

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Bonnie Leslie Historic District

other names/site number NA

Related Multiple Property NA

2. Location

street & number Bounded by Memorial Parkway, Taylor Avenue, Wilson Avenue, Berry Avenue and Anspaugh Avenue

NA

not for publication

city or town Bellevue

NA

Vicinity

state Kentucky code KY county Campbell code 037 zip code 41073

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

Signature of certifying official/Title Craig A. Potts/SHPO Date _____

Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper _____ Date of Action _____

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5. Classification

Ownership of Property

Category of Property

Number of Resources within Property

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	District
<input type="checkbox"/>	Site
<input type="checkbox"/>	structure
<input type="checkbox"/>	Object

Contributing	Noncontributing	
232	17	buildings
0	0	district
0	1	site
0	0	structure
0	0	object
232	18	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Bellevue Multiple Resource Area (NRIS 64000204)

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: SINGLE DWELLING

DOMESTIC: MULTIPLE DWELLING

Current Functions

(Enter categories from instructions.)

DOMESTIC: SINGLE DWELLING

DOMESTIC: MULTIPLE DWELLING

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & 20TH CENTURY REVIVALS:
 COLONIAL REVIVAL, TUDOR REVIVAL,
 NEOCLASSICAL

LATE 19TH & EARLY 20TH CENTURY
 AMERICAN MOVEMENTS: CRAFTSMAN

MODERN MOVEMENT: MODERNE AND
 INTERNATIONAL STYLE

Materials

(Enter categories from instructions.)

foundation: STONE, CONCRETE

BRICK, CONCRETE, WOOD

walls: (WEATHERBOARD)

roof: ASPHALT, TILE, METAL, SYNTHETICS

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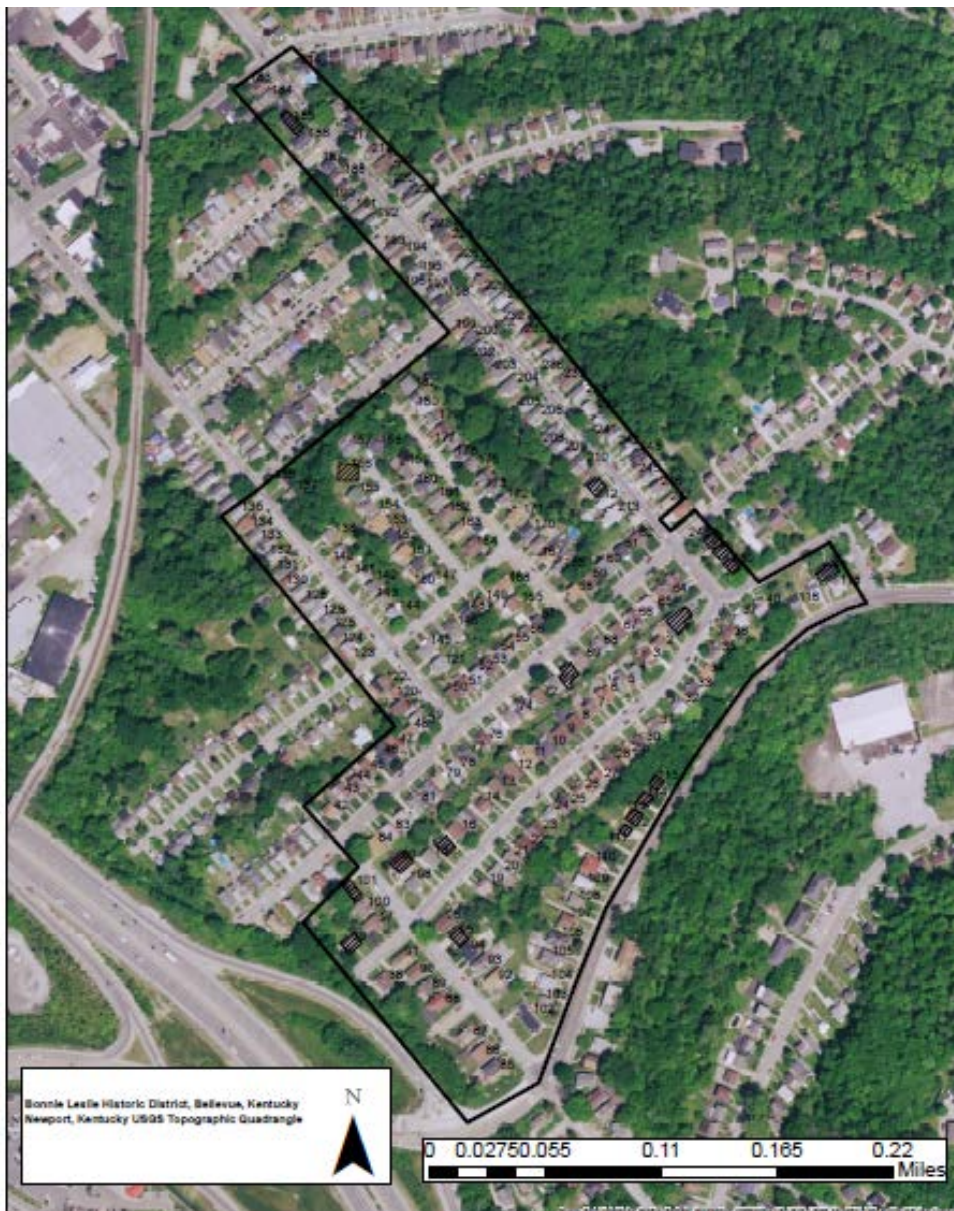
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Narrative Description

Summary Description

The Bonnie Leslie Historic District lies within the city of Bellevue, Kentucky, located on the Ohio River in northern Kentucky, between Newport to the west, Dayton to the east, and Fort Thomas to the south. The Bonnie Leslie neighborhood is the main 20th-century suburban development within Bellevue. The proposed district contains 250 resources over approximately 38 acres, including 232 contributing buildings, 17 non-contributing buildings, and one non-contributing site.

Bonnie Leslie is a middle-class neighborhood that was developed between 1920 and 1940, as Bellevue annexed the hilly land to the south of the city (and historic 19th-century neighborhoods). The district is completely residential. Bonnie Leslie is a small discrete residential subdivision, comprised of mostly single-family detached homes, within the city of Bellevue.



district sketch map

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Development of the District

Campbell County, covering some 152 square miles, became the Commonwealth's 19th county on December 17, 1794, diminishing the size of its three parent counties: Mason, Harrison, and Scott. The Ohio River forms the northern and eastern boundary of the county, while the Licking River serves the same role on the west side of the county, and Pendleton County forms the southern border. Newport, located at the confluence of the Licking and Ohio Rivers, is the county's largest city and one of two county seats (the other is Alexandria).

Bellevue was established in 1866, taking its name from the estate of General James Taylor, a veteran of the War of 1812. Taylor, a native of Virginia, owned much of the land in current-day Bellevue and Newport, acquiring parcels from his father (James Taylor, Sr.) and many more from veterans of the French and Indian War and the Revolutionary War.

Bellevue was incorporated on March 15, 1870, with 381 residents.¹ In the mid-1890s, Bonnie Leslie is mentioned for the first time in local newspapers, described as a hamlet south of Bellevue and the Chesapeake and Ohio Railroad, and east of Newport. It was annexed by the city of Bellevue in 1894. Though there was scattered development in the first quarter of the 20th century, the building out of Bonnie Leslie occurred between the World Wars. In 1928, the heirs of H.C. Spinks, a local developer, filed the first plat for the Bonnie Leslie development.

It does not appear that the Estate of H.C. Spinks, headed by Laura Spinks, was involved in actual construction of Bonnie Leslie. Rather, the company sold lots, either to individual homeowners, or to home builders. During the 1930s, mention of the neighborhood invariably stated "Bonnie Leslie" followed by a parenthetical notation, Spinks Subdivision.

Character of the District

The Bonnie Leslie Historic District is entirely residential, and unlike the other two NRHP districts in the town, developed cohesively over a set period of time, with similar type homes. The suburban nature of the district means that every house has a front yard, a driveway, and a comparable setback. It is a district built with an eye toward both the electric streetcar, which ran down today's Memorial Parkway, the southern boundary of the proposed district, and the automobile. Streets are wide, allowing for on-street parking.

The topography of the district is hilly, allowing most houses to have basement garages. This was a selling point in the development of the district. The sloping terrain also allowed builders to construct houses that look smaller and more compact from the front than they do from the side and rear elevations.

Most of the streets in the district, including Bonnie Leslie, Glazier, Wilson, Berry, Geiger, Taylor, and Lafayette, are through streets, with the exception of Clayton Court, a cul-de-sac with 14 dwellings.

Retaining walls are a regular feature in the neighborhood, both along the sidewalks and along the driveways. All of the streets in the district are paved, and all have sidewalks and curbs.

Buildings in the district employ a variety of construction materials and types. Masonry construction is the most common, with stone and brick veneer employed on the majority of dwellings. Faux half-timbering is a popular cladding, though typically restricted to gable areas.

¹ Margaret Warminski. "Bellevue," in *The Encyclopedia of Northern Kentucky*, eds. Paul A. Tenkotte and James C. Claypool. (Lexington: The University Press of Kentucky, 2009),

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The most common changes in the district are material changes to the buildings. Cladding, both of walls and roof, has changed with the availability of new materials. For the most part, the application of aluminum or vinyl siding to a historic frame dwelling does not completely obscure its significance.

Windows are another common alteration observed in the district. Double-hung wood-sash windows have been replaced with metal or vinyl sash or sliding windows. The addition of porches, the removal of porches and the enclosure of porches, is another common change in the district. Small shed roof additions to the rear elevation of a dwelling is another common alteration. The topography which made basement garages so easy to construct has also lent itself to the construction of carports in the driveways with living space above. For example, one is found at 110 Geiger Street (NR# 146).

The five plats associated with the proposed district:

- Block B, Bonnie Leslie Addition, August 1928
This plat spills outside of the current city limits of Bellevue. There were 232 lots in this plat; 88 lots of Block B are located within the boundaries of the proposed district; however, the subdivision was not built out exactly as platted. At least four of the lots that extended from Glazier Avenue to Memorial Parkway were subdivided, and were only developed recently. The south side of the former streetcar corridor (outside of the district), platted in 1928 with 30 lots, was never developed.
- Block D, Bonnie Leslie Addition, August 1928
This plat includes portions of Taylor Avenue, all of Lafayette Avenue (within the District boundaries), Pendleton Avenue (now Berry), Geiger Avenue, and one side of Bonnie Leslie Avenue. The larger lots are confined to the main avenues of the subdivision, with smaller lots (35 to 40 feet wide) along Lafayette, Geiger, and Berry Avenues.
- Clayton Court Resubdivision, May 1929
Clayton Court, the only cul-de-sac street within the District, was platted with 17 lots. Two of these lots were combined at a later date. Most lots are 50 feet deep, with the exception of the corner lots, which are 35 feet wide. Lots range from 75 to 100 feet deep.
- Plat of Bonnie Leslie Subdivision, Block E, June 1929
This plat appears to be an attempt to “clean up” the earlier plats of the area from the late-19th century and early-20th century. Most of this area, which is west of Berry and Wilson Avenues, was either already built out prior to 1920, or developed after the end of the POS. With the exception of the west side of Berry Avenue, it is not located within the proposed district boundaries.
- Gerber-Griese Addition to Block E of Bonnie Leslie Subdivision, September 1952
This plat is a further re-drawing of the lot lines found in the Block E of the Bonnie Leslie subdivision.

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Architectural Styles and Building Types in the District

Craftsman

The departure from the perceived excesses of the Victorian era and the growing middle class helped spread the Craftsman style. The low lines of the bungalow gave the building a solidity which offered comfort and security.

