

IDENTIFICATION AND LOCATION

Survey Code: MC-14 Tax Parcel/Other No. Various
 County: 1. Erie 0 4 9 2. _____
 Municipality: 1. Millcreek Township 2. _____
 Address: Various
 Historic Name: Lakewood
 Other Name: Lakewood Historic District
 Owner Name/Address: Various
 Owner Category: Private _____ Public-Local _____ Public-State _____ Public-Federal _____
 Resource Category: _____ Building District _____ Site _____ Structure _____ Object _____
 Number/Approximate Number of Resources covered by this form: 325
 USGS Quad: 1. Swanville 2. _____
 UTM References: A. 17 E 568360 N 4660910 C. 17 E 568680 N 4659710
 B. 17 E 568930 N 4659700 D. 17 E 568140 N 4660800

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Domestic</u>	<u>Single Dwelling</u>	<u>0 1 A</u>
B. <u>Religion</u>	<u>Religious Structure</u>	<u>0 6 A</u>
C. <u>Landscape</u>	<u>Park</u>	<u>1 5 B</u>
D. <u>Education</u>	<u>School</u>	<u>0 5 A</u>

Particular Type: A. Single House
 B. Church
 C. Park
 D. Classroom Building

Current Function Category:	Subcategory:	Code:
A. <u>Domestic</u>	<u>Single</u>	<u>0 1 A</u>
B. <u>Religion</u>	<u>Religious Structure</u>	<u>0 6 A</u>
C. <u>Landscape</u>	<u>Park</u>	<u>1 5 B</u>
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification:	A. <u>Modern Other: Minimal Traditional</u>	<u>7 0</u>
B. <u>Bungalow</u>	<u>6 5</u>	C. <u>Colonial Revival</u>
D. <u>Ranch</u>	<u>7 0</u>	Other: <u>Moderne</u>
		<u>5 1</u>
		<u>7 1</u>

Exterior Materials: Foundation	<u>Concrete</u>	<u>6 5</u>	Roof	<u>Asphalt</u>	<u>6 3</u>
Walls	<u>Wood</u>	<u>2 0</u>	Walls	<u>Brick</u>	<u>3 0</u>
Other	<u>Aluminum</u>	<u>5 5</u>	Other	<u>Vinyl</u>	<u>7 2</u>

Structural System: 1. Timber - Light Frame 1 4 2. _____

Width: 3 Bays C Depth: 2 Rooms B Stories/Height: 1.5 A

HISTORICAL INFORMATION

Year Built: C. 1910 to C. 1960 Additions/Alterations Dates: C. 1980 to C. 2001
Basis for Dating: x Documentary x Physical
Explain: Deed research, owner interviews, physical inspection

Cultural/Ethnic Affiliation: 1. N/A 2. _____
Associated Individuals: 1. N/A 2. _____
Associated Events: 1. N/A 2. _____
Architects/Engineers: 1. L.F. Zahniser 2. Hill & Hill Civil Eng.
Builders: 1. N/A 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

PREVIOUS SURVEY, DETERMINATIONS

None

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes x No Context(s): Suburban Development
Contributes to Potential District: x Yes No District Name/Status: Lakewood Historic District
Explain: See Continuation Sheet.

THREATS

Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain: The property may be affected by the Airport Runway/Powell Avenue Projects.

SURVEYOR INFORMATION

Surveyor Name/Title: Joanne Keim/Kate McConnell Date: December 2001
Project Name: Airport Runway/Powell Avenue Projects
Organization: McCormick, Taylor & Assoc. Inc. Telephone: (717) 540-6040
Street and No.: 75 Shannon Drive
City, State: Harrisburg, PA Zip Code: 17112
Additional Survey Documentation: Site plan and photographs appended
Associated Survey Codes: _____

Survey Code: MC-14 Tax Parcel/Other No.: Various
 County: Erie Municipality: Millcreek Township
 Address: Various
 Historic/Other Name: Lakewood Historic District

PHYSICAL DESCRIPTION:

Lakewood is a residential development of 325 residences located in Millcreek Township in Erie County, Pennsylvania. The original boundaries of the subdivision are the same as those proposed in the National Register boundary described on this form. Lakewood is bounded to the north by Edgemont Parkway, to the east by properties fronting the east side of Chelsea Avenue, to the south by Oxer Road (mis-labeled Dyer Road on the U.S.G.S. map) and to the west by properties fronting the west side of Ardmore Avenue. The Lakewood subdivision was one of a number of subdivisions that were established from the 1910s to the 1940s in the area of West 12th Street and West Lake Road (Figure 1). The layout of Lakewood is in a rectilinear design created by a grid of streets with multiple access. Lakewood is surrounded by similar small developments subdivided into the same grid-like pattern.

Lots vary between 50 and 60 feet wide and 120 feet deep, with the building line set at 25 feet. The dwellings are centered within the lot. All streets are lined with sidewalks. West Lake Road and 12th Street, two main roads that continue from the City of Erie, dissect Lakewood and carry most of the traffic through the development. Additional east west running streets; Oxer Road, 10th Street, Argyle Street and Edgemont Parkway, and the north south running streets; Ardmore Avenue, Oakmont Avenue, and Chelsea Avenue carry local traffic within Lakewood. The streets are wide enough for two cars to pass, but there is little room for street side parking. Most of the lots within Lakewood possess attached or freestanding garages and driveways for off-street parking. Well kept lawns with large shade trees are characteristic of the lots within Lakewood (Photo 20). A community park is located at the north end of the block of 10th Street between Oakmont Avenue and Chelsea Avenue on the former site of an elementary school. Mature shade and pine trees, picnic tables and children's play equipment dot the landscape of the park (Photo 8). The Lakewood United Methodist Church is located across West 10th street from the park. Two additional parks, located at the corner of West Lake Road and Oakmont Avenue, are grassy areas with trees and paths for walking.

