

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Civic Park

AND/OR COMMON

Civic Park Historic Residential District

2 LOCATION

STREET & NUMBER

The District roughly is bounded by West Dayton, Trumbull, Dartmouth, Lawndale, and Rankin on the N, DuPont on the E, Stockdale and Welch on the S, and Brownell on the W.

CITY, TOWN

Flint

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

7

STATE

Michigan

VICINITY OF

CODE

26

COUNTY

Genesee

CODE

049

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

Please see the attached property owners

NAME Multiple Property Ownership - list

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Registry of Deeds

STREET & NUMBER

Genesee County Courthouse

CITY, TOWN

Flint

STATE

Michigan

48504

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Michigan Inventory of Historic Resources

DATE

Completed: Summer, 1978

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Michigan History Division, Michigan Department of State

CITY, TOWN

Lansing,

STATE

Michigan

48918

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

General Motors planned and developed the 280 acres of Civic Park between 1919 and 1920 to provide housing for its workers and their families. Though hastily built, the community is attractively marked by gently curving streets, broad boulevards, and large public open spaces. The vegetation is mature with oaks, maples, and a surprising number of elms bonneting the streets; tailored lawns, hedges, and gardens add an individual touch to most of Civic Park's residential properties. Most distinctively, however, Civic Park presents street after street of modest and well-built residences constructed in twenty-eight identifiable types (PHOTOS 1, 2, and 3). The residences are a visual reflection of a self-contained community with its own school, churches, community center, and small commercial areas. Though faced with the constant threat of deterioration as in most inner city neighborhoods, Civic Park still is considered a highlight of Flint's housing stock and remains a well maintained community with few unsympathetic architectural intrusions.

Approximately 950 extant original and 60 additional structures of the Civic Park Historic Residential District are bounded by Trumbull, Dartmouth, Lawndale, and Rankin on the north, DuPont on the east, Stockdale and Welch on the south, and the Civic Park Recreation Area on the west. These boundaries were established for the District for two reasons. Most importantly, the boundaries mark the area originally developed for workers' housing by General Motors from the Civic Building Association's pre-World War I platting

SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES See below:

BUILDER/ARCHITECT

See below:

STATEMENT OF SIGNIFICANCE

The bulk of construction in the Civic Park Historic Residential District was carried out between April, 1919 and January, 1920.

Architects: Davis, McGrath and Kiessler of New York.

Landscape Architect: William Pitkin of Boston.

Developers: DuPont Engineering Company of Wilmington, Delaware and the Modern Housing Corporation, a subsidiary of the General Motors Corporation of Flint, Michigan.

The General Motors Corporation of Flint, Michigan took a bold step when it entered the field of housing construction in 1919. The post-war boom in the automobile industry left the Corporation no choice, however: housing for its workers had to be developed or General Motors could not grow. Thus, GM established the Modern Housing Corporation to serve as its home building subsidiary for the development of Civic Park, a community of workers' housing. The community gained significance in its own time as an attractively platted and landscaped neighborhood where a GM employee could purchase a comfortable home in one of twenty-eight available types for less than \$8,000. With the passage of time, Civic Park has gained significance as a well planned community that reflects the economic, political, and social power of a burgeoning automobile company in a turn-of-the-century industrial town.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Books and Articles from a Series

Crow, Carl. The City of Flint Grows. New York: Harper and Brothers Publishers, 1945.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 280 acres

UTM REFERENCES

A	1,7	2,7,7	8,2,5	4,7	6,8	9,5,0	B	1,7	2,7,8	9,8,0	4,7	6,8	9,2,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			
C	1,7	2,7,7	8,2,5	4,7	6,8	1,0,0	D	1,7	2,7,8	9,6,0	4,7	6,7	5,2,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			

VERBAL BOUNDARY DESCRIPTION

The NORTHERN BOUNDARY of the District begins at the point of intersection between the centerline of Brownell and the centerline of West Dayton; from this point, the boundary moves eastward along the centerline of West Dayton until it intersects the centerline of Trumbull; from this point, the boundary moves northward along the

(continued)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Janet L. Kreger, Historic Preservation Coordinator

ORGANIZATION

Michigan History Division

DATE

November 1, 1978

STREET & NUMBER

Michigan Department of State

TELEPHONE

517-373-0510

CITY OR TOWN

Lansing

STATE

Michigan 48918

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Michigan History Division

DATE November 1, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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of the acreage. Secondly, the boundaries delineate a distinctive concentration of architecture unique to Civic Park. To the west, north, and east of the boundaries, the residential areas are of a different age marking Flint's continued growth during the 1930s, '40s, and '50s. Chevrolet Park lies to the south, and, while built by General Motors with the same purpose of housing workers in mind, displays a greater variety of house designs reflecting a later and more leisurely period of development. As soon as visitors cross the boundaries, they know that they are in Civic Park.

Within the District's boundaries there is a visual continuity of rhythm, size, color, and texture created by the 950 original homes. The residences are built on lots generally 50 by 100 feet in size. The housing stock includes four, five, and six room bungalows and one-and-one-half story structures, and five, six, and seven room two story homes. The residences vary in size from 17 by 27 feet to 24 by 27 feet, though most are practically square. The exteriors of the residences are finished in wood, stucco, brick veneer, and real brick. Inside, the floor space of the living rooms average from 130 to 160 square feet; the bedrooms and dining rooms 100 square feet; the bathrooms 60 square feet; the ceilings 8½ feet in height. The window spaces in the homes equal about fifteen percent of the total floor spaces; cross ventilation is provided for the majority of rooms. Calico ash and birch in combination with tile, plasterboard, and simple brass hardware finish the interiors.

With twenty-eight types of homes repeated in Civic Park this continuous sense of rhythm, size, color, and texture is reinforced by the overall appearance of the residences. A strong visual statement is made, for example, by one type of Civic Park home that dominates the streetscapes. Built approximately 135 times, the Type A home* represents over thirteen percent of the construction in Civic Park. The basic Type A residence is two or three bays wide, two stories high, and features a gambrel roof that accounts for the style's popular contemporary name, the "Barn" (PHOTO 4). At the first floor level of the front facade, a door is placed at the side or center and balanced or flanked by double hung sash windows; aligned above, two more double hung sash pierce the gambrel end. Both side facades are marked by two balanced first floor windows aligned below a shed dormer in the broad second story plane of the roof. Generally, Type A homes were built with either brick or stucco at the first floor level and slate shingles in both the gambrel ends and on the roof; each had a wooden porch with detailed uprights and trelliswork. The enclosing of the front porch, often very tastefully (PHOTO 5), the replacement or modernization of the front porch, or the addition of

* The various lettered type names are assigned to Civic Park's homes for purposes of this paper.

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asbestos or aluminum siding to the gambrel ends represent the most common alterations to the Type A homes.

The Type B home was the second most prevalent style having been built approximately 120 times to represent about twelve percent of the total building stock. The basic Type B residence is three bays wide, two stories high, and is capped by a gable roof with the gable end to the street (PHOTO 6). At the first floor level of the front facade, the front door is centered and flanked by double hung sash or placed to the side and balanced by two windows. The second floor features one centered set of paired double hung sash; a rectangular louvered attic vent is in the peak of every Type B home's gable end. Generally one, and sometimes both side facades display an oriel window in the back bay of the first floor level; the front bay is occupied by a single double hung sash. At the second story side level, a single small window nestles under the extended eavesline at the front of the building. A dormer-like window that extends the second floor's planar surface by breaking the eavesline of the roof is located toward the back on both sides of the house. The Type B homes usually were built of stucco on the first floor and, again, covered with slate tiles at the second story level and on the roof. The original wooden porches with squared uprights and gently sloping roofs often have been enclosed; aluminum siding or asbestos tiles on the second floor facades are the materials used for the most common modernizations. As the Type A home, the Type B residence is found throughout the Civic Park District either singly or in groups predominating a streetscape.

Constructed approximately seventy-five times each, the Type C and the Type D homes represent over seven percent each of Civic Park's total building stock. The basic Type C home has a lower, broader feeling to it than the Type B or the "Barn" styles because its gable roof provides an eavesline that sweeps downward at the front to form the roof of the front porch; the front eavesline is thus lower than the eavesline at the back (PHOTO 7). Like the two more popular styles, however, the Type C home was constructed of stucco or brick at the first floor level with slate shingles covering the gable ends and the roof. Three bays wide with a door generally placed to the side of paired double hung sash, the one-and-one-half story structure features a shed dormer pierced by two windows. The simple fenestration of the side facades and the broad front porch, often enclosed, complete the simple structure.

The Type D residences are popularly named the "Corner" homes because they generally, though not always, are found on the corners of blocks in Civic Park. The basic "Corner" home is tall and boxy, with its two bay, two story mass topped by a steep jerkins-head gable roof showing its eavesline to the front (PHOTO 8). The first floor of the front facade displays a door in one bay and paired double hung sash in the other; the wooden front porch covers either the front entranceway bay

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or the entire width of the first floor facade. The second floor's facade juts into the roofline, first with an extended bay that breaks the eavesline with its jerkins-head gable roof and, second, with a window capped by a shed-like roof that also interrupts the eavesline. Generally built of stucco or brick at the first floor level and covered in slate shingles on the roof and second floor facades, the Type D home occasionally was constructed without a jerkins-head roof.

The Type E and Type F homes are each found approximately forty-five times in the Civic Park District, and thus, represent five percent each of the total stock of buildings. The Type E is the simplest home constructed in the District with its three bay, two story front facade capped by a gable roof with its eavesline to the front. The front door is centered and covered by a porch or placed to the side and set back into the building (PHOTO 9). The fenestration is balanced in the front facade with the second story windows being small and placed close under the eaves. The flat-faced appearance of the wood framed and shingle sheathed structures stems from the fact that the rooflines extend only inches past each facade's planar surface.

The Type F "Bungalow" homes, while not the most frequently seen structures in Civic Park, stand out as the smallest residences in the District. Each was built in wood and, like other homes in the area, has received a cover-up of aluminum or asbestos siding. The low lines of their single story masses are still clearly visible, however, as are their irregular placements of doors and windows (PHOTO 10), their exposed purlins and splayed porch uprights (PHOTO 11), and their inset porches and jerkins-head roofs.

Representing over three percent each of the total buildings in Civic Park, the Type G, the Type H, and the Type I homes are each seen approximately thirty-five times. The Type G home is similar to the Type C in style yet presents enough distinctions to warrant its separate classification. The home's low one-and-one-half story mass is capped by a gable roof with an eavesline that sweeps downward to form the front porch of the structure (PHOTO 12). Between a half and three-quarters of the way down, however, the roofline sweeps upward to form a ski-slope effect; unlike Type C, the front and back eaveslines end at equal heights. The front face of a shed or gable dormer rests at the point of the roof's curve and stretches back to the gable ridge. Originally sheathed all in wood, most of the Type G homes are now covered with aluminum or asbestos siding. Fortunately, many have retained the ornate wooden porches complete with squared balusters and diamond trelliswork that reflect the home's original appearance.

The Type H home is also a derivative of Type C. Three bays wide with a door placed between or to the side or two large double hung sash, the low one-and-one-half story structure features the familiar shed dormer pierced by two windows (PHOTO 13).

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As in the more prevalent style, the simple fenestration of the side facades and the deep porch complete the residence. In the approximately thirty-five Type H homes built in Civic Park, however, the Modern Housing Corporation builders eliminated the use of slate siding in the gable ends, creating a home entirely of wood, and recessed the dormer into the roof to add an element of interest to the roofline. Additionally, the eavesline was cut away at the end of the roof's front plane so that the sides of the front porch could be splayed outward and wrapped around the front of the residence.

A Type I home is a simple one-and-one-half story residence with a center or side door flanked or balanced by large double hung sash windows (PHOTO 14). The gable roof caps the residence so that its eavesline faces frontward; a pedimented porch interrupts the front eavesline either over the entranceway or across the full width of the front facade. The fenestration of the side facades is unbalanced with bay and oriel windows often being used to add interest. While some of the homes are varied by having jerkins-heads on the porch pediments and the gable ridge ends, all have shed or gable dormers on the roof. Built of wood, these residences, again, are often sheathed in aluminum siding or asbestos shingling; where the original porch covered the full width of the house, many have been enclosed as an additional modernization.

Three styles of homes including the Type J, the Type K, and the Type L, are each seen approximately twenty-five times in the Civic Park community and represent about two percent each of the building stock. The Type J home is a three bay, two story structure with a gable roof. The distinction of the residence results from a gable end which faces the street and features an eavesline that extends down to the first floor level on but one side (PHOTO 15). At the first floor level of the front facade, the front door always is placed to one or the other sides with two windows balancing it in the other two bays. At the second story level, two similar double hung sash are aligned in the larger two bays of the gable end. The side facade capped by the extended eavesline appears first to be but one story high in all three bays and capped by a gable-roofed dormer. However, the two back bays, pierced by a side door and a window, actually are topped by two full second story bays and the gable end of a secondary roofline whose ridge meets that of the sloped roof at a ninety degree angle. A chimney adds detail to this side by running up the center of the facade to the gable peak and then up beyond the roofline. The opposite side facade features an additional chimney and a variety of different and unbalanced fenestrations. While this style occasionally varies by offering a shed dormer on the plane of the extended roof rather than a full secondary roofline, each of the wooden structures has a porch that often maintains the dentilated corniceline, the square uprights, and the star trelliswork of the original.

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The Type K residences have massing and fenestration similar to the Type B homes seen five times more frequently in Civic Park. This style residence, however, is made completely of brick and features a wealth of details not seen on the Type B homes (PHOTO 16). The front porch, for example, is capped by a balustrade with the feeling of chinoiserie. The roof of the porch is nicely articulated by wooden moldings that create a frieze and a cornice. Below, squared columns and an additional balustrade of low squared posts meet the floor of the porch with its woven wooden apron. At the roofline, the home presents touches of detail including a classically inspired wooden corniceline and returns. An additional sense of richness in this still modest style is provided by the stone window caps, the bandcourse of soldier bricks between the first and second floors, and the ample brick chimney with its splayed base.

In the Type L home, the flat-faced appearance created in the basic Type E residence again is seen. Here, however, the gable roof that caps the all wooden, two story structure with but inches of overhang has its gable end to the street (PHOTO 17). The fenestration remains simple with a side or center door balanced by paired or tripled double hung sash in the first floor front facade. The second story of the front facade has two or three windows balanced above the lower bays while the side facades offer a variety of window and door combinations.

Being constructed approximately fifteen times each, the Type M, Type N, Type O, and Type P homes each represent over one percent of Civic Park's total construction. The Type M home again features a shed dormer above the first story level but does so in a fashion distinctive from the Type C and Type H residences (PHOTO 18). Rather than having a roofline that sweeps downward to form the front porch, the Type M home offers a full second story level whose planar surface is extended upward to break the eavesline and to create a dormer-like feature. This dormer is capped by a shed roof, pierced by two double hung sash, and balanced above a wooden porch that often has been enclosed. The all wooden structure generally includes a centered doorway flanked by simple double hung sash at the first floor level of the front facade and, at the sides, two windows at the first floor level and an additional window located near the gable peak of the second story.

The Type N homes continue the popular "Barn" design prevalent in Civic Park. In some instances, a Type N residence presents an eavesline to the street with a broad shed dormer piercing the first plane of the gambrel roof (PHOTO 19). Below, a center doorway flanked by double hung sash create the fenestration of the front facade's first floor. A simple porch with squared uprights and a flat roof add a touch of ornamentation to the simple shingle sheathed structure. In other Type N homes, the massing and fenestration remain the same as described but the structure is oriented on its site so that the gambrel end faces the street. The broader mass

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of the home and the wider, lower splay of its bi-planed roof make it a clear but distinctive derivation of the basic "Barn."

