

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

1. NAME OF PROPERTY

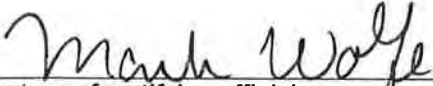
HISTORIC NAME: Idylwood Historic District
OTHER NAME/SITE NUMBER: N/A

2. LOCATION

STREET & NUMBER: Roughly bounded by Lawndale Ave., N. MacGregor Way, Sylvan Rd., and Wayside Dr.
CITY OR TOWN: Houston **VICINITY:** N/A **NOT FOR PUBLICATION:** N/A
STATE: Texas **CODE:** TX **COUNTY:** Harris **CODE:** 201 **ZIP CODE:** 77023

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this (nomination) (request for determination of eligibility) meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property (meets) (does not meet) the National Register criteria. I recommend that this property be considered significant (nationally) (statewide) (locally). (See continuation sheet for additional comments.)



Signature of certifying official
State Historic Preservation Officer, Texas Historical Commission
State or Federal agency and bureau

Date 5/12/11

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

Signature of commenting or other official

Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- entered in the National Register
 ___ See continuation sheet.
- determined eligible for the National Register
 ___ See continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: private

CATEGORY OF PROPERTY: district

NUMBER OF RESOURCES WITHIN PROPERTY: CONTRIBUTING NONCONTRIBUTING

503	91	BUILDINGS
1	0	SITES
1	0	STRUCTURES
<u>20</u>	<u>0</u>	OBJECTS
525	91	TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER:

NAME OF RELATED MULTIPLE PROPERTY LISTING: *Historic Residential Suburbs in the United States, 1830-1960*

6. FUNCTION OR USE

HISTORIC FUNCTIONS: DOMESTIC/Single Dwelling
DOMESTIC/Multiple Dwelling
DOMESTIC/Secondary Structure
COMMERCE/Specialty Store
LANDSCAPE/Park
LANDSCAPE/Street Furniture/Object
TRANSPORTATION/Road-related

CURRENT FUNCTIONS: DOMESTIC/Single Dwelling
DOMESTIC/Multiple Dwelling
DOMESTIC/Secondary Structure
COMMERCE/Specialty Store
LANDSCAPE/Park
LANDSCAPE/Street Furniture/Object
TRANSPORTATION/Road-related

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: LATE NINETEENTH AND TWENTIETH CENTURY REVIVALS: Colonial Revival, Tudor Revival, Spanish Colonial Revival, French Renaissance
MODERN MOVEMENT: Moderne, Minimal Traditional, Ranch
OTHER: 1-Part Commercial block; NO STYLE

MATERIALS: FOUNDATION Concrete
WALLS Brick, Stone, Wood, Metal, Asbestos, Concrete, Stucco
ROOF Metal, Asphalt, Concrete
OTHER N/A

NARRATIVE DESCRIPTION (see Continuation Sheets 7-5 through 7-44)

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

X	A	PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
	B	PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
X	C	PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUES, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
	D	PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: ARCHITECTURE, COMMUNITY PLANNING AND DEVELOPMENT

PERIOD OF SIGNIFICANCE: 1928-1961

SIGNIFICANT DATES: 1928

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Ainsworth and Irvine; Williams, Allen R., Jr.; Hare and Hare, Turner, Harry A.; Staub, John; Slaughter, S.R.; Stayton Nunn and Milton McGinty; Swenson, Heidbreder and Bush; Lightfoot, T. E.

NARRATIVE STATEMENT OF SIGNIFICANCE (see Continuation Sheets 8-45 through 8-71)

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see Continuation Sheets 9-72 through 9-82)

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

PRIMARY LOCATION OF ADDITIONAL DATA:

- State historic preservation office (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: *Houston Public Library*

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: 80.6 acres

UTM REFERENCES	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1.	15	276475	3290297
2.	15	276914	3290100
3.	15	276956	3289914
4.	15	276726	3289423
5.	15	276349	3289518
6.	15	276380	3289604
7.	15	276228	3289660

VERBAL BOUNDARY DESCRIPTION: (see Continuation Sheet 10-83)

BOUNDARY JUSTIFICATION: (see Continuation Sheet 10- 83)

11. FORM PREPARED BY (with assistance from National Register Coordinator Gregory Smith)

NAME/TITLE: Sherry N. DeFreece Emery, Principal Investigator; Shelley Hartsfield, Project Researcher and Surveyor; Deborah Dobson-Brown, Cultural and Natural Resources Department Manager; and George Abry and Niala Howard, Project Surveyors

ORGANIZATION: URS

DATE: December 2011

STREET & NUMBER: 1950 N. Stemmons Freeway, Suite 6000

TELEPHONE: 214-741-7777

CITY OR TOWN: Dallas **STATE:** Texas

ZIP CODE: 75207

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

ADDITIONAL ITEMS (see Continuation sheets Figure-84 through Figure-94)

MAPS (see Continuation Sheets Map-95)

PHOTOGRAPHS (see Continuation Sheets Photo-96 to Photo-99)

PROPERTY OWNER

NAME: (Multiple owners; list on file at the Texas Historical Commission.)

STREET & NUMBER:

TELEPHONE:

CITY OR TOWN:

STATE:

ZIP CODE:

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Idylwood Historic District
Houston, Harris County, Texas

Description

The Idylwood neighborhood was designed as a middle-class residential automobile suburb southeast of downtown Houston. When it was platted along Brays Bayou in 1928, Idylwood was in a largely undeveloped section of Houston's East End. Although it was located only a short distance from the Galveston-Houston Railway (the Interurban), which served Houston commuters, Idylwood was an early automobile suburb with houses and garages set along 18 irregular blocks of paved streets. Its development, which began in 1928, was largely complete by the early 1960s. Its period of significance accordingly spans from 1928 through 1961, in order to recognize the continuation of the development through the near postwar period, as well as the significance of the Ranch Style houses built in the neighborhood. The neighborhood features gently curving outer streets at its borders, lots arranged along the natural curves of the bayou, generous regular setbacks and sidewalk easements, and space for garages. Houses reflect a variety of popular revival and modern architectural styles, including Colonial Revival, Tudor Revival, Minimal Traditional, and Ranch, as well as several unique architect-designed houses. The large majority of Idylwood's houses retain their integrity, reflect the historic significance of the district, are well-maintained and landscaped, and have a high degree of integrity. Because of deed restrictions that have been in place since 1928, alterations have been minimal and mostly restricted to the rear of the lots. Idylwood's appearance was molded by its setting along Brays Bayou, which lent a gentle curving pattern to its streets and required elevated lots. The Idylwood Historic District is composed of 616 individual resources, including 594 buildings, one site (the neighborhood park), a system of streets and 67 tile markers (counted as one structure), and 20 individual objects. The objects consist of three concrete street markers, one individual stone gate post, and eight pairs of stone entrance gate posts (each post counted as an object). Approximately 40% of the properties are ancillary buildings, including detached garages and garage apartments.

Setting

Located in the East End section of Houston, Harris County, Texas, the Idylwood Historic District is approximately eight miles southeast of downtown. The neighborhood is roughly bounded by Lawndale Avenue on the north, Wayside Drive on the west, Sylvan Avenue on the south, and North MacGregor Way on the east. Idylwood is situated along Brays Bayou, and is north of Gulf Freeway (Interstate Highway 45). The neighborhood is exclusively residential in character.

Land immediately adjacent to the neighborhood consists of the Houston Country Club (now the Wortham Golf Course) on the north, Forest Park Lawndale Cemetery on the east, Villa De Matel Convent on the west, and a mix of commercial and apartment buildings directly south fronting Gulf Freeway. The neighborhood is linked to downtown Houston via connections from Gulf Freeway, Lawndale Avenue, and Wayside Drive. Idylwood was and remains physically defined by the "buffer" areas created by the land adjoining it on the north, east, and west. While the character of the buildings outside of the neighborhood to the south along Gulf Freeway is not residential, the proximity to the freeway restricts land use and provides some degree of protection from further encroachment into Idylwood.

Idylwood's terrain is flat to gently rolling, reflecting the topography of Brays Bayou to the east. Lots contain mature trees both in the interior and along the street, as well as careful landscaping. Sloping grades of many lots provide flood protection during high water. Houses are set back from the curving streets approximately 20 to 25 feet. Public sidewalks line most of the streets, and steps extend from the sidewalk to the private walkways of houses with elevated grades. Remnants of the original shell aggregate sidewalks remain. These sidewalks are separated from the street by a wide easement. Also remaining are the rustic stone gate posts that provide entrance into the neighborhood from Wayside Drive and Lawndale Avenue, stone concrete obelisk-shaped street markers, and blue and white tile curb markers. Lots are

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roughly rectangular and are generally 50 feet wide and 115 feet deep, with the exception of lots fronting the contours of the 60-foot-wide streets. Lots along curving streets such as North MacGregor Way and Idylwood Drive, as well as the eastern portion of east-west streets, have been designed to hug the natural topography of the site. Detached garages are common and were part of the original design of most houses. These garages are placed at the rear of the lot, as stipulated by the neighborhood deed restrictions. Many houses built after World War II feature attached garages that front the public street. Idylwood Park (now Spurlock Park) occupies Block 10. Its steep grassy hills and large mature trees provide a quiet, shady respite for neighborhood residents.

Progression of Development in Idylwood

While the exact prices of lots in Idylwood are not known, it is reported that lots on the southern side of the street in Houston were generally more expensive due to the ability to place private living space at the rear of the house, which allowed for the cooling effects of prevailing south breezes.¹ The typical house in Idylwood was built in 1940 and contains 1,558 square feet on a 5,750-square-foot lot. Most houses are small compared to houses constructed today, and have either two or three bedrooms and one or two bathrooms.²

The First Stage of Development, 1928-1945

The first residence to be built within the Idylwood Addition is unknown, but some residents, both past and present, believe the Wright house at 6649 Sylvan Road (Resource Number 274) may have been the earliest.³ (Dormois erroneously referred to the Williams House as being at 6659 Sylvan Road). The *Houston, Texas City Directory of 1929-30* lists a total of nine houses being occupied on the 6600 blocks of Meadowlawn Drive, Park Lane, and Sylvan Road. An additional house was shown on the 1700 block of Idylwood Drive.⁴ The 1930 Census confirms occupation of the three houses on Meadowlawn Drive (the Dottin House at 6625 [Resource Number 139], the Phillips House at 6645 [Resource Number 146], and the White House at 6670 [Resource Number 156]), two homes on Park Lane (the Kendall House at 6641 [Resource Number 220] and the Peterson House at 6630 [Resource Number 217]), and one on Sylvan Road (the aforementioned Wright House at 6649). The census data shows a record of a house on the 6700 block of Wildwood Way as well. Only one residence, listed as the Hollister House at 6625 Meadowlawn Drive (Resource Number 139) in the 1929-1930 city directory, shows an original construction date of 1928 from the Harris County Appraisal District (HCAD),⁵ although several of the newer HCAD dates remain questionable due to the census and directory information.

The Great Depression was slow to take hold in Texas, and especially in Houston; and while house construction elsewhere in the country fell off dramatically beginning in 1929, building in the neighborhood remained steady until 1930, with tentative plans for 12 houses reported in August 1930 alone.⁶ The Texas General Contractors Association's *Monthly Bulletin* showed a dramatic drop in "Recent Contracts Awarded" during the latter part of 1930 through most of 1934. Only three or four contracts per month were awarded in Houston during the early 1930s, with most being schools and municipal buildings. A contract was awarded to "Idylwood Bldg. Co." in May 1931, but a resurgence of construction

¹ Anchorage Foundation of Texas 1988:17

² Houston Association of Realtors 2009

³ Dormois 1978:1

⁴ Morrison and Fourmy 1930:1803-2312

⁵ HCAD 2009

⁶ Idylwood, Inc., n.d. a

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within Idylwood didn't occur until the mid to late 1930s.⁷ By 1933, when the economy in Houston began to recover from the Depression, it is estimated that a total of 22 houses had been constructed in the neighborhood.

Aerial photographs taken of Idylwood in 1935 reveal that, in addition to Wayside Drive and Lawndale Avenue that preceded the development of the neighborhood, only Idylwood Drive, Meadowlawn Drive, Park Lane, Sylvan Avenue, and the easternmost portions of Fairfield Drive, Wildwood Way, and Merry Lane had been constructed (Figure 6).⁸

In March 1936 K. E. Wommack purchased 50 homesites from Sallie Ashe Fitch and C. L. Fitch (Idylwood, Inc.) for \$16,500.00. It was reported that at the time, Idylwood, Inc. (the Fitches) still owned over 200 lots in Idylwood, and only 31 houses had been built. At that time, the services of the Stayton Nunn-Milton McGinty architecture firm were retained to design five houses, which were built by A. E. Armstrong. The reason for this action is not explained, but it may have been done to boost sales that had stagnated the previous years.⁹

Between 1937 and 1942, Idylwood underwent a building boom. Approximately 197 additional houses were constructed during this period. Many young families were attracted to the neighborhood prior to World War II, but once the war began, construction again ceased as materials were diverted from housing to the war effort. At the time that another aerial survey was performed in 1945, Idylwood contained all of its streets, and most of the lots contained buildings (Figure 7).¹⁰ There was little to no construction in Idylwood between 1942 and 1945.

The earliest houses built in Idylwood reflected the popular architectural styles of the time. These included Colonial Revival, Tudor Revival, and unique eclectic expressions. The houses were generally small, cottage forms of high-style examples that were constructed in higher income developments elsewhere in the city. Some houses that are categorized as Tudor Revival or Colonial Revival closely resemble the Minimal Traditional in their simplicity, having very little elaboration and moderate (but not low) roof pitches; they are associated with their style through only a few minor expressions of stylistic detail. Although houses were simpler, they remained middle-class. Early examples include the Tudor Revival at 6625 Meadowlawn Street (ca. 1928, Resource Number 139), the Colonial Revival at 6641 Park Lane (ca. 1928, Resource Number 220), and the eclectic house at 6658 Meadowlawn Street (ca. 1930, Resource Number 151). Nearly all of these houses were built with detached garages, a symbol of the neighborhood's solid middle-class status and the growing influence of the automobile. Beginning in the mid-1930s, the Minimal Traditional style was introduced to Idylwood and gained popularity through the late 1930s and early 1940s; an example of an early Minimal Traditional house as expressed in Idylwood is 6645 Wildwood Way (ca. 1935, Resource Number 325). The revival styles remained popular, however, and later examples include the Tudor Revival at 6702 Meadowlawn Street (ca. 1938, Resource Number 158) and the Colonial Revival at 6721 Wildwood Way (ca. 1940, Resource Number 348).

While most houses built during this period were representative of those constructed elsewhere in the country during this time, there were several architect-designed houses built in Idylwood. These include the Spanish Eclectic house at 1402 North MacGregor Way designed by S. R. Slaughter (1935, Resource Number 109); the above-mentioned five early Minimal Traditional houses by Stayton Nunn-Milton McGinty at 6715 Park Lane (ca. 1936, Resource Number 235); 6642 Wildwood Way (ca. 1936, Resource Number 324), 6658 Wildwood Way (ca. 1936, Resource Number 332), 6726 Wildwood Way (ca. 1936, Resource Number 350), and 6733 Wildwood Way (ca. 1937, Resource Number 354); the Vibrex Tile House at 6653 Wildwood Way (1937, Resource Number 328) designed by Swenson, Heidbreder and Bush;

⁷ TGCA various; HCAD 2009

⁸ Tobin 1935

⁹ Houston Post 1936a

¹⁰ Anmann 1945

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Harry A. Turner's Art Moderne house at 6748 Meadowlawn Street (1940, Resource Number 176), Ainsworth and Irvine's eclectic stone house at 6728 Sylvan Road (1938, Resource Number 299); and another Ainsworth and Irvine at 6745 Meadowlawn Street that is a very early example of the Ranch style built of native Texas Cordova Cream limestone (1939, Resource Number 175).

Postwar Development, 1946-1961

There was little to no construction in Idylwood during World War II, but between 1946 and 1950, the neighborhood experienced a new boom, as an additional 70 houses were built. By 1950 Idylwood was nearly complete.¹¹ Figure 8 shows how the neighborhood appeared in 1950. The houses built between 1946 and 1950 included late examples of Colonial Revival, but most were Minimal Traditional or Ranch, reflecting the national trend toward Modern architectural expressions. Examples of these houses include the Colonial Revival at 6666 Fairfield Street (ca. 1946, Resource Number 27), the Minimal Traditional at 6711 Park Lane (Resource Number 234), and the Ranch-style house at 1520 North MacGregor Way (ca. 1950, Resource Number 116). Several of the Modern houses are exceptional examples of their type, including an early Contemporary-style "Century Built Home" by Allen R. Williams, Jr. at 6648 Merry Lane (1950, Resource Number 193, Photo 37).

Between 1950 and the present only 35 houses have been built in Idylwood. Several of these houses are examples of the later "massed Ranch" subtype that was common in 1950s and 1960s houses. The massed Ranch subtype is similar to traditional Ranch houses, but has a squarer footprint instead of a linear plan. The low-pitched roof is almost always hipped, and sometimes has several different planes. In Idylwood, the typical 50-foot-wide lot often led to the construction of a massed Ranch over a linear type. Examples of the massed ranch include 6625 Sylvan Road (ca. 1953, Resource Number 267) and 6715 Fairfield Street (ca. 1960, Resource Number 34). Both of these examples have a rectangular plan under a hipped roof. Other house styles of the later period of development in Idylwood include Contemporary and Neo-eclectic styles; the Contemporary house at 6605 Fairfield Street (1984, Resource Number 3) and the Neo-eclectic-style house at 1725 Idylwood Drive (2000, Resource Number 47) typify this later development. Only one house, 6725 Meadowlawn (2009, Resource Number 168) took the place of an earlier house. The remainder were built on lots that had never been developed. In addition, a few houses have been completely remodeled and no longer retain their historic appearance. In 2000, Lots 1 and 2 of Block 12 of Idylwood were replatted as Lot 1 of Block 1 of a new subdivision called Idylwood Park; however, the character of the parcel has remained.¹² Photos 3 through 8 show the streetscapes of Idylwood as they appear today.

Idylwood has remained essentially unchanged since the early 1960s. Dormois reports that very few houses changed hands during the 1960s.¹³ In the late 1970s, Idylwood experienced a resurgence with new owners moving to the neighborhood, which was seen as stable and safe in comparison to the "decay" in many of its sister neighborhoods, as they changed from suburbs to parts of inner-city Houston.¹⁴

¹¹ Sanborn Map Company 1939 [updated to 1957]

¹² HCC February 15, 2001:film code 469042

¹³ Dormois 1978

¹⁴ Dormois 1978

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Idylwood Historic District
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Survey Methodology

The Idylwood Historic District was surveyed in accordance with a Memorandum of Agreement (MOA) among the U.S. Department of Homeland Security, FEMA, the Texas Historical Commission, the Governor's Division of Emergency Management, and the Harris County Flood Control District. This MOA was drafted as a result of the impending demolition of nine properties in the neighborhood that have been subject to repeated flooding of Brays Bayou. The MOA required that all historic properties within the neighborhood be surveyed and photographed, and a National Register of Historic Places nomination prepared. For each historic property, its location; style; character-defining features; alterations; date of construction, alterations, and additions; and information on significant owners or persons were recorded.

In the case of historic districts such as Idylwood, resources within the district boundaries are identified as either contributing or not contributing to the district. Contributing properties include buildings, structures, objects, or landscapes that add to the district's overall historic character or are individually significant to the district. To be included in this category, a resource must typically be at least 50 years old and must be little altered. If the basic form of a resource remains intact and adds to the district's overall historic character and feeling, the resource is classified as a contributing element.

Noncontributing resources are those that detract from the district's historic character, lack significance, or have lost their integrity. They may be less than 50 years old or have little or no architectural or historic significance. They exhibit few or none of the characteristics that distinguish the historic building, and may have been severely altered so that little, if any, of their original or historic fabric is recognizable.

Property Types

The most common types of buildings in Idylwood are domestic dwellings and auxiliary buildings (detached garages, or garage apartments). They are organized by type, below, generally according to the terminology and date ranges used by McAlester and McAlester in their *Field Guide to American Houses*. Examples and descriptions of the following building types and styles are provided within the Representative Property Descriptions section that follows them.

Domestic Buildings

Single family residences are the principal resource type in the neighborhood. They are most commonly Minimal Traditional (95 houses), Colonial Revival (81 houses), Ranch (69 houses), or Tudor Revival (70 houses) in style. The buildings represent a time in Houston's history that middle-class families were able and willing to afford their own homes. The residences typically were modest in size, and were designed with small garages at the rear of the lots.

Multiple family residences in the form of duplexes and quadplexes are found in Idylwood in very small numbers. They are most commonly Minimal Traditional in style. Just prior to World War II, a row of multiple family residences was constructed along the 6600 and 6700 blocks of Lawndale Avenue. These buildings represent a time of development in which blue collar workers were filling positions at nearby industrial plants at the Houston Ship Channel, and at factories such as Hughes Tool, just northwest of the neighborhood. These apartment buildings typically had wood frame carports or garages at the rear of the lot.

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Idylwood Historic District
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Ancillary Buildings

Most of the single and multiple dwellings in Idylwood that fall within the period of significance were constructed with detached garages or garage apartments. The garages typically are gabled, wood-frame buildings for either one or two cars. In addition to garages, there are also several carports and sheds in Idylwood, but these were generally installed after the period of significance.

Landscape Elements

Idylwood contains a number of landscape elements that add to the historic character of the neighborhood. Common to the period, these elements provide a cohesive appearance to the neighborhood, as well as a feeling of arrival when entering from adjacent areas. The landscape elements recorded in Idylwood consist of Idylwood Park (now Spurlock Park), one natural feature, the system of streets and 67 extant tile street markers, eight pairs of stone gate posts, one individual gate post, and three concrete street markers.

Commercial Resources

Only one commercial building was recorded in Idylwood. This building, a commercial strip center built in 2005 at the southwestern corner of Wayside Drive and Lawndale Avenue, replaced an automobile service station. When Idylwood was first under development, this location was the site of the Embry and Gillette field office.

Stylistic Influences in Idylwood

Eclectic Movement (1900–1940)

The Eclectic Movement encompasses a variety of architectural styles made popular at various times within the early twentieth century. Influential styles of European countries and New World Colonies influenced current design, which often included Italian Renaissance, Beaux Arts, Tudor, and Colonial Revival examples, of which the latter two are found in Idylwood. While the movement began with European-trained architects' designs for wealthy clients, the technological advancements of the early 1920s, such as brick veneer over balloon-framed houses, led to the application of these fashionable styles to even the most modest cottages.¹⁵ The Eclectic movement was most popular during the years 1900 through 1940, but several styles, such as Colonial Revival, French Eclectic, and Monterey, were also common after World War II.¹⁶

Colonial Revival (1880-1955)

Colonial Revival houses are characterized by their form and decorative detailing. One of the most dominant styles for domestic architecture in the first half of the twentieth century, they are usually side gabled and can be one-and-one-half-story or higher. The archetypal Colonial Revival house is known for its accentuated front doors, often with a decorative pediment and pilasters, and fanlights or sidelights. A front entry porch or stoop is also common. The facades are usually symmetrical with equal numbers of windows on either side of a centrally located door. Traditional examples of Colonial Revival houses have double-hung sash windows, and dormers.¹⁷ In Idylwood, several examples of this "typical" Colonial Revival style can be found, but the majority are simpler examples that use only a minimum number of the features that

¹⁵ McAlester and McAlester 2003:319

¹⁶ McAlester and McAlester 2003:319, 321, 387, 431

¹⁷ McAlester and McAlester 1989:321

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classify this stylistic type. The Cape Cod cottage subtype is very common, and these often feature lower roof pitches. Variations of the style also occur, with such differences as the addition of a front-facing gable or off-center doors. Examples are 1747 Idylwood Drive (Resource Number 51, Photo 11), 6632 Merry Lane (Resource Number 187, Photo 12), 6716 Fairfield Street (Resource Number 35, Photo 13), and 6666 Fairfield Street (Resource Number 27, Photo 14).

Tudor Revival (1890–1940)

The 1920s and 1930s saw the height of the popularity of the Tudor Revival style. The classical example of the Tudor Revival features a steep side-gabled roof, prominent cross gables, decorative half-timber framing, tall and narrow windows, and massive decorative and often whimsical chimneys. Elaborate details often included leaded diamond lights in windows, ornamental chimney pots, false thatch roofs, and patterned and arched brickwork and quoins. Front entries were often located under their own tiny steep gables, and the door invariably had an arched top. Entire subdivisions of Tudor houses were constructed during the period, and the mixing and matching of various decorative elements made for an endless variety of examples.¹⁸ In Idylwood, Tudor Revival examples range in their level of elaboration from two-story brick examples to (most often) small cottage forms with very few hints toward the most common details of the style. Some of these simpler versions are late examples from the late 1930s during the transitional period into Minimal Traditional forms. One of the most popular styles in the neighborhood, examples are 6625 Meadowlawn Street (Resource Number 139, Photo 15), 6615 Park Lane (Resource Number 209, Photo 16), 6650 Meadowlawn Street (Resource Number 149, Photo 17), and 6634 Wildwood Way (Resource Number 321, Photo 18).

French Eclectic (1915-1945)

While relatively uncommon, the French Eclectic style (also called French Renaissance) was popular in the United States in the 1920s and 1930s. It was mostly built in Eclectic suburbs, like the early development period of Idylwood. The style appeared after World War I, when many Americans served in France, and photographic studies of French houses were published for architects and builders. In the United States, the style became known for its typical features such as gabled or tall, steeply pitched hipped roofs; dormers; flared eaves; brick, stone, or stucco walls; decorative entrances; and occasional towers at the principal doorways.¹⁹ One modest example of the French Eclectic style was recorded in Idylwood (6740 Meadowlawn Street, ca. 1941, Resource Number 174).

Spanish Eclectic (1915-1940)

The Spanish Eclectic style was most common in areas of the United States where Spanish colonists once settled. Texas is one state where the style flourished. Related to the Mission style, Spanish Eclectic gained popularity after the Panama-California Exposition in San Diego in 1915. The style reached its height of popularity in the 1920s and early 1930s, and typically featured low-pitched, clay-tiled roofs; elaborated chimney tops; asymmetrical facades with stucco wall surfaces and decorative vents; arches at principal doors and windows; and elaborate doors and door surrounds. Two-story examples often featured balconies, exterior stairs, and covered porches.²⁰ One Spanish Eclectic house, a reasonably ornate example containing many of the characteristics discussed above, was recorded in Idylwood (1935, Resource Number 109), and is further described in the Representative Property Descriptions section.

¹⁸ McAlester and McAlester 1989:355–372

¹⁹ McAlester and McAlester 2003:388–389

²⁰ McAlester and McAlester 2003:416–421

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Monterey (1925-1955)

A version of the Spanish Colonial houses of northern California, the Monterey style blends Colonial Revival and Spanish Eclectic details. Early examples from the 1920s are more true to Spanish Colonial types, but as the style evolved in the 1940s and 1950s, it took on more English Colonial forms and details. Common elements of the Monterey style include two-story massing with a low-pitched gabled roof and a second story balcony that extends across part of the principal façade. This balcony typically is cantilevered and covered by the principal roof. A variety of wall cladding is found in Monterey-style houses, and often multiple types are used on one house.²¹ In Idylwood, the three very simple Monterey houses recorded typify later, Colonial Revival influences. An example of these, 6735 Fairfield Street (Resource Number 40, Photo 19), can be found in the Representative Properties Description section.

Art Moderne (1920s-1930s)

The Art Moderne style has its roots in the runner-up entry for the 1922 Chicago Tribune Headquarters design competition. Eliel Saarinen was awarded second place for his Modernistic approach, but his widely published design greatly influenced architects of the day. The introduction of streamlined industrial design and its emphasis on curved, smooth surfaces and horizontality were carried into residential architecture. The Art Moderne style is characterized by an asymmetrical façade, a flat roof with a small coping at the roof line, smooth (often stucco) wall surfaces, and horizontal balustrades and grooves or lines in walls. Often one or more corners are curved and feature continuous windows, often consisting of glass block. The use of the Art Moderne style in houses is relatively rare.²² In Idylwood, one Art Moderne house at 6748 Meadowlawn Street (1940, Resource Number 176) was constructed in Idylwood and is a good expression of the style. It is further described in the Representative Property Descriptions section.

Craftsman (1905-1930)

The development of the motorcar, electricity, the telephone, and indoor plumbing greatly influenced American society at the beginning of the new century. Incorporation of these modern elements had a profound influence on architectural design. These modern inventions required a rethinking of residential design, perhaps more fundamental than anything that had preceded it. Modern inventions required modern home design; the focus was on the future. Architecture of this period embraced the economy, efficiency, and privacy of the new modern American family and also required the development of separate houses for the new automobile. These first garages were detached structures at the back of the lot taking the place of the previous carriage house. Only much later did they become attached to and an integral part of the residential structure. The most common residential structures of the first half of the twentieth century are of the Craftsman style, distinguished by their solid simple design. Most Craftsman structures have wood frames covered in narrow clapboard siding with wide porches, and have low roof angles, exposed rafter tails, eave brackets, and massive tapered wood porch columns on brick piers. The most basic designs are double front-gabled structures with a porch extending across the entire front façade with at least one oversized window. A narrow one-car garage was typically built at the rear of the lot and sometimes incorporated Craftsman design elements, but more often it was a simple board-and-batten structure with two hinged wooden barn-like doors. The earliest houses of the Craftsman Era often utilized Neo-Classical design with a hipped roof, centered dormer, and full-façade porch.²³ Although the Craftsman style was one of the most popular styles during the early years of Idylwood's development and such houses are seen elsewhere throughout

²¹ McAlester and McAlester 2003:430-431

²² McAlester and McAlester 2003:465-466

²³ McAlester and McAlester 1989:453-454

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Houston in contemporary residential communities, none were built within the neighborhood. Instead, revival styles such as the previously described Colonial Revival and Tudor Revival, were embraced.

Mixed Styles

In some cases, eclectic styles were mixed (i.e., a house with both Colonial Revival and Tudor Revival details). In Idylwood, 11 buildings were recorded where several different elements of eclectic styles were found. Often, these houses are small houses that are very minimal, but for small expressions of detail, or houses that have utilized both Tudor Revival and Colonial Revival details. Examples of these can be found in the Representative Properties Description section. The examples include 1727 Idylwood Drive (Resource Number 48, Photo 20), 6728 Sylvan Road (Resource Number 299, Photo 21), and 1734 North MacGregor Way (Resource Number 119, Photo 22).

Modern Movement (1935–present)

The Modern movement in residential housing in the United States began in the late 1930s as the Eclectic movement and its period designs were set aside. Just as the simpler forms of the modern movement began to take hold, domestic building construction was severely curtailed as World War II caused most building materials and labor to be diverted to the war effort. At the end of the war, an emphasis was placed on the continuation of the Minimal Traditional style that had its start before the war, and the development of new modern houses like those in the Ranch style. With the developments in road construction and the interstate highway system during this era, the private automobile was elevated in status, and for the first time was moved indoors to the attached garage.