The Craftsman style's identifying features include gabled roofs, typically with wide unenclosed overhanging eaves, exposed rafter tails, braces and brackets at the gables, porches, often with battered columns, and double-hung sash windows with vertical muntins in the upper sash.

Many dwellings in the Bonnie Leslie Neighborhood Historic District have some type of Craftsman-inspired element, such as battered porch posts, or Craftsman-inspired window sash, even if the dwelling itself is fairly plain and lacking in ornamentation.

The Revival Styles

The Free Classic style was a transitional style, and was nationally supplanted by the Colonial Revival style. According to McAlester, the period of influence for Colonial Revival is 1880 to 1950, and the style's rise was fueled by an interest in the dwellings associated with the colonial period, particularly English and Dutch houses on the Atlantic seaboard. This style was seen as simplified and a classically-motivated response to the Victorian era. Its first proponents were professional architects. Richard Morris Hunt's house, Sunnyside, in Newport, Rhode Island, dating from 1870, has been identified by architectural historian Vincent Scully as the "first built evidence of colonial revivalism to exist anywhere."²

As the name implies, the style draws on colonial styles, including Georgian and Adam, for inspiration in detailing entrances, cornices and windows. Most windows are double hung, typically with six, eight, nine or twelve lights in each sash. Elaborate door surrounds, with broken pediments, dentils and pilasters, are common. The style became simplified nationally during the 1940s and 1950s, and was adopted wide-scale in the suburbs. The Dutch Colonial variant on the style often features a gambrel roof, perhaps a second-story overhang and long shed dormers.

Colonial Revival American Foursquares are one expression of the style in the district; there are around a dozen of the type with Colonial Revival characteristics.

The Dutch Colonial variant on the style often features a gambrel roof, perhaps a second-story overhang and long shed dormers. The Dutch Colonial style has seven examples in Bonnie Leslie: Inventory #40, 141, 142, 166, 202, 205, 218.

Tudor Revival

The development of new materials such as concrete block, asphalt shingles and metal siding in the first three decades of the 20th century influenced the style of dwellings and emphasized the building's design and construction flexibility. The inexpensive nature of designs like the Tudor Revival also appealed to young couples

² Cynthia Johnson. "Weehawken." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 2007.

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and middle class families.³ Elements of the Tudor Revival style include a steeply pitched roof, cross gables on the façade, large chimneys (often on the façade) and details such as rounded arched entryways.

There are several types of Tudor Revivals in the district – with just enough variation to not suggest any sort of monotonous design. A hybrid form is also popular – a bungalow with Craftsman and Tudor Revival elements. The district contains over 70 instances of all the Tudor Revival variants.

Building Types/Forms in the District

Multi-family Dwellings

There are a number of purpose-built multi-family buildings within the district, with a handful built toward the end of the POS, and then a few more built post-1950.

Covington/Newport Townhouse

Much like the shotgun, the Covington/Newport Townhouse (CNT) type is designed for the narrow deep lots typically found in Covington. While a shotgun is one story, however, the CNT is two-to-three stories high, though both types are just a single room wide and often many rooms deep. The entry to most shotguns is commonly on the façade; the CNT does not usually have a street façade entry. The main entrance, then, is located along the side of the house. The introduction of multiple upper stories necessitates the use of a stair, and stairhall. A group of CNT dwellings is located along Taylor Avenue (Photo 15, NR #s 242-245).



Covington/Newport Townhouse types



Typical Bungalows (see next page)

Bungalow

The familiar house forms of the 19th century were joined by new types and forms in the early-20th century. The Arts and Crafts movement introduced both the Bungalow and the American Foursquare forms. The bungalow was an unpretentious design which helped increase the appearance of an average size lot through its horizontal lines and low height.⁴ The inexpensive nature of this form also appealed to young couples and middle-class families.⁵ The bungalow became popularized through the use of books (Aladdin, Sears Roebuck Company),

³ Clark, 185.

⁴ K.T.Jackson, *Crabgrass Frontier: The Suburbanization of the United States*. (New York: Oxford University Press, 1985), 186.

⁵ Clifford Edward Clark, Jr. *The American Family Home 1800-1960*. (Chapel Hill: University of North Carolina Press, 1986), 185.

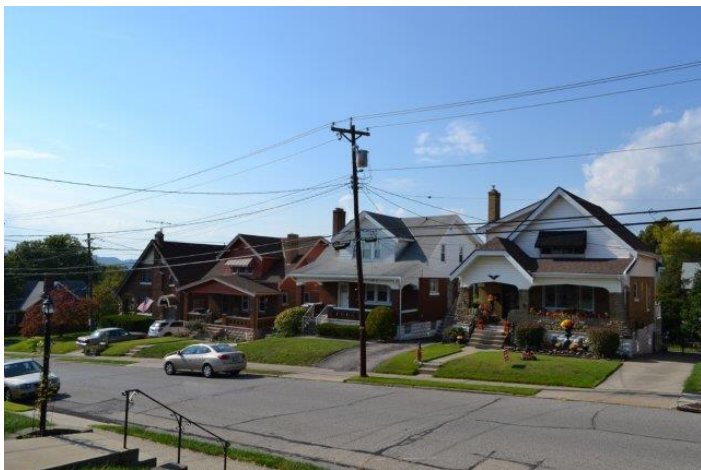
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illustrations in such magazines as *Ladies Home Journal*, and pre-cut kits that enabled owners to build their house themselves (Sears, Montgomery Ward, Gordon-Van Tine, etc.).⁶

A number of bungalows have basement garages – although these aren't technically outbuildings, they were noted on the survey list since it is a defining characteristic of bungalows in the proposed district.

Bungalows in the Bonnie Leslie neighborhood, constructed between 1920 and 1940, exhibit a wide variety of scale and detailing (Photos 1-3, 16, 17). Every budget and style in the neighborhood found an outlet in this popular housing form. There are 61 bungalows in the district.



Bungalows in District

American Foursquare

The form of the American Foursquare is that of a two-story cube, usually with a hipped or pyramidal roof. The name derives from the arrangement of most examples having four principal rooms on each floor. Like the Bungalow, a front porch is almost always present. Foursquares were built in a variety of materials, including frame and brick and stone veneer, usually on a continuous foundation. Many Foursquare houses feature elements of the Craftsman style, such as exposed rafter tails, overhanging eaves, dormers on the attic story and Craftsman-style double-hung windows. Foursquares, however, could be detailed in any number of architectural styles, though the Colonial Revival and Craftsman are perhaps most popular in the Bonnie Leslie Neighborhood Historic District. There is one American Foursquare type dwelling in the district.

Ranch House

After World War II, Bellevue, like the rest of the country, saw substantially different house forms and styles. The ranch house, which drew inspiration from the philosophies of Frank Lloyd Wright and the Prairie style of the first two decades of the 20th century, is seen most often along the streets that developed late in the Period of Significance and on scattered infill parcels.

Though the ranch is a form, many professionals also view the ranch house as style. The key difference between the ranch and the forms that preceded it was the typical ranch had all of its rooms on one floor. Private spaces were not put on a second story, but rather placed away from the entry door and the main living spaces. The ranch popularized the “open” floor plan, with the main living spaces opening up to one another. Kitchens also witnessed great change in the ranch – “kitchens were made more public and included space for a table for the

⁶Ibid. 179.

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family to dine more informally than in the main dining area between the kitchen and the family or living rooms.”⁷

Stylistic characteristics of the ranch style include long, horizontal lines; asymmetrical stylistic elements, often vertical, such as chimneys; a rectangular form; picture windows; integration of the automobile into the design of the dwelling; and an emphasis on outdoor space.

By the time the ranch form became widespread in Covington, the Bonnie Leslie neighborhood was already densely developed. Still, the district contains 6 Ranch type dwellings.

Evaluation of Resources

Contributing resources in the Bonnie Leslie Neighborhood Historic District are those which date from the 1920-1955 POS and that retain a sufficient degree of materials and design as defined below. Non-contributing resources are those constructed after the end of the POS or those resources with such severe amounts of change that they no longer help us experience the historic district. Additionally, parcels that have become vacant after 1955 are deemed non-contributing. The resources are evaluated according to National Register Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation*.

The following criteria were utilized in the evaluation of properties’ **contributing** status:

- Contributing properties must have been built from 1920-1955, the district’s Period of Significance, or standing by then;
- Contributing properties must demonstrate a strong association with the historic evolution of the Bonnie Leslie Neighborhood Historic District, most notably through location and setting;
- A level of change is expected in any historic residential district, but contributing properties must retain substantial character-defining features, such as massing, form, fenestration arrangement and stylistic detail to add to the character of the district.

All historic properties in the district have undergone alteration since their construction. As a whole, the district retains a sufficient amount of its setting, location, design, materials, workmanship and association to qualify for the National Register.

The following criteria were used to give a **non-contributing** status to individual properties:

- Properties which post-date the 1955 end of the POS;
- Vacant tracts, with the exception of those lots which were never developed, and which today function as a landscape feature;
- The presence of extensive alterations to the historic resource, which camouflage its form or render it unable to convey its identity as a historic building.

Resource Inventory

⁷ William Macintire, *A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky*. (Frankfort: The Kentucky Heritage Council, 2009), 147.

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The Resource Inventory which follows describes the properties found within the Bonnie Leslie Neighborhood Historic District.

The inventory table that follows contains a number of abbreviations. The National Register Numbers (NR #) are the resource numbers referred to in Sections 7 and 8, and are keyed to the map accompanying the nomination. The Survey Number (KHC #) is the number assigned to the property by the Kentucky Heritage Council.

The Date is the approximate date of construction, using the codes utilized by the Kentucky Heritage Council. If an exact date of construction is known, it is included in parentheses.

The "Type-plan (T/P)" column refers to the interior floor plan or type of resource. If the plan is not known or is not applicable, then the entry is left blank. The following abbreviations are used:

TP: T-plan	4SQ: American Foursquare
D: Duplex	APT: Apartment building
CNT: Covington-Newport Townhouse	RCH: Ranch
MF: Multi-family	U: Unknown
G: Garage	BG: Bungalow
MT: Minimal Traditional	CC: Cape Cod

Style refers to the predominant architectural style of the resource. If no particular style is evident, the area is left blank. The following abbreviations are used in the Style column:

VTOC: Vernacular Turn-of-Century	
CR: Colonial Revival	TR: Tudor Revival
DCR: Dutch Colonial Revival	R: Ranch
CRFT: Craftsman	MOD/INL: Modern, International
MDV: Mid-century vernacular	SR: Spanish Revival

The "MAT" column stands for exterior material cladding of the resource, with the following abbreviations:

FR: Wood	SV: Stone veneer
BV: Brick veneer	CB: Concrete Block
PC: Poured concrete	ST: Stucco

The "Changes" column provides a key to alterations to the contributing resource, as follows:

S: non-historic siding installed, building integrity slightly compromised
RW: replacement windows installed, building integrity slightly compromised
AD: Addition, does not compromise integrity
AW: Awnings added, does not compromise integrity
G/A: Garage addition, does not compromise integrity
NH: non-historic building
P/E: Porch enclosed, does not compromise integrity
P/C: Porch changed, does not compromise integrity
P/R: Porch removed, does not compromise integrity
NSA: No significant alterations. While minor changes may have occurred, none significantly affects the overall integrity of the property within the context of the district as a whole

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The "C or NC" column refers to the status of the resource within the district. A "C" means it is contributing; a "NC" is non-contributing.