The Type O home features a steep gable roof with the gable end facing the front, and, at one or the other side of the home, a secondary gable of equal steepness whose ridgeline intersects that of the main roof at a ninety degree angle (PHOTO 20). Built all of wood, the two bay, two story residence is pierced by the doorway and a double hung sash at the first floor level of the front facade and by paired windows at the second story level. The secondary gable end to the side presents two additional windows, and, at the first floor side level, a door and two or three double hung sash. Below the eavesline on the opposite side facade, two or three more windows generally are present to complete the home's fenestration. The Type O homes have maintained a great many of their original wooden details. Most noted are the porches with their sloped rooflines, arched wooden spandrels, and decoratively jig-sawed plank balustrades. Though a few of the Type O homes have been covered in asbestos or aluminum siding, most still display their original narrow wood sheathing.

The Type P homes are very close in appearance to the more popular Type B residential style. Most noticeably, the Type P home has the same massing and fenestration as the basic style (PHOTO 21). Making it distinctive, however, is the total elimination of the side dormers, the broken side eaveslines, and the different building materials at the first and second floor levels. Instead, the all wood residence is simply detailed with ornamental exposed purlins or brackets below the roof's uninterrupted cornice.

Six varieties of Colonial-inspired homes are seen in the Civic Park area, each having similar massing and balanced fenestration in common yet each presenting distinctive elements that serve to classify them as different styles. Built ten to twenty times each, the six styles each represent between one and two percent of the community's total stock of buildings. The most modest of the Colonial-inspired homes is seen approximately twenty times. It is a very box-like structure being two stories high and capped by a low hipped roof (PHOTO 22). Always built of wood, the Type Q home often has suffered from modernization efforts using asbestos shingles or aluminum siding. The fenestration of each residence is simple with a side door balanced by a window forming the two bays of the first floor front facade and two windows aligned above creating the two bays of the second story level. In most homes, the formal balance of the front facade with its very simple slope-roofed wooden porch is offset by the irregular fenestration of the sides. Occasionally an eyebrow window or a tiny dormer is added to the low hipped roof for a touch of detail.

Built approximately ten times, the modestly scaled Type R home presents alterations

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to the front facade fenestration of the basic style noted above (PHOTO 23). Though still two bays wide at the first floor level, the Type R structure offers a door in one bay balanced by three if not four closely set sash in the other. At the second story level, three more closely set windows are centered in the front facade. The Type S style maintains this front door and multiple window configuration at the first floor level, but instead, adds two sets of paired double hung sash to the second level of the front facade (PHOTO 24). On most of the approximately twenty homes built in this style, a large dormer with a hipped roof is found on the front plane of the main roof. As in many of the other Colonial-inspired homes seen in Civic Park, the front porch with its heavy boxed uprights has been enclosed.

The approximately fifteen Type T style homes expand the front facades by one bay, establish centered doorways in the front facades, widen the front porches, and add decks to the hipped roofs (PHOTO 25). These additional changes, however, do not sacrifice the block massing and formally balanced fenestration of the basic Type Q residence. The approximately ten Type U homes add yet another bay to the front facades so that there are multiple windows and a door at the first floor levels of the front facades and four windows at the second story levels (PHOTO 26). The approximately ten Type V homes return to balanced three bay configurations with center entranceways but add gable roofs with the gable end to the street, cornice-lines with boxed returns, and generally ornate front porches with balustrades, heavy molded cornices, and squared uprights (PHOTO 27).

The last group of styles are seen between five and ten times in the Civic Park District and thus, represent between one-half and one percent each of the total number of buildings in the area. The first in this last category is the Type W home built approximately five times in the district and recognizable by its very wide, very deep roof (PHOTO 28). A structure in this style is one-and-one-half stories high and built of wood; a side door balanced by paired or tripled double hung sash is present at the first floor level of the front facade. The deep side facades are highlighted by a bay window capped by a shed roof, a brick chimney with a splayed base, and varying configurations of windows and side doors. The sweeping front plane of the broad roof is accented by a tri-windowed dormer with a gable roof and often, for ornamentation, exposed purlins.

Next, the Type X home can be seen approximately ten times in the District. Built of wood, this style is very similar to the Type H home with its low one-and-one-half story mass featuring a sunken dormer pierced by two windows (PHOTO 29). Each structure is three bays wide with a door placed between or to the side of two large double hung sash; the simple fenestration of the side facades and the deep front porch complete the residence. Unlike the basic Type H residence, however, the derivative style eliminates the cut-in eavesline of the sweeping gable roof and the splayed porch roof ends that wrap around the house. Built as such, the Type I home has a simpler and more straight-edged appearance.

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The large Type Y homes are seen in the Civic Park District approximately ten times. This style of residence is two bays wide and two stories high and is distinctive for a roofline that combines details of the popular Type A and Type B homes of the District (PHOTO 30). In the right bay of a Type Y residence, the first floor front facade is pierced by paired double hung sash; above, a single window rests in the gable end. The gable portion of the roof caps this right bay with a nicely detailed corniceline and returns. The left bay is capped by a gambrel roof with its ridge running at a right angle to that of the gable roof and with its eavesline facing frontward. The left bay is marked by the entryway and a small wooden porch at the first floor level and a dormer aligned above. The gambrel end is pierced by paired double hung sash; the same paired windows are seen at the first floor side level as well. Wood framed and shingle sheathed, the Type Y homes occupy the larger corner lots of Civic Park.

The Type Z homes are seen ten times in Civic Park. Built in wood, each is pierced at the first floor level of the front facade with a door flanked by two double hung sash to the left and one double hung sash to the right (PHOTO 31). Above the slope-roofed wooden porch that rests over the two center bays of the first floor, two windows extend the planar surface of the front facade by breaking through the eavesline of the gable roof. Each bay-like window is capped by a small gable roof with a jerkins-head that complements the jerkins-heads of the main roof. The left side facade is marked by two windows at the second floor level aligned directly over two windows at the first; the right side facade presents three windows at staggered heights.

The Type YY homes are two bay, two story wooden structures seen approximately ten times in Civic Park. In each, the left bay is pierced by two windows, one above the other, and is capped by a gable roof with decorative exposed purlins (PHOTO 32). The right bay is formed by a secondary gable roof with an eavesline that sweeps forward to form the roof of the entranceway; above the porch roof, a shed dormer completes the roof's profile.

Lastly, the Type ZZ Duplex home is present in Civic Park five times. Each Duplex is similar in style to the Type A "Barns" and to the Type B residences in the neighborhood because its floorplan and facades are basically two such structures linked into a "T" configuration (PHOTO 33). Found on the ends of the residential blocks facing the boulevards, the Duplexes present interesting interpretations of the two most common house types in Civic Park.

The twenty-eight distinctive home types built by General Motors account for approximately 870 of the 950 homes originally built between 1919 and 1920, or, about eighty-six percent of the total building stock in Civic Park. The remaining 80

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homes were built during the same period, or soon thereafter, by General Motors employees who used their own plans and specifications for construction of their homes. Workers, laborers, and executives had available a wide variety of bungalow pattern books, small home design manuals, and newspaper blueprints from which they could select the styles for their residences; some could even have afforded the professional assistance of an architect. Because General Motors wished to promote the construction of good new housing in Civic Park as well as build it itself, the Corporation offered an \$800 credit and other economic incentives to any employee who built a home in Civic Park. Assisted by this credit and desiring, perhaps, more distinctively styled homes than "Barns" or "Bungalows," GM workers added a variety of structures to the Civic Park streetscape that did not reflect one of the more familiar types.

Most all of the individually designed residences complemented the Civic Park streetscapes in size, color, texture, and overall appearance. A great many bungalow-inspired homes, for example, were built in wood and accented by low-sloping gable roofs, shed dormers, and layers of secondary gables (PHOTO 34). Others followed the Type E home tradition with its close-cropped gable roof and simple fenestration (PHOTO 35). Some homes introduced a "foreign" flavor to the neighborhood with their Tudor-inspired half-timbering (PHOTO 36) or Italianate-inspired arches and decorative brickwork (PHOTO 37). Large or small, each home played a role in making Civic Park a unique place to live.

As a self-contained workers' community, Civic Park also had its own neighborhood facility, the Haskell Community Center (PHOTO 38). Built in the Civic Park Recreation Area in 1923, the flat-roofed, blond brick structure housed a variety of meeting rooms, a gymnasium, and a swimming pool. The community's educational facility, the Civic Park Community School (PHOTO 39), was built in the park flanked by Dayton, Humbolt, and Forest Hill Streets in 1921. A typical Collegiate Gothic-inspired structure of red brick with stone details and band coursing, the school served the elementary school aged children of Civic Park. Two churches were built to service the spiritual needs of the Civic Park Community. Constructed during the 1920s, the blond brick, Gothic-inspired Community Presbyterian Church located at the northwest corner of Chevrolet and Dayton (PHOTO 40) and the Trinity United Methodist Church located on the park promoted community stability within Civic Park. To round out the assets of the neighborhood, two small commercial areas at the southwest corner of Dayton and DuPont (PHOTO 41) and on Dayton Place between Humbolt and Forest Hill (PHOTO 42) grew to service the shopping needs of their immediate neighborhood.

Fortunately, Civic Park has continued to grow in ways that have not sacrificed its appearance or its strong neighborhood feeling. Since World War II, for example, approximately forty new homes have been added to the streets of Civic Park. All

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basically have complemented their streetscapes whether built in brick two decades ago (PHOTO 43) or in brick veneer and aluminum siding just last year (PHOTO 44). With a new addition added to the Trinity United Methodist Church (PHOTO 45), with the construction of a multi-service supermarket in the Dayton Place shopping center, with the development of a community library facility in connection with Civic Park Community School, and with continued interest in the Civic Park area shown by its residents and the City of Flint, the neighborhood continues to grow and maintain its status as a desirable area of housing in the inner city.

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SUMMARY OF STRUCTURES IN CIVIC PARK

Type A.	135	13.0%
Type B.	120	12.0%
Type C.	75	7.5%
Type D.	75	7.5%
Type E.	45	5.0%
Type F.	45	5.0%
Type G.	35	3.5%
Type H.	35	3.5%
Type I.	35	3.5%
Type J.	25	2.0%
Type K.	25	2.0%
Type L.	25	2.0%
Type M.	15	1.5%
Type N.	15	1.5%
Type O.	15	1.5%
Type P.	15	1.5%
Type Q.	20	2.0%
Type R.	10	1.0%
Type S.	20	2.0%
Type T.	15	1.5%
Type U.	10	1.0%
Type V.	10	1.0%
Type W.	5	0.5%
Type X.	10	1.0%
Type Y.	10	1.0%
Type Z.	10	1.0%
Type YY.	10	1.0%
Type ZZ.	5	0.5%
	<u>870</u>	<u>86.0%</u>
Individually constructed		
homes	80	8.0%
Public buildings	2	0.5%
Churches	2	
Commercial buildings	16	1.5%
New homes	40	4.0%
TOTAL:	<u>1010</u>	<u>100.0%</u>

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The development of the Civic Park District did not begin with the General Motors Corporation of early Flint. Actually, two years before GM's groundbreaking in 1919, a number of prominent businesspeople in Flint formed the Civic Building Association with the goal of promoting new housing in the congested City. The members purchased 400 acres of land just across the boundary line of Flint, paying \$300 an acre to establish their program. Next, the members brought in William Pitkin, a landscape architect from Boston, to lay out the plat. Davis, McGrath and Kiessling of New York were retained as the architects; the W.E. Wood Construction Company of Flint was hired as the general contractor.

Plans already had been made with the City of Flint to connect the first completed homes with water, sewer, electric, and gas lines before the Civic Building Association's development plans collapsed. Some blamed the breakdown on America's involvement in World War I: steel could not be obtained for the street car rails that would make the plat accessible to its future residents. Others felt that the ambitious program simply had lacked the necessary capital to cover the heavy front-end development costs. Still others noted that the City, expected by the Association to bring full utility service to the fledgling community, already was heavily in debt from bonds issued for new schools, pavement, sewers, and water mains elsewhere in the City.

Although the Civic Building Association had failed in its undertaking, the time was still right for the aggressive development of new housing in the City. Post-World War I Flint was experiencing a housing shortage similar to that in other Michigan communities. The shortage was made worse, however, by the City's growth from a small community of only 13,000 people in 1900 to a boom town of 91,000 residents in 1920. As Carl Crow stated in The City of Flint Grows, "No American community had such a spectacular growth in population."

The pain caused by Flint's housing shortage was acute. An editorial in the Flint Daily Journal for March 31, 1919 expressed that even 5,000 new homes would not be enough to alleviate the congestion. "For every house in Flint that becomes idle," expressed the editorial, "there are fifty to one hundred applicants. Prospective tenants are seeking to buy new houses before the foundations are laid. Driven to desperation in their quest for places to live, newcomers are offering abnormal and ridiculous prices for homes that have never been offered for sale." A potential renter in Flint fared no better. Rental agencies were besieged all day, seven days a week, by newcomers desperate for even temporary accommodations.

Many clients must have lost in both the rental and purchase markets because when addressing the City's housing situation in 1921, Polk's Flint City and Genesee County Directory quantified that 651 families were living in tar paper shacks and that 96 more were living in tents both in and around the City. Even moving out of

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Flint and commuting to work proved to be a poor alternative. The overflow of people already had filled Fenton, Davison, Lapeer, Mt. Morris, and Clio; even cities as far away as Bay City, Saginaw, and Jackson indicated the complete saturation of their housing markets.

The pressure on Flint to respond to its housing shortage came from every corner and did not appear to diminish. In the same March 31st Daily Journal editorial cited above, for example, the report was made that the big plants in Flint actively were hiring and that sufficient work existed to hire at least 5,000 men to the payrolls within twenty to thirty days. Building experts such as New York's Noble Foster Hoggson warned that cities and employers had no choice but to respond to the housing shortage if there was to be continued growth. In his article, "The Building Outlook for 1919," carried complete in the Flint Daily Journal on January 6, 1919, Hoggson stated that employers had to recognize

"...the actual money-value return of providing good housing accommodations for their employees. It is fatuous to believe that the employers have not profited by the lessons of the war. They have learned that contented workers are the best possible asset, that high labor turn-over is wrong and expensive, and that proper housing is one of the greatest, if not the greatest factor in reducing labor turn-over and keeping employees happy on the job."

Even U.S. Secretary of Labor William McAdoo voiced directives through a release carried in the Daily Journal on January 18, 1919. "Activity of the construction industry at this time is essential to the welfare of the country," stated the Secretary. "The activity of the building industry will facilitate the transition of general industry from war to peace basis.

Recognizing that this wave of post-war growth could not be ridden if housing problems were not addressed, realizing that the work force would not be "contented" if not properly housed, and, perhaps, even recognizing its responsibility to assist in post-war revitalization efforts, General Motors began to take an interest in the welfare of employees. The executive committee of GM including President William Crapo Durant, J. Amory Haskell of the DuPont interests, and Walter P. Chrysler, President of Buick and Executive Vice-President of GM, set about to investigate the industrial conditions in communities where the Corporation had plants and, most immediately, to develop a housing scheme for Flint.

