the tablet during fieldwork was reviewed for accuracy and completion once the historians were back in the office. CMEC completed all relevant fields in the LHRI format and produced a custom two-page inventory format for the City of Slidell's use. This alternate format displays a select set of the fields from

the LHRI form and features larger photographs. Types and styles are discussed below in the **Results** section.

In March 2017, the CMEC team was provided with copies of approximately 514 LHRI forms for properties in Slidell, documented in 1986 and/or in 1999 historic resources surveys. CMEC reviewed each form to determine whether the resource had been surveyed in the 2017 survey. Many forms did not include complete addresses and/or photographs, but the CMEC team attempted to identify and locate each resource, noting that addresses had changed in many instances. CMEC inserted any previously assigned Standing Structure IDs into the LHRI form and submitted a spreadsheet to the Louisiana Department of Culture, Recreation and Tourism, Office of Cultural Development, Division of Historic Preservation. The Division of Historic Preservation provided new Standing Structure IDs for resources that had not been previously surveyed, which the CMEC team entered into the LHRI form and incorporated into the map products.

EVALUATION METHODOLOGY

NATIONAL REGISTER OF HISTORIC PLACES POTENTIAL ELIGIBILITY

In addition to categorizing properties by use, type, form, and style, and documenting materials and alterations, CMEC historians also made evaluations regarding potential eligibility for the NRHP.

In general, in order for a resource to be deemed eligible for inclusion in the NRHP, it must be at least 50 years old and must possess historic significance and integrity. A resource's eligibility characteristics are assessed using the four National Register of Historic Places criteria, and a resource must meet at least one in order to be listed. NRHP-eligible resources include those

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

The “distinguishable entity whose components may lack individual distinction” mentioned in Criterion C refers to historic districts. Although there is no set requirement, successful NRHP District nominations typically encompass areas that are at least one block face in length with at least 50 percent of the buildings within the boundary classified as “contributing” (meaning they are historic-age, retain sufficient integrity, and share a historic context).

INTEGRITY AND ALTERATIONS

In order for a historic resource, district, or landscape to be determined eligible for the National Register, it must retain enough of its historic integrity to convey its significance. For the NRHP there are seven aspects of integrity:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

All seven aspects of integrity do not need to be present for eligibility as long as the overall sense of a past time and place is evident. The level of integrity required for NRHP eligibility is also different for each of the four NRHP Criteria of Significance. For example, a property eligible under Criterion C should retain the aspects of integrity linked to physical qualities (design, materials, and workmanship) to a higher degree than one that is eligible for its historical associations (Criteria A or B). However, a property that is eligible for its historical associations (Criteria A or B) should still possess sufficient integrity to be recognizable to the time or era in which it attained significance.

Alterations affect the integrity of a resource. Design, materials, and workmanship are the aspects of integrity that are most commonly diminished as a result of alterations like additions; porch enclosures; and replacement siding, windows, or doors. The alterations observed for each property were noted in the LHRI form. The form also allows for noting alterations that occurred more than 50 years ago (“historic”) and those that occurred more recently (“non-historic”). Alterations were assessed visually in the field; by reviewing historic aerials, Google Earth, and Google Streetview images; and by comparing present-day photographs with the photographs from the 1986 and 1999 surveys (building permit records were not available).

CONDITION

The Louisiana SHPO's Historic Resource Inventory Guidelines state that the "Condition" field should reflect not only physical condition but also the degree of historic integrity. Therefore, it is possible that a newly renovated property that is in excellent structural and material condition could be rated "Fair" if the renovations were not compatible with the historic form or style of the structure.

RESULTS OF THE SURVEY

The following section discusses the results of the survey. The most common types and styles of architecture documented during the survey are described first, followed by a section presenting NRHP-eligibility recommendations. As the majority of the resources are residential, the types and styles discussion focuses on these types of resources. (Other recorded resource types included schools, churches, and commercial buildings.)

