



Brent Spence Bridge Replacement/Rehabilitation Project

Phase I History/Architecture Survey Hamilton County, Ohio

ODOT PID No. 75119
HAM-71/75-0.00/0.22
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ABSTRACT

This report presents the results of Phase I History/Architecture investigations (Ohio portion) conducted for the Brent Spence Bridge Replacement/Rehabilitation Project (PID 75119). Results of the Phase I History/Architecture investigations for the Kentucky portion will be submitted under separate cover. The proposed project is intended to improve the operational characteristics within a 6.5-mile segment of I-75 within the Commonwealth of Kentucky (state line mile 188.0) and the State of Ohio (state line mile 2.7). A total of five alternatives and 12 sub-alternatives is under study for the Brent Spence Bridge Replacement/Rehabilitation Project.

The literature review for this project entailed an examination of the Ohio Historic Inventory and the National Register of Historic Places (NRHP) files at the Ohio Historic Preservation Office in Columbus, Ohio. Additional historic map research was conducted at the Public Library of Cincinnati and Hamilton County in Cincinnati, Ohio, and the Hamilton County Auditor's Office. Construction dates were established using a combination of Hamilton County Auditor's Office records, historic map and atlas research, and field observations.

The project Area of Potential Effects (APE) is largely defined by pre- and post-1960 resources along the current alignment for I-75. Twenty-eight previously recorded Ohio Historic Inventory resources identified within or immediately adjacent to the APE and are listed below; of these, 17 have been demolished:

HAM-0010-28	HAM-0080-44	HAM-0081-44	HAM-0092-44
HAM-1295-43	HAM-1342-43	HAM-1395-43	HAM-1396-43
HAM-1444-43	HAM-1491-40	HAM-1500-43	HAM-1526-28
HAM-1656-43	HAM-1709-40	HAM-1710-40	HAM-1801-43
HAM-1802-43	HAM-1804-43	HAM-1960-40	HAM-2029-43
HAM-2304-43	HAM-5508-43	HAM-5530-43	HAM-5531-43
HAM-5532-43	HAM-5540-44	HAM-5571-43	HAM-5572-44

One of the resources, HAM-1295-43 (Union Terminal), is a National Historic Landmark. Four of the resources are listed in the National Register of Historic Places:

HAM-1295-43 (Union Terminal)
HAM-1804-43 (Our Lady of Mercy)
HAM-1656-43 (Baltimore & Ohio Railroad Freight Station and Storage Warehouse)
HAM-1802-43 (Thielman Building/Ohio National Guard Armory)

In addition, two National Register Districts were identified within the Area of Potential Effects: the Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). Sixteen previously unrecorded historic resources were identified within the APE.

The 11, extant, previously recorded resources and NRHP-listed districts, as well as the 16 previously unrecorded historic resources, are documented in an Ohio Department of Transportation (ODOT) History/Architecture Resources Table. Two properties are recommended eligible for listing in the NRHP under Criterion C: previously recorded Resource HAM-1709-40 and previously unrecorded resource at 724 Mehring Way. In addition, two resources are recommended for Phase II investigations: Resource HAM-1342-43 and the previously unrecorded property at 801 West Sixth Street.

1.0 PROJECT INTRODUCTION

Interstate 75 (I-75) within the Greater Cincinnati/Northern Kentucky region is a major thoroughfare for local and regional mobility. Locally, it connects to I-71, I-74 and US Route 50. The Brent Spence Bridge provides an interstate connection over the Ohio River and carries both I-71 and I-75 traffic. The bridge also facilitates local travel by providing access to downtown Cincinnati, Ohio and Covington, Kentucky. Safety, congestion, and geometric problems exist on the structure and its approaches. The Brent Spence Bridge, which opened to traffic in 1963, was designed to carry 80,000 vehicles per day. Currently, approximately 150,000 vehicles per day use the Brent Spence Bridge and traffic volumes are projected to increase to 200,000 vehicles per day by 2025.

The I-75 corridor within the Greater Cincinnati/Northern Kentucky region is experiencing problems, which threaten the overall efficiency and flexibility of this vital trade corridor. Areas of concern include, but are not limited to, growing demand and congestion, land use pressures, environmental concerns, adequate safety margins, and maintaining linkage in key mobility, trade, and national defense highways.

The I-75 corridor has been the subject of numerous planning and engineering studies over the years and is a strategic link in the region's and the nation's highway network. As such, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA), are proposing to improve the operational characteristics of I-75 and the Brent Spence Bridge in the Greater Cincinnati/Northern Kentucky region through a major transportation project.

1.1 Purpose and Need

The Brent Spence Bridge Replacement/Rehabilitation Project is intended to improve the operational characteristics within the I-71/I-75 corridor for both local and through traffic. In the Greater Cincinnati/Northern Kentucky region, the I-71/I-75 corridor suffers from congestion and safety-related issues as a result of inadequate capacity to accommodate current traffic demand. The purpose of this project is to:

- improve traffic flow and level of service,
- improve safety,
- correct geometric deficiencies, and
- enhance connections to key regional and national transportation corridors.

1.2 Study Area

The project study area is located along a 6.5-mile segment of I-75 within the Commonwealth of Kentucky (state line mile 188.0) and the State of Ohio (state line mile 2.7). The southern limit of the project is 2,800 feet south of the midpoint of the Kyles Lane Interchange on I-71/I-75 in Fort Wright, south of Covington, Kentucky. The northern limit of the project is 1,500 feet north of the midpoint of the Western Hills Viaduct interchange on I-75 in Cincinnati, Ohio. The eastern and western limits of the study area generally follow the existing alignment of I-75.

1.3 Conceptual Alternatives

1.3.1 Build Alternatives

A total of five alternatives and 12 sub-alternatives are under study for the Brent Spence Bridge Replacement/Rehabilitation Project. These Alternatives are shown on Exhibits 1-5:

- Alternative 1: Queensgate Alignment I-75. New Queensgate Bridge (2x5 lanes) for I-75 and rehabilitation of existing Brent Spence Bridge (2x2 lanes) for I-71 and local traffic.
- Alternative 2: Queensgate Alignment for I-75 and I-71. New Queensgate Bridge (2x7 lanes) for I-71/I-75 and rehabilitate existing Brent Spence Bridge (2x2 lanes) for local traffic.
- Alternative 3: New bridge just west of the existing bridge for I-75. New double-deck bridge (2x5 lanes) on west side of the existing Brent Spence Bridge for I-75 and new/rehabilitation double-deck bridge (2x2 Lanes) at existing Brent Spence Bridge for I-71 and local traffic.
- Alternative 4: New bridge just west of the existing bridge for all traffic. New double-deck bridge (2x5 lanes each direction on top) for I-75 and (2x3 lanes each direction on bottom) for I-71 and local traffic on west side of the existing Brent Spence Bridge and remove existing Brent Spence Bridge.
- Alternative 5: New bridges for I-75 traffic use on both sides of the existing bridge. New single-deck bridges (2x5 lanes) on each side of the existing Brent Spence Bridge for I-75 and rehabilitation of existing Brent Spence Bridge (2x3 lanes) for I-71 and local traffic.

The sub-alternatives include:

- I-75 Northbound KY 12th Street Ramp (two sub-alternatives)
- I-71/US 50 Interchange (two sub-alternatives)
- I-71/I-75/US 50 Interchange (three sub-alternatives)
- I-75 Ohio Collector - Distributor Road/Arterial Improvements (two sub-alternatives)
- Western Hills Viaduct Interchange (three sub-alternatives)

1.3.2 No Build Alternative

The No Build alternative consists of minor, short-term safety and maintenance improvements to the Brent Spence Bridge and I-75 corridor, which would maintain continuing operations. The No Build alternative does not meet the Purpose and Need goals; however, this alternative will be carried forward as a baseline for evaluation of the conceptual alternatives.

2.0 HISTORY ARCHITECTURE INTRODUCTION

A literature search and Phase I History/Architecture Survey of the Area of Potential Effects (APE) (Ohio portion) was conducted for the Brent Spence Bridge Replacement/Rehabilitation Project. The purpose of this report was to identify history/architecture properties in the APE so that the effects of the project on historic properties can be considered (ODOT OES 2004). Results of the Phase I History/Architecture investigations for the Kentucky portion will be submitted under separate cover. Historic properties within the APE were subject to visual inspection and documentation through completion of a Phase I History/Architecture Resources Table (ODOT/OES 2004:14).

2.1 Project Area of Potential Effects

The project APE for the History/Architecture Survey was developed in a manner to accommodate all possible design changes within the proposed alternatives. The APE generally is defined as the current right-of-way (ROW) in areas where improvements are confined to the ROW. Where proposed improvements are planned outside the current ROW, the APE generally follows a 1500-foot wide corridor to accommodate all possible design changes within the proposed alternatives. The APE was developed to follow street lines rather than simply cut across the landscape and to fully incorporate any historic districts wholly or partially included within the 1500-foot corridor. The project APE is reflected on Exhibit 6. No viewshed study areas were requested by OHPO.

2.2 Acknowledgments

The fieldwork for the Phase I History Architecture survey within the Ohio APE was undertaken November and December 2006. Patrick O'Bannon served as Project Manager and Brandon L. McCuin served as Principal Investigator. The property descriptions were developed by Doug Owen and the remainder of the report was authored by Mr. McCuin. Carly Meyer and Patrick Uphus prepared the graphics. Madonna M. Ledford edited the report and oversaw its production.

3.0 PROJECT METHODS

3.1 Literature Review and Background Research Methods

The literature review and background research for this project included an examination of the Ohio Historic Inventory (OHI) and the National Register of Historic Places (NRHP) files at the Ohio Historic Preservation Office (OHPO) in Columbus, Ohio. In addition, historic maps and atlases provided a general overview of the development of the area and aided in the identification of the types of resources located within the area. Sanborn fire insurance maps, which detail individual buildings and structures, also were reviewed for properties over 50 years old within the Area of Potential Effects (APE) (Sanborn 1891-1934).

3.2 Architectural Field Methods

Fieldwork within the defined project APE was completed in December 2006. Aerial photographs of the project area were used as field maps, with the APE boundary delineated on each aerial photograph. Field investigations focused on documenting existing conditions with streetscape photographs and inventorying resources more than 50 years of age within the APE. NRHP historic districts (composed of multiple historic properties) were treated as a single resource. All previously recorded and unrecorded architectural resources within the APE were photographed and documented in an ODOT History/Architecture Resources Table located in Appendix A. Appendix B contains Plates B1-B126, which illustrate the architectural resources. References to plate numbers may not appear in sequential order in the text as they are numbered in the order that the resources are presented in the History/Architecture Resources Table (Appendix A).

All buildings within the project APE were evaluated for their architectural integrity and significance. Dates of construction for these resources were established through review of property records maintained by the Hamilton County Auditor's Office, field observation, and cartographic research. Documentation for each property included photographs of the primary and secondary facades, ownership information, building style or type, and integrity considerations. Properties less than 50 years old were not documented as part of this project.

4.0 HISTORIC CONTEXT FOR THE AREA OF POTENTIAL EFFECT

4.1 Cincinnati: Historic Exploration and Settlement

Although the lands west of the Appalachians were explored, and even crudely mapped, prior to 1783, settlement of the new frontier waited until the end of the Revolution. Indeed, it was a Revolutionary War veteran, Benjamin Stites, who led the small group that became the first white settlement in Hamilton County. They floated down the Ohio River to land about a mile west of the Little Miami River at a place they named Columbia. Congress had adopted means by which land in the new Northwest Territory could be sold and Stites returned to New York where the Congress was meeting. At this point John Cleves Symmes, New Jersey Supreme Court Judge and Congressional Delegate, became interested in purchasing some of the land between the Miami Rivers. Through a confusing series of events, including endless law suits which were brought because of unclear land titles, Symmes and his associates eventually received title to about 312,000 acres of this land, known as the Miami Purchase.

One of Symmes' associates was Mathias Denman, a speculator who bought the land across from the mouth of the Licking River (later to become downtown Cincinnati). Once he made his purchase, Denman sought partners who would help him establish a settlement on the land he had just purchased; his partners were Colonel Robert Patterson and John Filson. These men, along with another surveyor, Israel Ludlow, set out to explore the Miami country. They were the first to assess the new settlement of Losantiville, named by John Filson. Mr. Filson's contribution to the community, however, ended with its name. He disappeared on this exploration and his share of the Losantiville site went to Israel Ludlow, who surveyed the streets in the new community. Ludlow's street plan was modeled after the city of Philadelphia where streets were aligned at right angles to one another and ran from the river to the hills.

In late December of 1788, Israel Ludlow, Mathias Denman, and 24 others landed in a small cove at the foot of Sycamore Street (later known as Yeatman's Cove) and erected three or four cabins east of the corner of Front and Main Streets. This location was reportedly the same location where General George Rogers Clark's soldiers had built cabins in 1782 (Greve 1904:186).

The new settlement was focused around the cove where the first party had landed. Ludlow's original survey went only as far west as Main Street. Eventually, his boundaries stretched from the river to Seventh Street (Northern Row), and Broadway (Eastern Row) to Central Avenue (Western Row). The ground between the river and Front Street was declared a public common, except for the privilege of establishing a ferry (Hamilton County Recorder's Office, Book D 1:74). Upon completing his survey, Ludlow announced the "conditions" for settling the lots. The tenets of this statement were: (1) settle; (2) plant two successive crops on not less than one acre; (3) build a house of 20 feet square, 1 1/2 stories high with brick, stone, or clay chimney, to be located in the front of the lot; (4) put the house in "tenantable repair" within two years; and (5) follow these rules under pain of forfeiture. The lots were sold by public lottery.

Because a decision was made to locate Fort Washington in Losantiville instead of in Columbia or North Bend, located near the mouth of the Great Miami River, Losantiville was destined to become the most important settlement in the Miami Purchase. The fort was built in 1789, on a 15-acre site which was located on the second terrace (Third Street) just east of Broadway. At that time, the principal streets with buildings were Front and Columbia between Broadway and Main, with some houses scattered along Sycamore and Main Streets. As suggested by the unsold lots in the original plat, some of the lands in the new settlement, particularly below the second terrace, were probably unsuitable for occupancy. This fact is attested to in a 1791 "Narrative" from Reverend O. M. Spencer in which he describes large ponds located between the foot of the second terrace and the river (Greve 1904:209).

4.2 Cincinnati Established as a Town: 1802-1820

The new settlement grew at a phenomenal rate and in 1802, it was officially incorporated as the town of Cincinnati. At that time, the town extended from its eastern boundary at Lawrence Street west to Vine Street (not yet cut through to the river), and from the river bank north to Seventh Street. In terms of development, Front, Sycamore, and Main Streets were the most important of the town because of the number and prominence. By 1809, Cincinnati boasted a population of over 2,000 and contained hundreds of buildings and improvements, but development was concentrated only near the river front. The town was divided into upper and lower sections along the topographic divide created by the slope of the second terrace at Third Street. Drake (1810) noted that, of the approximately 360 buildings in the town, two thirds of them were built in the bottoms in the vicinity of Main Street. The lands below Third and above Front Streets, west of Main Street, were still wet and swampy and remained undeveloped (Drake 1810).

As early as 1805, the city was becoming well established as a nexus for the trade and distribution of goods shipped on the Ohio River. These goods were first carried down the river in flatboats; however, because of their design, these boats were incapable of making the return trip against the current. Large scale trade with eastern markets awaited the design of the keelboats, which were faster and capable of traveling up and down river. Large warehouses were built along the waterfront for the storage of groceries and merchandise transported by these craft. The era of the keelboats was eclipsed in 1811, when the steamboat "Orleans" passed by Cincinnati. By 1819, the superiority of the steamboat was clearly established, as was Cincinnati's future as both a port of transshipment and a center of industries devoted to building, outfitting, and maintaining these vessels.

The advent of steamboats propelled Cincinnati into rapid growth after about 1815. Not only did these vessels increase the volume of trade, they also made the city accessible to increasingly large numbers of people. Prior to about 1819, local trades and manufacturers were concerned with the garment, building, and furnishing industries. However, the coming of the steamboat brought with it a broader industrial base, including foundries, machine shops, boilermakers, and ropemakers. The 1819 Cincinnati Directory provides some insight into just how fast Cincinnati had grown since 1810 (Farnsworth 1819). The population stood at 9,120 and the total number of buildings was tabulated as 1,890. There were 1,003 dwellings, 412 warehouses and other buildings, 214 factories and mills, 102 groceries, 95 stores, 11 druggists, and sundry other buildings.

4.3 Cincinnati's Rise to Prominence: 1820-1860

During the period between 1820 and 1853, the steamboat reigned supreme as the dominant force in the city's economic and physical development. The ability to transport large quantities of cargo to and from eastern, western, and southern markets via the Ohio River had several profound effects on the developing city. Cincinnati became the regional distribution center for goods produced, manufactured, or consumed throughout Ohio, southern Indiana, and northern Kentucky. As a result, the city attracted industries associated with the processing of raw materials and the distribution of bulk and finished goods. These types of industries included meat packers (and ancillary businesses such as tanning and soap making); distilleries and breweries; cotton, lumber, and grist mills; and extensive wholesale and warehouse businesses.

The desire to transport these goods into and out of the hinterlands surrounding the city created a network of inland transportation routes, and in response, the Ohio General Assembly created the Ohio canal system in 1825. The system was completed in 1845, linking inland producers and consumers with the river trade route. The eventual terminus of both the Miami and Erie and the Whitewater Canals was the Cincinnati riverfront. The Miami and Erie Canal flowed through a series of locks in the Deer Creek Valley (now Eggleston Avenue) to the river at the Public Landing. The Whitewater Canal ended in a stagnant pool at Plum Street.

Premier transportation made the Cincinnati riverfront the gateway to eastern markets. Only 27 percent of the 346 buildings accounted for in the city's Fourth Ward were constructed of brick. By comparison, in the Second Ward (which encompassed the central business district) 37 percent were brick of a total 685 buildings. The fire hazard created by the increased density of buildings in the city prompted construction of five cisterns, each with a capacity of 5,000 gallons, in 1826. Manufacturers, including the boat yards, flour mill, cotton factory, machine shops, and foundries, were concentrated in the southeastern section of town, east of Main Street, during this period. By the early 1840s, the town had grown beyond its original limits, but the heart of the city was still located in the vicinity of Main Street, followed by Broadway. These two streets were mostly devoted to residences, as were Third, Fourth, Seventh, and Vine Streets. The densely populated portion of Cincinnati did not extend much west of Elm Street. In 1831, Cincinnati's population was 27,645; however, only 3,000 people lived in the Fourth Ward, the least number of the town's four wards. In the same year, Pearl Street was built, which extended Lower Market Street from Main to Walnut Street. This new street was quickly built up with rows of brick warehouses.

The increased number of factories along the eastern riverfront was supported by easy access to bulk cargo transportation on the canal and on the river. The eastern riverfront was slow to expand, primarily because merchants feared the waters of the Ohio after the devastation that took place during the 1832 flood (Cist 1841:18)

By 1845, the improved portion of the city included most of the riverfront from Butler to John streets. It extended north from the river almost to modern Eggleston Avenue; Charles Cist's enumeration of 1841 identified a total of 10,773 buildings in the city of Cincinnati, with the greatest number located in the central business district. This was closely followed by the area known as Over-the-Rhine, north of the Miami & Erie Canal. In 1850, Cincinnati was the fastest-growing city in the country, a condition that forced the

city to pay more attention to infrastructure improvements. During this period, several streets were graded and paved, and the first proposals were made for a city sewer system, gas illumination, and professional fire protection. The Electric West End Power Station, located at 649 West Mehring Way stands near the city's first gas holding and distribution tanks. Begun in 1837, the Cincinnati Gas, Light & Coke Company was granted an exclusive franchise to provide gas (manufactured from coal) to the city for 25 years (Giglierno and Overmyer 1988:27).

Interest in the trade potential provided by rail transportation was well established in 1837 when the city made funds available for the Little Miami Railroad. By 1846, this railway operated between Cincinnati and Springfield, Ohio. Its route, which followed the Ohio River as far as Columbia, in the east end of town, before turning north up the Little Miami River Valley, served the eastern side of the city. Its success prompted the creation of the Hamilton and Dayton Railroad, which was in place to serve the western part of the city, by 1851. In 1843, the Cincinnati and Whitewater Canal reached Cincinnati; seven years later, the Miami & Erie Canal brought 117,655 tons of merchandise to the city. Railroads included the Little Miami which provided two distinct routes to Lake Erie; the Cincinnati, Hamilton & Dayton; Baltimore and Ohio; Louisville and Nashville (which did not connect with Cincinnati until the L & N Bridge was built in 1872); and the Ohio & Mississippi.

Cincinnati was the transfer point in a network of various east bound transportation routes: canals, rail lines, and the river. However, the city's position changed as trade opened to markets further north and west. Rail lines supplanted water borne modes of transportation to these markets and rail routes shifted "from north south routes starting at Cincinnati, to east west routes through the middle and northern parts of the region" (Silberstein 1982:33).

A variety of causes conspired to prevent Cincinnati from capitalizing on this shift in rail traffic in the late 1800s: the generally poor economy of the 1850s, the fact that the early railroads were not generating profits, and the lack of public aid for private investors. In addition, when the Civil War closed commercial shipping on the Ohio River, and stopped railroad construction, Cincinnati's central location as a trading hub was greatly damaged" (Silberstein 1982:33).

Although Cincinnati's greatest period of growth came in the 1840s, the fact that it did not receive full benefit from the shift to rail transportation did not severely diminish its stature as a manufacturing center. Cist's third and final accounting of the city (Cist 1859) took stock of its manufacturing and industrial base, which was led by the clothing industry with 48 wholesale and 86 retail establishments followed by pork and beef packing and foundry castings; the next largest group was whiskey and wine, followed by boots and shoes, and finally, beer and ale. Not mentioned in this accounting, because it was not established until 1863, was the tobacco industry which grew to prominence after the Civil War (Greve 1904:847).

4.4 The Industrial City: 1860 - 1914

War time demands of the Civil War galvanized the city's industrial base and brought increased use of machinery, power tools, standardized parts, and mass production to its factories. By 1869, Cincinnati had established itself not only as a great industrial city but also as a cultural center for the arts (Stevens 1869). As a location for retail

establishments and fashionable promenade, Fourth Street was a center of attraction. Financial institutions, such as banks, insurance, and lawyer's offices, were concentrated along Third Street (Greve 1904:854).

The Civil War provided the impetus for the city to resume its efforts to build a permanent bridge across the river. During the "Siege of Cincinnati," a pontoon bridge had to be constructed for the transport of troops. This need hastened the completion of the Suspension Bridge, which was actually begun before the war. The bridge was opened for vehicular traffic in 1867. The bridge approach was changed in 1895 to accommodate tracks for the electric street railway which extended from Front to Second Street. This approach was again altered after the 1913 flood, extending it to Third Street in 1918.

In contrast to the above description, however, were local effects of the changes brought by the post Civil War order. People continued to pour into the city after the war, particularly those who were lured to the city by the attraction of "factory" jobs and steady wages, but also those who were disenfranchised by the struggle. At the same time, new modes of interurban transportation made relocation to the cleaner, quieter suburbs a pleasant possibility to those who could afford the move. By 1880, the city of 1850, which encompassed six square miles, had expanded through annexation to over 22 square miles. Thus, poverty and slums grew in the vacuum created by this residential shift towards the outer margins of the city.

The exodus of wealthy and middle class citizens from the Basin in the latter half of the nineteenth century dramatically changed the heart of the city. Railroads, warehouses, saloons, and flophouses fought a losing battle with the frequent flooding of the riverfront and eventually sought higher ground. Factories moved to the Mill Creek Valley and the banks and insurance companies relocated north to Fourth Street. The street railways from the various suburbs met on Fifth Street, allowing commercial development to naturally expand into the 10-block area around Fountain Square (Silberstein 1982:123 124).

During this period, Cincinnati was flush with river traffic; there were often as many as 50 boats along the levee at any one time. By 1870, the city had become infamous for its wide open waterfront (Hearn n.d.:2). This scene was to change, however, as river traffic diminished and rail lines became the prime mode of bulk transport.

During the 1880s and 1890s, changes in the city included the first use of electric lights and electric streetcars; the rapid growth of labor unions and rise of semi-skilled or unskilled labor; hilltop water reservoirs and an improved sewer system; expansion of industry in the Mill Creek Valley; increased municipal annexation; and a significant decline in population growth from almost 35 percent in the 1870s to less than 16 percent in the 1890s.