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The executive committee worked swiftly. On February 1, 1919, Vice-President Chrysler announced in the Daily Journal that General Motors had acquired all the property of the Civic Building Association for close to \$400,000. Although details of the total plan were not yet developed for the property, Chrysler stated that General Motors proposed "...to make it possible for many of our employees to acquire homes of their own who otherwise would not be able to have homes because of their inability to meet the ordinary conditions involved in the acquisition of homes. Thus, we are going to create home-owners and home-builders."

Within seven short weeks, General Motors developed plans for the Civic Building Association plat, or, "Civic Park" as the area would from that time be called. Most significantly for the total program, GM established the Modern Housing Corporation as a home building subsidiary with its own capital pool of \$3.5 million. The DuPont Engineering Company with headquarters in Wilmington, Delaware, with a second major manufacturing base in Nashville, Tennessee, and with a controlling share of General Motor's Common Stock, was placed in charge of the housing subsidiary. In turn, the DuPont Company named Allen J. Saville as head of Modern Housing. According to an article later printed on September 6, 1919 in Flint Saturday Night, Saville's directions included only the following terse words from the DuPonts:

"Go up to Flint and build a thousand homes. Start work about the middle of May. The houses and the pavements and all the other modern improvements will be completed by December. Good luck to you."

With the General Motors outline for development complete, the Flint Daily Journal of March 24, 1919 boldly announced: "GENERAL MOTORS WILL BUILD 1000 HOUSES HERE AT ONCE." President Durant explained that by December 1, 1919, the Modern Housing Corporation would finish construction on 1,000 homes for employees of the Buick and Chevrolet factories. Each property would be complete with pavement, sewer, and water connections, sidewalks, trees, and shrubbery; the finished Civic Park community would offer a school, a recreation center, open spaces for the children of the neighborhood, and street car connections to the City. The Housing Corporation would make all these improvements on the land tract that once had been known as the old Stockdale Farm and a portion of the Durant Farm. Larger than the area originally outlined by the Civic Building Association in 1917, the boundaries of Civic Park roughly would stand at Dartmouth to the north, DuPont to the east, Welch to the south, and Brownell to the west - a total of approximately 280 acres.

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Only one major problem stood to block this otherwise smoothly developing housing scheme: the platted area of Civic Park lay entirely outside the City of Flint in Flint Township. Although the Modern Housing Corporation was making all initial community improvements to get the Civic Park program underway, General Motors realized that after completion, the neighborhood would need to depend on the City for maintenance of its school, utility systems, pavement, and sidewalks. The community's future would be more secure if it were a part of a growing urban center. To be annexed to the City of Flint, however, Civic Park needed to have majority support from the Township of Flint, the City of Flint, and the community of Civic Park; if a majority was not yielded by even one of the three units, the annexation to the City would not be approved.

General Motors was secure that support for annexation would come easily from both the Civic Park community and the City of Flint. To be certain that the residents of these two units fully understood the benefits at stake, however, supportive arguments were outlined in a Daily Journal article dated April 5, 1919 and titled, "10 Questions." First, the article stressed, \$500,000 would be added to the assessed valuation of Flint and would tend to reduce the City tax rate if the Civic Park neighborhood was annexed. Second, most of the improvements in Civic Park would be provided by the developer; the City would incur none of the usual development costs. Third, thousands of GM employees working in Flint's factories would be spending their wages in the City. This would allow their earnings to "trickle down" through the community and leverage each dollar's economic impact. Lastly, the article stressed, "It is merely a case of annexing a developed community to help make a better and greater Flint."

General Motors interests were concerned, however, over the opposition developing in Flint Township against the City's annexation of Civic Park; indeed, proponents of the action foresaw certain defeat if the Township withheld its majority support. Lacking any positive reasons to convince the Township to give up a promising new community that could only generate new tax income, the Flint Daily Journal on April 5, 1919 resorted to subtle "scare tactics." The article titled, "Importance of Civic Park Annexation," warned that if the development work was carried on despite the Township's adverse vote on annexation, the political complexion of the otherwise sparsely populated rural unit would completely change. Within twelve months, more voters would be on the GM plat than in the Township at large and could effectively push votes on sewers, water, pavement, and other public improvements at the expense of the entire Township. The argument proved effective - on Tuesday, April 8, 1919, the Daily Journal headline read: "RECORD VOTE CAST IN GENESEE COUNTY - CIVIC PARK ANNEXED."

Even before the successful annexation vote on April 8th, Allen Saville and other

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engineers from the DuPont firm were in Flint studying the Civic Park site. As members of an engineering firm that had done defense contract work during the war, Saville and his colleagues were undaunted by the deadline placed upon them and the concomitant construction problems. Instead, the team calmly directed the erection of the first bunkhouses and mess halls that were to house the DuPont workmen coming to the site.

In reviewing the housing plat, Saville determined that many of the original plans developed by the Civic Building Association could be utilized. Records show, for example, that the DuPont team fully implemented the streetplan and landscaping program designed by William Pitkin. All of the original twenty-nine home designs developed for the plat by Davis, McGrath, and Kiessling were used as well. Similar designs within this group of twenty-nine, however, were consolidated into a smaller number of housing types for Civic Park. A variety of new design types with varying details were then added to the overall plan for the community and the number of different residential styles was limited to twenty-eight. Research to date has not revealed who consolidated the original housing styles, designed the additional Civic Park residential types such as the popular "Barns" and "Bungalows," and made the final selection of homes to be built in the neighborhood.

The first group of fifty carpenters, masons, and excavators arrived at the site on April 12, 1919; several hundred more workers drawn from Flint and the vicinity as well as from the South arrived at the site during the next few days. The workers' first assignment was to develop an effective means of getting supplies to the huge building site from the regular supply depot at the Grand Trunk line behind the Chevrolet plant over one mile away. In answer to this need, they constructed a narrow gauge railroad that ran from the depot to various sites in Civic Park. As the pace of construction work climbed, the fifteen small trains were described in the Flint Saturday Night for September 6, 1919, as leaving the supply station every six minutes, running twenty-four hours a day, and carrying over 2,000 tons of materials each to Civic Park in any twenty-four hour period.

The full pace of construction work was reached in but a few weeks, and then, sustained for months. As in waves rolling over the Civic Park property, large caterpillar ditching machines severed the earth and laid sewer piping. Directly behind, keystone shovels, horse drawn teams, and "dragline" excavators dug basements, one after the other, all along each block. With basements opened, workers came on each individual housing site with portable steel frames that served as forms for the cement foundation. Teams pulled large cement mixers from site to site and poured in the needed material; workers followed with tar weather-proofing and painted the substance on as soon as the cement was set.

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At five separate sites spaced throughout Civic Park, sawmills worked twenty-four hours a day. Hemlock and rough yellow pine was cut for each home's rough framing; ten-inch groove lumber was cut and stockpiled for the siding; two-by-eight-inch timbers for the outside walls of a floor's foundation and two-by-four-inch timbers for door, window, and corner framing were cut at a hectic pace. Entire walls of individual homes were "pre-fabricated" from these materials at each sawmill area. Thus, after a carpentry team moved to a new home site and laid the double floors of the first story level, the skeleton of the structure could be swiftly erected. With the basic foundations and framing in place, follow-up teams of men could move from site to site and complete the stucco, brick, brick veneer, and clapboard finishes for each home.

The DuPont team approached the entire Civic Park development project with a wartime sense of speed, size, and efficiency. At the peak of construction, for example, the Housing Corporation employed a workforce numbering over 4,600 people. Rather than allowing its workers to live within the City of Flint and add to the congestion they were attempting to alleviate, the Corporation developed a model camp at the Civic Park site that included ninety-six bunkhouses, two commissaries that could feed 1,500 workers at a sitting, a cafeteria, a barber shop, a shoe repair shop, and several open air theatres.

At another time, a November 8, 1919 article in Flint Saturday Night stressed that the Modern Housing Corporation was a fine-tuned machine that provided for its workers as efficiently as it carried out its wartime construction work. The article related that in the Fall of 1919, Saville received a telegram announcing the arrival of 100 additional workers the next day. At 6:30 AM the following morning, 40 carpenters began work on a bunkhouse for the new men; by noon it was half completed; after a dinner hour at 5:30 PM, the workers completed the structure in two more hours. By 9:30 PM that evening, the newcomers were at the site and housed in their new quarters.

Yet another Flint Saturday Night article run on January 3, 1920 and simply titled, "Kimona," emphasized that as during the war, even the weather could not slow DuPont efforts. The workers had been losing time as cold weather and snow set in at the Civic Park site. Responding to this situation, workmen devised a canvas kimona that could be tented over a housing unit and heated from within. Such a covering made working conditions better and allowed construction to continue through the winter months.

The efficiency of the construction process in Civic Park, the size of the workforce, and the speed with which all work was carried out resulted in nothing short of a building phenomena. In just five short months, 600 modern, attractive five, six,

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and seven room homes were completed. The Modern Housing Corporation had paved over sixteen miles of road. Sewage and lighting hook-ups for almost 1,000 homes were in place. Thousands of yards of sidewalk were down. The once mosquito infested Civic Park site, seemingly overnight, had developed into a liveable community where the first new homeowners already were moving into their residences. With three months yet to go before the December deadline, the DuPont team felt confident that its housing quota could be met.

General Motors promoted purchase of the newly completed Civic Park homes amongst its workers, laborers, and executives by providing any serious home buyer with concrete financial assistance. For example, GM limited the pricing of Civic Park homes to a range from \$3,500 to \$8,500; homes in the category of \$5,000 to \$5,500 were the average. Secondly, down payments were limited to five percent, or just a few hundred dollars, to allow many workers to take possession of a home without a large front-end investment. General Motors also devised a plan whereby a worker who purchased a house and remained in the service of the Corporation for at least five years, received a credit of \$800 on his or her home purchase contract.

Most significantly, however, was President Billy Durant's announcement of a unique plan combining profit-sharing and employee savings that could lead to home purchases in Civic Park. As the Daily Journal printed on April 12, 1919 in its article titled, "Profit Sharing for GM Employees in Flint Plan," the new Savings and Investment Fund would cover all 20,000 GM workers in Flint. For every dollar - up to \$300 - put into a savings fund by a GM employee under the plan, the Corporation would put in another dollar and pay the saver six percent interest semi-annually on the total account. The program stressed that an employee who could save \$300 in the first year and leave it in the matching account for five years, would be able to draw out \$850 at the end. Additionally, a successful saver would receive a pro rata share of the Corporation's money assigned to others who failed to participate in the plan for the full period.

Control was tight on the deposits any employee placed in the Savings and Investment Fund. General Motors wisely promoted the success of Civic Park, however, by making a deduction for home purchase the only withdrawal that would not result in damage to the employee's interest. This regulation not only eased a thrifty employee's progress toward home purchase, but also assured General Motors that much of the housing money spent would be spent in Civic Park.

General Motors even supplied incentives for those employees who could afford a home in Civic Park without special assistance. For those who wished to build their own homes in Civic Park rather than buy one of the twenty-eight types built by the Modern Housing Corporation, GM "rewarded" them with an \$800 building advance. For those workers who could afford a Modern Housing-built home but hesitated to buy

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one, GM promised a purchase "package" that included a kitchen range, a gas hot water heater, a furnace, and paved streets, sidewalks, and planted trees.

Marketing of the area proved to be as successful as the physical development of Civic Park. By January, 1920 - just a few short weeks off schedule due to the particularly severe Winter - the Modern Housing Corporation had completed or promoted the private production of its revised quota of 950 Civic Park homes. Because the homes and property were selling as soon as they were available, the neighborhood was almost fully tenanted by GM employees by the early Spring.

While reflecting upon their success, the General Motors Corporation, the Modern Housing Corporation, and Allen Saville and his DuPont colleagues admitted that the housing development had cost GM \$8 million more than the original estimates. Many of the excess costs could be blamed on delays, cancelled orders, constant increases in building costs, and the revisions of plans made in the middle of operations. Most of the cost over-runs could be attributed, however, to the DuPont engineers. Accustomed to building efforts carried out during the war when costs were considered secondary to speed, the DuPont team had paid little attention to their initial budgets. With their capital exhausted and with high overhead impacting their unit costs, the Housing Corporation could not have completed those last fifty homes of its quota even if it had tried.

The faltering economic conditions of 1920 ended any further thoughts of continuing on with the Civic Park program. Thus, General Motors contented itself with marketing the last few available homes and closing its books. The latter activity proved to be an uncomfortable one for Jacob Raskob, Chairman of the Finance Committee and a prime supporter of the housing philosophy promoted by Civic Park. Indeed, Norbert F. Dougherty, President of the Modern Housing Corporation subsidiary, wrote in his unpublished Memoirs that Raskob often suffered from the verbal attacks of other GM Vice-Presidents. On one such occasion, Raskob exploded:

"I do not give a damn, John, how much money we lost on those homes. What I consider of greater importance is how much Buick, Chevrolet, and Oakland have saved due to their workmen being properly housed."

After the economic slump of 1920, GM continued to promote housing development in Civic Park and in Flint. However, the huge cost over-runs of the Civic Park program and the internal disagreements amongst GM executives over the costs versus the benefits of home construction effectively stopped any new housing schemes. Thus,

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General Motors maintained Modern Housing Corporation as a subsidiary but vastly reduced its responsibilities. The Corporation was directed to finance only basic community improvements and to market finished units after private developers built the homes. General Motors anticipated that by being freed of front-end financing and sales costs, these private developers could build with a low profit margin and very little risk. New low cost homes in locations of benefit to GM's future growth would still be the end products but with very limited involvement demanded of the General Motors Corporation.

With GM development at an end in Civic Park, the Modern Housing Corporation carried out one last construction effort as a reward to the community. When Civic Park was first getting underway, the City of Flint could not afford even its limited share of the initial site improvements. Not wishing to throw its production off schedule, the Housing Corporation loaned the City the \$500,000 for its share. In 1923, however, Norbert Dougherty saw it unlikely that the residents of Flint would support a bond issue to cover a repayment to Modern Housing. Fortunately, Dougherty remembered that Civic Park residents desired a park and a recreation center to provide for community needs. He developed a plan whereby the Civic Park League would bring out the vote on the bond issue while the local papers kept the issue quiet in the rest of the City; to sweeten the deal, Modern Housing even donated \$2,000 to each of the churches in the neighborhood.

When election day came, the vote was light outside of Civic Park; the bond issue carried by a strong majority of 1,800 to 800. With the "public" having thus illustrated its support at the polls, the City of Flint paid Modern Housing Corporation its \$500,000. In return, Modern Housing deeded the Civic Park Recreation Area to the City and built upon it a \$150,000 community center for the residents of Civic Park.

Civic Park experienced only slow development after 1923. Approximately sixty new structures were built during the next decades; the Civic Park Community School was completed in the park facing Dayton Street; two small commercial areas developed to serve the shopping needs of the immediate neighborhood. With its completion, Civic Park stood as an attractive and stable community of General Motors employees and as a reflection of the General Motors Corporation's powerful interest both in its own growth and the growth of Flint.

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- "Advance Guard of Crew of Builders Hits Civic Park." The Flint Daily Journal, April 12, 1919.
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- "Colossal Job at Civic Heights Going to be Finished on Schedule by Peppery Engineers." Flint Saturday Night, September 6, 1919.
- "Demand for Flint Real Estate is Growing Daily." The Flint Daily Journal, March 12, 1919.
- "Detroit Street Car Line to Civic Park Now Ready for Operation." The Flint Daily Journal, January 30, 1919.
- "DuPont Employees Construct House for 100 Men in Twelve Hours When Urgent Telegram Calls for Speedy Action Out at Civic Heights Job." Flint Saturday Night, November 8, 1919.
- "General Motors Progress in Civic Park." The Flint Daily Journal, September 13, 1919.