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1	CPB-1387	229 Glazier Ave	1950-1974	FR/BV/SV	2	N/A	U	NC	N/A
2	CPB-1388	227 Glazier	1925-1949	BV	2	TR	U	C	RW
3	CPB-1389	225 Glazier	1925-1949	BV	2	TR	U	C	NSA
4	CPB-1390	223 Glazier	1925-1949	BV	2	TR	U	C	S
5	CPB-1391	219 Glazier	1925-1949	BV	1.5	TR	U	C	NSA
6	CPB-1392	217 Glazier	1925-1949	SV	1.5	TR	U	C	NSA
7	CPB-1393	215 Glazier	1925-1949	BV	2	TR	U	C	AD
8	CPB-1394	211 Glazier	1925-1949	BV	1.5	CRFT	BG	C	RW
9	CPB-1395	209 Glazier	1925-1949	BV	1.5	TR	BG	C	NSA
10	CPB-1396	207 Glazier	1925-1949	BV	1.5		BG	C	S, RW
11	CPB-1397	205 Glazier	1925-1949	BV	1	TR	BG	C	RW
12	CPB-1398	203 Glazier	1925-1949	BV	1.5	TR	U	C	RW/AD
13	CPB-1399	119 Glazier	1925-1919	BV	1.5	TR	BG	C	RW
14	CPB-1400	117 Glazier	1925-1949	BV	2	CR	U	C	NSA
15	CPB-1401	115 Glazier	1925-1949	BV	1.5	TR	U	C	RW
16	CPB-1402	113 Glazier	1925-1949	BV	1.5	TR	U	C	RW
17	CPB-1403	111 Glazier	1950-1974	BV	2	Modern	APT	NC	NSA
18	CPB-1404	109 Glazier	1925-1949	BV	1.5	TR	U	C	RW/S
19	CPB-1405	108 Glazier	1925-1949	BV, FR	2	CR	CC	C	S/AD/RW
20	CPB-1406	110 Glazier	1950-1974	BV	2		APT	C	NSA
21	CPB-1407	112 Glazier	1925-1949	SV	2	TR	U	C	RW/S
22	CPB-1408	118 Glazier	1925-1949	BV	1.5	TR	U	C	RW
23	CPB-1409	120 Glazier	1925-1949	BV	1.5	TR	U	C	RW
24	CPB-1410	204 Glazier	1925-1949	BV	1.5	CR	CC	C	RW/S
25	CPB-1411	206 Glazier	1925-1949	BV, SV	2.5	TR	U	C	NSA
26	CPB-1412	208 Glazier	1925-1949	BV	2	TR	U	C	S
27	CPB-1413	210 Glazier	1925-1949	BV	1.5	TR	U	C	RW

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28	CPB-1414	212 Glazier	1925-1949	BV	1.5	TR	BG	C	NSA
29	CPB-1415	216 Glazier	1925-1949	BV	1.5	TR	U	C	NSA
30	CPB-1416	218 Glazier	1925-1949	BV	1.5	TR	U	C	RW
31	CPB-1417	222 Glazier	1925-1949	BV	1.5		MT	C	P/E, RW
32	CPB-1418	224 Glazier	1925-1949	BV	1.5	TR	U	C	RW
33	CPB-1419	226 Glazier	1925-1949	BV	1.5	TR	U	C	RW
34	CPB-1420	228 Glazier	1925-1949	BV	1.5	TR	U	C	RW
35	CPB-1421	230 Glazier	1925-1949	BV	1.5	CR	CC	C	RW/S
36	CPB-1422	232 Glazier	1925-1949	BV, FR	2	CR	U	C	RW/S
37	CPB-1633	234 Glazier	1925-1949	BV, FR	2	CR	U	C	RW/S
38	CPB-1423	22 Glazier	1925-1949	BV	1.5	CRFT, TR	BG	C	RW
39	CPB-1424	25 Glazier	1950-1974	BV	1	R	R	NC	N/A
40	CPB-1550	1110 Glazier	1925-1949	BV	1.5	N/A	MT	C	RW
41	CPB-1551	1116 Glazier	1950-1974	BV	2	N/A	U	NC	N/A
42	CPB-1425	101 Bonnie Leslie Ave	1925-1949	BV	2	DCR	U	C	NSA
43	CPB-1426	103 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	NSA
44	CPB-1427	105 Bonnie Leslie	1925-1949	BV	2	TR	U	C	NSA
45	CPB-1428	107 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	RW
46	CPB-1429	109 Bonnie Leslie	1925-1949	BV, FR	1.5	TR	U	C	NSA
47	CPB-1430	111 Bonnie Leslie	1925-1949	BV	1	TR	U	C	RW
48	CPB-1431	113 Bonnie Leslie	1925-1949	BV, FR	1.5	TR	U	C	S
49	CPB-1432	117 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	RW
50	CPB-1433	119 Bonnie Leslie	1925-1949	BV	2	TR	U	C	RW
51	CPB-1434	121 Bonnie Leslie	1925-1949	BV	1.5	CRFT	U	C	RW/S
52	CPB-1435	123 Bonnie Leslie	1925-1949	BV	1.5	CRFT	BG	C	S
53	CPB-1436	125 Bonnie Leslie	1925-1949	BV, FR	1.5	CRFT	BG	C	RW/S
54	CPB-1437	127 Bonnie Leslie	1925-1949	BV, FR	1.5	CRFT	BG	C	RW/S

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55	CPB-1438	129 Bonnie Leslie	1925-1949	BV, FR	1.5	CRFT	BG	C	S
56	CPB-1439	131 Bonnie Leslie	1925-1949	BV	1.5	CRFT, TR	BG	C	S
57	CPB-1440	133 Bonnie Leslie	1925-1949	BV	2	TR	U	C	NSA
58	CPB-1441	201 Bonnie Leslie	1925-1949	BV	2	TR	U	C	RW
59	CPB-1442	205 Bonnie Leslie	1925-1949	BV	2	TR	U	C	NSA
60	CPB-1443	209 Bonnie Leslie	1925-1949	BV	2	CR	U	C	RW
61	CPB-1444	211 Bonnie Leslie	1925-1949	BV	1.5	CR	CC	C	RW
62	CPB-1445	215 Bonnie Leslie	1925-1949	BV	1.5	CR	CC	C	RW/AD
63	CPB-1446	216 Bonnie Leslie	1950-1974	BV	1		R	C	RW
64	CPB-1447	214 Bonnie Leslie	1950-1974	BV	1	R	R	C	NSA
65	CPB-1448	212 Bonnie Leslie	1950-1974	BV	1.5	MT	BG	C	NSA
66	CPB-1449	206 Bonnie Leslie	1950-1974	BV	1.5	MT	BG	C	RW
67	CPB-1450	204 Bonnie Leslie	1950-1974	BV	1.5	MT	BG	C	RW
68	CPB-1451	202 Bonnie Leslie	1925-1949	BV	1	CR	U	C	NSA
69	CPB-1452	134 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	NSA
70	CPB-1453	132 Bonnie Leslie	1950-1974	BV	2	MD	U	NC	N/A
71	CPB-1454	130 Bonnie Leslie	1925-1949	BV	1.5	CR	CC	C	RW
72	CPB-1455	128 Bonnie Leslie	1925-1949	BV	2	TR	U	C	RW
73	CPB-1456	126 Bonnie Leslie	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA
74	CPB-1457	124 Bonnie Leslie	1925-1949	BV	1.5	CRFT	BG	C	S
75	CPB-1458	122 Bonnie Leslie	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA
76	CPB-1459	120 Bonnie Leslie	1925-1949	BV	1.5	CRFT	BG	C	NSA
77	CPB-1460	118 Bonnie Leslie	1925-1949	BV	1.5	CRFT	BG	C	S, RW
78	CPB-1461	116 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	RW
79	CPB-1462	114 Bonnie Leslie	1925-1949	BV	2	TR	U	C	P/E, AD
80	CPB-1463	112 Bonnie Leslie	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA
81	CPB-1464	110 Bonnie Leslie	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA

Bonnie Leslie Historic District

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NR #	KHC #	Address	Date	MT	HT	Style	T/P	Status	Changes
82	CPB-1465	106 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	NSA
83	CPB-1466	104 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	RW
84	CPB-1467	102 Bonnie Leslie	1925-1949	BV	1.5	TR	U	C	NSA
85	CPB-1468	1220 Wilson Rd	1925-1949	BV	2	CRFT	APT	C	NSA
86	CPB-1469	1216 Wilson	1925-1949	BV	2.5	CRFT	BG	C	RW
87	CPB-1470	1214 Wilson	1925-1949	BV	2	TR	U	C	RW
88	CPB-1471	1210 Wilson	1925-1949	BV	2	TR	U	C	NSA
89	CPB-1472	1208 Wilson	1925-1949	BV	1.5	CRFT	BG	C	NSA
90	CPB-1473	1204 Wilson	1925-1949	BV	1.5	CRFT, TR	BG	C	RW
91	CPB-1474	1200 Wilson	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA
92	CPB-1475	1211 Wilson	1925-1949	BV	2.5	CRFT, TR	APT	C	Dormer add
93	CPB-1476	1209 Wilson	1925-1949	BV	2	CRFT, TR	U	C	AD
94	CPB-1477	1205 Wilson	1950-1974	BV	1		U	C	RW
95	CPB-1478	1203 Wilson	NH	FR	2		U	NC	N/A
96	CPB-1479	1201 Wilson	1925-1949	BV	1.5	CRFT, TR	BG	C	NSA
97	CPB-1480	1198 Wilson	1925-1949	BV	1.5	CR	CC	C	G/A
98	CPB-1481	1191 Wilson	1950-1974	BV	1	CR	U	C	NSA
99	CPB-1482	1187 Wilson	1950-1974	BV	2	MD	APT	NC	N/A
100	CPB-1483	1150 Wilson	1925-1949	BV	1.5	MT	U	C	NSA
101	CPB-1484	1148 Wilson	1950-1974	BV	1	R	R	NC	N/A
102	CPB-1485	103 Memorial Pkwy	1925-1949	ST	1	SR	U	C	RW
103	CPB-1635	105 Memorial Pkwy	1925-1949	BV	2	TR	U	C	RW
104	CPB-1634	107 Memorial Pkwy	1925-1949	BV	2	TR	U	C	RW
105	CPB-1633	109 Memorial Pkwy	1925-1949	BV	2.5	TR	APT	C	NSA
106	CPB-1564	111 Memorial Pkwy	1925-1949	BV	2.5	CRFT, TR	APT	C	RW
107	CPB-1563	113 Memorial Pkwy	1925-1949	BV	2	TR	U	C	NSA
108	CPB-1562	115 Memorial Pkwy	1925-1949	BV	2	CRFT	U	C	RW/S