The architectural styles of Lakewood reflect gradual phases of growth beginning in the second half of the 1920s to the late 1950s. Examples of Craftsman, Bungalow and Four-Square styles and the Colonial Revival styles of the earlier part of the twentieth century are present in the Lakewood development (Photo 10, 16, 17). About 80% of the houses, are a variation of Minimal Traditional (Photo 2, 15). Ranch styles, scattered throughout the subdivision, became popular as Lakewood continued developing in the 1940s and early 1950s (Photo 5). Garages have been added as separate structures on most lots. Some of the houses from the 1950s have been constructed with attached garages. Additions are confined to the rear of the residences maintaining the façades and the historic streetscape. The residences are predominantly frame construction sheathed with wood clapboard or wood shingles, but there are a number of brick structures. One resident reported that during renovations a numbering system was uncovered in the roofing system, which may indicate that the house was a mail-order house. The most common alterations have been the replacement of windows and wood clapboards with aluminum or vinyl replacements. Information provided by the owners, indicates that the house lots were sold and the choice of building style and builder was made by the owner.

HISTORICAL NARRATIVE

Background History of Erie County

In 1792 the "Erie Triangle" was purchased following the resolution of conflicting claims to the region from Connecticut and Pennsylvania. Between 1795 and 1798 the permanent settlement of Erie County began. The Pennsylvania Population Company and other companies helped to bring settlers to the region. Agriculture was the most significant industry for the county during the late eighteenth and nineteenth centuries. The lack of efficient road transportation networks hampered the growth of the region. The Old French Road and the

Continuation Sheet 1

Waterford Turnpike provided access to the region. In 1844 the Pennsylvania Canal was opened to Erie County. In 1852 the first railroad entered the county (Cuff 1989: 97). In 1860 Erie County's population remained largely rural. During the late nineteenth and early twentieth centuries industrial development occurred in the City of Erie and contributed to the growth of surrounding municipalities. In 1940, the majority of Erie County's population was classified as urban (Cuff 1989: 109). The City of Erie became a manufacturing center during the late nineteenth century and continued industrial growth occurred throughout the twentieth century. During the mid to late twentieth century Erie County followed the national population trend, suburbanization.

Background History of Millcreek Township

In 1795 George Moore surveyed the land which would constitute Millcreek Township. The township was located along the southern coast of Lake Erie and surrounded the town of Erie. The township derived its name from the creek, which cut north through the township and was a power source for the region's first industries, sawmills and gristmills. By 1840 2,682 individuals resided in the township. Agriculture was the main activity for township residents. Principal communities within the township included Happy Valley and Kearsage. During the course of the nineteenth and twentieth centuries the City of Erie has annexed large areas of Millcreek Township. Millcreek Township developed as a suburban community. During the early twentieth century real estate companies began developing land outside the city. During the mid to late twentieth century the population of the City of Erie continued to decline as the population of Millcreek Township has risen. Transportation improvements and increased suburban development continue to contribute to the township's growth. Between the 1960s and late 1990s the population of Millcreek Township has grown from 28,400 to 46,800 (The Erie News 1997).

Property History

West Lake Road, one of the main feeder roads from downtown Erie to the suburb of Lakewood, was the only continuous route extending from the city to Lakewood at the time the subdivision was designed. Located about three-quarters of a mile from the terminus of the Erie Electric Motor Company (later the Buffalo & Lake Erie Traction Company) trolley line at West Lake Road and Cemetery Road, the subdivision retains characteristics of both a streetcar suburb and an early automobile suburb. In the early 1920s trolleys were facing competition by the automobile and the Buffalo & Lake Erie Traction Company went into receivership for two years. In 1924, the financially distressed company was reorganized and continued to run until 1933. Perhaps L. F. Zahniser was banking on the extension of the line further on West Lake Road by trolley or bus or early automobile owners driving the short distance to the trolley, parking and then taking the trolley into Erie when he subdivided Lakewood in 1925. Characteristic of streetcar neighborhoods, Lakewood has a rectilinear pattern flanking a potential streetcar line on West Lake Road, creating a five to ten minute walk to the trolley line. The lots are narrow and small in order to fit a larger number of freestanding, single family houses within walking distance of the trolley line.

Reflecting the transition to an early automobile suburb is the increased commuting distance and larger lot size from 3,000 square feet in street car suburbs to over 7,000 square feet in Lakewood (Ames, 30). In addition the construction and dedication of the infrastructure of the streets in Lakewood by Zahniser to the township supervisors of Millcreek was typical of developers in the first half of the 1920s (Ames, 19). Developed as a middle class neighborhood, Lakewood follows the persistent grid iron pattern of most suburban development before World War II. Rectilinear subdivisions were the most efficient and inexpensive way to sell lots thus making them more available to working and middle class families (Ames, 38).

The civil engineers, Hill and Hill, surveyed Lakewood and the map of the original planned community shows 394 lots with a building line at 25 feet from the street with the majority of lots measuring 60 feet by 120 feet

Continuation Sheet 2

(Deed Book 3:16-19) (Figure 2). Today the lots retain their original shape with dwellings maintaining the planned 25 feet setback and located in the center of the lot. Two areas of land shown as a park and reserved land on this map continue to remain as grassy open spaces with pedestrian paths. In addition, another park exists on land originally noted as property of the Millcreek Township School District. The lots were once occupied by the Lakewood Elementary School, now demolished, but the park continues under the ownership of the school district. Although not shown on the map, the streets of Lakewood are lined with sidewalks, which remain intact as an important design element of the subdivision. Mature trees also remain along the original streets of Lakewood, retaining the suburban ideal to incorporate natural elements into a domestic landscape. The planned parks, centrally located school, narrow streets only wide enough for local traffic and simple, yet present landscape design are typical of subdivisions being planned in the mid 1920s (Ames, 47).