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INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET #22 ITEM NUMBER 9 PAGE 3

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CONTINUATION SHEET

#23

ITEM NUMBER

10

PAGE

2

centerline of Trumbull until it intersects the centerline of West Rankin; from this point, the boundary moves eastward along the centerline of West Rankin until it intersects the extended (southward) back propertyline of #2601-2633 Colby; from this point, the boundary moves northward along the extended (southward) back propertyline of #2601-2633 Colby until it intersects the centerline of Jackson; from this point, the boundary moves westward along the centerline of Jackson until it intersects the centerline of Trumbull; from this point, the boundary moves northward along the centerline of Trumbull until it intersects the extended (westward) side propertyline of #2802 Trumbull; from this point, the boundary moves eastward along the extended (westward) side propertyline of #2802 Trumbull, eastward along the back propertyline of #1614-1402 Dartmouth, eastward across Forest Hill, and eastward along the back propertyline of #1326-1202 Dartmouth until it intersects the centerline of Lawndale; from this point, the boundary moves southward along the centerline of Lawndale until it intersects the centerline of Dartmouth; from this point, the boundary moves eastward along the centerline of Dartmouth until it intersects the extended (northward) back propertyline of #2738 Lawndale; from this point, the boundary moves southward along the extended (northward) back propertyline of #2738 Lawndale until it intersects the north side propertyline of #2650 Lawndale; from this point, the boundary moves eastward along the north side propertyline of #2650 Lawndale until it intersects the back propertyline of #2650-2610 Lawndale; from this point, the boundary moves southward along the back propertyline of #2650-2610 Lawndale until it intersects the back propertyline of #1106-1102 Rankin; from this point, the boundary moves eastward along the back propertyline of #1106-1102 Rankin until it intersects the centerline of Proctor; from this point, the boundary moves northward along the centerline of Proctor until it intersects the extended (westward) back propertyline of #1014-1002 Rankin; from this point, the boundary moves eastward along the extended (westward) back propertyline of #1014-1002 Rankin, eastward across Milbourne, eastward along the side propertyline of #2602 Milbourne, eastward along the back propertyline of #914-906 Rankin, eastward along the side propertyline of #2603 Chevrolet, eastward across Chevrolet, eastward along the side propertyline of #2602 Chevrolet, and eastward along the back propertyline of #818-802 Rankin until it intersects the centerline of Mt. Elliot; from this point, the boundary moves southward along the centerline of Mt. Elliot until it intersects the centerline of Rankin; from this point, the boundary moves eastward along the centerline of Rankin until it intersects the centerline of DuPont.

The EASTERN BOUNDARY of the District begins at the point of intersection between the centerline of Rankin and the centerline of DuPont; from this point, the boundary moves southward along the centerline of DuPont until it intersects the centerline of Stockdale.

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INVENTORY -- NOMINATION FORM**

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#24

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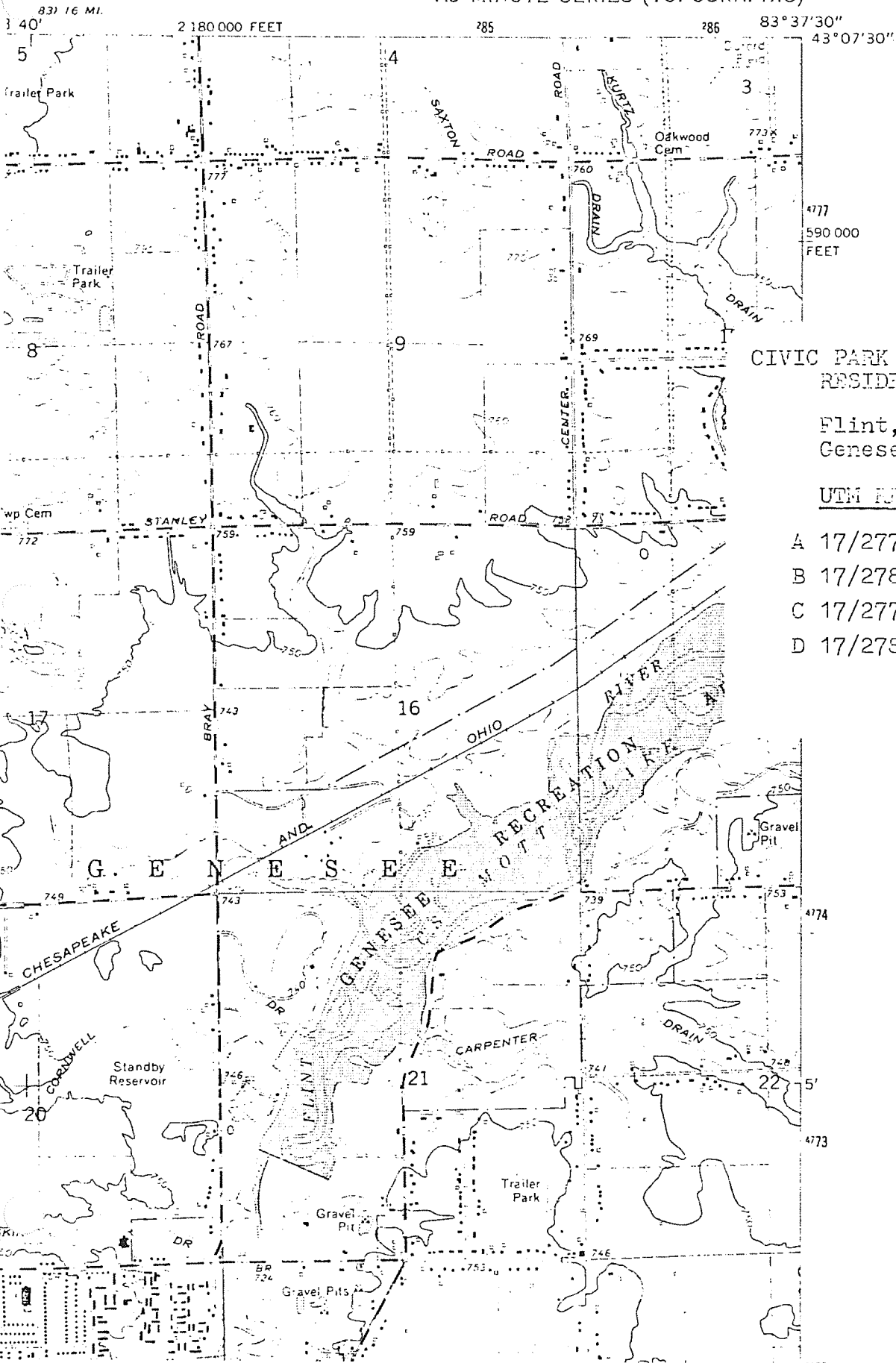
3

The SOUTHERN BOUNDARY of the District begins at the point of intersection between the centerline of DuPont and the centerline of Stockdale; from this point, the boundary moves westward along the centerline of Stockdale until it intersects the centerline of Welch; from this point, the boundary moves northwestward along the centerline of Welch until it intersects the centerline of Brownell.

The WESTERN BOUNDARY of the District begins at the point of intersection between the centerline of Welch and the centerline of Brownell; from this point, the boundary moves northward along the centerline of Brownell until it intersects the centerline of West Dayton: the Starting Point.

FLINT NORTH QUADRANGLE
 MICHIGAN-GENESEE CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)

4270 II NE
 (OTISVILLE)

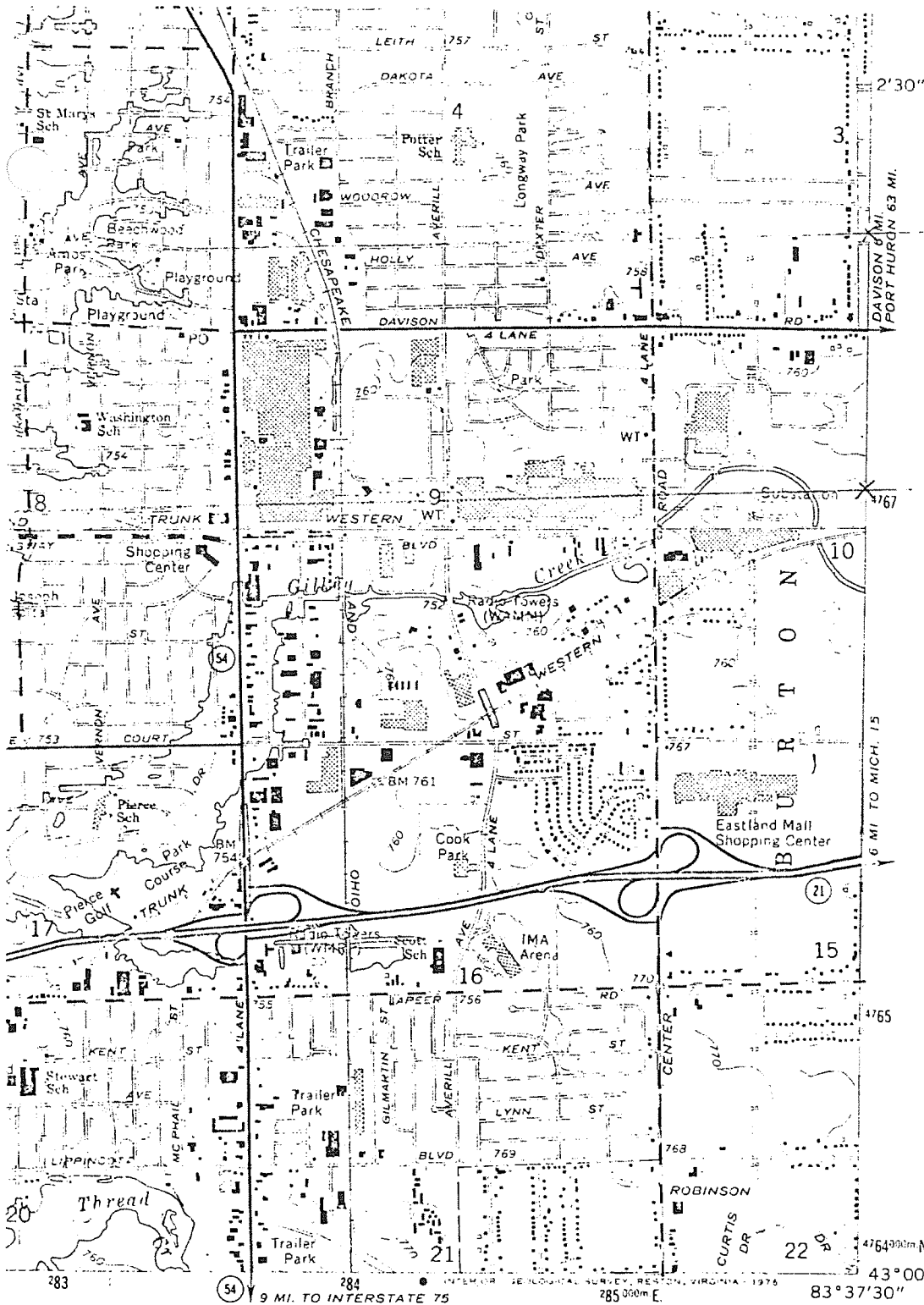


CIVIC PARK HISTORIC
 RESIDENTIAL DISTRICT

Flint, Michigan
 Genesee County

UTM REFERENCES

- A 17/277825/4768950
- B 17/278980/4768920
- C 17/277825/4768100
- D 17/278960/4767520



ROAD CLASSIFICATION

- Primary highway, all weather, hard surface
- Secondary highway, all weather, hard surface
- Light duty road, all weather, improved surface
- Unimproved road, fair or dry weather

- Interstate Route
- ⊕ U. S. Route
- State Route

(GOODRICH)
4259 1 NE



FLINT NORTH, MICH.
N4300--W8337.5/7.5

1969
PHOTOREVISED 1975
AM 4270 II SW SERIES V509



ISWARTZ CREEK
2269 IV NE

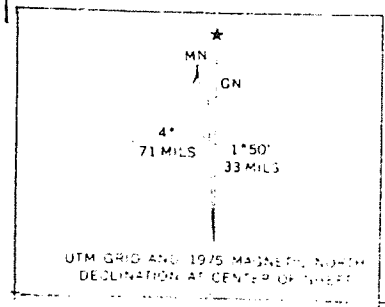
Mapped, edited, and published by the Geological Survey
in cooperation with State of Michigan agencies

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial
photographs taken 1966, and in part by the
Genesee County Metropolitan Planning Commission
field check 1969

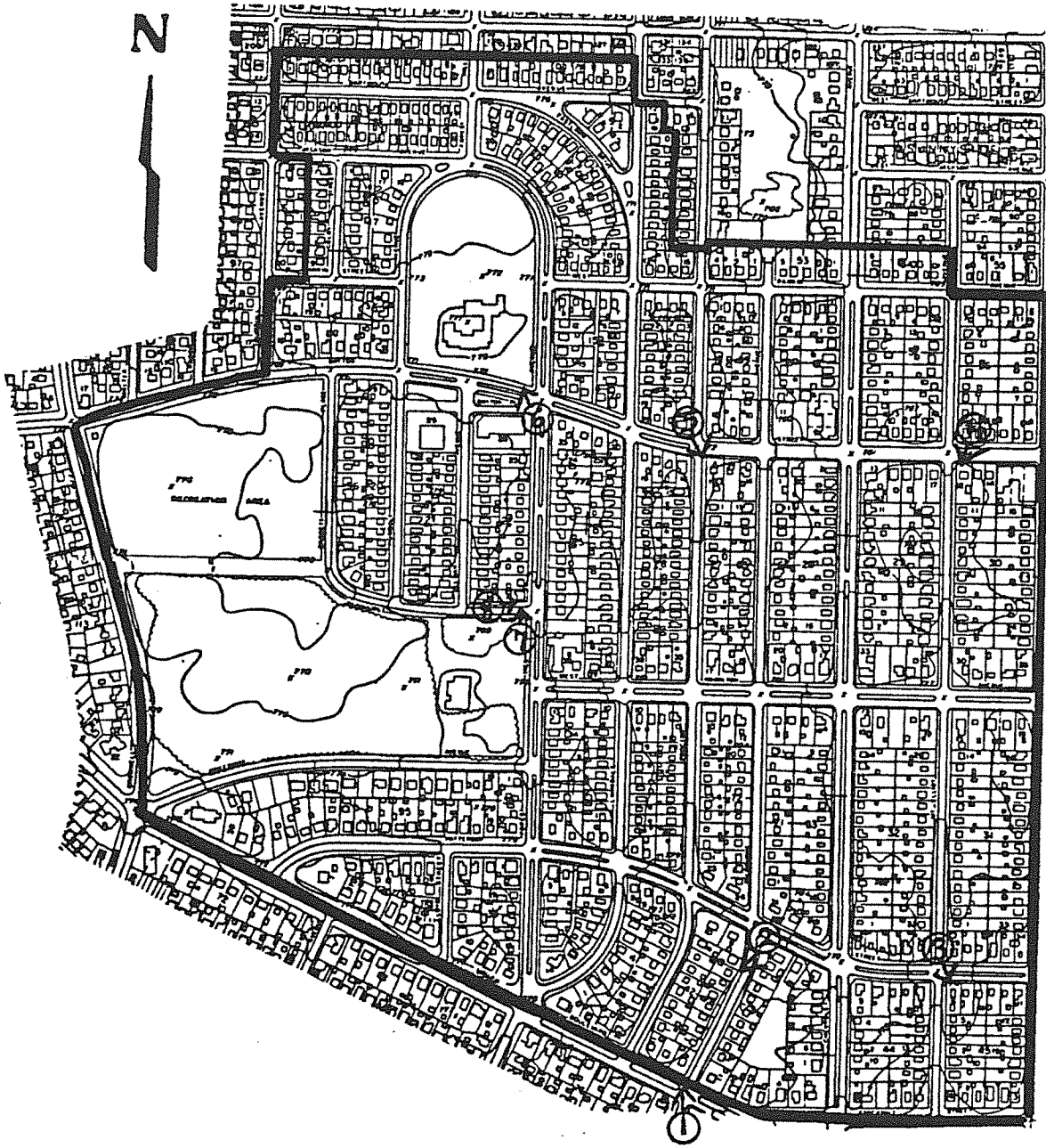
Polyconic projection. 1927 North American datum
10,000-foot grid based on Michigan coordinate system, south zone
1000 metre Universal Transverse Mercator grid ticks,
zone 17 shown in blue

Red dot indicates areas in which only farm buildings are shown



NORTH ARROW

CIVIC PARK HISTORIC RESIDENTIAL DISTRICT
Area roughly bounded by Dartmouth St.,
Lawndale Ave., Rankin St., DuPont St.,
Stockdale St., Welch Blvd., Brownell
Blvd., Dayton St., and Trumbull Ave.
Flint, Michigan



Genesee County Metropolitan Planning Commission Map
Modified at AASLH, 1979

○➔ Photo angles

INVENTORY OF PIVOTAL
STRUCTURES AND STREETSCAPES

Civic Park Historic Residential District
City of Flint
Genesee County
Michigan

PHOTO 1: Streetscape. Lawndale, looking south-west toward Patterson.