TYPES AND STYLES

Each historic-age property in the district was categorized based on form and style, using the categories provided on the LHRI form. The Louisiana Division of Historic Preservation does not provide explicit descriptions or examples of the forms and styles used on the LHRI form. Therefore, the following sources were used to inform the categorization of resources in the district: *Louisiana Architecture: A Handbook on Styles* (Fricker et al. 1998), the City of New Orleans Historic District Landmark Commission's "Building Types and Architectural Styles" (2011), and the Georgia Historic Preservation Division's "House Types in Georgia" (2004). The Georgia guide was used because the forms and styles match those presented on the LHRI form almost exactly. Additional resources consulted included *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* (Jakle et al. 1989) and *A Field Guide to American Houses* (McAlester 2013). The most common forms and types observed in the survey are described below.

CREOLE COTTAGE

The “Creole Cottage” type is a vernacular form indigenous to Louisiana and influenced by French, Spanish, and Caribbean traditions. The Creole Cottage is characterized by a hipped or side-gabled roof and a symmetrical façade with multiple openings in various combinations of French doors and windows, often lacking a dominant entry. The typical Creole Cottage is one to one-and-a-half stories tall, two rooms wide, and two rooms deep, often with small storage rooms (cabinets) at the rear (City of New Orleans 2011). Although the City of New Orleans’ description of the typical Creole Cottage does not include a porch (assigning side-gable cottages with full-façade porches under the category of “Center Hall Cottage”), cottages with porches in Slidell that matched other aspects of the Creole Cottage form but which could not be confirmed to have a center hall plan were classified as Creole Cottages. In Slidell, almost all cottages have integrated front porches supported by wood posts, columns, or balusters. This house form may be accented with stylistic detailing from various eras, including Queen Anne spindlework, Classical Revival door surrounds, and Italianate brackets. According to the City of New Orleans’ guide, this style primarily dates to the period from 1790 to 1870, although later examples of the style were observed in Slidell.



Creole Cottage at 332 Cleveland Avenue

CENTER HALL COTTAGE



Center Hall Cottage at 2739 College Street

The Center Hall cottage derives its name from its floor plan. This form was constructed in New Orleans as early as the 1830s, although (like the Creole Cottage), much later examples were observed in Slidell. This form is characterized by a rectangular plan that is at least two rooms wide and two rooms deep, with a hallway running down the center of the building, entered from the front door. While Creole Cottages typically have an even number of openings on the front façade and no dominant entry, the Center Hall Cottage typically has one entrance flanked by an even number of windows. This house form has an integrated, full-width front porch and a side-gabled roof, often with dormers.

SHOTGUN

The shotgun form is also closely associated with Louisiana and dates to the early nineteenth century. This form is one room wide and three to five rooms deep with a front façade typically featuring one door and one window. More complex versions of this form include side-hall shotguns, which include a hallway along one side of the building, and side-gallery shotguns, which include a porch along one side of the building. Double shotguns are two-unit residences, each one room wide, sharing a center wall. Shotguns may be embellished in a variety of styles, including Queen Anne/Stick, Craftsman, and Italianate detailing, or may lack stylistic embellishment.



Shotgun with Stick detailing at 1738 Front Street

Examples of the “Louisiana North Shore” shotgun sub-type, as identified by John Michael Vlach, occur frequently along the north shore of Lake Pontchartrain. The defining feature of this sub-type is wide verandas on three sides of the building. Vlach (1986) has posited that the shotgun house form was imported to America from Haiti by way of New Orleans and spread to other areas of the southern United States. In the early nineteenth century, a large group of Haitians arrived in New Orleans, nearly doubling the population of the city. Vlach has traced several shotgun subtypes to Haiti, including houses with elaborate verandas resembling the North Shore subtype. This form is more limited in its geographic extent than the traditional single shotgun form and appears to have been more popular upriver from New Orleans (Vlach 1986). This form was more accepted by blue collar workers and was constructed primarily before 1920 (Vlach 1986). Several of the shotguns identified in the survey feature wrap-around porches and could be classified as “Louisiana North Shore” shotguns.