Information provided from reports of the Chamber of Commerce and Census Bulletin No. 154 (as cited in Greve 1904:1017 1018) document a 97 percent increase of commodities between 1897 and 1902. The increase for the same period in manufacturing was 34 percent, bank clearings 72 percent, production of leather 67 percent, boots and shoes 60 percent, soap 67 percent, harness and saddlery 41 percent, machinery 67 percent, vehicles 33 percent, clothing 30 percent, groceries 25 percent, pig iron 118 percent, petroleum 81 percent, lumber 196 percent, shipments of meat 22 percent. Large gains also were made in the output of electrical equipment, machine tools, pianos, etc.

Cincinnati continued as the leading center of pork packing until the late nineteenth century when hog farming and packing houses began to move west. In 1832, the number of hogs packed was 85,000; by 1852, this figure had risen to 310,000 and peaked in the year 1878 when a record number of 778,000 was reached. In the early years, pork packing was a seasonal business, carried out only in the winter months when the cold temperatures would deter spoilage. However, in 1872, artificial refrigeration made meat packing a year-round business, thus delaying the decline of the industry in Cincinnati until 1879. To illustrate the decline in the number of hogs packed per year, the total for 1903 was 498,000, a figure 280,000 less than the number posted for the peak of the industry in 1879.

During this period, Cincinnati became the nation's leading producer of soap while continuing to hold the country's first position in the sale of pig iron. The city was not only a leading manufacturer of the product, but was also a major transshipment center between the furnaces and points of destination. Indicative of the future decline of the riverfront as the focus of shipment in the city, lumber and coal, both major raw material commodities, were beginning to be transported by rail lines at this point.

4.5 The Modern City: 1914 - Present

Of greater consequence to Cincinnati than the growth of industry was the wholesale trade, which between World War I and World War II, was fast becoming one of the city's leading industries. Because of its unique location between southern growers and northern consumers, the city attracted an unusual concentration of fresh fruit and vegetable wholesalers. During the period which preceded sales from cars on team tracks (ca.1890), produce dealers were confined to an area along Sixth Street between Elm and Central Avenue. By 1939, more than 15,000 persons were employed by wholesale firms which generated a payroll of over 27 million dollars (Cincinnati Planning Commission 1939). As city planning gained greater control over shaping future developments in the central riverfront region, wholesale businesses became the preferred land use. By the early twentieth century, produce activities had migrated to the riverfront where they could take advantage of direct access to the railroads.

In order to improve a complex rail lines system, which consisted of seven lines operating out of five stations, planning for a central rail terminal in Cincinnati was first proposed in the early part of the twentieth century. For years, the city had operated as a railway bottleneck, but floods, inter-railroad negotiations and the First World War delayed an official plan until the late 1920s. By the mid-1920s, it was apparent that serious changes were necessary to meet the needs of Cincinnati's growing city, and in 1925, Cincinnati became the first large city to adopt a comprehensive city plan to address transportation and development concerns and ultimately expansion of business and industry into the West End.

The location chosen for the central rail terminal was Lincoln Park, a popular green space in the city founded in 1858. During the early twentieth century, Lincoln Park was one of the most popular parks in the city, but by the 1920s, had become viewed as a vast slum, and its redevelopment was viewed as a civic improvement. Designed by New York architects Alfred Fellheimer and Steward Wagner, the original designs for the new terminal building were inspired by Neoclassical motifs; however, in 1930, Paul Phillipe Cret joined as a consultant to the team and influenced the team to use a more modern

and cost effective Art Deco style for the building. Construction on the ten-story building began in August 1929, and the building opened for service on March 19, 1933. Consisting of 22 buildings on 287 acres of land, at its peak the terminal served seven major railroads with 16 tracks, accommodating 17,000 passengers and 216 trains a day. But this success was short lived, for in the 1950s, the sudden expansion of interstates and airlines led to the rapid decline of the railroad industry, and the number of trains passing through the building each day had dropped to around 60.

4.5.1 Rise of the Automobile

In 1915, automobile registration in the United States (US) was 2,332,426; by 1935, that number had increased to 22,567,827. With a growing dependence on the automobile, car manufacturers and automobile-related industries began lobbying government officials for a more uniform and efficient national highway system. The outbreak of World War II further strengthened the automobile lobby, and during the early 1950s, the political climate of the Cold War provided the final stimulus for the formation of an elaborate interstate system in the US. Automobile lobbyist argued a better expressway system was necessary in order to safely move people and goods from the larger cities during a time of national emergency. In 1954, President Dwight Eisenhower appointed a committee to study the nation's highway system, and two years later, the Interstate Highway Act officially became law. The act provided federal funding for 90 percent of a 41,000-mile long system (Jackson 1985:162-165).

The 1948 Cincinnati Metropolitan Master Plan indicated a lack of industrial sites close to the city, and noted that much of the West End was unsuitable for residential use. By the late 1950s, city planners began plans for an industrial development that would ultimately become known as Queensgate I. While large sections of the West End had already been demolished for the construction of Union Terminal, the Postal Annex, and federal housing projects, some of the oldest and densely developed areas remained intact. This dense mix of housing and industry made the Kenyon-Barr district, stretching from Clark Street and Lincoln Park Drive south to Fourth Street, initially too expensive to clear, but when federal highway funds became available in the late 1950s, demolition became reality. In 1956, the Highway Act allowed the city to acquire land for the Mill Creek Expressway (I-75) which would divide the industrial and residential areas of the new West End. Voters approved a \$9 million urban redevelopment bond issue and clearance of the West End began immediately. City planners claimed the redevelopment of the area represented a new era for the city, creating 13 "superblocks" of industrial complexes dedicated to light industry, warehousing, and service businesses. However the development had a dramatic effect on the community, with approximately 8,600 families being displaced (Gigliano and Overmyer 1988:15).

One of the major points established in the 1940s Master Plan (Cincinnati Planning Commission 1948) was the need for a Millcreek Expressway (I-75) and a Third Street Distributor to facilitate traffic flow. The implementation of these plans, in tandem with the West End redevelopment, involved the relocation of 18,800 families, and would eventually mean the largest demolition and rebuilding project the city had ever witnessed.

Construction for I-75 through Cincinnati began in 1941, and lasted 22 years. The majority of the roadway was constructed along the route of the old Miami-Erie Canal, a thoroughfare that parallels the Mill Creek valley, an industrial basin varying in width

between one and two miles. The Mill Creek Valley was originally the prehistoric path of the Ohio and Licking Rivers, and represents some of the flattest land in the region, and as a result, was quickly developed by industries in the nineteenth and twentieth centuries.

Cincinnati's topography and irregular street layout prohibited the construction of I-75 to establish a uniform system of interchanges or lengths of roadway between them, resulting in segments of the expressway that are now the source of constant overcrowding. The construction of I-75 through the project area created a dramatic change to the West End and the Kenyon-Barr district, with approximately 450 acres and 3,700 buildings being cleared south of present-day Ezzard Charles Drive between the rail yards and Central Avenue (Giglierno and Overmyer 1988).

5.0 PROJECT RESULTS

5.1 Results of Literature Review and Background Research

5.1.1 State Site Files

A review of the Ohio Historical Inventory (OHI) and National Register of Historic Places (NRHP) online mapping database for Hamilton County, dated September 2006, for properties located in and immediately adjacent to the Area of Potential Effects (APE), revealed 28 resources documented in the OHI Files. Four of these resources also are listed in the NRHP, and one resource, HAM-1295-43, is a National Historic Landmark. Background information and OHI forms for these resources were provided by the Ohio Historic Preservation Office (OHPO) in October 2006 and are located in Appendix C. A review of the documentation, combined with field observations, revealed that resources HAM-0010-28, HAM-0081-44, HAM-0092-44, HAM-1395-43, HAM-1396-43, HAM-1444-43, HAM-1491-40, HAM-1500-43, HAM-1526-28, HAM-1710-40, HAM-1801-43, HAM-1802-43, HAM-1960-40, HAM-2304-43, HAM-5530-43, HAM-5531-43, and HAM-5532-43 are no longer extant. All 28 previously recorded resources and the two NRHP Districts are summarized in Table 1 and shown on Exhibit 6. Official NRHP eligibility recommendations are noted in parentheses. The remaining 11 previously recorded resources are described below.

Table 1. Previously Recorded Architectural Properties in the Project APE				
Resource Number	Name	Address	Construction Date/ Condition	National Register/ Landmark Status
HAM-0010-28	Brundage House	808 Dayton Street	ca. 1868/ Demolished	NA
HAM-0080-44	Goering & Goering	220 West 3 rd Street	ca. 1890/ Altered	Not eligible 1993 (OHPO Concurrence)
HAM-0081-44	Cincinnati Gas & Electric Co. Garage	114-118 West 3 rd Street	ca. 1890/ Demolished	NA
HAM-0092-44	NA	235 Mcfarland	ca. 1850/ Demolished	NA
HAM-1295-43 NRHP No. 72001018	Union Terminal	Lincoln Park Drive	1933/ Excellent	NRHP 1972, National Historic Landmark 1977
HAM-1342-43	Harriet Beecher Stowe Elementary School (Stowe Adult Education Center)	635 West 7th Street.	1923	Not Eligible under Criteria C 1977; May be eligible under Criteria B, recommended for Phase II 2006
HAM-1395-43	Railway Buildings	Gest & 3rd Streets	Demolished	NA
HAM-1396-43	NA	1094 Liberty	1875/ Demolished	NA
HAM-1444-43	Cincinnati Terminal Warehouse 1	49 Central Avenue	1924/ Demolished	NA

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Table 1. Previously Recorded Architectural Properties in the Project APE

Resource Number	Name	Address	Construction Date/ Condition	National Register/ Landmark Status
HAM-1491-40	NA	2511-13-15 Cook Street	Demolished	NA
HAM-1500-43	St. Heinrich Church	1057 Flint Street	1892/ Demolished	NA
HAM-1526-28	Langmeads	Central	1891/ Demolished	NA
HAM-1656-43 NRHP No. 86003521	Baltimore Ohio RR –Freight (Longworth Hall)	700 Pete Rose Way	1904/ Rehabilitated	NRHP 1986
HAM-1709-40	Chem-Pack Inc.	2261 Spring Grove Avenue	1890/ Good	Eligible 2007
HAM-1710-40	Boutwell Staple Company	2277 Spring Grove Avenue	1885/ Demolished	NA
HAM-1801-43	Jobs Corps Screening Unit or Magrue House	1413 Western Avenue	1875/ Demolished	NA
HAM-1804-43 NRHP No. 80003070	Our Lady of Mercy	1409 Western Avenue	1897/ Altered	NRHP 1980
HAM-1802-43 NRHP No. 80003069	Thielman Building (Ohio National Guard Armory)	1437-39 Western Avenue	Demolished	NRHP 1980
HAM-1960-40	NA	2508 Cook Street	ca. 1890/ Demolished	NA
HAM-2029-43	Police Patrol Station No. 4	748 West 4th Street	ca. 1890/ Altered	Not Eligible 2002 (OHPO Concurrence)
HAM-2304-43	Big Four Building	517-19 West 3rd Street	1891/ Demolished	NA
HAM-5508-43	West End Electric Generating Station	Front & Rose Street at Spence Bridge	1918/ Altered	Not eligible 2007
HAM-5530-43	Old Spaghetti Factory	417 West Pete Rose Way	ca. 1870/ Demolished	NA
HAM-5531-43	Simpson Building	521-523 West Pete Rose Way	ca. 1920/ Demolished	NA
HAM-5532-43	Second Street Saloon	525 Pete Rose Way	ca. 1918/ Demolished	NA
HAM-5540-44	Head First Café	218 West 3 rd Street	ca. 1918/ Altered	Not eligible 1993 (OHPO Concurrence)
HAM-5571-43	Hennegan Co.	444 West Third Street	1923	Not eligible 2007
HAM-5572-44	Business Information Storage	318 West 3 rd Street	ca. 1900	Not eligible 2007
NRHP No. 73001457	Dayton Street Historic District	West End	1860-1880	NRHP Listed 1973
NRHP Nos. 76001443 and 79001861	West Fourth Street Historic District and Amendment	Central Business District	1870-1927	NRHP Listed 1976 Amended 1979

Chem-Pack, Inc. (HAM-1709-40)

Located just outside the project APE at 2261 Spring Grove Avenue, Resource HAM-1709-40 (Chem-Pack, Inc.) is a ca. 1890 industrial building with Victorian elements (Plate B30). The building has a rock-faced ashlar foundation and walls clad in brick. The roof is flat and window openings on the primary façade are one-over-one, double-hung sash with brick, arched pediments. The side façade windows have plain lintels and lug sills. The building sits next to a busy street and is just north of the Western Hills Viaduct. The Hamilton County Auditor's website lists year of construction for this building as 1891; however, the building does not appear on the 1891 Sanborn Map. The building first appears on the 1904 Sanborn as The Eureka Soap Company, "Manufacturers of Toilet Soap & Perfumes" with an address of 2261-2275 Spring Grove Avenue. The building is listed as a four-story building connecting to an iron-clad, one-story warehouse. The Sanborn map shows an office located on the first-floor of the northeast corner of the building, and the building had an open elevator.

The updated 1904-1950 Sanborn states that the building was owned by the Duncan & Ohio Company, Paper Box Factory. An office is shown on the first floor (street side) and the warehouse has a small, one-story addition. The building does not appear to be associated with any significant events or persons and, therefore, does not meet NRHP Criteria A or B. The current footprint of the building is largely unchanged from the 1950s Sanborn, and the building retains all aspects of integrity and represents a well-preserved example of Victorian architecture adapted to an industrial building. As a result, it is recommended eligible for listing in the NRHP under Criterion C.

Police Patrol Station #4 (HAM-2029-43)

Located within the project APE at 748 West Fourth Street, Resource HAM-2029-43 (Police Patrol Station #4) is a ca. 1890 Romanesque Revival police station that is currently the location of a Butternut Bread facility (Plates B46-B48). Architect Samuel Hannaford designed this and several other police and fire stations throughout the city. The rectangular plan, two-story building has an ashlar foundation, walls clad in brick, and a flat roof. This long police station has a narrow façade distinguished by four arcaded windows on the second floor. A large portal once opened on the first floor, but it has been filled in. Ashlar lintels, brick corbelling, nameplates, and the words "Police Patrol Station #4" also enhance the façade. Before the automotive age, this station housed horse patrol units. The building is located in a commercial-warehouse environment. Most windows on the western façade have been bricked in and there is a very large addition covering the entire east side. The building is now incorporated within a parking lot of tractor trailers for the previously unrecorded bakery complex which currently operates on the site. Police Patrol Station #4 was recommended not eligible for the NRHP by Historic Preservation Associates in 2002 due to the loss of original building integrity and its diminished location context. This recommendation remains appropriate today.

West End Electric Generating Station (HAM-5508-43)

Located within the project APE at the intersection of Front and Rose Streets, Resource HAM-5508-43 (West End Electric Generating Station) is a 1918 power station constructed on the site of the Cincinnati Gaslight West Coal Piles (1887 Sanborn). (Plates B20-B21 and B122-B126). This station acted as a supplementary source for manufactured gas during peak demands. Cincinnati utilized natural gas early, with the

first natural gas transported from central Ohio in 1907. In 1910, a pipeline was completed between West Virginia and Cincinnati that passed through Covington and supplied both sides of the river with natural gas. Cincinnati Gas & Electric (CG&E) had a partnership with Union Light, Heat, and Power to supply gas to the Kentucky side. Electric generation for Cincinnati was concentrated at the Plum Street Station, while the West End Electric Generating Station served as a “producer gas plant” in response to the particularly cold winter of 1916-1917 (Keagy and Strunk 1959).

Architecturally, the West End Electric Generating Station is utilitarian in design. The building has a concrete foundation, brick walls, and was originally a much larger building. For many years, this electric generating station was a supplier of electricity for CG&E. Boilers supplying the generators burned natural gas, which contributed to its retirement during the energy crisis. Cooling water was obtained from the Ohio River and returned to the river with ease due to the power station’s close proximity to the river. The original generators were retired, and the power house was converted into a substation during the 1960s (Farley 2007).

The 1922 Sanborn Map shows the building footprint for the generating station, which was considerably larger than it is today. The Generating Station was one of approximately 11 buildings and one Gasometer south of Front Street. Eight buildings and five Gasometers associated with the plant were located north of Front Street in 1922.

The 1934-1937 Sanborn offers a detailed map with notes on each building of the Generating Station complex. The Generating Station is labeled “West End Power House” and is shown as steel construction with concrete floors. The extant part of this building (portion facing the river) is listed as the Generator Room, and the rear two-thirds of the building (no longer extant) is listed as the Boiler House. A Filter House, Coal Tipple, Garage, Iron Gasometer, Office Building, and Coal Pit, along with rail tracks, also are shown on the map.

The 1904-1950 Sanborn Map shows very little change since 1937. A few small additions are indicated on buildings south of West Front Street. A small side (west) addition appears on the Power House, and only five buildings (and one Gasometer) remain north of West Front Street. Today, only the small west addition and the southern portion of the Generating Station building (originally the generator room) are extant. The rear portion of the Generating Station was demolished in the early 1980s, and the buildings north of Front Street were taken down in the 1990s. Gravel was brought in to cover the train tracks and remaining Boiler House foundation. All the original equipment located in the West End Generating Station was removed (Farley 2007).

The West End Electric Generating Station has been significantly altered since its construction in 1918, with two thirds of the building demolished in the 1980s. The OHI form listed the resource as ineligible for the NRHP under Criterion C in 1989, due to diminished architectural integrity and this assessment remains appropriate today. While this building was associated with Cincinnati’s early twentieth century public utilities, it was only a secondary producer of natural gas, and does not appear to be associated with any historical events significant under NR Criterion A. In addition, it is not associated with any significant individuals and thus does not meet NR Criterion B. Due to the disturbance of the site, it is not expected to contain important information and, therefore, does not meet NR Criterion D.

Hennegan Company (HAM-5571-44)

Located within the project APE at 444 West Third Street, Resource HAM-5571-44 (Hennegan Company) is a three-story, reinforced concrete, industrial warehouse (Plates B8-B9, and B104-B105) built in 1923 by the Ferro Concrete Construction Company of Cincinnati. The building features segmental arched openings on the first story, although the west four bays have been altered by the addition of rolling garage doors. The east four bays have recessed infill of brick with small single window openings. A single door entrance is located in the center bay. The spandrels above the first-story openings on the west and south facades display wire-cut brick laid in a herringbone pattern, while the second-story spandrels are faced with smoothly finished cement. The building is crowned by parapet walls with decorative diamond and lozenge panels in the frieze. The large window openings are separated by narrow brick piers that rise from the ground to the top of the parapet walls. The window openings contain replacement industrial sash with tinted glass. A large modern entryway has been added to the east façade, consisting of aluminum doors and an arched aluminum portico covered with flared glass and steel. A concrete loading dock is located on the rear (north) facade. In addition to the rear loading dock, there is a two-story concrete and brick addition. Built as the third Station Post Office in 1923, this building replaced an earlier group of religious structures occupied by the Sisters of Mercy. The building was later used as a greeting card warehouse and a printing company, and is now vacant. The building is completely surrounded by on-ramps and off-ramps for Fort Washington Way, I-71, and I-75, compromising its integrity of setting. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. It has several alterations and additions that have compromised its architectural integrity and does not meet NR Criterion C. It is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

Harriet Beecher Stowe Elementary School (HAM-1342-43)

Located within the project APE at 635 West Seventh Street, Resource HAM-1432-43 is a three-story Italian Renaissance elementary school built in 1923 (Plates B38-B40). The building has a concrete foundation and walls clad in glazed brick. Extensive terra cotta molding is used throughout the building's façades. The hipped-roof is covered in red tile and window openings are tinted plate-glass replacement sash. The building originally served as the Harriett Beecher Stowe Elementary School. It served African-American children until the end of segregation when it was turned into an adult education center. The building is now home to local television station WXIX Fox19. The building is associated with Dr. Jennie D. Porter, the first African-American woman to earn a Ph.D. at the University of Cincinnati. Based on her experiences teaching in the Cincinnati Public School system, Porter advocated segregated education as the best advantage for African-American children. While her views became controversial in the 1950s and 1960s, they have recently gained attention in the movement for Africentric academies. The Harriet Beecher Stowe School may be eligible for the NRHP under Criterion B for its association with Dr. Porter, and Phase II History/Architecture investigations are recommended.

Resource HAM-0080-44

Located within the project APE at 220 West Third Street, the Goering and Goering building is a three-story brick building with a stucco exterior, stone foundation, and cast iron pilasters flanking a modified storefront (Plate B102). The window openings have been modified and contain replacement sash. This property was surveyed in 1993 and recommended not eligible for listing in the NRHP by ODOT (with concurrence from OHPO) in a letter dated July 16, 1993.

Head First Café (HAM-5540-44)

Located within the project APE at 218 West Third Street, this one-story commercial building has a concrete foundation, walls clad in brick, and a flat roof (Plate B102). The main façade exhibits an asymmetrical façade highlighted by a soldier course interior cornice, rectangular panel, and stepped parapet with corbelled brick courses. Original fenestration has been blocked up and a drive in dock door has been enlarged. This property was surveyed in 1993 and recommended not eligible for listing in the NRHP by ODOT (with concurrence from OHPO) in a letter dated July 16, 1993.

Business Information Storage (HAM-5572-44)

The building at 318 West Third Street is two early-twentieth century buildings connected by a third, post-1930 addition (Plates B106-B110). The five-story brick building at the northern end of the complex on McFarland Street has an altered storefront and original two-over-two sash. A ghost sign on the east elevation of the McFarland building denotes the building's past use as "Steinkamp & Co., Dealers in Furniture, Carpet, Stoves, and Household Goods." Windows on the south façade have been covered over. The post-1930 addition, also on McFarland Street, has metal industrial sash and an inset receiving dock on the north façade. Little of the Third Street building is visible because of the elevated ramps from Fort Washington Way to the Brent Spence Bridge approach. While the building appears on the 1904 Sanborn map, it has been heavily altered to allow for the highway construction, and has been covered with a new brick façade and glass block windows. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. Its original form and design have been heavily altered and it represents an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. It is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

5.1.2 National Register of Historic Places

Four previously recorded resources also were listed on the NRHP: Cincinnati Union Terminal (No. 72001018), the Cincinnati Job Corps Center (No. 80003070), the Baltimore & Ohio Railroad Freight Station and Storage Warehouse (No. 86003521), and The Ohio National Guard Armory (No. 80003069). Fieldwork revealed that the Ohio National Guard Armory building is no longer extant. In addition, two NRHP historic districts were identified within the project APE. These properties included the Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). These resources are included in Table 1, and described below. All NRHP resources are shown on Exhibit 6.

Union Terminal (HAM-1295-43, NRHP No. 72001018)

Located within the project APE at the western terminus of Ezzard Charles Drive, Resource HAM-1295-43 (Union Terminal) is an Art Deco train station distinguished by a large quarter sphere rotunda flanked by two curvilinear arms originally designed to admit three lanes of motor vehicles (Plates B34-B36). The dome and façade are buttressed by two large angular pillars decorated with carved stone figures. The dome face is marked by two central pilasters supporting a large clock and nine tall sets of windows that conform to the dome design. Union Terminal has a concrete foundation, concrete and steel bearing walls and a steel quarter sphere roof. Railroad tracks are located behind the terminal and a quarter mile long drive bordered by lawns and parking lots leads to the terminal from Western Avenue and I-75. Lampposts and a fountain-reflecting pool are situated immediately in front of the building. The Cincinnati Union Terminal Company began construction of the building in 1929 and the terminal was completed and opened to operation by 1933. The building was originally owned and operated by seven truck lines and the Norfolk and Western, Baltimore and Ohio, Louisville and Nashville, Southern, New York Central, Chesapeake and Ohio, and Pennsylvania Railroads. At its peak, the terminal accommodated up to 17,000 people and 216 trains per day. Murals located in the rotunda and concourse were laid by Mr. Winold Reiss, a native of Germany, however, the concourse murals were removed to the Greater Cincinnati/Northern Kentucky Airport when the concourse was razed. The principal architects for the Terminal were Alfred Fellheimer and Steward Wagner, and James Stewart & Co., Inc., were the builders. Union Terminal is currently occupied by the Cincinnati Museum Center, which includes the Cincinnati History Museum, Cincinnati Museum of Natural History, Cincinnati Children's Museum, the Omnimax Theater, and the Cincinnati Historical Society Library. The building also serves as a stop for Amtrak. Cincinnati's Union Terminal became a National Historic Landmark in 1977 and was listed on the NRHP in 1972 (Gigliero and Overmyer 1988: 113-115).