PHOTO 2: Streetscape. Mt. Elliot, looking north-west toward Hamilton.

PHOTO 3: Streetscape. Mt. Elliot, looking south-west toward Stockdale.

PHOTO 4: Type A Residence. 1218 Rankin.

PHOTO 5: Type A Residence - Detail. 1801 Mt. Elliot.

PHOTO 6: Type B Residence. 2109 Proctor.

PHOTO 7: Type C Residence. 2667 Eastlawn Drive.

PHOTO 8: Type D Residence. 1202 Rankin.

PHOTO 9: Type E Residence. 2313 Milbourne.

PHOTO 10: Type F Residence. 2014 Proctor.

PHOTO 11: Type F Residence. 2226 Chevrolet.

PHOTO 12: Type G Residence. 1920 Mt. Elliot.

PHOTO 13: Type H Residence. 2222 Proctor.

PHOTO 14: Type I Residence. 2225 Mt. Elliot.

PHOTO 15: Type J Residence. 1101 Dayton.

PHOTO 16: Type K Residence. 1801 Proctor.

PHOTO 17: Type L Residence. 2533 Mt. Elliot.

PHOTO 18: Type M Residence. 1206 Dayton.

PHOTO 19: Type N Residence. 2245 Milbourne.

PHOTO 20: Type O Residence. 722 Patterson.

PHOTO 21: Type P Residence. 2521 DuPont.

PHOTO 22: Type Q Residence. 806 Dayton.

PHOTO 23: Type R Residence. 2534 Milbourne.

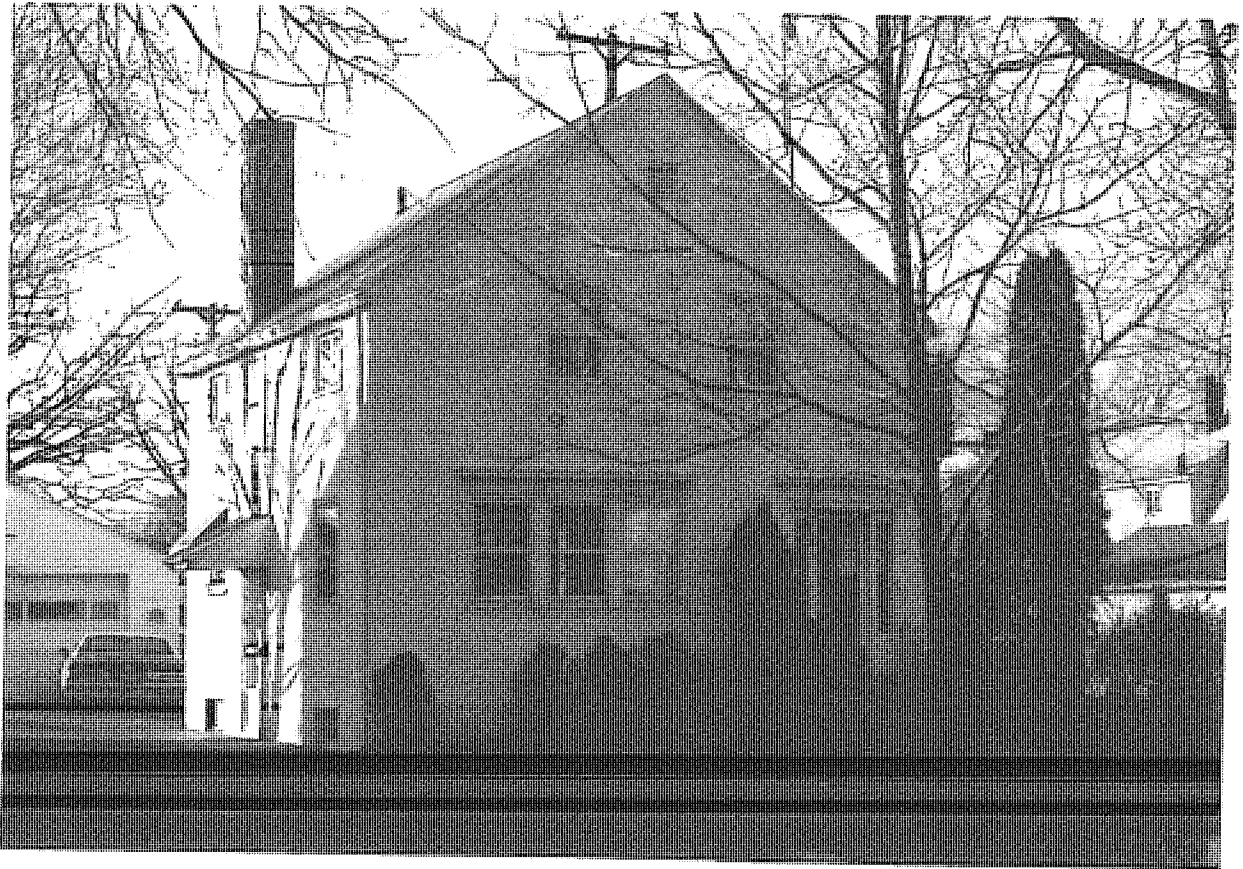
PHOTO 24: Type S Residence. 1709 Mt. Elliot.

PHOTO 25: Type T Residence. 2019 Milbourne.

PHOTO 26: Type U Residence. 2306 Milbourne.

PHOTO 27: Type V Residence. 1431 Greenway.

- PHOTO 28: Type W Residence. 2005 Forest Hill.
- PHOTO 29: Type X Residence. 2309 Chevrolet.
- PHOTO 30: Type Y Residence. 1911 Mt. Elliot.
- PHOTO 31: Type Z Residence. 2010 Chevrolet.
- PHOTO 32: Type YY Residence. 1920 Chevrolet.
- Photo 33: Type ZZ Residence. 1920 Proctor/1009 Patterson.
- PHOTO 34: Individually Constructed Residence. 902 Hamilton.
- PHOTO 35: Individually Constructed Residence. 2522 Mt. Elliot.
- PHOTO 36: Individually Constructed Residence. 1613 Greenway.
- PHOTO 37: Individually Constructed Residence. 1208 Welch.
- PHOTO 38: Haskell Community Center. Civic Park Recreation Area.
- PHOTO 39: Civic Park Community School. Park.
- PHOTO 40: Community Presbyterian Church. Northwest corner of Dayton and Chevrolet.
- PHOTO 41: Commercial Building. 2411 DuPont.
- PHOTO 42: Commercial Streetscape. Dayton Place.
- PHOTO 43: New Residential Construction. 1212 Hamilton.
- PHOTO 44: New Residential Construction. 2202 Proctor.
- PHOTO 45: Trinity United Methodist Church - New Addition. Northeast corner of Forest Hill and Hamilton.



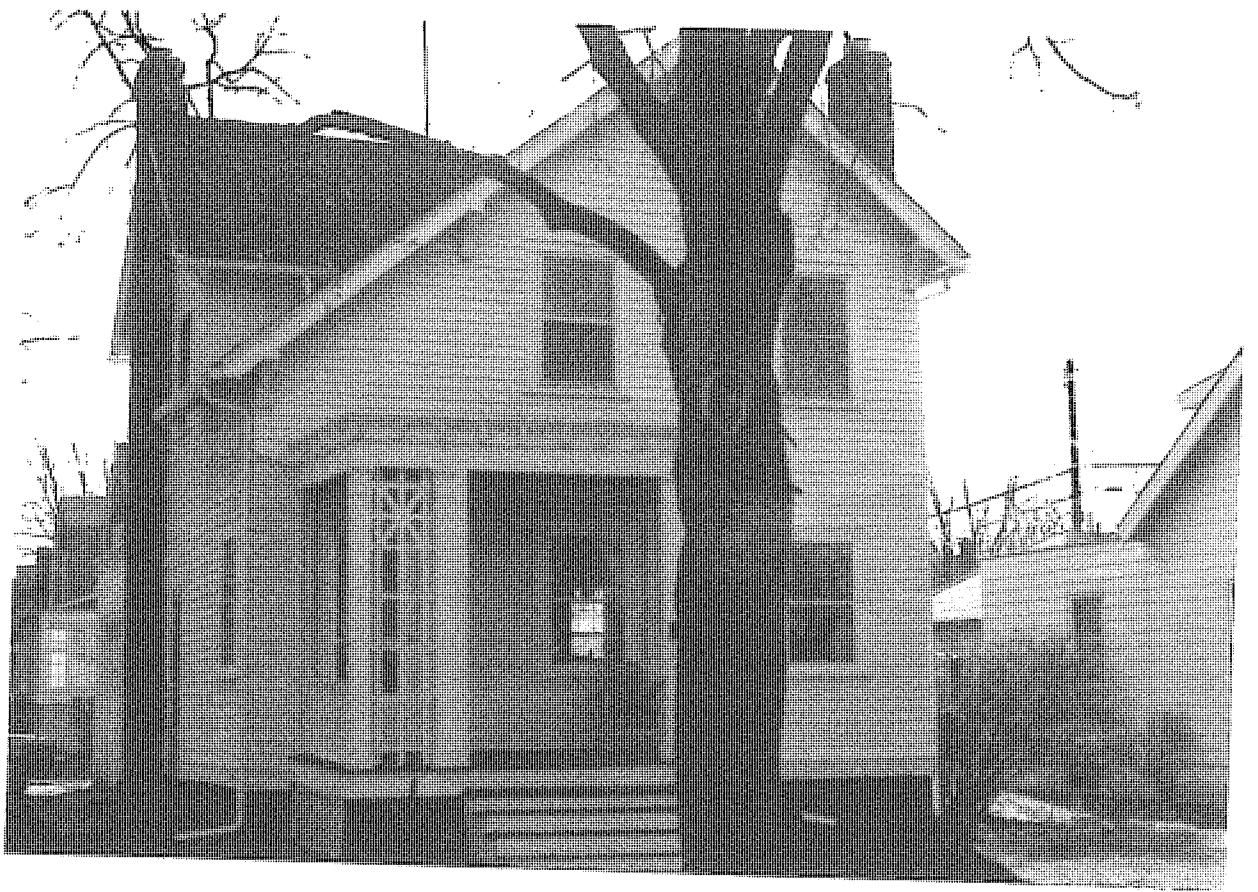
- 1) Type K
1801 Proctor
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North
- 7) Pivotal Structure #16
Survey Photo: 16:10

- 1) Type L
2533 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #17
Survey Photo: 13:7



- 1) Type M
1206 Dayton
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #18
Survey Photo: 2:24

- 1) Type I
2225 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #14
Survey Photo: 28:10



- 1) Type J
1101 Dayton
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-West
- 7) Pivotal Structure #15
Survey Photo: 8:6

- 1) Type N
2245 Milbourne
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing West
- 7) Pivotal Structure #19
Survey Photo: 8:29