Minimal Traditional (1935–1950)

The Minimal Traditional style is an outgrowth of the Depression years, which fused an eclectic design with low or modest incomes. Then, in the later years of World War II, a particular type of construction modification was developed when the government rationed many everyday items for use by the war effort. One rationed building material was lumber, and the conservation of this resource led to a very distinctive structural modification, found primarily within Craftsman and vernacular residences. For instance, most houses constructed after 1942 were built without projecting eaves. In addition to the abandonment of wide eaves, most forms of decoration were abandoned in Minimal Traditional style houses constructed after World War II. Roof angles were also reduced to low to moderate slopes to save lumber, although it did not reach the drastic examples of the war years. Large chimneys are typical, and many examples resemble a “stripped down” version of the Tudor style. Minimal Traditional houses were built in large numbers, sometimes as complete subdivisions, immediately after the war. Combinations of brick, stone, and wood siding were used to offer some individuality to the structures. These features were later carried over into the Ranch style.²⁴ In Idylwood, Minimal Traditional houses generally resemble the typical form. However, some do have slightly higher roof pitches, and often contain very basic details reminiscent of period revival styles such as Colonial Revival and Tudor Revival. Others are very modern in their form and have very little elaboration. Minimal Traditional examples are 6669 Fairfield Street, Resource Number 28, Photo 23), 6739 Meadowlawn Street (Resource Number 173, Photo 24), 6616 Lawndale Avenue (Resource Number 57, Photo 25), and 6614 Wildwood Way (Resource Number 311, Photo 26).

Ranch (1935–1975)

Originating in California, the Ranch style became the dominant style of residential construction in the 1950s and 1960s and was made possible by the almost universal ownership of the private automobile. Private transportation allowed

²⁴ McAlester and McAlester 1989:477–478

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people to live further from city and work centers. The style is typified by the maximization of the façade width and the incorporation of the garage into one wing of the structure (often with a concealed entry) so as to make the house look even wider. Details often include wide eave overhangs with exposed rafter tails, the combined use of brick, stone, and wood siding on the facades, decorative ironwork, expansive picture or ribbon windows, and decorative shutters.²⁵ Idylwood includes a few examples of the style that use large expanses of the front façade as a primary feature where two lots are combined. More often, however, the Ranch style in Idylwood is either turned so that the “short” façade faces the street, or the house is simply a compact version that fits within the confines of the lot. The Ranch-style houses in Idylwood are, however, representative examples of their type, and contain the typical details described above. Examples include 6615 Wildwood Way (Resource Number 312, Photo 27), 1712 Idylwood Drive (Resource Number 43, Photo 28), and 6723 Park Lane (Resource Number 237, Photo 29).

Split-level (ca. 1955–1975)

The Split-level style was a multi-story modification of the then widely popular one-story Ranch house. It became popular during the 1950s. It is characterized by the same horizontal lines, low-pitched roof, and overhanging eaves of the Ranch house, but it added a second story unit intercepted at mid-height by a one-story wing to provide three levels of living space. The Split-level style allowed for the separation of quiet living spaces, noisy living and service areas, and sleeping areas on different levels. The style can be covered with a variety of wall cladding within a single house and usually decorative detailing is vaguely colonial in its inspiration.²⁶ There is one Split-level style house in Idylwood, at 1816 North MacGregor Way (ca. 1960, Resource Number 121).

Contemporary Period (ca. 1940-present)

The Contemporary Period of architecture came about with the end of post-World War II affluence. Some architects continued to explore Modernist principles during the 1960s and 1970s, but an interest in Postmodern trends was evident. An exhibit of Ecole des Beaux-Arts drawings at the Museum of Modern Art in New York in 1975 led to a reintroduction of architectural ornament and an academic solution to design problems. Architects like Robert Venturi and Denise Scott Brown were influential in reviving architectural ornament and historical references while recognizing the needs of modern families. Although the Ranch style and more affordable houses continued to be built during this period, high-end designers and architects explored modern designs and abstract geometric architectural themes. Many of these houses used sculptural forms with clean lines and experimented with scale, dimension, shapes, and planes.²⁷

Contemporary (ca. 1940-1980)

The Contemporary style was most prevalent from 1950 to 1970 and popular among architect-designed houses. The style is separated into two groups based on roof form: flat or gabled. The gabled-roof group was influenced by the earlier modernism of the Craftsman and Prairie styles. Characteristics include overhanging eaves, exposed roof beams, and heavy piers supporting gables. The flat-roof group was influenced by the International Style and is sometimes referred to as the American International. Characteristics include flat roofs and the absence of decorative detailing. Wall surfaces include combinations of wood, brick, or stone. Integration into the landscape was also stressed among both of the Contemporary sub-groups. One-story houses are the most common while two-story houses are not uncommon.²⁸

²⁵ McAlester and McAlester 1989:479

²⁶ McAlester and McAlester 1989:481

²⁷ Carley 1994:253

²⁸ McAlester and McAlester 1989:482

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Idylwood contains three Contemporary houses. An example is 6648 Merry Lane (Resource Number 193), which can be found in the Representative Properties Description section.

Neo-eclectic (ca. 1965–present)

The Neo-eclectic style represents a return to more traditional architectural shapes and detailing than prior architectural styles. Some popular styles to emerge from this time period include Neo-Mansard, Neocolonial, and Neo-Tudor. The Mansard style was widely used by home builders in the 1960s, but was also used for shopping centers, apartment houses, and small commercial buildings. The characteristic feature of this style is its roof, with its sloping upper wall surface covered in decorative roofing materials. The Neocolonial style occurs from the 1940s onward and is an adaptation of the English Colonial type. The characteristic features of this style include widely overhanging eaves, metal windows, free interpretations of Colonial door surrounds, colonnaded entry porches, dentiled cornices, and irregularly spaced windows. The Neo-Tudor style gained popularity in the 1970s and is characterized, like its predecessor, by front gables with steeply pitched roofs, decorative half-timbering, and slender windows.²⁹ While some of the resources during this survey were classified as Neo-eclectic, their individual characteristics tying them to a particular past style may not be overly apparent. Therefore Neo-eclectic is used as a general term for houses built after 1965 that exhibit forms related to past styles. The Neo-eclectic style occurs in six buildings in Idylwood. An example of a Neocolonial type in the Neo-eclectic era is 1404 North MacGregor Way (Resource Number 110, Photo 41), which is further described in the Representative Properties Description section.

Representative Property Descriptions

The following descriptions are examples of the most common resources found in Idylwood. Unique architectural examples are also presented. Both contributing and noncontributing resources are described.

Contributing Resources

Colonial Revival

1747 Idylwood Drive (Resource Number 51, Photo 11) was built ca. 1940 and represents a small cottage form of the Colonial Revival style, a type found elsewhere in Idylwood. The one-story, two-bay house is oriented toward the west and features an asymmetrical façade wherein the front door is slightly off center. Rectangular in plan, the house rests on a pier-and-beam foundation with decorative cast stone foundation vents, and is clad in polychromatic brick veneer. The exterior brick features randomly protruding units that create a rusticated appearance. Each corner contains brick quoins, and a soldier course runs along the roofline. The windows are eight-over-eight wood sash with brick sills. The single entry features a decorative surround with a pediment, and the original wood panel door with fanlight. A concrete stoop extends from the entry. Decorative gable end vents appear at both sides of the house. The medium pitch roof features flush eaves with a simple cornice, and the roof is covered in composition shingles. The simple landscape contains grass, shrubs, trees, and bedding plants, with a metal fence at the side yard. The house has not been altered and therefore retains its integrity and is a contributing element of the district. An original garage located at the rear of the lot is little altered and continues in its historic function. It therefore also contributes to the historic district.

²⁹ McAlester and McAlester 1989:487–495

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6632 Merry Lane (Resource Number 187, Photo 12) was built ca. 1940 and represents a variation of the Colonial Style in which the primary façade contains a prominent front-facing gable, and is asymmetrical. This one-and-one-half story, three-bay cottage form is oriented toward the northeast. The front-facing gable is on the eastern end of the northeastern façade. Roughly rectangular in plan, the house sits on a pier-and-beam foundation with decorative cast stone foundation vents. It is wood frame with polychromatic brick cladding. A band of decorative brick runs across the front-facing gable at the eave line, and a soldier course runs along the underside of the horizontal eave. A shed-roofed porch extends across the central and western bay at the northeastern façade, and is supported by square wood posts on brick piers. Lattice covers the opening to the crawlspace underneath the porch. The house contains eight-over-eight wood sash windows on the lower floor and a six-over-six wood sash in the upper half-story of the front-facing gable. The windows have brick sills, and applied shutters frame the openings. The single entry doorway contains the original wood panel door. Covered in composition shingles, the cross-gabled roof has flush eaves, and a narrow bargeboard with a decorative eave return appears at the front-facing gable. The landscape surrounding the house consists of grass, shrubs, old-growth trees, bedding plants, and a chain-link fence at the side yard. With little alteration, the house retains its integrity and is a contributing element of the historic district. An original garage is at the rear of the lot; it retains its historic form and function and also contributes to the historic district.

6716 Fairfield Street (Resource Number 35, Photo 13) was built ca. 1946, and is a typical example of the two story Colonial Revival type in Idylwood. The house is oriented toward the northeast, and is rectangular in plan. The symmetrical, three-bay house rests on a pier-and-beam foundation with decorative cast stone foundation vents. The exterior of the wood frame is covered in combed brick, with random placement of bricks set at a 45-degree angle. Two shallow, rectangular, one-story bays project from both the eastern and western sides of the main block of the house. Above these bays are balconies with a simple iron railing. The principal windows of the house are six-over-nine wood sash windows on the first floor, with six-over-six windows at the projecting bays and upper story, and a four-over-four window above the entrance. The windows have brick sills, and applied shutters frame the windows of the central block. The original wood panel door is framed by a decorative stone surround. A small stoop at each of the side bays provides access to entrances through original glazed wood doors that are covered by small shed-roofed awnings. Covered in composition shingles, the side-gabled roof features gable-end vents, closed eaves, and a decorative scalloped cornice. The slightly elevated landscape contains grass, old-growth trees, shrubs, and bedding plants. The house retains its integrity and is a contributing element of the historic district. An original garage is at the rear of the lot; it retains its historic form and function and also contributes to the historic district.

6666 Fairfield Street (Resource Number 27, Photo 14) is an example of a more elaborate version of the Colonial Revival style in Idylwood, and was built ca. 1946. The two-and-one-half story, three-bay house is oriented toward the northeast, and is rectangular in plan. The wood frame house rests on a pier-and-beam foundation, and is clad in combed brick veneer. A two-story, one-bay wing extends to the east from the main block of the house. The lower story of the projecting bay is clad in the same brick as the main block, and the upper story is clad in false-bevel drop siding. The first-story windows are twelve-over-twelve wood sash, and those at the main block have brick arches. At the eastern and western windows of the second story of the main block, the windows are eight-over-eight wood sash. The central window is a four-over-four wood sash, with two-over-two sidelights. The windows have brick sills and applied shutters. Front-gabled dormers in the upper half-story contain six-over-six wood sash windows. The entrance to the house is beneath a two-story flat-roofed porch that extends the length of the main block of the house and is supported by tall fluted wood columns. The decorative brick door surround frames the original wood panel door with fixed glazed sidelights and a shallow fanlight transom. Covered with composition shingles, the side-gabled roof features narrow closed eaves and a simple cornice below. Brick chimneys stand at the eastern and western facades of the main block. Elevated above the

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street, the landscape features grass, hedge, bedding plants, and trees. A metal and brick fence borders the side yard. Little altered, the house retains its integrity and is a contributing element of the historic district. An original garage stands at the rear of the lot; it retains its historic form and function and also contributes to the historic district.

Tudor Revival

6625 Meadowlawn Street (Resource Number 139, Photo 15) was built ca. 1928, and is one of the first houses constructed in Idylwood. The one-story, three-bay, side-gabled house is oriented toward the southwest, and is rectangular in plan. It rests on a pier-and-beam foundation. The asymmetrical façade is clad in polychromatic brick, and a soldier course runs beneath the roofline. The eastern and central bays constitute the main block of the house, while the western bay is an arched porte-cochere. The eastern bay contains a small, steep, front-facing gable, two one-over-one wood sash windows with brick sills, and a tall decorative brick chimney. The chimney features a decorative inlaid brick arch, alternating stepped projections, and a decorative cap with two clay chimney pots. The central bay contains a front-facing gable above a double-arched brick porch. An arched gable-end vent with whimsical wood shutters is at the top of the gable. The inset porch features a picture window. Covered in composition shingles, the side-gabled roof has closed eaves, and a simple bargeboard and cornice embellish the roofline. The landscape is understated, consisting of grass, shrubs, small trees, and bedding plants. The house has not been subject to incompatible alterations, retains its integrity, and is a contributing element of the historic district. An original garage stands at the rear of the lot; it retains its historic form and function and also contributes to the historic district.

6615 Park Lane (Resource Number 209, Photo 16) was built ca. 1930, and represents a simplified version of the Tudor Revival style. The one-story, three-bay house is a “cottage” form of the more elaborate types found elsewhere in Idylwood. Oriented toward the southwest, the house has an irregular plan and rests on a pier-and-beam foundation. The wood frame is covered in red brick, with a soldier course extending below the eave. The most prominent feature of the cross-gabled house is the doubled front gable above the arched entry and small porch. The outermost projecting gable has corbelled brick at the eave junction. Windows consist of plain six-over-six wood sash. An original glazed wood panel door is complimented by a decorative brick door surround. Covered in composition shingles, the roofline is accentuated by shallow eaves as well as a simple bargeboard and cornice. The landscape consists of grass, shrubs, old-growth and younger trees, and bedding plants. The house has been little altered, retains its integrity, and is a contributing element of the historic district. At this house, the original garage in the rear yard has either been extensively remodeled or was replaced after the period of significance. It is, therefore, a noncontributing resource.

6650 Meadowlawn Street (Resource Number 149, Photo 17) was built in 1935 for Mr. and Mrs. W. C. Blakely by the Wm. G. Farrington Company. Original plans retained by the current homeowners show that the house has remained unchanged from its original construction. The house was built as the effects of the Great Depression were lessening in Houston and, when house construction resumed in Idylwood. It is representative of the transitional time when revival styles were still being constructed while the new Modern styles were being ushered into the contemporary aesthetic. Oriented toward the northeast, it is one story and contains four bays along its asymmetrical façade. The house is irregular in plan, and the wood frame with buff brick veneer rests on a pier-and-beam foundation with decorative cast stone vents. A soldier course extends beneath the roofline. The main block of the house is side-gabled, and features one double front-facing gable at the center of the northeast façade and another front-facing gable at the western end. The central double gable features a prominent brick chimney with an inset brick arch, and a corbelled chimney stack with a decorative cap. Also within the double gable is the decorative brick door surround, which frames the original arched wood panel door with a round glazed window at the top. At the peak of the entry gable is a projecting brick pattern. The eastern bay is a sitting room with an arched window opening with original hinged wood windows and an arched fixed transom. A low

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brick wall at the eastern bay creates an uncovered porch. The western, front-gabled bay contains fixed-light hinged wood windows, as does the central bay. Diamond screens accent the central bay windows. The medium-pitched roof is covered in composition shingles, and features a shallow closed eave with simple bargeboard. The simple landscape consists of grass, shrubs, young trees, and bedding plants. The house has had few alterations, retains its integrity, and is contributing to the historic district. Also contributing to the district, an original garage stands at the rear of the lot and retains its original form and function.

6634 Wildwood Way (Resource Number 321, Photo 18) is another simple Tudor Revival form, constructed ca. 1940, when the style was on its way out of fashion. The one-story, three-bay house is rectangular in plan and rests on a pier-and-beam foundation. The northeast façade is symmetrical and clad in red brick veneer over a wood frame. A soldier course runs beneath the roofline. At the eastern and western bays are plain paired one-over-one wood sash windows. A central, projecting, steeply pitched, front-facing gable with a gable end vent is the most distinctive Tudor Revival-style feature of the house. Beneath the front-facing gable is a simple inset brick door surround, and a glazed wood panel door. The roof is covered in composition shingles and has shallow projecting closed eaves with a simple cornice beneath and a bargeboard at the projecting gable. The landscape consists of grass, shrubs, hedge, bedding plants, and younger trees than found at other houses in the neighborhood. The house is little altered and retains its integrity. It therefore contributes to the historic district. An original garage stands at the rear of the lot. It retains its form and function and is also a contributing element of the historic district.

Art Moderne

6748 Meadowlawn Street (Resource Number 176, Photo 9) was designed by Harry A. Turner and built in 1940 for Mr. and Mrs. John Lroy; it has been described as a “Moderne extravaganza.”³⁰ Featured in the *Houston Architectural Guide* and *Houston Deco: Modernistic Architecture of the Texas Coast*,³¹ the two-story, three-bay house is oriented to the northwest. It is irregular in plan, with an asymmetrical façade covered with painted brick and original asbestos shingles over a wood frame. The predominant Art Moderne feature of the house is the smooth curved wall at the northwestern corner with its long stepped glass block window and decorative geometric brick detailing near the flat roofline. The southern block of the house contains metal hopper windows. The northern block features a projecting one story garage with glass block windows on the western façade. A porch railing has been added to the garage roof, as has a scalloped awning, but the house retains its streamlined form and numerous other original features and therefore retains its integrity in spite of these alterations. The single entry door is the original wood panel, which is set into a one-bay, flat-roofed porch that has wood columns and a concrete deck. According to architect Ben Koush, a mural of magnolia blossoms painted on plaster remains on the interior, as does a 1960s fallout shelter.³² The elevated landscape contains grass, shrubs, new trees, and bedding plants. Despite the unsympathetic addition to the roof of the attached garage, the house is little altered, and therefore retains integrity and contributes to the historic district. A shed in the side yard was added after Idylwood’s period of significance and is therefore noncontributing.

Spanish Eclectic

1402 North MacGregor Way (Resource Number 109, Photo 10) was designed by S. R. Slaughter and built in 1935. The *Houston Architectural Guide* describes it as “an imageable Spanish Mediterranean house.”³³ Oriented toward the

³⁰ Koush 2006a:26

³¹ Fox 1999:170, Parsons and Bush 2008:100

³² Koush 2006a:26

³³ Fox 1999:170

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southeast, the two-story, three-bay house is irregular in plan and contains two principal blocks. Resting on a pier-and-beam foundation, the house is wood frame, and clad in painted stucco. The asymmetrical facades feature one-over-one wood sash windows with applied shutters, as well as round windows in the upper story of the eastern block, and a large arched window on the east. A one-bay shed porch extends over the entrance at the northern façade of the eastern block, and contains a single original multi-light wood door. The porch columns are decorative wood with a twisted appearance, and the porch deck consists of brick paving. The multi-part gabled roof has a medium pitch with exposed rafter tails at the eaves and cylindrical tile gable end vents. It is covered with composition shingles. A tall stuccoed chimney with a decorative pointed-arch cap is located on the southern façade. The heavily vegetated landscape features a stuccoed wall, approximately five feet high, which extends along the eastern and northern property boundaries. This wall, along with a metal fence, large old-growth trees, and lush bedding plants create a secluded setting for the house. The house has been little altered, retains its integrity, and is a contributing element of the historic district. An original garage apartment stands at the rear of the lot; although a carport has been attached to the garage apartment, it retains its form and function and contributes to the historic district.

Mixed Styles

1727 Idylwood Drive (Resource Number 48, Photo 20) was built ca. 1928 and combines simple Tudor Revival elements with a low pitched, gable and hipped roof, overhanging eaves, and brick piers at the wide, open porch, details that are often seen in Craftsman bungalows. Among the first houses built in the neighborhood, it is oriented to the west. It is a one-story, three-bay, polychromatic brick-veneer house on a pier-and-beam foundation. Roughly T-shaped in plan, it features a wide front-facing gabled porch with an arched entry and gable vent, and a squared attached brick carport. The three ganged windows on the western façade have been obscured with dark screens, but the red brick sills are prominent, as is the red brick soldier course extending the width of the eastern façade. An exterior brick chimney stands at the northern façade. The door surround is decorative brick and contains the original single entry wood panel door. The low pitch, hip and cross-gabled roof has a shallow, closed eave with a prominent bargeboard at the porch gable and cornice at the cross-gable. The roof is clad in composition shingles. The slightly elevated landscape features grass, shrubs, new and old-growth trees, bedding plants, and a wood fence. The house is little altered from the original and retains its integrity. It is a contributing element to the historic district. An original garage apartment stands at the rear of the lot, and although updated it retains its form and function, and, continues to contribute to the historic district, which in part is significant as an automobile suburb.

6728 Sylvan Road (Resource Number 299, Photo 21) was designed by Ainsworth and Irvine (described as “French Provincial” in a contemporary feature in the *Houston Post*) for Mr. and Mrs. H. B. Gaskell in 1938. The house contains an eclectic mix of French Eclectic and Colonial Revival details. The house is constructed of rustic, random ashlar, native Texas Cordova Cream limestone over a wood frame. When built it contained three bedrooms, two baths, and a living-dining room.³⁴ The one and one-half story, three-bay, asymmetrical house has an irregular, roughly T-shaped plan. It is oriented toward the northeast and features a medium pitch, cross-gabled roof with flush eaves, and is covered in composition shingles. The rear of the house contains dormers in the upper half story, a typically Colonial Revival detail. The windows are original wood casements, with a variety of window shapes with arched and flat stone lintels and stone sills. Entry is through a single glazed wood panel door set within a one-story, partial octagonal stone tower, a French Eclectic element, which stands at the junction of the main horizontal block of the house and the front-facing gable. The centrally located interior chimney is stone, and features a decorative chimney cap with a vertical emphasis. Wood lap siding covers the front-facing gable. The rear wing of the house contains a sun porch with a glazed window-wall.

³⁴ Houston Post 1938a

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Elevated above the street, the landscape consists of grass, trees, bedding plants, and a stone wall. The house retains its integrity, as it has been changed little since its original construction. It is a contributing element in the Idylwood historic district.

1734 North MacGregor Way (Resource Number 119, Photo 22), built ca. 1938, is a two story, five bay, buff brick veneer house on a slab foundation. The house contains elements of the Tudor Revival, Colonial Revival, and Spanish Eclectic styles. Oriented toward the east, it is roughly rectangular in plan and in keeping with Colonial Revival houses popular at the time. A circular second-story porch projects from the southern façade. This porch is shaded by a non-historic metal canopy, which detracts slightly from the appearance of the porch. The asymmetrical façade features six-over-six wood sash windows with flat and rounded arch lintels and sills of brick. A tall, stepped, front-facing chimney stands just to the north of the primary entrance, and is reminiscent of the Tudor Revival style. The door at this decorative brick entry is obscured by a wood screen door that may be original to the house. At the northeast corner of the house is a curved cheek wall with an arched entry into the side yard, a Spanish Colonial element. A narrow, front-facing gable on the southern end of the eastern façade features an arched opening with an iron balconet, another Spanish Colonial detail. The medium-pitch, side-gabled roof has a very shallow, closed eave, and is covered in composition shingles. The steeply elevated grade provides a lofty setting for the house. The landscape consists of grass, bedding plants, shrubs, old-growth and newer trees, and a non-historic brick and concrete screen wall at the southern end of the lot. The house has received very few modifications. It therefore retains its integrity and is contributing to the historic district. A garage at the rear of the lot is original and maintains its original function and form; it also contributes to the historic district.

Minimal Traditional Style

6669 Fairfield Street (Resource Number 28, Photo 23) was built ca. 1938, and represents a time when the Minimal Traditional type retained subtle references to the preceding Tudor Revival style. During this period, roof pitches were lowered and the details were simplified, as seen at 6669 Fairfield Street. The one-story, five-bay house is oriented toward the southwest and is rectangular in plan. The wood frame rests on a pier-and-beam foundation with decorative cast stone foundation vents. Buff brick veneer is accented by a soldier course at the eave, and at the upper portion of two front-facing gables at the eastern and western projecting bays. These bays extend from the side-gabled main block of the house. A three-bay, inset porch is created from the extension of the eave between the two projecting bays. Windows consist of steel casements, which stand at the two projecting bays, as well as in the central bays. Brick sills accent the windows. The low-pitched roof is covered in composition shingles, and the closed eaves moderately project from the façade. Slightly elevated above the street, the landscape consists of grass, young trees, and bedding plants. The house appears to have few alterations and retains its integrity; it is a contributing element of the historic district. Also contributing to the district is the original garage at the rear of the lot, which retains its function and form.

6739 Meadowlawn Street (Resource Number 173, Photo 24) is an example of the Minimal Traditional form with subtle Colonial Revival influences, which was a common interpretation within Idylwood. Built ca. 1940, the house is oriented toward the southwest. It is a one-story, three-bay house with a rectangular plan, and rests on a pier-and-beam foundation. The house is wood frame and is covered in red brick cladding, with a soldier course at the roofline. The central and western bays contain two eight-over-eight wood sash windows with applied shutters. The easternmost bay of the asymmetrical façade is recessed and contains the entry, which has a modestly decorative door surround and the original wood panel door with fanlight. The side-gabled roof has a medium pitch, and is covered with composition shingles. The eaves are closed, with a simple cornice below. The grade is elevated, and the landscape consists of grass, trees, bedding plants, a low brick wall at the sidewalk, and a metal fence at the side yards. The house has been altered little and retains

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its integrity. The original garage retains its historic form and function; it stands toward the rear of the lot and, like the house, contributes to the historic district.

6616 Lawndale Avenue (Resource Number 57, Photo 25) is representative of a two-story, multiple family variation of the Minimal Traditional style built in the early 1940s along Lawndale Avenue. These quadplex apartment buildings most likely served blue-collar workers who were employed nearby. They may have worked at the Houston Ship Channel and in nearby industrial complexes like Hughes Tools, which were located along major streets and rail lines. This example was built ca. 1940, and is a two-story version of other Minimal Traditional types. Oriented toward the northeast, the building is square in plan and rests on a slab foundation. The three-bay, wood frame is clad in buff brick, with a soldier course at the roofline. The eastern and western bays contain eight-over-eight wood sash windows with brick sills. The lower sash has been raised, and the windows fitted with air conditioning units. A fixed window is located above the centrally located entrance. The central bay in the first story contains the only decorative element of the building, a pointed-arched brick entry, within which the replacement aluminum door has been placed. The low-pitched pyramidal roof is covered in composition shingles, and the flush eave is accented by a simple cornice. The landscape consists of grass, shrubs, and bedding plants. The building has had few alterations and retains its integrity; it is a contributing element of the historic district. An original multi-car garage stands at the rear of the building; it retains its historic form and function and also contributes to the district.

6614 Wildwood Way (Resource Number 311, Photo 26) was also built ca. 1940, and is representative of a very common interpretation of the Minimal Traditional style in Idylwood, which combines the stripped-down simplification of the type with a hint toward the Tudor Revival in the form of understated brick details. This version also has a slightly projecting eave, and a steeper roof pitch. The one-story, two-bay example at 6614 Wildwood Way is oriented toward the northeast. The house is wood frame, rectangular in plan, and rests on a pier-and-beam foundation. Clad in polychromatic brick, a soldier course runs along the roofline. The main block of the house is hipped, and a wide front gable projects from the northeastern façade. The two original paired one-over-one wood sash windows are plain but for the brick sills beneath, and a flat arch above the western window. An arched gable-end vent is placed at the front-facing gable. A small inset porch is created beneath the eastern end of the front gable, and a narrow brick arch as well as a low brick wall create a seating area. The roof is covered with composition shingles, and the closed eaves project from the façade, where a simple cornice has been placed. Landscaping at this house is understated, and consists of grass, trees, shrubs, bedding plants, and a metal fence at the side yard. The house appears to have had few alterations and retains its integrity. It is a contributing element of the historic district. An original garage stands at the rear of the lot; it retains its historic form and function and is also contributing.

Ranch

6615 Wildwood Way (Resource Number 312, Photo 27) was built ca. 1940, and is an excellent example of a compact Ranch style house. The one-story, four-bay house is oriented toward the southwest. Clad in red brick, the symmetrical wood frame rests on a pier-and-beam foundation with decorative cast stone vents. The most prominent feature of the house is the massive, centrally located, front-facing chimney and brick wall, which extends on either side beneath a projecting hip. The eastern and western bays are almost mirrors of one another, and progressing away from the chimney contain a glass block window adjacent to a steel casement window. The eastern bay contains the entry below an inset porch, while the western bay contains a corner casement window. A brick water table extends the width of the house. The medium-pitched hipped roof is covered in composition shingles, and features wide overhanging eaves with a scalloped fascia. The house has had few alterations and retains its integrity. It is a contributing element of the historic

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district. The original garage stands at the rear of the house, and is also contributing to the neighborhood as it retains its historic form and function.

1712 Idylwood Drive (Resource Number 43, Photo 28) was built ca. 1950, and is typical of the low, linear form of the Ranch style that was suitable for the wider lots along Idylwood Drive. The one-story, three-bay house is oriented toward the east. Clad in buff brick, the asymmetrical wood frame rests on a slab foundation. The eastern façade features a brick porte-cochere on the southern end, banded one-over-one hinged windows over a brick drip course in the center bay, and casement windows in the northern bay. The northern and central bays are divided by a shallow brick cheek wall that extends from grade to the underside of the eave. The entrance is at the northern end of the center bay, and consists of a wood slab door set within a plain surround. The roof is a low-pitched side gable covered in composition shingles. Wide overhanging eaves extend the entire width of the house. The simple elevated landscape consists of grass, hedge, shrubs, and younger and old-growth trees. The house has had few alterations; it retains most of its integrity and is a contributing element of the historic district.

6723 Park Lane (Resource Number 237, Photo 29), built ca. 1950, is a typical example of a small Ranch style house built for the 50-foot-wide lots in Idylwood. The one-story, three-bay house is oriented toward the southwest. Clad in random ashlar native Texas Austin limestone with wood shingles at the gables, the asymmetrical wood frame sits on a slab foundation. The rectangular plan features an attached one-car garage at the western bay, and a side gable with a front-facing gable over the center bay. The window in the central bay consists of a fixed, central steel picture window with casement sidelights and transoms. The eastern bay contains steel casements with transoms. Austin limestone sills accent the otherwise plain windows. A flat-roofed porch with decorative wrought iron supports shades the eastern bay and the entrance, which is through a single replacement wood panel door. The roof is low-pitched and covered in composition shingles with shallow closed eaves. The house has been little altered, retains its integrity, and is a contributing element of the historic district.

System of Streets and Tile Curb Markers (Resource Number 371, Photo 30)

Idylwood contains a system of streets, sidewalks, and 67 extant mosaic tile street markers at intersecting curbs. As described in the Historic Context and Development sections, the streets reflect the topography of the neighborhood, curving with the bends of Brays Bayou. Concrete sidewalks line the streets, and were originally made with shell aggregate, some of which can still be seen in discrete areas, such as the southern side of Merry Lane at Idylwood Drive. In addition to the streets and sidewalks, mosaic tiles mark the locations of street intersections. Common in residential developments in the city of Houston and elsewhere during the 1920s and 1930s, these markers consist of three-quarter-inch-square ceramic tiles spelling out the street name in blue against a white ground. The sizes of the markers vary with the lengths of the street names. The majority of these markers remain in very good condition, while others have been subject to damage from being hit by automobiles, cut for ramps, or buried as the streets have been repaved. The markers that have been removed or have deteriorated due to lack of maintenance, and have accordingly left at most only a scar in the concrete curb, have not been included in the resource count. Of the remaining tile markers, a majority retain integrity. These markers are a reminder of a common element in residential design throughout the city that is quickly disappearing as streets and curbs are modified and modernized. The system of streets and tile curb markers is as a whole intact and therefore retains its integrity, despite the damage to and loss of some markers. It is a contributing element of the historic district.