Cincinnati Job Corps Center (HAM-1804-43, NRHP No. 80003070)

Located just outside the project APE at 1409 Western Avenue, this resource was documented in the OHI as HAM-1804-43. Also known as the Our Lady of Mercy High School, this building was designed by Samuel Hannaford and Sons in 1897 (Plates B31-B33). The building originally functioned as an academy of the Cincinnati Order of Our Lady of Mercy. The four and one-half story building features pressed yellow brick wall treatments and Renaissance overtones. Slightly recessed within the southeast corner is a tall, stepped-back, four-sided tower with arched belfries and an octagonal slate cap. The front façade exhibits a Flemish parapet and cross, arched bays on the first floor, slightly projecting end pavilions, and a wrought iron gate with the word "academy" in the arch. The south side of the front façade is marked by arched, two-story bay windows. The 13-bay south façade is distinguished by slightly projecting pavilions, occasional use of arched bays, and plain fenestration. The main building has a steep, hipped roof with hip dormers. Other noteworthy features include continuous lintels and lug sills, a raised ashlar foundation, and various religious ornamentation on the front façade. A chapel is attached to the rear. The current building replaced a Greek Revival building on the site of the main building. In 1928, the academy was converted into a high school for Catholic girls. Since 1970, it has been used as offices by the Job Corps. The building was added to the NRHP in 1980.

Baltimore & Ohio Railroad Freight Station and Storage Warehouse (HAM-1656-43, NRHP No. 86003521)

Located within the project APE at 700 Pete Rose Way, Resource HAM-1656-43 (Baltimore & Ohio Railroad Freight Station and Storage Warehouse also known as Longworth Hall) is a large, five-story, common bond brick railroad freight storage building exhibiting details associated with the Romanesque style (Plates B10-B15). It is distinguished by its great length of 1,160 feet. Located just west of the central business district, in an area containing numerous mixed industrial uses, the building has a concrete foundation and a flat roof and possesses a high degree of integrity despite several changes to its exterior. The front façade has three bays with an arcade treatment. The first floor has rock-faced ashlar piers supporting columns rising to the fourth floor, from which decorative semi-circular arches adorn the façades. The warehouse was designed by M.A. Long and built in 1904 in order to consolidate several smaller obsolete warehouses. The B & O Railroad had placed an emphasis on Cincinnati as a major shipping center and transfer point, and the warehouse contributed to the functioning of the railroad until competition from trucks reduced its effectiveness and profitability. Originally 1,277 feet long, the east end of the warehouse was reduced by 150 feet in 1961 to allow for the supporting piers of elevated IR-71/75. A five-story 30,000 square foot brick addition was then built onto the northeast corner. A fire in the original building destroyed part of the fifth floor which was never rebuilt. The warehouse is an important surviving example of an industry that is losing its older distinctive buildings. A two-story brick building associated with the boiler room and scales is also associated with this resource, and is documented as part of Longworth Hall in Appendix A. The Baltimore & Ohio Railroad Freight Station and Storage Warehouse was listed on the NRHP in 1986.

West Fourth Street Historic District and Amendment (NRHP Nos. 76001443 and 79001861)

Located within the project APE, the West Fourth Street Historic District and Amendment represents the most intact remnant of Cincinnati's late nineteenth century downtown streetscape (Plates B50-B53). Dominated by Italianate and Second Renaissance Revival commercial buildings, the district reflects the height of development of residential wholesale, retail, and industrial activities within the downtown Central Business District between 1870 and 1927 (Gigliano and Overmyer 1988: 30-33). Listed on the NRHP in 1976, the district is bounded by Central Avenue, West Fifth Street, Plum Street, and McFarland Street (Central Business District). The boundaries of the West Fourth Street Historic District were amended August 13, 1979, to include an area generally bounded by West Fifth Street and Perry Street between Central Avenue and Plum Street and Fourth Street between Central Avenue and Race Street.

Dayton Street Historic District (NRHP No. 73001457)

Located within the project APE, the Dayton Street Historic District is a neighborhood of primarily Italianate Residences in Cincinnati's West End. The district is roughly bounded by Bank, Linn, and Poplar Streets, and Winchell Avenue. It includes 399 buildings on 670 acres (Plates B66-B72). The area, once known as "Millionaire's Row", was first developed in the 1860s. Many of these early homes had been given highly ornamented façades, and several newer homes were built in the richly embellished Italian Renaissance Revival Style. Part of the district's early attractiveness was its proximity to business in the basin. By the early decades of the twentieth century, most upper-class

residents had moved from the West End to be replaced by lower-income residents, including European immigrants and African Americans. By the mid-1960s, preservation efforts were under way, lead by the Miami Purchase Association (MPA), which made the Hauck House at 812 Dayton Street its headquarters and main project. The MPA moved out of the district in 1988 (Giglierano and Overmyer 1988:119-120). The Dayton Street neighborhood was named a local historic district and protection area in 1965 and was listed on the NRHP in 1973.

5.1.3 Historic Map Research

An examination of historic maps and atlases dating from 1880 to 1950 provided an overview of the development and landscape changes in the area and aided in the identification of the types of resources located within the project APE. These maps visually demonstrate the dominate presence of the rail lines along the Cincinnati riverfront at its peak development during the late-nineteenth century, as well as the dramatic changes to the city's West End (Exhibits 7-9).

The M & R Burgheim map of 1880 shows principal waterways, streets and street names, public buildings, parks, bridges, rail lines, and ferry boat crossings. Neighborhood names appear in bold. The Roebling Suspension Bridge, the Louisville & Cincinnati Railroad Bridge, and the Cincinnati Southern Railroad Bridge all appear on the map. Both Cincinnati and Covington are already platted (Exhibit 7).

The Rand McNally & Company's 1891 Map, shows very little change to the built environment since 1880. Streets and street names, public buildings, principal waterways, bridges, rail lines, and railroad buildings and ferry boat crossings, are all depicted on the map (Exhibit 8).

Sanborn Fire Insurance maps, which detail individual buildings, including building footprints, additions, and materials, also were reviewed for properties over 50 years old within the APE. These maps were extremely useful in determining the dates of construction, and years of additions for individual buildings. Due to the size of the project APE, copies of detailed Sanborn Maps are not included in this report (Sanborn 1891-1950).

The 1914 USGS Quad Map for Cincinnati shows houses and principal buildings, streets, waterways and bridges, and reveals a riverfront dominated by rail yards. Both Cincinnati and Covington appear on the map. This map reveals a more accurate count of the residential buildings present in West Covington at the time, with individual buildings shown rather than blocks (Exhibit 9).

5.2 Results of Field Investigations

The majority of the resources that are more than 50 years old are located within the Dayton Street and West Fourth Street historic districts. The built environment within the APE is somewhat mixed. The majority of the project APE is dominated by industrial complexes and office buildings, however, small sections consist of high-density residential development, with the houses placed close together on small lots and with shallow setbacks from the street (Plates B66-B72). Near the southern limits of the APE, along the river, the area is dominated by open parking lots and industrial fields (Plates B96-B101). This area includes the Longworth Hall complex as well as the West End

Electric Generating Station. North of the Ohio River and west of the existing I-75 right of way, the built environment is dominated by light industrial facilities, office parks, and commercial buildings located within the Queensgate development area. The APE encompasses the Union Terminal District Boundary within Hopkins and Kenner Streets, and then narrows to follow the existing right of way for I-75, between Western and Winchell Avenues. Resources north of Union Terminal are mostly industrial in nature, with the exceptions being residential properties bordering the APE along Winchell Avenue (Plate B66).

5.3 Architectural Resources Descriptions

The architectural survey produced documentation on 15 previously undocumented resources within the APE, which included five industrial buildings, five commercial buildings, two warehouse buildings, two residences, and one brewery complex. These resources were mapped, photographed, and recorded on the History Architecture Resources Table and are described in detail below (Appendix A). The photo key for resources documented during the architectural survey is shown on Exhibits 10-12.

824 Mehring Way

Constructed in 1948, this two-story concrete block building has a concrete block foundation, boarded over window openings and a flat roof (Plates B1-B2). A concrete block outbuilding is also associated with this property. The building retains integrity of location, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

725 Front Street

This 1931, one-story brick building has a poured concrete foundation and a simple hipped roof covered in green tile (Plates B3-B4). Window openings are mostly boarded over with the exception of two replacement sash on the east façade. A chimney is located on the rear (south). This building first appears on the 1934-1937 Sanborn Map as an office associated with the West Virginia Coal and Coke Company complex. The complex consisted of seven coal storage tanks, rail lines, and a tipple. The 1904-1950 Sanborn depicts the coal storage tanks and the office building still associated with the West Virginia Coal and Coke Company, and coal piles located east of the building. The West Virginia Coal and Coke Company was a mining company with headquarters in Omar, West Virginia. The company supplied coal and coke throughout the Midwest and Northeast, and operated their own railroad. This building is now vacant. This resource is not associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. While this resource retains all aspects of integrity, it represents an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

690 West Third Street

This one-story warehouse building has a poured concrete foundation, brick walls, a flat roof and industrial sash window openings (Plates B5-B6). A two-story administration building built in the same style is attached to the main warehouse. The building retains

integrity of location, setting, workmanship, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

605 West Third Street

Constructed in 1935, this small, one-story, filling station has a concrete foundation and walls clad in concrete block (Plate B7). There is a central bay with a metal hipped roof on the north façade. Window openings exist only on this bay and consist of a modern three-pane bay window covered with wire screens. The roof is flat and castellated. Sanborn maps indicate this building was originally used as a filling station. The building sits between piers carrying the elevated I-75 highway and the Brent Spence Bridge approach. The building retains integrity of location, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

726 Mehring Way

The industrial complex located at 726 Mehring Way is dominated by a large concrete block building with a flat roof (Plates B16-B17). Window openings are eight-pane industrial sash. A late nineteenth century commercial building is attached to the 1955 building with the words "Federal Equipment Co" on the north façade. The 1922-1950 Sanborn map shows three buildings at this location, including a machine shop, a woodworking building, and a storage facility. The building has had many alterations and additions which have limited its integrity, and it is not recommended eligible for the NRHP.

724 Mehring Way

Located at 724 Mehring Way, this 1877, three-story, Greek Revival style building has brick-bearing walls, a flat roof, and window openings of two-over-two sash, although some are boarded up (Plates B18-B19). The foundation is obscured. The south façade is clad in sandstone. There is a small balcony over the first story with a stone railing that is partially collapsed. The building appears to have been the residence of John M. Mueller, Sr., the proprietor of the Buena Vista Excelsior Freestone Works, which was located across Mehring Way at 403-425 West Front Street. The original address for this resource was 408 Mehring. By the 1900s, the house was incorporated into the Standard Marble Works, with John Mueller, Jr., proprietor. The business and the building remained in the Mueller family through at least 1938 (Warminski 2007). The building retains integrity of location, design, and materials, and represents a rare surviving example of mid- to late-nineteenth century residential architecture in this area of Cincinnati. Research revealed John Mueller, Sr., was a prominent merchant in this section of Cincinnati and this resource appears to be the only surviving building closely associated with Mueller and his business; additional research may reveal this resource is significant under Criterion B. The use of sandstone as an exterior construction material sets this house apart from other nineteenth century residential buildings located near downtown Cincinnati, and as a result, this building is recommended eligible for listing in the NRHP under Criterion C.

646 Mehring Way

This three-story, side-gabled building, located at 646 Mehring Way, sits amid a large parking lot directly across from the West End Electric Generating Plant (Plate B22). Currently owned by Cincinnati Gas & Electric Company (CG&E), the building has a stone foundation; walls clad in brick, and arched window openings with replacement

sash on the north façade. Additional window openings on the first floor of the south façade have been bricked in. While this building does not appear on the 1887 Sanborn map, the purifying house associated with the Cincinnati Gaslight West Station is shown at this location. The 1922 Sanborn map depicts the current building as one of eight buildings and five Gasometers associated with CG&E plant located north of Front Street. It is displayed as a two-story building connected to a larger, one-story building (on the west). The 1934-1937 Sanborn depicts the building at 646 Mehring Way as a two-story Pipe Shop, still associated with CG&E. The 1904-1950 Sanborn map only depicts five buildings (and one Gasometer) of the CG&E facility remaining north of West Front Street and this building is one of those remaining resources. The western one-story addition at 646 Mehring has been demolished, and the building continued to function as the Pipe Shop. The building is currently owned by Duke Energy, and is used for company functions. While this building retains integrity of location and materials, its architectural integrity has been compromised by the demolition of a historic one-story addition, introduction of replacement windows and window infill, and the introduction of new window openings on the south façade. In addition, while this building has long been associated with CG&E, it has been dramatically altered from its original use as a pipe shop. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. This resource is an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

603 West Pete Rose Way

Located at 603 West Pete Rose Way, this one-story building has walls clad in brick and a side-gabled roof with overhanging eaves (Plates B23-B24, and B119-B121). The eaves cover loading dock overhead doors. The 1887 Sanborn map depicts a one-story freight house building associated with the Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad (P.C.C. & St. L. RR) located near this building, but it does not appear to be the current resource. A building associated with this resource first appears on the 1891 Sanborn maps as the Pan Handle Smith Street Freight Station, and it appears on the 1922 Sanborn as the P.C.C. & St. L. RR Freight House, a one-story building with a two-story east addition. The 1904-1950 Sanborn Map shows this building as a Scrap Iron & Paper Warehouse with a concrete floor and wood trusses. The building retains integrity of location, workmanship, and materials, but alterations and the intrusion of elevated I-75 piers have compromised its integrity of setting. While this resource has historically been associated with the railroad, it does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It does not appear to be associated with any significant individuals and, thus, does not meet NR Criterion B. This resource is an undistinguished example of a common railroad building and its setting has been compromised by the construction of I-75, and as a result it does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D. As a result, it is recommended not eligible for the NRHP.

2108 Winchell

The former Young and Bertke Company industrial complex consists of two buildings. The two-story main building, built in 1907, has a stone foundation; walls clad in brick, a flat roof, and arched window openings on the second story, west façade (Plates B25-

B26). The first story windows are boarded over. The secondary building, built in 1936, has a brick foundation, a flat roof, and window openings with industrial sash. A rear front-gabled addition housed the loading docks. The addition has a concrete block foundation and overhanging eaves covering the dock doors. The building retains integrity of location, association, and materials, but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

1101 Alfred Street

This three-story Italianate building has a stone foundation and walls clad in brick. A storefront on the east façade is supported by squared pilasters (Plates B27-B28). Frieze windows are present below the cornice set between Italianate brackets. This building appears on the 1891 Sanborn Map and is listed as a three and one-half story shop building with a rear three-and-one-half story section connected by a stairwell. The 1904 Sanborn depicts this building as a saloon with a building footprint essentially the same as the 1891 Sanborn. The 1904 map lists the walls as 12 inches thick. The 1904-1950 Sanborn depicts the building as an office building with a rear stairwell, connected to a one-story cotton warehouse (with wire glass skylights) on the south. The building is located in an area historically dominated by light industry, and was originally part of "C'ol John Riddle's Subdivision" (Sanborn 1922). While this resource has historically been associated with commercial activities, it does not appear to be associated with any significant historical events and thus does not meet NR Criterion A. In addition, it does not appear to be associated with any significant individuals and, thus, does not meet NR Criterion B. While this resource is relatively intact, despite the replacement windows, it represents an example of a common architectural style found in the area, but its setting has been compromised by the construction of I-75. As a result, it does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D. The building retains integrity of location, materials, design, and workmanship, but replacement windows and the addition of multiple billboards to the building have compromised its architectural integrity, and as a result, it is recommended not eligible for the NRHP.

1130 and 1132 Draper Street

The dwellings at 1130 and 1132 Draper Street are two-story, linear plan Italianate buildings with stone foundations and walls clad in brick (Plate B29). Window openings are one-over-one replacement sash. The buildings retain architectural details such as window molding, decorative cornice brackets, and frieze windows. Original iron fences line the front yards of the properties. Both buildings retain integrity of location, workmanship, design, and materials, but do not represent an exceptional example of the Italianate style and are not recommended eligible for the NRHP.

1100 Gest Street

This 1950 commercial building has a concrete foundation and walls clad in concrete block. The south façade is clad in yellow brick (Plate B37). Window openings on the south façade are one-over-one sash and the roof is flat. A metal awning covers the windows and door of the south façade. The building retains integrity of location, setting, and materials, but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

Butternut Bakery Complex West Fifth Street

A portion of the bakery complex on West Fifth Street originally served as Police Patrol Station #4 (HAM-2029-43 at 748 West Fifth Street). This two-story building is Italianate in design and dates to ca. 1890 (Plate B46-B48). Walls are clad in brick and the arched window openings are bricked in. The remainder of the complex, located between Linn Street and Mill Street, was not documented in the OHI. The complex is made up of one- and two-story concrete block buildings constructed between 1950 and 1970. The complex also includes a large concrete addition which connects the historic police station to a second historic Italianate warehouse building. The complex retains integrity of location, but many additions have compromised other aspects of integrity. The complex is not recommended eligible for the NRHP.

801 West Sixth Street, Hudepohl Brewery Building

Located within the project APE at 801 West Sixth Street (or 505 Gest Street), the Hudepohl Brewery building is a complex of 1850s-1950s industrial buildings originally constructed for the Lackman and Sandman Brewery (Plates B43-B45, and B111-B118). The Lackman Brewing Company operated within the building from 1890-1919. The Nisser Ice Cream Company occupied the building during Prohibition, and Hudepohl purchased the building in 1934 for the production of canned beer. By the 1950s, the brewery was a multi-building complex that included a bottling house, washhouse, beer cellar and fermenting room, beer storage building, a repair shop and office tower (Sanborn vol. 1, 1934-Apr. 1950, Sheet 27). Hudepohl moved all its operations to this plant by 1967. The original building has a large 1880s addition as well as large 1940s and 1960s additions (Gigliano and Overmyer 1988:91). One character-defining feature of the complex is the tall brick smokestack rising from the center of the building emblazoned with the "Hudepohl" name. The building is currently in a state of disrepair and partially demolished. The 1946 corner building at the intersection of West 6th Street and Gest Street remains standing, but the adjacent beer cellar building, and the beer storage building have been demolished. According to the 1950 Sanborn, the beer cellar was built in 1937 and the adjacent storage building in 1885. Some rear portions of the central 1947 building have also been demolished, as well as the ca. 1885 garage building. The 1940 bottling house and adjacent storage buildings to the west remain intact. Demolition of the smaller 1885 components at the rear of the complex, along West 5th Street, occurred prior to the demolition of the cellar and storage components. The complex was most recently occupied by an electrical contracting firm and is currently owned by Hudepohl Square, LLC., which has ongoing plans to renovate the complex into mixed-use office and residential or light industrial space.

Hudepohl Beer was a very popular brand in Cincinnati, thanks in part to the city's large German population. Founded in 1885 by Ludwig Hudepohl II, Hudepohl grew to become one of the top five brewers in Cincinnati by the time of Prohibition in 1918. Hudepohl survived prohibition by making soft drinks and "near-beer". The brewery returned to beer production in 1933 after Prohibition was repealed. Faced with high demand in Cincinnati and Northern Kentucky, Hudepohl was content to focus on the regional market, while larger breweries, such as Budweiser, Schlitz, and Pabst, dominated the national market. By the 1950s, these national brands began to drive local breweries out of business. Hudepohl survived this initial wave of closures by purchasing Burger Beer recipes in 1973 and Christian Moerlein in 1981. The Sixth Street plant closed in 1986 when Hudepohl was sold to the Schoenling Cincinnati brewery and all operations were moved to the Central Parkway plant. In 2001, Hudepohl-Schoenling beer brand

production was moved to Frederick, Maryland, and LaCrosse, Wisconsin, ending Hudepohl's Cincinnati brewing history (http://en.wikipedia.org/wiki/Hudepohl_Brewing_Company). The Hudepohl Brewery has lost a great deal of its architectural integrity due to non-historic additions and demolition of the Beer Cellar building, the Beer Storage building, the garage building and rear portions of the central 1947 building, and as a result, it is not recommended eligible for the NRHP under Criterion C. However, because Hudepohl is one of the few surviving nineteenth century brewery complexes associated with Cincinnati's rich Germany heritage, Phase II investigations are recommended in order to determine its eligibility under Criterion A.

516-528 Linn Street, Queensgate Correctional Facility

The current Queensgate Correctional Facility, located within the APE at 516-528 Linn Street, was built ca. 1906 and operated as the Kruse Hardware Warehouse (Plates B41-B42). It continued in operation as a warehouse for various companies until 1990. The building is currently owned by Corrections Corp of America, LLC. CCA purchased the building in 1990 and converted it to a prison which opened in 1992. The building is utilitarian in architecture and has had several major additions and alterations. The main building is an eight-story L-plan consisting of five bays on the south and seven on the north. The building is clad in brick. No window openings are present on the north façade, while the south façade contains replacement sash. The property is surrounded by a large chain link and barbed wire fence. The Queensgate Correctional Facility was originally planned as a three-year temporary solution to overcrowding in the Hamilton County Justice Center. However, since no new prison has been built since the facility opened, Queensgate continues to operate as a prison. Although originally intended for minimum security inmates only, the Queensgate facility has had to take on medium and maximum security inmates because of continued overcrowding problems in Hamilton County's three other correctional facilities. The Queensgate Correctional Facility has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.

302 West Third Street

Located on the corner of West Third and Plum Streets, inside the project APE, the building at 302 West Third Street originally served as a manufacturing complex (Plate B103). Sanborn research indicates that the original part of this building was constructed in 1918, with a large addition constructed along West Third Street in 1929 which created an L-shaped building. This resource originally served as the Crown Overall Manufacturing Company, a business that by the 1930s consisted of a multi-building operation that occupied 300-322 West Third Street (Sanborn 1934). By the 1950s the complex was confined to the L-shaped building at the corner of Plum and Third, with many of the support buildings being used by other businesses (Sanborn 1950). The original 1918 facility is an industrial building featuring classical elements and Beaux Arts Detailing. Constructed using concrete wall construction, and clad in brick, the building originally had steel sash window openings that have since been replaced. The building has been heavily modified since its original construction, with a portion of the first floor converted into a garage, and a large four story office addition on the top of the building. The building is currently an office building and serves as the Cincinnati headquarters for Al Neyer Inc. This building has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.

5.4 Evaluation Criteria

Every building within the APE was examined for its potential to meet the criteria for National Register eligibility. Four criteria are outlined for evaluating properties for eligibility and inclusion in the National Register. These criteria are:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Association with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and
- Criterion D: Yielded, or may be likely to yield, information important in prehistory or history. The application of Criterion D presupposes that the information imparted by the site is significant in history or prehistory and that at least one of the other National Register criterion is satisfied (U.S. Department of the Interior, National Park Service [USDOI-NPS 1995:2]).

5.4.1 Criteria Considerations

Certain properties, such as museum artifacts, cemeteries, birthplaces or graves of historical figures, religious properties, moved structures, reconstructions, or commemorative monuments, and properties less than 50 years old, are generally not eligible. However, they may qualify if they are part of historic districts or meet one of the following criteria exceptions. The APE contained no resources eligible for listing in the NRHP under the following criteria considerations:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (USDOI-NPS 1995:2).

6.0 CONCLUSIONS AND RECOMMENDATIONS

Eleven extant, previously recorded Ohio Historic Inventory (OHI) resources were identified in the project Area of Potential Effect (APE) during the literature review: HAM-0080-44, HAM-1295-43, HAM-1342-43, HAM-1656-43, HAM-1709-40, HAM-1804-43, HAM-2029-43, HAM-5508-43, HAM-5540-44, HAM-5571-43 and HAM-5572-44. Three of these resources, HAM-1295-43, HAM-1656-43, and HAM-1804-43, are also listed in the NRHP. In addition, two National Register of Historic Places (NRHP) Historic Districts are located within the project APE: The Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). Of these resources, Phase II investigations are recommended for HAM-1342-43. Resource HAM-1709-40 is recommended eligible for listing in the NRHP under Criterion C. A total of 16 previously unrecorded architectural resources was identified during the fieldwork. Of these resources, only the property at 724 Mehring Way is recommended eligible for listing in the NRHP. Phase II investigations are recommended for the property at 801 West Sixth Street.

All extant, previously recorded resources and the 16 previously unrecorded resources are documented in an ODOT History/Architecture Resources Table located in Appendix A.