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109	CPB-1561	117 Memorial Pkwy	1925-1949	BV	2	CRFT	APT	C	RW
110	CPB-1560	119 Memorial Pkwy	1925-1949	BV	2.5	CRFT, CR	APT	C	NSA
111	CPB-1559	123 Memorial Pkwy	1925-1949	BV	1.5	N/A	U	C	RW
112	CPB-1558	219 Memorial Pkwy	1950-1974	FR	2	N/A	U	NC	N/A
113	CPB-1557	221 Memorial Pkwy	1975-2000	FR	2	N/A	U	NC	N/A
114	CPB-1556	223 Memorial Pkwy	1975-2000	FR	2	N/A	U	NC	N/A
115	CPB-1555	225 Memorial Pkwy	1975-2000	FR	2	N/A	U	NC	N/A
116	CPB-1554	233 Memorial Pkwy	1925-1949	BV	1.5	TR	MT	C	RW
117	CPB-1553	235 Memorial Pkwy	1925-1949	BV	1.5	N/A	MT	C	RW
118	CPB-1552	237 Memorial Pkwy	1925-1949	BV	2	CRFT	APT	C	RW
119	CPB-1486	1026 Berry Ave	1925-1949	BV, SV	1.5	TR	BG	C	NSA
120	CPB-1487	1004 Berry	1925-1949	BV	1	N/A	MT	C	RW
121	CPB-1488	1005 Berry	1925-1949	BV	1.5	CR	CC	C	RW
122	CPB-1489	1002 Berry	1925-1949	BV	1.5	N/A	MT	C	RW
123	CPB-1490	930 Berry	1925-1949	BV	1.5	TR	MT	C	RW
124	CPB-1491	926 Berry	1925-1949	FR	1.5	TR/CRFT	MT	C	RW
125	CPB-1492	924 Berry	1925-1949	FR	1.5	TR/CRFT	BG	C	RW/S
126	CPB-1493	922 Berry	1925-1949	FR	1.5	TR	BG	C	RW/S
127	CPB-1494	920 Berry	1925-1949	FR	1	CRFT	BG	C	RW
128	CPB-1495	918 Berry	1925-1949	FR	1	CRFT	BG	C	NSA
129	CPB-1496	912 Berry	1925-1949	BV	1.5	N/A	BG	C	RW
130	CPB-1497	910 Berry	1925-1949	FR	1	CRFT	BG	C	NSA
131	CPB-1498	908 Berry	1925-1949	FR	1	CRFT	BG	C	RW
132	CPB-1499	906 Berry	1925-1949	FR	1	CRFT	BG	C	RW/S
133	CPB-1500	904 Berry	1925-1949	FR	1	CRFT	BG	C	RW/S
134	CPB-1501	902 Berry	1925-1949	BV	1.5	CRFT	BG	C	RW
135	CPB-1502	900 Berry	1925-1949	FR	1	CRFT	BG	C	S

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136	CPB-1503	901 Berry	1925-1949	BV	1.5	CR	CC	C	RW
137	CPB-1504	903 Berry	1925-1949	BV	1.5	CR	CC	C	RW
138	CPB-1505	915 Berry	1950-1974	BV	1.5	CR	CC	C	RW
139	CPB-1506	917 Berry	1950-1974	BV	1.5	CR	CC	C	RW
140	CPB-1507	919 Berry	1950-1974	BV	1.5	CR	CC	C	RW
141	CPB-1508	921 Berry	1925-1949	BV	1.5	CR	CC	C	RW
142	CPB-1509	923 Berry	1925-1949	BV	1.5	CR	CC	C	RW
143	CPB-1510	925 Berry	1925-1949	BV	1.5	TR	MT	C	RW
144	CPB-1511	929 Berry	1925-1949	BV	1.5	CR	CC	C	RW
145	CPB-1512	100 Geiger	1925-1949	BV	1	R	MT	C	RW
146	CPB-1513	110 Geiger	1925-1949	BV	1.5	CR	CC	C	RW
147	CPB-1514	111 Geiger	1925-1949	BV	1.5	TR	U	C	RW
148	CPB-1515	112 Geiger	1925-1949	BV	1.5	CRFT	BG	C	NSA
149	CPB-1516	114 Geiger	1925-1949	BV	2	TR	U	C	NSA
150	CPB-1517	914 Clayton Ct	1925-1949	BV	2.5	CR	U	C	RW
151	CPB-1518	912 Clayton Ct	1925-1949	BV	1.5	TR	U	C	RW
152	CPB-1519	910 Clayton Ct	1925-1949	BV	1.5	CR	CC	C	RW
153	CPB-1520	908 Clayton Ct	1950-1974	BV	1	R	R	C	RW
154	CPB-1521	906 Clayton Ct	1925-1949	BV	1.5	CR	CC	C	RW
155	CPB-1522	904 Clayton Ct	1925-1949	BV, SV	1.5	T, CRFT	BG	C	RW
156	CPB-1523	Vacant Lot	1925-1949	N/A	N/A	N/A	N/A	NC Site	N/A
157	CPB-1524	902 Clayton Ct	1925-1949	BV	1.5	CR	CC	C	RW
158	CPB-1525	901 Clayton Ct	1925-1949	BV	1	R	R	C	RW
159	CPB-1526	905 Clayton Ct	1925-1949	BV, FR	2	CR, DCR	U	C	RW
160	CPB-1527	907 Clayton Ct	1925-1949	BV	1.5	DCR, CR	CC	C	RW
161	CPB-1528	909 Clayton Ct	1925-1949	BV, SV	1.5	TR	U	C	RW
162	CPB-1529	911 Clayton Ct	1925-1949	BV, FR	1.5	TR	U	C	RW

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NR #	KHC #	Address	Date	MT	HT	Style	T/P	Status	Changes
163	CPB-1530	913 Clayton Ct	1925-1949	BV	2	TR	U	C	RW
164	CPB-1531	915 Clayton Ct	1925-1949	BV	1.5	TR	BG	C	NSA
165	CPB-1532	1010 Lafayette Ave	1950-1974	BV	1.5		MT	C	RW
166	CPB-1533	1005 Lafayette	1925-1949	BV	1.5	CRFT	BG	C	RW
167	CPB-1534	1003 Lafayette	1925-1949	BV	2	TR	U	C	NSA
168	CPB-1535	1002 Lafayette	1925-1949	BV	1.5	CRFT	BG	C	NSA
169	CPB-1536	1001 Lafayette	1925-1949	BV	2.5	CRFT	4S	C	NSA
170	CPB-1537	925 Lafayette	1925-1949	BV	1.5	CRFT	BG	C	RW/S
171	CPB-1538	917 Lafayette	1925-1949	BV	2	TR	U	C	RW
172	CPB-1539	911 Lafayette	1925-1949	BV	1.5	CR	CC	C	RW
173	CPB-1540	905 Lafayette	1925-1949	BV	1.5	CR	CC	C	RW
174	CPB-1541	901 Lafayette	1925-1949	BV	1.5	CR	CC	C	RW
175	CPB-1542	889 Lafayette	1925-1949	FR	1.5	N/A	MT	C	RW
176	CPB-1543	887 Lafayette	1925-1949	FR	1.5	N/A	CC	C	RW/S
177	CPB-1544	885 Lafayette	1925-1949	FR	1.5	CR	CC	C	RW/S
178	CPB-1545	883 Lafayette	1925-1949	FR	1.5	CR	CC	C	RW/S
179	CPB-1546	881 Lafayette	1925-1949	FR	1.5	CR	CC	C	RW/S
180	CPB-1547	879 Lafayette	1925-1949	FR	1.5	CR	CC	C	RW/S
181	CPB-1548	877 Lafayette	1925-1949	FR	1.5	N/A	MT	C	RW/S
182	CPB-1549	875 Lafayette	1925-1949	BV	1	N/A	MT	C	RW
183	CPB-1565	600 Taylor	1925-1949	BV	2	TR	U	C	RW
184	CPB-1566	602 Taylor	1925-1949	FR	2	DCR	U	C	RW
185	CPB-1567	608 Taylor	1925-1949	BV	2	MOD	APT	NC	N/A
186	CPB-1568	612 Taylor	1925-1949	FR	1.5	CRFT	BG	C	NSA
187	CPB-1569	716 Taylor	1925-1949	BV	2	TR	U	C	NSA
188	CPB-1570	718 Taylor	1925-1949	BV	2	TR	U	C	NSA
189	CPB-1571	720 Taylor	1925-1949	BV	2	TR	U	C	S

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190	CPB-1572	722 Taylor	1925-1949	BV	1	N/A	MT	C	RW
191	CPB-1573	724 Taylor	1925-1949	BV	1	N/A	MT	C	RW
192	CPB-1574	726 Taylor	1925-1949	BV	2	TR	U	C	NSA
193	CPB-1575	800 Taylor	1925-1949	FR	1	N/A	BG	C	RW
194	CPB-1576	802 Taylor	1925-1949	FR	2	N/A	N/A	C	RW/S
195	CPB-1577	806 Taylor	1925-1949	FR	1	N/A	BG	C	S
196	CPB-1578	808 Taylor	1925-1949	FR	2	N/A	N/A	C	RW/S
197	CPB-1579	810 Taylor	1925-1949	FR	2	N/A	N/A	C	RW/S
198	CPB-1580	812 Taylor	1925-1949	FR	2	N/A	N/A	C	S
199	CPB-1581	902 Taylor	1925-1949	FR	1	N/A	BG	C	S
200	CPB-1582	904 Taylor	1925-1949	FR	1.5	CRFT	BG	C	RW/S
201	CPB-1583	906 Taylor	1925-1949	FR	2	N/A	N/A	C	RW/S
202	CPB-1584	908 Taylor	1925-1949	FR	2	N/A	BG	C	RW/S
203	CPB-1585	910 Taylor	1925-1949	BV	1.5	CRFT	BG	C	RW
204	CPB-1586	912 Taylor	1925-1949	FR	1	CRFT	BG	C	S
205	CPB-1587	1002 Taylor	1925-1949	FR	1.5	CRFT	BG	C	NSA
206	CPB-1588	1004 Taylor	1925-1949	FR	1	CRFT	BG	C	RW/S
207	CPB-1589	1008 Taylor	1925-1949	FR	1	CRFT	BG	C	RW/S
208	CPB-1590	1010 Taylor	1925-1949	FR	2	CRFT	U	C	RW/S
209	CPB-1591	1012 Taylor	1925-1949	FR	2	N/A	U	C	RW/S
210	CPB-1592	1014 Taylor	1925-1949	FR	1.5	CRFT	BG	C	RW/S
211	CPB-1593	1016 Taylor	1950-1974	BV	2	N/A	APT	NC	N/A
212	CPB-1594	1018 Taylor	1925-1949	FR	1.5	N/A	N/A	C	RW/S
213	CPB-1595	1020 Taylor	1925-1949	BV	1.5	N/A	MT	C	RW
214	CPB-1596	601 Taylor	1925-1949	FR	1.5	FV	TP	C	RW
215	CPB-1597	611 Taylor	1925-1949	BV, FR	2	CR	U	C	RW
216	CPB-1598	613 Taylor	1925-1949	BV, FR	1.5	CR	U	C	RW

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217	CPB-1599	715 Taylor	1925-1949	FR	1.5	N/A	MT	C	RW/S
218	CPB-1600	719 Taylor	1925-1949	BV	1	N/A	MT	C	RW
219	CPB-1601	721 Taylor	1925-1949	BV	1.5	CRFT	BG	C	NSA
220	CPB-1602	727 Taylor	1925-1949	FR	1.5	DCR	U	C	RW/S
221	CPB-1603	729 Taylor	1925-1949	FR	1.5	FV	TP	C	RW/S
222	CPB-1604	801 Taylor	1925-1949	FR	1.5	CRFT	BG	C	NSA
223	CPB-1605	803 Taylor	1925-1949	FR	2	DCR	U	C	RW/S
224	CPB-1606	805 Taylor	1925-1949	FR	2	TR	U	C	RW/S
225	CPB-1607	807 Taylor	1925-1949	BV	1.5	TR	TR	C	RW/S
226	CPB-1608	809 Taylor	1925-1949	FR	1.5	CRFT	BG	C	S
227	CPB-1609	811 Taylor	1925-1949	BV	1.5	CR	CC	C	RW
228	CPB-1610	813 Taylor	1925-1949	BV	1.5	CR	CC	C	RW
229	CPB-1611	815 Taylor	1925-1949	BV	1.5	CR	CC	C	RW
230	CPB-1612	903 Taylor	1925-1949	BV	1.5	TR	MT	C	RW
231	CPB-1613	905 Taylor	1925-1949	BV	2	N/A	APT	C	RW
232	CPB-1614	993 Taylor	1925-1949	BV	1.5	CRFT	MT	C	RW
233	CPB-1615	995 Taylor	1925-1949	BV	2	N/A	APT	C	RW
234	CPB-1616	997 Taylor	1925-1949	BV	1	N/A	MT	C	S
235	CPB-1617	999 Taylor	1925-1949	BV, FR	2	N/A	U	C	S
236	CPB-1618	1001 Taylor	1925-1949	SV	1.5	DCR	CC	C	RW
237	CPB-1619	1003 Taylor	1925-1949	BV	1.5	CRFT	MT	C	RW
238	CPB-1620	1005 Taylor	1925-1949	BV	1.5	TR	MT	C	RW
239	CPB-1621	1009 Taylor	1925-1949	BV	1.5	TR	MT	C	RW
240	CPB-1622	1011 Taylor	1925-1949	BV	1.5	N/A	MT	C	RW
241	CPB-1623	1017 Taylor	1925-1949	BV	1	TR	MT	C	RW
242	CPB-1624	1019 Taylor	1900-1924	FR	2	VTOC	CNT	C	RW/S
243	CPB-1625	1021 Taylor	1900-1924	FR	2	VTOC	CNT	C	RW/S