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Concrete Street Markers (Resource Numbers 359, 360, and 361, Photo 31)

Idylwood contains three concrete, squared-obelisk-shaped street markers that mark intersections of residential streets. They are approximately 3 feet high, begin at approximately 6 inches square at the base, and narrow to about 4 inches at the top. The names of the intersecting streets are molded within the concrete form in a vertical fashion from the top of the obelisk to the base. Like the tile curb markers, these were once common elements in residential developments in Houston during the 1920s and 1930s, and are increasingly rare as intersection improvements, general neglect, and other factors affect their condition. They, too, are a reminder of a formerly common element in residential landscapes. These markers are in good condition and retain their integrity. They contribute to the historic district.

Stone Gate Posts (Resource Numbers 362 through 370, Photo 32)

Along Wayside Drive at each cross street in Idylwood, and at the intersection of Lawndale Avenue and North MacGregor Way, are rustic stone gate posts that flank either side of the street. There are eight pairs of stone gate posts, as well as one gate post whose pair has been removed. While not having held gates, these stone posts provide a formal entrance to Idylwood, welcoming residents and visitors, and creating a feeling of arrival. These gate posts are an original feature of the neighborhood. Each gate post is approximately 6 feet at its highest, and slopes away from the street to a height of approximately 18 inches. The gate posts are constructed of rough uncoursed limestone rubble, with a beaded mortar joint. Stones at the top of the gate posts are pointed. The gate posts are generally in good condition. One gate post appears to have been removed at the southeastern corner of Wayside Drive and Sylvan Avenue. Another gate post at the northeast corner of Park Lane and Wayside Drive has been used to mount a metal fence. Many of the gate posts are supporting an overgrowth of vegetation, but do not appear to have been altered and therefore retain their integrity. They are contributing to the historic district.

Architect-Designed Resources

6745 Meadowlawn Street (Resource Number 175, Photo 33)

Ainsworth and Irvine designed the "rambling ranch" at 6745 Meadowlawn Street in 1939 for Mr. and Mrs. R. M. Amrine.³⁵ A very early example of the Ranch style, the house is situated on the northwestern corner of Meadowlawn Street and North MacGregor Way and spans two lots. Originally another lot to the rear and facing Lawndale Avenue also was part of the landscape; this lot has since been built upon, but the stone and metal fence that surrounded the lot remains intact. The house is oriented toward the southwest. The plan is L-shaped, and the wood frame house rests on a pier-and-beam foundation. The house is one story high, and contains four bays across the asymmetrical southwestern façade. The two outermost bays are front-gabled and project from the main block of the house. The southeastern façade contains a projecting enclosed porch (not original) and a two-story, two-car garage attached with a breezeway. Native Texas Cordova Cream limestone in a random ashlar pattern covers the exterior. Several types of wood sash windows are used throughout the house. At the eastern front-facing gable, an eight-over-eight window is framed by fixed sidelights and a transom. At the western front-facing gable and at the central two bays are plain eight-over-eight and six-over-six windows, and a fixed light window near the door. The windows feature Cordova Cream limestone sills. Also at the southwestern façade is the original wood panel door, with a decorative limestone surround. The moderately pitched, multi-part roof is cross-gabled with relatively shallow eaves, and is covered with composition shingles. A low stone wall at the southeastern façade creates a patio setting. Another low stone wall at the southeastern façade serves as a retaining

³⁵ Houston Post 1939

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wall. The landscape is elevated, and contains grass, shrubs, hedge, several old-growth trees, and two sets of stone steps that extend from the sidewalk to the front and southeastern entries. The house retains its integrity despite the alterations to the porch, as does the original garage. Both the house and garage are contributing to the historic district.

The interior was not viewed during the inventory; however, according to a feature in the *Houston Post*, the Amrine House, which cost approximately \$10,000.00 when it was built, was “planned to give every room a full south exposure,” and had an

“open beamed living room on the corner, adjoining a large porch. Other rooms branch off from the living room to form a large patio. There are two bedrooms, sleeping porch, two baths, dining room, kitchen and dining porch. A game room is situated above the two-car garage, which is on the street level. An open stone fireplace is in a beamed alcove of the living room. A small fireplace is in the game room. The house, erected on a reinforced concrete foundation, is faced with native Texas limestone. The interiors are canvas and paper, wood paneling, composition board, plaster and tile. The floors are hardwood.”³⁶

6653 Wildwood Way (Resource Number 328, Photo 34)

Swenson, Heidbreder and Bush designed the Vibrex Tile house at 6653 Wildwood Way for builder H. H. Lawler.³⁷ The house was built in 1937. The house is unique in its form and materials; it contains elements of the Minimal Traditional and International styles. The one-story, two-bay house is square in plan and oriented toward the southwest. The wood frame house rests on a slab foundation. The exterior cladding consists of Vibrex Tile with five decorative squares mounted at the western bay. The low-pitched pyramidal roof with a shallow projecting hip at the western bay was originally copper, but this has been covered with composition shingles. The copper coping is still visible. A central vent is located at the roof peak. Windows were originally steel casement, and doors were lightweight slab. The windows have been replaced with one-over-one aluminum sash. A small entrance is created through the placement of a decorative wrought iron trellis at the intersection of the western and eastern bays. Originally, the walks and driveway were colored to “harmonize with the setting.”³⁸ This coloring is no longer visible, but the slightly elevated landscape features grass, shrubs, hedge, bedding plants, and tall old-growth trees. The original double garage stands at the rear of the lot. In spite of the alterations to the roof and windows of the house, it retains the large majority of its original features, as does the original garage. Both buildings therefore retain their integrity and contribute to the historic district.

While little information could be found about Vibrex Tile, it appears to have been distributed by the Structural Products Company. At the time of the house’s construction, the *Houston Post* reported that the house was the only one of its type in the South. The article emphasized the waterproof, fireproof, strong, insulating, and lightweight qualities of the construction, which was available in various textures with “adaptable details and unlimited colors.” The interior featured plaster walls with a large air space for “reflective type insulation.” The floors were parquet hardwood, sheet rubber, and ceramic tile. Recessed lighting fixtures were used, as was satin chrome hardware. The interior was not viewed during the inventory.³⁹

³⁶ Houston Post 1939

³⁷ Houston Post 1937a

³⁸ Houston Post 1937a

³⁹ Houston Post 1937a

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Stayton Nunn-Milton McGinty Houses at 6715 Park Lane, and 6642, 6658, 6726, and 6733 Wildwood Way (Resource Numbers 235, 324, 332, 350, and 354; Photos 35 and 36)

In March and May 1936, the *Houston Post* ran articles announcing that the firm of Stayton Nunn-Milton McGinty had designed five houses for the Idylwood building program. Early examples of the Minimal Traditional style in Houston, the houses featured a low, three-twelve pitch roof instead of the typical, moderate to steep, eight-twelve or nine-twelve pitches common at the time. Each house was to be of brick veneer “with numerous modern ideas in space arrangement and convenience incorporated in the plans.” The houses at 6658 and 6733 Wildwood were to contain six rooms, and cost approximately \$3,000.00. The houses at 6726 and 6642 Wildwood and 6715 Park Lane (erroneously referred to in the 1936 article as 6713 Park Lane) were to contain five rooms and cost approximately \$4,500.00. The March 1936 article stated that “This makes the first instance in the history of residential construction in Houston where members of the American Institute of Architects have directly entered the small house field, both from the standpoint of designing units and supervising their construction.”⁴⁰ Whether this is a case of boosterism or fact, it is significant to note that these houses were unique in that they were designed by well-known local architects for middle-class families. John A. Embry further reported that, “The building of these houses marks the first instance in Houston where professional architects were engaged to plan and supervise homes in the price range under \$6500.”⁴¹ It was later reported that Nunn had a “great interest” in designing small houses for a moderate cost, and the partnership with Embry provided an opportunity to do so that would otherwise not be possible if dealing with a private owner.⁴²

In addition to their affordability, the houses designed by Stayton Nunn-Milton McGinty for Idylwood were a clear departure from residential design common at the time, and as previously discussed, were very early examples of the Minimal Traditional style in the region. Offering what Nunn called “freshness,” the houses were modern and used a three-twelve roof pitch. According to the March 1936 article, “His conception of freshness in the design of a small home...does not lean particularly to the modernistic, but rather gives food for thought in the way of something truly different for the first time in a small house.”⁴³ The writer of the article goes on to distinguish the Stayton Nunn-Milton McGinty designs by criticizing builders for the previous 15 to 20 years and their use of, “a stock plan for a five or six-room job,” stating that “[A]rchitects just haven’t been interested in giving [homeowners] anything to think about.”⁴⁴ The houses at 6642 and 6733 Wildwood Way, and 6715 Park Lane were featured in a promotional brochure for Idylwood (Figure 9).⁴⁵

Typical characteristics of the Stayton Nunn-Milton McGinty houses are the aforementioned three-twelve roof pitch, and a very compact floorplan. The houses consist of a side-gabled rectangular plan (6658 Wildwood Way, Photo 35), a front-gabled plan with projecting front gable (6642 and 6733 Wildwood Way), a side-gabled plan with a projecting front gable (6726 Wildwood Way, Photo 36), and a side-gabled plan with small side-gabled projection. The houses were clad in brick veneer over wood frames, and rested on pier-and-beam foundations. Decorative details are few, and consist of alternating projecting stretcher courses at the window surrounds (6642, 6658, and 6733 Wildwood Way), wood lap siding extending to the floor beneath the window sills (6726 and 6733 Wildwood Way), and shallow inset one-bay porches (6642 and 6726 Wildwood Way). The windows were originally two-over-two aluminum sash, and the door was a glazed wood panel door. Original doors exist at 6726 Wildwood Way, and original windows are present at 6658 and 6726

⁴⁰ Houston Post 1936a

⁴¹ Houston Post 1936b

⁴² Houston Post 1936a

⁴³ Ibid.

⁴⁴ Ibid.

⁴⁵ Idylwood, Inc., n.d. b

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Wildwood Way, and the side facades of 6715 Park Lane. The most decorative of the houses is 6715 Park Lane, which has an elevated porch, brick quoins at the front windows and door; although the front windows of this house have been replaced with shallow bay windows. The roof of 6733 Wildwood Way has been raised, and the porch extended. These alterations, along with the fact that the windows and door have been replaced, cause this house to be classified as noncontributing, for it has lost its integrity. The other four houses have only been altered in minor ways. They therefore retain their integrity and continue to contribute to the Idylwood Historic District. Landscapes of the houses are simple, mostly consisting of grass, trees, shrubs, and bedding plants. Original garages were built at 6642, 6726, and 6733 Wildwood Way, and at 6715 Park Lane. These garages retain their original form and function and remain contributing buildings to the district.

6648 Merry Lane (Resource Number 193, Photo 37)

Houston architect Allen R. Williams, Jr. devised a plan for standardizing all-masonry houses, what he called "Century Built" houses, in the late 1940s and early 1950s. One of his houses is at 6648 Merry Lane. An early example of the Contemporary style, his standardized design consisted of using lightweight hollow concrete wall tile on a concrete slab foundation with a continuous grade beam and drilled piers. The roof (a tall shed roof over the living-dining area and a low flat roof in the kitchen, bedrooms, and bathrooms) consisted of lightweight concrete slabs, over which built up roofing was set over fiberglass insulating board. The exterior masonry walls were painted, and the interior walls were plastered. Williams also sought to accommodate the Houston climate; the houses had central heat and an attic fan but no air conditioning, so they were oriented to take advantage of sun shading and cross-ventilation. Windows consisted of metal casements. All of the houses had Roman brick-clad front chimneys with built-in planters along the front of the house. The fireplace also used the same brick cladding. The interior of the houses featured wood doors and casings; oak veneer parquet in the living room and bedrooms, asphalt tile in the kitchen, and hexagonal glazed ceramic tile in the bathrooms. (The interior of this house was not viewed.) The Century Built House used this model, and then variations of this distinguished each individual house. Despite their innovative designs, Century Built houses remained modest in price (about \$11,000.00) and were comparable to other post-war developments.⁴⁶

Koush describes Williams's Century Built Homes as "an important example of a development of modern architecture in Houston. They are a reminder of a time when a group of architects were bold enough to attempt to reform conventional suburban building practices, and to infuse even the most modest houses with a sense of place and permanence."⁴⁷

Williams designed the house at 6648 Merry Lane in 1950 for Carl Stallworth. The Stallworth House was built in the same fashion as the rest of the Century Built Homes. The one-story, four-bay house is oriented toward the northeast, and is irregular in plan. The northeast façade contains the prominent front chimney with integrated wall. The attached garage projects from the northeastern façade. The house retains all of its original features, including casement windows, built-up roof, flush vertical and raked horizontal mortar joints, complex roofline, and wide overhanging eaves. A minor change to the house is the installation of a window air conditioner at the intersection of the northeast façade and the front chimney. The house has had no other visible alterations and retains its integrity. It is a contributing element of the historic district.

Noncontributing Due to Alterations

1828 North MacGregor Way (Resource Number 123, Photo 38) was built ca. 1940. The one-and-one-half-story, three bay Colonial Revival-style house has been extensively altered. While the general Colonial Revival form is recognizable, changes include replacement brick veneer and siding, replacement of all of the windows and the door, porch alterations,

⁴⁶ Koush 2006b:28-29

⁴⁷ Koush 2006b:29

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probable roof alterations, and infill between the upper half-story dormers. Due to these alterations, the house is no longer intact and has lost its integrity. As a result, it does not contribute to the historic district.

6701 Sylvan Road (Resource Number 287, Photo 39) is at the northeast corner of Sylvan Road and Idylwood Drive. From the front, the house retains its Colonial Revival-style form. The two-story, three-bay house was originally side-gabled, and the symmetrical façade retains original features such as the original eight-over-eight wood sash windows and decorative door surround. A cross-gabled addition to the rear of the house doubles the square footage and joins the formerly detached garage to the main block. The separation of the original house and the addition has been blurred by the installation of replacement vinyl siding that extends between the two building phases. Due to these many changes, the house no longer retains its integrity and is noncontributing.

6638 Park Lane (Resource Number 219, Photo 40) was built ca. 1930. The one-and-one-half-story house was originally a Tudor Revival-style house with a porte cochere. The house was completely remodeled in 1993, and no longer resembles its original appearance. It has been covered with stucco, and all of the windows and doors have been replaced to create large expanses of glass. An unsympathetic tall gabled entry has been constructed, which is out of scale with the rest of the house. The original garage apartment at the rear of the house has also been remodeled. Due to these substantial alterations, the house and garage have lost their integrity and do not contribute to the historic district.

6735 Fairfield Street (Resource Number 40, Photo 19) was built ca. 1940, and is one of three Monterey-style houses in Idylwood. All three Monterey style houses in Idylwood have been modified, either through changes to the materials or massing. The example on Fairfield Street is the most intact of the three. Oriented toward the southwest, it is a two-story, four-bay house with an irregular, roughly rectangular plan. It is wood frame on a slab foundation, with red brick cladding at the lower story, and replacement vinyl siding on the upper story. The southern façade is asymmetrical, and features a one-bay cantilevered second-story porch on the east bay, which is supported by replacement beams and covered by the primary roof. The western bay contains the single entry through a replacement door, and is covered by a shed roofed metal awning with ornamental metal posts. Most of the original windows have been replaced with aluminum sash with vinyl inserts. The first floor windows have brick sills, and all of the windows on the southern façade have applied shutters. The roof is a multi-part side gable covered with composition shingles. A one-story garage addition at the western side of the house postdates the original construction, but appears to have been built within the period of significance. The elevated landscape features grass, shrubs, old-growth trees, bedding plants, and a metal fence at the side yard. Because of the extensive alterations to the house, it has lost its integrity and is noncontributing to the historic district.

Noncontributing Due to Post-1961 Construction Date

1404 North MacGregor Way (Resource Number 110, Photo 41) was built ca. 1990 at the northwestern corner of North MacGregor Way and Wildwood Way. Built on a lot that was never previously developed, the house is a modern interpretation of the Colonial Revival style that is sensitive in scale, massing, materials, and detail to the rest of the Idylwood historic district. It was erected outside of the period of significance, though, and is therefore noncontributing.

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Idylwood Historic District Inventory

The following table includes basic information about all of the resources within the historic district. Resource numbers were assigned in the field, and then finalized to list each resource in numerical order by street. For elements such as stone gate posts, the system of streets and tile markers, and concrete street markers, numbers were assigned independently of the streets and follow last. Estimated construction dates were determined by evaluating data found in city directories dating from 1928 onward, Harris County Appraisal District data, the *Houston Architectural Guide* and other published sources, and the professional judgment of the authors. Architects and builders were identified through archival research. Additional architect-designed houses may be located within the Idylwood Historic District, but were not identified during the current study. To locate all architects and builders, a search of the city of Houston building permit records would be required. Styles were assigned in accordance with the National Register Bulletin *How to Complete the National Register Registration Form* and with Virginia and Lee McAlester's *Field Guide to American Houses*.⁴⁸

As noted, the table categorizes properties within the district as either contributing or noncontributing. All contributing properties date from the period of significance (1928-1961). Because of the importance of their architectural design, domestic resources (the most prevalent resource type in Idylwood) must retain most of their architectural features and remain in use for their original purpose in order to retain their integrity. Overall, the condition and integrity of the resources in Idylwood are quite high. Later modernization of the residential structures in Idylwood often included roof replacements, painting of masonry, additions to the rear of the building, and the replacement of original wood sash windows with aluminum or vinyl windows. In many cases, only one or two changes in the building materials, or minor changes in the form of the building, have been made and they have therefore not compromised the overall architectural integrity of the buildings. An example of alterations that have not severely compromised integrity include the porch addition to 6748 Meadowlawn Street (Resource Number 176). Although not in keeping with the style of the house, the railing and awning addition is relatively minor considering the scale of the house, where the form is still apparent and prominent and important Art Moderne details are retained.

Noncontributing properties date from after the period of significance or have multiple compromises to character-defining features, such as the replacement of siding, windows, and roof with incompatible materials; or large additions on prominent facades. Only at a very few historic-age buildings have severely compromised architectural integrity to a point where they no longer contribute to the character of the neighborhood. For example, 6735 Fairfield Street (Resource Number 40) has had numerous alterations including siding and window replacements, as well as a front-façade garage addition. These changes have caused a loss of integrity and the house does not contribute to the historic district.

Ancillary buildings such as garages often receive modifications in residential neighborhoods. Detached garages in Idylwood were originally clad with wood lap siding. Several garages retain their original siding, but many others have been re-sided with aluminum or vinyl. Some have had their windows or doors replaced. Others have been attached to the house with breezeways or other structures. The carports in Idylwood were generally installed after the period of significance. Several carports have been sensitively attached to the fronts of garages in such a way that they do not detract from the original form of the garage; however, in some cases, their installation has compromised the integrity of the garage.

⁴⁸ McAlester and McAlester 1989, 2003.

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
1	6602 Fairfield St.	1950	unknown	Ranch	C	
2	6603 Fairfield St.	1935	unknown	Mixed	C	
2a	6603 Fairfield St.	1935	unknown	garage	NC	
3	6605 Fairfield St.	1984	unknown	Contemporary	NC	
4	6606 Fairfield St.	1946	unknown	Colonial Revival	C	
4a	6606 Fairfield St.	1946	unknown	garage	NC	
5	6607 Fairfield St.	1938	unknown	Colonial Revival	C	
5a	6607 Fairfield St.	1938	unknown	garage	C	
6	6612 Fairfield St.	1946	unknown	Colonial Revival	C	
6a	6612 Fairfield St.	1946	unknown	garage	C	
7	6616 Fairfield St.	1939	unknown	Tudor Revival	C	
7a	6616 Fairfield St.	1939	unknown	garage	C	
8	6619 Fairfield St.	1935	unknown	Minimal Traditional	C	
9	6620 Fairfield St.	1940	unknown	Colonial Revival	C	
9a	6620 Fairfield St.	1940	unknown	garage	C	
10	6621 Fairfield St.	1940	unknown	Ranch	C	
11	6625 Fairfield St.	1955	unknown	Ranch	C	
11a	6625 Fairfield St.	1955	unknown	garage	C	
12	6626 Fairfield St.	1946	unknown	Colonial Revival	C	
12a	6626 Fairfield St.	1946	unknown	garage	C	
13	6632 Fairfield St.	1935	unknown	Tudor Revival	C	
13a	6632 Fairfield St.	1935	unknown	garage	C	
14	6635 Fairfield St.	1928	unknown	Too altered to determine	NC	significantly altered
14a	6635 Fairfield St.	1928	unknown	garage	NC	
15	6636 Fairfield St.	1940	unknown	Mixed	C	
15a	6636 Fairfield St.	1940	unknown	garage	C	
15b	6636 Fairfield St.	1940	unknown	garage	NC	altered
16	6639 Fairfield St.	1935	unknown	Tudor Revival	C	
16a	6639 Fairfield St.	1935	unknown	garage	C	
17	6641 Fairfield St.	1960	unknown	Ranch	C	
17a	6641 Fairfield St.	1960	unknown	garage	C	
18	6642 Fairfield St.	1946	unknown	Minimal Traditional	C	
18a	6642 Fairfield St.	1946	unknown	garage	C	
19	6645 Fairfield St.	1935	unknown	Tudor Revival	C	
19a	6645 Fairfield St.	1935	unknown	garage	C	
20	6649 Fairfield St.	1935	unknown	Colonial Revival	C	

⁴⁹ Estimated dates are based on data found in city directories dating from 1928 onward, Harris County Appraisal District data, the *Houston Architectural Guide* and other published sources, and the professional judgment of the authors.

⁵⁰ Additional architect-designed houses may be located within the Idylwood Historic District, but were not identified during the current study. To locate all architects and builders, a search of the city of Houston building permit records would be required.

⁵¹ Obscured resources are counted as non-contributing due to the inability to confirm their status.

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
20a	6649 Fairfield St.	1935	unknown	garage	NC	
21	6650 Fairfield St.	1935	unknown	Tudor Revival	C	
21a	6650 Fairfield St.	1935	unknown	garage	C	
22	6653 Fairfield St.	1938	unknown	Tudor Revival	C	
22a	6653 Fairfield St.	1938	unknown	garage	NC	
23	6656 Fairfield St.	1940	unknown	Colonial Revival	C	
23a	6656 Fairfield St.	1940	unknown	garage	C	
24	6660 Fairfield St.	1940	unknown	Minimal Traditional	C	
24a	6660 Fairfield St.	1940	unknown	garage	C	
25	6663 Fairfield St.	1935	unknown	Minimal Traditional	C	
26	6664 Fairfield St.	1940	unknown	Minimal Traditional	C	
26a	6664 Fairfield St.	1940	unknown	garage	C	
27	6666 Fairfield St.	1946	unknown	Colonial Revival	C	
27a	6666 Fairfield St.	1946	unknown	garage apartment	C	
28	6669 Fairfield St.	1938	unknown	Minimal Traditional	C	
28a	6669 Fairfield St.	1938	unknown	garage	C	
29	6703 Fairfield St.	1940	unknown	Colonial Revival	NC	significantly altered
30	6704 Fairfield St.	1940	unknown	Colonial Revival	C	
30a	6704 Fairfield St.	1940	unknown	garage	C	
31	6707 Fairfield St.	1940	unknown	Minimal Traditional	C	
31a	6707 Fairfield St.	1940	unknown	garage	C	
32	6711 Fairfield St.	1950	unknown	Ranch	C	
32a	6711 Fairfield St.	1950	unknown	garage	C	
33	6712 Fairfield St.	1946	unknown	Colonial Revival	C	
34	6715 Fairfield St.	1960	unknown	Ranch	C	
34a	6715 Fairfield St.	c.1960	unknown	garage	C	
35	6716 Fairfield St.	1946	unknown	Colonial Revival	C	
35a	6716 Fairfield St.	1946	unknown	garage	C	
36	6719 Fairfield St.	1940	unknown	Minimal Traditional	C	
36a	6719 Fairfield St.	unknown	unknown	garage	NC	
37	6723 Fairfield St.	1935	unknown	Colonial Revival	C	
37a	6723 Fairfield St.	1935	unknown	garage	C	
38	6726 Fairfield St.	1946	unknown	Colonial Revival	NC	significantly altered
38a	6726 Fairfield St.	unknown	unknown	garage	NC	
39	6727 Fairfield St.	1940	unknown	Colonial Revival (altered)	C	
40	6735 Fairfield St.	1940	unknown	Monterey	NC	significantly altered
41	6739 Fairfield St.	1940	unknown	Colonial Revival	C	
41a	6739 Fairfield St.	1940	unknown	garage apartment	NC	significantly altered
42	1704 Idylwood Dr.	1946	unknown	Minimal Traditional	C	
42a	1704 Idylwood Dr.	1946	unknown	garage	NC	significantly altered
43	1712 Idylwood Dr.	1950	unknown	Ranch	C	
44	1715 Idylwood Dr.	1955	unknown	Ranch	C	
45	1720 Idylwood Dr.	1950	unknown	Ranch (two-story) variation)	C	

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
46	1721 Idylwood Dr.	1940	unknown	Ranch	C	
47	1725 Idylwood Dr.	2000	unknown	Neo-eclectic	NC	
48	1727 Idylwood Dr.	1928	unknown	Mixed	C	
48a	1727 Idylwood Dr.	1928	unknown	garage apartment	C	
49	1741 Idylwood Dr.	1940	unknown	Tudor Revival	C	
49a	1741 Idylwood Dr.	1940	unknown	garage	C	
50	1745 Idylwood Dr.	1940	unknown	Tudor Revival	C	
50a	1745 Idylwood Dr.	1940	unknown	garage	C	
51	1747 Idylwood Dr.	1940	unknown	Colonial Revival	C	
51a	1747 Idylwood Dr.	1940	unknown	garage	C	
52	1903 Idylwood Dr.	1946	unknown	Mixed	C	
53	1905 Idylwood Dr.	1940	unknown	Minimal Traditional	C	
53a	1905 Idylwood Dr.	1940	unknown	garage	C	
54	1909 Idylwood Dr.	1928	unknown	Colonial Revival	C	
54a	1909 Idylwood Dr.	1928	unknown	garage	C	
55	1915 Idylwood Dr.	1940	unknown	Minimal Traditional	C	
55a	1915 Idylwood Dr.	1940	unknown	garage	C	
56	6606 Lawndale St.	2005	unknown	1-part Commercial	NC	
57	6616 Lawndale St.	1940	unknown	Minimal Traditional	C	
57a	6616 Lawndale St.	1940	unknown	garage	C	
58	6620 Lawndale St.	1940	unknown	Minimal Traditional	C	
59	6624 Lawndale St.	1940	unknown	Minimal Traditional	C	
60	6630 Lawndale St.	1940	unknown	Minimal Traditional	C	
61	6634 Lawndale St.	1940	unknown	Minimal Traditional	C	
62	6636 Lawndale St.	1952	unknown	Ranch - Duplex	C	
63	6640 Lawndale St.	1940	unknown	Minimal Traditional	C	
64	6644 Lawndale St.	1940	unknown	Minimal Traditional	C	
65	6648 Lawndale St.	1940	unknown	Minimal Traditional	C	
66	6652 Lawndale St.	1940	unknown	Minimal Traditional	C	
67	6660 Lawndale St.	1940	unknown	Minimal Traditional	C	
68	6664 Lawndale St.	1940	unknown	Minimal Traditional	C	
69	6668 Lawndale St.	1950	unknown	Ranch	C	
70	6702 Lawndale St.	1940	unknown	Colonial Revival	C	
70a	6702 Lawndale St.	1940	unknown	garage	C	
71	6706 Lawndale St.	1950	unknown	Minimal Traditional	C	
72	6710 Lawndale St.	1950	unknown	Minimal Traditional	C	
73	6716 Lawndale St.	1940	unknown	Minimal Traditional	C	
74	6724 Lawndale St.	1950	unknown	Minimal Traditional	C	
75	6728 Lawndale St.	1950	unknown	Minimal Traditional	C	
76	6732 Lawndale St.	1940	unknown	Mixed	C	
76a	6732 Lawndale St.	unknown	unknown	garage	NC	
77	6736 Lawndale St.	1940	unknown	Minimal Traditional	C	
77a	6736 Lawndale St.	1940	unknown	garage	C	

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78	6740 Lawndale St.	1940	unknown	Minimal Traditional	C	
79	6744 Lawndale St.	1960	unknown	Ranch	C	
80	6601 Lindy Ln.	1940	unknown	Tudor Revival	C	
81	6604 Lindy Ln.	1940	unknown	Tudor Revival	C	
81a	6604 Lindy Ln.	1940	unknown	garage	C	
82	6605 Lindy Ln.	1940	unknown	Minimal Traditional	C	
82a	6605 Lindy Ln.	1940	unknown	garage	C	
83	6608 Lindy Ln.	1940	unknown	Too altered to determine	NC	significantly altered
84	6609 Lindy Ln.	1940	unknown	Colonial Revival	C	
84a	6609 Lindy Ln.	unknown	unknown	garage	NC	
85	6612 Lindy Ln.	1940	unknown	Ranch	C	
86	6614 Lindy Ln.	1940	unknown	Colonial Revival	C	
86a	6614 Lindy Ln.	1940	unknown	garage	C	
87	6615 Lindy Ln.	1940	unknown	Colonial Revival	C	
87a	6615 Lindy Ln.	1940	unknown	garage	C	
88	6619 Lindy Ln.	1940	unknown	Minimal Traditional	C	
88a	6619 Lindy Ln.	1940	unknown	garage	C	
89	6620 Lindy Ln.	1940	unknown	Colonial Revival	C	
89a	6620 Lindy Ln.	1940	unknown	garage	C	
90	6623 Lindy Ln.	1940	unknown	Minimal Traditional	C	
90a	6623 Lindy Ln.	1940	unknown	garage	C	
91	6624 Lindy Ln.	1940	unknown	Colonial Revival	C	
91a	6624 Lindy Ln.	1940	unknown	garage	C	
92	6627 Lindy Ln.	1940	unknown	Colonial Revival	C	
93	6628 Lindy Ln.	1940	unknown	Colonial Revival	C	
93a	6628 Lindy Ln.	1940	unknown	garage	C	
94	6631 Lindy Ln.	1940	unknown	Colonial Revival	C	
94a	6631 Lindy Ln.	1940	unknown	garage	C	
95	6632 Lindy Ln.	1940	unknown	Tudor Revival	C	
95a	6632 Lindy Ln.	1940	unknown	garage	C	
96	6635 Lindy Ln.	1935	unknown	Tudor Revival	C	
96a	6635 Lindy Ln.	1935	unknown	garage apartment	C	
97	6636 Lindy Ln.	1940	unknown	Tudor Revival	C	
97a	6636 Lindy Ln.	1940	unknown	garage	C	
98	6639 Lindy Ln.	1940	unknown	Minimal Traditional	C	
98a	6639 Lindy Ln.	1940	unknown	garage	C	
99	6640 Lindy Ln.	1940	unknown	Colonial Revival	C	
99a	6640 Lindy Ln.	1940	unknown	garage	C	
100	6644 Lindy Ln.	1940	unknown	Minimal Traditional	C	
100a	6644 Lindy Ln.	1940	unknown	garage	C	
101	6645 Lindy Ln.	1940	unknown	Tudor Revival	C	
101a	6645 Lindy Ln.	1940	unknown	garage apartment	C	
102	6647 Lindy Ln.	1940	unknown	Minimal Traditional	C	