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Exhibits 1-12






LEGEND

Roadway Key

- Bridge
- Interstate
- Interstate Elevated
- Local Access Ramp
- Local Access Elevated Ramp
- Local Street
- Local Street Elevated
- US 50
- US 50 Elevated



250 125 0 250 Meters


1,000 500 0 1,000 Feet

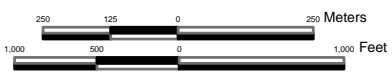


LEGEND

Roadway Key

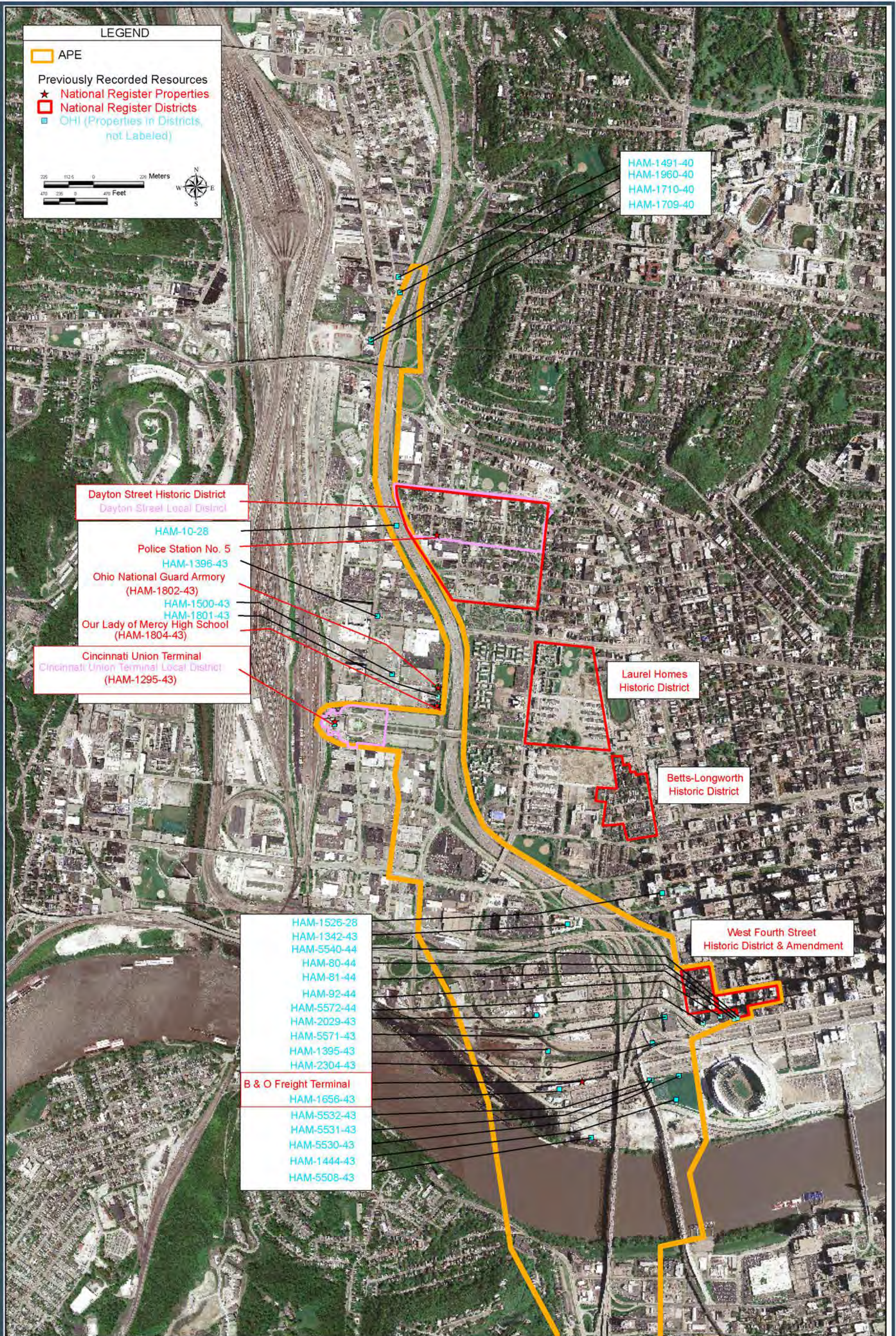
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- Local Access Ramp
- Local Access Elevated Ramp
- Local Street
- Local Street Elevated
- US 50
- US 50 Elevated

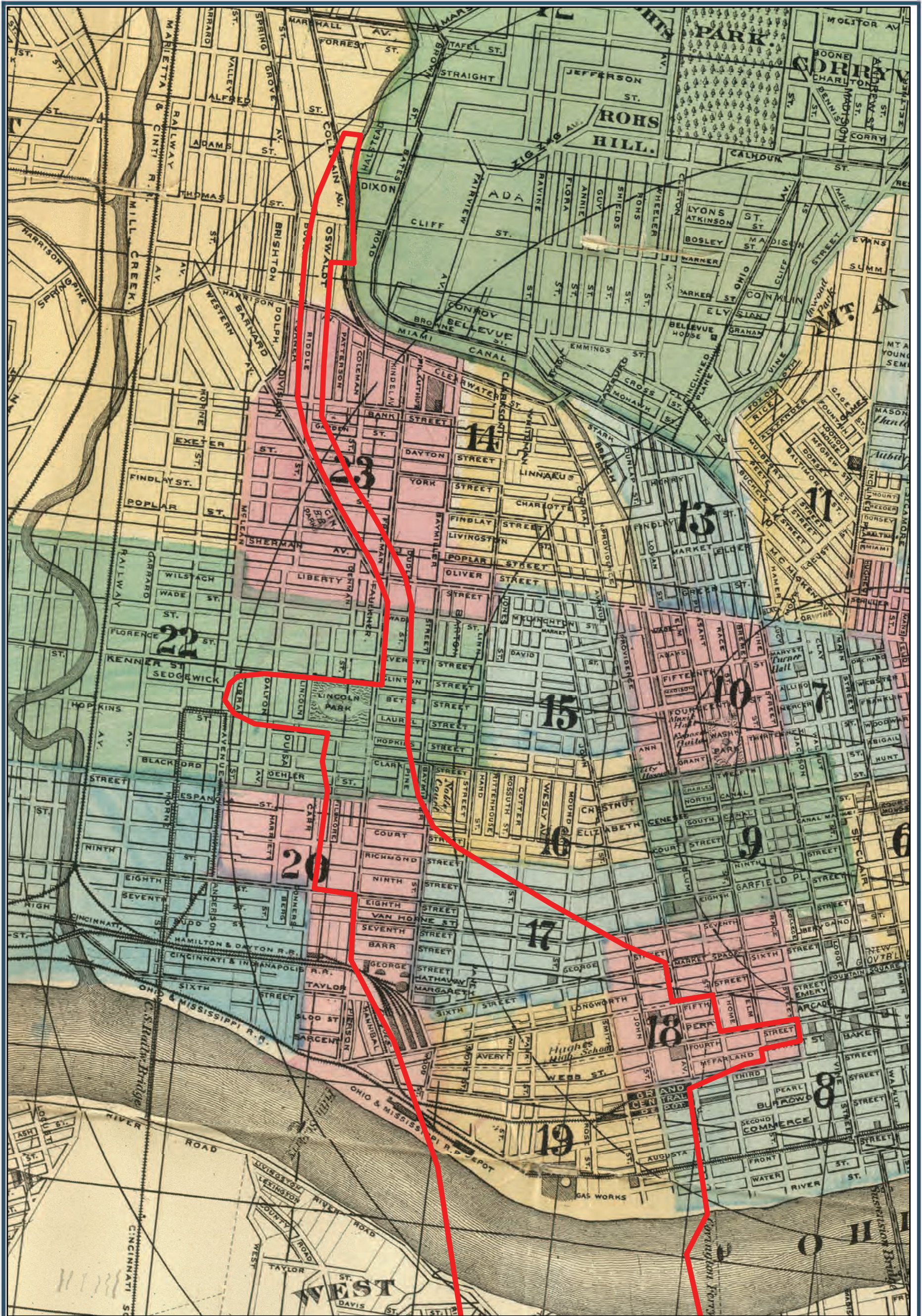


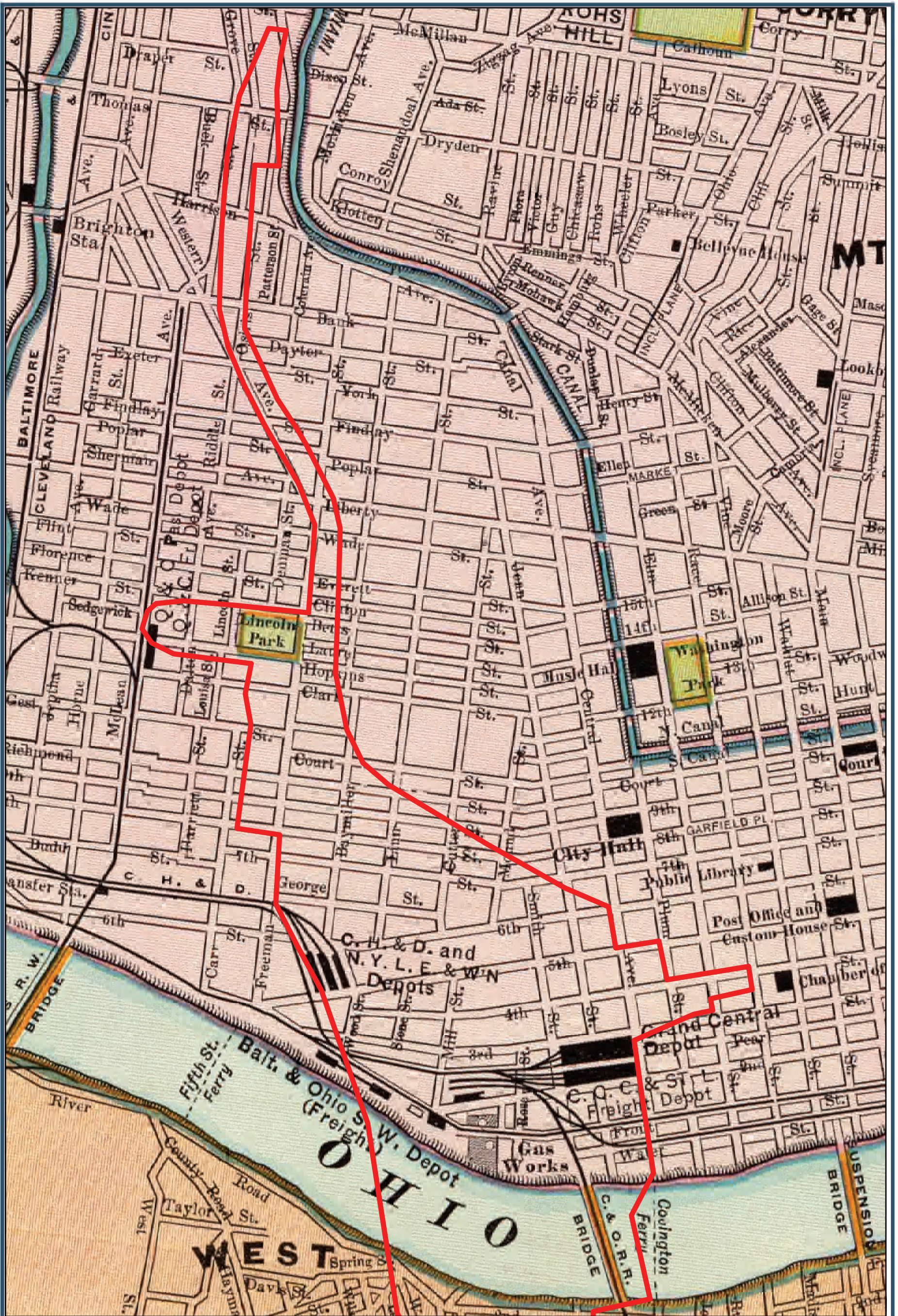


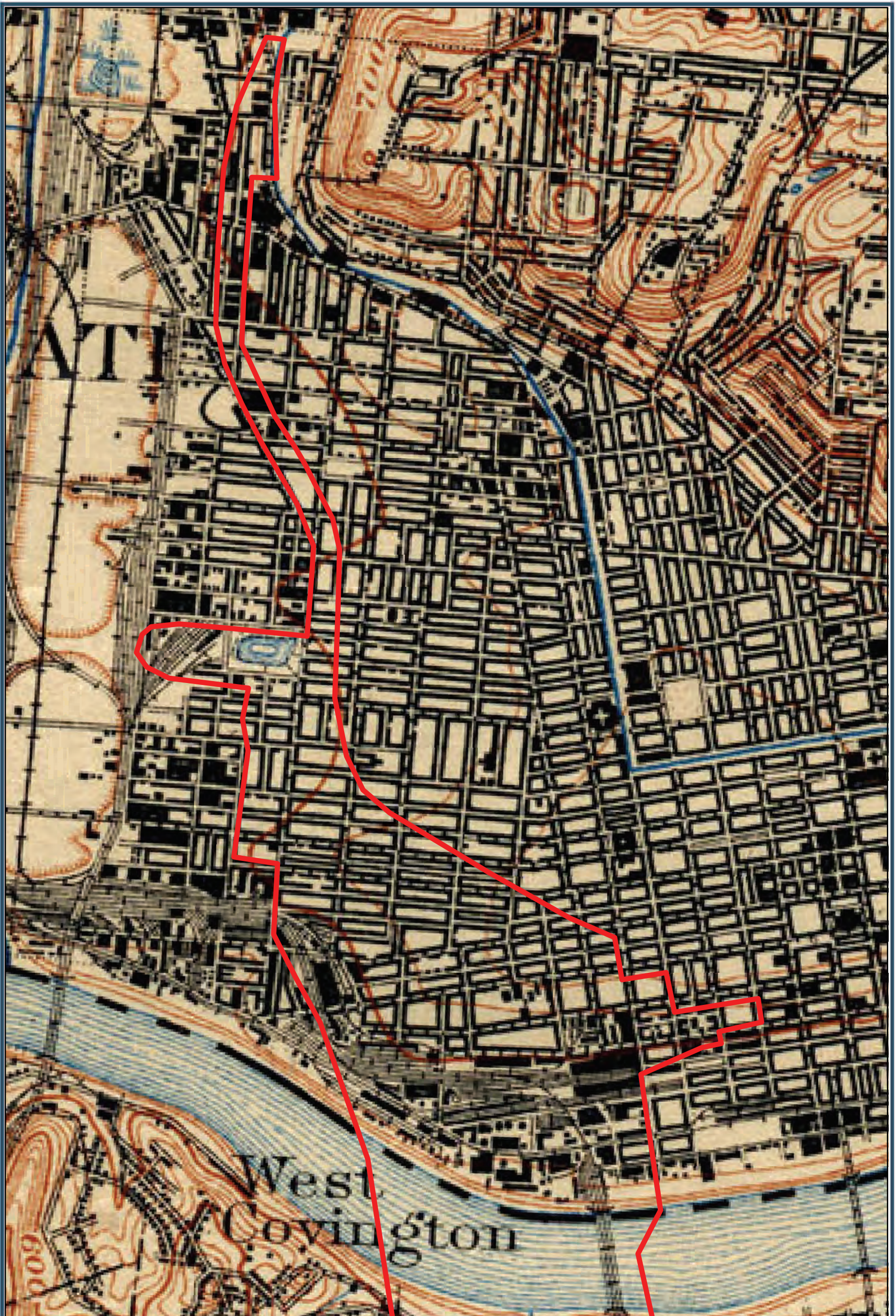




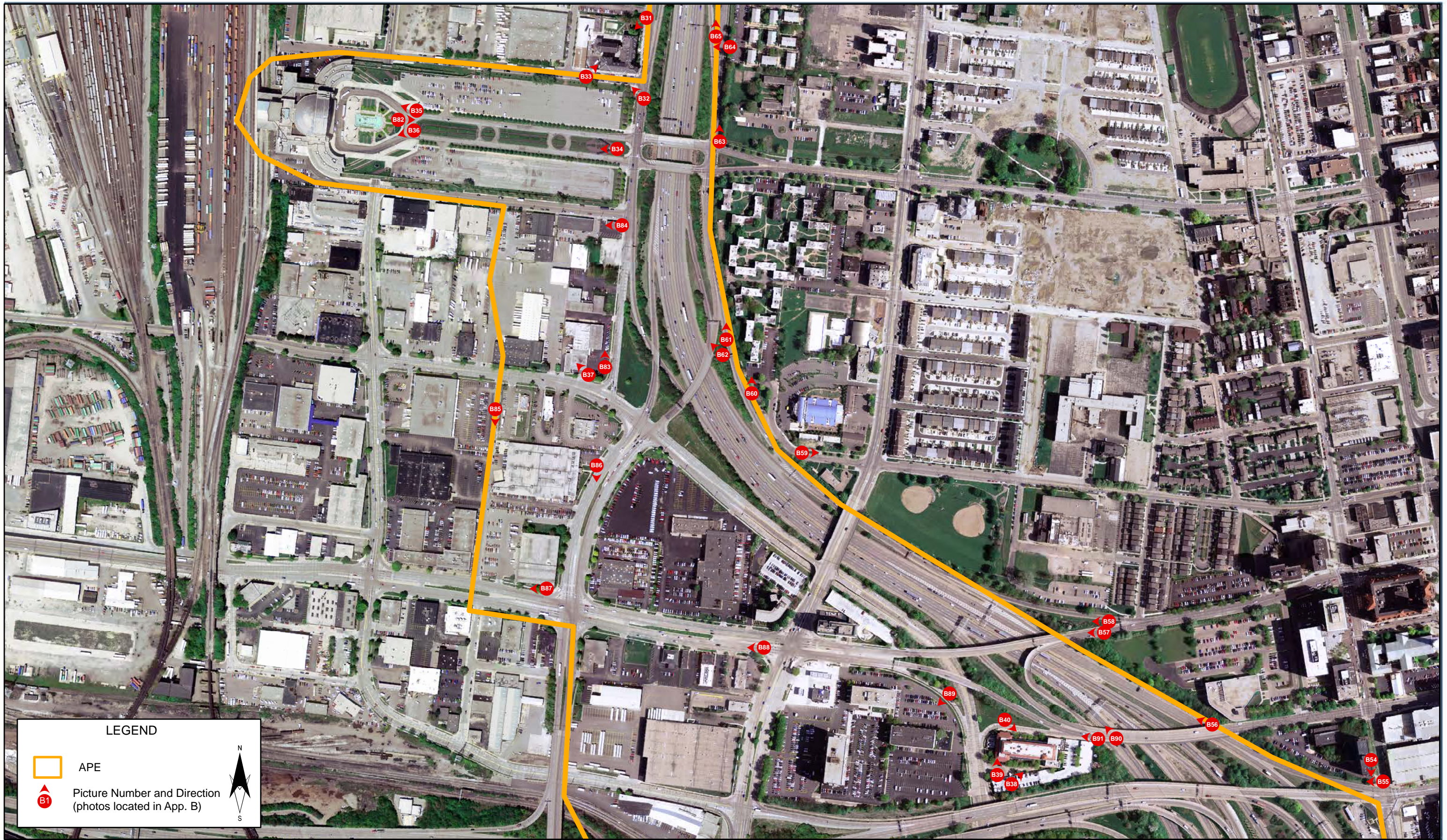













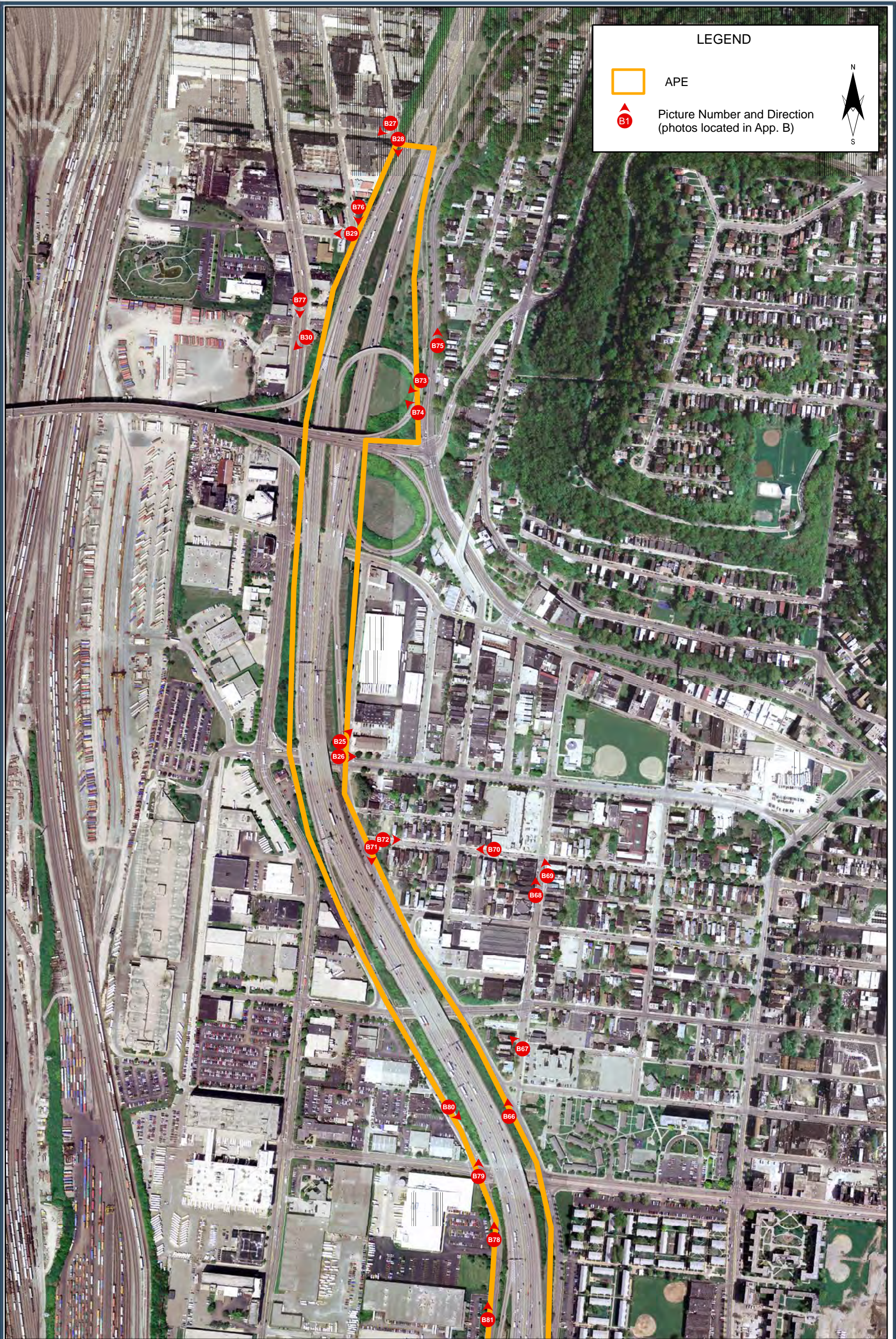


LEGEND

 APE

 Picture Number and Direction
(photos located in App. B)





APPENDIX A: HISTORY/ARCHITECTURE
RESOURCES TABLE

HISTORY/ARCHITECTURE RESOURCES

(Only to Include Properties Fifty Years of Age or Older, Properties Previously Inventoried on OHI forms, Properties Determined Eligible for Inclusion on the NRHP, Properties Listed on the NRHP, and Bridges Listed in ODOT's Historic Bridge Database)

County Hamilton Township/Section # 15Quad/ 7.5' Quad _West Cincinnati

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B001-B002	11/29/2006 824 Mehring Way Cincinnati 45203 16 4330055N 0713835E		Industrial Vacant	Utilitarian Concrete Block	1948	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This 2-story, 1948 building has a concrete block foundation and walls clad in concrete block. Most window openings are boarded over and the roof is flat. Also on the property is a concrete block outbuilding. The building retains integrity of location, design, and materials, but is not recommended eligible for the NRHP.
B003-B004	11/29/2006 725 Front St Cincinnati 45203 16 4329986N 0713932E	1904-1950 Sanborn West VA Coal & Coke	Office	Front-Gable Brick	1931	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	The 1-story building at 725 Front Street has a poured concrete foundation and walls clad in brick. The simple hipped roof is covered in green tile. Window openings are mostly boarded over with the exception of two replacement sash on the east façade. There is a chimney on the rear. The building was originally associated with the West Virginia Coal and Coke Company. The building retains integrity of location, workmanship, design, feeling, association, and materials, but is an undistinguished example of a common architectural style and type and is not recommended eligible for the NRHP.