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244	CPB-1626	1023 Taylor	1900-1924	FR	2	VTOC	CNT	C	RW/S
245	CPB-1627	1025 Taylor	1900-1924	FR	2	VTOC	CNT	C	RW/S
246	CPB-1628	1027 Taylor	1925-1949	BV	2	N/A	APT	C	RW
247	CPB-1629	1029 Taylor	1925-1949	FR	1	N/A	BG	C	RW/S
248	CPB-1630	1101 Taylor	1950-1974	BV	1.5	N/A	CC	NC	RW/S
249	CPB-1631	1103 Taylor	1950-1974	BV	1.5	N/A	CC	NC	RW/S
250	CPB-1632	1105 Taylor	1950-1974	BV	1.5	N/A	CC	NC	RW/S

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8. Statement of Significance

Applicable National Register Criteria

- 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.
- 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 in prehistory or history

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Community Development and Planning

Period of Significance

1920-1955

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

H.C. Spinks

Period of Significance

The period of significance, 1920-1955, for the Bonnie Leslie Historic District, spans the time from the introduction of the streetcar line into Bellevue, and one of the earliest dates of known construction in the neighborhood, to 1955, when the neighborhood as it is now was almost complete.

Criteria Considerations NA

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Statement of Significance

Summary Paragraph

The Bonnie Leslie Historic District meets National Register Criterion A, and is locally significant in the Area of Planning and Community Development. Its significance is evaluated within the historic context Growth and Development of Bellevue, Kentucky, 1866-1955. The Bonnie Leslie Historic District was Bellevue's largest planned subdivision during the end of the historic period, 1920-1955. The District illustrates the changing nature of residential development in the first half of the 20th century. Its rise was aided by the expansion of transportation infrastructure. The District was popularized as an escape from urban ills and from the restricted nature of older neighborhoods on confined lots.

Bonnie Leslie is significant for the way in which it illustrates the changing nature of residential development within Bellevue. The many promoters of Bonnie Leslie offered it as the site of modern homes with all manner of conveniences – for the first time, Northern Kentucky residents seeking to live in Bellevue were offered modern homes and a modern lifestyle. This building campaign would lead quite naturally to the building boom of the post-1950 era, and many of the developers who would build out Northern Kentucky in the mid-20th century cut their teeth on residential construction in the proposed district in the 1930s.

Some of the original plats for the Bonnie Leslie Subdivision are located outside of the modern city limits of Bellevue. For that reason, the nominated district consists of the contiguous area within the city limits.

Historic Context: Growth and Development of Bellevue, Kentucky, 1866-1955

Research Design

There are two NRHP-listed historic districts in Bellevue. The Taylor's Daughters Historic District (NRIS 88000101), was listed as part of the Bellevue Multiple Resources Area (NRIS 64000204), and covers 140 acres of Bellevue, north of the Bonnie Leslie District. The district was listed in 1988. The boundaries of the Taylor's Daughters District were "chosen to delimit the entity distinguishable as the residential development of the city between circa 1868 and 1933."⁸ Most of the structures in the district were built between 1885 and 1910.

The Fairfield Avenue Historic District (NRIS 88000100), also part of the Bellevue Multiple Resources Area, runs along the city's "main thoroughfare and commercial artery. It includes buildings on both sides of the street, from Lafayette Avenue east to O'Fallon, the city's corporation line."⁹ The district covers 20 acres of the city, with a POS of 1920 to 1955.

Neither of these district nominations give self-conscious exploration of suburbanization of Bellevue in the 20th century, though they provide a foundation for understanding what the residents of Northern Kentucky's new streetcar and automobile suburbs were seeking to leave behind. The Bellevue Multiple Resource Area Nomination (NRIS 64000204), follows the development of Bellevue as a bedroom community from its inception, and provides a useful foundation for understanding the nucleus of historic late-19th-century and early-20th-century development, and how it differed from what the promoters of Bonnie Leslie were offering.

⁸ Margo Warminski. "Taylor's Daughters Historic District." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1988. Section 10, page 3.

⁹ Margo Warminski. "Fairfield Avenue Historic District." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1988., Section 7, page 1.

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Additionally, David Ames and Linda McClelland's, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*, was utilized as a basis for exploring the local trends in Bellevue during the POS.

Development and Planning of Bellevue

Bellevue, like its neighbors, developed southward from the Ohio River. Topography in the form of higher elevation and the town's relatively narrow riverfront meant that the periodic flooding from the river did not devastate the town to the degree that Dayton and Newport were impacted. For the first two decades following the incorporation of the town in 1870, growth was quite slow. Bellevue gained a reputation as a "quiet residential community rather than a manufacturing town."¹⁰

The original town plat encompassed only the northwest corner of the current city boundaries. Fewer than 25 houses were built from 1875 to 1884, "owing to a stagnant condition caused by limited powers possessed by the new town."¹¹

But development was not long in coming. By 1884, Bellevue had become a fourth-class city. A city directory from the 1890s catalogued 56 local businesses, including "15 groceries, four bakeries, six boot makers, seven confectionaries, two livery stables, a blacksmith, three millineries, six doctors, seven saloons, a hotel, a gas company, two undertakers, and a wagon manufacturer."¹²

As the town expanded and grew, it followed the patterns of development found in neighboring Newport and Covington: narrow streets and narrow lots prompted narrow buildings, with minimal setback from the street. Many side-passage-plan houses, and the local variant, the Covington/Newport Townhouse, were built.

In the last decade of the 19th century, the newly formed streetcar line linked Bellevue to Newport, Covington, and Dayton, encouraging growth in the area, and making it a more convenient place to live. The streetcar would prove to be an amenity in the later development of the Bonnie Leslie District.

An 1890s promotional brochure touts the benefits of Bellevue, the "ideal suburb." The town was described as "entirely removed from the smoke and smell of Cincinnati," claims that were later reiterated by the promoters of Bonnie Leslie in the 1930s. Unlike Newport and Covington, the late-19th-century development of Bellevue was "markedly different," in that Bellevue functioned primarily as a bedroom community. Most of Bellevue's residents were "employed either in Newport or over the river in Cincinnati."¹³

Bellevue expanded its boundaries by annexation in 1894, by adding the Kennedy Subdivision, the Nagel and Beyland Subdivision, the South Bellevue and Dayton Subdivision, the Bonnie Leslie Subdivision, and the East Newport Subdivision.¹⁴ At the close of the 19th century, the town covered around 1,000 acres with a population of just over 3,000 residents.

¹⁰ Warminski, "Bellevue," 77.

¹¹ Margo Warminski. "Bellevue Multiple Resource Area." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1988, Section 8, page 2.

¹² Warminski, "Bellevue," 77.

¹³ Warminski, Bellevue MRA, Section 8, page 2.

¹⁴ Reference, Information, Solid Facts of Bellevue, Kentucky. (Cincinnati, Ohio: Ware and Richards, date unknown), 9.

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Bonnie Leslie began to arise during the aftermath of the Great Depression and the outbreak of World War II. While nationally, new house construction and remodeling expenditures plummeted between 1928 and 1933, construction activity increased in the Bonnie Leslie subdivision during that time. The subdivision's developers saw success at this time possibly due to its proximity to Cincinnati and to the larger cities of Newport and Covington. It became an affordable alternative for those who could afford to purchase new housing in the greater Cincinnati area.

Elsewhere, housing construction during the 1930s was minimal and many construction workers and builders lost their jobs. Bank after bank closed as more than 1.5 million homes in the country were foreclosed. Although no banks were forced to close in Campbell County, two financial institutions failed in Kenton County. Homeowners took in lodgers and boarders, and family members moved home. William J. Kuntz lived with his parents in a home he built, and ran his business from that same dwelling for a while.

The building of Bonnie Leslie occurred at a time when homeownership was being encouraged and promoted by a number of government organizations. Prior to the Great Depression, home ownership was not only out of reach for many Americans, it was a costly enterprise that faltered when the economy tanked and real estate values plummeted. Housing became a national priority after the Great Depression, and broadening home ownership and creating a system of home mortgage credit was seen as a path toward creating a more stable economy.

As the country was beginning to move out of the Depression in the early 1940s, America entered World War II. Severe material and labor shortages resulted because of the war effort and, once again, home building dipped sharply. In the early 1940s, materials shortages were so severe that 750,000 houses remained unfinished only for the lack of bathtubs and other equipment. The number of families without houses was estimated at 3,600,000.¹⁵

The pre-1950 system of building residential subdivisions involved many players. Most homes during this period in the country were built by individual owners, or by contractors who might build a handful of houses annually. Two-thirds of all residential buildings were constructed in this fashion, which would be turned on its head by the end of the 1950s. Large developers, handling all aspects of the residential building process, began to dominate the industry.

Many of the lots in the Taylors Daughters District and Fairfield Avenue District were only 25 to 30 feet wide – the smallest lots in the new Bonnie Leslie subdivision were 35 feet wide. The dream of suburban living must have felt expansive and open to former residents of the narrow streets and lots of north Bellevue.

The History of the Bonnie Leslie Subdivision

Although Bonnie Leslie is a suburb of both the streetcar and the automobile (and more toward the latter), and its design and architecture are firmly in the 1930-1950 time period, its genesis lies in the City Beautiful Movement of the late-19th century.

Principles of the movement included “coordination of transportation systems and residential development” and a focus on tree-lined curvilinear streets, large landscaped lots, and a sense of privacy within a pastoral setting.¹⁶

¹⁵ Joseph B. Mason, *History of Housing in the U.S. 1930-1980*, (Houston: Gulf Publishing Company Book Division, 1982), 45.

¹⁶ David L. Ames and Linda Flint McClelland. *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. (Washington, DC: National Park Service, 2002), 39.

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The Progressive movement, with its emphasis on the health benefits of fresh clean air and the idyllic qualities of the countryside, also played a role in this shaping of suburban development in the early-20th-century. But it was the control exerted by developers, who attempted to fashion a community of similar residents, as a way to maximize their profits, which would influence the shape of suburban developments like Bonnie Leslie. One way that Bonnie Leslie subdivision is significant within Bellevue's development is its employment of deed restrictions to ensure the racial and social consistency of the people buying its lots.