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103	6648 Lindy Ln.	2004	unknown	Neo-eclectic	NC	
104	6652 Lindy Ln.	2003	unknown	Neo-eclectic	NC	
105	6649 Lindy Ln.	1946	unknown	Colonial Revival	C	
105a	6649 Lindy Ln.	1946	unknown	garage	C	
106	6663 Lindy Ln.	1940	unknown	Tudor Revival	C	
106a	6663 Lindy Ln.	1940	unknown	garage	C	
107	6671 Lindy Ln.	1940	unknown	Minimal Traditional	NC	significantly altered
107a	6671 Lindy Ln.	1940	unknown	garage	NC	significantly altered
108	1309 N. MacGregor	1955	unknown	Ranch	C	
109	1402 N. MacGregor	1935	S. R. Slaughter	Spanish Eclectic	C	
109a	1402 N. MacGregor	1935	S. R. Slaughter	garage apartment	C	
110	1404 N. MacGregor	1990	unknown	Colonial Revival	NC	
111	1405 N. MacGregor	1955	unknown	garage apartment	C	
117	1706 N. MacGregor	1950	unknown	Ranch	NC	significantly altered
117a	1706 N. MacGregor	unknown	unknown	garage	NC	
118	1712 N. MacGregor	1935	unknown	Mixed	C	
118a	1712 N. MacGregor	1935	unknown	garage	C	
119	1734 N. MacGregor	1938	unknown	Mixed	C	
119a	1734 N. MacGregor	1938	unknown	garage	C	
120	1802 N. MacGregor	1946	unknown	Mixed	C	
121	1816 N. MacGregor	1960	unknown	Split Level	C	
122	1820 N. MacGregor	1940	unknown	Too altered to determine	NC	significantly altered
123	1828 N. MacGregor	1940	unknown	Colonial Revival (altered)	NC	significantly altered
124	1832 N. MacGregor	1964	unknown	Contemporary	NC	
124a	1832 N. MacGregor	1964	unknown	garage	NC	
125	1836 N. MacGregor	1940	unknown	Tudor Revival	C	
125a	1836 N. MacGregor	1940	unknown	garage	NC	
126	1944 N. MacGregor	1940	unknown	Colonial Revival	C	
126a	1944 N. MacGregor	1940	unknown	garage	C	
127	1948 N. MacGregor	1940	unknown	Mixed	NC	significantly altered
127a	1948 N. MacGregor	1940	unknown	garage	C	
127c	1948 N. MacGregor	1940	unknown	garage apartment	NC	
128	1954 N. MacGregor	1950	unknown	Ranch	C	
128a	1954 N. MacGregor	1950	unknown	garage	NC	significantly altered
129	6601 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
130	6602 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
131	6605 Meadowlawn St.	1940	unknown	Colonial Revival	C	
131a	6605 Meadowlawn St.	1940	unknown	garage	C	
132	6606 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
133	6609 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
133a	6609 Meadowlawn St.	1940	unknown	garage apartment	C	
134	6615 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
0134a	6615 Meadowlawn St.	1940	unknown	garage	C	

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135	6619 Meadowlawn St.	1960	unknown	Ranch	C	
0135a	6619 Meadowlawn St.	1960	unknown	garage	C	
136	6620 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
0136a	6620 Meadowlawn St.	1940	unknown	garage	C	
137	6621 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
138	6624 Meadowlawn St.	1940	unknown	Colonial Revival	C	
139	6625 Meadowlawn St.	1928	unknown	Tudor Revival	C	
139a	6625 Meadowlawn St.	1928	unknown	garage	C	
140	6628 Meadowlawn St.	1940	unknown	Colonial Revival	C	
140a	6628 Meadowlawn St.	1940	unknown	garage	C	
141	6632 Meadowlawn St.	1940	unknown	Colonial Revival (altered)	NC	significantly altered
141a	6632 Meadowlawn St.	1940	unknown	garage	NC	significantly altered
142	6633 Meadowlawn St.	1950	unknown	Minimal Traditional	C	
142a	6633 Meadowlawn St.	1950	unknown	garage	C	
143	6636 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
143a	6636 Meadowlawn St.	1940	unknown	garage	NC	
144	6637 Meadowlawn St.	1940	unknown	Colonial Revival	C	
0144a	6637 Meadowlawn St.	1940	unknown	garage	C	
145	6641 Meadowlawn St.	1946	unknown	Minimal Traditional	C	
0145a	6641 Meadowlawn St.	1946	unknown	garage	C	
146	6645 Meadowlawn St.	1928	unknown	Tudor Revival	C	
0146a	6645 Meadowlawn St.	1928	unknown	garage	C	
147	6646 Meadowlawn St.	1955	unknown	Ranch	C	
0147a	6646 Meadowlawn St.	1955	unknown	garage	C	
148	6649 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
0148a	6649 Meadowlawn St.	1940	unknown	garage	C	
149	6650 Meadowlawn St.	1935	unknown	Tudor Revival	C	
0149a	6650 Meadowlawn St.	1935	unknown	garage	C	
150	6657 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
0150a	6657 Meadowlawn St.	1940	unknown	garage	C	
151	6658 Meadowlawn St.	1930	unknown	Mixed	C	
0151a	6658 Meadowlawn St.	1930	unknown	garage	C	
152	6661 Meadowlawn St.	1934	unknown	Tudor Revival	C	
0152a	6661 Meadowlawn St.	1934	unknown	garage	C	
153	6662 Meadowlawn St.	1930	unknown	Tudor Revival	C	
0153a	6662 Meadowlawn St.	1930	unknown	garage	C	
154	6665 Meadowlawn St.	1940	unknown	Colonial Revival	C	
0154a	6665 Meadowlawn St.	1940	unknown	garage	NC	significantly altered
155	6669 Meadowlawn St.	1955	unknown	Ranch	C	
156	6670 Meadowlawn St.	1930	unknown	Tudor Revival	NC	significantly altered
157	6701 Meadowlawn St.	1940	unknown	Colonial Revival	C	
0157a	6701 Meadowlawn St.	1940	unknown	garage	C	
158	6702 Meadowlawn St.	1938	unknown	Tudor Revival	C	

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
0158a	6702 Meadowlawn St.	unknown	unknown	garage	NC	
159	6705 Meadowlawn St.	1960	unknown	Ranch	C	
160	6708 Meadowlawn St.	1936	unknown	Tudor Revival	C	
0160a	6708 Meadowlawn St.	1936	unknown	garage	C	
161	6710 Meadowlawn St.	1930	unknown	Tudor Revival	C	
0161a	6710 Meadowlawn St.	unknown	unknown	garage	NC	or significantly altered
162	6711 Meadowlawn St.	1940	unknown	Colonial Revival	C	
0162a	6711 Meadowlawn St.	1940	unknown	garage	C	
163	6714 Meadowlawn St.	1934	unknown	Minimal Traditional	C	partially obscured
0163a	6714 Meadowlawn St.	unknown	unknown	garage	NC	or significantly altered
164	6718 Meadowlawn St.	1930	unknown	Tudor Revival	C	
0164a	6718 Meadowlawn St.	1930	unknown	garage	C	
165	6719 Meadowlawn St.	1938	unknown	Minimal Traditional	C	
166	6722 Meadowlawn St.	1950	unknown	Ranch	C	
167	6723 Meadowlawn St.	1935	unknown	Minimal Traditional	C	
168	6725 Meadowlawn St.	2009	unknown	Neo-eclectic	NC	
169	6728 Meadowlawn St.	1940	unknown	Tudor Revival	C	
170	6729 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
171	6734 Meadowlawn St.	1965	unknown	Ranch	NC	
172	6735 Meadowlawn St.	1939	unknown	Minimal Traditional	C	
0172a	6735 Meadowlawn St.	unknown	unknown	garage apartment	NC	
173	6739 Meadowlawn St.	1940	unknown	Minimal Traditional	C	
0173a	6739 Meadowlawn St.	1940	unknown	garage	C	
174	6740 Meadowlawn St.	1941	John Staub	French Eclectic	C	
0174a	6740 Meadowlawn St.	1950	unknown	garage apartment	C	
175	6745 Meadowlawn St.	1939	Ainsworth and Irvine	Ranch	C	
0175a	6745 Meadowlawn St.	1939	Ainsworth and Irvine	garage	C	
176	6748 Meadowlawn St.	1940	Harry A. Turner	Art Moderne	C	
177	6602 Merry Ln.	1954	unknown	Ranch	C	
0177a	6602 Merry Ln.	1954	unknown	garage	C	
178	6605 Merry Ln.	1940	unknown	Tudor Revival	C	
0178a	6605 Merry Ln.	1940	unknown	garage	C	
179	6606 Merry Ln.	1940	unknown	Colonial Revival	C	
180	6610 Merry Ln.	1940	unknown	Minimal Traditional	C	
0180a	6610 Merry Ln.	1940	unknown	garage	C	
181	6614 Merry Ln.	1950	unknown	Ranch	C	
0181a	6614 Merry Ln.	1950	unknown	garage	C	
182	6617 Merry Ln.	1949	unknown	Ranch	C	
0182a	6617 Merry Ln.	1949	unknown	garage	C	
183	6624 Merry Ln.	1940	unknown	Tudor Revival	C	
0183a	6624 Merry Ln.	1940	unknown	garage	C	
184	6625 Merry Ln.	1946	unknown	Minimal Traditional	NC	significantly altered
0184a	6625 Merry Ln.	1946	unknown	garage	C	

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185	6628 Merry Ln.	1970	unknown	Ranch	NC	
186	6629 Merry Ln.	1940	unknown	Colonial Revival	C	
0186a	6629 Merry Ln.	1940	unknown	garage	NC	significantly altered
187	6632 Merry Ln.	1940	unknown	Colonial Revival	C	
0187a	6632 Merry Ln.	1940	unknown	garage	C	
188	6633 Merry Ln.	1940	unknown	Tudor Revival	C	
0188a	6633 Merry Ln.	1940	unknown	garage	C	
189	6636 Merry Ln.	1940	unknown	Tudor Revival	C	
0189a	6636 Merry Ln.	1940	unknown	garage	C	
190	6637 Merry Ln.	1960	unknown	Ranch	C	
191	6641 Merry Ln.	1949	unknown	Ranch	C	
0191a	6641 Merry Ln.	1949	unknown	garage	C	
192	6644 Merry Ln.	1950	unknown	Ranch	C	
0192a	6644 Merry Ln.	unknown	unknown	garage	NC	
193	6648 Merry Ln.	1951	Allen R. Williams, Jr.	Contemporary	C	
194	6649 Merry Ln.	1940	unknown	Colonial Revival	NC	significantly altered
195	6652 Merry Ln.	1948	unknown	Colonial Revival	C	
196	6657 Merry Ln.	1940	unknown	Colonial Revival	C	
197	6660 Merry Ln.	1960	unknown	Ranch	C	
198	6664 Merry Ln.	1940	unknown	Tudor Revival	C	
0198a	6664 Merry Ln.	unknown	unknown	garage	NC	
199	6665 Merry Ln.	1940	unknown	Colonial Revival	C	
0199a	6665 Merry Ln.	1940	unknown	garage	C	
2	6668 Merry Ln.	1950	unknown	Ranch	C	
02a	6668 Merry Ln.	1950	unknown	garage	C	
201	6669 Merry Ln.	1968	unknown	Ranch	NC	
202	6672 Merry Ln.	1950	unknown	Ranch	C	
203	6673 Merry Ln.	1936	unknown	Tudor Revival	C	
0203a	6673 Merry Ln.	1936	unknown	garage	C	
204	6601 Park Ln.	1940	unknown	Colonial Revival	C	
0204a	6601 Park Ln.	1994	unknown	garage apartment	NC	
205	6602 Park Ln.	1940	unknown	Minimal Traditional	C	
0205a	6602 Park Ln.	1940	unknown	garage	C	
206	6603 Park Ln.	1940	unknown	Minimal Traditional	C	
0206a	6603 Park Ln.	1940	unknown	garage	NC	
207	6610 Park Ln.	1930	unknown	Colonial Revival	C	
0207a	6610 Park Ln.	1930	unknown	garage	C	
208	6611 Park Ln.	1940	unknown	Tudor Revival	C	
0208a	6611 Park Ln.	1940	unknown	garage	C	
209	6615 Park Ln.	1930	unknown	Tudor Revival	C	
0209a	6615 Park Ln.	unknown	unknown	garage	NC	
210	6616 Park Ln.	1940	unknown	Tudor Revival	C	
0210a	6616 Park Ln.	1940	unknown	garage	C	

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211	6617 Park Ln.	1940	unknown	Minimal Traditional	C	
0211a	6617 Park Ln.	1940	unknown	garage	C	
212	6618 Park Ln.	1928	unknown	Tudor Revival	C	
0212a	6618 Park Ln.	1928	unknown	garage	C	
213	6621 Park Ln.	1930	unknown	Tudor Revival	C	
214	6622 Park Ln.	1938	T. E. Lightfoot	Minimal Traditional	C	
0214a	6622 Park Ln.	1938	T. E. Lightfoot	garage apartment	NC	significantly altered
215	6623 Park Ln.	1940	unknown	Minimal Traditional	C	
0215a	6623 Park Ln.	1940	unknown	garage	C	
216	6629 Park Ln.	1946	unknown	Tudor Revival	C	
0216a	6629 Park Ln.	1946	unknown	garage	C	
217	6630 Park Ln.	1930	unknown	Tudor Revival	C	
0217a	6630 Park Ln.	1930	unknown	garage apartment	C	
218	6633 Park Ln.	1930	unknown	Tudor Revival	C	
0218a	6633 Park Ln.	1930	unknown	garage	C	
219	6638 Park Ln.	1930	unknown	Too altered to determine	NC	significantly altered
0219a	6638 Park Ln.	1930	unknown	garage apartment	NC	significantly altered
220	6641 Park Ln.	1928	unknown	Colonial Revival	C	
221	6646 Park Ln.	1940	unknown	Colonial Revival	C	
0221a	6646 Park Ln.	1940	unknown	garage	C	
222	6649 Park Ln.	1940	unknown	Colonial Revival	C	
0222a	6649 Park Ln.	1940	unknown	garage	C	
223	6650 Park Ln.	1950	unknown	Ranch	C	
0223a	6650 Park Ln.	1950	unknown	garage	C	
224	6653 Park Ln.	1940	unknown	Tudor Revival	C	
0224a	6653 Park Ln.	1940	unknown	garage	C	
225	6654 Park Ln.	1930	unknown	Tudor Revival	C	
0225a	6654 Park Ln.	1930	unknown	garage	C	
226	6657 Park Ln.	1940	unknown	Minimal Traditional	C	
0226a	6657 Park Ln.	1940	unknown	garage	C	
227	6660 Park Ln.	1940	unknown	Colonial Revival	C	
228	6661 Park Ln.	1947	unknown	Ranch	C	
0228a	6661 Park Ln.	1947	unknown	garage	C	
229	6665 Park Ln.	1950	unknown	Monterey	NC	significantly altered
230	6666 Park Ln.	1940	unknown	Tudor Revival	C	
0230a	6666 Park Ln.	1940	unknown	garage apartment	C	
231	6669 Park Ln.	1940	unknown	Minimal Traditional	C	
0231a	6669 Park Ln.	unknown	unknown	garage	C	
232	6701 Park Ln.	1950	unknown	Ranch	C	
0232a	6701 Park Ln.	1950	unknown	garage	C	
233	6707 Park Ln.	1940	unknown	Minimal Traditional	C	
0233a	6707 Park Ln.	1940	unknown	garage	C	
234	6711 Park Ln.	1946	unknown	Minimal Traditional	C	

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0234a	6711 Park Ln.	unknown	unknown	garage	NC	
235	6715 Park Ln.	1936	Stayton Nunn and Milton McGinty	Minimal Traditional	C	
0235a	6715 Park Ln.	1936	Stayton Nunn and Milton McGinty	garage	C	
236	6719 Park Ln.	1950	unknown	Ranch	C	
237	6723 Park Ln.	1950	unknown	Ranch	C	
239	6601 Rockbridge Ln.	1976	unknown	Neo-eclectic	NC	
0239a	6601 Rockbridge Ln.	1976	unknown	garage	NC	
240	6608 Rockbridge Ln.	1940	unknown	Colonial Revival	C	
0240a	6608 Rockbridge Ln.	1940	unknown	garage	C	
241	6611 Rockbridge Ln.	1940	unknown	Tudor Revival	C	
0241a	6611 Rockbridge Ln.	1940	unknown	garage apartment	NC	significantly altered
242	6615 Rockbridge Ln.	1940	unknown	Colonial Revival	C	
0242a	6615 Rockbridge Ln.	1940	unknown	garage	C	
243	6616 Rockbridge Ln.	1940	unknown	Minimal Traditional	NC	significantly altered
244	6621 Rockbridge Ln.	1946	unknown	Ranch	C	
0244a	6621 Rockbridge Ln.	1946	unknown	garage	C	
245	6622 Rockbridge Ln.	1940	unknown	Colonial Revival	C	
0245a	6622 Rockbridge Ln.	1940	unknown	garage	C	
246	6626 Rockbridge Ln.	1940	unknown	Minimal Traditional	C	
0246a	6626 Rockbridge Ln.	1940	unknown	garage	C	
247	6627 Rockbridge Ln.	1940	unknown	Colonial Revival	NC	significantly altered
0247a	6627 Rockbridge Ln.	1940	unknown	garage	C	
248	6630 Rockbridge Ln.	1940	unknown	Minimal Traditional	C	
0248a	6630 Rockbridge Ln.	1992	unknown	garage	NC	
249	6631 Rockbridge Ln.	1941	unknown	Colonial Revival	C	
0249a	6631 Rockbridge Ln.	1941	unknown	garage	C	
250	6633 Rockbridge Ln.	1940	unknown	Colonial Revival	C	
0250a	6633 Rockbridge Ln.	1940	unknown	garage	C	
251	6634 Rockbridge Ln.	1940	unknown	Tudor Revival	C	
0251a	6634 Rockbridge Ln.	1940	unknown	garage	C	
252	6636 Rockbridge Ln.	1980	unknown	Ranch	NC	
253	6641 Rockbridge Ln.	1946	unknown	Minimal Traditional	C	
0253a	6641 Rockbridge Ln.	1946	unknown	garage	NC	
254	6642 Rockbridge Ln.	1949	unknown	Minimal Traditional	C	
255	6645 Rockbridge Ln.	1946	unknown	Ranch	C	
256	6650 Rockbridge Ln.	1950	unknown	Colonial Revival	C	
0256a	6650 Rockbridge Ln.	1950	unknown	garage	C	
257	6655 Rockbridge Ln.	1948	unknown	Ranch	C	
0257a	6655 Rockbridge Ln.	1948	unknown	garage	C	
258	6660 Rockbridge Ln.	1948	unknown	Ranch	C	
0258a	6660 Rockbridge Ln.	1948	unknown	garage apartment	C	

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259	6662 Rockbridge Ln.	1950	unknown	Colonial Revival	C	
0259a	6662 Rockbridge Ln.	1950	unknown	garage	C	
260	6664 Rockbridge Ln.	1946	unknown	Colonial Revival	C	
261	6674 Rockbridge Ln.	1950	unknown	Ranch	C	
262	6601 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0262a	6601 Sylvan Rd.	1940	unknown	garage	C	
263	6607 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0263a	6607 Sylvan Rd.	1940	unknown	garage	C	
264	6611 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0264a	6611 Sylvan Rd.	unknown	unknown	garage	NC	or significantly altered
265	6617 Sylvan Rd.	1930	unknown	Tudor Revival	C	
0265a	6617 Sylvan Rd.	unknown	unknown	garage	NC	or significantly altered
266	6621 Sylvan Rd.	1949	unknown	Colonial Revival	C	
0266a	6621 Sylvan Rd.	1949	unknown	garage	C	
267	6625 Sylvan Rd.	1953	unknown	Ranch	C	
268	6629 Sylvan Rd.	1950	unknown	Ranch	C	
0268a	6629 Sylvan Rd.	1950	unknown	garage	C	
269	6637 Sylvan Rd.	1940	unknown	Colonial Revival	NC	significantly altered
0269a	6637 Sylvan Rd.	1940	unknown	garage	C	
270	6642 Sylvan Rd.	1960	unknown	Ranch	C	
271	6643 Sylvan Rd.	1935	unknown	Minimal Traditional	C	
0271a	6643 Sylvan Rd.	unknown	unknown	garage	NC	
272	6644 Sylvan Rd.	1946	unknown	Ranch	C	
0272a	6644 Sylvan Rd.	1946	unknown	garage	C	
273	6647 Sylvan Rd.	1950	unknown	Ranch	C	
0273a	6647 Sylvan Rd.	1950	unknown	garage	C	
274	6649 Sylvan Rd.	1928	unknown	Colonial Revival	C	
0274a	6649 Sylvan Rd.	unknown	unknown	garage	NC	
275	6650 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0275a	6650 Sylvan Rd.	1940	unknown	garage	C	
276	6656 Sylvan Rd.	1930	unknown	Tudor Revival	C	
0276a	6656 Sylvan Rd.	1930	unknown	garage	C	
277	6657 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0277a	6657 Sylvan Rd.	unknown	unknown	garage	NC	
278	6660 Sylvan Rd.	1940	unknown	Tudor Revival	NC	significantly altered
0278a	6660 Sylvan Rd.	1940	unknown	garage	C	
279	6661 Sylvan Rd.	1940	unknown	Minimal Traditional	NC	significantly altered
0279a	6661 Sylvan Rd.	1940	unknown	garage	C	
280	6666 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0280a	6666 Sylvan Rd.	1940	unknown	garage	C	
281	6669 Sylvan Rd.	1940	unknown	Colonial Revival	C	
282	6670 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0282a	6670 Sylvan Rd.	1940	unknown	garage	C	

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
283	6673 Sylvan Rd.	1940	unknown	Tudor Revival	C	
0283a	6673 Sylvan Rd.	1940	unknown	garage	C	
284	6674 Sylvan Rd.	1940	unknown	Ranch	C	
285	6678 Sylvan Rd.	1940	unknown	Tudor Revival	C	
0285a	6678 Sylvan Rd.	1940	unknown	garage apartment	C	
286	6680 Sylvan Rd.	1950	unknown	Minimal Traditional	C	
287	6701 Sylvan Rd.	1940	unknown	Colonial Revival	NC	significantly altered
0287a	6701 Sylvan Rd.	1940	unknown	garage	C	
288	6705 Sylvan Rd.	1940	unknown	Ranch	C	
0288a	6705 Sylvan Rd.	1940	unknown	garage	C	
289	6708 Sylvan Rd.	1965	unknown	Ranch	NC	
0289a	6708 Sylvan Rd.	1965	unknown	garage	NC	
290	6711 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0290a	6711 Sylvan Rd.	1940	unknown	garage	C	
291	6712 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0291a	6712 Sylvan Rd.	1940	unknown	garage	C	
292	6715 Sylvan Rd.	1950	unknown	Minimal Traditional	C	
0292a	6715 Sylvan Rd.	1950	unknown	garage	C	
293	6716 Sylvan Rd.	1940	unknown	Tudor Revival	C	
294	6719 Sylvan Rd.	1940	unknown	Colonial Revival	C	
0294a	6719 Sylvan Rd.	1940	unknown	garage	C	
295	6720 Sylvan Rd.	1940	unknown	Tudor Revival	C	
0295a	6720 Sylvan Rd.	1940	unknown	garage	NC	condition has affected integrity
296	6721 Sylvan Rd.	1950	unknown	Ranch	C	
0296a	6721 Sylvan Rd.	1950	unknown	garage	C	
297	6724 Sylvan Rd.	1937	unknown	Tudor Revival	C	
0297a	6724 Sylvan Rd.	1935	unknown	garage	C	
298	6725 Sylvan Rd.	1940	unknown	Ranch	C	
299	6728 Sylvan Rd.	1938	Ainsworth and Irvine	Mixed	C	
3	6729 Sylvan Rd.	1950	unknown	Ranch	C	
301	6732 Sylvan Rd.	1940	unknown	Ranch	C	
302	6733 Sylvan Rd.	1940	unknown	Tudor Revival	C	
0302a	6733 Sylvan Rd.	1940	unknown	garage	NC	significantly altered
303	6736 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0303a	6736 Sylvan Rd.	1940	unknown	garage	NC	
304	6737 Sylvan Rd.	1940	unknown	Minimal Traditional	C	
0304a	6737 Sylvan Rd.	1940	unknown	garage	C	
305	6741 Sylvan Rd.	1940	unknown	Colonial Revival	C	
306	6602 Wildwood Way	2005	unknown	Neo-eclectic	NC	
307	6606 Wildwood Way	1940	unknown	Tudor Revival	C	
0307a	6606 Wildwood Way	1940	unknown	garage	C	
308	6607 Wildwood Way	1956	unknown	Ranch	C	

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
309	6610 Wildwood Way	1940	unknown	Minimal Traditional	C	
0309a	6610 Wildwood Way	1940	unknown	garage	C	
310	6611 Wildwood Way	1940	unknown	Minimal Traditional	C	
0310a	6611 Wildwood Way	1940	unknown	garage	C	
311	6614 Wildwood Way	1949	unknown	Minimal Traditional	C	
0311a	6614 Wildwood Way	1949	unknown	garage	C	
312	6615 Wildwood Way	1940	unknown	Ranch	C	
0312a	6615 Wildwood Way	1940	unknown	garage	C	
313	6618 Wildwood Way	1940	unknown	Minimal Traditional	C	
0313a	6618 Wildwood Way	1940	unknown	garage	C	
314	6621 Wildwood Way	1940	unknown	Colonial Revival	C	
0314a	6621 Wildwood Way	1940	unknown	garage	NC	significantly altered
315	6622 Wildwood Way	1940	unknown	Tudor Revival	C	
0315a	6622 Wildwood Way	1940	unknown	garage	C	
316	6625 Wildwood Way	1940	unknown	Minimal Traditional	C	
0316a	6625 Wildwood Way	1940	unknown	garage	C	
317	6626 Wildwood Way	1940	unknown	Colonial Revival	C	
0317a	6626 Wildwood Way	1940	unknown	garage	C	
318	6629 Wildwood Way	1940	unknown	Tudor Revival	C	
0318a	6629 Wildwood Way	1940	unknown	garage	C	
319	6630 Wildwood Way	1938	unknown	Colonial Revival	C	
0319a	6630 Wildwood Way	1938	unknown	garage	C	
320	6633 Wildwood Way	1940	unknown	Colonial Revival	C	
0320a	6633 Wildwood Way	1940	unknown	garage	C	
321	6634 Wildwood Way	1940	unknown	Tudor Revival	C	
0321a	6634 Wildwood Way	1940	unknown	garage	C	
322	6638 Wildwood Way	1950	unknown	Minimal Traditional	C	
0322a	6638 Wildwood Way	1950	unknown	garage	C	
323	6641 Wildwood Way	1935	unknown	Minimal Traditional	NC	significantly altered
0323a	6641 Wildwood Way	1935	unknown	garage	C	
324	6642 Wildwood Way	1936	Stayton Nunn and Milton McGinty	Minimal Traditional	C	
0324a	6642 Wildwood Way	1936	Stayton Nunn and Milton McGinty	garage	C	
325	6645 Wildwood Way	1935	unknown	Minimal Traditional	C	
0325a	6645 Wildwood Way	1935	unknown	garage	C	
326	6646 Wildwood Way	1940	unknown	Monterey	NC	significantly altered
327	6649 Wildwood Way	1946	unknown	Colonial Revival	C	
0327a	6649 Wildwood Way	1946	unknown	garage apartment	NC	
328	6653 Wildwood Way	1937	Swenson, Heidbreder and Bush	no style (Vibrex House)	C	
0328a	6653 Wildwood Way	1937	Swenson, Heidbreder and Bush	garage	C	

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329	6654 Wildwood Way	1940	unknown	Ranch	C	
0329a	6654 Wildwood Way	1940	unknown	garage	C	
330	6655 Wildwood Way	1950	unknown	Ranch	C	
0330a	6655 Wildwood Way	1950	unknown	garage	C	
331	6657 Wildwood Way	1950	unknown	Ranch	C	
0331a	6657 Wildwood Way	1950	unknown	garage	C	
332	6658 Wildwood Way	1940	Stayton Nunn and Milton McGinty	Minimal Traditional	C	
333	6662 Wildwood Way	1940	unknown	Tudor Revival	C	
0333a	6662 Wildwood Way	1940	unknown	garage apartment	C	
334	6666 Wildwood Way	1940	unknown	Minimal Traditional	C	
0334a	6666 Wildwood Way	1940	unknown	garage	C	
335	6667 Wildwood Way	1938	unknown	Tudor Revival	C	
0335a	6667 Wildwood Way	1938	unknown	garage	C	
336	6669 Wildwood Way	1940	unknown	Tudor Revival	C	
0336a	6669 Wildwood Way	1940	unknown	garage	C	
337	6670 Wildwood Way	1950	unknown	Ranch	C	
338	6701 Wildwood Way	1940	unknown	Tudor Revival	C	
0338a	6701 Wildwood Way	unknown	unknown	garage	NC	
339	6702 Wildwood Way	1955	unknown	Ranch	C	
0339a	6702 Wildwood Way	1955	unknown	garage	C	
340	6705 Wildwood Way	1940	unknown	Tudor Revival	C	
341	6706 Wildwood Way	1940	unknown	Tudor Revival	C	
0341a	6706 Wildwood Way	1940	unknown	garage	C	
342	6710 Wildwood Way	1930	unknown	Tudor Revival	C	
0342a	6710 Wildwood Way	1930	unknown	garage	C	
343	6711 Wildwood Way	1950	unknown	Ranch	C	
0343a	6711 Wildwood Way	1950	unknown	garage	C	
344	6715 Wildwood Way	1940	unknown	Tudor Revival	C	
0344a	6715 Wildwood Way	1940	unknown	garage	C	
345	6716 Wildwood Way	1950	unknown	Ranch	C	
0345a	6716 Wildwood Way	1950	unknown	garage	C	
346	6719 Wildwood Way	1940	unknown	Tudor Revival	C	
0346a	6719 Wildwood Way	1940	unknown	garage	C	
347	6720 Wildwood Way	1940	unknown	Tudor Revival	C	
0347a	6720 Wildwood Way	1940	unknown	garage	C	
348	6721 Wildwood Way	1940	unknown	Colonial Revival	C	
0348a	6721 Wildwood Way	1940	unknown	garage	C	
349	6724 Wildwood Way	1940	unknown	Colonial Revival	C	
0349a	6724 Wildwood Way	1940	unknown	garage	C	
350	6726 Wildwood Way	1936	Stayton Nunn and Milton McGinty	Minimal Traditional	C	

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0350a	6726 Wildwood Way	1936	Stayton Nunn and Milton McGinty	garage	C	
351	6727 Wildwood Way	1940	unknown	Tudor Revival	C	
0351a	6727 Wildwood Way	1940	unknown	garage	C	
352	6730 Wildwood Way	1950	unknown	Ranch	C	
353	6731 Wildwood Way	1950	unknown	Minimal Traditional	C	
0353a	6731 Wildwood Way	1950	unknown	garage	C	
354	6733 Wildwood Way	1937	Stayton Nunn and Milton McGinty	Minimal Traditional	NC	significantly altered
0354a	6733 Wildwood Way	1937	Stayton Nunn and Milton McGinty	garage	C	
355	6737 Wildwood Way	1975	unknown	Ranch	NC	
357	0 Park Ln.	1940	Hare and Hare	Idylwood Park and Playground	C	Site
359	SW corner of North MacGregor Way and Fairfield Drive	1928	City of Houston	no style	C	Object
360	SW corner of North MacGregor Way and Wildwood Way	1928	City of Houston	no style	C	Object
361	NE corner of Idylwood Drive and Sylvan Road	1928	City of Houston	no style	C	Object
362a	NW corner of Lawndale Street and Idylwood Drive	1928	unknown	stone gate post	C	Object
362b	NE corner of Lawndale Street and Idylwood Drive	1928	unknown	stone gate post	C	Object
363a	NE corner of Meadowlawn Street and Wayside Drive	1928	unknown	stone gate post	C	Object
363b	SE corner of Meadowlawn Street and Wayside Drive	1928	unknown	stone gate post	C	Object
364a	NE corner of Fairfield Street and Wayside Drive	1928	unknown	stone gate post	C	Object
364b	SE corner of Fairfield Street and Wayside Drive	1928	unknown	stone gate post	C	Object
365a	NE corner of Wildwood Way and Wayside Drive	1928	unknown	stone gate post	C	Object
365b	SE corner of Wildwood Way and Wayside Drive	1928	unknown	stone gate post	C	Object

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#	Address	Date ⁴⁹	Architect/Builder ⁵⁰	Style/Function	C/NC Status ⁵¹	Notes
366a	NE corner of Park Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
366b	SE corner of Park Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
367a	NE corner of Lindy Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
367b	SE corner of Lindy Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
368a	NE corner of Rockbridge Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
368b	SE corner of Rockbridge Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
369a	NE corner of Merry Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
369b	SE corner of Merry Lane and Wayside Drive	1928	unknown	stone gate post	C	Object
370	NE corner of Sylvan Road and Wayside Drive	1928	unknown	stone gate post	C	Object
371	system of streets and collection of 67 tile curb markers	1928	City of Houston	no style	C	Structure

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STATEMENT OF SIGNIFICANCE

The Idylwood Historic District was platted in 1928 by Idylwood, Inc. and developed by Embry and Gillette as a garden suburb development in Houston, Texas. It was one of the first developments in Houston to take advantage of its location along a bayou. When it was opened, it was advertised as a suburb in Houston where middle-class families could purchase houses “amidst such beautiful, lovely and natural surroundings” along Brays Bayou.⁵² The early- to mid-twentieth-century houses in Idylwood represent a collection of architectural types that are excellent, if generally modest, examples of their time. The neighborhood also contains a number of innovative and unique houses designed by local Houston architects specifically for middle class homeowners. Idylwood is distinguished from its contemporary subdivisions in that it is a very intact and excellent example of a middle-class automobile suburb that has escaped much of the development pressures that have affected neighborhoods elsewhere in the city. The district contains 525 contributing and only 91 noncontributing resources. The district is nominated to the National Register of Historic Places under Criterion A in the area of Community Planning and Development as an early and excellent example of important neighborhood design movements of the early twentieth century: the automobile suburb and the garden suburb movement. Idylwood is also National Register-eligible under Criterion C in the area of Architecture as a well-preserved and representative example of popular, twentieth-century, middle-class, suburban housing styles with early and distinctive examples of architect-designed houses.