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B005-B006	11/29/2006 690 W. 3rd St Cincinnati 45202 16 4330260N 714182E		Warehouse Warehouse	Commercial Brick	1953	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This 1-story warehouse building has a poured concrete foundation and walls clad in brick. The roof is flat and window openings are industrial sash. There is a two-story administration building attached to the main warehouse built in the same style. The building retains integrity of location, setting, workmanship, design, and materials, but is not recommended eligible for the NRHP.
B007	11/29/2006 605 W. 3rd St Cincinnati 45202 16 4330276N 714297E	1950 Sanborn Map	Filling Station	Utilitarian Concrete Block	1935	Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This small, 1-story, 1935 filling station has a concrete foundation and walls clad in concrete block. There is a central bay with a metal hipped roof on the north façade. Window openings exist only on this bay and consist of single pane sash covered with wire screens. The roof is flat and castellated. The building sits between piers carrying the elevated I-75 highway and the Brent Spence Bridge approach. The building retains integrity of location, design, and materials, but is not recommended eligible for the NRHP.

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B008-B009	HAM-5571-44 11/29/2006 444 W. 3rd St Cincinnati 45202 16 4330317N 714465E	1950 Sanborn Map Hennegan Company	Post Office Warehouse	Reinf CC Frame Commercial Brick	1923	<input checked="" type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>This building is a 3-story, reinforced concrete, industrial warehouse. It features segmental arched openings on the first floor, although the west four bays have been altered by the addition of rolling garage doors. The east four bays have recessed infills of brick with small single window openings. A single door entrance is located in the center bay. The spandrels above the first story openings on the west and south sides display wire-cut brick laid in a herringbone pattern, while the second story spandrels are faced with smoothly finished cement. The building is crowned by parapet walls with decorative diamond and lozenge panels in the frieze. The large window openings are separated by narrow brick piers that rise from the ground to the top of the parapet walls. The northeast corner of the building was demolished for construction of I-75. The building was determined ineligible for the NRHP in 1998 because of a loss of integrity.</p>

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B010-B015	HAM-1656-43 11/14/2006 700 Pete Rose Way Cincinnati 45203 16 4330163N 714175E	1918-1950 Sanborn Maps	RR Warehouse Mixed Use	Romanesque Brick	1904	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>Longworth Hall is a 5-story, Romanesque building which originally housed the Baltimore & Ohio Railroad Storage Warehouse. Built in 1904, the building has brick-bearing walls, a concrete foundation, and a flat roof. Window openings are 6-over-6, double-hung sash. The building is characterized by its length of 1160 feet. In 1961, the building was reduced by 150 feet on the east side in order to build I-75. A 5-story, 30,000 square foot addition was then built on the northeast corner. A fire destroyed part of the fifth floor which was never rebuilt. Overall, Longworth Hall retains its historic integrity. It was listed on the NRHP in 1986. Also located on Gest Street, just north of Longworth Hall, is a 2-story, Romanesque, brick building with boarded-over arched window openings and entryway on the first floor, and bricked-in second floor window openings. Window openings are only present on its south façade. The building has a flat roof and obscured foundation, but retains all aspects of integrity and is included within the property of Longworth Hall, listed on the NRHP in 1986.</p>

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B016-B017	11/14/2006 726 Mehring Way Cincinnati 45203 16 4330027N 713895E	1950 Sanborn Map Machine Shop, Woodworking Bldg	Industrial	Concrete Block	1950-1955	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input checked="" type="checkbox"/> Moved <input type="checkbox"/>	Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	The industrial complex located at 726 Mehring Way is dominated by a large concrete block building with a flat roof. Window openings are 8-pane industrial sash. A late 19th century commercial building is attached to the 1955 building with the words "Federal Equipment Co" on the north façade. The building has had many alterations and additions which have limited its integrity, and is not recommended eligible for the NRHP.
B018-B019	11/14/2006 724 Mehring Way Cincinnati 45203 16 4329963N 714019E	1891-1950 Sanborn Maps John Mueller, Jr. and Sr.	Indust. Storage	Greek Revival Brick	1877	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved <input type="checkbox"/>	Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input checked="" type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	Located at 724 Mehring Way, this 3-story, Greek Revival building has brick-bearing walls, a flat roof, and window openings of 2-over-2 sash, although some are boarded up. The foundation is obscured. The south façade is clad in stone. There is a small balcony over the first floor with a stone railing that is partially collapsed. This building appears to have been the residence of John M. Mueller, Sr., proprietor of the Buena Vista Excelsior Freestone Works, and may be eligible for listing under Criterion B. The building retains integrity of location, design, and materials, and the use of sandstone as an exterior construction material sets this house apart from other residential buildings in the area, it is recommended eligible for listing in the NRHP under Criterion C.

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B020-B021	HAM-5508-43 11/14/2006 Front & Rose Street Cincinnati 45203 16 4329949N 714070E	1918-1950 Sanborn Maps West End Elect. Gen. Stat.	Power Plant Power Substation	Romanesque Brick	1918	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	<p>Located at Front and Rose Street on the Ohio River banks, resource HAM-5508-43 is a 5-story power plant built in 1918. The building has a concrete foundation, walls clad in brick, and window openings with replacement sash. Window openings on the south façade facing the Ohio River show Romanesque influences. There is a stone belt course above the first story. The West End Electric Generating Station has been significantly altered since its construction in 1918, with two thirds of the building demolished in the 1980s. As a result, it is not recommended eligible under Criterion C. While this building was associated with Cincinnati's early twentieth century public utilities, it was only a secondary producer of natural gas, and does not appear to be associated with any historical events or individuals significant under NR Criteria A or B. Due to the disturbance of the site, it is not expected to contain important information and therefore does not meet NR Criterion D.</p>

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B022	11/14/2006 646 Mehring Way Cincinnati 45203 16 4329962N 714113E	1922-1950 Sanborn Maps CG&E	Commercial Pip Utility	Side-Gable Romanesque Brick	ca. 1860	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>This 3-story, side-gabled building has a stone foundation, walls clad in brick, and arched window openings with replacement sash on the north façade. Additional window openings on the 1st floor of the south façade have been bricked in. While this building does not appear on the 1887 Sanborn map, the purifying house associated with the Cincinnati Gaslight West Station is shown at this location. The 1922 Sanborn map depicts the current building as 1 of 8 buildings and 5 Gasometers associated with CG&E plant located north of Front Street. The 1934-1937 Sanborn depicts the building as a 2-story Pipe Shop, still associated with CG&E. The 1904-1950 Sanborn map only depicts five buildings (and 1 Gasometer) of the CG&E facility remaining north of West Front Street; the building continued to function as the Pipe Shop. The building is currently owned by Duke Energy, and is used for company functions. While this building retains integrity of location and materials, its architectural integrity has been compromised by the demolition of a historic 1-story addition, introduction of replacement windows and window infill, and the introduction of new window openings on the south façade. In addition, it has been dramatically altered from its original use as a pipe shop. This resource does not appear to be associated with any significant historical events or individuals and thus does not meet NR Criteria A or B. This resource is an undistinguished example of a common architectural style and</p>

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B023-B024	11/14/2006 603 W Pete Rose Way Cincinnati 45202 16 4330011N 714236E	1887-1950 Sanborn Maps Pan Handle & P.C.C. & STL RR	Commercial Fre Warehouse	Side-Gable Brick	1891	<input checked="" type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	type and does not meet NR Criterion C. In addition this building is not expected to contain potentially important information and therefore does not meet NR Criterion D. Located at 603 Pete Rose Way, this 1-story building has walls clad in brick and a side-gabled roof with overhanging eaves. The eaves cover current loading dock overhead doors. The building appears on the 1891 Sanborn Maps as the Pan Handle Smith Street Freight Station. The building retains integrity of location, workmanship, and materials, but alterations and the intrusion of elevated 1-75 piers have rendered the building ineligible for the NRHP.
B025-B026	11/27/2006 2108 Winchell Ave Cincinnati 45214 16 4332763N 713101E	1922-1950 Sanborn Maps	Industrial Industrial	Brick	1907	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	The former Young and Bertke Company industrial complex consists of two buildings. The 2-story main building, built in 1907, has a stone foundation, walls clad in brick, a flat roof, and arched window openings on the second story, west facade. The first story windows are boarded over. The secondary building, built in 1936, has a brick foundation, a flat roof, and window openings with industrial sash. A rear, front-gabled addition housed the loading docks. The addition has a concrete block foundation and overhanging eaves covering the dock doors. The building retains integrity of location, association, and materials, but is not recommended eligible for the NRHP.

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B027-B028	11/28/2006 1101 Alfred St Cincinnati 45214 16 4333768N 713133E	1891-1950 Sanborn Maps C'ol John Riddle Sub.	Commercial Sal Commercial	Italianate Brick	ca. 1880	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This 3-story Italianate building has a stone foundation and walls clad in brick. A storefront on the east façade is supported by squared pilasters. Frieze windows are present below the cornice in-between Italianate brackets. This building appears on the 1891 Sanborn map as a shop building, and has historically been associated with commercial activities, but is not significant under Criteria A or B. The building retains integrity of location, materials, design, and workmanship, but is not recommended eligible under Criterion C for the NRHP, due to alterations and a compromised setting.
B029	11/28/2006 1132 Draper St Cincinnati 45214 16 4333589N 713080E	1918-1950 Sanborn Maps	Residence Residence	Linear Plan Italianate Brick	ca. 1880	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	The dwelling at 1132 Draper Street is a 2-story, linear plan Italianate building with a stone foundation and walls clad in brick. Window openings are 1-over-1 replacement sash. The building retains architectural details such as window molding, decorative cornice brackets, and frieze windows. An original iron fence lines the front yard. The building is nearly identical to the Italianate dwelling immediately adjacent. The dwelling retains integrity of location, workmanship, design, and materials, but is not recommended eligible for the NRHP.

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B029	11/28/2006 1130 Draper Cincinnati 45214 16 4333589N 713080E	1918-1950 Sanborn Maps	Residence Residence	Linear Plan Italianate Brick	ca. 1880	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>The dwelling at 1130 Draper Street is a 2-story, linear plan Italianate building with a stone foundation and walls clad in brick. Window openings are 1-over-1 replacement sash. The building retains architectural details such as window molding, decorative cornice brackets, and frieze windows. An original iron fence lines the front yard. The dwelling retains integrity of location, workmanship, design, and materials, but is not recommended eligible for the NRHP.</p>

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B030	HAM-1709-40* 11/28/2006 2261 Spring Grove Cincinnati 45214 16 4333390N 712980E	1891-1950 Sanborn Maps Chem-Pack, Inc.	Industrial Industrial	Victorian Brick	Ca. 1890	<input type="checkbox"/> Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>Resource HAM-1709-40 (Chem-Pack, Inc.) is a ca. 1890 industrial building with Victorian elements. The building has a rock-faced ashlar foundation and walls clad in brick. The roof is flat and window openings on the primary façade are one-over-one, double-hung sash with brick, arched pediments. The side façade windows have plain lintels and lug sills. The auditor's website lists year of construction for this building as 1891; however, the building does not appear on the 1891 Sanborn Map. It first appears on the 1904 Sanborn, as The Eureka Soap Company, Manufacturers of Toilet Soap & Perfumes with an address of 2261-2275 Spring Grove Avenue. It is listed as a 4-story building connecting to an iron-clad, 1-story warehouse. The Sanborn map shows an office located on the 1st-floor of the northeast corner of the building, and the building had an open elevator. By 1950, the building was owned by the Duncan & Ohio Company, Paper Box Factory. An office is shown on the first floor (street side) and the warehouse has a small 1-story addition. The current footprint of the building is largely unchanged from the 1950s Sanborn. This building retains all aspects of integrity and represents a well-preserved example of Victorian architecture adapted to an industrial building. As a result, it is recommended eligible for listing in the NRHP under Criterion C.</p>

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B031-B033	HAM-1804-43 11/28/2006 1409 Western Ave Cincinnati 45214 16 4331760N 713360E	1891-1950 Sanborn Maps	School Governmental	Renaissance Brick	1897	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	<p>Resource HAM-1804-43 was designed by Samuel Hannaford and Sons in 1897. The building originally functioned as an academy of the Cincinnati Order of Our Lady of Mercy. The 4 1/2-story building features pressed yellow brick wall treatments and Renaissance overtones. Slightly recessed within the southeast corner is a tall, stepped back, 4-sided tower with arched belfries and an octagonal slate cap. The front façade exhibits a Flemish parapet and cross, arched bays on the first floor, slightly projecting end pavilions, and a iron gate with the word "academy" in the arch. The south side of the front façade is marked by arched, 2-story bay windows. The 13-bay south façade is distinguished by slightly projecting pavilions, occasional use of arched bays, and plain fenestration. The main building has a steep hipped roof with hip dormers. Other noteworthy features include continuous lintels and lug sills, a raised ashlar foundation, and various religious ornamentation on the front façade. A chapel is attached to the rear. The building was added to the NRHP in 1980.</p>

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B034- B036	HAM-1295-43* 11/28/2006 1301 Western Ave Cincinnati 45203 16 4331650N 712900E	1950 Sanborn Map	Railroad Termin Museum	Art Deco Concrete	1933	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	Resource HAM-1295-43 (Union Terminal) is an Art Deco train station distinguished by a large ¼ sphere rotunda flanked by 2 curvilinear arms originally designed to admit three lanes of motor vehicles. The dome and façade are buttressed by two large angular pillars decorated with curved stone figures. The dome face is marked by two central pilasters supporting a large clock and nine tall sets of windows that conform to the dome design. Union Terminal has a concrete foundation, concrete and steel bearing walls, and a steel ¼ sphere roof. Rail tracks are located behind the terminal and a quarter mile long drive bordered by lawns and parking lots leads to the terminal from Western Avenue and I-75. Lampposts and a fountain-reflecting pool are situated immediately in front of the building. Union Terminal was converted to a museum in 1990. The building retains all aspects of integrity and was added to the NRHP in 1972. It was named a National Historic Landmark in 1977.
B037	11/28/2006 1100 Gest St Cincinnati 45203 16 4331304N 713324E	1950 Sanborn Map	Commercial Commercial	Concrete Block	1950	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This 1950 commercial building has a concrete foundation and walls clad in concrete block. The south façade is clad in yellow brick. Window openings on the south façade are 1-over-1 sash and the roof is flat. A metal awning covers the windows and door of the south façade. The building retains integrity of location, setting, and materials, but is not recommended eligible for the NRHP.

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B038-B040	HAM-1342-43 11/29/2006 635 W 7th St Cincinnati 45203 16 4330800N 714000E	1934-1950 Sanborn Maps	School TV Studio	Italian Renaissance Brick	1920	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input checked="" type="checkbox"/> Moved	Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	The Italian Renaissance Revival building at 635 W. 7th Street (HAM-1342-43) is a 3-story building with a poured concrete foundation, walls clad in brick, and a hipped tile roof. Window openings are tinted plate glass replacement sash. A large bank of tinted windows has been added to the north façade providing a solarium effect. The building was previously known as the Harriet Beecher Stowe Elementary School. Also on the property is a large 2-story parking garage. The building retains integrity of location, workmanship, materials, and design. The building may be eligible for the NRHP under Criterion B for its association with Dr. Jennie D. Porter.
B041-B042	11/29/2006 516-528 Linn St Cincinnati 4503 16 4330415N 713623E	1918-1950 Sanborn Maps	Warehouse Prison	L-Plan Utilitarian Brick	ca. 1900	Intrusions <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin <input type="checkbox"/>	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	The Queensgate Correctional Facility was built ca. 1900 and operated as the Kruse Hardware Warehouse. The building was converted to a prison in 1992. The building is utilitarian in architecture and has had several major additions and alterations. The main building is an 8-story L-plan consisting of 5 bays. No window openings are present on the north façade, while the south façade contains replacement sash. The property is surrounded by a large chain link and barbed wire fence. The building has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.

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B043-B045	11/29/2006 801 W. 6th St Cincinnati 45203 16 4330619N 713795E	1891-1950 Sanborn Maps Hudepohl Brewery	Brewery Vacant	Various Brick	1860	<input checked="" type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>The Hudepohl Brewery complex was built in 1860 and additions were added in the 1880s, 1940s, and 1960s. The original building is difficult to distinguish. The 1880s addition is Italianate in design, with arched windows bricked in on the second story. The 1940s addition is in the Art Deco style and sits on the corner of 6th and Gest. The addition is three-stories tall with a poured concrete foundation and industrial sash window openings. A large portion of the building west of the 1940s addition has been demolished, which has impacted its integrity. The building retains integrity of location, but is not recommended eligible for the NRHP under Criterion C. However, Phase II investigation is recommended in order to determine its eligibility under Criterion A.</p>

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B046-B048	HAM-2029-43 11/29/2006 747-748 W 5th St Cincinnati 45203 16 4330380N 713880E	1891-1950 Sanborn Maps	Police Station Industrial	Italianate Brick	ca. 1890	<input checked="" type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	A portion of this bakery complex originally served as Police Patrol Station #4 at 748 W. 5th Street (previously recorded as HAM-2029-43). This 2-story building is Italianate in design and dates to ca. 1890. Walls are clad in brick and the arched window openings are bricked-in. A large concrete addition connects the historic police station to another historic Italianate warehouse building. The remainder of the complex, located between Linn St. and Mill St., is made up of 1 and 2 story concrete block buildings constructed between 1950 and 1970. The complex retains integrity of location, but many additions have compromised other aspects of integrity. The complex is not recommended eligible for the NRHP.
B050-B053	76001443, 79001861 11/20/2006 W. 4th Street Cincinnati 45202 16 various various		District District	various various Brick	various	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	The West Fourth Street Historic District and Amendment represents the most intact remnant of Cincinnati's late nineteenth century downtown streetscape. Dominated by Italianate, and Second Renaissance Revival commercial buildings, the district reflects the height of development of residential wholesale retail and industrial activities within the downtown Central Business District between 1870 and 1927. Listed on the NRHP in 1976, the district is bounded by Central Avenue, West 5th Street, Plum Street, and McFarland Street (Central Business District). The boundaries of the West Fourth Street Historic District were amended in 1979.

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B066-B072	73001457 11/27/2006 Dayton Street Cincinnati 45214 16 various various		District District	various various Brick	various	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input checked="" type="checkbox"/> Workmanship <input checked="" type="checkbox"/> Feeling <input checked="" type="checkbox"/> Association <input type="checkbox"/> None	The Dayton Street Historic District is a neighborhood of primarily Italianate Residences in Cincinnati's West End. The district is roughly bounded by Bank, Linn, and Poplar Streets, and Winchell Avenue. It includes 399 buildings on 670 acres. The area, once known as Millionaire's Row, was first developed in the 1860s. Many of these early homes had been given highly ornamented façades, and several newer homes were built in the richly embellished Italian Renaissance Revival Style. Part of the district's early attractiveness was its proximity to business in the basin. By the early twentieth century, most upper-class residents had moved from the West End to be replaced by lower-income residents, including European immigrants and African Americans. The Dayton Street neighborhood was named a local historic district and protection area in 1965 and was listed on the NRHP in 1973.
B102	HAM-0080-44 1/23/2007 220 W. 3rd Street Cincinnati 45202 16 4330405N 714770E	1891-1950 Sanborn Maps	Commercial Commercial	Commercial Victorian Brick	ca. 1890	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	This 3-story brick building has a stucco exterior, stone foundation and cast iron pilasters flanking a modified storefront. The window openings have been modified and contain replacement sash. The building retains integrity of location and setting, but is not recommended eligible for the NRHP.

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B102	HAM-5540-44 1/23/2007 218 W. 3rd Street Cincinnati 45202 16 4330400N 714810E	1918-1950 Sanborn Maps	Warehouse Commercial	Commercial Brick	ca. 1918	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>This 1-story commercial-style building has a concrete foundation, walls clad in brick, and a flat roof. The main façade exhibits an asymmetrical façade highlighted by a soldier course interior cornice, rectangular panel, and stepped parapet with corbelled brick courses. Original fenestration has been blocked up and a drive in dock door has been enlarged. The building retains integrity of location, setting, materials, and design but is not recommended eligible for the NRHP.</p>

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B103	1/23/2007 302 W. 3rd Street Cincinnati 45202 16 4330383N 714684E	1918-1950 Sanborn Maps Crown Overall Manuf. Comp.	Warehouse Offices	Industrial Classical Brick	1918-1930	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>Located on the corner of West 3rd and Plum Streets, this building originally served as a manufacturing complex. The original part of this building was constructed in 1918, and a large addition was constructed along West 3rd Street in 1929, which created an L shaped building. This resource originally served as the Crown Overall Manufacturing Company, a business that by the 1930s consisted of a multi-building operation that occupied 300-322 West Third Street. By the 1950s the complex was confined to the L-shaped building at the corner of Plum and 3rd, with many of the support buildings being used by other businesses. The original 1918 facility is an industrial building featuring classical elements and Beaux Arts Detailing. The building has concrete wall construction, clad in brick, and originally had steel sash window openings which have since been replaced. The building has been heavily modified since its original construction, with a portion of the first floor converted into a garage, and a large four story office addition on the top of the building. The building is currently an office complex and serves as the Cincinnati headquarters for Al Neyer Inc. This resource has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.</p>

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
B106	HAM-5572-44 1/23/2007 318 W. 3rd Street Cincinnati 45202 16 4330460N 714810E	1918-1950 Sanborn Maps	Commercial Commercial	Brick	ca. 1904	<input type="checkbox"/> Intrusions <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Moved	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good/Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruin	<input checked="" type="checkbox"/> Location <input type="checkbox"/> Design <input type="checkbox"/> Setting <input checked="" type="checkbox"/> Materials <input type="checkbox"/> Workmanship <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/> None	<p>The building at 318 West Third Street is actually 2 early-twentieth century buildings connected by a third, post-1930 addition. The 5-story brick building at the northern end of the complex on McFarland Street has an altered storefront and original two-over-two sash. A ghost sign on the east elevation of the McFarland building denotes the building's past use as Steinkamp & Co., Dealers in Furniture, Carpet, Stoves, and Household Goods. Windows on the south façade have been covered over. The post-1930 addition, also on McFarland Street, has metal industrial sash and an inset receiving dock on the north façade. Little of the 3rd Street building is visible because of the elevated ramps from Fort Washington Way to the Brent Spence Bridge approach. While the building appears on the 1904 Sanborn map, it has been heavily altered to allow for the highway construction, and has been covered with a new brick façade and glass block windows. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. Its original form and design have been heavily altered and it represents an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. It is not expected to contain potentially important information and, therefore, does not meet NR Criterion D.</p>

Photo ID#	OHI/SFN/ Date Inventoried/ Address/ UTM Coordinates	Context/ Theme/ Historic Atlas/ Owner's Name	Original/ Current Use	Type/ Style/ Material	Year Built	Any Changes	Existing Conditions	Applicable Aspects of Integrity	Discussion of Aspects of Integrity and Applicable Criteria Considerations
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*Asterisk indicates: properties listed in the NRHP; properties previously determined eligible for inclusion in the NRHP; properties listed in ODOT's Historic Bridge Database; properties that may require Phase II investigations to determine eligibility; and cemeteries that may be eligible due to architecture and/or association with important events or person(s).

APPENDIX B: REPORT PLATES



Plate B1. View of building at 824 Mehring Way, facing west.



Plate B2. View of 824 Mehring Way outbuilding, facing northeast.



Plate B3. View of building at 725 Front Street, facing southeast.

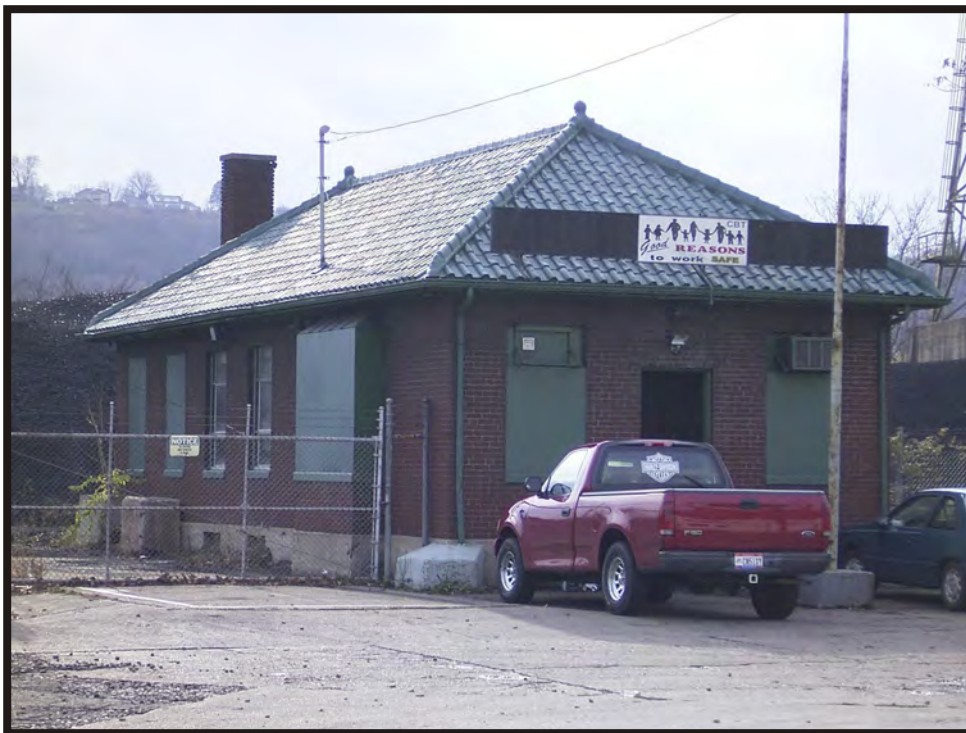


Plate B4. View of building at 725 Front Street, facing southwest.