In the early-20th century, the people moving to the suburbs were not necessarily the affluent suburban borderland dwellers of the late-19th century, but were instead, working middle-class people of sufficient means to afford to live outside the city and commute for work.¹⁷ Early-20th-century suburban development radiated out along streetcar lines, turnpike roads, and railway right-of-ways.¹⁸

The Bonnie Leslie Historic District exists today through the late-19th- and early-20th century machinations of at least two real estate speculators and developers in Campbell County. Major Samuel Bigstaff, a lawyer and Civil War veteran, was an early promoter and developer in both Newport and Bellevue. He is often cited as laying out the subdivision of Bonnie Leslie, but his exact role is unclear. What is known is that Bigstaff was an executor of the General James Taylor estate, whose land comprised most of what is Bellevue today.

Bigstaff did lay out the Cote Brilliant subdivision in Newport, which was platted on June 15, 1889 by the Cote Brillante Lot and Home Company. Though located in an unincorporated section of Campbell County east of Newport, this suburb followed the patterns established by earlier development in Newport. Lots were around 30 feet wide, and 100 feet deep, and the building types echoed those located within Newport proper.

Following the death of General Taylor in the 1880s, and the settlement of the estate (at one time, the Taylor estate included 60,000 acres of land in Kentucky), it appears that much of the area that would become Bonnie Leslie was owned by a holding company, the Newport Sand Bank Company. Founded by John Frank Dye in 1884, the Newport Sand Bank Company mined high grade moulding sand from the hills around Newport.¹⁹

The company eventually came into the hands of Newport contractor and real estate speculator Harry C. Spinks, who died before platting any of Bonnie Leslie. Instead, his wife Laura carried out the business of the estate, for Spinks' will stipulated that his estate not be settled for 15 years following his death.

On the 1910 Sanborn Fire Insurance Map of Newport, only a very small portion of the area known as Bonnie Leslie is shown. This section of the map is not within the boundaries of the nominated area – indeed, much of it no longer exists due to road construction. In 1910, only 14 dwellings were shown on the map. A few of the early houses still survive on Taylor Avenue within the district: CPB-1624, CPB-1625, CPB-1626, CPB-1627.

A June 26, 1927 article in the *Kentucky Post* announced the birth of the “largest subdivision in Campbell County, comprising more than 100 acres of beautiful country.” This initial subdivision is far larger than the Bonnie Leslie neighborhood in Bellevue. The subdivision began at the “old Covert Run-pike, which is the proposed Sixth Avenue blvd from Newport thru Bellevue and extending to Waterworks rd on the west and southwest, over the

¹⁷ Richard Harris and Peter J. Larkham, “Suburban Foundation, Form, and Function,” in Richard Harris and Peter J. Larkham eds. *Changing Suburbs: Foundation, Form, and Function*, (London: E & FN Spon, 1999), 5.

¹⁸ Ames and McClelland, 16-20.

¹⁹ E. Polk Johnson. *History of Kentucky and Kentuckians*, page 1285.

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hills to Rossford-av, Ft. Thomas.” The Fort Thomas Street car line “passes through this plot and some of the choicest lots have been laid out with frontage on the street car line.”

The language then gets a little grandiose, as the article asserts that “each lot has a panoramic view that is magnificent. Its high altitude puts it far above the fogs and clouds of the valley...Despite the fact, that one feels, when visiting Bonnie Leslie, that he is in a secluded country district far removed from the hustle and bustle of the city, it is but a short ride to the downtown sections to Newport and Cincinnati.”

There are several items to consider when contemplating the significance of Bonnie Leslie Historic District within the history of residential development in Bellevue. The neighborhood’s significance provides a window into a time when Federal entities were pushing home ownership and debating ways to ensure stability in residential neighborhoods, and local leaders were seeking to grow their tax base, attract a burgeoning middle class, and strengthen ties and connections with larger towns and cities (Newport, Covington, and Cincinnati). Bonnie Leslie wasn’t just the development of a subdivision, it was community building. The various forces constructing homes weren’t just erecting buildings, they were part of a larger effort to develop a new form of residential living. The purchasers of the lots and houses weren’t just buying a place to live, they were buying into an *ideal* – one that required them to give up some of their rights for the good of the community to which they imagined they belonged.

All of this was happening as the country went through a Great Depression, two World Wars, and the nascent recovery of the economy in the mid-20th century. The ways in which Bonnie Leslie was designed (setting and access to transportation routes), promoted, controlled (deed restrictions), and developed, are important and significant milestones in the changing and growing community of Bellevue. These themes will be discussed in the next few pages.

Who Built Bonnie Leslie?

Bonnie Leslie, like the areas encompassed by the other two NRHP Districts in Bellevue, arose from a plat – or in this case, a series of plats. What is significant about Bonnie Leslie is the inorganic way it was created.

Bonnie Leslie was developed by a subdivider, who did some scattered site development (H.C. Spinks Estate) but was primarily built out by owner/builders and contractors (like William Kuntz). It appears that most houses were built by builders using popular revival styles of the day, like Tudor Revival, as well as the Craftsman style.

Unlike most of the resources in the Taylor’s Daughters and Fairfield Avenue Districts, the homes in Bonnie Leslie were built and marketed by independent homebuilders. Their role in the development of the subdivision is very important, and another reason that Bonnie Leslie is significant within the development history of Bellevue.

A review of primary sources, mostly advertisements in the *Cincinnati Enquirer*, reveals a variety of marketing techniques. One of the most intriguing belongs to a builder by the name of William C. Kuntz. Kuntz was one of the contractors most active in the Bonnie Leslie neighborhood.

Bonnie Leslie’s building boom was reported in the *Cincinnati Enquirer*: “Although real estate promotion and building in Campbell County, Kentucky, has not recovered in proportion to other parts of Northern Kentucky, Bonnie Leslie in Bellevue and a small portion of the eastern section of Newport boast of a building activity that has reached major proportions.”

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In 1937, Kuntz owned 53 lots in Bonnie Leslie, and had already constructed 20 homes, ranging in price from \$6,250 to \$9,500. His homes were of the “latest modern construction” with features including, tile baths and kitchen, steel casement windows, hot water heating plants, and copper plumbing.

A typical ad for a Kuntz-built house is like the one for 226 Glazier Avenue (Photo 21, NR #33):

226 Glazier Avenue, a brick dream home with built-in garage, insulation under roof, hot-water heat, latest style built-in kitchen cabinets, metal sash and window frames with bronze screens attached, beautiful tile bath with shower, large living room, hardwood floors throughout, open fire place, concrete walk and drive, and wonderful valley view.²⁰



226 Glazier Avenue

Kuntz started off as a salesman, but by the 1930s, he was earning his living as a self-employed builder. In the fall of 1936, Kuntz had constructed six homes in Bonnie Leslie, and had an additional five under construction, scheduled to be completed in the spring of 1937.²¹

In 1938, Kuntz lived at 703 Fairfield Avenue in Bellevue and was listed as a builder. In the 1940 city directory, he is listed a general building contractor at 1110 Taylor Avenue (NR # 40, CPB-1550) a house he built and where he lived in the basement, and his parents on the main floor.

²⁰ *The Cincinnati Enquirer*, January 3, 1937, page 40.

²¹ Bonnie Leslie Activity. *The Cincinnati Enquirer*, Sunday, October 25, 1936. Section 2m, page 38.

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There seems to be a discrepancy in his office and construction office – the latter is referenced in August 1937 as being located at 1084 Lorraine Court. Kunz built most of Lorraine Court, so it is likely that 1084 was a model home of sorts to show off to prospective buyers. All of Lorraine Court was demolished in the building of I-471.

Theodore Drees, a German immigrant to Northern Kentucky, began building in Bonnie Leslie, and later gained distinction as a builder and developer with his extensive building operations in Fort Wright.²² In October 1940, Theodore Drees purchased seven lots on which to build in Bonnie Leslie, and continued building through that decade. In 1947, Drees was building an apartment on Taylor Avenue near the streetcar line, and a house on Clayton Court and one on Berry Avenue.

Drees' son, Ralph Drees, entered the construction business with his father and brother and since the mid-20th century, has grown Drees Company into the "largest privately held company in the Greater Cincinnati area and one of the top 25 homebuilders in the United States."²³

In the spring of 1936, it was reported that Morrison H. Weber had bought 29 lots in Bonnie Leslie, and commenced construction on three of those lots.²⁴ It's not clear how many lots Weber actually built on, or those he sold sans house, but it appears that there was a mixture of both happening. In the fall of 1936, Florence Hallett purchased Lot #14 in Clayton Court from Morris H. Weber. It seems likely that Hallett, who was widowed, was downsizing to a smaller, modern home. The brick and stone veneer Cape Cod at 910 Clayton Court (NR# 152, CPB-1519) became her new home.

While builders like Kuntz and Drees built many homes in Bonnie Leslie, there were also a number of residents who purchased a lot and then hired a builder to construct the house. Wynfred Riggs, a Clerk at Mueller's drugstore, purchased a lot in Clayton Court directly from the H.C. Spinks Estate in 1930.

Albert Wordemann was one of the Bellevue residents who heard the siren call of the new subdivision. The son of German immigrants, Wordemann had an 8th grade education and delivered newspapers. In 1930, Wordemann lived on Ward Avenue in northern Bellevue. The next year, he bought a lot on Clayton Court, and hired architect John L. McDermott to design a house. The result, at 905 Clayton Court, is one of the largest homes on the cul-de-sac.

Transportation

The ease of transportation was stressed in almost every story and advertisement about Bonnie Leslie. Samuel Bigstaff was heavily involved in the extension of the electric streetcar line in Bellevue and Newport. He purportedly walked out the line (along today's Memorial Parkway) himself. It is likely that his position as a director of the Chesapeake and Ohio Railroad facilitated the development of these streetcar lines.

This streetcar line became known as the Green Line, for its green streetcars, ran down the southern boundary of the proposed Bonnie Leslie Historic District, along what is now Memorial Parkway. This streetcar system persisted long after other Kentucky cities (including Louisville and Lexington) discontinued their lines in favor

²² "Builder Buys Seven Lots in Bonnie Leslie." *The Cincinnati Enquirer*, October 13, 1940, page 41.

²³ Gabrielle Summe. "Ralph Drees," in *The Encyclopedia of Northern Kentucky*, eds. Paul A. Tenkotte and James C. Claypool. (Lexington: The University Press of Kentucky, 2009), 281.

²⁴ *The Cincinnati Enquirer*, May 12, 1936, page 22.

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of the automobile. “The last electric streetcar line in Campbell County, the No. 11-Ft. Thomas route, was converted to motor bus operation in 1947.”²⁵

Numerous gateways to Cincinnati -- the streetcar line, easy street flow – everything was designed to make this suburban idyll easy to get to, and easy to leave. The streetcar and the automobile worked together to make Bonnie Leslie a “modern” development and so appealing to potential homeowners. While the district’s significance does not rest solely on its transportation links, the value of easy connections in and out of the neighborhood figured largely in its success. Bonnie Leslie, by the date of its development alone, proved popular because more and more people were commuting to work outside of Bellevue.

But the layout of streets in Bonnie Leslie caused havoc with city officials. In the spring of 1928, the city of Bellevue filed a lawsuit against Laura Spinks, the administrator of the Harry C. Spinks estate, seeking to permanently close a “number of streets and alleys in the Spinks Subdivision, South Bellevue.” Apparently, the routes were laid out in the late-19th century by the South Bellevue Improvement Company, but were not feasible roadways due to the “hills, creeks and other conditions.”

In the late 1960s, construction began on Interstate 471, a short north-south connector linking Interstate 71 with Interstate 275. This highway, completed in 1981, occupied an area between Bellevue and Newport that had long been the source of dissension between the two cities, in addition to being a low-lying bottom prone to flooding.

As a result, some portions of the Bonnie Leslie neighborhood were demolished, including portions of Glazier and all of Lorraine Court.