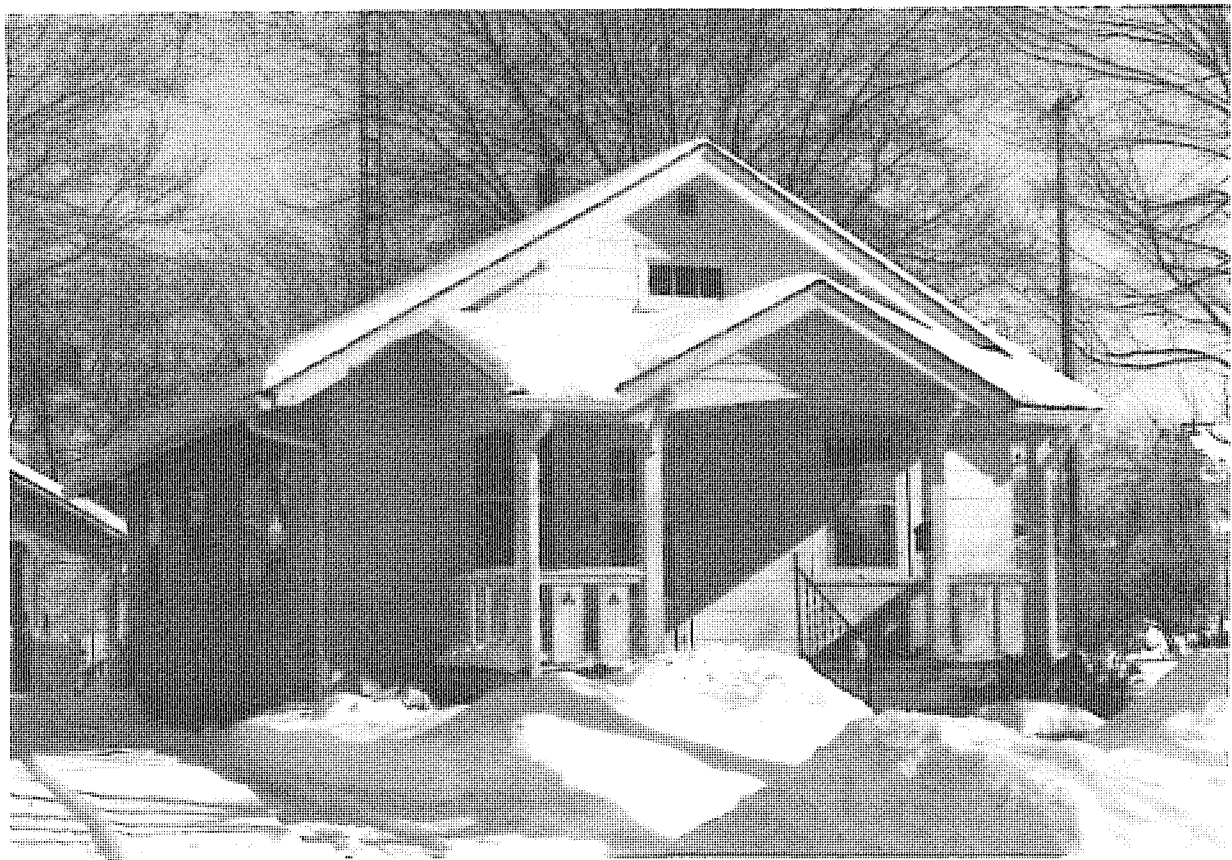
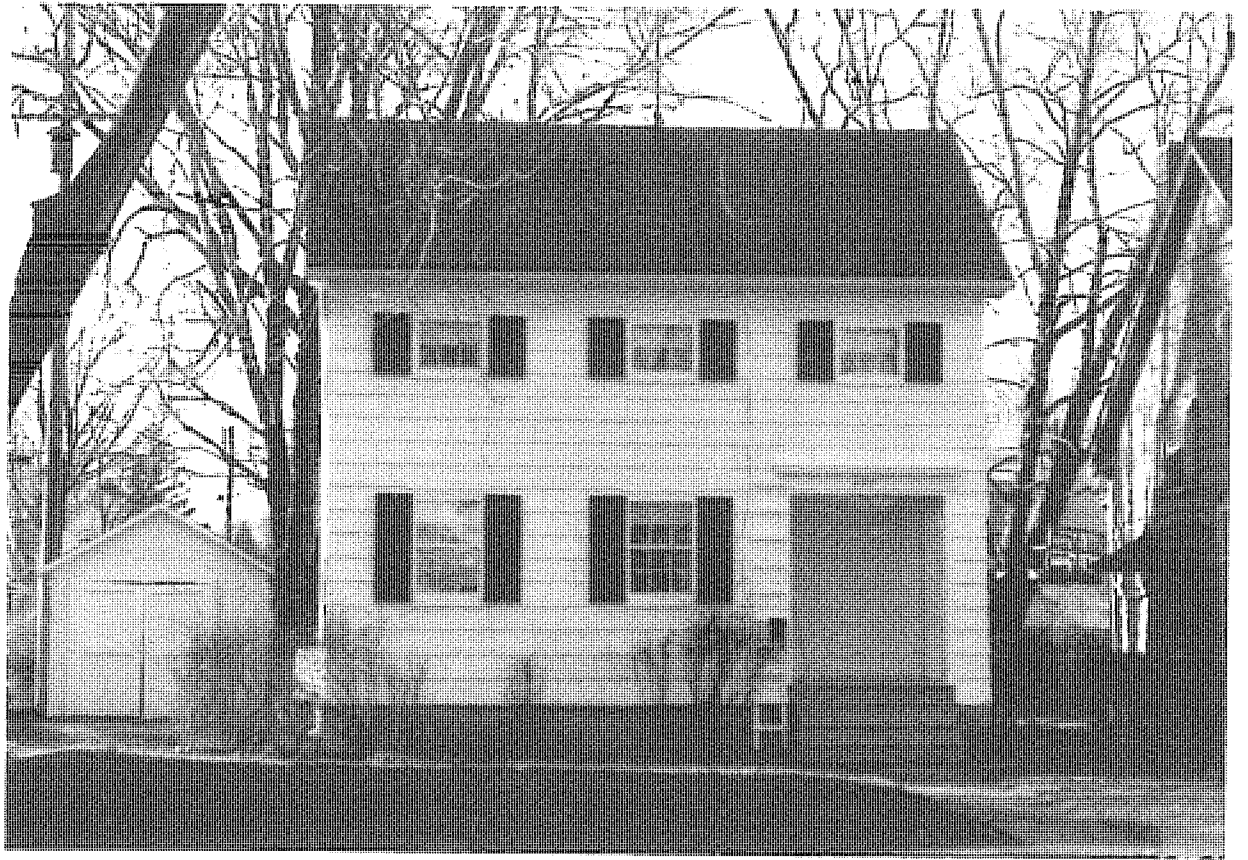
- 1) Type P
2521 DuPont
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #21
Survey Photo: 13:32

-
- 1) Type Q
806 Dayton
Civic Park Historic
Residential District
 - 2) Flint, Michigan
 - 3) Janet L. Kreger
 - 4) Winter 1977-78
 - 5) Michigan History Division
 - 6) Facing North-West
 - 7) Pivotal Structure #22
Survey Photo: 13:14



- 1) Type G
1920 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #12
Survey Photo: 24:13

- 1) Type H
2222 Proctor
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-East
- 7) Pivotal Structure #13
Survey Photo: 8:18



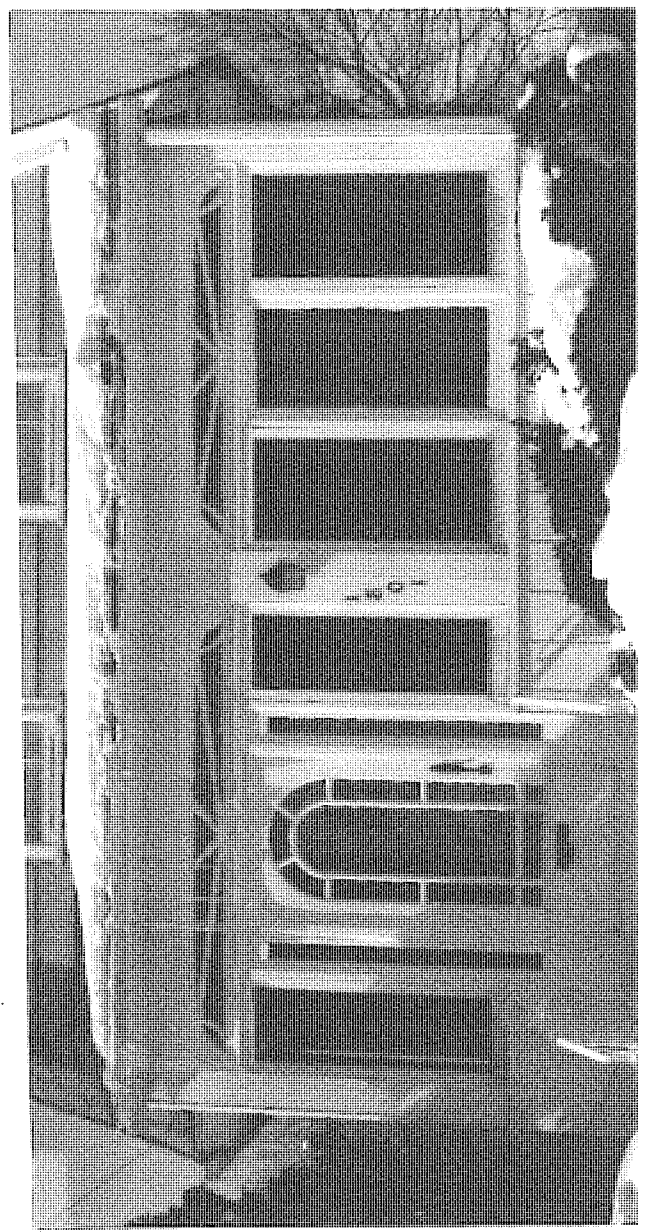
- 1) Type E
2313 Milbourne
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing West
- 7) Pivotal Structure #9
Survey Photo: 8:32

- 1) Type F
2014 Proctor
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South - East
- 7) Pivotal Structure #10
Survey Photo: 16:13



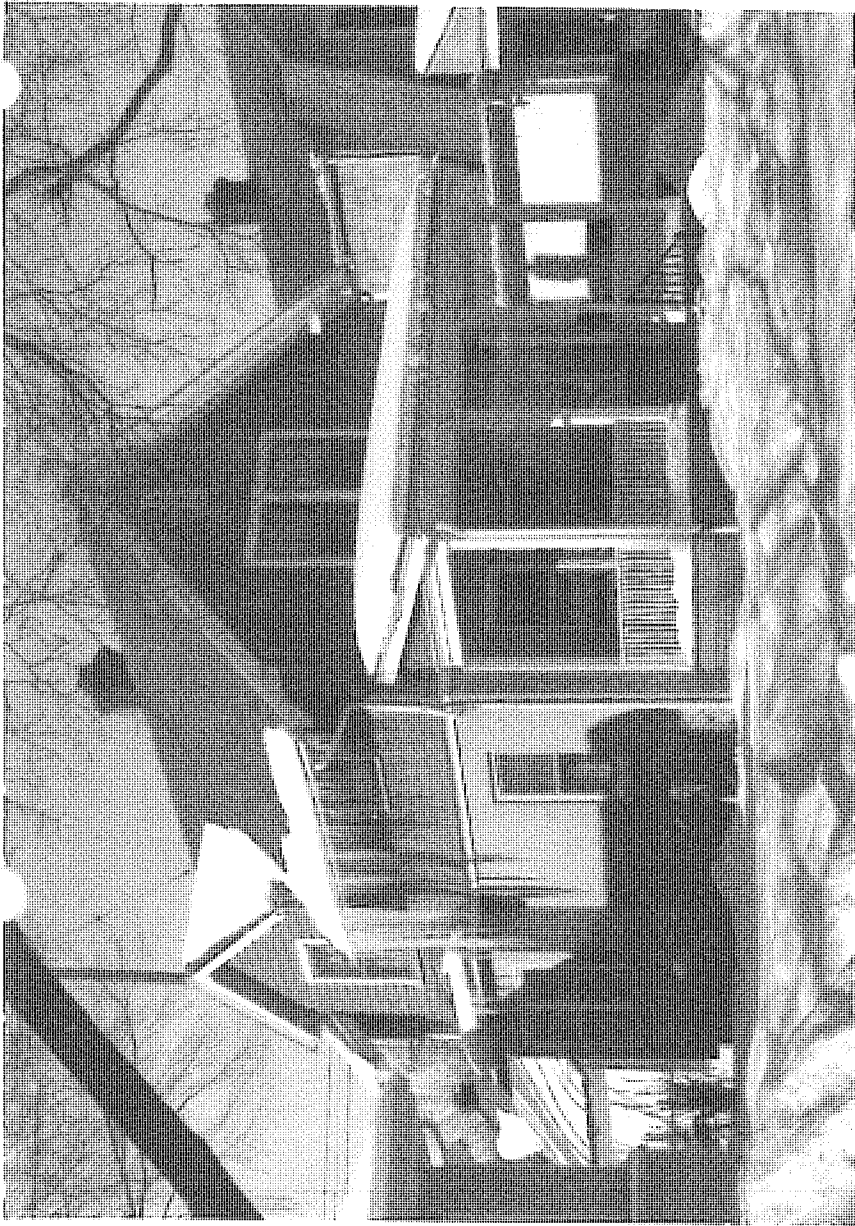
- 1) Type F
2226 Chevrolet
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing ~~South-East~~
- 7) Pivotal Structure #11
Survey Photo: 27:32

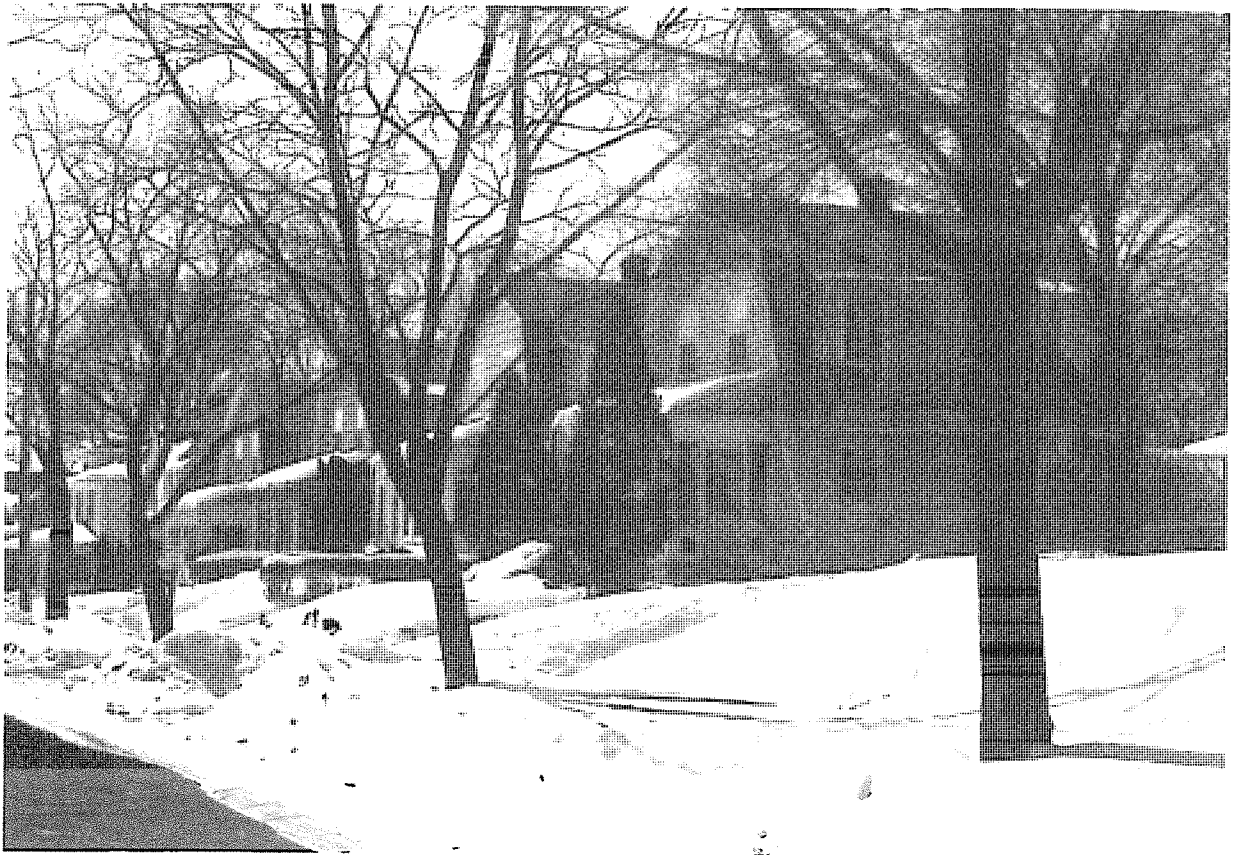
- 1) Type D
1202 Rankin
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing ~~North-West~~
- 7) Pivotal Structure #8
Survey Photo: 3:7



- 1) Type C
2667 Eastlawn Drive
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing *West*
- 7) Pivotal Structure #7
Survey Photo: 3:17

- 1) Type A - Detail
1801 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing *West*
- 7) Pivotal Detail # 5
Survey Photo: 23:9