Plate B5. View of building at 690 West 3rd Street, facing north.



Plate B6. View of building at 690 West 3rd Street, facing northeast.



Plate B7. View of building at 605 West 3rd Street, facing south.



Plate B8. View of Hennegan Warehouse (HAM-5571-44), facing northeast.



Plate B9. View of Hennegan Warehouse (HAM-5571-44), facing north.



Plate B10. View of Longworth Hall (HAM-1656-43), facing southwest.



Plate B11. View of Longworth Hall (HAM-1656-43), facing west.



Plate B12. Detail of Longworth Hall (HAM-1656-43), facing northwest.



Plate B13. Detail of Longworth Hall (HAM-1656-43), facing southeast.



Plate B14. View of Longworth Hall Scale House (HAM-1656-43), facing north.



Plate B15. View of Longworth Hall Scale House (HAM-1656-43), facing east.



Plate B16. View of building at 726 Mehring Way, facing southeast.



Plate B17. View of building at 726 Mehring Way, facing east.



Plate B18. View of building at 724 Mehring Way, facing north.



Plate B19. View of building at 724 Mehring Way, facing northeast.

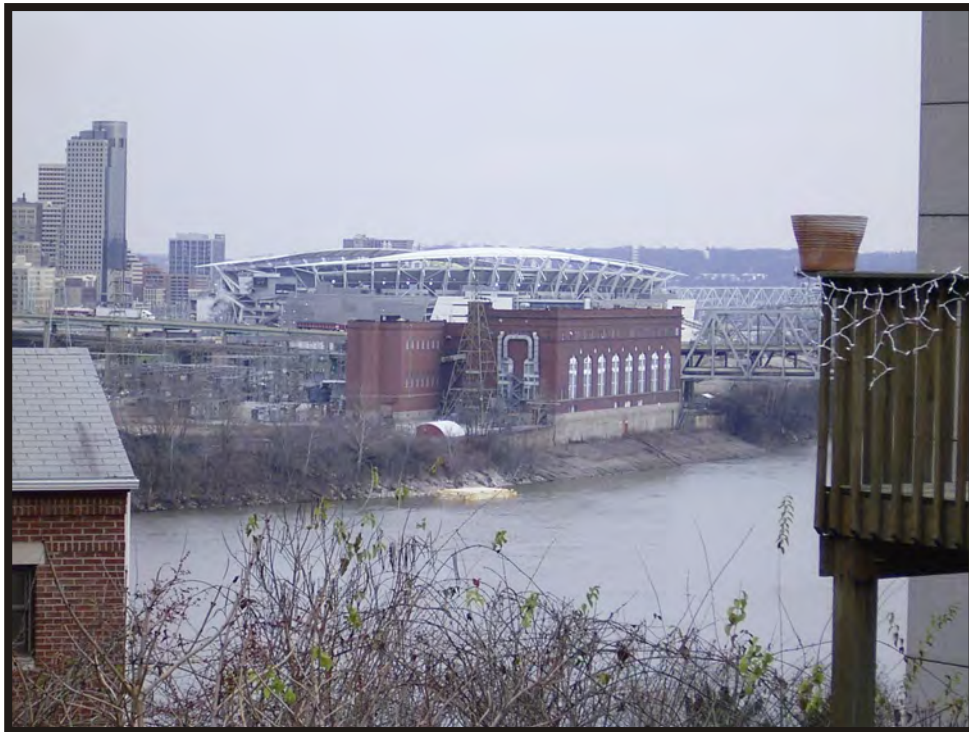


Plate B20. View of West End Electric Generating Station (HAM-5508-43), facing northeast.



Plate B21. View of West End Electric Generating Station (HAM-5508-43), facing south.



Plate B22. View of building at 646 Mehring Way, facing northeast.



Plate B23. View of building at 603 West Pete Rose Way, facing northeast.



Plate B24. View of building at 603 West Pete Rose Way, facing east.



Plate B25. View of building at 2108 Winchell Avenue, facing northeast.



Plate B26. View of secondary building at 2108 Winchell Avenue, facing east.



Plate B27. View of building at 1101 Alfred Street, facing southwest.



Plate B28. View of building at 1101 Alfred Street, facing south.



Plate B29. View of buildings at 1130-1132 Draper Street, facing west.



Plate B30. View of Chem-Pack (HAM-1709-40), facing southwest.



Plate B31. View of Cincinnati Job Corps (HAM-1804-43), facing southwest.



Plate B32. View of Cincinnati Job Corps (HAM-1804-43), facing northwest.



Plate B33. View of Cincinnati Job Corps (HAM-1804-43), facing northeast

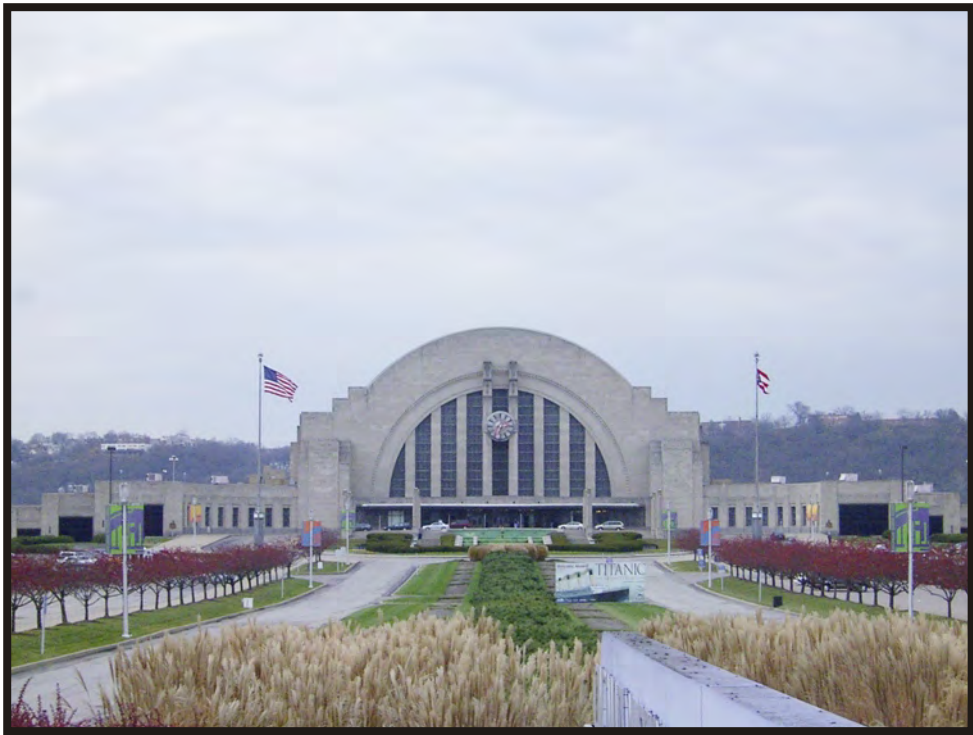


Plate B34. View of Cincinnati Union Terminal (HAM-1295-43), facing west.



Plate B35. Detail of Cincinnati Union Terminal (HAM-1295-43), facing northwest.



Plate B36. Detail of Cincinnati Union Terminal (HAM-1295-43), facing southwest.



Plate B37. View of building at 1100 Gest Street, facing northwest.



Plate B38. View of Harriet Beecher Stowe Elementary School (HAM-1342-43), facing northeast.



Plate B39. Detail of Harriet Beecher Stowe Elementary School (HAM-1342-43), facing north.



Plate B40. View of Harriet Beecher Stowe Elementary School (HAM-1342-43), facing southeast.



Plate B41. View of building at 516-528 Linn Street, facing north.



Plate B42. View of building at 516-528 Linn Street, facing south.



Plate B43. View of building at 801 West 6th Street, facing west.



Plate B44. View of building at 801 West 6th Street, facing southwest.



Plate B45. View of building at 801 West 6th Street, facing northwest.



Plate B46. View of Butternut Bread (HAM-2029-43), facing southwest.



Plate B47. View of Butternut Bread (HAM-2029-43), facing northwest.



Plate B48. View of Butternut Bread (HAM-2029-43), facing northeast.



Plate B49. Streetscape of Central Avenue, facing north.



Plate B50. Streetscape of south side of West 4th Street from Central Avenue within the West Fourth Street Historic District, facing east.



Plate B51. Streetscape of north side of West 4th Street from Central Avenue within the West Fourth Street Historic District, facing east.



Plate B52. Streetscape of West 4th Street from Plum Street within the West Fourth Street Historic District showing Security Savings Bank, facing west.



Plate B53. View of demolition site on West 4th Street and Central Avenue within the West Fourth Street Historic District, facing north.



Plate B54. Streetscape of Central Avenue from West 6th Street, facing south.



Plate B55. Streetscape of I-75 on ramp from West 6th Street, facing west.



Plate B56. Overview of I-75 from West 7th Street overpass, facing north.



Plate B57. View of West 8th Street Viaduct, facing west.



Plate B58. View of I-75 onramp from W. 8th Street, facing west.



Plate B59. Streetscape of W. Court Street, facing east.



Plate B60. Streetscape of W. Court Street showing multiple-family housing, facing north.



Plate B61. Streetscape of Winchell Avenue access road, facing north.



Plate B62. Overview of I-75 and Union Terminal from West Court Street terminus, facing northwest.



Plate B63. Streetscape of Winchell Avenue from Ezzard Charles Drive, facing north.

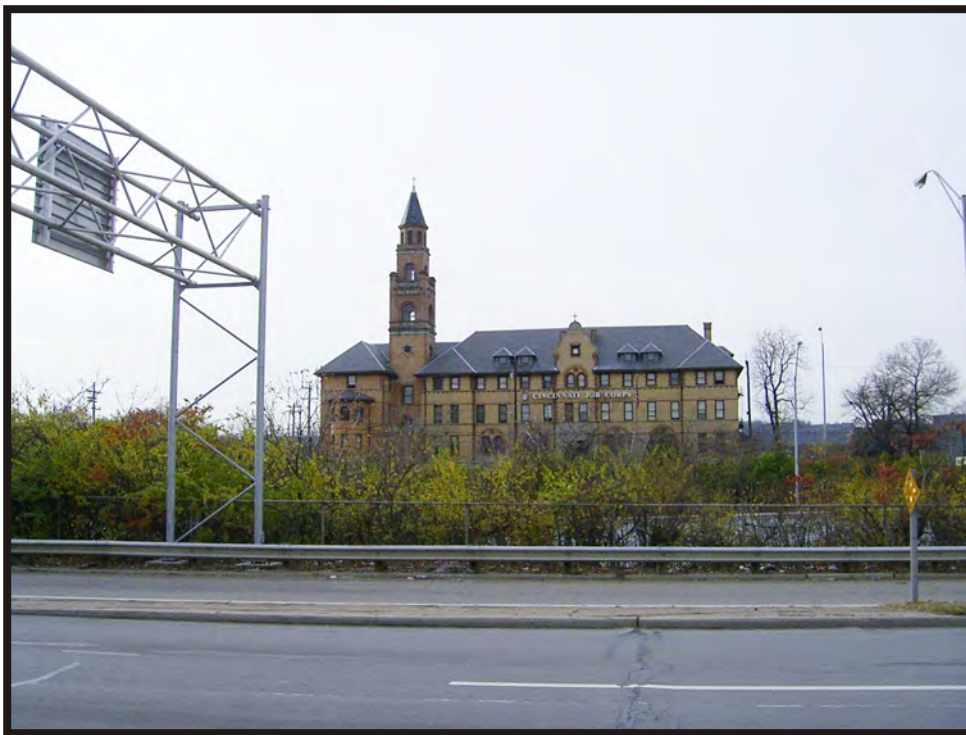


Plate B64. View across I-75 to Cincinnati Job Corps (HAM-1804-43) from Winchell Avenue, facing west.



Plate B65. View of I-75 onramp from Winchell Avenue, facing north.



Plate B66. Streetscape of Winchell Avenue border of Dayton Street Historic District from Freeman Avenue, facing northwest.



Plate B67. View of Dayton Street Historic District from Freeman Avenue, facing northwest.



Plate B68. Streetscape of Freeman Avenue in Dayton Street Historic District, facing north.



Plate B69. View of Heberle School at Freeman Avenue and Dayton Street, facing northwest.



Plate B70. Streetscape of Dayton Street within Dayton Street Historic District, facing west.



Plate B71. Streetscape of Winchell Avenue and I-75 from Dayton Street, facing south.



Plate B72. Streetscape of Dayton Street from Winchell Avenue within Dayton Street Historic District, facing east.



Plate B73. Overview of I-75 and the Western Hills Viaduct from Central Parkway, facing southwest.



Plate B74. View of I-75 off-ramp to Western Hills Viaduct, facing northwest.



Plate B75. Streetscape of Central Parkway, facing north.



Plate B76. View of I-75 from Cook and Draper Streets, facing south.



Plate B77. Streetscape of Spring Grove Avenue toward the Western Hills Viaduct, facing south.



Plate B78. Streetscape of Western Avenue, facing north.



Plate B79. Streetscape of Western Avenue from Liberty Avenue, facing north.



Plate B80. Streetscape of Western Avenue, facing southeast.



Plate B81. View of Western Avenue and I-75, facing north.



Plate B82. View of Ezzard Charles Drive from Union Terminal, facing east.



Plate B83. Streetscape of Western Avenue from Gest Street, facing north.



Plate B84. Streetscape of Hopkins Street from Western Avenue, facing west.



Plate B85. Streetscape of Meadow Gold Lane from Gest Street, facing south.



Plate B86. Streetscape of Freeman Avenue, facing south.



Plate B87. Streetscape of West 8th Street from Freeman Avenue, facing west.



Plate B88. Streetscape of West 8th Street from Linn Street, facing west.



Plate B89. Overview of Holiday Park East at West 8th and Gest Streets, facing southwest.



Plate B90. Overview of I-75 from W. 7th Street, facing northwest.



Plate B91. Streetscape of West 7th Street, facing west.



Plate B92. Streetscape of West 6th Street from Linn Street, facing east.



Plate B93. Streetscape of West 6th Street from Gest Street, facing west.



Plate B94. Streetscape of Gest Street from Linn Street, facing north.



Plate B95. Streetscape of Linn Street, facing east.



Plate B96. Streetscape of Mehring Way, facing southeast.



Plate B97. Overview of abandoned rail yard at Baymiller and West 3rd Streets, facing southeast.



Plate B98. Overview of abandoned rail yard from Gest Street Bridge, facing west.



Plate B99. Streetscape of West 3rd Street from Linn Street, facing east.



Plate B100. Overview of West 2nd Street onramps from Clay Wade Bailey Bridge approach, facing east.



Plate B101. View of Clay Wade Bailey Bridge and CSX Rail Bridge from West 2nd Street, facing south.



Plate B102. View of Resources HAM-0080-44 and HAM-5540-44 at 220 and 218 West 3rd Street, facing northwest.



Plate B103. View of 302 West 3rd Street, facing northwest.



Plate B104. View of Hennegan Warehouse (HAM-5571-44), facing northwest.



Plate B105. View of Hennegan Warehouse (HAM-5571-44), facing southeast.



Plate B106. View of Business Information Storage Building (HAM-5572-44) at 318 West 3rd Street, facing southwest.



Plate B107. View of Business Information Storage Building (HAM-5572-44) at 318 West 3rd Street, facing east.



Plate B108. View of Business Information Storage Building (HAM-5572-44) at 318 West 3rd Street, facing southeast.



Plate B109. View of Business Information Storage Building (HAM-5572-44) at 318 West 3rd Street, facing southeast.



Plate B110. View of Business Information Storage Building (HAM-5572-44) at 318 West 3rd Street, facing northwest.



Plate B111. View of Hudepohl Brewery at 801 West 6th Street, facing northwest.



Plate B112. View of Hudepohl Brewery at 801 West 6th Street showing demolition, facing northeast.



Plate B113. View of Hudepohl Brewery at 801 West 6th Street, facing north.



B114. View of Hudepohl Brewery at 801 West 6th Street, facing west.



Plate B115. View of Hudepohl Brewery at 801 West 6th Street, facing northwest.



Plate B116. View of Hudepohl Brewery at 801 West 6th Street, facing southwest.



Plate B117. View of Hudepohl Brewery at 801 West 6th Street, facing east.



Plate B118. View of Hudepohl Brewery at 801 West 6th Street showing demolition, facing southeast.



Plate B119. View of building at 603 West Pete Rose Way, facing southwest.



Plate B120. View of building at 603 West Pete Rose Way, facing northwest.



Plate B121. View of building at 603 West Pete Rose Way, facing northeast.



Plate B122. View of West End Electric Generating Station (HAM-5508-43), facing southwest.



Plate B123. View of West End Electric Generating Station (HAM-5508-43), facing east.



Plate B124. View of West End Electric Generating Station (HAM-5508-43), facing northeast.

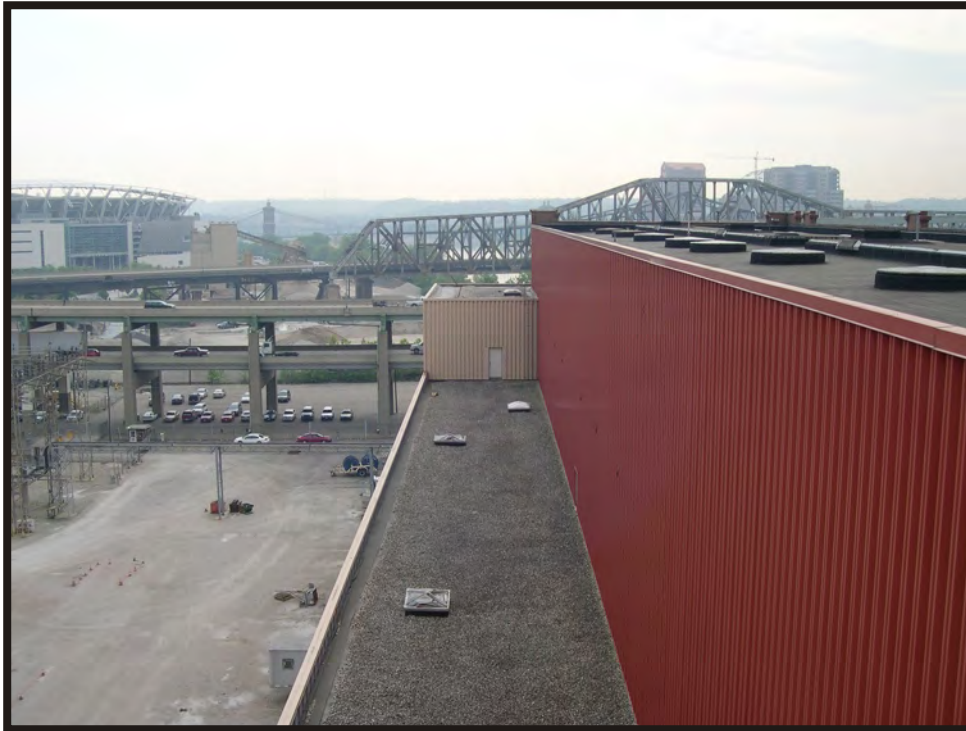


Plate B125. View of Brent Spence Bridge from West End Electric Generation Station (HAM-5508-43), facing east.



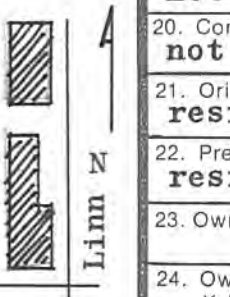
Plate B126. View of West End Electric Generating Station (HAM-5508-43), facing south.

APPENDIX C: RESOURCE FORMS

WEST END

Historic Preservation Office
Ohio Historical Society
Columbus, Ohio 43211

OHIO HISTORIC INVENTORY

1. No. OSU 994 S-3 HAM-10-28		4. Present Name(s) Brundage House	
2. County Hamilton		5. Other Name(s) none	
3. Location of Negatives Ohio Hist. Society			
6. Specific Location 808 Dayton Street		16. Thematic Category C	28. No. of Stories 2½
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period c. 1868	29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
8. Site Plan with North Arrow 		18. Style or Design Italian Villa	30. Foundation Material ashlar masonry
9. Coordinates UTM Lat. 39° 07' 05" Long. 84° 32' 05"		19. Architect or Engineer not known	31. Wall Construction brick
10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>		20. Contractor or Builder not known	32. Roof Type & Material hip, asphalt
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent residence	33. No. of Bays Front 3 Side 5
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use residence	34. Wall Treatment plain
13. Part of Estab. Hist. Dist.? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	35. Plan Shape rectangular
14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		24. Owner's Name & Address, if known Edward & Virginia Brundage 808 Dayton Street	36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
15. Name of Established District Dayton St. Historic District		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	37. Condition Interior good Exterior "
16. Further Description of Important Features There are no alterations or additions of apparent appreciable significance.		26. Local Contact Person or Organization owner	38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
17. History and Significance This is a rather large townhouse in the vernacular idiom that bespeaks of the change in Cincinnati of the architectural style from late classical revival to the early Italian Villa design.		27. Other Surveys in Which Included HABS	39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
18. Description of Environment and Outbuildings Basically a neighborhood of both owner-occupied and/or tenant-occupied private residences. These houses have suffered comparatively minimal change since their erection - in part, the result of (Over)		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
19. Sources of Information Owner, on-site observation and Deed titles in the Hamilton County Court House.		41. Distance from and Frontage on Road 22' 25'	
20. Prepared by Carl A. Saladino		42. Organization OSU	
21. Date 12/74		43. Revision Date(s)	

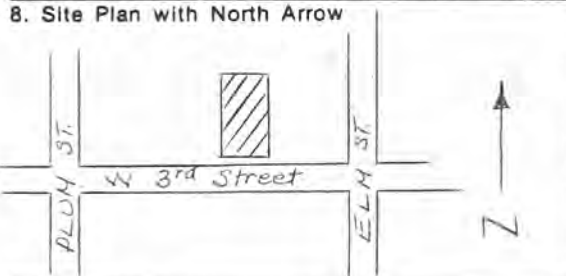
1. No. **OSU 994 S3**
2. County **Hamilton**
4. Present Name(s) **Brundage House**
5. Other Name(s) **None**



superior construction... There are, in the nearby vicinity, some shopping facilities and churches. All of the houses have garages in the rear, with access from an alley.