Design and Experience

In a March 3, 1930 advertisement in the *Cincinnati Enquirer*, Bonnie Leslie was described in glowing terms as the alternative to urban living:

Select the site for your new home now, to be built this spring, in the fastest-growing subdivision in Northern Kentucky or Cincinnati; fresh air and sunshine; away from the dirt and the noise; fully restricted; 15 minutes from the heart of Cincinnati; take Fort Thomas car, get off at Wilson Road, Bonnie Leslie, or drive east on Tenth St. in Newport, Ky., to Waterworks road to Wilson road, or drive to Taylor ave, in Bellevue, south to Bonnie Leslie ave., Bonnie Leslie; five cent car fare, 30 cents gas, electric, water, sewerage, cement walks and streets; all assessments paid; level lots, 50 ft. frontage or more; will build to suit you.

These glowing accounts of what type of community Bonnie Leslie would be are typical of this type of suburban development in America at the time. The “idea of selling both a home and a lifestyle was not simply a marketing ploy by developers to ensure sales, it represented the integration of the suburban ideas of home ownership and community in a single real estate transaction.”²⁶

Potential homeowners in Bonnie Leslie could not only choose from a mix of modern and stylish homes, Tudor Revivals and Craftsman-style bungalows the most common, but their new home (complete with a basement

²⁵ Terry W. Lehmann. “Green Line Company,” in *The Encyclopedia of Northern Kentucky*, eds. Paul A. Tenkotte and James C. Claypool. (Lexington: The University Press of Kentucky, 2009), 423.

²⁶ Ames and McClelland, 29.

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garage for their car) was sited on an expansive lot. These lots had front and back yards, a generous setback from the wide streets, and plenty of room for gardens and landscaping. This was a marked difference from the “city” environment of downtown Bellevue, where houses set close to the street, and the historic development was curtailed by the amount of land close to established infrastructure and the river.

Another major delineation between the city lifestyle and the new sort of community being espoused in Bonnie Leslie was the single use neighborhood. No corner stores with commercial and residential space sharing the same building – no industrial or manufacturing in close quarters with single family dwellings. Bonnie Leslie has a few scattered apartment buildings, but the entire neighborhood is – and was deliberately designed to be – residential.

All of this “escape” from the city to a new kind of suburban living was touted not only as exchanging an urban lifestyle for a more suburban one, but as an investment in the future. This investment in housing was an idea espoused not only by national leaders in planning and development, but by the developer/builders translating the idea of home ownership in “fresh air and sunshine” into concrete reality. A 1937 ad in the Cincinnati Enquirer proclaimed “And so, if you are planning an investment in a home, don’t buy simply because the price is low. Its value – REAL VALUE – may be even lower. Buy the home that will pay you dividends for years to come in comfortable living, trouble-free, in the right kind of environment.”²⁷ And how was that “right kind of environment” achieved? Through deed restrictions.

Deed Restrictions

Bonnie Leslie was hailed as a “community of definitely established character, one protected by rigid restrictions.” These restrictions, seven in all, were attached to each deed in the subdivision:

- Said property shall be used for residential purposes only
- Only one house shall be erected on each lot
- The houses erected on said lots shall face on their respective streets and no wall of said buildings save porches shall be nearer than 30 feet to the property line of said street upon which the said house is located.
- The house built on each lot shall have the first story of brick, stone, or masonry construction.
- An easement is reserved along the rear of each lot herein conveyed for the erection and maintenance of electric line.
- The house erected on each lot shall not provide for a garage entrance in its face as it fronts on its respective street.
- The real estate hereby conveyed shall not be sold or conveyed or leased to any person other than of the white race, and this covenant shall run with the land and be binding upon the heirs, executors, and assigns of the parties hereto.

The rising middle class of America fueled the growth of deed restrictions, and by the 1930s, the idea that “deed restrictions were the foundation of good subdivision design” became de rigueur. This was remarkable on many

²⁷ The Cincinnati Enquirer May 23, 1937.

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levels – first, the idea that a parcel could only be used for residential purposes was still an evolving concept in the first few decades of the 20th century. Residential subdivisions of single-family homes (usually larger and more expensive than the homes in the Bonnie Leslie Historic District) came of age in the 1920s, and began to influence the creation of more modest residential developments.

The inherent racism in most deed restrictions was not a new practice at all. There may have been a few mixed-race neighborhoods in Northern Kentucky, the parceling and subdividing of land (usually at the edges of town and in less than ideal environments that were poorly draining or near industrial sites) after the Civil War meant that many communities were segregated by specifications on individual deeds prior to the use of deed restrictions for whole neighborhoods. The inclusion of these prohibitions in the deeds for Bonnie Leslie speak directly to the kind of social environment that ads for the subdivision hinted at. And the presence of these restrictions also testified to an increasing economic power that African Americans might have been gaining in the early-20th century, such that racial restrictions were necessary to prevent the purchase by one of the successful black family.

In 1948 the United States Supreme Court ruled that restrictions based on race were unenforceable, which set into motion the equal access to housing legislation.

Evaluation of the Significance of the Bonnie Leslie Historic District within the Context of Growth and Development of Bellevue, Kentucky, 1866-1955

The Bonnie Leslie Historic District developed at a pivotal time in the growth of American cities. Residential suburbanization, spurred at first by the Green Line streetcar, and then by the increase in automobiles, allowed Northern Kentucky residents to leave the narrow streets of “downtown” Bellevue and seek large lots, wide streets, and the fresh air south of the city. Advances in transportation allowed Cincinnati workers to live in the relative quiet of Bonnie Leslie, and yet reach their workplace easily.

Unlike the standard street grid of northern Bellevue, which has uniform streets with dividing alleys, narrow streets, and minimal setback, Bonnie Leslie had wide open streets that were not set up on a grid. While many of the historic buildings in northern Bellevue were frame, the majority of Bonnie Leslie’s dwellings are brick or stone veneer.

Bonnie Leslie is significant within the history of residential development in Bellevue as the first subdivision built at a time when federal agencies were touting the benefits of home ownership and making home ownership more accessible to some Americans. While this was not the period of unsurpassed growth witnessed after World War II, it was a turning point in the *idea* of residential life – that neighborhoods could be controlled and regulated, and a safe, homogenous environment with modern conveniences could be created.

Bonnie Leslie illustrates the turning point in suburban development – with building contractors erecting more than a handful of houses each year, but far fewer than the merchant builders that would come to define the expansion of suburbs in the post-World War II era.

At first, builders like Theodore Drees and William Kuntz focused on five to six houses at a time, finishing them up and then marketing them for sale. But Bonnie Leslie proved popular, and the demand for this new type of modern house appears to have been high. Although no specific numbers could be found for Drees, it is known that Kuntz had moved into large-scale production of homes by 1937. This was not Levittown – but it was a clear departure from the minimal setbacks and narrow lots and streets found in the northern part of Bellevue.

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Bonnie Leslie Historic District is significant too for another stark difference – deed restrictions. Deed restrictions were an important element in the development of the residential American suburb. These restrictions, which could control setbacks, land use, lot size, and minimum dwelling values, were used “to establish neighborhood character...and dictate the design and location of houses.”²⁸ These restrictions, aimed at neighborhood stability and property values, also contained less savory elements, including the exclusion of potential homeowners based on race, ethnicity, and religion. Lots in Bonnie Leslie were restricted in size, the materials used in the construction of the house, and in the race of the homeowner.

The scale of Bonnie Leslie is inextricably linked to its economic necessity. Building single-family homes at prices middle-class families could afford would only work if many, many lots were developed. The existing historic districts were constrained by available land, and by the mixed-use nature of most 19th-century-downtown neighborhoods. Bonnie Leslie was not just a place to live, it was a safe, controlled, removed from the urban ills community. Its creation and development were a turning point in residential development in Bellevue during the POS.

Evaluation of the Integrity between the Significance of the Bonnie Leslie Historic District and its Current Physical Character

The Bonnie Leslie Neighborhood Historic District, as a whole, retains all seven aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association. Individual resources within the district may, of course, possess higher integrity in certain factors more than others. The process of reviewing the inventory of resources within the district included evaluating certain factors more closely than others, since the resources are but a section of a larger more cohesive entity. Resources must retain integrity of feeling and association, design and workmanship to be considered contributing. All of the aspects of integrity, however, combine to make the Bonnie Leslie Neighborhood Historic District the special and historic area noted in this nomination.

Location

The Bonnie Leslie Neighborhood Historic District has flourished throughout the Period of Significance. The resources retain their relationship to the street network and to the terrain that characterizes Bonnie Leslie. Throughout the Period of Significance, the location of the district was highly desirable to middle class residents, many seeking homeownership for the first time.

Setting

The setting of the Bonnie Leslie Neighborhood Historic District enables a visitor to gain a sense of change in layout and space in the new suburb – especially when traveling south from the 19th century core of Bellevue.

The district retains a high level of integrity of setting. There are very few vacant lots, and correspondingly, not many non-contributing buildings.

Design

The resources in the Bonnie Leslie Neighborhood Historic District have a high level of integrity of design. Overall, the historic massing and floor plans of the resources remain intact. The resources within the district retain stylistic details, including window and door surrounds, cornices, porches, fenestration patterns, roof forms and other accoutrements that convey the historic architectural style and design of each building.

²⁸ Ames and McClelland, 32.

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Materials

The integrity of materials within the district is medium. The majority of resources retain their original finishes. Non-historic siding is present, but it mimics the original in size and silhouette. Historic finishes including solid masonry (brick) and brick and stone veneer are intact as well. Window replacement for the most part includes the substitution of the sash only, with the vast majority of resources retaining original proportions and placement of openings.

Workmanship

Workmanship of buildings should reveal the influences, tools, and skills of the day. The workmanship of the contributing resources in the Bonnie Leslie Historic District reveals how local builders responded to popular national trends in a variety of ways. The homes are a mixture of frame and brick, with familiar forms accented with stylistic details of the period. Speculation led to the construction of groups of modest homes on several streets in the district, but these small homes were not the product of cookie cutter building techniques, but detailed individually.

Feeling and Association

The Bonnie Leslie Historic District is still clearly associated with its origins and history of development, from the turn-of-the-20th century through the middle-20th century. The intact materials, design and setting of the district allow someone moving through that landscape, either as a pedestrian or in a vehicle, to observe the passage of time as expressed by the built environment, and experience the way Bonnie Leslie grew and evolved, all the while expressing its own unique identity.