The Lakewood Property Management Association was created as an owner's organization early in the subdivision's history and continues to be an active organization. The by-laws established a board of directors and covered issues such as new construction, park and sidewalk maintenance, restrictions on property use and tree removal and replacement. At one time, there were requirements pertaining to the ethnic and religious background of those hoping to purchase homes in the subdivision.

The initial phase of construction of Craftsman and Colonial Revival styles within Lakewood also reflects the planned middle class neighborhood. The Bungalow style, the American Four-Square and simple Colonial Revival forms were smaller houses that could be maintained by the homeowner with no need for servants (Ames, 71). The limited number of these house forms, popular in the 1920s, reflects a short initial phase of construction in Lakewood, subdivided in 1925. Lakewood follows the pattern of developments into the 1940's, in which the housing style was the choice of the household purchasing only the plot and then building their own house. For this reason, most early twentieth-century developments are comprised of a mixture of popular styles (Ames, 73).

Almost immediately after construction began in Lakewood, the American economy experienced a collapse in the subdivision boom in 1926 and with the Depression in the 1930s, housing starts almost came to a standstill (Ames, 52, 74). After World War II, a second growth of construction occurred. With the FHA mortgage lowered to five percent, no down payment required for a VA loan and a shortage of available, affordable housing in the cities, building in suburban developments skyrocketed (Ames, 75). Mass-produced moderately priced housing built on the periphery of cities epitomized post war growth. With moderately sized lots and a short commute from Erie, Lakewood was primed for the construction of modest income housing built by young couples, returning from the war and starting families.

The majority of the houses in Lakewood follow the Minimal Traditional or Cape Cod forms popularized by FHA's promotion of affordable housing. These forms originated during the economic Depression of the 1930s and represent a simplified, compromise style reflecting the traditional domestic architecture such as Craftsman, Tudor and Colonial Revival that preceded them (McAlester, 478). Standards were created by the FHA applying to the types of houses it would insure, particularly that the house must have four rooms and a bath. At the same time, housing reformers were researching the best techniques to build a small, efficient, low-cost house that streamlined construction and responded to the trend of more informal families (Ames, 77). From these scientific studies, a four-room plan was considered the best layout for the design of the new, efficient, inexpensive house. In addition, new materials had been developed in the 1930s and early 1940s including plywood, concrete slab foundations, prefabricated window units, drywall and plasterboard, and aluminum siding and glass doors (Ames, 56). From the combination of new and prefabricated building materials with the FHA's minimum house prototype culminated a one-and-a-half-story house with an attic and no basement. A variation of the Cape Cod cottage, the most basic version exhibits a steeply pitched roof with two dormers and a clapboard first story with neocolonial trim (Ames, 76). Often, enlarged versions of this minimum house were

Continuation Sheet 3

constructed with a front facing gable, creating an ell shape floor plan. Variations of materials were utilized and basements, fireplaces and chimneys were added (Ames, 79).

By 1948, the Baby Boom created a need for more space than what a minimal FHA house could provide and growing American incomes could afford larger houses. Magazines had been conducting social surveys of housing preferences concluding that Americans wanted more space and preferred the one-story, low rambling style of the Ranch house. Developed by California architects in the 1930s, the Ranch style also reflected Americans fascination with the West Coast and its informal life-style (Ames, 79). A low rectangular structure, the Ranch house was located longitudinally across its site. A reflection of transportation based on the automobile these rambling houses could be placed on larger lots emphasizing the façade of the house, which was often elongated by built-in garages. Rooflines were most frequently hipped followed by cross-gabled and then side-gabled. Several examples of the Ranch style are located within Lakewood.

EVALUATION

The Lakewood Historic District was evaluated according to criteria set forth in *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation."* The Lakewood Historic District is recommended eligible for listing in the National Register under Criterion A and C. Under Criteria A, the property represents suburban development of the city of Erie and the pattern of subdividing farm land north of Ridge Road and south of the shore of Lake Erie. Lakewood Historic District meets Criteria C for embodying the pattern of middle class subdivision development in the late 1920s to 1950s. Although several styles and building periods are evident in the dwellings constructed in Lakewood, the variety is moderate, the scale is consistent and the development maintains the original feel of the planned subdivision. Original parks, streets, setbacks and sidewalks remain intact. With most houses exhibiting a driveway and garage within a grid layout, this development represents a time when suburbs were transitioning from a streetcar suburb to one based on the early automobile. Located on small lots subdivided in a rectilinear pattern, the land follows a development pattern similar to most middle income suburbs during this timeframe. The large majority of the dwellings follow a variation of the Minimal Traditional form.

BOUNDARY DESCRIPTION

The National Register boundaries of the Lakewood Historic District is bounded to the north by south edge of road of the Edgemont Parkway, to the east by properties fronting the east side of Chelsea Avenue, to the south by north edge of road of Oxer Road (mis-labeled Dyer Road on the U.S.G.S. map) and to the west by properties fronting the west side of Ardmore Avenue. The boundary includes all the lots identified in the 1925 subdivision plan and their specified uses such as the parks, housing lots and the area reserved for the school district all of which remain in existence.

REFERENCES CITED

David L. Ames, "Context for Evaluating America's Historic Suburbs for the National Register of Historic Places" (Draft) (Center for Historic Architecture and Design, University of Delaware, 1998)

David Cuff, William Young, Edward K. Muller, Wilber Zelinsky, Ronald F. Abler, The Atlas of Pennsylvania (Philadelphia, PA: Temple University Press, 1989)

Erie County Recorder of Deeds

The Erie News, 1997

Continuation Sheet 4

History of Erie County Pennsylvania, Vol. II, (Chicago: Warner Beers & Co., 1884).