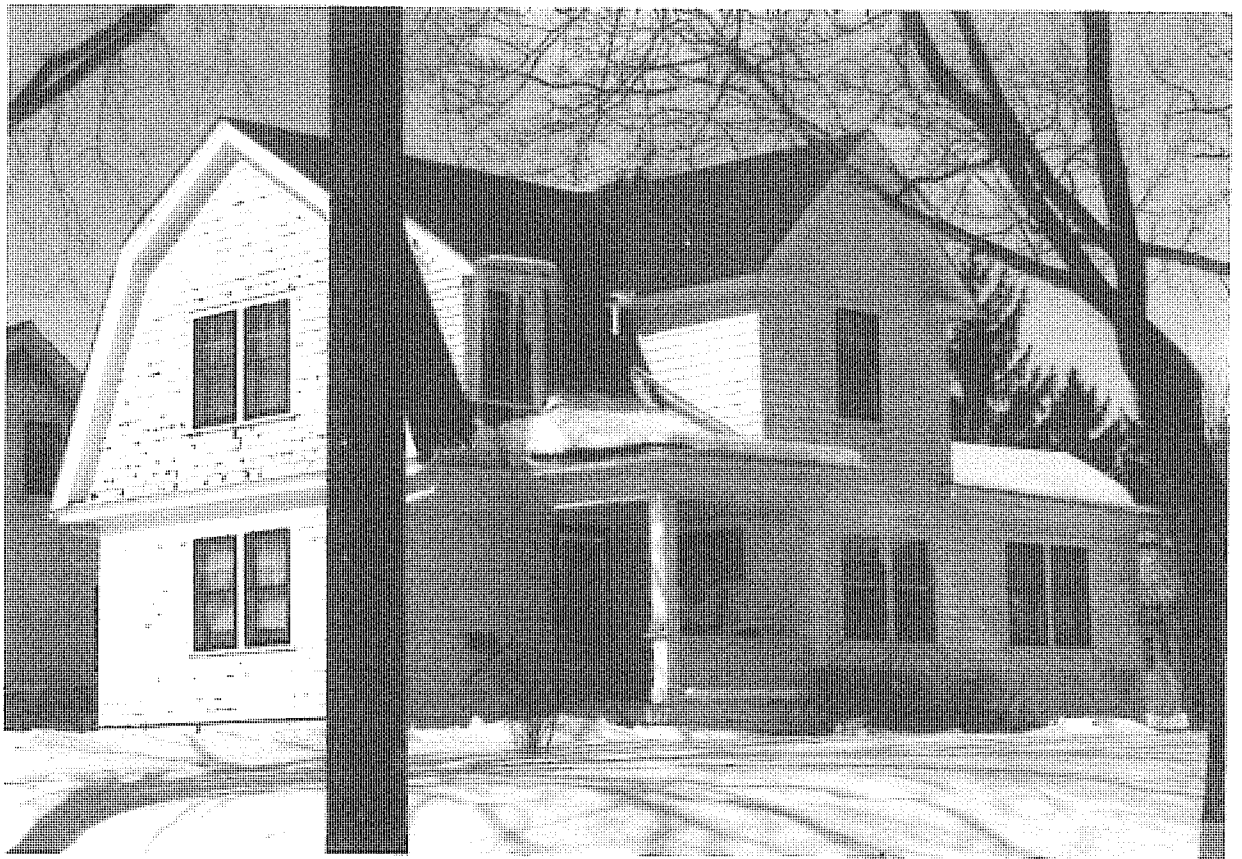


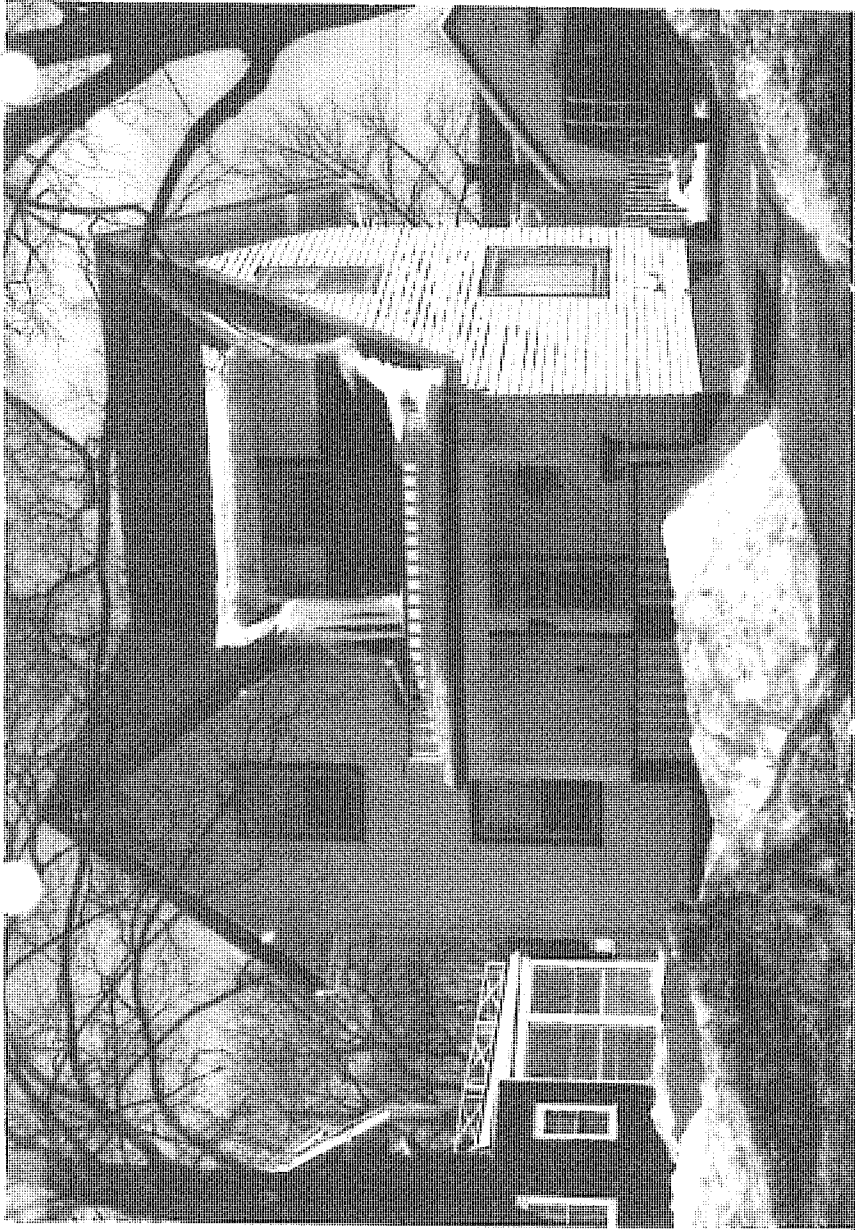




- 1) Streetscape
Lavndale, looking south-
west toward Patterson
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-West
- 7) Pivotal Structures #1
Survey Photo: 18:25

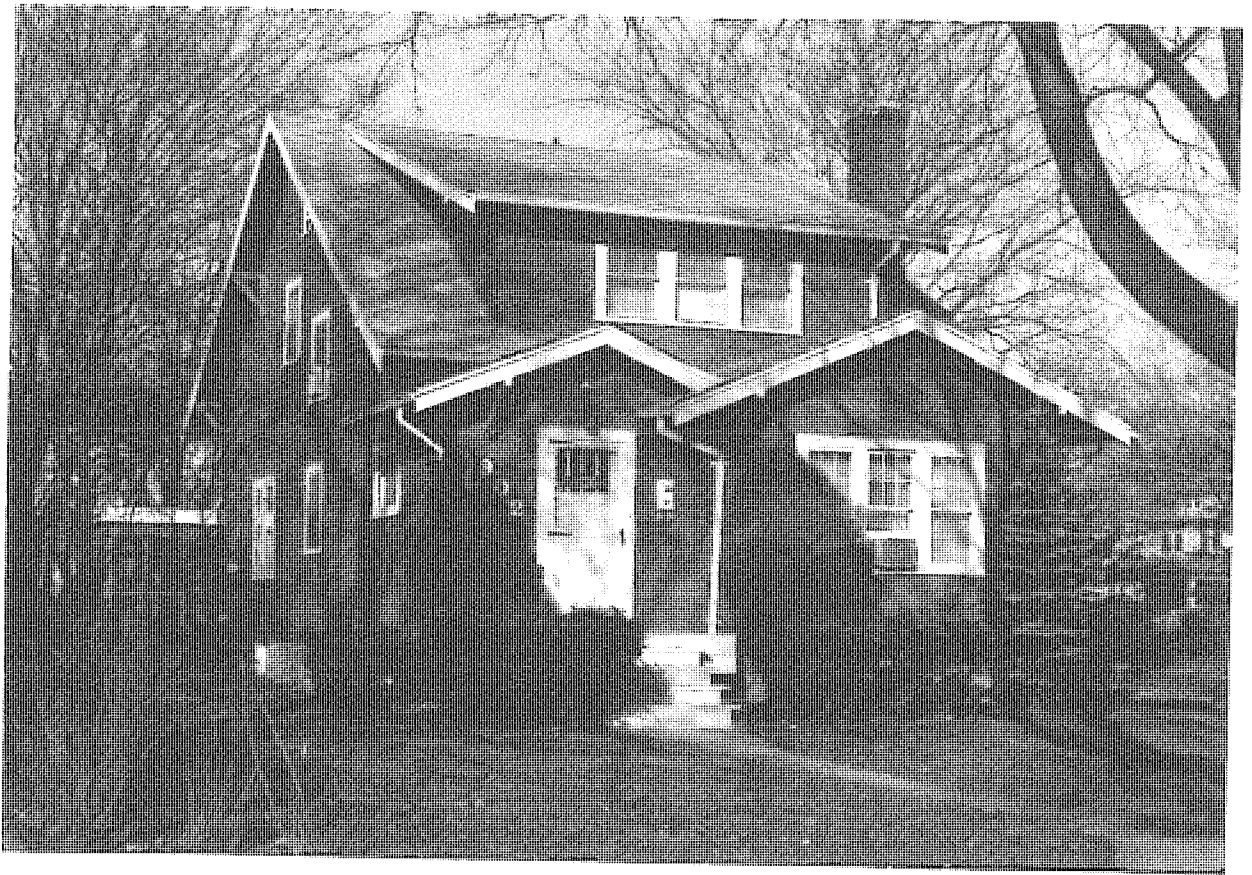
- 1) Trinity United Methodist
Church
North-east corner of
Forest Hill and Hamilton
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-East
- 7) Pivotal Structure #45
Survey Photo: 1:4





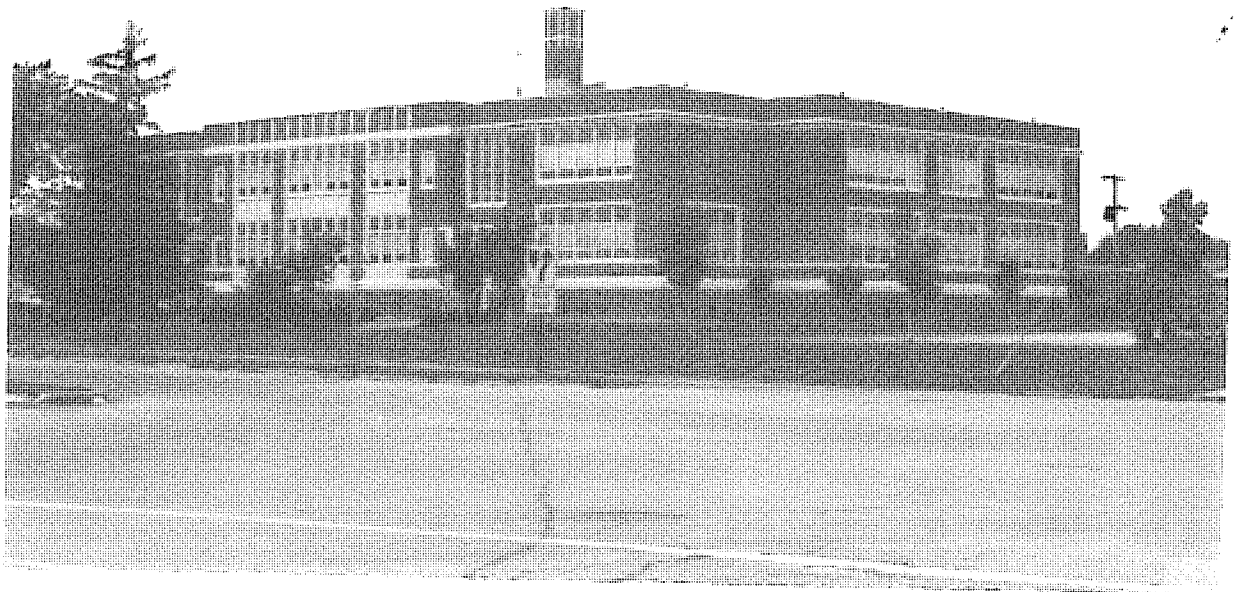
- 1) Type YY
1920 Chevrolet
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #32
Survey Photo: 26:18

- 1) Type ZZ
1920 Proctor
1009 Patterson
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-East
- 7) Pivotal Structure #33
Survey Photo: 17:10



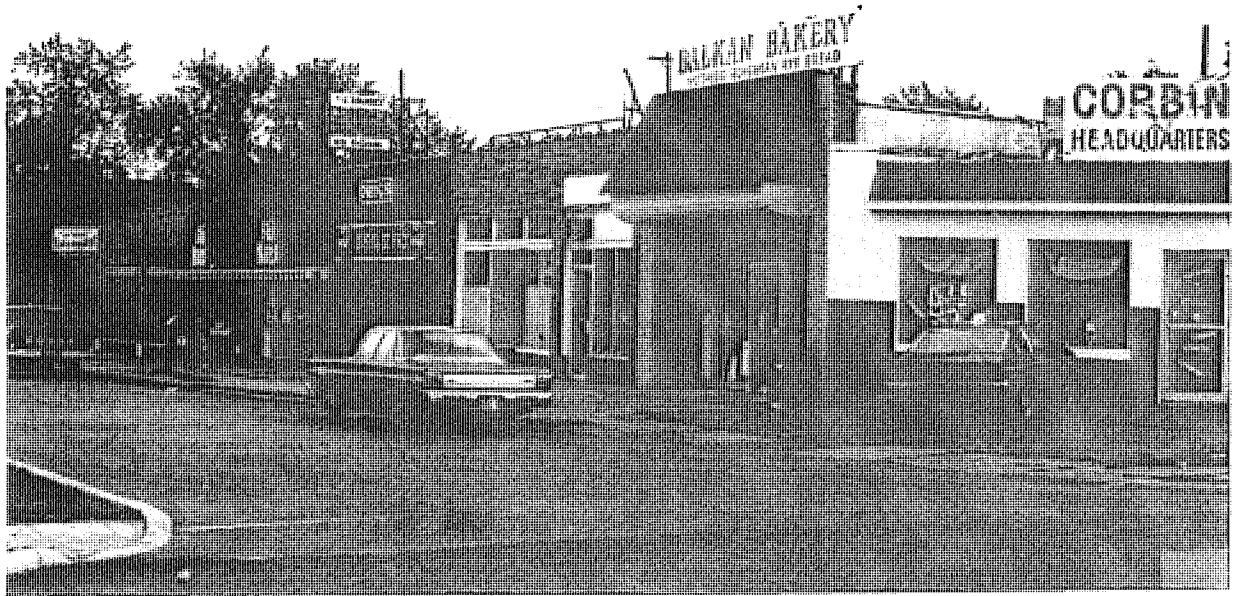
- 1) Individually Constructed
Residence
902 Hamilton
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #34
Survey Photo: 9:17

-
- 1) Haskell Community Center
Civic Park Recreation
Area
Civic Park Historic
Residential District
 - 2) Flint, Michigan
 - 3) Janet L. Kreger
 - 4) Winter 1977-78
 - 5) Michigan History Division
 - 6) Facing South-West
 - 7) Pivotal Structure #38
Survey Photo: 1:3