Criterion A: Community Planning and Development

Idylwood exemplifies the growth and development of the city of Houston, in particular the early establishment of automobile suburbs and the garden suburb movement. A number of community planning trends that would gain popularity and become commonplace throughout the city and elsewhere in the country were used in this neighborhood beginning in 1928. Taking advantage of one of the few locations in the city with topographic variation and a natural source of water, the neighborhood was planned as part of the garden suburb movement and was one of the early examples in the city. This is reflected in the placement of the neighborhood along Brays Bayou, the curving layout of the streets, the siting of houses on their lots, and the emphasis on natural features such as old-growth trees and elevated landscapes as shown in the original plat, as well as brochures promoting sales in the neighborhood (Figures 2-4, and 9).⁵³ The neighborhood’s location in a protected area (bound by Villa de Matel Convent, the Houston Country Club, the bayou, and Forest Park Lawndale Cemetery) accented this natural landscape, which is preserved to this day, as demonstrated in the streetscapes pictured in Photos 3 through 8. The placement of the neighborhood in a relatively undeveloped area, but near the city’s industrial center and primary routes of travel, and in the path of future development, is reflective of the history of the city and its transportation-based economy. Idylwood typifies the automobile suburb that was the logical culmination of this history, and ultimately one of the most characteristic features of the city of Houston. Within the neighborhood itself, this is exemplified by the inclusion of garages from the beginning of construction in 1928.

Another important development trend exemplified by Idylwood is the level of care given to its planning, while being priced specifically for middle-class families. Other garden suburbs developed in the city at this time were almost exclusively for those families in the upper classes. Idylwood was affordable, yet provided the amenities enjoyed in more exclusive neighborhoods. The deed restrictions placed on Idylwood are also an example of important community planning

⁵² HPD 1928

⁵³ HCC 8 February 1928:(9)8; Houston Post 1928; Idylwood Inc., n.d. b

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tools, and have aided in the preservation of its historic integrity in a city that lacks protective zoning. In place since its inception, these restrictions have limited encroachments into the neighborhood from nearby commercial development, minimized alterations to individual buildings, and forestalled inappropriate and infill construction.

Other contemporary Houston suburbs such as Boulevard Oaks, River Oaks, Riverside Terrace, and Forest Hill, differ from Idylwood for they were built for the upper middle class or the wealthy. The houses in these neighborhoods were much grander, whereas Idylwood represents a middle-class neighborhood with well-designed yet modest houses. Other neighborhoods also differ from Idylwood because they are no longer intact or have been subject to development pressures such as street improvements and construction, demolition, or inappropriate infill. This occurred in neighborhoods such as Braeswood Addition, where one of the major streets was lost to commercial development

Criterion C: Architecture

Idylwood is an excellent example of a collection of popular, yet diverse, suburban housing styles representative of the neighborhood's development throughout its period of significance from 1928 to 1961. Because Idylwood's development took place during a time of architectural upheaval in America, the neighborhood's houses represent a wide variety of styles, from revivals such as Colonial and Tudor to postwar Modern. The variation in these housing styles was in part the direct result of the tumultuous events taking place in the country: periods of prosperity interrupted by financial devastation and war. In addition to more typical styles, unique and significant architect-designed houses are interspersed throughout the neighborhood and represent a desire for quality design on a solidly middle-class budget. Most of the homes, whether contractor built or architect designed, as well as the natural setting, streets, park, and landscape features, retain a high degree of historic integrity, making Idylwood an excellent example of early- to mid-twentieth century architecture in the city of Houston.

Period of Significance

Idylwood's period of significance extends from the time it was platted in 1928, when its first houses and garages were built, until 1961, when almost all of its lots had been filled. The growth during this period is demonstrated by comparing an aerial photograph taken after the initial beginning of development in 1935 (Figure 6),⁵⁴ to another aerial photograph taken in 1945 (Figure 7)⁵⁵ and the Sanborn map of the area that was updated in 1950 (Figure 8).⁵⁶ The period of significance represents a time of enormous growth in the history of Houston, when suburban growth was spurred by industries, some of which maintained facilities near Idylwood. The neighborhood's development as an early automobile suburb and garden suburb reflect this period. The architecture of Idylwood is representative of the period and contains excellent examples of the styles popular at the time.

HISTORIC CONTEXT

Development of Houston in the 20th Century

The history of Houston and its development is rooted in transportation. As architect Peter C. Papademetriou has observed, "The technology of transportation was basic to the establishment of Houston and the viability of its form was the fortuitous result of adequate proportioning of its initial grid geometry coupled with the unconstraining context of a

⁵⁴ Tobin 1935

⁵⁵ Anmann 1945

⁵⁶ Sanborn Map Company 1937 [updated to 1950]

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landscape generally devoid of physical features.”⁵⁷ The combination of this form, along with its location at the intersection of Buffalo and White Oak bayous with secondary bayous consisting of Brays, Simms, and Slaughterpen; the early introduction of numerous railroads; the early and prolific influence of the automobile; and an aggressive approach to business and industry have resulted in the extraordinary growth of Houston.

Houston was an economic gateway of the region because of its size and concentration of financial, transportation, and commercial resources. The city became a commercial trade center because of the establishment of the port on the bayou at the foot of Main Street in the early 19th century, and grew further upon the introduction of an extensive railroad network that interfaced with the barges and steamships traveling to and from Houston. Warehouses and industrial plants were built near the tracks and waterways and created an area that was the center of transportation and trade in Houston until the 1940s.⁵⁸ In 1900 nearly one-third of all of Houston wages and salaries paid in manufacturing went to Houstonians working for the railroads, and by 1907, Houston was host to 17 railroads.⁵⁹ The city was a major regional center for trade in lumber, cotton, and grains during the last decades of the nineteenth century. By the early twentieth century Houston had 12 cotton warehouses, six cottonseed oil mills, seven cotton compresses, and a major cotton exchange.⁶⁰ By 1925, Houston railroads controlled 30,000 miles of track.⁶¹

Discovery of oil at Spindletop, 90 miles outside of Houston, in 1901 led the way for Houston to be a major oil and gas city. Working together, bankers, investors, and other business leaders gained state subsidies to improve Houston’s port facilities. This was followed by a \$1.25 million grant in 1910 to deepen the Houston ship channel. The “Galveston Ship Channel and Buffalo Bayou Texas Project,” including the turning basin was completed in 1914.⁶² Because of this improvement, oil-related companies were attracted to the ports of Houston.⁶³ During this time a building boom took place, as companies sought to be near the new distribution points. More industrial and warehouse facilities, including those for transfer, storage, packing, and shipping, and for produce distribution, along with those built for investment, were constructed in a wider area along the railroad tracks and Buffalo Bayou. Buildings with loading docks and parking areas for trucks became common.⁶⁴

Larger oil corporations began to dominate many sectors of the Texas oil industry. In 1916 the Gulf Company moved into Houston. Automobile production between 1908 and 1925 boosted Houston’s economy and encouraged rapid oil development, and oil began to replace coal as fuel for locomotives and industrial plants. By 1914 there were 1.8 million cars and trucks in the United States, and 2.7 billion gallons of motor fuel were being used by 1919. That number had increased to 15.7 billion gallons by 1930. Between 1916 and 1929 more oil refineries and other oil related industrial facilities were built in the Houston area to reduce the cost of transporting oil. The new jobs created by this economic boom attracted rural, small-town Texans and non-Texas residents to the Houston area.⁶⁵ Between 1900 and 1930 the population of Houston increased seven-fold to 292,352.⁶⁶ Throughout the 1920s, tonnage through the port increased, and new industries were established in Houston. Cotton and timber maintained a steady flow, such that by 1930 the Port of

⁵⁷ Papademetriou 1982:3

⁵⁸ Preservation Services 1991:14

⁵⁹ Shelton 1989:6

⁶⁰ Shelton 1989:6

⁶¹ WPA 1942:148

⁶² Buffalo Bayou Partnership ca. 2006:2–3; Preservation Services 1991:21

⁶³ Shelton 1989:11–12

⁶⁴ Preservation Services 1991:23

⁶⁵ Shelton 1989:12

⁶⁶ Preservation Services 1991:24

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Houston was the leading cotton exporter in the country, but the primary industry was petroleum from East Texas. By 1935 half of Texas oil was shipped through the Port of Houston. During that decade Houston became the United States' sixth-largest port.⁶⁷ In 1958, the Army Corps of Engineers proposed a 40-foot-deep ship channel, which would permit all but the largest ocean-going ships to enter the Port of Houston.⁶⁸

In addition to the freight and long-distance passenger lines, Houston was also home to numerous streetcar lines. Streetcar service began in the 1870s with mule-drawn cars, and electric service was introduced in 1891. The Houston Street Railway extended to the entire city and the suburbs developed up to that time, and spurred additional growth and real estate development on the city's fringe.⁶⁹ By 1910, over 50 miles of track had been constructed.⁷⁰ Stone and Webster's Galveston-Houston Electric Railway Company followed in 1911 with interurban electric service, and maintained 50 miles of track between Houston and Galveston until 1936. Its line extended just south of Idylwood. During 1925 and 1926 the streetcar line won first place in a national interurban speed contest, covering the distance in as little as 75 minutes.⁷¹

After World War I the increasing availability of private automobiles and lack of flexibility provided by the streetcar led to a decrease in patronage. This, along with increasing pressure from industries supported by automobiles, led to the end of the Interurban.⁷² Busses increased in popularity and by 1931 over 100 busses traveled on eleven express routes in the city. This trend continued throughout the 1930s and by 1938 the city supported seven rail lines and 19 local, 22 express, three cross-town, and six shuttle bus lines.⁷³ By April 1940, Houston supported 51 bus routes, more than any city in the United States, when final plans were drafted to convert its streetcars to a bus system. In 1940, the last electric streetcar ran in Houston, and the Interurban right-of-way leading to Galveston was set aside for the purposes of creating a four-lane highway that would become the Gulf Freeway.⁷⁴ Current Idylwood residents report that the retaining walls of the gulley extending through the southeastern section of the neighborhood were built of concrete salvaged when the Interurban tracks were demolished.⁷⁵

Resulting Growth and Planning Efforts

The growth of Houston's industries led to an increase in population, such that by 1900 the city's population stood at 44,633 (70 percent of the total population of Harris County) and surpassed Galveston's. In the next ten years, the population increased to 78,800, while Galveston's fell.⁷⁶ In 1910 Houston's per capita average bank deposits increased from equal to twice the national average, and achieved the same in 1920.⁷⁷ It appears that the improvement of the ship channel provided the stimulus for other areas of civic improvement in a city that had been described in the late nineteenth century as "an overgrown, dirty village, seemingly blundering along without any policy or defined government...the most dirty, slovenly, go-as-you-please, vagabond appearing city of which I have knowledge."⁷⁸ Public and private interests

⁶⁷ Shelton 1989:16

⁶⁸ Davis 1983:34

⁶⁹ Papademetriou 1982:20

⁷⁰ Papademetriou 1982:23

⁷¹ Baron 2008; TSHA 2009f

⁷² Papademetriou 1982:27, 51

⁷³ Papademetriou 1982:52

⁷⁴ Davis 1983:32

⁷⁵ Mary Margaret Hansen, personal communication with author, 20 July 2009

⁷⁶ Social Explorer 2009

⁷⁷ Papademetriou 1982:17

⁷⁸ Papademetriou 1982:18

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cooperated in order to provide for such projects as water services, street improvements, and beautification efforts touted as part of the Progressive and City Beautiful movements, which had already taken hold elsewhere in the country.⁷⁹

The earliest planning efforts in Houston took place in 1913, when city planner and landscape architect Arthur C. Comey presented a report to the Houston Park Commission entitled *Houston: Tentative Plans for its Development*. While primarily concerned with the acquisition and development of parks, Comey also acknowledged the increasing urbanization of the city. He emphasized the importance of a hierarchical system of radial circulation or “communication” patterns that took into account commerce and density, with parks and parkways along the city’s bayous integrated into their design.⁸⁰ In 1915 the Park Commission retained landscape architect George E. Kessler of St. Louis to carry out some aspects of Comey’s system. He designed several parks for the city, including Hermann Park. Kessler went on to design other projects in Houston, including the Shadyside neighborhood and Main Boulevard.⁸¹

World War I halted consideration of Comey’s plan and Kessler’s designs, but later proposals and gradual city improvements reflected Comey’s intent.⁸² One of the bayou parkways suggested by Comey was to extend along Brays Bayou, connecting MacGregor Park, and was to be known as MacGregor Way. MacGregor Way was named for developer Henry F. MacGregor; upon his death in 1923 his wife Peggy donated 108 acres that became MacGregor Park.⁸³ While the parkway never connected to Idylwood, North MacGregor Way is reminiscent of Comey’s intent for a roadway along the bayou and was largely developed because of the institutions and commercial development that grew along the route, even though “[t]heir concept changed from picturesque components to major pieces in cross-town through-circulation and advanced the notion of a hierarchical network which emerged in the three decades before the Second World War.”⁸⁴

In 1922, city planning once again was introduced. Mayor Oscar Holcombe soon initiated the formation of a city planning commission, but the city council did not formally establish the commission by ordinance and did not allocate funds for the commission to carry out its work. Holcombe appointed a second commission in 1924, and this time the city council both allocated funds and established the commission through city ordinance.⁸⁵ The city hired the Kansas City landscape architecture firm Hare and Hare to replace George Kessler who had died the previous year. Hare and Hare junior partner S. Herbert Hare continued the work begun by Comey and Kessler in Houston, including such projects as Hermann Park and MacGregor Parkway along Brays Bayou.⁸⁶ As the city’s professional consultant until S. Herbert Hare’s death in 1960, Hare and Hare also designed other city parks, including Idylwood Park (Figure 10). The firm was also responsible for the designs for several subdivisions during its tenure in Houston.

When funding for the city planning commission was exhausted in 1926, the commission ceased meeting until lawyer and public planning philanthropist William C. Hogg continued Holcombe’s city planning initiative in 1927. Hogg was the founder of the Forum of Civics, chairman of the planning commission, and the developer of the River Oaks subdivision. Dedicated to the betterment of Houston, his efforts “led to the only comprehensive planning activity before the Second World War.”⁸⁷ Under Hogg’s chairmanship, the Texas Legislature provided municipal control of land subdivision

⁷⁹ Papademetriou 1982:17-18

⁸⁰ Comey 1913; Papademetriou 1982:29

⁸¹ Scardino et al., 2003:34, 120, 122

⁸² Papademetriou 1982:29

⁸³ Anchorage Foundation of Texas 1988

⁸⁴ Papademetriou 1982:48

⁸⁵ Scardino et al. 2003:35, 37

⁸⁶ Scardino et al. 2003:122

⁸⁷ Papademetriou 1982:32

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plating within the city and five miles beyond the limits of Houston. With this action, the city could establish building lines in order to “locate and enforce rights-of-way for streets and thoroughfares, for assessments for street widening and opening, deed restrictions as to use of property, and for zoning,” the basis of the city’s first planning ordinance in 1927.⁸⁸

The growth of industry in Houston led to an increase in demand for housing for the numerous workers flooding into the city. Residential building was on the rise by 1921, but many immigrants to the city had trouble finding housing. By 1923, a large drainage project was attempted along Brays Bayou in order to provide area for building.⁸⁹ Construction permits rose to over \$20 million that year.⁹⁰ Houston grew by approximately 25 square miles in 1925 to over 70 square miles through the annexation of the city of Harrisburg as well as the Memorial Park, River Oaks, and Cottage Grove developments. Prior to this annexation, part of the city limits was at the eastern boundary of Idylwood along a short section of Brays Bayou. That year the value of building permits rose to over \$35 million.⁹¹

In 1929 *The City Plan of Houston (Report to the City Planning Commission)* was released. This report by landscape architects Hare and Hare illustrated Houston’s centralized organization that naturally grew out of the city’s nineteenth-century shipping hub, and later growth to the south and southwest. The report recommended a major street plan that would facilitate cross-town access, and circumferential roads that would form bypass routes around the city. It also recommended minor street connections and improvements that would facilitate the creation of the larger routes; included in these streets were Wayside Drive at the western boundary of Idylwood, Telephone Road to the north, and the future Gulf Freeway to the south. Another major component of the report was the concept of zoning as a major element in its successful implementation. Hare and Hare concluded that, “In adopting the provisions of the plan the people of Houston and their officials will have to decide whether they are building a great city or merely a great population.”⁹² Soon after the release of the report the Houston Property Owners League was formed with the purpose of opposing zoning, and protested its consideration at City Council. With pressure from the prominent business leaders who had joined the group, zoning was rejected and a principal element of the report was lost.⁹³

The Great Depression

The 1930 census confirmed that Houston was the largest city in the Southwest and the third largest in the South, and twenty-fifth in the nation. The city’s cotton exports skyrocketed to first, and total commerce tonnage ranked tenth in the country, but downturns could already be felt in businesses as the Great Depression reached Houston.⁹⁴ Houston began to experience the effects of the Great Depression in 1930, when unemployment slowly increased and trade decreased.⁹⁵ City planning measures recommended in Hare and Hare’s 1929 report were largely halted just as urban pressures began to build.⁹⁶ In 1931 over 10,000 savings accounts containing almost \$3 million were withdrawn from 11 Houston banks and

⁸⁸ Papademetriou 1982:32

⁸⁹ Comparison of the Park Place Quadrangle maps of 1915 and 1946 show that the channel was straightened east of Idylwood. In addition, the gully (Resource Number 358) that appears prominently in the 1915 map no longer is shown as a water feature by 1947. Whether this drainage project or another effort led to these changes is not known.

⁹⁰ Davis 1983:29

⁹¹ Davis 1983:29

⁹² Papademetriou 1982:32, 35-36, 46

⁹³ Ibid.

⁹⁴ Dunbar 1936:21

⁹⁵ Davis 1983:29

⁹⁶ Papademetriou 1982:35

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the value of factory goods were reduced to below 1923 levels. Cotton exports remained high, however, and additional Gulf Coast oil fields at Conroe, Thompson, and Manvel began production, reducing the impact to the area's economy.⁹⁷

Houston reached the lowest levels of economic depression by 1932. An additional \$2 million in savings accounts were withdrawn from banks. To exacerbate the situation the overproduction of crude oil in East Texas led to devaluation of the entire petroleum industry and efforts at regulating the industry failed. Bank clearings fell to below 1919 levels, building permit values were less than 1915-1916, and the value of real estate sank to below those in 1920.⁹⁸ Several Houston businesses failed due to lack of available cash and decreased demand for goods.⁹⁹ Despite these impacts, Houston was still in relatively good standing as cotton exports reached an all-time high, and the city achieved the rank of sixth in the country for waterborne commerce tonnage.¹⁰⁰

In 1933 the demand for building permits in Houston was the lowest they had been in 15 years.¹⁰¹ Cotton exports fell, yet retail sales expanded. Banks throughout the country began closing but Houston banks remained safe.¹⁰² The effects of the Great Depression on business in the city lasted through 1932 but began lessening in 1933, a shorter downturn than felt throughout other cities in the country.¹⁰³ That year, President Franklin D. Roosevelt signed legislation creating the New Deal program and the National Recovery Act, which created jobs for those who had been out of work. In Houston, one of the New Deal projects was the deepening and widening of the ship channel.¹⁰⁴

During the Depression, Houston had positioned itself well to be one of the quickest cities to recover, and "throughout the depression [sic] was one of the brightest spots in the United States."¹⁰⁵ The primary reason that Houston fared so well during the Depression was the city's oil revenues.¹⁰⁶

Economic Recovery

Houston proved to be a leader in providing low-cost housing after it began its early recovery from the Great Depression about 1935. Its first low-cost housing effort was Nira Park, east of downtown, in 1934, which was reported to be the first community of mass-produced, low-cost, pre-fabricated, single-family houses in the country. Prices there ranged from just \$3,500.00 to \$4,000.00 with an interest rate of six percent on a 20-year mortgage.¹⁰⁷

By 1935 Houston was in full recovery from the Depression, and shipping, manufacturing, distribution, and construction all increased. The petroleum industry led the way in prosperity, with Houston being the headquarters of more than 500 oil companies. Houston was recognized as the "capital of the oil world by leaders of the petroleum industry. They also assured Houston of a plentiful fuel supply of oil and gas with which to encourage industrial development."¹⁰⁸ That year, the Port of Houston reported an all-time high number of exports, resulting in the city ranking first in the state in export tonnage and value of commerce. Total bank deposits and telephone connections also set records, as did building activity,

⁹⁷ Dunbar 1936:22

⁹⁸ Ibid.

⁹⁹ Davis 1983:30

¹⁰⁰ Dunbar 1936:22

¹⁰¹ Davis 1983:30

¹⁰² Dunbar 1936:23, 29

¹⁰³ Davis 1983:29-30

¹⁰⁴ Davis 1983:30

¹⁰⁵ Dunbar 1936:20

¹⁰⁶ Davis 1983:30

¹⁰⁷ Dunbar 1936:29

¹⁰⁸ Dunbar 1936:30-35

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which led the state. Industrial and residential construction was in high demand due to the great influx of new businesses and workers; “nearly every architect in Houston was busy.”¹⁰⁹ In 1935 motor vehicle registrations increased over the previous year by 20 percent, and between June and July the Welcome Wagon reported the largest number of families had moved to Houston in one month since 1930. The Chamber of Commerce strove to continue the city’s success, and began an intensive campaign to draw new businesses to the area, particularly in heavy industry. The increase in commerce in 1935 was aided by the improvements to the Houston Ship Channel that were completed that year; it was increased to 32 feet deep and 100 feet wide along the entire length.¹¹⁰

In 1937, while much of the country was still in the depths of the Great Depression, Houston reported the value of new building projects in the city at \$11,844,395.00, eighth in the nation. In 1938, the value of permits rose to \$25 million. That year, over 12,000 new automobiles were sold and 50 new factories opened.¹¹¹ By the end of the 1930s, Houston had experienced a boom in population, construction, size, and the urban problems that came with them. Advancements in technology had been the impetus for this boom, and the technological advances that were introduced in the 1940s, principally in the automobile, would far surpass those achieved thus far and further form the landscape of the city over the next three decades. These events would happen without one of the city’s planning pioneers. The death of Will Hogg, “champion of Progressive ideas in Houston” in 1930, contributed to the abandonment of the 1929 *Report to the City Planning Commission* as a comprehensive action. A fourth city planning commission was established in 1937, but the City Council eventually withdrew funding for the Planning Commission’s work in the city budget of 1939.¹¹² That year two documents sponsored by the WPA were released, *Houston Traffic Survey* and *Traffic Way Plan for Houston Metropolitan Area and Harris County*. These studies advocated radial routes and noted that the “...present conditions are a result of the rapid development of a fast-growing community without having benefit of a master plan...”¹¹³

By 1940, Houston’s population stood at 384,514 within the 73-square-mile city; over 150,000 motor vehicles were registered in Harris County. As an indication of things to come, the city reported 3,700 parking meters, more than any other city in the world.¹¹⁴ That year a fifth city planning department was established in Houston. Hare and Hare sent Ralph S. Ellifrit to the city as its local representative; Ellifrit retained the position of Director of the Department of City Planning for the next 23 years. During that time S. Herbert Hare and Ralph Ellifrit revised the park and street system, expanded the westward extension of Brays Bayou Parkway, added numerous neighborhood parks (including Idylwood Park and Playgrounds, Resource Number 357), and introduced additional plans for what would become the city’s freeway system.¹¹⁵

As the United States entered World War II, the city of Houston undertook yet another traffic study and plan. The 1942 *Major Street Plan for Houston and Vicinity* was supported by a bond program and was put forth as public policy. This plan committed the city to a transportation system anchored in automobile technology and created a road classification system largely based on the “defense loop,” a belt circling the city and providing a bypass between the highways entering the city. The loop proposed in the 1942 plan closely follows IH 610, approximately four miles south and southeast of Idylwood. The plan also proposed a freeway to “...provide relief for the present with provisions for future needs... One of the best of our possibilities for a freeway is the proposed expressway over the Galveston-Houston Electric or Old

¹⁰⁹ Ibid.

¹¹⁰ Ibid.

¹¹¹ Davis 1983:31

¹¹² Papademetriou 1982:36; Scardino et al. 2003:38

¹¹³ Papademetriou 1982:48

¹¹⁴ Davis 1983:32; Papademetriou 1982:48

¹¹⁵ Scardino et al. 2003:38

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Galveston Interurban.”¹¹⁶ It should be noted that the 1942 plan expressly did not address land use nor scale of development, which was a clear result of the defeat of zoning that once again was considered in 1938.¹¹⁷ On the eve of World War II the metropolitan Houston area population stood at 711,000 and vehicle registrations in Harris County had risen to 364,337.¹¹⁸

World War II

In April 1941 an ordnance depot was operating on a 4,700-acre parcel at the ship channel. The Hughes Tool Company, just northwest of Idylwood, received a contract for bomber parts and undertook a \$3,725,000.00 expansion of their facility to accommodate production. From the ship channel, ammunition, explosives, tanks, and aircraft were shipped to the front lines. Cotton once again became an important export. Houston regained its role as an important contributor to a wartime effort, but on a scale never imagined during the Civil or First World wars.¹¹⁹

Once the United States entered the war in 1942, ship arrivals to the Port of Houston fell to 600 from over 2,000 the year before. Dangers of ship travel in the wake of Pearl Harbor, as well as increased demand for shipping from the east and west coasts were the primary reasons for the decline, and Houston’s rank in shipping tonnage fell from third in the nation to sixth. By 1945, however, Houston rose to fourth, and to second three years later. “If there was any doubt that Houston was one of the greatest ports ever built by man, World War II decided the question.”¹²⁰ In 1945 the administration of the ship channel was consolidated under the Harris County Ship Channel Navigation District; previously the Board of Navigation and Canal Commissioners (Port Commission) leased facilities from the city.¹²¹

Houston’s role in the war effort further spurred the creation of a highway system within the city. For defense purposes, loop highways were created to provide a fast route for supplies. Another legacy of World War II was the advancement in technology that also benefited peacetime industries. Improvements in metal working, chemical processing, medicine, petroleum, and food processing were among the sectors that saw their establishment in the city. These industries continued to play a large role in Houston’s economy long after the end of the war.¹²²

Postwar Houston

After the end of World War II, the congestion of the downtown business district and the relocation of businesses to the suburbs led to a new emphasis on the creation of freeway construction that had been envisioned during the war. Beginning in the 1940s consumers increasingly preferred, and the market demanded, single-family houses on large lots, leading to a decrease in the population of Houston’s central core and an increase in population in the suburbs. These factors combined to solidify the form that can be seen in Houston today.¹²³

At this time, Houston began to develop large shopping centers outside of the downtown core. The new highways created after the war, along with Houston’s lack of zoning laws, contributed to the increase in the spread of retail outside of

¹¹⁶ Papademetriou 1982:50

¹¹⁷ Papademetriou 1982:65

¹¹⁸ Papademetriou 1982:65

¹¹⁹ Davis 1983:32

¹²⁰ Davis 1983:32

¹²¹ Ibid.

¹²² Ibid.