Interview with Justina Tushak, member Lakewood Property Management Association, January, 2002

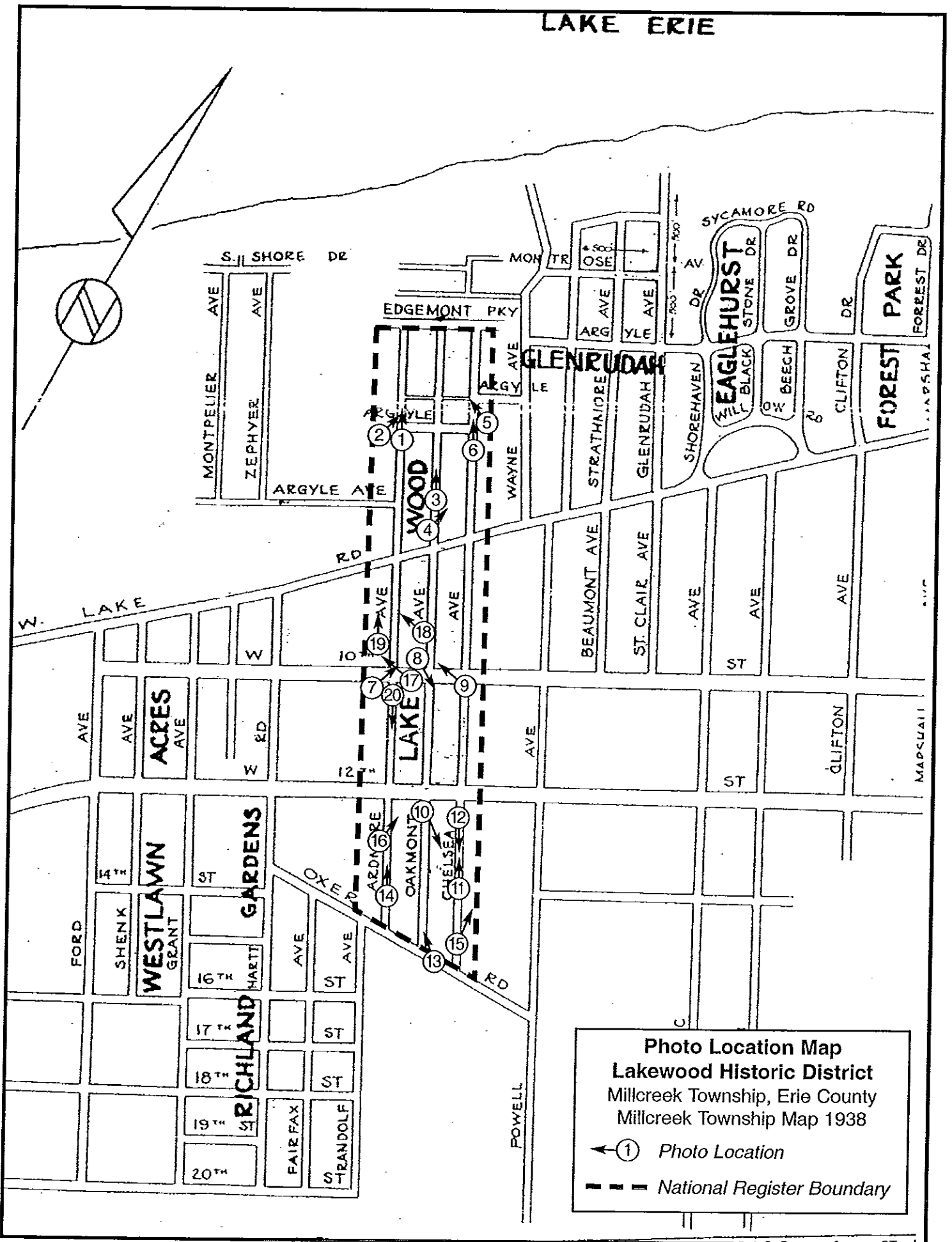
Interview with Charles Foht, member Lakewood Property Management Association, January, 2002

Virginia & Lee McAlester, A Field Guide to American Houses, (New York: Alfred A. Knopf, Inc. 1984)

National Park Service, *National Register Bulletin 15*: "How to Apply the National Register Criteria for Evaluation." (Washington, D.C.: National Park Service, U.S. Government Printing Office, 1991).

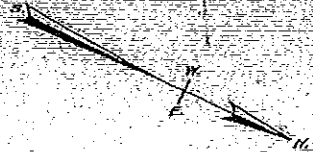
Protected Sections Map: Millcreek Township, Erie County, Pennsylvania (n.p.: Middle Department Rating Association, 1938)