- 1) Civic Park Community
School
Park
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Fall, 1978
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #39
Survey Photo: 36:32

- 1) Community Presbyterian
Church
North-west corner of
Dayton and Chevrolet
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #40
Survey Photo: 5:25



- 1) Commercial Building
2411 DuPont
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing West
- 7) Pivotal Structure #41
Survey Photo: 29:18

- 1) Commercial Buildings
Dayton Place
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Fall, 1978
- 5) Michigan History Division
- 6) Facing South-East
- 7) Pivotal Structure #42
Survey Photo: 36:35

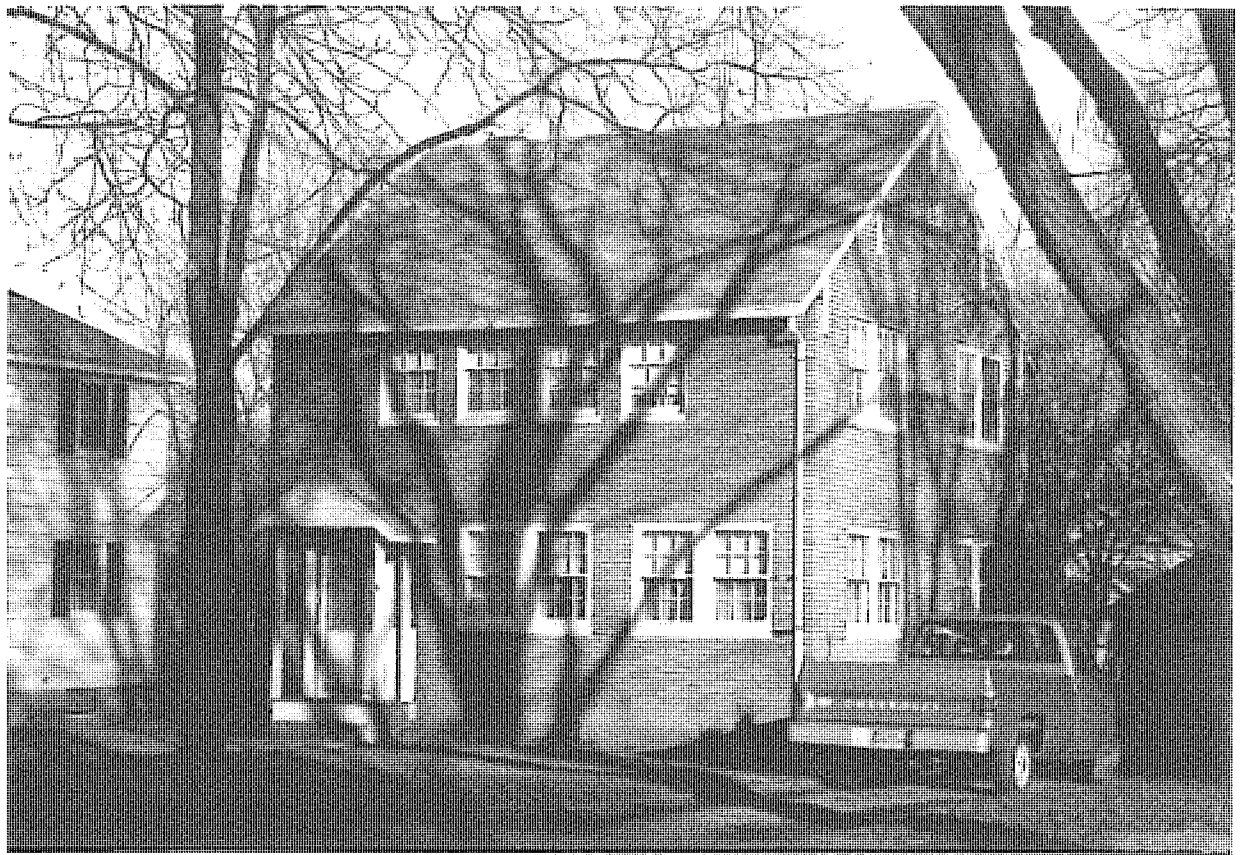


- 1) New Construction
1212 Hamilton
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter, 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #43
Survey Photo: 1:30

-
- 1) New Construction
2202 Proctor
Civic Park Historic
Residential District
 - 2) Flint, Michigan
 - 3) Janet L. Kreger
 - 4) Winter 1977-78
 - 5) Michigan History Division
 - 6) Facing North-East
 - 7) Pivotal Structure #44
Survey Photo: 8:21



- 1) Type V
1431 Greenway
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South - West
- 7) Pivotal Structure #27
Survey Photo: 21:13



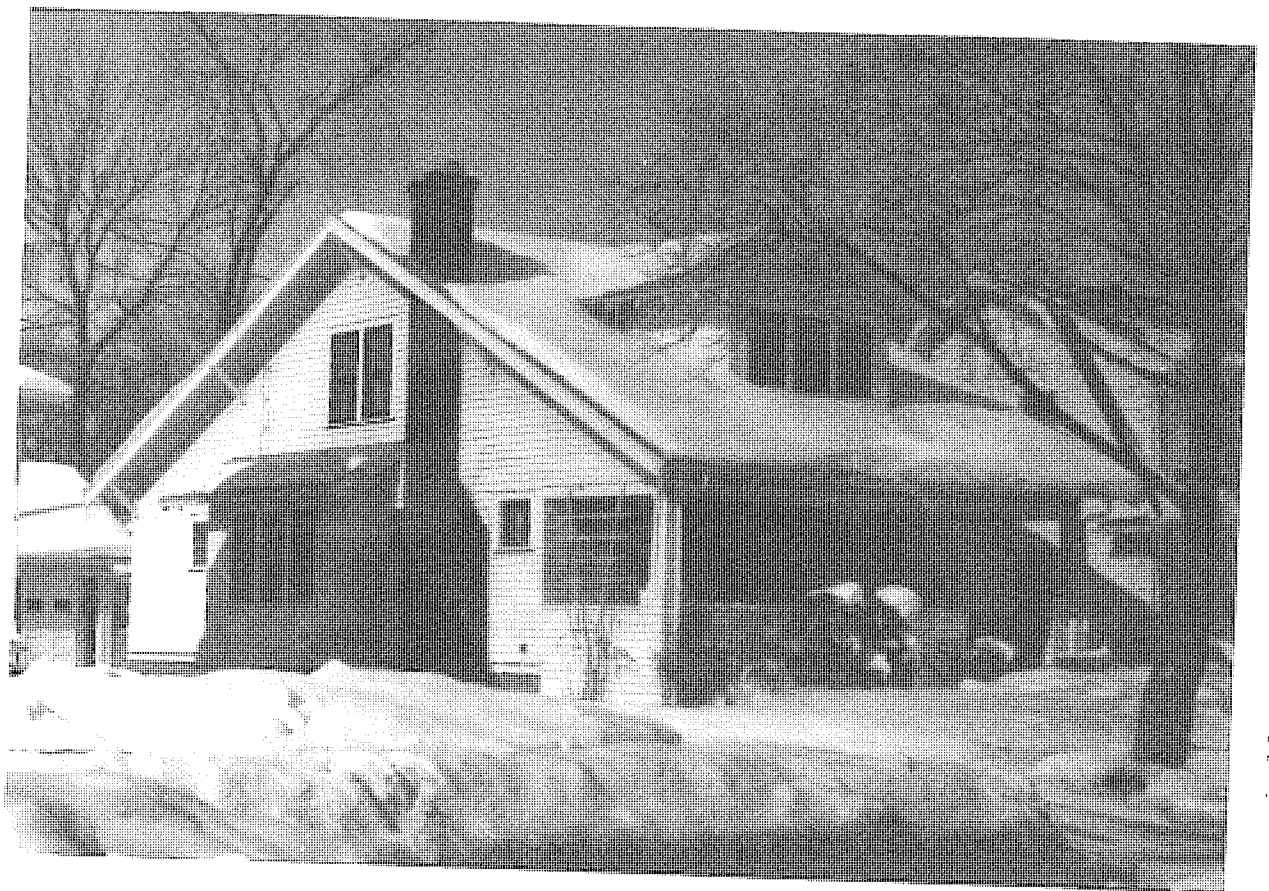
- 1) Individually Constructed
Residence
2522 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #35
Survey Photo: 13:19

- 1) Individually Constructed
Residence
1613 Greenway
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-East
- 7) Pivotal Structure #36
Survey Photo: 21:16



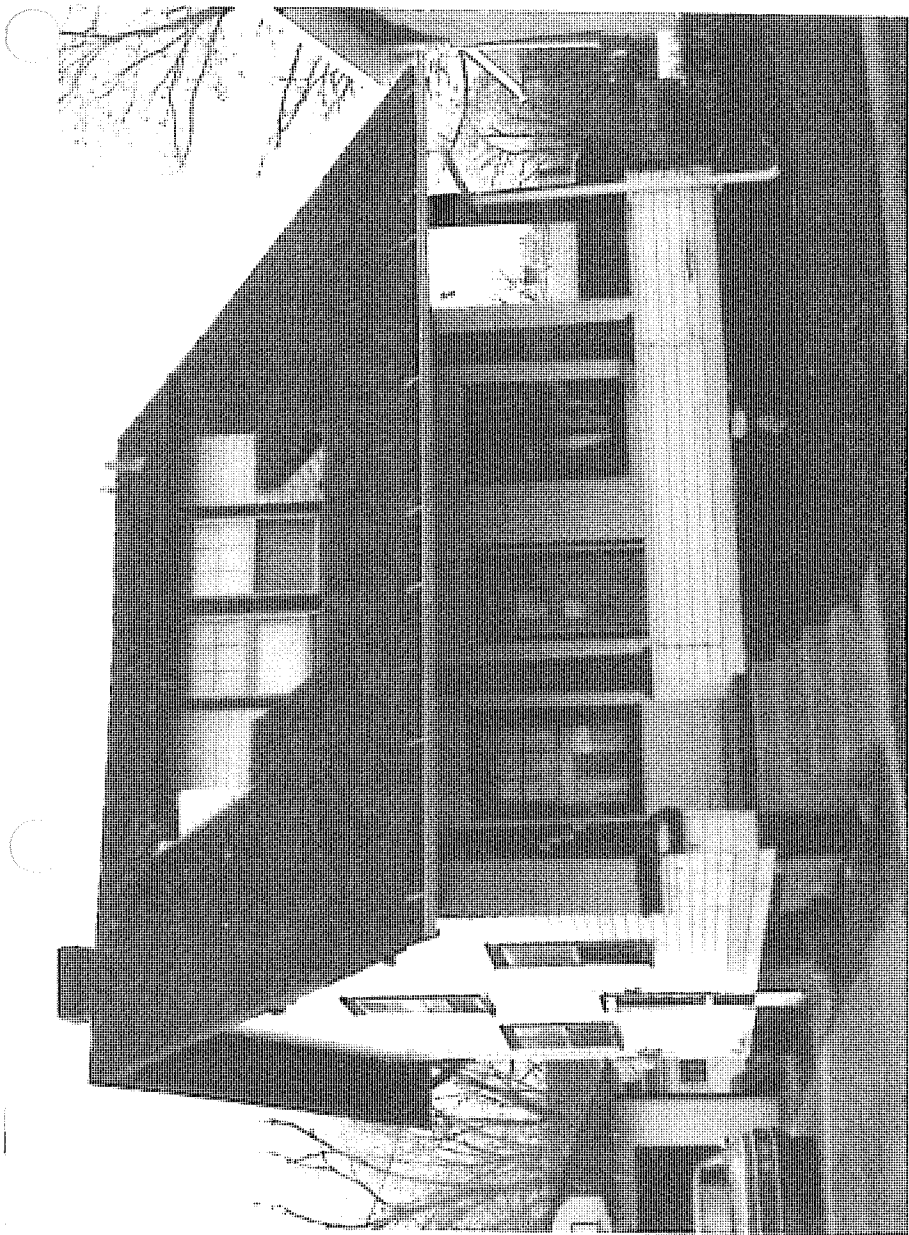
- 1) Individually Constructed
Residence
1208 Welch
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #37
Survey Photo: 17:24

- 1) Type T
2019 Milbourne
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #25
Survey Photo: 16:35



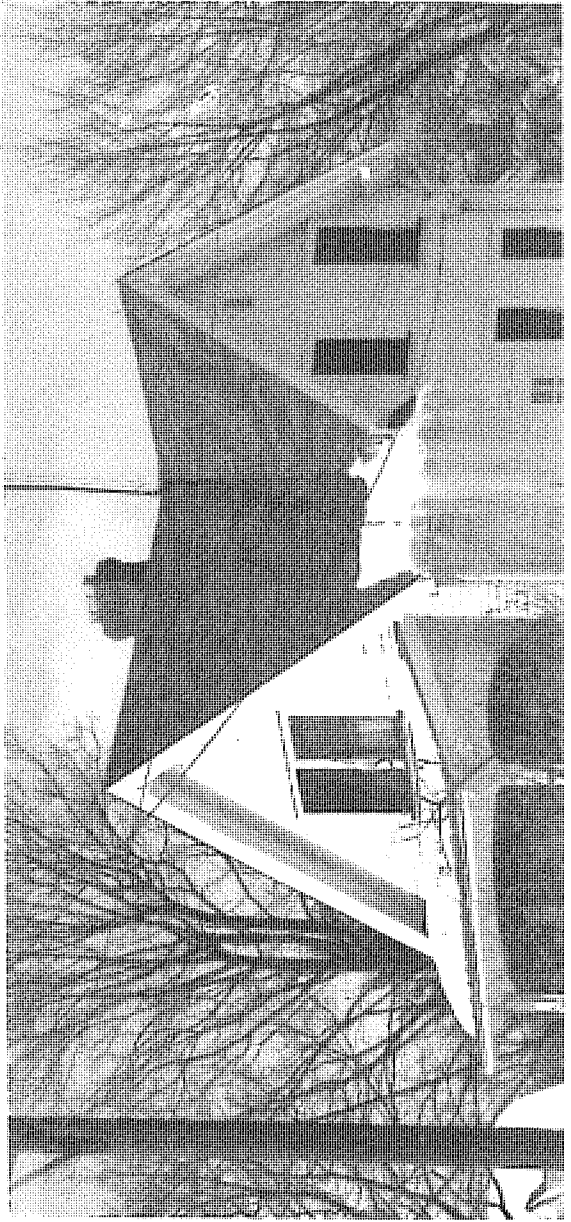
- 1) Type U
2306 Milbourne
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #26
Survey Photo: 9:6

-
- 1) Type W
2005 Forest Hill
Civic Park Historic
Residential District
 - 2) Flint, Michigan
 - 3) Janet L. Kreger
 - 4) Winter 1977-78
 - 5) Michigan History Division
 - 6) Facing North-West
 - 7) Pivotal Structure #28
Survey Photo: 19:13



- 1) Type X
2309 Chevrolet
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #29
Survey Photo: 9:26

- 1) Type S
1709 Mt. Elliot
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing South-West
- 7) Pivotal Structure #24
Survey Photo: 23:13



- 1) Type R
2534 Milbourne
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-East
- 7) Pivotal Structure #23
Survey Photo: 5:14

- 1) Type O
722 Patterson
Civic Park Historic
Residential District
- 2) Flint, Michigan
- 3) Janet L. Kreger
- 4) Winter 1977-78
- 5) Michigan History Division
- 6) Facing North-West
- 7) Pivotal Structure #20
Survey Photo: 25:17