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. HAM-80-44		4. Present Name(s) Keller Studios	
2. County Hamilton		5. Other Name(s)	
3. Location of Negatives Miami Purchase Association			
6. Specific Location 220 West Third Street		16. Thematic Category 19th century commercial	
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period c. 1890	
8. Site Plan with North Arrow 		18. Style or Design Victorian	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 7 1 4 7 7 0 4 3 3 0 4 0 5		19. Architect or Engineer unknown	
Zone Easting Northing		20. Contractor or Builder unknown	
10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>		21. Original Use, if apparent commercial	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use commercial	
12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known Cincinnati Gas & Electric Cincinnati, OH	
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
15. Name of Established District _____		26. Local Contact Person or Organization Miami Purchase Association	
42. Further Description of Important Features This small building is distinguished by the brick work which is layed in a step fashion near the roof line, creating a shallow cornice. Cast iron pilasters flank the large garage door opening on the ground floor and is probably an alteration of the original storefront. The windows have been modified.		27. Other Surveys in Which Included None	
43. History and Significance This building is part of a cluster of nineteenth century commercial structures located in what was at one time a thriving business area of the city. While these structures are primarily of a warehouse and garage nature, the fairly small scale of the building and simple architecture does not interfere to any extent with the homogeneity of the other structures.		28. No. of Stories 3	
44. Description of Environment and Outbuildings This building is situated on the southern boarder of the western fringe of the Central Business District among many buildings of similar date.		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
45. Sources of Information Hamilton County Court House, Recorder's Office City of Cincinnati, City Directory		30. Foundation Material concrete	
		31. Wall Construction brick	
		32. Roof Type & Material flat, metal	
		33. No. of Bays Front 2 Side 0	
		34. Wall Treatment common bond	
		35. Plan Shape rectangular	
		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior fair Exterior fair	
		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road 10'	
		46. Prepared by Peggy Sambi	
		47. Organization Miami Purchase Assoc.	
		48. Date 11/11/75	
		49. Revision Date(s)	

Hamilton County
 Hamilton
 Keller Studios
 Hamilton County

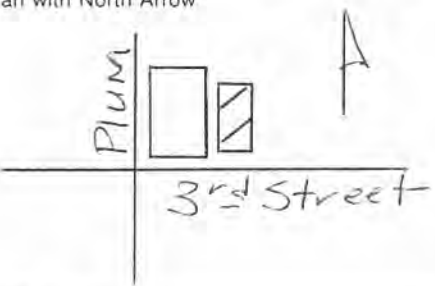

Ohio Historic Preservation Office

1985 Velma Avenue
 Columbus, Ohio 43211
 614/297-2470



OHIO HISTORICAL SOCIETY
 SINCE 1885

OHIO HISTORIC INVENTORY

1. No. HAM-80-44	2. County Hamilton	4. Present Name(s) WCKY Radio <input type="checkbox"/> Coded	1. No. HAM-80-44
3. Location of Negatives Hist. Preservation Assoc		5. Historic or Other Name(s)	2. County Hamilton
Roll No.	Picture No.(s)	4.5. Present or Historic Name WCKY Radio	
6. Specific Address or Location 220 W Third Street		16. Thematic Association(s)	28. No. of Stories 3 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
6a. Lot, Section or VMD Number		17. Date(s) or Period c. 1895	17b. Alteration Date(s) 1989
7. City or Village Cincinnati If Rural, Township & Vicinity		18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements	30. Foundation Material Ashlar stone
8. Site Plan with North Arrow 		18a. Style of Addition or Element(s)	31. Wall Construction Stretcher Bond
9. U.T.M. Reference Quadrangle Name Covington, Ky-Oh /6 714800 4330390		19. Architect or Engineer	32. Roof Type & Material Flat/Builtup
10. Zone Easting Northing Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		19a. Design Sources	33. No. of Bays Front 2 Side 0
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder	34. Exterior Wall Material(s) Brick
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Building Type or Plan	35. Plan Shape Rectangular
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Original Use, if apparent Warehouse	36. Changes Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/>
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Present Use Radio Station	37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other
15. Name of Established District (N.R. or Local)		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	38. Building Dimensions 18x90' 39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
15. Name of Established District (N.R. or Local)		25. Owner's Name & Address, if known Renaissance Group 1202 Carew Tower Cincinnati, Ohio 45202	40. Chimney Placement
15. Name of Established District (N.R. or Local)		26. Property Acreage	41. Distance from and Frontage on Road 8'
15. Name of Established District (N.R. or Local)		27. Other Surveys in Which Included None	6. Specific Address or Location 220 W. 3rd Street
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) This building has been extensively altered from its original architectural details. Alterations include recessed 1st floor new side door and dock door, new windows not in keeping with character, and a small rear addition.		PHOTO 	
43. History and Significance (Continue on reverse if necessary) Originally used as a warehouse and later as a location for various retail establishments. This building has been extensively altered and has lost its original architectural integrity. It is not significant.		46. Prepared by Fred Mitchell	
44. Description of Environment and Outbuildings (See #52) Located within an area undergoing extensive renewal activities. A new high rise office building is found immediately to the west. No district potential.		47. Organization Hist. Pres. Assoc.	
45. Sources of Information Personal Observation William's Cincinnati Directories		48. Date Recorded in Field 10/91	
45. Sources of Information Personal Observation William's Cincinnati Directories		49. Revised by 50a. Date Revised	
45. Sources of Information Personal Observation William's Cincinnati Directories		50b. Reviewed by SCG JUL 28 1993	

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date - _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
-------------------------	----------	---

Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

42. (Cont'd)

43. (Cont'd)

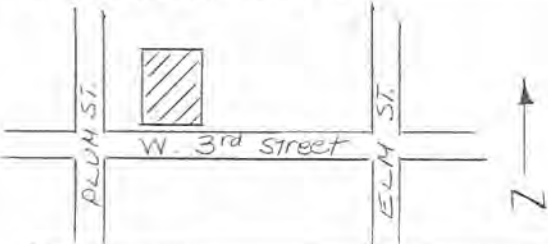
OHIO HISTORIC INVENTORY

DEMOLISHED

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. H 100-81-44	4. Present Name(s) Cincinnati Gas & Electric Company Garage
2. County Hamilton	5. Other Name(s)
3. Location of Negatives Miami Purchase Association	

6. Specific Location 224-228 West 3rd Street	16. Thematic Category 19th century commercial	28. No. of Stories 3
7. City or Town If Rural, Township & Vicinity Cincinnati	17. Date(s) or Period c. 1890	29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8. Site Plan with North Arrow	18. Style or Design Victorian	30. Foundation Material concrete



19. Architect or Engineer unknown	31. Wall Construction brick
20. Contractor or Builder unknown	32. Roof Type & Material flat, metal
21. Original Use, if apparent commercial	33. No. of Bays Front 10 Side 0
22. Present Use garage	34. Wall Treatment common bond
23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	35. Plan Shape rectangular

9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 714750 4330400	24. Owner's Name & Address, if known Cincinnati Gas & Electric Cincinnati, OH	36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>	25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	37. Condition Interior fair Exterior good

11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	12. Is it Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	26. Local Contact Person or Organization Miami Purchase Association	38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	27. Other Surveys in Which Included None	39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
15. Name of Established District _____		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	41. Distance from and Frontage on Road 10'

42. Further Description of Important Features The massiveness of this brick structure is alleviated to some extent by the large, multi-paned windows used throughout. Along the roof line the brick work forms a pediment at the corners and central bay. There are 5 garage door entrances along the ground floor.		
43. History and Significance This building is part of a cluster of nineteenth century commercial structures located in what was at one time a thriving business area of the city. While these structures are primarily of a warehouse and garage nature, the fairly small scale of the building and simple architecture does not interfere to any large extent with the homogeneity of the other structures.		

44. Description of Environment and Outbuildings This building is situated on the southern boarder of the western fringe of the Central Business District among many buildings of similar date.	
45. Sources of Information Hamilton County Court House, Recorder's Office City of Cincinnati, City Directory	

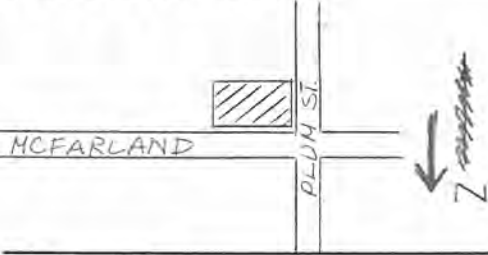

46. Prepared by Peggy Sambri	47. Organization Miami Purchase Assoc.
48. Date 11/11/75	49. Revision Date(s)

H 100-81
Hamilton
Cincinnati Gas & Electric Co.

DEMOLISHED
1988

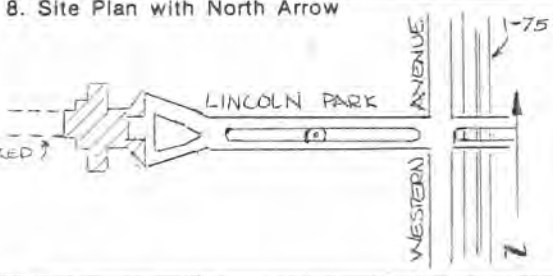
Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

OHIO HISTORIC INVENTORY

1. No. <u>HAM-92-44</u>		4. Present Name(s) 235 McFarland	
2. County Hamilton		5. Other Name(s)	
3. Location of Negatives Miami Purchase Association		2-front	
6. Specific Location 235 McFarland Street		16. Thematic Category 19th century residential	
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period c. 1850	
8. Site Plan with North Arrow 		18. Style or Design Transitional	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <u>21</u> <u>20</u> 6 7 1 4 7 0 4 3 3 0 4 8		19. Architect or Engineer unknown	
10. Site Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>		20. Contractor or Builder unknown	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent residential	
12. Is it Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use commercial-vacant	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known Gould Enterprises Carew Tower Cincinnati, OH 45202	
15. Name of Established District _____		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
42. Further Description of Important Features This recently remodeled building has two stories visible on the facade side and three on the west side. The severity of the building is broken by only the simple stone lintels and sills. The side entrance is Federal, but this could be later.		26. Local Contact Person or Organization Miami Purchase Association	
43. History and Significance This rather squat, but charming, residential structure contributes significantly to the homogeneity and cohesiveness of the 19th century commercial/residential section of the Central Business District.		27. Other Surveys in Which Included None	
44. Description of Environment and Outbuildings This building is situated in the western fringe of the Central Business District among many 19th century commercial and residential structures.		28. No. of Stories 3-rear	
45. Sources of Information Hamilton County Court House, Recorder's Office Cincinnati City Directory		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		30. Foundation Material stone	
		31. Wall Construction brick	
		32. Roof Type & Material flat, metal	
		33. No. of Bays Front 3 Side 2	
		34. Wall Treatment common bond	
		35. Plan Shape square	
		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior good Exterior excellent	
		38. Preservation Underway? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road 10'	
			
		46. Prepared by Peggy Sambir	
		47. Organization Miami Purchase Assoc.	
		48. Date 11/11/75	
		49. Revision Date(s)	

Hamilton
235 McFarland

OHIO HISTORIC INVENTORY

<p>1. No. <u>HAM. 1295-43</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Union Terminal</u></p> <p>5. Other Name(s)</p>																
<p>6. Specific Location <u>Western terminus of Lincoln Park Drive</u></p> <p>7. City or Town If Rural, Township & Vicinity <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow</p> 	<p>16. Thematic Category <u>D F</u></p> <p>17. Date(s) or Period placed in service <u>1929 1933</u></p> <p>18. Style or Design <u>Art Deco</u></p> <p>19. Architect or Engineer <u>Steward Alfred Fellheimer/ Wagner</u></p> <p>20. Contractor or Builder <u>James Stewart & Co., Inc.</u></p> <p>21. Original Use, if apparent <u>railroad terminal</u></p> <p>22. Present Use <u>offices</u></p> <p>23. Ownership <u>Public</u> <input checked="" type="checkbox"/> Private <input type="checkbox"/></p> <p>24. Owner's Name & Address, if known <u>City of Cincinnati</u></p> <p>25. Open to Public? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included <u>WPA Guide to Queen City NATIONAL REGISTER NATIONAL HISTORIC LANDMARK</u></p>	<p>28. No. of Stories</p> <p>29. Basement? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>concrete</u></p> <p>31. Wall Construction <u>concrete & steel</u></p> <p>32. Roof Type & Material <u>1/4 sphere - steel</u></p> <p>33. No. of Bays <u>Side</u></p> <p>34. Wall Treatment</p> <p>35. Plan Shape <u>T</u></p> <p>36. Changes (Explain in #42) <u>Addition</u> <input type="checkbox"/> <u>Altered</u> <input checked="" type="checkbox"/> <u>Moved</u> <input type="checkbox"/></p> <p>37. Condition <u>Interior fair</u> <u>Exterior good</u></p> <p>38. Preservation Underway? <u>Yes</u> <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>39. Endangered? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>By What? underutilization</u></p> <p>40. Visible from Public Road? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road</p>															
<p>9. Coordinates</p> <p>Lat. _____ Long. _____</p> <p>U.T.M. Reference</p> <table border="1" style="width:100%; text-align: center;"> <tr> <td style="width:5%;">1</td><td style="width:5%;">6</td><td style="width:5%;">7</td><td style="width:5%;">1</td><td style="width:5%;">2</td><td style="width:5%;">9</td><td style="width:5%;">0</td><td style="width:5%;">0</td><td style="width:5%;">4</td><td style="width:5%;">3</td><td style="width:5%;">3</td><td style="width:5%;">1</td><td style="width:5%;">6</td><td style="width:5%;">5</td><td style="width:5%;">0</td> </tr> </table> <p>Zone _____ Easting _____ Northing _____</p> <p>10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/></p> <p>11. On National Register? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>12. Is It Eligible? <u>Yes</u> <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? <u>Yes</u> <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'l? <u>Yes</u> <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>15. Name of Established District</p>	1	6	7	1	2	9	0	0	4	3	3	1	6	5	0		
1	6	7	1	2	9	0	0	4	3	3	1	6	5	0			

42. Further Description of Important Features

This monumental Cincinnati landmark is distinguished by a large 1/4 sphere rotunda flanked by two curvilinear arms designed to admit three separate lanes of motor vehicles. The dome and facade are buttressed by two large angular pillars decorated with carved stone figures. The dome face is marked by two central pilasters supporting a large clock and nine tall sets of windows which conform with the domed (OVER)



43. History and Significance

A plaque next to the 1931 dateplate reads "A time capsule was placed here on R. R. day December 2, 1958 and is to be opened on December 2, 1983" Incorporate in 1927, the Cincinnati Union Terminal Company initiated construction of its \$41,000,000.00 railroad project in August of 1929. The passenger station alone (OVER)

44. Description of Environment and Outbuildings

Railroad tracks are located behind the terminal and a quarter mile long drive bordered by spacious lawns leads to the terminal from Western Avenue & I-75. Lamppost and non-operating fountain-reflecting pool are situated immediately in front of the building.

45. Sources of Information

Personal observation
WPA Guide to Queen City, Wiesen-Hart, 1943.
Cincinnati Union Terminal, Norfolk & Western Railway

46. Prepared by <u>D. F. Mitchell/ Owens</u>	
47. Organization <u>Miami Purchase Assoc.</u>	
48. Date <u>10/76</u>	49. Revision Date(s)

HAM. 1295-43
Hamilton
Union Terminal

42. Description:

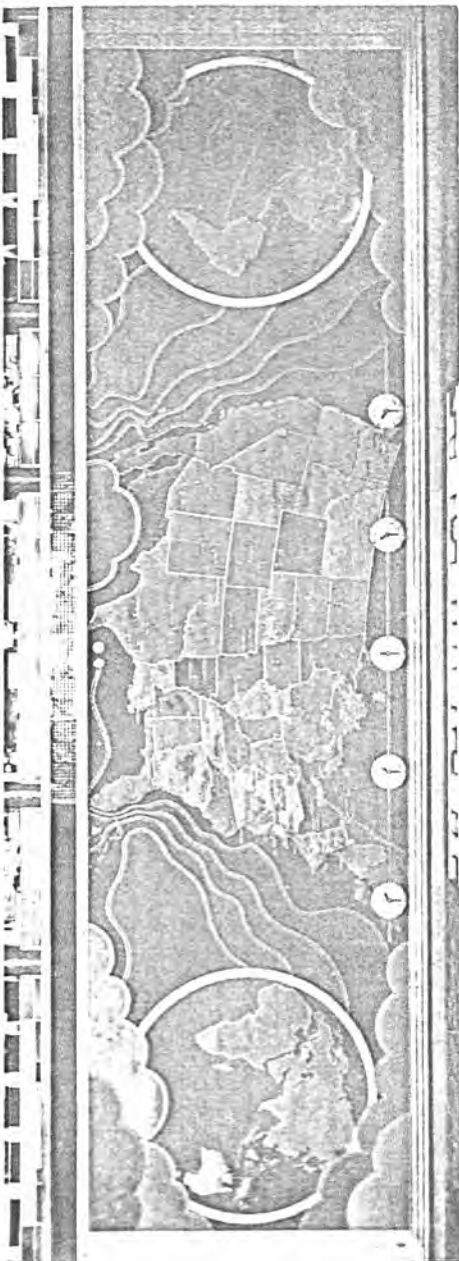
design. The rotunda is 176 feet wide by 125 feet deep with a maximum height of 107 feet.

43. History:

cost \$8,600,000.00 and was jointly owned and used by seven truck lines and the Norfolk and Western, Baltimore & Ohio, Louisville & Nashville, Southern, New York Central, Chesapeake & Ohio and Pennsylvania Railroads. Located within the building were a number of shops (a model railroad hobby shop is inside today), a restaurant, movie theater, cocktail lounge, three lunch counters, private businesses and a parking and storage garage accommodating up to one thousand automobiles. The terminal was engineered to accommodate a capacity of 17,000 people and 216 trains (108 in, 108 out) daily. Murals in the rotunda and concourse were laid by Mr. Winold Reiss (b.1886) a native of the Black Forest in Germany. The concourse murals were removed to the Greater Cincinnati Airport prior to the razing of the concourse.

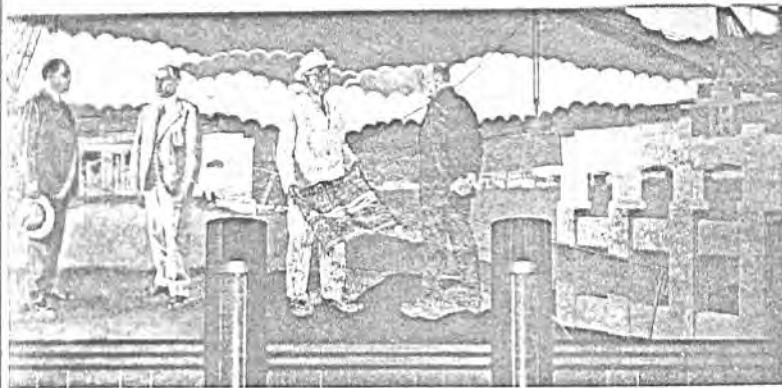


In the waiting room, over the Stationmaster's Office on the left and over the Passenger Agent's Office on the right, are two views representative of the Rookwood Pottery Company, famous the world over for its outstanding product. The name of this company is derived from the ancestral home of the Longworth family, Rookwood. This firm manufactured the tile in the Terminal's game room, the original cost of the tile alone being \$6,000.



At the end of the waiting room, above the snack bar, is an artistic panorama of western and eastern hemispheres on each side of a time map of the United States, giving the time anywhere in the nation for the convenience of travelers.

All Photographs Courtesy of the Norfolk and Western Railway Company

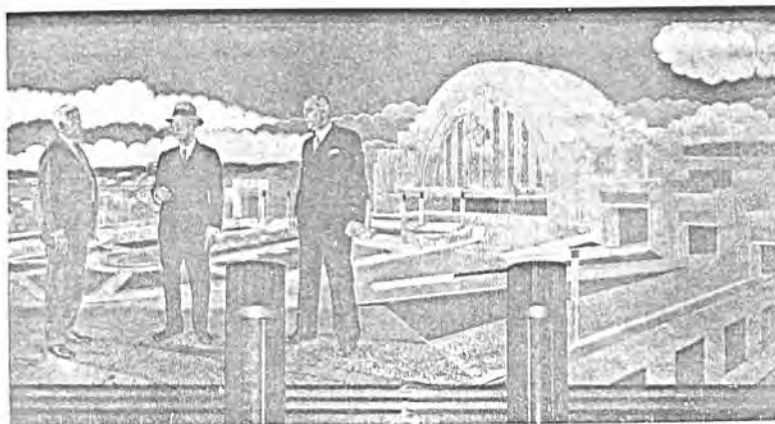


On the upper walls of the corridor connecting the front rotunda and the waiting room are pictured the men who played a large part in the conception and in the completion of the Terminal. On the right, over the Baggage Check Counter, are pictured, from left to right:

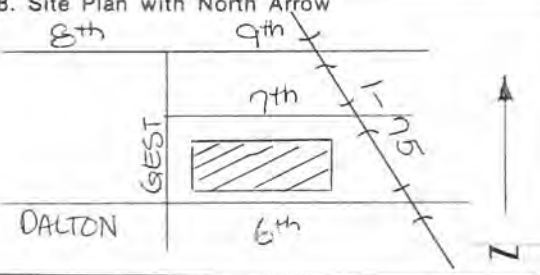

Murray Seasongood, Cincinnati's Mayor when construction began in 1929; C. O. Sherrill, City Manager in 1929; H. M. Waite, Chief Engineer for the Terminal Company and George Dent Crabbs, the Founder of the Terminal Company.

On the left, over the Parcel Check Room, are pictured, from left to right:

Russell Wilson, Cincinnati's Mayor at the completion of the work in 1933; H. A. Worcester, First Terminal President, and C. A. Dykstra, Cincinnati's City Manager at the completion of the work.



OHIO HISTORIC INVENTORY

<p>1. No. <u>HAM-1342-24 43</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Stowe Adult Education Center</u></p> <p>5. Other Name(s)</p>																	
<p>6. Specific Location <u>635 West 7th Street</u></p> <p>7. City or Town <input type="checkbox"/> Rural, Township & Vicinity <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow </p> <p>9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">1</td><td style="width: 20px; text-align: center;">6</td> <td style="width: 20px; text-align: center;">7</td><td style="width: 20px; text-align: center;">1</td><td style="width: 20px; text-align: center;">4</td><td style="width: 20px; text-align: center;">0</td><td style="width: 20px; text-align: center;">0</td><td style="width: 20px; text-align: center;">0</td> <td style="width: 20px; text-align: center;">4</td><td style="width: 20px; text-align: center;">3</td><td style="width: 20px; text-align: center;">3</td><td style="width: 20px; text-align: center;">0</td><td style="width: 20px; text-align: center;">8</td><td style="width: 20px; text-align: center;">0</td><td style="width: 20px; text-align: center;">0</td><td style="width: 20px; text-align: center;">0</td> </tr> </table> Zone _____ Easting _____ Northing _____</p> <p>10. <input type="checkbox"/> Site Building <input checked="" type="checkbox"/> Structure Object</p> <p>11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>15. Name of Established District</p>	1	6	7	1	4	0	0	0	4	3	3	0	8	0	0	0	<p>16. Thematic Category <u>C</u></p> <p>17. Date(s) or Period <u>1923</u></p> <p>18. Style or Design <u>Italian Renaissance</u></p> <p>19. Architect or Engineer</p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent <u>school</u></p> <p>22. Present Use <u>school-adult education</u></p> <p>23. Ownership Public <input checked="" type="checkbox"/> Private <input type="checkbox"/></p> <p>24. Owner's Name & Address, if known <u>City of Cincinnati Board of Education</u></p> <p>25. Open to Public? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included</p>	<p>28. No. of Stories <u>3</u></p> <p>29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>concrete</u></p> <p>31. Wall Construction <u>glazed brick</u></p> <p>32. Roof Type & Material <u>hip - red slate</u></p> <p>33. No. of Bays <u>Front multi Side multi</u></p> <p>34. Wall Treatment <u>stretcher bond</u></p> <p>35. Plan Shape <u>rect with wind</u></p> <p>36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior _____ Exterior <u>good</u></p> <p>38. Preservation Underway? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road <u>50'</u></p>
1	6	7	1	4	0	0	0	4	3	3	0	8	0	0	0			
<p>42. Further Description of Important Features <u>Cornice has egg and dart molding. Terra cotta molding through out top floor also small balconies. Several wings off of main portion. 1st & 2nd floor windows are in pairs with 8/8 and plain treatment. Very decorative brackets in side wing. Decorative lattice treatment on wing roof balcony. Small pavilopn rising with hip roof at east side on rear facade. Large smoke stack.</u></p>																		
<p>43. History and Significance <u>Strong building, contributes an older, more stable influence to the newly redeveloped Queensgate area. Presently utilized for special adult education courses. Was formerly the Harriet Beecher Stowe Elementary School.</u></p>																		
<p>44. Description of Environment and Outbuildings <u>Surrounded by expressways and in isolation.</u></p>																		
<p>45. Sources of Information <u>Hamilton County Court House; Personal observation Cincinnati Board of Education, "Ages of School Buildings & No. of Temporary Rooms in Use: 1974-75.</u></p>	<p>46. Prepared by <u>F. Mitchell</u></p> <p>47. Organization <u>Miami Purchase Assoc.</u></p> <p>48. Date <u>3/77</u></p> <p>49. Revision Date(s)</p>																	

HAM-1342-43
 County
 Hamilton
 Present Name(s)
 Stowe Adult Education Center
 Other Name(s)



Photo

Jennie Davis Porter was the first African-American woman to earn a Ph.D. at the University of Cincinnati. Her 1928 dissertation was entitled "The Problem of Negro Education in Northern and Border Cities," based upon her experiences as a teacher in the Cincinnati Public Schools since 1914. Porter's dissertation argued that segregated education could be to the best advantage of African-American children. In the 1950s and 1960s, views such as hers became very controversial, but in the past decade as the idea of separate Afro-centric academies has been explored, many journalists and educators have taken another look at her work.