LAKE ERIE

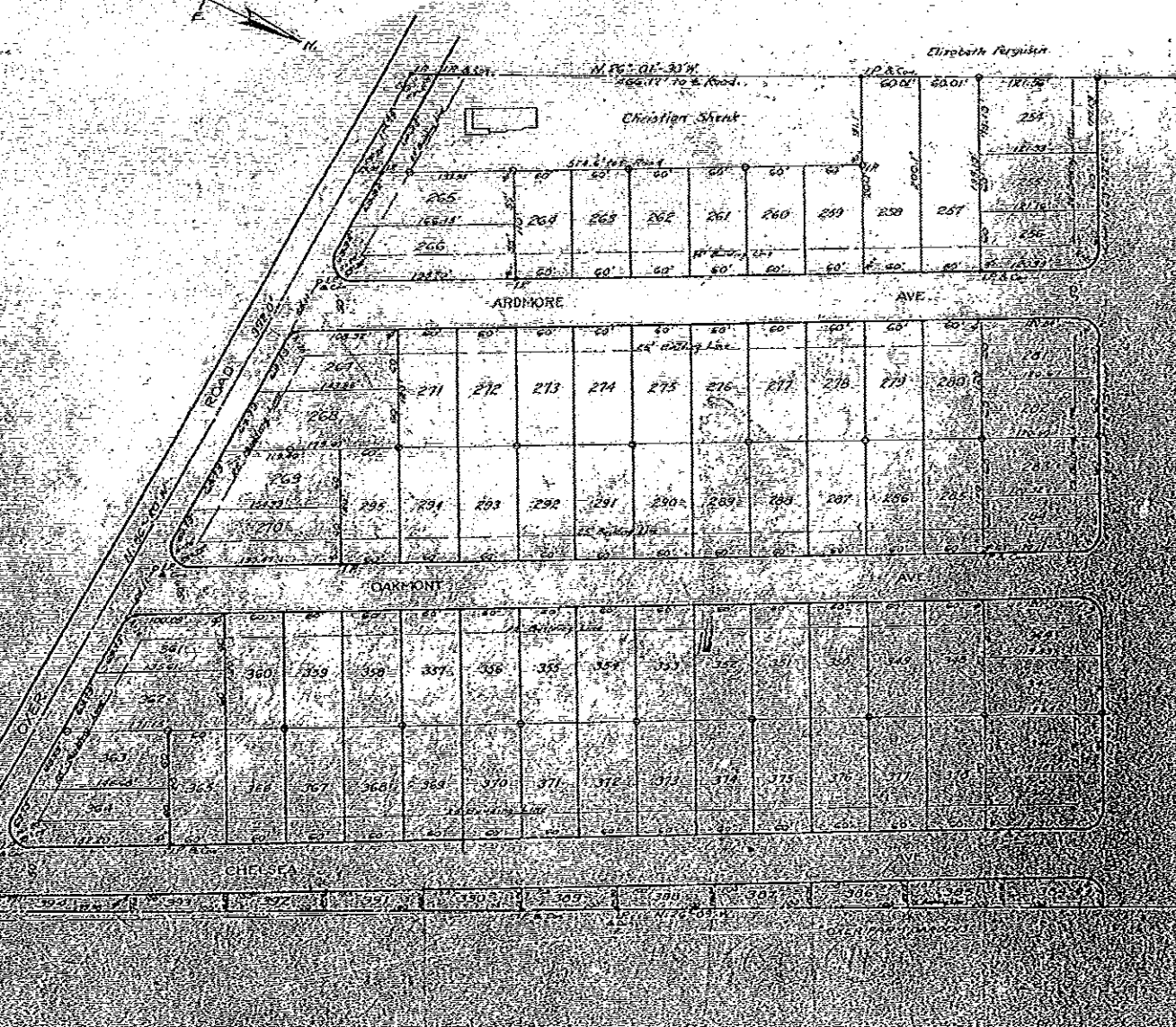


LAKEWOOD

PROPERTY OF ILE ZAHNISER
 ERIE, PA.
 PART OF RESERVE TRACTS NOS. 10 & 11, & PART OF WEST GORE
 MILLCREEK TOWNSHIP, ERIE CO., PA.
 SCALE 1" = 100' MAR. 6, 1925
 HILL & HILL



Note:
 O & C - Shows location of Iron Pipe Monument
 O - Shows proposed T.E.T. Bldg.



MATCH LINE 2B

Figure 2A
 Lakewood Subdivision
 Plan
 March 6, 1925

I hereby certify that this plot is a true and correct survey of
 "Lakewood" Subdivision.
James R. Bell
 a Notary Public in and for

The undersigned, L. F. Johnson, owner of this property hereby
 certifies that same is correct and is made for the purpose of
 record and sale and hereby dedicates to the Supervisors of Mill
 Creek Township for public use the following streets: Drizzle Ave,
 Ardmore Ave., Oakmont Ave., Chelsea Ave., Edgemont Parkway,
 10th St., and 11th St.
L. F. Johnson
 owner

State of Pennsylvania
 County of Erie
 Before me, the subscriber, a Notary Public in and for
 said County, personally came, L. F. Johnson, who acknowledged
 the above to be his act and deed for the purposes herein
 mentioned to him and that the same may be recorded as such.
 Witness my hand and seal this 13th day of April, 1925.
Mass A. Miller
 Notary Public

State of Pennsylvania
 County of Erie
 Recorded this 13th day of April, A.D. 1925, in Records
 Office of said County in Map Book No. 3, Pages 16, 17, 18 & 19.
 Given under my hand and seal of said Office the date above
 written.
F. M. Plate
 Recorder

Approved by the
 City Planning Commission
 of the City of Erie, Pa.
J. A. Root
J. P. Grand
W. D. Alder
W. D. Kinney Acting Sec.