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Previous documentation on file (NPS):

- 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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____ See District Inventory, pages 15-28 _____

10. Geographical Data

Acreeage of Property 38 acres

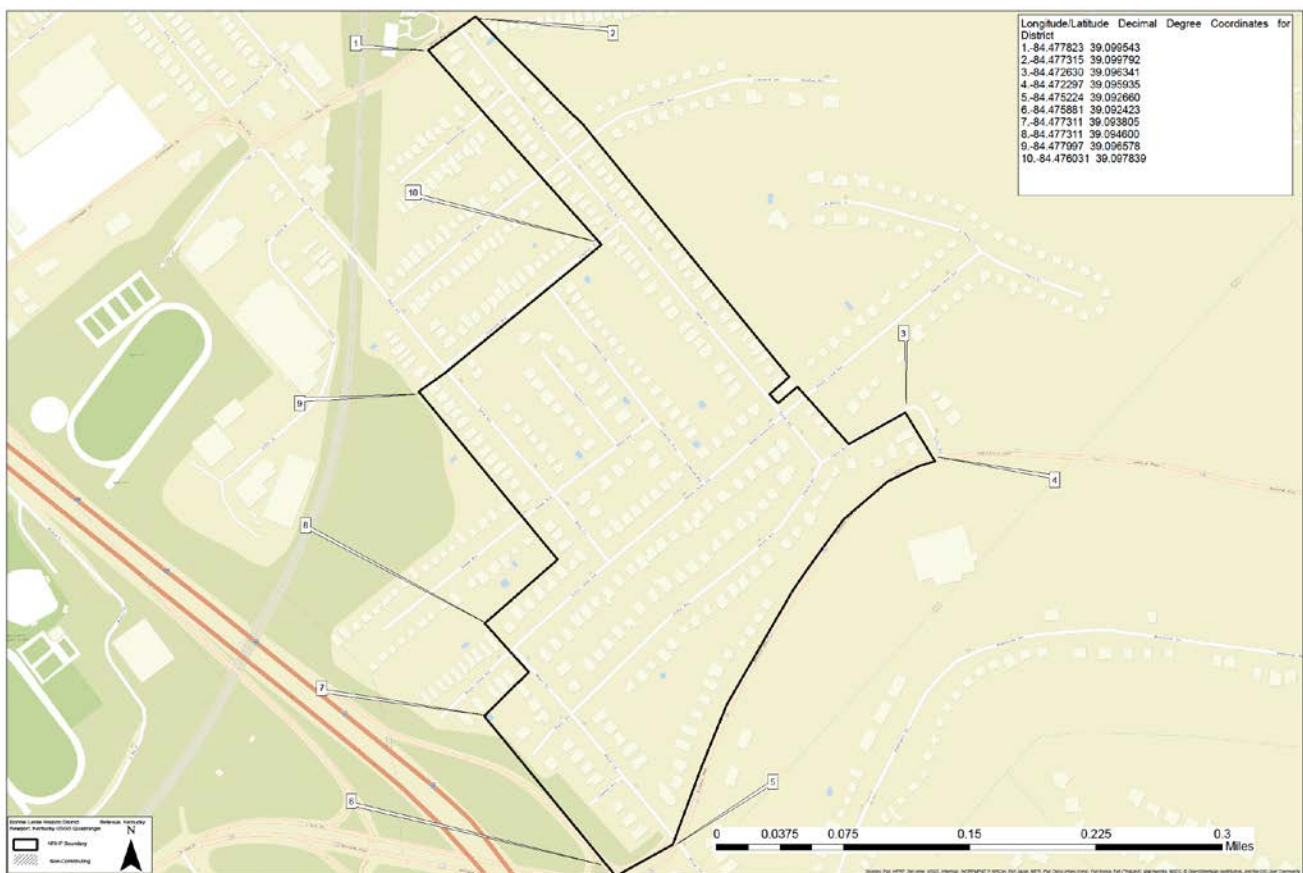
Latitude/Longitude Coordinates (shown on map immediately following)

1. -84.477823 39.099543
2. -84.477315 39.099792
3. -84.472630 39.096341
4. -84.472297 39.095935

Bonnie Leslie Historic District
Name of Property

Campbell County, Kentucky
County and State

- 5. -84.475224 39.092660
- 6. -84.475881 39.092423
- 7. -84.477311 39.093805
- 8. -84.477311 39.094600
- 9. -84.477997 39.096578
- 10. -84.476031 39.097839



Verbal Boundary Description

The proposed district is bounded by Memorial Parkway to the south, Wilson Avenue to the west, Taylor Avenue to the east, and Anspaugh Avenue and Covert Run Pike to the north. Please see the District Sketch Map for a more precise statement of the boundary.

Boundary Justification

The boundary encompasses those plats of the Bonnie Leslie (Spinks) subdivision with Bellevue city limits that were developed during the POS.

11. Form Prepared By

Bonnie Leslie Historic District
Name of Property

Campbell County, Kentucky
County and State

name/title Janie-Rice Brother, Senior Architectural Historian
organization Kentucky Archaeological Survey date _____
St & number 1020A Export St telephone 859-257-1944
city or town Lexington state KY zip code 40506-9854
e-mail janie-rice.brother@uky.edu

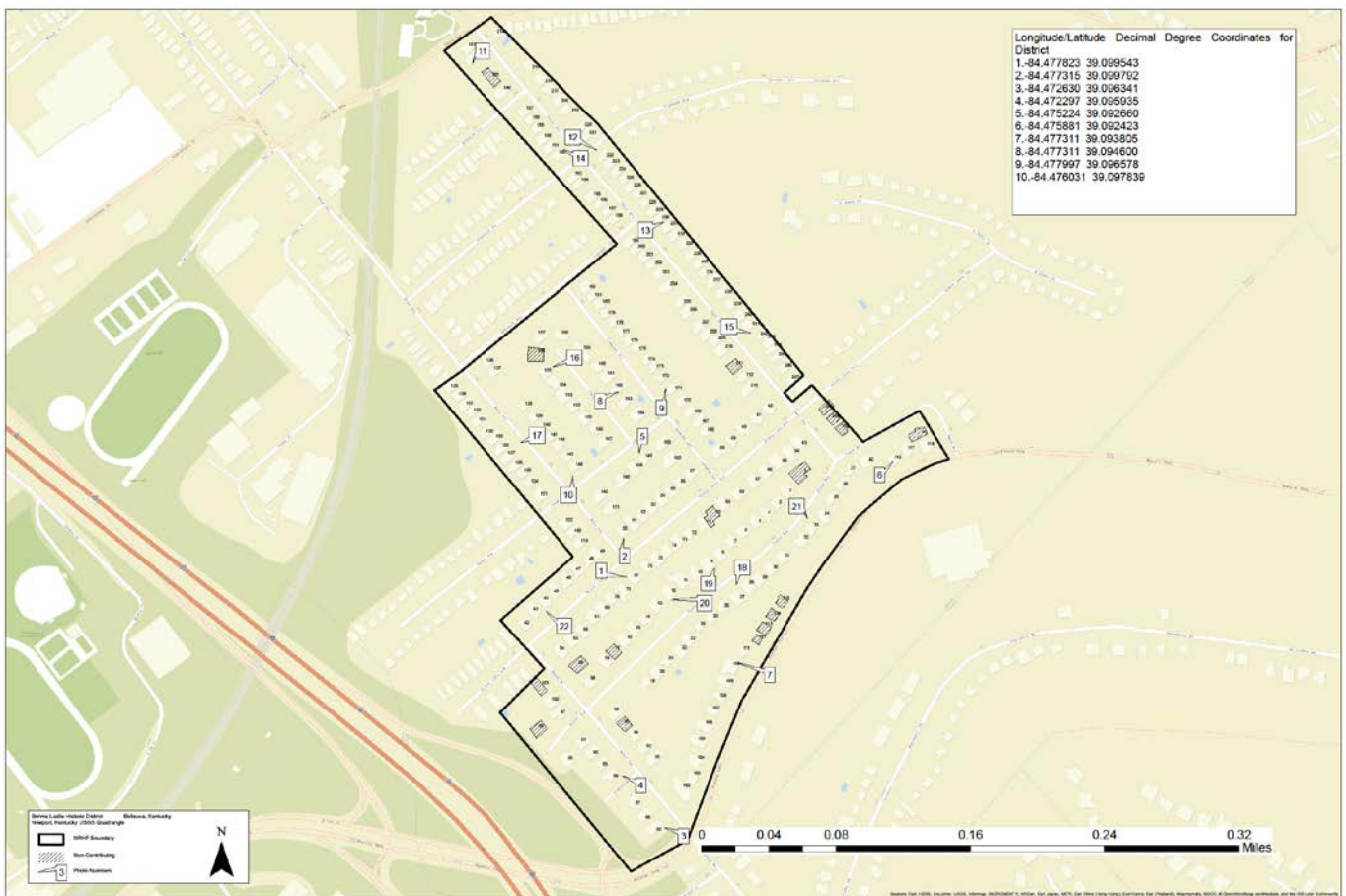


Photo Identification Map

Photographs:

Name of Property: Bonnie Leslie Historic District
City or Vicinity: Bellevue
County: Campbell County
State: Kentucky
Photographer: Janie-Rice Brother

Bonnie Leslie Historic District
Name of Property

Campbell County, Kentucky
County and State

Date Photographed: September/October 2016

Description of Photograph(s) and number:

1. 118, 120 and 122 Bonnie Leslie Avenue (NR #s 77, 76, and 75; KHC# CPB-1460, 1459, and 1458). Facing south.
2. 119, 121, 123, and 125 Bonnie Leslie Avenue (NR #s 50, 51, 52, and 53; KHC # CPB-1433, 1434, 1435, and 1436). Facing northwest.
3. 1220, 1216, and 1214 Wilson Road (NR #s 85, 86, 87, KHC # CPB-1468, 1469, 1470) facing northwest.
4. 1210, 1208, 1204, 1200 Wilson Road (NR #s 88, 89, 90, and 91; KHC # CPB-1471, 1472, 1473, and 1474) facing northwest.
5. 114, 112, and 110 Geiger Avenue (NR #s 146, 148, and 149; KHC # CPB-1516, 1515, and 1513). Facing south.
6. 235 and 237 Memorial Parkway (NR #s 117 and 118, KHC # CPB-1553 and 1552). Facing northeast.
7. 119 Memorial Parkway (NR # 110, CPB-1560). Facing northwest.
8. 911 and 913 Clayton Court (NR #s 162 and 163; KHC # CPB-1529, 1530)
9. 917 and 911 Lafayette Avenue (NR #s 171 and 172; CPB-1538 and 1539)
10. 929, 925, 923, 921, and 919 Berry Avenue (NR #s 144, 143, 142, 141, 140; KHC # CPB-1511, 1510, 1509, 1508, and 1507), facing north.
11. 612 Taylor Avenue (NR # 186, CPB-1568), facing west.
12. 901, 903, 805, and 807 Taylor Avenue (NR #s 225, 223, 224, and 225; KHC # CPB-1604, 1605, 1606, 1607), facing southeast.
13. One of the multi-family units in the district, 905 Taylor Avenue (NR #231, CPB-1613). Facing east.
14. 726, 724, 722, and 720 Taylor Avenue (NR #s 192, 191, 190, and 189; KHC # CPB-1574, 1573, 1572, and 1571). Facing northwest.
15. The four earliest dwellings in the district, Covington/Newport Townhouses at 1019, 1021, 1023, and 1025 Taylor Avenue (NR #s 242, 243, 244, and 245; KHC # CPB-1624, 1625, 1626, and 1627). Facing east.
16. Brick bungalow with stone accents and green tile roof at 904 Clayton Court (NR # 155; KHC # CPB-1522). Facing southwest.
17. 918 and 920 Berry Avenue (NR #s 128 and 127; KHC # CPB-14985 and 1494). Facing west.
18. 212, 210, 208, and 206 Glazier Avenue (NR #s 28, 27, 26, and 25; KHC # CPB-1414, 1413, 1412, and 1411). Facing southwest.
19. 209, 211, and 213 Glazier Avenue (NR #s 9, 8, and 7; KHC # CPB-1395, 1394, and 1393). Facing northeast.
20. 203, 119, 117, and 115 Glazier Avenue (NR #s 12, 13, 14, and 15; KHC # CPB-1398, 1399, 1400, and 1401). Facing northeast.
21. 226 Glazier Avenue (NR #33, CPB-1419), was built by William C. Kuntz in 1936. Facing east.
22. 103 and 105 Bonnie Leslie Avenue (NR #s 43 and 44; KHC # CPB-1426 and 1427). Facing north.

Bonnie Leslie Historic District
Name of Property

Campbell County, Kentucky
County and State

Property Owner:

name _____

St & number _____ telephone _____

city or town _____ state KY zip code _____

Bonnie Leslie Historic District
Name of Property

Campbell County, Kentucky
County and State

10. Geographical Data