¹²³ Papademetriou 1982:67

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downtown.¹²⁴ The city's lack of physical constraints allowed the formation of what Papademetriou calls a "pure" automobile-oriented urban form.¹²⁵

In 1946, an effort was made by Mayor Otis Massey to once again address the concept of zoning. He appointed a Commission that published a zoning ordinance in August. When public hearings on the issue were inconclusive, a move was made in the next mayoral election to initiate a referendum. The Houston Property Owners Association, Association for Greater Houston Progress, and the Greater Houston Planning Association issued a statement that,

...zoning was just another form of government regimentation of private property and an infringement on individual liberty...and [stood] in opposition to the operation of free-market economy. In a period of apparent rapid change, it was felt not only that zoning would freeze a pattern of urban life but also slow urban growth.... [and it]...ran the basic contention that zoning was a threat to the American way of life.¹²⁶

In 1948, Houston annexed Bellaire, South Side Place, South Houston, Jacinto City, Galena Park, and West University Place, doubling the size of the city.¹²⁷ This action was undertaken by the Houston City Council under Mayor Oscar F. Holcombe to avoid the city's encirclement by incorporated suburbs.¹²⁸ The push for zoning failed once again in 1948 by a margin of two to one. By 1950, Houston's population stood at 596,163; residents owned 242,208 automobiles and 44,808 trucks.¹²⁹

In the early 1950s, new and iconic neighborhood shopping centers were developed, designed for automobile access through large parking lots. These included an expanded River Oaks Shopping Center and the Braeswood Community Center. These shopping centers were near residential suburbs and were designed to serve the immediate surroundings. Many were built along the principal circulation routes noted in the 1929 and 1949 city traffic plans. During this time, Houston also was introduced to a new type of shopping in the form of the regional shopping center. The 60-acre Gulfgate shopping mall, just east of Idylwood on Gulf Freeway, was announced in 1953 and housed 90 to 100 stores and 20,000 cars.¹³⁰ That year, Gulf Freeway carried over 100,000 vehicles per day.¹³¹

Houston annexed additional land in 1956 and once again doubled in size, reaching 353 square miles. That year it received \$453,000,000.00 in highway funds, over half of the entire Federal appropriation for Texas; bus ridership dwindled and air pollution became a common problem in the city.¹³² Four years later, Houston's population had increased to 938,219, the center of a metropolitan area boasting a total population of 1,430,394.¹³³ It was finally acknowledged that,

The lack of continuity in suburban developments is becoming increasingly serious...Urban sprawl will continue to cause many serious problems, particularly in providing adequate over-all systems of public facilities..., and annexation was seen as being ...pitted against endless fragmentation of the urban area and substandard uncoordinated development of land which may later be taken into the city.¹³⁴

¹²⁴ Davis 1983:33

¹²⁵ Papademetriou 1982:63

¹²⁶ Papademetriou 1982:79, 81

¹²⁷ Davis 1983:33

¹²⁸ TSHA 2009g

¹²⁹ Davis 1983:33

¹³⁰ Papademetriou 1982:68

¹³¹ Papademetriou 1982:75

¹³² Davis 1983:34; Papademetriou 1982:69

¹³³ Davis 1983:34

¹³⁴ Papademetriou 1982:69

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Zoning was considered again, and failed, in 1962.¹³⁵ In July, the National Aeronautics and Space Administration's (NASA's) Manned Spacecraft Center was built just south of the city. The location of the space center and the thousands of jobs that it created led to increased residential and commercial development to the south of town and brought an initial \$40 million into the local economy. In the next 15 years another \$360 million poured into Houston as a direct result of NASA.¹³⁶ NASA offices were located throughout the city as Johnson Space Center was constructed. Offices just south of Idylwood along Gulf Freeway were used for these purposes.¹³⁷

Between the mid-1960s and into the 1980s the planning department's role was concentrated upon documenting the rapid expansion of the city.¹³⁸ Houston suburbs have become almost a cliché in their increasing distance from the urban core. The mid-to late-twentieth century suburb The Woodlands (1964-1983) is actually in south Montgomery County.¹³⁹ In the 1980s Mayor Kathy Whitmire introduced the subject of zoning again, to no avail. Houston has continued to be the largest unzoned city in the country, and expansion of business is encouraged. Some control has been maintained due to the concentration of heavy industry near the ship channel and tightly controlled deed restrictions (such as those of Idylwood) within individual subdivisions.¹⁴⁰ Many other subdivisions without these restrictions have suffered, however; houses are interspersed with commercial and industrial uses, or are demolished to make way for inappropriate infill.

Idylwood in Context

Trends in Suburban Development in Houston

Urban planning and development of residential communities soared in the 1920s as families were moving into the Houston area, and the automobile allowed them to live further away from work and public transportation. Developers and architects began planning entire neighborhoods with the landscape, topography, and future cohesion of the residents at the forefront.¹⁴¹ Suburban developments such as Idylwood had their roots in land speculation that dates to the late nineteenth and early twentieth centuries. Suburbs of this earlier period include South Houston, Pasadena, Houston Heights, and Deer Park (1892); Bellaire (1911); Montrose (1911-1912); and West University Place (1919). All featured single family homes set into neighborhoods that developed independently of each other, resulting in an overall erratic street grid.

Early Suburbs of Houston

Planned at the turn of the last century, Houston Heights was one of the first urban neighborhoods in Houston that was strategically designed to focus on a "central boulevard."¹⁴² Four miles northwest of downtown Houston and north of White Oak Bayou, this area sits 23 feet higher than downtown.¹⁴³ Designed in 1892 by Oscar Martin Carter, Houston Heights was eventually incorporated by 1896.¹⁴⁴ The streets ran in a true north-south grid pattern with Heights Boulevard

¹³⁵ Papademetriou 1982:79, 81

¹³⁶ Davis 1983:34

¹³⁷ Russell Millar, personal communication with authors, July 21, 2009

¹³⁸ Scardino et al. 2003:39

¹³⁹ TSHA 2009g

¹⁴⁰ TSHA 2009g

¹⁴¹ Texas Historic Sites Atlas [THSA] 2009a; THSA 2009b

¹⁴² THSA 2009b

¹⁴³ Papademetriou 1972:67

¹⁴⁴ THSA 2009b

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at the center.¹⁴⁵ Previous research indicates that the majority of the houses were built between 1893 and 1932, selected from “popular, early 20th century architectural pattern books” rather than custom-designed by architects.¹⁴⁶

The early 1900s in Houston saw the expansion of the South End within the Montrose area, with smaller neighborhoods being developed as Montrose became more populated. Hyde Park Addition was platted in 1906 and Cherryhurst Addition was platted in 1908. The Broadacres and Fairview Additions were developed in the mid to late 1920s.¹⁴⁷ Boulevard Oaks was planned and developed at the height of the building boom of the 1920s for the upper-middle class in the South End of Houston. Similar to Houston Heights, Boulevard Oaks was centrally focused on boulevards and landscaped esplanades.¹⁴⁸ Boulevard Oaks was built after the Rice Institute and Texas Medical Center, also located in the South End, helping to create a shift in the location of residential living for the “upwardly mobile.”¹⁴⁹ The Edgemont, West Edgemont, and Southampton residential subdivisions, north of Rice, were also developed during the mid 1920s as part of the Boulevard Oaks District.¹⁵⁰

The problem of the erratic way in which Houston’s suburbs were becoming platted was the addition of large-scale subdivisions that were intended to be independent and self-contained. The most well-known of the “enclave” types of early subdivisions was the influential and well-known River Oaks (1922-24). Intended for the wealthiest of Houstonians, River Oaks was begun by Mike and William Clifford Hogg and Hugh Potter and designed by Hare and Hare. Many houses within the subdivision were designed by architect John F. Staub.¹⁵¹

Riverside Terrace, which began to be developed along Brays Bayou around the same time as River Oaks, was initially the neighborhood rival for the future South End’s Braeswood Addition.¹⁵² Riverside Terrace comprises 23 individual subdivisions along either side of Brays Bayou and MacGregor Parkway between Almeda Road to Calhoun Road. Platted between 1924 and 1946 by Clarence M. Malone, the neighborhood was originally designed to attract members of Houston’s wealthiest Jewish families, who were excluded from River Oaks. It is now one of the most elite neighborhoods of Houston’s African American community. Riverside Terrace contains numerous notable houses by well-known architects such as John F. Staub, Joseph Finger, and Bailey A. Swenson.¹⁵³

Most contemporary to the study area of Idylwood is Braeswood Addition, which was planned in 1927 and 1928 by Hare and Hare. Braeswood was located along the edge of Brays Bayou at the end of South Main Street and was intended to be the competing neighborhood of River Oaks for the South End.¹⁵⁴ Similar to Idylwood, Braeswood had drives that followed topographic contours.¹⁵⁵ The original deed restrictions for Braeswood, a total of sixteen, eliminated potential middle class families with minimum construction costs from \$10,000 to \$50,000, and also required approval of architectural plans and land use.¹⁵⁶ Although the neighborhood is “large and diverse in house size and quality,” the stock

¹⁴⁵ Papademetriou 1972:67; THSA 2009b

¹⁴⁶ THSA 2009b

¹⁴⁷ Chapman 1997:83

¹⁴⁸ THSA 2009a

¹⁴⁹ Ibid.

¹⁵⁰ Anchorage Foundation of Texas 1988:4

¹⁵¹ Papademetriou 1982:41; TSHA 2009g

¹⁵² Chapman 1997:83

¹⁵³ Fox 1987:21

¹⁵⁴ Anchorage Foundation of Texas 1988:1

¹⁵⁵ Ibid.

¹⁵⁶ Anchorage Foundation of Texas 1988:12

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market crash of 1929 put a near halt to construction until 1935.¹⁵⁷ The neighborhood eventually lost one of the main boundary streets, Holcombe Boulevard, to commercial development.¹⁵⁸ With the introduction of River Oaks and Braeswood and their characteristic curvilinear streets without through-traffic, the extents of Houston were anchored, “effectively setting in motion the residential settlement of West and Southwest Houston in subsequent decades.”¹⁵⁹

Houston’s East End

The East End district of Houston encompasses the area from the outskirts of downtown Houston east to the William P. Hobby Airport.¹⁶⁰ It also includes the former townsite of Harrisburg. Currently containing industrial, petro-chemical, and manufacturing businesses, it also has pockets of established neighborhoods that are home to over 200,000 residents.¹⁶¹ With the widening and deepening of Buffalo Bayou to create the Houston Ship Channel beginning in 1909, working-class housing additions began to appear in order to accommodate ship channel workers. The Houston Ship Channel was completed in 1914, paving the way for Houston to become an international shipping port.¹⁶² Commercial and industrial development continued at a rapid pace throughout the East End. The period between the late 1940s and early 1950s meant increased commercial development, especially near the intersection of Wayside Drive and Harrisburg Boulevard. Sears & Roebuck built a new store and service station on the block bounded by Wayside Drive, Capitol Avenue, 69th Street, and Harrisburg Boulevard in 1947. In 1955 the shopping center at 6525 Lawndale Avenue was constructed.¹⁶³ Houston’s East End is shaped by the industries that grew around the ship channel, and the residential neighborhoods that housed its workers. It is further shaped by the nearby institutions, retail establishments, recreational facilities, and infrastructure. Idylwood has been directly influenced by the presence of these entities. Figure 11 shows the nearby industries that provided work for Idylwood residents.

East End Subdivisions

The area between Harrisburg Boulevard and Buffalo Bayou, northeast of central Houston and now considered part of the East End, saw modest homes beginning to be constructed in the Magnolia Park Addition in 1909 and the Central Park Addition in 1912.¹⁶⁴ These neighborhoods were precursors to Idylwood.

The East End of Houston had the first planned garden subdivision in the city when Forest Hill was platted in 1910 with concentric arced streets. The plan for Forest Hill took into consideration the topography related to its location along Brays Bayou; it is just northeast of the future Idylwood across Lawndale Avenue and adjacent to the Houston Country Club. Forest Hill was an influential but unsuccessful subdivision planned by Sid J. Hare and his son S. Herbert Hare. Hare and Hare undertook the project the year they formed the partnership and before being retained as the city’s consulting landscape architects.¹⁶⁵ Rather than the traditional north-south grid pattern, Forest Hill had curvilinear roads (the first in the city) that followed the natural landscape of Brays Bayou.¹⁶⁶ The initial plan was to develop an upscale subdivision near the newly developed Houston Country Club. A few large houses were built in the subdivision, including

¹⁵⁷ Anchorage Foundation of Texas 1988:1; THSA 2009a

¹⁵⁸ Anchorage Foundation of Texas 1988:57

¹⁵⁹ Papademetriou 1982:41

¹⁶⁰ EEPA 1960:n.p.

¹⁶¹ Ibid.

¹⁶² TSHA 2009h

¹⁶³ Koush 2006a:30-31

¹⁶⁴ Koush 2006a:26

¹⁶⁵ Anchorage Foundation of Texas 1988:7-8

¹⁶⁶ EEPA 1960:n.p.; Anchorage Foundation of Texas 1988:8; Koush 2006a:25

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a Colonial Revival designed by Lang & Witchell. After the initial construction phase, development dropped off, and little residential construction took place in the immediate area for several years. Most of the homes in Forest Hill were built after World War II when the larger lots were divided up into smaller, more affordable parcels.¹⁶⁷

An additional breakthrough subdivision development in the East End was Eastwood Addition, developed by William A. Wilson in 1912. It is northeast of Idylwood off of Telephone Road. The original plat was one of the first master-planned subdivisions in Houston that included paved streets, sidewalks, utilities, future landscaping, and terraced lots designed for natural drainage.¹⁶⁸ The houses in the neighborhood were primarily custom homes built for the middle to upper-middle class and was mentioned in *The Houston Daily Post* as a “model suburb, one of the most convenient, attractive and beautiful homesite additions in the city of Houston.”¹⁶⁹

By 1916, Forest Hill had a competitor in the East End for a luxury residential development, the South End subdivision of Shadyside, which was built west of Idylwood near Rice University and Hermann Park.¹⁷⁰ New York architect Harrie T. Lindeberg was commissioned to design four houses in the neighborhood, which has maintained the original character through strict deed restrictions.¹⁷¹ Originally designed for the wealthy, Shadyside remains an exclusive neighborhood.

In addition to the residential subdivisions in the East End, there were several iconic places that helped shape the area, and influenced the development and setting of Idylwood. Houston Country Club

Directly north of Idylwood across Lawndale Avenue, the Houston Golf Club began in 1903 when 100 prominent citizens of Houston agreed to obtain a state charter and pay a membership buy-in for \$25 each and quarterly dues of \$4.50 (note the location of the Houston Country Club on Maps 1 and 2).¹⁷² The original site for the Houston Golf Club was a 45 acre parcel across Buffalo Bayou from Glenwood Cemetery.¹⁷³ By 1908, Houston Golf Club members who were attending one of the early-twentieth-century Houston literary social club meetings, the Thalian Club, decided to pursue a larger parcel of land that could accommodate a full 18-hole golf course and clubhouse.¹⁷⁴

The board members had decided that the criteria for a new location was “differing elevations, a mixture of indigenous, often lush pines, oaks, cottonwoods and shrubs, and natural drainage.”¹⁷⁵ An additional criterion for the location of the new golf course was that public transportation was needed for the caddies that would accompany the Houstonian golfers while on the course.¹⁷⁶ A 156-acre tract of land southeast of Harrisburg Boulevard and South Wayside Drive was chosen due to Harrisburg Boulevard being a main thoroughfare from downtown Houston.¹⁷⁷ The newly acquired acreage was heavily wooded and required leveling for the fairways, but the new golf course was opened on October 30, 1909, just one year after the land was purchased.¹⁷⁸ A 1913 aerial map shows the completion of a nine-hole course, with the expansion to 18 holes by 1920.¹⁷⁹

¹⁶⁷ Koush 2006a:25

¹⁶⁸ Eastwood Civic Association 2009

¹⁶⁹ Ibid.

¹⁷⁰ Koush 2006a:25

¹⁷¹ Anchorage Foundation of Texas 1988:6; Papademetriou 1972:33

¹⁷² HCC 1983:2,3

¹⁷³ Nicholson 1984:2

¹⁷⁴ Nicholson 1984:3

¹⁷⁵ Houston Country Club 1940:6

¹⁷⁶ HCC 1940:6

¹⁷⁷ Nicholson 1984:12

¹⁷⁸ Houston Country Club 1938:4; Nicholson 1984:14

¹⁷⁹ Koush 2006a:25

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Former members of the Houston Country Club include William Hogg, Howard Hughes, Hugo Neuhaus, and Ben Taub. Hugo Neuhaus commissioned Harrie T. Lindeberg to remodel the clubhouse and pool house in 1921.¹⁸⁰ The forward for a publication celebrating the 30th anniversary of the country club states that “[w]e love its green vistas, its smooth fairways, its beautiful trees and flowers, its cooling breezes, quite home-like club house and its friendly people...”¹⁸¹ The Houston Country Club moved from the Wayside Drive location in 1959, and a group led by Gus Wortham purchased the land.¹⁸² The City of Houston Parks and Recreation Department acquired the golf course in 1973, and the clubhouse was rebuilt. None of the original Houston Country Club buildings remain.¹⁸³ It has since been renamed Gus Wortham Park Golf Course.

The Early Automobile Suburb in Houston

The development of Idylwood was successful in large part due to the availability of the personal automobile. The automobile was introduced in Houston early and by 1903 the city had 26 miles of pavement. Two years later 80 cars were registered there and, by 1911, there were 1,031 cars in Harris County. In 1915, the city had increased the miles of pavement to 196. The Harris County road system included 300 miles of paved roads, more than any other county in the state, and many of these connected to Houston.¹⁸⁴ The number of cars on the county’s roads increased steadily, rising from 22,032 in 1920 to 97,902 in 1930. The increase in miles of paved roads and cars happened concurrently with the city’s annexation of surrounding land. Between 1840 and 1922, the city increased from nine to over 40 square miles. These early annexations were uniform increases with arbitrary boundaries, and rather than intending to take specific areas, were meant to increase the size of the city in an orderly way. All the while, Houston’s population increased and between 1920 and 1930 grew from 138,276 to 292,352.¹⁸⁵ As the population of Houston became decentralized outside of the downtown core, businesses also moved to the outskirts of the city. As reported in 1929, “...traffic became fluid, and reacted just as any other fluid. Just so much could be poured into the downtown business district...create compact outlying business centers, with branches of big downtown institutions... [near] auxiliary or satellite communities.”¹⁸⁶

Many of Houston’s institutions also began locating outside of the downtown core as automobile ownership increased. The Rice Institute, Museum of Fine Arts, Hermann Park and the Texas Medical Center all developed south of downtown.¹⁸⁷ Strip shopping centers followed, with ample parking for the 110,989 cars that were used by Houston’s residents by 1929. That year, Houston nearly reached its parking limit, and was the focal point of five state highways. By the 1930s the city had switched to automobiles and trucks as an essential form of transportation, which was supported by public policy in the form of road construction; the middle of the decade brought further consideration of circumferential routing within the city to provide for increased circulation that would eventually spur additional development.¹⁸⁸

In Embry and Gillette’s 1928 announcement of Idylwood in the Houston Post-Dispatch (shown in Figure 3), they emphasized the convenience of nearby roads and those that were soon to arrive:

¹⁸⁰ Ibid.

¹⁸¹ Houston Country Club 1938:1

¹⁸² Nicholson 1984:35

¹⁸³ Koush 2006a:25

¹⁸⁴ Papademetriou 1982:19, 38

¹⁸⁵ Ibid.

¹⁸⁶ Papademetriou 1982:41

¹⁸⁷ Papademetriou 1982:42

¹⁸⁸ Papademetriou 1982:43, 45

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The state highway commission has ordered right-of-way secured from West Junction to connect with Wayside drive, which, in turn, intersects the main arteries of the city. These are Lawndale avenue and Harrisburg road to the bay and gulf, Navigation boulevard and the Sixty-ninth street bridge, Clinton road, Market street and Goose Creek road, and on the east to the Old Spanish Trail again.

Thus, Idylwood is strategically located in direct communication with important trunk line highways of the east, west and south. With Houston's continued growth southeastward, Idylwood is likely to become the heart of Houston's eastern zone of activity, in the opinion of the managers and developers.¹⁸⁹

Development of Idylwood

The Idylwood neighborhood was originally part of the league of land granted to Luke Moore by the Mexican state of *Texas and Coahuila* in 1824.¹⁹⁰ A member of Stephen F. Austin's original 300 colonists and a soldier at the siege of Bexar, Moore staked his claim along Brays Bayou in what would become Houston. The land that would eventually become Idylwood was bought and sold numerous times until its sale to S. S. Ashe in 1880. Sallie Ashe Fitch and C. L. Fitch, the heirs of S. S. Ashe, retained interest in the land throughout the late 1800s and formed Idylwood, Inc. to develop the property, with C. L. Carter as President, and A. V. Seay as Secretary. Idylwood, Inc. engaged John A. Embry and Reagan W. Gillette to develop the neighborhood.¹⁹¹ The company announced that Idylwood was open for construction on April 1, 1928.¹⁹² Anticipating increased expansion toward the southeast from civic improvements undertaken during the period, the promotional brochure published by Idylwood Inc. notes that "MacGregor Way, one of the beautiful parkways of the country, on which many Idylwood homes will be built, will offer an interesting approach from [Rice Institute,] Hermann Park and South Main Street." The eastward growth of the city was emphasized as well, and the brochure noted the location of industrial development along the Ship Channel. Idylwood was placed in a location convenient to downtown and near the southwest expansion of the city, as well as the industrial center that grew along the ship channel and thoroughfares such as Harrisburg and Telephone roads, but it remained "secluded and protected for all time from the invasion of the noise and confusion of commercial centers."¹⁹³

Embry and Gillette focused much of their promotional literature on the affordability of Idylwood. In their 1928 announcement in the *Houston Post-Dispatch*, they claimed that:

It is probable that there is not another piece of property in or around Houston which offers such a natural beauty spot as does this medium-priced class. All has been appropriated for expensive homes or is being held for future developments. With a continued skyrocketing in prices of real estate in Houston, Idylwood property presents one of the best offers the man outside of the millionaire class has to secure a homesite amidst such beautiful, lovely and natural surroundings.¹⁹⁴

¹⁸⁹ HPD 1928

¹⁹⁰ GLO 1824, 1924

¹⁹¹ Texas Abstract Company 1929

¹⁹² HPD 1928

¹⁹³ Idylwood, Inc., n.d. a

¹⁹⁴ HPD 1928

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Part of the reason that Idylwood lots were affordable was because the lot was purchased before property values increased in the East End.¹⁹⁵

Booster brochures from the 1930s emphasized Idylwood's "shadowed woodland sites" and its "advantageous location...in relation to its proximity to the heart of the city and to Houston's most rapidly growing [East End] section; and Idylwood's situation in the path of increasing real estate values."¹⁹⁶ Idylwood, Inc. emphasized the rolling terrain and the fact that very little landscaping was necessary due to the proliferation of "majestic oaks, slender pine trees sensitive to every vagabond breeze, [and] sturdy-limbed hickorys [sic]" that were naturally part of the site (Figure 3).

The designers of Idylwood took advantage of the natural topography of Brays Bayou, which by the nature of the landscape resulted in the appearance of gently sloped, elevated lots due to the depressed roads that curved with the landscape, a rarity in relatively flat Houston (Figure 4). The developers noted that Idylwood was one of only a few hilly areas in the city large enough for a neighborhood, and was the only one that was priced moderately.¹⁹⁷ When the development first opened, the banks of the bayou were wooded (the banks were referred to as a "park" on the original plat), which also contributed to the natural and secluded feeling of the neighborhood. Over time, vegetation has been removed from the area adjacent to the bayou, most likely as part of flood control measures. The topography also helped to save money; initially, natural drainage was used instead of storm sewers, which were subsequently added in 1938 along Lindy Lane and Lawndale Avenue. Other infrastructural benefits in Idylwood were electric lights and power, telephones, and water service, as well as hard-surfaced roads with concrete curbs and gutters. This was especially valued in Houston because much of the road paving throughout the city was inadequate well into the twentieth century. The infrastructure improvements were provided by Gayle Brothers General Contractors of Houston.¹⁹⁸

Idylwood developers also emphasized the neighborhood's "picturesque" location in "a world apart from the busy noisy city." Across from Brays Bayou and adjacent to Villa de Matel, "on its landscaped tract...framed against a background of towering pines" and the Houston Country Club with its "green expanse," the location was idyllic and protected the neighborhood from "undesirable encroachment."¹⁹⁹ Map 1 shows the location of these places in relationship to Idylwood.

Part of the picturesque quality of Idylwood comes from Idylwood Park, located in Block 10 on the eastern side of the neighborhood, and bounded by Park Lane on the north, Idylwood Drive on the west, Lots 1 and 11 of Block 12 on the south, and Brays Bayou on the east (Resource Number 357, Photo 1). The park was considered a continuation of the series of parks from Hermann Park along MacGregor Way and along Brays Bayou.²⁰⁰ Idylwood Park was set aside in the original plat and later designed by Hare and Hare as a city park in 1940.²⁰¹ Hare and Hare's design featured play equipment (since replaced), rolling terrain, and a stone-lined natural gully along its southern border (Photo 2.) The gully extends into the residential section of the neighborhood and continues to be maintained by Idylwood residents. In addition to these landscape elements, a tennis court was also located in Idylwood. While the lot is now occupied by a house at 6655 Wildwood Way, this tennis court appears on the Sanborn Fire Insurance Map until at least 1950, when the map was last updated.²⁰²

¹⁹⁵ Idylwood, Inc., n.d. a

¹⁹⁶ Idylwood, Inc., n.d. a

¹⁹⁷ Idylwood, Inc., n.d. a

¹⁹⁸ Houston Post 1936a; HPD 1928

¹⁹⁹ Idylwood, Inc., n.d. a

²⁰⁰ HPD 1928

²⁰¹ Hare and Hare 1940

²⁰² Sanborn Map Company 1939

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Through the protected location of the neighborhood and the physical development of the roads, curbs, park, and landscape along the bayou, Idylwood, Inc. and Embry and Gillette sought to control inappropriate construction within the neighborhood, and therefore its appearance. They also intended to control development through the use of deed restrictions, typified by those found in the deed for 6650 Meadowlawn Drive:

1. No building except for residence purposes, and garage and other outbuildings necessary to be used in connection with the residence, shall be erected on any building site herein conveyed.
2. Only one one-family residence shall be erected on any building site herein conveyed, and it shall front in a Northerly direction on Meadowlawn Drive, shall be constructed of either brick or stucco interior, and shall have a value of not less than \$5,000.00, based on 1928 values, however, Idylwood, Inc., or its assigns, retains the privilege of selling certain sites with permission to erect thereon apartments, duplexes or frame buildings, provided that the plans for same are approved by an officer of Idylwood, Inc., and lots Nos. 1, 2, 3, 17, 18, and 19 in Block No. 1 are to be sold for the erection thereon of community stores, provided the plans are approved by an officer of Idylwood, Inc.
3. The building line of the land herein conveyed shall be at least 25 feet from and parallel with the front property line, and no building or any part thereof, shall be erected or placed upon the space between the said building and the said property line. It is provided, however, that an open porch in front of any building thereon may extend to within 17 feet of the property line of said street. In the case of corner lots, the main building line shall be not less than seven feet from the side street property line, but it is provided, however, that an open porch extending either from the front of the building, or erected on the side of the building, may extend to within five feet of the property line of said side street.
4. No outbuildings or garage shall be erected on said property within 75 feet of the front property line or within 15 feet of any side street property line.
5. No garage shall be erected on said building site to be used as a residence.
6. There shall be a permanent easement five feet wide on the rear end of the lot or as is provided in the dedicated plat of Idylwood, to construct and maintain sewer, gas, telephone and electric light services.
7. The property shall never be sold to, leased or occupied by any person other than of the Caucasian race.
8. As hereinbefore stated property conveyed in Idylwood during the period of time that the restrictions herein set forth are in effect shall be used only for residence purposes, with the following exceptions; that the owner of the property herein conveyed shall retain the privilege of selling certain sites for playground, school, church, apartments, duplexes, or community store purposes; selection of sites for such purposes shall be made for the convenience of purchasers in said addition of Idylwood, and the Owner specifically retains the privilege of passing upon the plans and method of construction of any buildings to be erected on lots selected for such purposes.
9. All of the restrictions herein set forth shall be void on or after January 1, 1940, however, at that time 75% of the then property owners shall have the right to extend said restrictions to run to a later date.²⁰³

The original deed restrictions have been modified throughout the years (including the removal of racial restrictions), but the original intention of restricting inappropriate construction within the neighborhood remains. The latest version preserves the appearance of the Idylwood neighborhood and includes restrictions on the location of buildings, construction materials, dwelling site and construction, lot area and width, lot coverage, and use.²⁰⁴

²⁰³ Southern Abstract and Title Company 1935

²⁰⁴ HCC July 22, 2005:Instrument Y632068

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At the same time that Idylwood was being developed, a narrow strip of land was platted just south of the neighborhood behind lots 1-12 of Block 16 and along the southern side of Sylvan Road between Block 16 and Brays Bayou (Figure 5). This five and 66/100 acres of land was developed by Cortez Ewing King, the developer of Houston Country Club Place, which is adjacent to Idylwood. The houses that were developed in Sylvan Dells closely resemble those in Idylwood, and development in the two additions was concurrent.²⁰⁵ Because the two additions were developed at the same time and are visually indistinguishable, Sylvan Dells is considered to be within the Idylwood Historic District boundary.

Embry and Gillette

Idylwood developers Reagan W. Gillette and John A. Embry began a real estate partnership in Houston in 1920, listing small houses and undertaking small building projects. Gillette was active in Houston real estate from 1905 through the 1930s, and Embry's involvement began in 1912. At the time they began Idylwood, Embry was a past president of the Houston Real Estate Board, and was a member of the city planning commission.²⁰⁶

In addition to Idylwood, Embry and Gillette developed the Broadmoor subdivision in eastern Houston at the intersection of Telephone Road and Lawndale Avenue (1924), Almeda Place in south Houston (1922), Southgate near the Rice Institute (1930), and Shoreacres on Galveston Bay in southeastern Harris County (1924). After their firm dissolved in 1935, R.W. Gillette retained his interest in Southgate and began developing houses in the University Boulevard subdivision with architect Claude E. Hooton. In 1938 Gillette undertook development of the West Oaks subdivision on South Post Oak Lane.²⁰⁷ R. W. Gillette was responsible for the development of a speculative house in the Moderne style at 2163 University Boulevard. This house was one of a number of Moderne houses designed for Gillette by architect Hooton.²⁰⁸

Sylvan Dells and C. E. King

The southern boundary of Idylwood was platted to exclude the land south of lots 1-12 of Block 16 and lots 1-5 of Block 17; as well as the land between Lot 12 of Block 16 and Brays Bayou. These lots were platted as part of the Sylvan Dells addition, which is shown in Figure 5. Sylvan Dells consists of five and 66/100 acres of land, and was developed at the same time as Idylwood by Cortez Ewing (C. E.) King, the developer of Houston Country Club Place. The houses that were developed in Sylvan Dells closely resemble those in Idylwood.²⁰⁹ In some cases, addresses on these lots are dual-listed as being part of the Idylwood and Sylvan Dells additions.²¹⁰ Since it was platted, the development of Sylvan Dells mirrored that of Idylwood, and is visually indistinguishable from Idylwood.

Neighborhood Infrastructure and Amenities

Early residents of Idylwood were able to shop for groceries near the neighborhood at Coselli's store on Forest Hill Boulevard, just northeast of the neighborhood in the Forest Hill subdivision. They purchased milk at the Mimitz dairy, which was at the approximate location of the Howard Johnson Motel (now the Red Carpet Inn) at 6161 Gulf Freeway, and

²⁰⁵ Houston Country Club Place 2003

²⁰⁶ HPD 1928; THSA 2009c

²⁰⁷ Ibid.