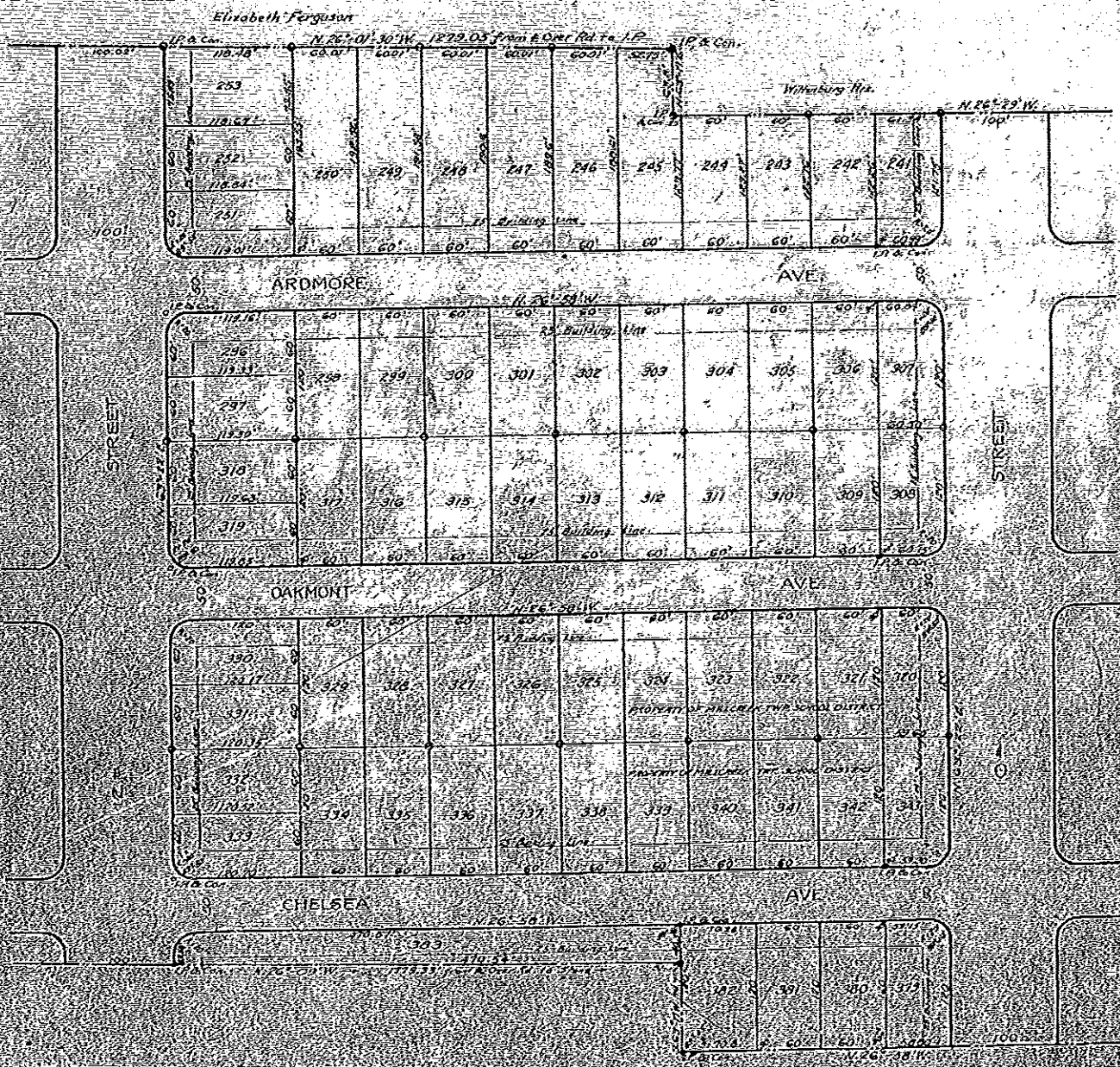
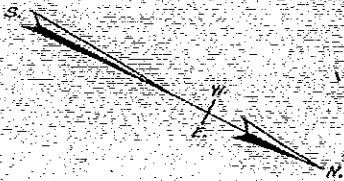


Figure 2B
 Lakewood Subdivision
 Plan
 March 6, 1925

LAKEWOOD

PROPERTY OF L.F. ZAHNISER
 ERIE, PA.
 PART OF RESERVE TRACTS NOS. 10 & 11 & PART OF WEST GORE
 MILLCREEK-TOWNSHIP, ERIE COUNTY, PA.

SCALE 1" = 60'
 HILL & HILL
 CIVIL ENGINEERS



Note:
 O, I.P. & C.S. - Shows location of Iron Pier Monument
 D - Shows location of proposed T&E Poles