BUNGALOW

The term “bungalow” has been used to describe small, single-story or one-and-a-half-story dwellings with moderately irregular floorplans, overhanging eaves, and prominent porches. Bungalows may have front-gabled, side-gabled, cross-gabled, or hipped roofs and almost always



A front-gabled Craftsman Bungalow at 512 Teddy Avenue

have either full or partial width porches. The Craftsman style is often applied to this form; characteristic features of this style include decorative beams or braces under gables, exposed rafter tails, battered columns and piers for porch supports, and grouped windows.

The bungalow was the dominant form for houses built in the U.S. between the turn of the twentieth century and the 1920s. This form was popularized in Southern California and may have originated in India in the nineteenth century. The bungalow appeared in New Orleans and the surrounding area, including Slidell, after World War I and remained a popular style into the 1950s (City of New Orleans 2011).

RECOMMENDATIONS

Although the scope of this survey was limited to documentation and categorization of a select group of resources, future research, documentation, and designation opportunities abound. Should the City of Slidell or individual property owners be interested in nominating individual properties to the NRHP, CMEC has provided a list of candidates in the next section.

PROPERTIES POTENTIALLY INDIVIDUALLY ELIGIBLE FOR THE NRHP

CMEC architectural historians have identified a group of properties that may be individually eligible for the NRHP under Criteria A, B and/or C, for associations with events that have made a significant contribution to the broad patterns of our history, association with important individuals, and architecture, respectively. Further research and evaluation would be necessary to formally determine eligibility of these resources.

- 2137 Bayou Lane (Criterion C)
- 259 Brakefield Street (Criteria A and C)

- 347 Brakefield Street (Criterion C)
- 2648 Carey Street (Criterion C)
- 2558 College Street (Criterion A)
- 2105 First Street (Criterion B)
- 2598 Fourth Street (Criterion A)
- 2222 Front Street (Criteria A and C)
- 142 Lee Street (Criterion C)
- 609 Maine Avenue (Criterion C)
- 648 Maine Avenue (Criteria A and C)
- 251 Teddy Avenue (Criterion C)
- 334 Teddy Avenue (Criterion C)
- 439 Teddy Avenue (Criterion C)
- 453 Teddy Avenue (Criterion C)
- 512 Teddy Avenue (Criterion C)
- 2545 William Tell Street (Criterion C)

POTENTIAL NRHP DISTRICTS

Because the 2017 survey was not a comprehensive survey (only a select number of resources were documented and analyzed), the “potential district” field was selected on the LHRI form for properties that are historic-age and retain sufficient integrity to contribute to a hypothetical district. Further research would be required to determine if these properties that have potential to contribute to a district are located in an area with enough surrounding historic-age properties with integrity to comprise a district.

In order to facilitate potential future analyses of historic districts, CMEC historians have mapped the location of each of the “potential district” properties to determine whether promising concentrations of historic-age properties could be identified. The information from the 1969 aerial imagery review was also used in this effort. Although properties not documented in the 2017 survey have not been evaluated for integrity, the aerial imagery data helps identify properties that could meet the historic age requirement—and thus helps identify properties that could be contributing properties within a historic district.

CMEC recommends that the following areas may be eligible as NRHP Historic Districts:

- Teddy Avenue between 3rd Street and 7th Street
 - This potential district includes many intact bungalows
- College Street south of Guzman Street and north of Mayfield Street

- This potential district includes many intact houses that exhibit the distinguishing characteristics of a variety of early twentieth century residential styles
- Area bounded by Cousin Street on the north, 2nd Street on the east, Robert Street on the south, and Carey Street on the west
 - This potential district reflects the commercial core of the city and contains many intact resources from a wide range of time periods

Further research would be required to refine these recommendations, determine boundaries, and classify resources not evaluated in the 2017 survey that are located within the potential districts.

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