²⁰⁸ THSA 2009c

²⁰⁹ Houston Country Club Place 2003

²¹⁰ HCAD 2009

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eggs at a poultry farm at the corner of Wayside Drive and Sylvan Avenue. Dormois reports that swimming and rowing along Brays Bayou was a popular neighborhood pastime, as was golfing at the Houston Golf Club to the north.²¹¹

Although no schools are or have been within the Idylwood Addition itself, a study of the historic Sanborn and Bracey's maps, city directories, historic topographic maps, and the school histories from the Houston Independent School District (HISD) indicates that historically a number of public schools were within the vicinity of the neighborhood. The elementary schools of Brookline, built in 1914 and named for the nearby Brookline residential community in which it was situated; and Cage, built in 1906 and named after former school board president Rufus Cage, were both on Telephone Road. Andrew Briscoe Elementary School, shown on the 1955 Park Place topographic quadrangle map, is just north of the Forest Hill subdivision and was erected in 1928. Henderson Elementary School, opened in 1929, was named after James Pinckney, the first governor of Texas. A few blocks west of Villa De Matel, Henderson was most likely the elementary school attended by Idylwood's young students.²¹²

Stonewall Jackson Junior High School, now Jackson Middle School, on Polk Avenue near the Hughes Tool Company, was erected in 1925. Southeast of Idylwood, Deady Junior High School, named for a former mayor of Harrisburg, was the only other junior high school in the area. Milby High School, north of Deady and named for Charles Henry Milby who was a key participant in the construction of the Houston Ship Channel, opened in 1926 and was the nearest high school in the area until the opening of Austin High School in 1936.

Interestingly, promotional brochures for Idylwood do not mention the neighborhood's proximity to the Galveston and Houston Electric railway. Instead, they emphasize the Lawndale bus route, which may indicate that the developers realized that the Interurban was soon to be surpassed by the bus system.²¹³

Neighborhood Demographics, 1940-2000

The early residents of Idylwood were solidly middle class, and many worked for the nearby industries along Telephone Road, Harrisburg Road, and the ship channel. The variety of business located near Idylwood are shown in Figure 11. In both 1928 and 1930, Idylwood Addition had been advertised as "Priced within your means" a "Moderate-Priced Residential Park." Its middle-class make-up is reflected in the occupations of its earliest homeowners. Several were in management positions in the oil industry, while others worked for construction companies, utility companies, and the school district.²¹⁴ As the neighborhood continued to grow, and middle-income families migrated out of central Houston, Idylwood attracted engineers, nurses, teachers, contractors, and members of the clergy.²¹⁵ City directories also listed possible servants as living "rear" of the residence.²¹⁶

While no census tract data is available for the year 1930, the 1940 census contained detailed information about the residents of the Idylwood neighborhood and the immediate 4.3-square-mile area encompassing Census Tract 360. In this census tract (bounded by Lawndale Avenue on the north, Brays Bayou on the east, Gulf Freeway on the south, and Lombardy Street on the west), 9,903 people were recorded. The majority was between the ages 25 to 39, and over 96 percent were white. Of the total population, 8,032 were over the age of 14 and 56 percent of these were in the labor force.

²¹¹ Dormois 1978

²¹² HISD 2009

²¹³ Idylwood, Inc., n.d. a

²¹⁴ Koush 2006:25b; Idylwood, Inc., n.d. a and b; United States Bureau of the Census [USBC] 1930; Frank Lovoi, personal communication with author, 20 July 2009

²¹⁵ Morrison and Fourmy various; Bracey 1946:308

²¹⁶ Morrison and Fourmy various

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Over 85 percent of those employed were listed as “wage and salary workers” and 12.5 percent were “employers/own-account workers.” Among the occupation types listed, the majority were “clerical/sales/kindred workers” at 33 percent, “craftsmen/foremen/kindred workers” at 15.8 percent, and “operatives/kindred workers” at 14 percent. Within the census tract, 2,988 housing units were recorded; owner-occupied units accounted for over 60 percent of the total and most houses were classified as single family detached with two to four residents each.²¹⁷

The demographics of the census tract encompassing Idylwood changed little between the first recorded data in 1940 through 1960, with the once exception of an increase in people over the age of 45 and an increase in young people. Presumably, this reflects the relative stability of house ownership in the area as reported by Dormois.²¹⁸ People tended to stay in the neighborhood to raise their children. By the 1970 census, demographics started to change, with an increase in population within the 18 to 24 and 25 to 34 age brackets (12.8 percent and 12.4 percent, respectively), and a decrease in 35 to 44 year-olds (8.8 percent). This reflects a shift also reported by Dormois,²¹⁹ whereby younger families became interested in Idylwood and the surrounding area as the population of the older generations decreased (45- to 54-year-olds stood at 11.2 percent, 55- to 64-year-olds at 16.4 percent, and 65 and up at 14.8 percent). That year also showed an increase in the diversity of the census tract, with 18.4 percent of residents identifying themselves as Hispanic. By 2000 the number of people over 55 decreased significantly, with the majority of residents between the ages of 18 to 54. Diversity increased once again, with the number of non-white residents at approximately 50 percent across the entire census tract. Owner occupancy decreased to approximately 50 percent.²²⁰ Idylwood remains middle class, with a median appraisal value of \$180,724.²²¹

Early and Well-known Residents

Julius Coselli, owner of Coselli’s grocery store where many Idylwood residents shopped, was an Idylwood resident.²²² Coselli is listed as the owner of 6638 Park Lane (Resource Number 219) from before 1934 and continuing through 1964.²²³ Unfortunately, the home has been extensively modified and only slightly resembles the original structure.

HCAD records indicate that the house at 6633 Park Lane (Resource Number 218), was built in 1931 and originally owned by Archie Holmes.²²⁴ Prior to 1943, Mr. and Mrs. Robert F. Spurlock purchased the home.²²⁵ Robert “Bob” Spurlock was the Convention Judge for Harris County, overseeing all voting results during elections. The Spurlocks were actively involved in the neighborhood association, the Civic Club, and remained in Idylwood for the following six decades. The Idylwood Park and Playgrounds were renamed Robert “Bob” Spurlock Park after his death. Spurlock’s wife remained in the home until her death in 2008.²²⁶

In 1948, Mrs. D. C. Teer, the wife of a pipefitter, designed and oversaw the construction of the Austin stone house at 6655 Rockbridge Lane (Resource Number 257). After only one month of drawing plans and four months of supervising construction, the housewife and mother of three girls was able to move her family into the three-bedroom, 1,900-square-

²¹⁷ Social Explorer 2009

²¹⁸ Dormois 1978

²¹⁹ Ibid.

²²⁰ Social Explorer 2009

²²¹ Houston Association of Realtors 2009

²²² Dormois 1978:1

²²³ Morrison and Fourmy various

²²⁴ HCAD 2009; Morrison and Fourmy 1932:1960

²²⁵ Morrison and Fourmy various

²²⁶ Frank Lovoi, personal communication with author, 17 July 2009; Morrison and Fourmy various

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foot home. She also designed and oversaw the construction of their previous home at 6666 Sylvan Road (Resource Number 280).²²⁷ Records confirm that the Teers lived at the Sylvan Road address the year prior to building the house, and were later listed at the Rockbridge Lane address.²²⁸ The current owner purchased the home in 1989 from Mrs. Teer's daughters.²²⁹

The son of a blacksmith, world-renowned Texas oil well firefighter Paul Neel "Red" Adair (1915-2004), was a lifelong resident of Houston, Texas. After being drafted into the United States Army in 1945, Mr. Adair was assigned to the 139th Bomb Disposal Squadron, where he learned techniques for extinguishing oil well fires. After leaving the Army following World War II, Adair returned to his home town and gained employment with an oil well fire company.²³⁰ By 1950, Adair and his family resided at 6720 Sylvan Road (Resource Number 295). The Adairs remained in Idylwood through 1955. After working 14 years for the M. M. Kinley Company, Adair resigned to form Red Adair Company, Inc. in 1959, developing the firefighting equipment used to extinguish oil well fires throughout the world.²³¹ He continued to fight oil well fires until he retired in 1993, gaining greater fame when he was hired in 1991 to extinguish the fires set by the Iraqi troops during the Persian Gulf War in Kuwait.²³² After his death in 2004, Red Adair was buried in the Forest Park Lawndale Cemetery.

Throughout the neighborhood, it has been rumored, and at times believed, that Howard R. Hughes, Jr. grew up in a Park Lane residence. The home of Howard Hughes is actually part of the University of St. Thomas in the Montrose area of Houston. The University has transformed Hughes' home on Yoakum Street into the student chapel.²³³

Architects

Idylwood contains several architect-designed houses by well-known Houston architects, who are discussed below. In addition, there are several architects and firms, including Ainsworth and Irvine, who are mentioned in newspaper articles about houses in the neighborhood, but for whom no other information could be located.

Swenson, Heidbreder and Bush

Bailey A. Swenson was a 1932 graduate of Rice Institute. Before forming Swenson, Heidbreder and Bush in 1936 he worked with McClelland & White, John Staub, Garrett Engineering Company, and Charles W. Oliver. Swenson was an emerging architect during the mid-1930s, and became known in Houston for his modern designs. One of his earlier designs was a traditional house at 2358 Bluebonnet in the Braeswood Addition.²³⁴ Swenson, Heidbreder and Bush was in business from 1936 to 1939. Swenson's best known works include the KSOX Radio Station in Harlingen (1950), the Western Skies Motel (1952), the KNUZ TV Studios and Offices (1953) and four fire stations in Houston (1955).²³⁵ Swenson, Heidbreder and Bush designed the Vibrex Tile house at 6653 Wildwood Way (Resource Number 328) for builder H. H. Lawler.

²²⁷ personal collection, Mary Margaret Hansen

²²⁸ Morrison and Fourmy various

²²⁹ Mary Margaret Hansen, personal communication with author, 20 July 2009

²³⁰ TSHA 2009m

²³¹ Ibid.

²³² Ibid.

²³³ Papademetriou 1972:87

²³⁴ Anchorage Foundation of Texas 1988:27, 29

²³⁵ AIA 1962:689

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Stayton Nunn-Milton McGinty

Addison Stayton Nunn was a 1921 graduate of Rice Institute. During the 1920s he was an associate of William Ward Watkin, and is reported to have helped Watkin design some of his best buildings. In 1928 he became an Assistant Professor of Architecture at Rice, and in 1930 became a fellow. In 1934 he was promoted to the position of Instructor of Architectural Construction. He continued teaching until 1945. Between 1942 and 1945 Nunn served as Lieutenant Colonel in the U.S. Army Corps of Engineers. When his partnership with McGinty ended in 1950, he worked on his own until he formed Nunn, Nunn & Ulbricht. Nunn's most well known works include the Mr. and Mrs. Forest Lee Andrews Residence (1952), the residence of Colonel and Mrs. William B. Rites (1959), and several schools. Nunn was awarded several national architectural awards, and has been credited with creating "Houston architecture," which was a house type particularly adapted to the Houston climate.²³⁶ He served as President of the AIA Houston Chapter from 1937-1938 and again in 1952.²³⁷

Milton Bowles McGinty was a 1928 graduate of Rice Institute. In his early career he worked with Maurice J. Sullivan (the designer of Villa De Matel) and John F. Staub. He was partners with Addison Stayton Nunn from 1935 until 1950, when he formed his own firm. He was principally known for his work at the Methodist Hospital in Houston (1950), the award-winning Rice Institute Stadium (1950), the Parish Hall and Masonic Temple of Houston (1954), and the YMCA Building in Houston (1955). McGinty was an instructor at the School of Architecture at Rice, and served on the City Planning Commission. He served as President of the AIA Gulf States Region (1940) and President of the Texas Society of Architects (1949).²³⁸

Stayton Nunn-Milton McGinty designed five houses for the Idylwood building program. The houses at 6715 Park Lane and 6642, 6658, 6726, and 6733 Wildwood Way (Resource Numbers 235, 324, 332, 350, 354, and respectively) reportedly constituted "the first instance in the history of residential construction in Houston where members of the American Institute of Architects have directly entered the small house field, both from the standpoint of designing units and supervising their construction."²³⁹ Three of their houses were featured in a promotional brochure for Idylwood, as shown in Figure 9.²⁴⁰

Between 1935 and 1937, while designing the houses in Idylwood, Stayton Nunn-Milton McGinty prepared designs for the second most expensive house built during the Great Depression in Houston. The Mr. and Mrs. Glenn H. McCarthy house at 7500 Kelving Drive in the Braeswood Addition was built for \$200,000.00. The house (now demolished) was of steel frame construction with masonry veneer on a reinforced concrete slab foundation sited on a heavily wooded tract.²⁴¹ Stayton Nunn-Milton McGinty also designed a house in River Oaks at 1508 Kirby Drive (1938), as well as the River Oaks Shopping Center (1937), Holland Lodge on Montrose Avenue, Rice Stadium, Cuney Homes, and Cossaboom YMCA. Stayton Nunn independently designed 2121 Brentwood Drive (1929) and 2128 Brentwood Drive (1936-1937) in River Oaks, and the Yale Street Retail Center (1936) at Yale and 11th Street.²⁴²

²³⁶ Fondren Library, n.d.; Fox 2001:194

²³⁷ AIA 1962:518

²³⁸ AIA 1962:446

²³⁹ Houston Post 1936a

²⁴⁰ Idylwood, Inc., n.d. b

²⁴¹ Anchorage Foundation of Texas 1988:31-32, 57; Houston Post 1937b

²⁴² Greater Houston Preservation Alliance 2009b; Houstonist 2009; Preservation River Oaks 2009

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T. E. Lightfoot

T. E. Lightfoot designed the 1938 Minimal Traditional style Lawrence Evans house at 6622 Park Lane (Resource Number 214).²⁴³ He is most well known for his landscaped picturesque motel designs. The son of a builder, Lightfoot is reported to have opened his first architectural practice at the tender age of 15. He constructed motels, patented the “knockdown house,” and helped to organize the International Motor Court Association. Lightfoot was a consultant to the *Tourist Court Journal*, and was influential in motel design from the 1930s until his death in 1961.²⁴⁴

S. R. Slaughter

Sol R. Slaughter designed the Spanish Eclectic house at 1402 North MacGregor Way (Resource Number 109) in 1935. That same year, he designed the Art Deco style Sterling Laundry at 4819 Harrisburg Avenue.

Allen R. Williams, Jr.

Allen R. Williams, Jr. designed the Carl Stallworth House at 6648 Merry Lane (Resource Number 193) in 1951. Williams was a graduate of the University of Texas School of Architecture, and arrived in Houston in 1946. He became a member of the AIA in 1948. Between 1953 and 1954 he was a partner in Williams & Reed, after which he worked alone. He worked with other Houston architects including Cameron Fairchild and Staub and Rather & Howze, as well as for various developers. Williams was the founder of Century Built Homes, a house type that sought to “accommodate American middle-class desires, albeit with an improved and unconventional product.”²⁴⁵ He was one of a number of progressive architects who wanted to change residential construction using the technology used for mobilizing for the war.²⁴⁶

Williams also designed other extant Century Built homes, including the Minella House (1950) at 5328 Brookside Drive in the East End and the Pickens House at 851 West 43rd Street in Garden Oaks (1949-1950). The Minella House was listed on the National Register of Historic Places in 2006. One other Century Built Home was designed for a site at the corner of Tangle and Rutgers streets but not built, and another near Campbell Road has since been demolished. He designed houses in the Ripple Creek and Tynewood subdivisions, and approximately 15 houses in the Lamar Wesleyan subdivision in 1951, which were more traditional in nature. His own house at 4603 Ivanhoe Street (1958) has been described as “an idiosyncratic yet compelling mixture of the conventional 1950s ranch house, the work of Frank Lloyd Wright, and the Spanish influenced architecture of the American southwest.” Allen R. Williams, Jr. died in 1978.²⁴⁷

Harry A. Turner

Harry A. Turner was born in 1915 in Houston. He received a degree in Architecture from Rice University in 1937 and began his architectural career soon thereafter, focusing from the beginning on contemporary designs. Through the 1940s and 1950s he resided in the West University neighborhood and designed many houses in that area. Turner designed the house at 6748 Meadowlawn Street (1940, Resource Number 176, Photo 9); it has been described as a “Moderne extravaganza.”²⁴⁸ Beginning in the late 1950s, he designed several multi-story hi-rise buildings for SpawGlass near the intersection of Kirby Drive and Westheimer. Also at this time, he designed a massive contemporary house in the River Oaks subdivision and a semi-massive contemporary house on Chimney Rock near Memorial Drive. In the 1960s he had

²⁴³ Bracey 1946:308; Houston Post 1938b

²⁴⁴ Jakle et al. 1996:238, 358

²⁴⁵ Koush 2006b:28

²⁴⁶ Koush 2006b:28-29

²⁴⁷ Ibid.

²⁴⁸ Koush 2006a:26

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many duplex projects (built by son Hat), as well as another contemporary house (also built by Hat), this one in a "Japanese style." By the late 1960s, Turner had begun designing multi-story contemporary office buildings, including a number on Hillcroft near the Southwest Freeway; also at this time, he began designing hospitals for the Baptist System, including the Memorial Baptist Southwest Hospital, the first of a number of hospitals to his credit during his career. In the 1970s, he designed more duplexes (also built by Hat) in Houston and the Blueribbon Rice Mills offices/silos. He moved from Houston to San Antonio in the 1980s and continued his broad-spectrum architectural career there. Northeast Baptist Hospital and "the Downtown Hospital" and adjacent multi-story parking garage were among his many accomplishments in San Antonio. While his work was often recognized in newspaper and magazine articles, he shunned notoriety throughout his long and illustrious career. He died on March 28, 1991 (working to within 5 days of his death), but his legacy has lived on through his son, Harry A. Turner Jr. (Hat) and his grandson, Heath A. Turner. Hat assisted his father in the late 1950s thru the early 1970s. Beginning in the early 1960s, he also began designing and constructing numerous houses, office buildings, townhouses, etc in the Houston and Bellaire areas. Since the mid-1990s, he has been assisting Heath, a general contractor, with the design of numerous houses and other buildings statewide in San Antonio, Austin, Alpine, and rural areas of Texas.

Hare and Hare

The firm of Hare and Hare was the most prominent landscape design to work in Idylwood. Landscape architect and cemetery designer Sidney J. Hare did not receive formal training in landscape architecture, but studied horticulture, civil engineering, geology, surveying, and photography as a high school student. Between 1881 and 1896 he worked under George Kessler in the Kansas City city engineer's office. Kessler became a mentor to Hare, and inspired his interest in landscape design. In 1896 Hare resigned from his post to become the superintendent of the Forest Hill Cemetery in Kansas City. There he honed his cemetery design skills, combining the features of parks and cemeteries. In 1902 Hare opened his own landscape architecture firm, and received commissions for Cunningham Park in Joplin, Missouri (1907) and the Waterway Park and Parkwood subdivisions in Kansas City (1907).²⁴⁹

Sidney J. Hare's son Herbert followed in his father's footsteps, and was one of the first six students to study landscape architecture at Harvard University under Frederick Law Olmstead, Jr. He joined his father's firm in 1910, forming Hare and Hare. Together the Hares established their trademark contoured designs following site topography, natural settings with old-growth vegetation, and the preservation of scenic vistas. Their early commissions included Kansas City's park and boulevard system (1915), the Country Club District in Kansas City (1913), the campus of the University of Kansas (1913-1918), and several cemeteries and private projects. During World War I, Herbert Hare designed military installations including five camps and cantonments and projects for the U.S. Housing Corporation, as well as Camp Funston in Fort Riley, Kansas (1917).²⁵⁰

By the 1920s Hare and Hare had projects in 28 states, including college campuses, subdivisions, cemeteries, and parks. The range of their work covered such a wide geography not only because of their fine reputation, but also because upon the death of George Kessler they were hired to finish many of his commissions. Their reputation grew throughout the 1930s, and they worked on many projects in Texas including campuses for the University of Houston (1937), the University of Texas at Austin (1932-1939), parks and streets for the city of Houston, and numerous private developments. Sidney J. Hare died in 1938. Herbert continued his father's work, completing numerous commissions for government projects during World War II, and later work for the private sector and other college campuses. Herbert Hare died in

²⁴⁹ Millstein 2007:n.p.

²⁵⁰ Ibid.

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1960; the firm's partners carried on their legacy until the mid-1960s.²⁵¹ Among Hare and Hare's designs was Idylwood Park (Resource Number 357), the original drawing of which is shown in Figure 10.²⁵²

AFTERWORD: FLOODING IN IDYLWOOD

Houston's history of flooding, and efforts to control the problem, date to the early days of the city's development. Many of the storms that have reached the city have left devastation behind. Such was the case in August 1915, when a hurricane with 80-mile-per-hour winds struck, killing three people. Four years later another flood left Brays Bayou inundated. It was at this point that Harris County began to seriously consider flood control measures. It was hoped that a 1923 project to drain the 80,000-acre watershed of the bayou would control flooding within the city, but the project did not work, and seven years later all of the city's bayous overflowed during a 14-hour rainstorm, causing almost \$1.5 million in losses.²⁵³

The most severe flood that had yet occurred in Houston took place on 8 December 1935. Seven people died, and bayou waters rose over their banks, destroying or flooding 25 blocks of downtown businesses and warehouses and 100 residential blocks in the "bottle neck" of Buffalo Bayou. The flooding was so severe, the National Guard was deployed to protect downtown Houston. Those still unemployed as a result of the Depression reportedly salvaged food, clothing, and furniture from crates dislodged by the rising water.²⁵⁴ Houston was affected long after the storm, as the Port of Houston was crippled for six months due to submerged docks, tons of mud and wreckage blocking the ship channel, and uprooted tracks along the railroad connections.²⁵⁵

By 1936 the most pressing city business was the control of flooding within the city. The drainage to the west of the city was able to catch enough rain during storms to flood the bayous to the east, which flooded the city and also created shoals in the ship channel.²⁵⁶ Just when the city was realizing that the flooding needed to be addressed through more effective means, the Federal programs of the 1930s were underway. The Army Corps of Engineers began a flood control program intended to direct high water away from Buffalo Bayou; and in 1937 the Texas Legislature created the Harris County Flood Control District. Two years later an expanded drainage program was approved to compliment the federal and county programs. The project that was eventually announced provided over \$35 million to retain and divert floodwaters to Galveston Bay through dams and canals that were designed to prevent "superfloods."²⁵⁷

While well-intended, the efforts of the 1940s were not successful, and floods reportedly continued at an accelerated rate. In 1940 heavy rain displaced families from 400 houses, and 10,000 head of cattle drowned. A severe flood affected Brays Bayou in 1949, which demanded more effective flood control. A \$5 million solution to the problem was announced in 1953, and between 1956 and 1959 the channel was straightened and lined with concrete. The banks were cleared of vegetation, leaving MacGregor Parkway without landscaping.²⁵⁸ Before the plan was implemented, Hurricane Audrey caused flooding in 1953. Other floods resulted from hurricanes Carla (1961), Alicia (1983), and others, as well as numerous tropical storms and thunderstorms in 1976, 1979, and 1992.²⁵⁹ In June 2001 Tropical Storm Allison killed at least 22 people and devastated areas of southeastern Texas, with the worst flooding occurring in Houston. Downtown

²⁵¹ Millstein 2007:n.p.

²⁵² Hare and Hare 1940

²⁵³ Scardino et al., 2003:30-31

²⁵⁴ Davis 1983:31

²⁵⁵ Scardino et al., 2003:31

²⁵⁶ Davis 1983:31

²⁵⁷ Scardino et al., 2003:31

²⁵⁸ Scardino et al., 2003:31, 128

²⁵⁹ Scardino et al., 2003:31

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Houston was severely flooded, and 2,744 houses in the city were destroyed.²⁶⁰ Hurricane Ike (September 2008) resulted in deaths, severe property damage, and economic impacts from sustained winds of 110 miles per hour, a 21.5-foot storm surge, and widespread costal flooding.²⁶¹ Among the 100,000 houses flooded in Texas were numerous houses near Brays Bayou in the Idylwood neighborhood.

After Hurricane Ike, several Idylwood residents chose to take part in a Federal Emergency Management Administration (FEMA) Hazard Mitigation Grant program administered through the Harris County Flood Control District. This program seeks to mitigate effects to chronically flood damaged property through demolition. Nine properties in the Idylwood neighborhood chose to take part in this program and 95 are eligible to take part in the future.

²⁶⁰ Scardino et al., 2003:33; USA Today 2001

²⁶¹ USA Today 2008

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VERBAL BOUNDARY DESCRIPTION

The northern boundary of Idylwood is the northern property boundary line of the buildings facing north on Lawndale Avenue between Wayside Drive and North MacGregor Way. The eastern boundary is the eastern property boundary line of properties along North MacGregor Way between Lawndale Avenue and Sylvan Road, and is also inclusive of lots 1-3 of Block 18 containing 1405 North MacGregor Way. The southern boundary consists of the southwestern property boundary of lots 20 through 29 of Block 15, the western/southwestern property boundary of lots 1 through 5 of Block 17, and the southwestern boundary of the Sylvan Dells addition. The western boundary is the western property boundary of houses with western side yards along Wayside Drive between Lawndale Avenue and the northern side of Sylvan Road (Maps 1 and 2).

BOUNDARY JUSTIFICATION

The boundaries for the nomination herein are based on the historic 1928 plat of the Idylwood addition, as adjusted to reflect current rights-of-way.

The northern boundary is unchanged from the historic plat. It should be noted, however, that lots 1-3 of Block 1, containing 6606 Lawndale Avenue, have been replatted and are now part of Kaldis Development addition. The strip shopping center that currently occupies the lots was built in 2005 and replaced a service station that was once at the site.

The eastern boundary was historically defined by the western side of North MacGregor Way between the southern side of Lawndale Avenue and the center of Fairfield Drive, the northern and eastern sides of Block 18, the eastern edge of the park along Brays Bayou, and the curve of North MacGregor Way as it becomes Sylvan Road. The park that once extended along the easternmost part of the plat between North MacGregor Way and Brays Bayou has lost its historic integrity, as it has been reduced to a right-of-way occupied by the Harris County Flood Control District. Because this parkland no longer reflects the design intent of the neighborhood, it is excluded from the district.

The southern boundary of Idylwood was historically defined as the southern side of Sylvan Road plus the southern boundary of Block 15, the western and southern boundaries of Block 17, and the southern boundary of Block 16; it excluded the land south of lots 1-12 of Block 16 and lots 1-5 of Block 17; as well as the land between Lot 12 of Block 16 and Brays Bayou. These lots were platted as part of the Sylvan Dells addition. The houses that were developed in Sylvan Dells closely resemble those in Idylwood, and in some cases, addresses on these lots are dual-listed as being part of the Idylwood and Sylvan Dells additions.²⁶² The properties within Sylvan Dells are indistinguishable in scale, design, and age from the adjacent properties on Sylvan Road that were historically part of Idylwood. Because these properties were clearly developed contemporaneously with Idylwood and are visually indistinguishable from it, Sylvan Dells is included within the historic district boundaries.

The western boundary was historically defined as the eastern side of Wayside Drive between the northern side of Sylvan Road and Lawndale Avenue. The western boundary for the district is unchanged from the historic plat.

Lot 1 of Block 12 of Idylwood was replatted in 2003 as Lot 1 of Block 1 of the Idylwood Park addition. This property was historically part of Idylwood, and is included as part of the historic district due to its historic association with Idylwood and because it is visually indistinguishable from it.

²⁶² HCAD 2009

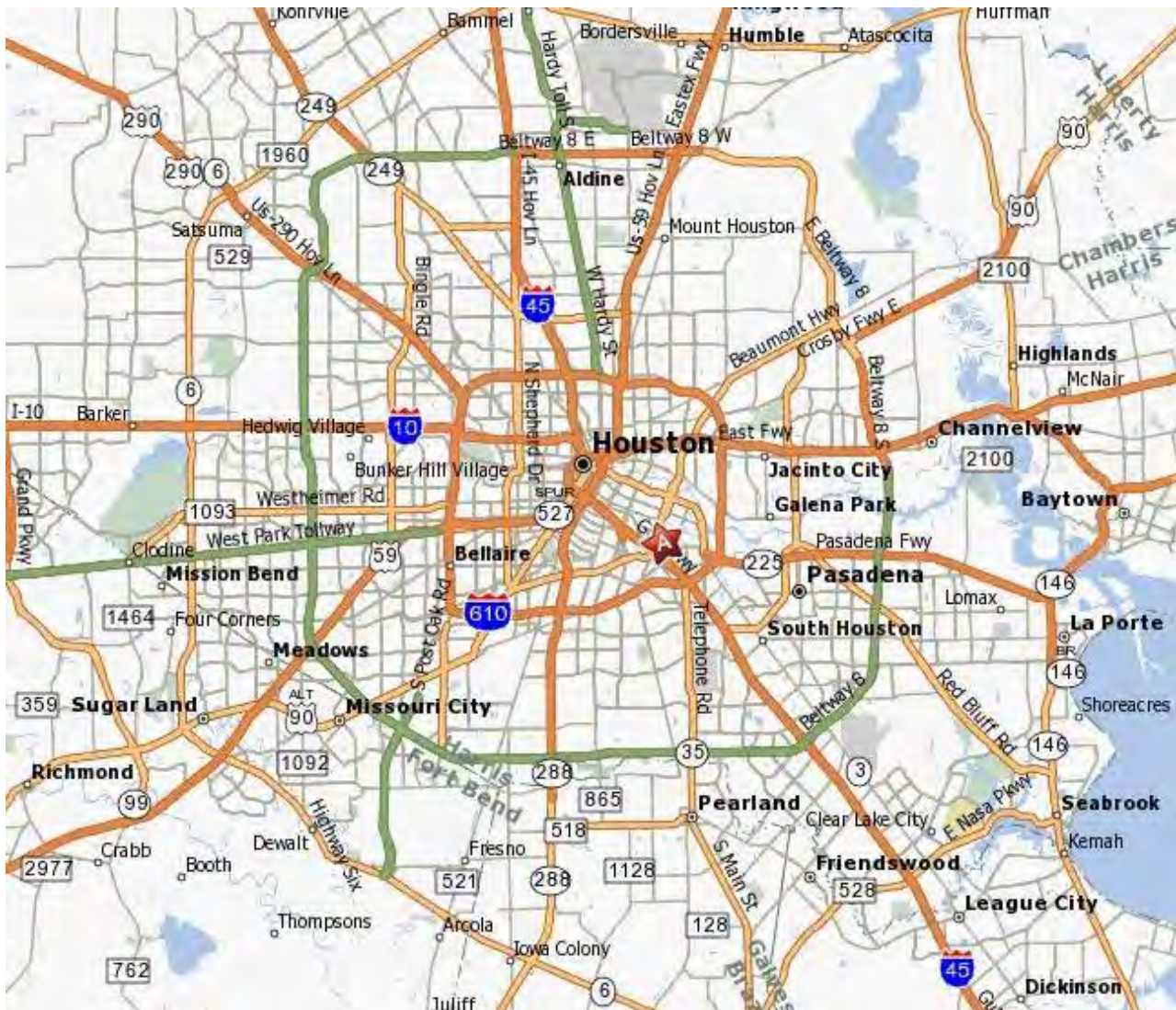
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Figure 1. Map of Houston Showing the Location of Idylwood (star with letter A)
Source: MapQuest 2009



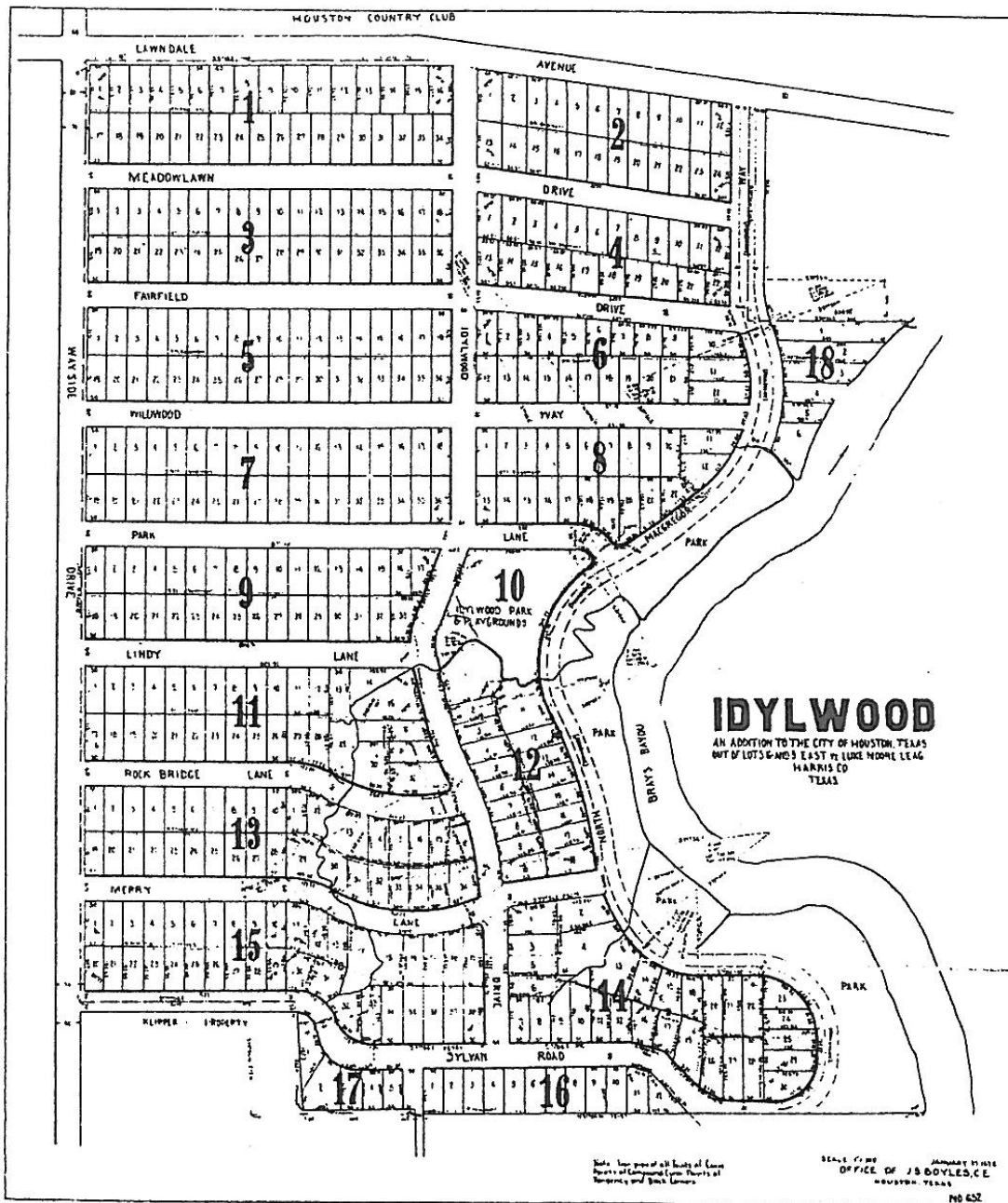
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Figure 2. Plat of Idylwood Addition
Source: HCC 8 February 1928:(9)8



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Figure 3. Newspaper Advertisement for Idylwood
Source: Houston Post 1928

**Advance Reservation Sale
at Special Prices Begins Today!**

Idylwood

The Highest-Class Medium-Priced Property in Houston
 [Just Across from Lapanida Avenue (Cutoff Road) from]
 the Houston Country Club, and on Wayside Drive]

COME and SELECT your homestead at *Special Prices* now in effect while development work is yet under way. However, the continued, final and complete development of Idylwood as planned and promised is not dependent upon this Advance Reservation Sale. Development work which has already begun will go on as speedily as men and teams will permit.