MATCH LINE 2C

MATCH LINE 2D

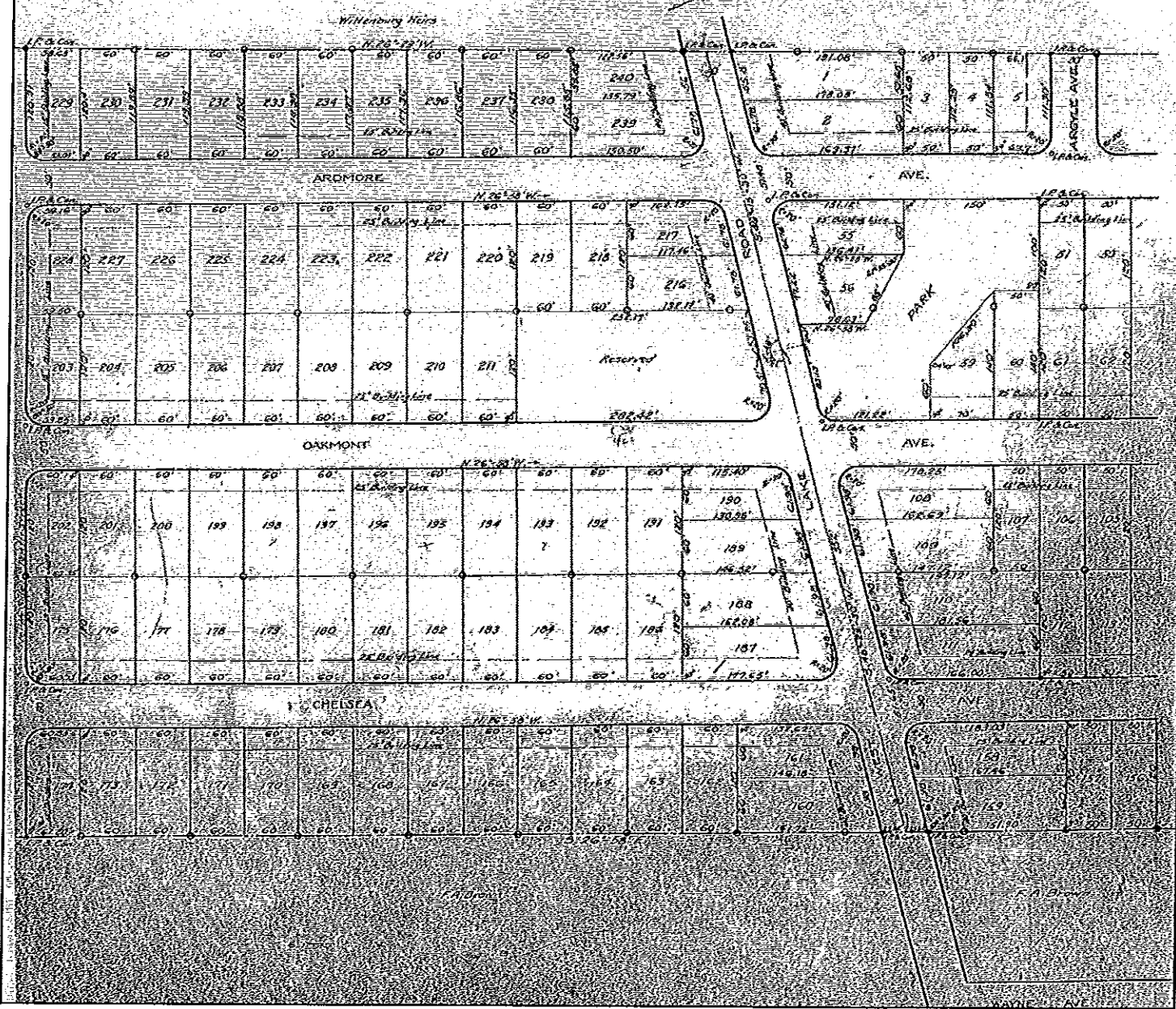


Figure 2C
Lakewood Subdivision
Plan
 March 6, 1925

I hereby certify that this plat is a true and correct survey of Lakewood Subdivision

James P. Ryan
 Robinson Ave. Survey

The undersigned L.F. Zahner, owner of this property hereby certifies that same is correct and is made for the purpose of record and sale and hereby dedicates to the supervisors of Mill Creek Township for public use the following streets: Apple Ave, Ardmore Ave, Oakmont Ave, Chelsea Ave, Edgemont Parkway, 10th St, and 12th St.

L.F. Zahner
 Owner

Approved by the City Planning Commission of the City of Erie

Approved:
 J.P. Grant
 J.H. Grant
 R.C. Rodgers
 W.D. Knapp, Acting Sec.

State of Pennsylvania
 County of Erie

Before me the undersigned a Notary Public, in and for said County, personally came L.F. Zahner who acknowledged the above to be his act and deed for the purposes herein mentioned to the end that the same may be recorded as such.

Witness my hand and seal this 13th day of April, 1925.
 My Commission Expires May 2, 1926.

Miss C. Miller
 Notary Public

State of Pennsylvania
 County of Erie

Recorded this 13th day of April, A.D. 1925, in Recorder's Office of said County in Map Book 176, 3, Pages 16, 17, 18 & 19.

Given under my hand and seal of said office the date above written.

E.M. Flate
 Recorder

MATCH LINE 2D

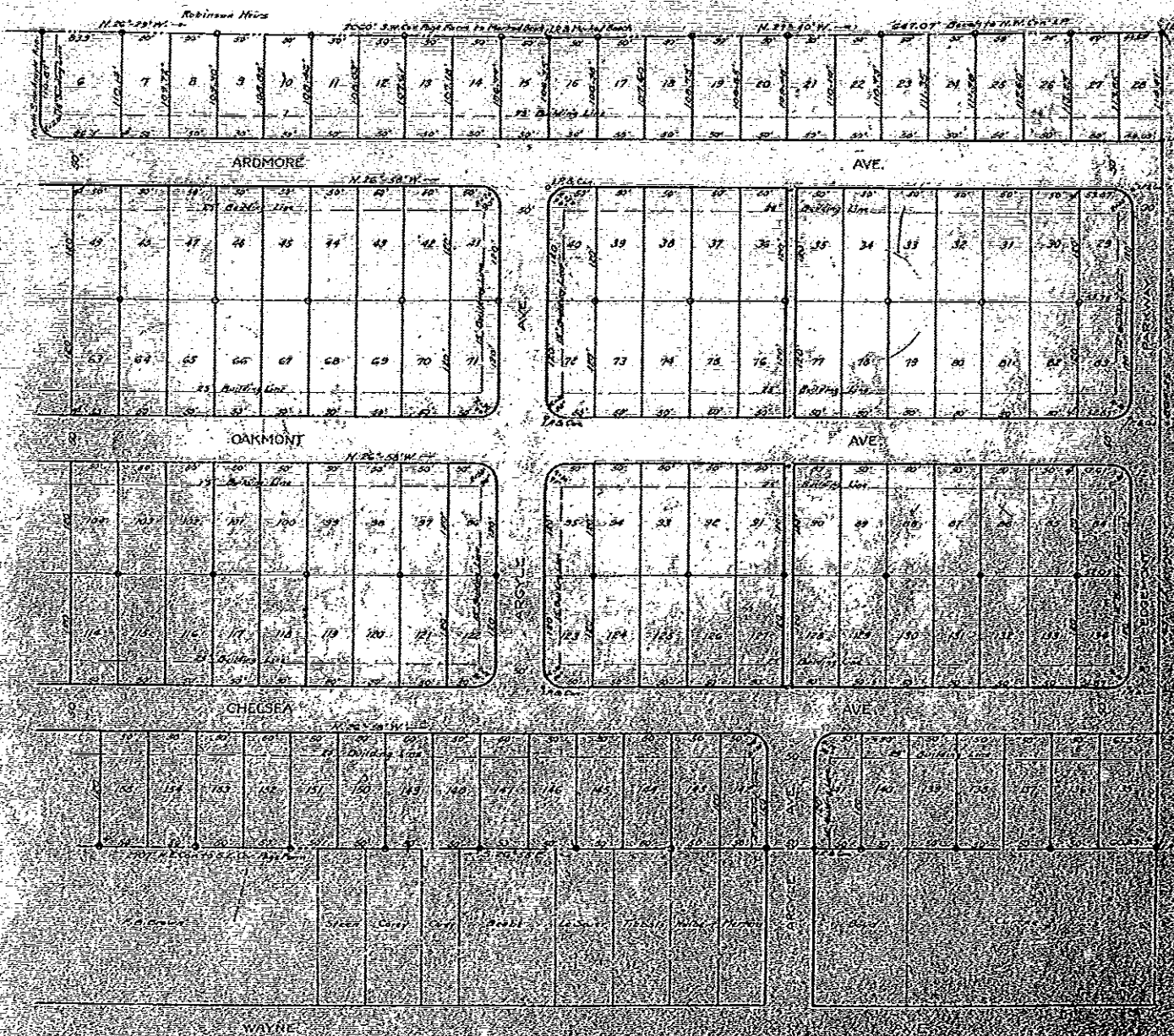


Figure 2D
 Lakewood Subdivision
 Plan
 March 6, 1925

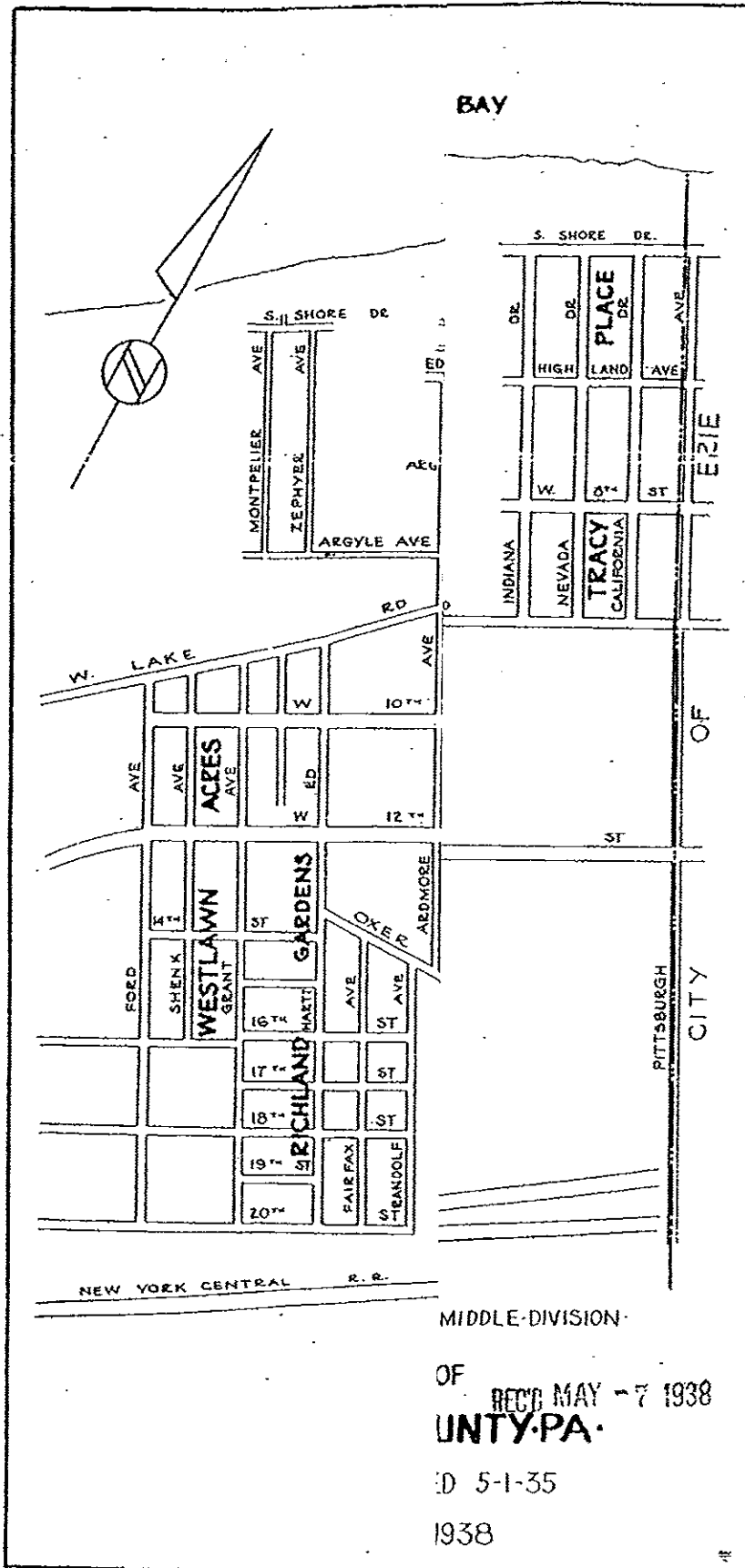


Figure 1
Subdivisions in Millcreek
Township in 1938