Ten Per. Cent Advance Coming

This Advance Sale is but an opportunity to the foresighted man to make his selections early and at a worthwhile saving in price. Our only reason for offering low prices now is to introduce Idylwood homesteads to the public. All homesteads will be advanced in price **TEN PER CENT.**

The record of accomplishments of Embry & Gillette, Builders of the **Idylwood** and **Alameda Place** is sufficient evidence and guarantee that every promise will be fulfilled to the letter.

There is not another piece of property in or near Houston offering such a wonderful natural beauty spot that is being developed as well as has been appropriated for expensive homes or is being held for future higher-priced development.

Idylwood Park and Playground
 A 100-acre wooded reservation of Idylwood contains a large park and playground where the young people and their parents can enjoy the beauty and healthfulness of the woods and the playground.

Idylwood
 The high elevation of Idylwood with its panoramic view of the city and the surrounding country is a rare feature. The view is especially fine after the morning fog, and the view of the city and the surrounding country is a rare feature. The view is especially fine after the morning fog, and the view of the city and the surrounding country is a rare feature.

With the continued skyrocketing in prices of Houston real estate, Idylwood is probably the last opportunity the man outside of the millionaire class has to secure a homestead amidst such beautiful, yet lovely, natural surroundings. Here the young couple just starting out, the family, tired of city life, desiring to dwell with youngsters to rear, may build a modest home under the cooling shade of great trees, atop a gentle knoll or on the side of a grassy slope.

And here, too, one will find every modern city convenience and improvement without the city's disadvantages and the city's expense. Truly, Idylwood is a friendly parkland homestead in the middle of the fastest growing and most progressive city in America. And there are but a limited few homesteads to be had at the remarkably low prices now offered.

There is Magic in the Name
IDYLWOOD
 But, what magic is there in the name of Idylwood? It is the magic of the beautiful pine and oak, hickory, elm and gum, amidst a succession of gently sloping hills and valleys, and only a short ten-minute drive from the center of the city, one discovers Houston's beauty spot, Idylwood.

Idylwood has been judiciously planned with an eye to the future. The natural contour of the ground is followed in order to provide every acre with its own individual setting and to utilize without waste every foot of the available and beautiful property.

Part of the Connected System of Park Drive
 Running along the west bank of Bayou Black is a beautiful park drive, which is planned to be connected with MacGregor Way, which is planned to follow the bayou, connecting Hermann Park with Idylwood. This park drive, which is now under construction, will in Idylwood park at 100 to 200 feet wide has been reserved, conforming to the City Planning Commission's program.

The high elevation of Idylwood with its panoramic view of the city and the surrounding country is a rare feature. The view is especially fine after the morning fog, and the view of the city and the surrounding country is a rare feature. The view is especially fine after the morning fog, and the view of the city and the surrounding country is a rare feature.

Improvements—Guaranteed
 CONCRETE-SIDEWALK, CURB AND
 BLACK-TOPPED STREETS
 CITY WATER MAINS
 FIRE PROTECTION
 NATURAL GAS
 ELECTRICITY
 PARK AND PLAYGROUND
 SENSIBLE PERMITTENCE
 EVERY CITY CONVENIENCE.

Idylwood will be on the ground today with just a few days of construction. The special prices are in effect for a limited time.

EMBRY & GILLETTE
 Managers and Developers
 214 SCANLAN BLDG. PRESTON 3136

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Figure 4. Image of Idylwood from Promotional Brochure
Source: Idylwood, Inc., n.d. b



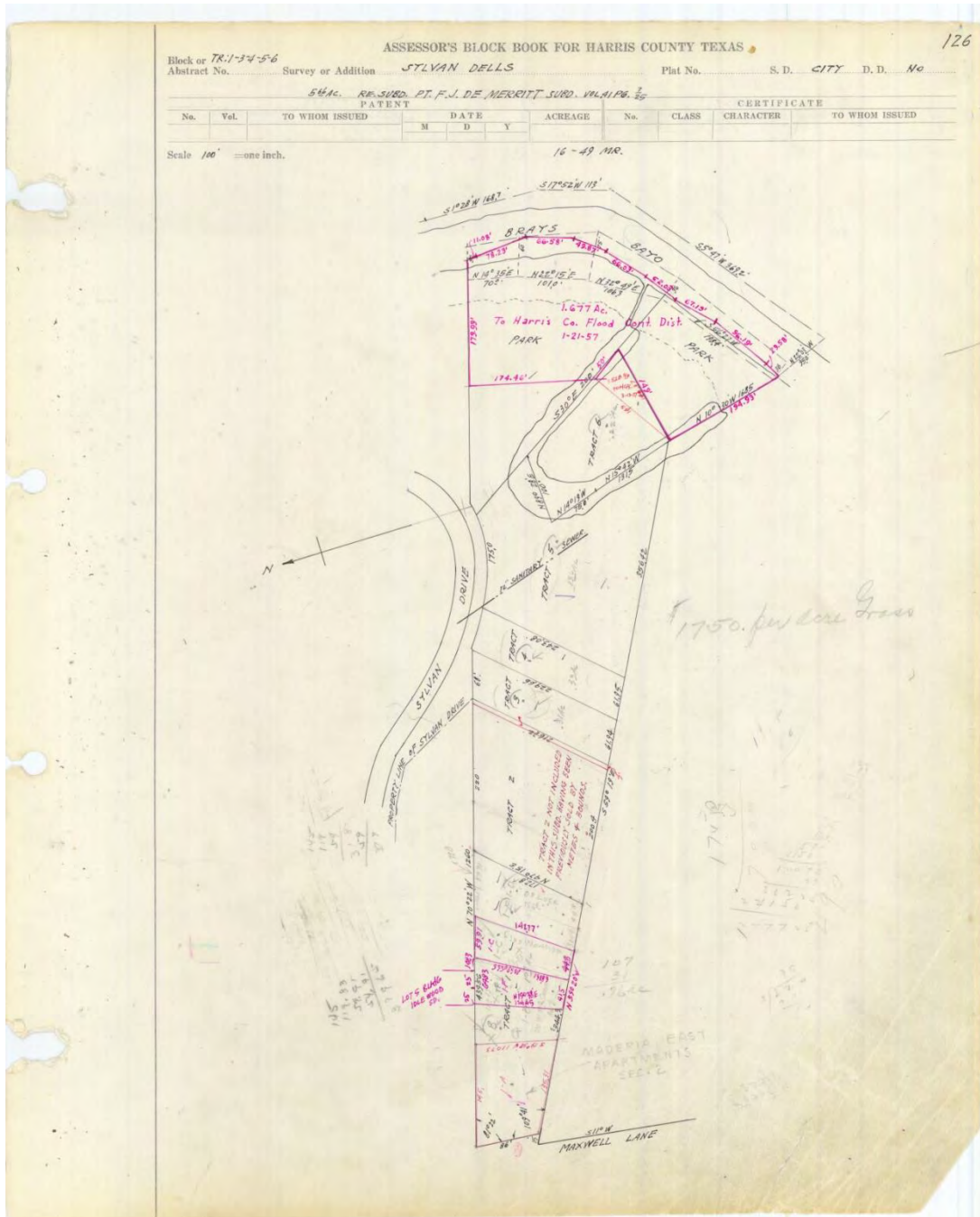
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Figure 5. Sylvan Dells Addition
Source: Harris County Tax Office, n.d.



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Figure 6. Aerial Map of Idylwood and Vicinity, 1935
Source: Tobin 1935



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Figure 7. Aerial Map of Idylwood and Vicinity, 1945
Source: Anmann 1945



Idylwood

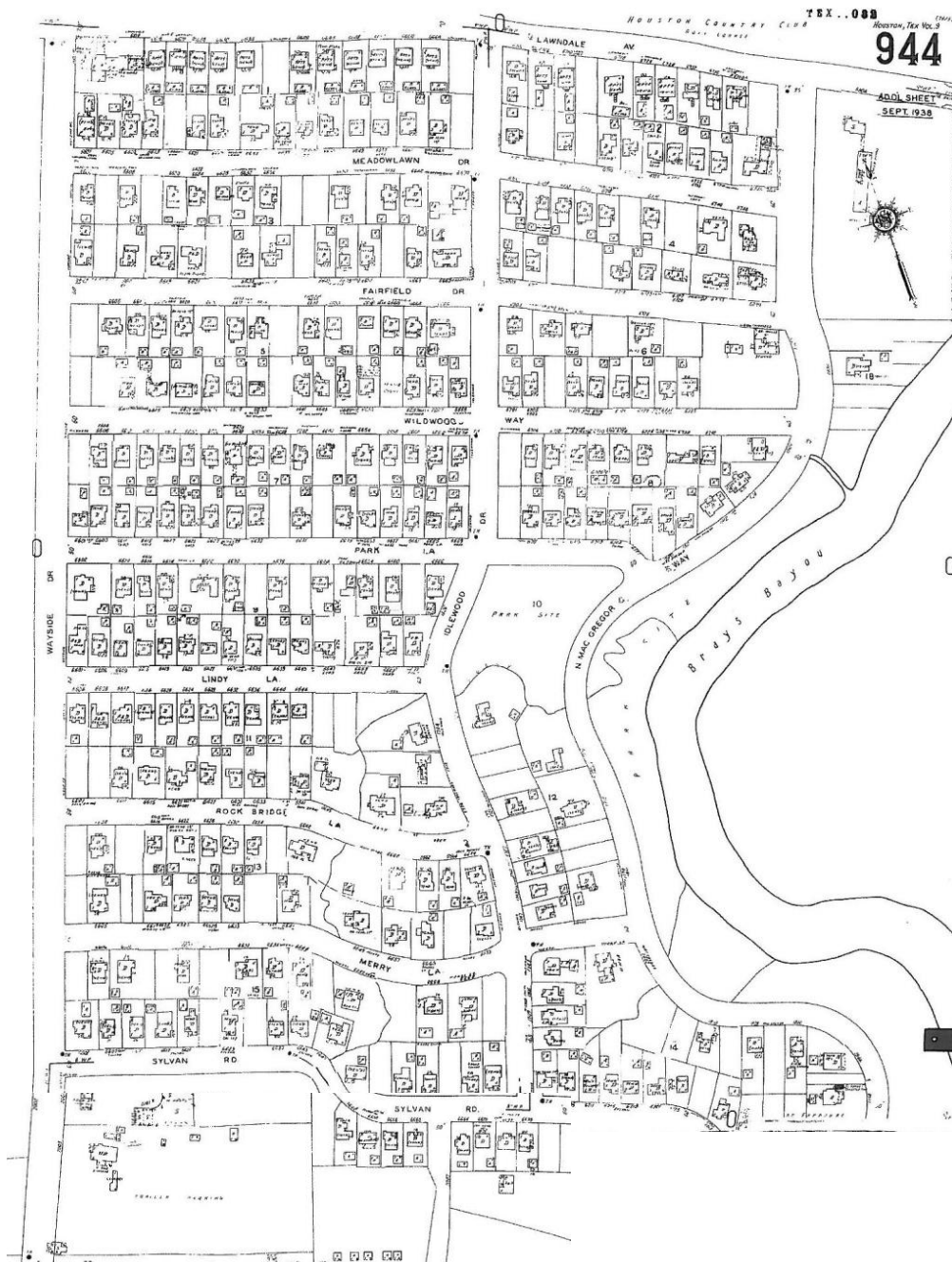
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Figure 8. The Appearance of Idylwood in 1950
Source: Sanborn Map Company 1937 (updated to 1950)



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Figure 9. Houses Featured in Promotional Brochures
Source: Idylwood, Inc., n.d. b

<p><i>Your HOME</i> IN <i>Idylwood</i></p>		<p>1508 N. MacGregor Way, Resource Number 113</p>
<p>... IS PROTECTED FOR <i>All Time</i> Against Unlesizable Encroachments</p>		<p>1712 N. MacGregor Way, Resource Number 118</p>
<p>... IS SERVED BY EVERY <i>Moderne</i> IMPROVEMENT</p>		<p>6642 Wildwood Way, Resource Number 324</p>
<p>... HAS SURROUNDINGS OF UN- SURPASSED <i>Natural Beauty</i></p>		<p>6715 Park Lane, Resource Number 235</p>
<p>... IS <i>Located</i> IN THE PATH OF INCREASING VALUES</p>		<p>6733 Wildwood Way, Resource Number 354</p>
<p>... AND IS <i>Priced</i> WITHIN YOUR MEANS</p> <p>IDYLWOOD — A Place to Live ... and prosper ... and enjoy other good things in life. A home within means ... that will allow for the provision for edu- cation, travel, culture, and recreation.</p>		

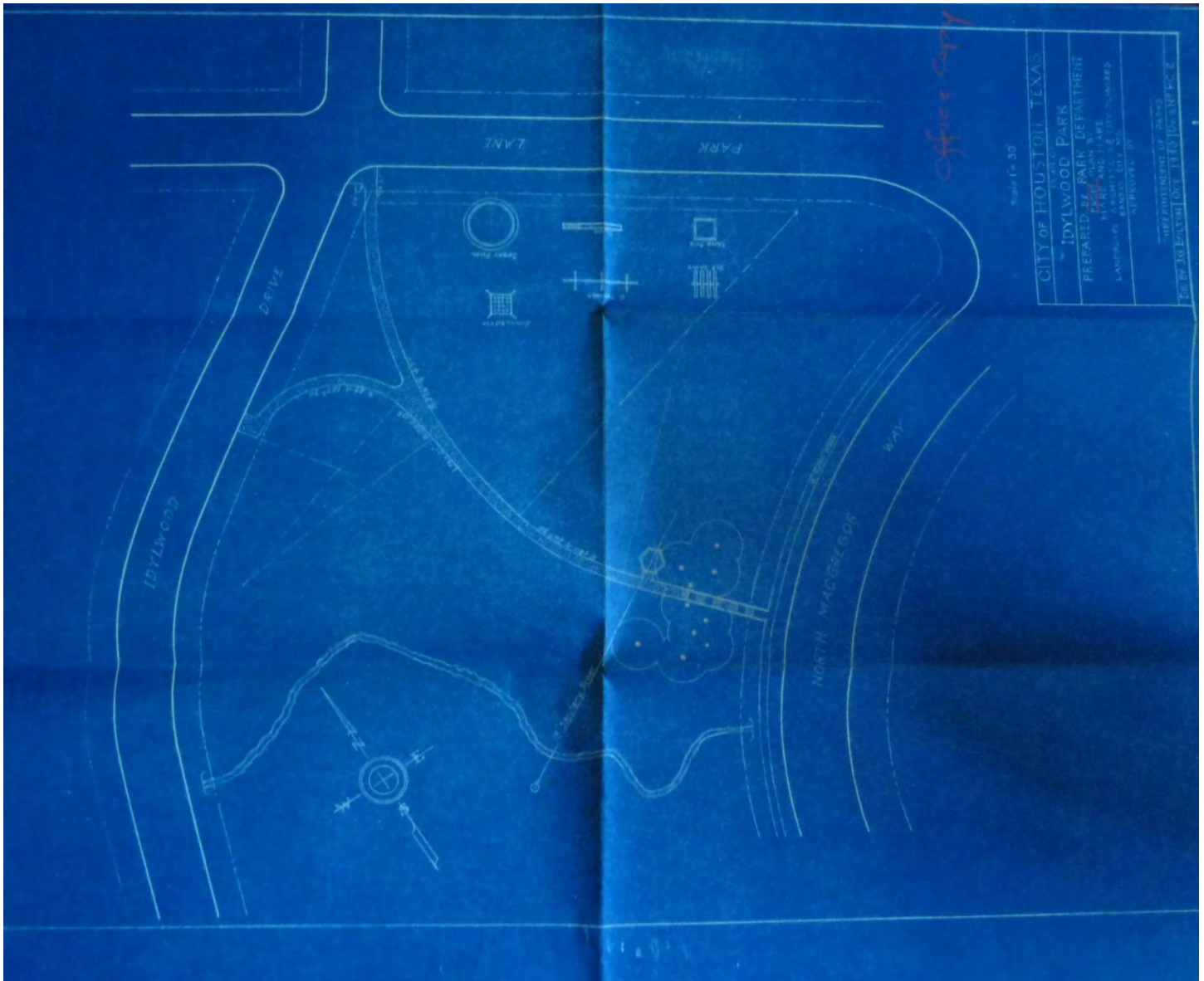
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Figure 10. Hare and Hare's Design for Idylwood Park.
Source: Hare and Hare 1940



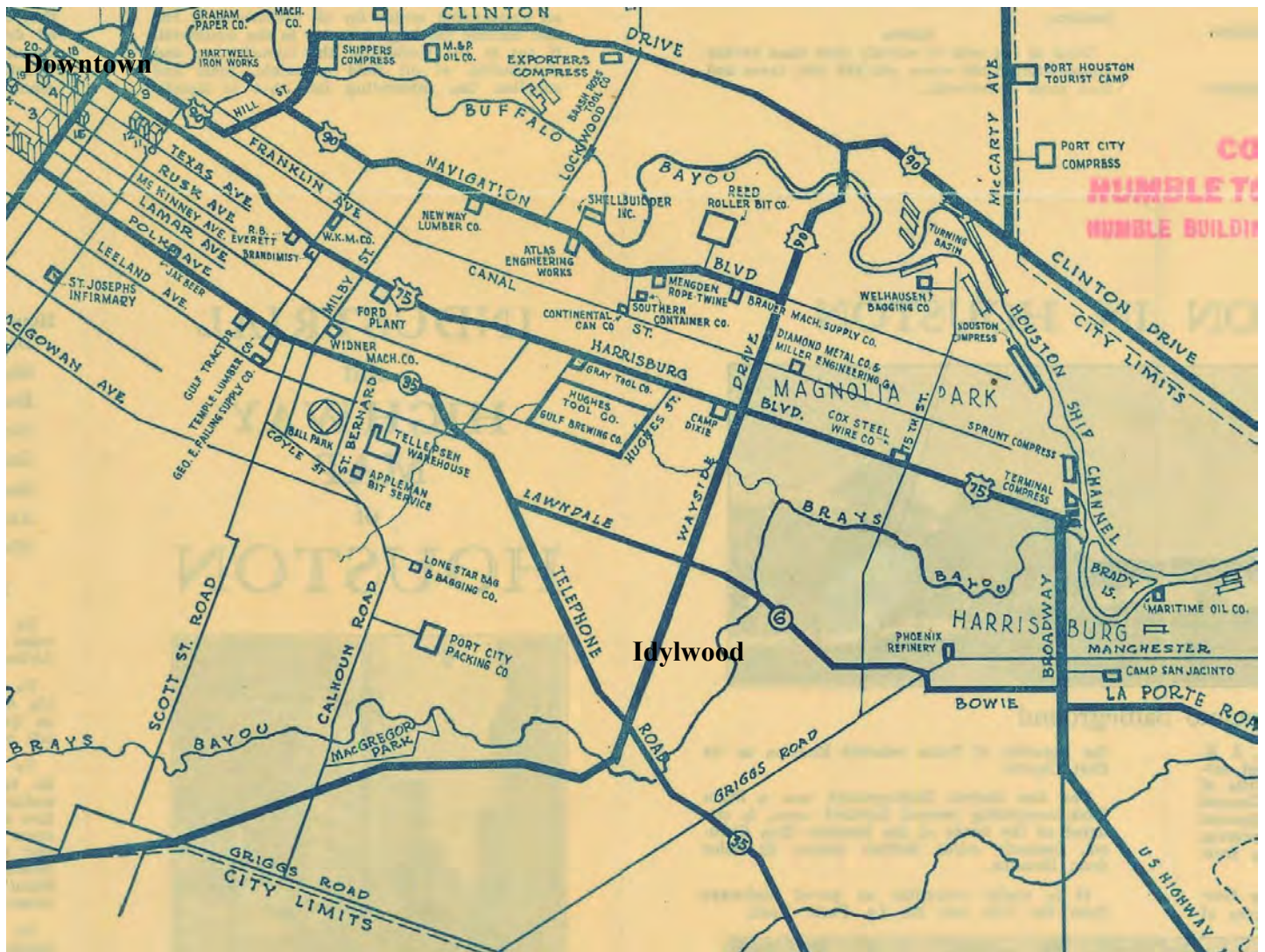
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Figure 11. 1935 Map of Idylwood Vicinity
Source: TSLA 1935



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Idylwood Historic District Map

See reverse

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Section Photo Page 96Idylwood Historic District
Houston, Harris County, Texas**Photo Log**

<i>Resource Name and Address</i>	<i>County, State</i>	<i>Photographer</i>	<i>Date of Photograph</i>	<i>Location of Original Negative (Digital)</i>	<i>Description of View</i>	<i>Photograph Number</i>
Resource Number 357, Idylwood Park and Playground (Spurlock Park), Idylwood Historic District	Harris County, Texas	Niala Howard	July 17, 2009	Texas Historical Commission	Northwest quadrant of Idylwood Park and Playground, looking southeast	1
Resource Number 358, Gully Extending Through the Southeast Section of Idylwood, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 20, 2009	Texas Historical Commission	Retaining wall Between 6641 and 6649 Merry Lane, looking northeast	2
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 17, 2009	Texas Historical Commission	Streetscape of Idylwood Drive from the corner of Rockbridge Lane, looking southeast	3
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	Streetscape of Park Lane from 6649 Park Lane, looking northwest	4
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 16, 2009	Texas Historical Commission	Streetscape of Fairfield Street from 6649 Fairfield Street, looking southeast	5
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 19, 2009	Texas Historical Commission	Streetscape of Lindy Lane from 6639 Lindy Lane, looking northwest	6
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Niala Howard	July 14, 2009	Texas Historical Commission	Streetscape of Lawndale Street from 6630 Lawndale Street, looking southeast	7
Streetscape of Idylwood, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	Streetscape of Park Lane from 6649 Park Lane, looking southeast	8
Resource Number 176, 6748 Meadowlawn Street, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 15, 2009	Texas Historical Commission	Oblique view of southeast and northeast facades, looking southwest	9
Resource Number 109, 1402 North MacGregor Way, Idylwood Historic District	Harris County, Texas	Niala Howard	July 16, 2009	Texas Historical Commission	Oblique view of north and west facades, looking southwest	10

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<i>Resource Name and Address</i>	<i>County, State</i>	<i>Photographer</i>	<i>Date of Photograph</i>	<i>Location of Original Negative (Digital)</i>	<i>Description of View</i>	<i>Photograph Number</i>
Resource Number 51, 1747 Idylwood Drive, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 17, 2009	Texas Historical Commission	View of west façade, looking east	11
Resource Number 187, 6632 Merry Lane, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 20, 2009	Texas Historical Commission	View of north façade, looking southwest	12
Resource Number 35, 6716 Fairfield Street, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 16, 2009	Texas Historical Commission	Oblique view of northeast and northwest facades, looking south	13
Resource Number 27, 6666 Fairfield Street, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 16, 2009	Texas Historical Commission	View of front façade, looking southwest	14
Resource Number 139, 6625 Meadowlawn Street, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 15, 2009	Texas Historical Commission	View of front façade, looking northeast	15
Resource Number 209, 6615 Park Lane, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 18, 2009	Texas Historical Commission	View of front façade, looking northeast	16
Resource Number 149, 6650 Meadowlawn Street, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 15, 2009	Texas Historical Commission	View of front façade, looking southwest	17
Resource Number 321, 6634 Wildwood Way, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	View of front façade, looking southwest	18
Resource Number 40, 6735 Fairfield Street, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 15, 2009	Texas Historical Commission	Oblique view of southwest and southeast facades, looking northwest	19
Resource Number 48, 1727 Idylwood Drive, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 17, 2009	Texas Historical Commission	View of front façade, looking east	20
Resource Number 299, 6728 Sylvan Road, Idylwood Historic District	Harris County, Texas	Niala Howard	July 19, 2009	Texas Historical Commission	Oblique view of east and north facades, looking southwest	21
Resource Number 119, 1734 North MacGregor Way, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 17, 2009	Texas Historical Commission	Oblique view of east and north facades, looking southwest	22
Resource Number 28, 6669 Fairfield Street, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 15, 2009	Texas Historical Commission	View of front façade, looking northeast	23
Resource Number 173, 6739 Meadowlawn Street, Idylwood Historic District	Harris County, Texas	Niala Howard	July 15, 2009	Texas Historical Commission	View of front façade, looking northeast	24
Resource Number 57, 6616 Lawndale Avenue, Idylwood Historic District	Harris County, Texas	Niala Howard	July 14, 2009	Texas Historical Commission	View of front façade, looking southwest	25

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<i>Resource Name and Address</i>	<i>County, State</i>	<i>Photographer</i>	<i>Date of Photograph</i>	<i>Location of Original Negative (Digital)</i>	<i>Description of View</i>	<i>Photograph Number</i>
Resource Number 311, 6614 Wildwood Way, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	View of front façade, looking southwest	26
Resource Number 312, 6615 Wildwood Way, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	View of front façade, looking northeast	27
Resource Number 43, 1712 Idylwood Drive, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 20, 2009	Texas Historical Commission	View of front façade, looking west	28
Resource Number 237, 6723 Park Lane, Idylwood Historic District	Harris County, Texas	Niala Howard	July 16, 2009	Texas Historical Commission	Oblique view of south and east facades, looking northwest	29
Resource Number 371, Example of Tile Curb Markers, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 20, 2009	Texas Historical Commission	NW corner if Idylwood Drive and Rockbridge Lane, looking west	30
Resource Number 361, Example of Concrete Street Markers, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 20, 2009	Texas Historical Commission	NE corner of Idylwood Drive and Sylvan Road, looking southeast	31
Resource Numbers 364a/b, Example of Stone Gate Posts, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 22, 2009	Texas Historical Commission	East side of Wayside Drive at Fairfield Street, looking northeast	32
Resource Number 175, 6745 Meadowlawn Street, Idylwood Historic District	Harris County, Texas	Niala Howard	July 15, 2009	Texas Historical Commission	Oblique view of southwest and southeast facades, looking northwest	33
Resource Number 328, 6653 Wildwood Way, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 16, 2009	Texas Historical Commission	Oblique view of southwest and southeast facades, looking northwest	34
Resource Number 332, 6658 Wildwood Way, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 17, 2009	Texas Historical Commission	View of front façade, looking southwest	35
Resource Number 350, 6726 Wildwood Way, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 16, 2009	Texas Historical Commission	View of front façade, looking southwest	36
Resource Number 193, 6648 Merry Lane, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 20, 2009	Texas Historical Commission	Oblique view of east and north facades, looking southwest	37
Resource Number 123, 1828 North MacGregor Way, Idylwood Historic District	Harris County, Texas	Niala Howard	July 18, 2009	Texas Historical Commission	Oblique view of northeast and northwest facades, looking south	38

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<i>Resource Name and Address</i>	<i>County, State</i>	<i>Photographer</i>	<i>Date of Photograph</i>	<i>Location of Original Negative (Digital)</i>	<i>Description of View</i>	<i>Photograph Number</i>
Resource Number 287, 6701 Sylvan Drive, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 17, 2009	Texas Historical Commission	Oblique view of west and south facades, looking northeast	39
Resource Number 219, 6638 Park Lane, Idylwood Historic District	Harris County, Texas	Shelley Hartsfield	July 18, 2009	Texas Historical Commission	View of front façade, looking southwest	40
Resource Number 110, 1404 North MacGregor Way, Idylwood Historic District	Harris County, Texas	Niala Howard	July 16, 2009	Texas Historical Commission	View of front façade, looking west	41
Resource Number 190, 6637 Merry Lane, Idylwood Historic District	Harris County, Texas	Sherry N. DeFreece Emery	July 20, 2009	Texas Historical Commission	Oblique view of south and east facades, looking northwest	42