The school with which Porter was associated for most of her career was the Harriet Beecher Stowe School in the West End. As principal of the school, Porter welcomed such notable visitors as George Washington Carver and Marian Anderson to observe her teaching methods. Those methods included instilling strict conduct in the students and discipline in learning. Her motto became the school's motto: "Take what you have and make what you want."

Source: Kevin Bruce & Tom White,
Cincinnati Revealed. Chicago: Arcadia
Publishing Co., 2002.

City of Cincinnati



Department of Community Development and Planning

Two Centennial Plaza
Suite 700
805 Central Avenue
Cincinnati, Ohio 45202
Phone (513) 352-6146
Fax (513) 352-6113

June 9, 2004

Steve Gordon
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211-1030

RE: 39-01-16435 City of Cincinnati Historic Inventory – Phase I

Dear Steve,

I am forwarding a copy of Table A.15: Queensgate Individual Resources from the Phase I survey report. The Stowe Adult Education Center/Stowe Elementary School at 635 W. 7th Street (HAM-1342-43/Site 43-09) was identified in this table as not eligible under Criterion C due to unsympathetic exterior alterations. The location, setting, and feeling of this building are also severely compromised. Once part of a densely developed residential neighborhood, the school is now encircled by highway ramps and commercial complexes. It is possible a case could be made for listing the school under Criterion B for its association with Dr. Jennie D. Porter, and in hindsight, the report and tables should have marked this resource for further research.

The original OHI form for the Hotel Alms at 2525 Victory Parkway (HAM-7309-31/Site 31-104) was forwarded with the final project report on October 1, 2002. I have, however, included a copy of the form that I hope will be of some use.

As always, if you should have any questions, I can be contacted at either (513) 352-4848 or adrienne.cowden@cincinnati-oh.gov. I hope all is well in Columbus.

Sincerely,

Adrienne Cowden
City Planner

Enclosures

OHIO HISTORIC INVENTORY

CODED

1. No. HAM-1395-B43		4. Present Name(s) Railway Buildings	
2. County Hamilton		5. Other Name(s)	
3. Location of Negatives Miami Purchase Association			
6. Specific Location Southeast corner of Gest and Third Street		16. Thematic Category F - O	
7. City or Town Cincinnati		17. Date(s) or Period	
8. Site Plan with North Arrow 		18. Style or Design Vernacular	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 713940 4330220		19. Architect or Engineer	
10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>		20. Contractor or Builder	
11. On National Register? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Original Use, if apparent Railroad service	
12. Is it Eligible? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		22. Present Use vacant	
13. Part of Estab. Hist. Dist.? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
14. District Potent'l? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		24. Owner's Name & Address, if known Chesapeake & Ohio RR	
15. Name of Established District		25. Open to Public? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
42. Further Description of Important Features Three, simple vertical board and batten shacks & a crane constitute this site.		26. Local Contact Person or Organization Miami Purchase Association	
		27. Other Surveys in 	
43. History and Significance These buildings are a reminder of the formerly active railway transportation economy of Cincinnati.		37. Condition Interior poor Exterior poor	
44. Description of Environment and Outbuildings Railroad yard -- many tracks, overpasses various railway buildings and roads.		38. Preservation Underway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
		39. Endangered? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No By What? neglect	
		40. Visible from Public Road? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		41. Distance from and Frontage on Road 10' - 40'	
			
45. Sources of Information Personal observation		46. Prepared by D. Owens	
		47. Organization Miami Purchase Assoc.	
		48. Date 5/77	
		49. Revision Date(s)	

1. No. HAM-1395-B43
2. County Hamilton
4. Present Name(s) Railway Buildings
5. Other Name(s)

(OVER)

More railway buildings:

Hand operated crane



Northwest corner of Mehring Way & Rose Street

16 E 7 14 200
N 43 29 980



Southwest corner of Rose St. & 3rd St.

16 E 7 14 200
N 43 30 240



Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

OHIO HISTORIC INVENTORY

1. No. <u>HAM. 1396. 43</u>		4. Present Name(s) 1094 Liberty		DEMOLISHED	HAM. 1396. 43
2. County Hamilton		5. Other Name(s)			
3. Location of Negatives Miami Purchase Association					
6. Specific Location 1094 Liberty		16. Thematic Category C		28. No. of Stories <u>3 1/2</u>	
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period 1875		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
8. Site Plan with North Arrow 		18. Style or Design Italianate		30. Foundation Material plain coursed ashlar	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 71 3070 43 3 2150		19. Architect or Engineer		31. Wall Construction brick	
Zone Easting Northing		20. Contractor or Builder		32. Roof Type & Material	
10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		21. Original Use, if apparent commercial/residential		33. No. of Bays Front 6 Side 8	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use vacant		34. Wall Treatment common bond	
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		35. Plan Shape rectangular	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known City of Cincinnati		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
14. District Potential? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> cluster		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		37. Condition Interior _____ Exterior <u>poor</u>	
15. Name of Established District		26. Local Contact Person or Organization Miami Purchase Association		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		27. Other Surveys in Which Included		39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> neglect-redevelopment	
42. Further Description of Important Features Tripaned rectangular attic windows; bracketed triangular lintels and stone lugsills on 2/2 facade windows and 3/3 side; bracketed and dentiled cornice; ornate cast iron store front with turned spindels and fluted filleted corinthian columns.				40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
43. History and Significance This commercial/residential Italianate stands isolated at the edge of what use to be numerous blocks of similar structures and is now vacant, undeveloped property. Its sound architectural detailing helps make it an attractive reminder of the neighborhood's once vastly different late 19th century architectural character. Its juxtaposition to Samuel Hannaford & Sons Art Deco (OVER)				41. Distance from and Frontage on Road 10'	
44. Description of Environment and Outbuildings Parking lots and undeveloped flat space left from razed buildings to the north, south & east. Post Office buildings on west. St. Henry's Church, School & parsonage lie one block south, and other late 19th century buildings are located to the east at Western & Armory Sts.					
45. Sources of Information Hamilton County Court House; Personal observation		46. Prepared by D. Owens			
		47. Organization Miami Purchase Assoc..			
		48. Date 5/77		49. Revision Date(s)	

1. No. HAM. 1396. 43

2. County Hamilton

3. Present Name(s) 1094 Liberty

4. Present Name(s) 1094 Liberty

5. Other Name(s)

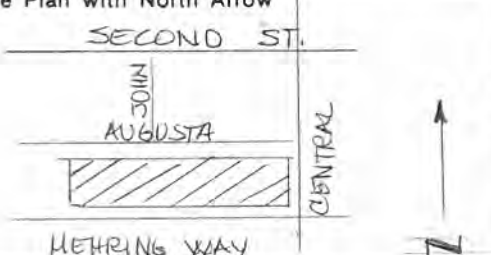
43. Significance:

U.S. Post Office and the modern post office building adjacent provide three strong representatives of the last one hundred years of Cincinnati's architectural history.

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

DEMOLISHED FOR PAUL BROWN STADIUM

1. No. <u>HAM-1444-43</u>		4. Present Name(s) Cincinnati Terminal Warehouse, Inc.	
2. County Hamilton		5. Other Name(s) General and Cold Storage	
3. Location of Negatives Miami Purchase Association		6. Specific Location Northwest corner of Central Ave. and Mehring Way <u>49 Central Avenue</u>	
7. City or Town If Rural, Township & Vicinity Cincinnati		16. Thematic Category D	
8. Site Plan with North Arrow 		17. Date(s) or Period 1924	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 714530 4330030		18. Style or Design functional	
10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		19. Architect or Engineer	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder	
12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent warehouse	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use warehouse	
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
15. Name of Established District		24. Owner's Name & Address, if known	
42. Further Description of Important Features Pilasters rise to separate each bay, 1st thru 7th floors. Each pilaster topped by decorative plaque similar to egg and dart; large central structure on center bay rises 10 stories. Romanesque arches; Romanesque arched windows at cornice every 7th bay (horizontally).		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
43. History and Significance This horizontal, relatively low scale commercial style building contributes to the stylistic variety of the commercial/industrial architecture of Queensgate.		26. Local Contact Person or Organization Miami Purchase Association	
44. Description of Environment and Outbuildings Train yards to west, riverfront to south. Broken industrial/warehouse area. Cobblestone street perpendicular to building.		27. Other Surveys in Which Included	
45. Sources of Information Personal observation, Hamilton County Court House		28. No. of Stories 7	
		29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		30. Foundation Material concrete	
		31. Wall Construction brick	
		32. Roof Type & Material flat	
		33. No. of Bays Front 23 Side	
		34. Wall Treatment common bond	
		35. Plan Shape rectangular	
		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior _____ Exterior good	
		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road 20'	
		46. Prepared by D. Owens	
		47. Organization Miami Purchase Assoc.	
		48. Date 11/76	
		49. Revision Date(s)	



1. No. HAM-1444-43
 2. County Hamilton
 3. Present Name(s) Cincinnati Terminal Warehouse, Inc.
 4. Other Name(s) General and Cold Storage

Ohio Historic Preservation Office

1985 Velma Avenue
 Columbus, Ohio 43211
 614/297-2470



OHIO HISTORICAL SOCIETY
 SINCE 1885

OHIO HISTORIC

ITORY



1. No. HAM 1444-43 2. County Hamilton 4.
 3. Location of Negatives
Hist. Preservation Assoc.
 Roll No. Picture No.(s)

Cincinnati Commercial Warehouse Coded
 Name(s)
DEMOLISHED
June-July 1998 For Paul Brown Stadium

6. Specific Address or Location
49 Central Avenue

16. Thematic Association(s)
 17. Date(s) or Period 1924 17b. Alteration Date(s)

28. No. of Stories 7
 29. Basement? Yes No

6a. Lot, Section or VMD Number

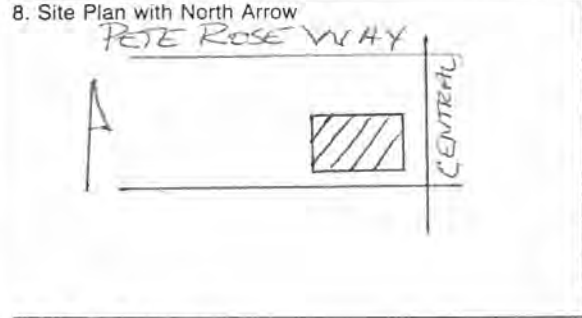
18. Style or Design High Style Elements
Commerical

30. Foundation Material
Concrete

7. City or Village Cincinnati If Rural, Township & Vicinity

18a. Style of Addition or Element(s)

31. Wall Construction
Stretcher Bond



19. Architect or Engineer

32. Roof Type & Material
Flat/Built Up

9. U.T.M. Reference
 Quadrangle Name Covington, Ky-Oh

19a. Design Sources

33. No. of Bays
Front Multi Side 5

Zone 16 Easting 714580 Northing 4330040

20. Contractor or Builder

34. Exterior Wall Material(s)
Wire cut Brick

10. Site Structure
 Building Object

21. Building Type or Plan

35. Plan Shape Rectangular

11. On National Register? Yes No 12. N.R. Potential? Yes No

22. Original Use, if apparent
Bonded Warehouse

36. Changes Addition Altered Moved
 (Explain in #42)

13. Part of Estab. Hist. Dist.? Yes No 14. District Potential? Yes No

23. Present Use
Bonded Warehouse

37. Window Type(s)
 6 over 6 2 over 2
 4 over 4 Other

15. Name of Established District (N.R. or Local)

24. Ownership Public Private

38. Building Dimensions 170x600'

25. Owner's Name & Address, if known
Cincinnati Warehouse, Inc
49 Central Avenue
Cincinnati, Ohio

39. Endangered? By What? Yes No

26. Property Acreage

40. Chimney Placement

27. Other Surveys in Which Included
None

41. Distance from and Frontage on Road
8'

42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary)
 This building exhibits a long multi-bay main facade, 7 stories high pierced by an 11 story, 2 bay central tower. 1st floor has truck loading docks. Upper floors composed of small bays with casement windows. Each bay is separated by a brick pier terminating with a stone cartouche. Roof trim accentuated with terra cotta tile.



43. History and Significance (Continue on reverse if necessary)
 This building is significant for its detailing to accomodate warehouse and cold storage use. It represents one of the first large scale buildings devoted to intensive warehousing. It was constructed during a period when warehousing activities were being housed in larger spaces.



44. Description of Environment and Outbuildings (See #52)
 Located within an area of mixed scale and use buildings. Area to the east undergoing redevelopment activities. No district potential.

46. Prepared by
Fred Mitchell
 47. Organization
Hist Pres Assoc
 48. Date Recorded in Field
10/91

45. Sources of Information
Personal Observation
Sanborn Maps

49. Revised by FM 50a. Date Revised 1/92

50b. Reviewed by
SCG JUL 28 1993

1. No. HAM 1444-43
 2. County Hamilton
 4.5. Present or Historic Name
Cincinnati Comm. Warehouse
 6. Specific Address or Location
49 Central Avenue

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date: _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
-------------------------	----------	---

Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•
•	•	•	•	•

42. (Cont'd)

43. (Cont'd)

ALLIED STOKER AND HEATING SERVICE

24 HOUR SERVICE
ON ALL MAKES
RESIDENTIAL
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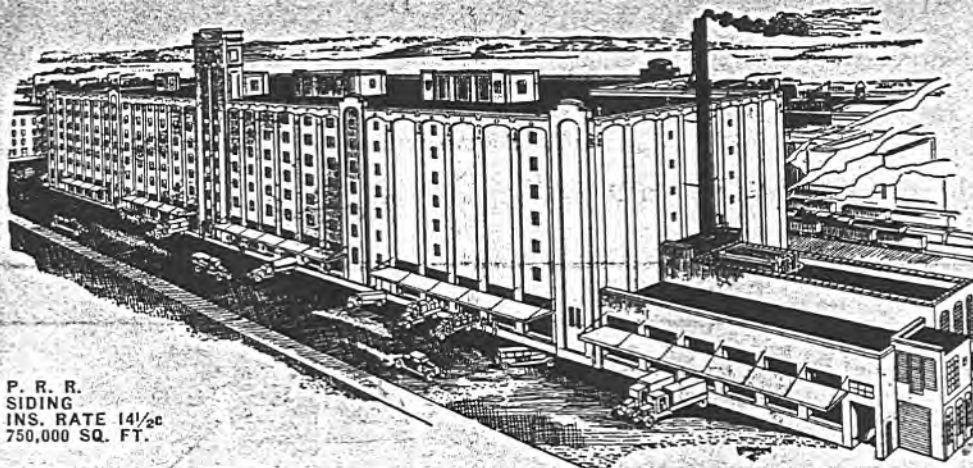
1458 HARRISON AVE. (14)

WABASH 7541-7059

STORAGE WAREHOUSES

Largest, Most Modern, Fireproof Warehouse in This Section
Ideal Location -- Excellent Facilities

YOUR OWN BRANCH HOUSE—WITHOUT THE OVERHEAD



P. R. R.
SIDING
INS. RATE 14 1/2¢
750,000 SQ. FT.

Consign Cars to yourselves in care of Cincinnati Terminal Warehouses, Inc.

General Storage—Distribution
Cold Storage—
Motor Terminals
Protective Storage of
Frosted Foods

Ideal Facilities for Storage
of Surplus War Materials

U. S. Customs and Internal
Revenue
Bonded Leasehold
Office and Display Space

Transit Privileges—
Reciprocal Switching

CINCINNATI TERMINAL WAREHOUSES, INC.

MEMBER: NWS — ARW — OWA
TRAFFIC PROBLEMS ANALYZED — PENN R. R. DELIVERY

49 Central Avenue

HARRY FOSTER, General Manager

Cincinnati, Ohio

STORM WINDOWS

JOHN A.

NAZ

CONSTRUCTION CO.

METAL STORM WINDOWS

FOR STEEL OR WOOD CASEMENTS

ROOFING


HOME
INSULATION

1306 CALIFORNIA AVE.

TEL. MEloose 3322

1947 Williams Cincinnati directory
HAM-1444-43

OHIO HISTORIC INVENTORY

1. No. HAM-1491-40		4. Present Name(s) Cook Street Rowhouses	
2. County Hamilton		5. Other Name(s)	
3. Location of Negatives Miami Purchase Association			
6. Specific Location 2511-13-15 Cook Street		16. Thematic Category C	
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period c. 1870	
8. Site Plan with North Arrow 		18. Style or Design Greek Revival transitional	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 713150 4333690		19. Architect or Engineer	
Zone _____ Easting _____ Northing _____		20. Contractor or Builder	
10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>		21. Original Use, if apparent residential	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use vacant	
12. Is it Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known 2511-George Peponis 2513-Joseph Morrison 2515-Elizabeth Jenkins	
14. District Potent'? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
15. Name of Established District		26. Local Contact Person or Organization Miami Purchase Association	
42. Further Description of Important Features Building painted to look like 3 buildings. Cornice supported by large brackets 2 at each corner capped with small pedimented ornament. Brackets in center of each building separated by rectangular frieze panels and 1 square panel with decoration. Windows and doorways have shelf lintels and plain lugsills. Windows on side have plain flat lintels and plain lugsills. Water table. Interior side chimneys. 1st story		27. Other Surveys in Which Included	
43. History and Significance below street level. These building contribute to the late 19th century urban residential architecture of the area.		28. No. of Stories 2	
		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		30. Foundation Material ashlar rockfaced random	
		31. Wall Construction brick	
		32. Roof Type & Material flat	
		33. No. of Bays Front 3 Side 2	
		34. Wall Treatment stretcher bond	
		35. Plan Shape rectangular	
		36. Changes (Explain in #42) Addition <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior _____ Exterior deteriorating	
		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> neglect	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road 10'	
44. Description of Environment and Outbuildings On street directly west of I-75, small residential cluster on fringe of large industrial and commercial buildings. Mixed scale, style, similar period.		46. Prepared by C. Fahrenbruck	
		47. Organization Miami Purchase Assoc.	
45. Sources of Information Personal observation, Hamilton County Court House		48. Date 4/77	
		49. Revision Date(s)	



HAM-1491-40

Hamilton

Cook Street Rowhouses

Other Name(s)

Other rows of urban residences in the area around the block to the west.

2502-4-6 Spring Grove Avenue



2510-12-14 Spring Grove Avenue

Other rows of urban residences around the corner to the southwest.

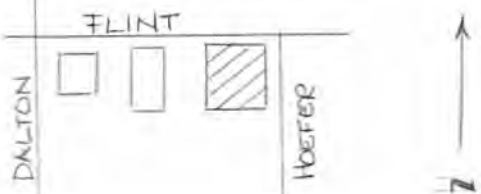
1130-38 Draper Street



1132 Draper Street



OHIO HISTORIC INVENTORY

1. No. <u>HAM-1500-43</u>		4. Present Name(s) <u>St. Heinrich Church</u>	
2. County <u>Hamilton</u>		5. Other Name(s)	
3. Location of Negatives <u>Miami Purchase Association</u>			
6. Specific Location <u>South side of Flint, 3rd building east of Dalton</u>		16. Thematic Category <u>C</u>	
7. City or Town <u>Cincinnati</u>		17. Date(s) or Period <u>1892 dateplate</u>	
8. Site Plan with North Arrow 		18. Style or Design <u>Gothic</u>	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <u>16 713150 4331890</u>		19. Architect or Engineer	
10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/>		20. Contractor or Builder	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent <u>church</u>	
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use <u>church</u>	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>cluster</u>		24. Owner's Name & Address, if known	
15. Name of Established District		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
42. Further Description of Important Features <u>Distinctive gothic architectural treatment with gothic windows and distinctive door treatment. A 160' tower projects slightly from front facade and capped with steep steeple topped with green cross. Cap has imbricated slate roof. Buttress with stone caps accentuate exterior. Rose window on central front facade. Central door has stone gothic treatment. Steps rise to main doors.</u>		26. Local Contact Person or Organization <u>Miami Purchase Association</u>	
43. History and Significance <u>This 70'x173' building seats 1000 people and was built at a cost of \$65,000. The school building adjacent to the church was constructed in 1873 for use as a church, school, and parsonage when overcrowding at St. Joseph's, St. Augustine's and St. Anthony's in the West End yielded to the formation of St. Henry's parish on June 10, 1872. The parish grew to include (OVER)</u>		27. Other Surveys in Which Included <u>WPA Church Records Survey</u>	
44. Description of Environment and Outbuildings <u>Located in an area of redevelopment activity. Church and related buildings stand virtually alone - neighborhood demolished.</u>		28. No. of Stories <u>4</u>	
45. Sources of Information <u>Hamilton County Court House; Personal observation; Cincinnati Historical Society-WPA Church Records Survey</u>		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		30. Foundation Material <u>rockfaced ashlar</u>	
		31. Wall Construction <u>brick</u>	
		32. Roof Type & Material <u>gable - asbestos shingl</u>	
		33. No. of Bays Front <u>3</u> Side <u>7</u>	
		34. Wall Treatment <u>stretcher bond</u>	
		35. Plan Shape <u>rectangular</u>	
		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior _____ Exterior <u>fair</u>	
		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>neglect development</u>	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road <u>20'</u>	
		46. Prepared by <u>F. Mitchell</u>	
		47. Organization <u>Miami Purchase Assoc.</u>	
		48. Date <u>11/76</u>	
		49. Revision Date(s)	



HAM-1500
 Hamilton County
 St. Heinrich Church
 Other Name(s)

43. History:

approximately 400 families by the early 1890's when the present structure was planned, built, and finally dedicated on July 20, 1893 to accommodate expansion. John Wolf, WPA State Records Survey staff, noted that most of the documents and records the church held concerning its parish and organizations were destroyed during the flood of 1937. He indicated that "the universally unexpected and sudden rise of the final ten feet "to the 80' crest caught the church officials off-guard and resulted in the subsequent loss of the records. But more significant to the church, than the loss of records and material damage caused by the flood was the exodus of many of St. Henry's parishoners from the West End because of housing damage. Wolf said the congregation suffered tremendous loss," but it nevertheless "carried on with commendable courage and vigor," and numbered about 100 in 1941.

Parsonage 1899

16 E 7 13 150
N 43 31 850



School 1873


16 E 7 13 120
N 43 31 910





ST. HENRY'S CHURCH, Flint Street.—Organized in 1873. The present magnificent structure was dedicated July 20, 1893, is of the gothic style, 70 x 173 feet, cost \$65,000, including ground. The original church was a three-story brick, containing church, school and parsonage, and was dedicated December 14, 1873. The first pastor was Rev. Anthony Ulrich, who died November 22, 1881, and was succeeded by the present incumbent, Rev. John M. Schuchardt. The assistant pastor is Rev. John H. Vogedes. The congregation has a membership of 400 families.

OHIO HISTORIC INVENTORY

<p>1. No. <u>HAM-1526-28</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Langmeads</u></p> <p>5. Other Name(s)</p>																													
<p>6. Specific Location <u>Central</u></p> <p>7. City or Town <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow</p> 	<p>16. Thematic Category <u>C</u></p> <p>17. Date(s) or Period <u>1891</u></p> <p>18. Style or Design <u>Greek Revival transitional</u></p> <p>19. Architect or Engineer</p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent <u>commercial/residential</u></p> <p>22. Present Use <u>commercial/residential</u></p> <p>23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/></p> <p>24. Owner's Name & Address, if known <u>Ben & Dorothy Schottenstein</u></p>																													
<p>9. Coordinates</p> <p>Lat. _____ Long. _____</p> <p>U.T.M. Reference</p> <table border="1" style="width:100%; text-align: center;"> <tr> <td>1</td><td>6</td><td>7</td><td>1</td><td>4</td><td>4</td><td>4</td><td>0</td><td>4</td><td>3</td><td>3</td><td>0</td><td>9</td><td>2</td><td>0</td> </tr> <tr> <td colspan="4">Zone</td> <td colspan="4">Easting</td> <td colspan="6">Northing</td> </tr> </table> <p>10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/></p> <p>11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>15. Name of Established District</p>	1	6	7	1	4	4	4	0	4	3	3	0	9	2	0	Zone				Easting				Northing						<p>25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included</p>
1	6	7	1	4	4	4	0	4	3	3	0	9	2	0																
Zone				Easting				Northing																						
	<p>28. No. of Stories <u>3</u></p> <p>29. Basement? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>stone</u></p> <p>31. Wall Construction <u>brick sandstone facade</u></p> <p>32. Roof Type & Material</p> <p>33. No. of Bays Front <u>3</u> Side <u>0</u></p> <p>34. Wall Treatment <u>common bond</u></p> <p>35. Plan Shape <u>rectangular</u></p> <p>36. Changes (Explain in #42) Addition <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior _____ Exterior <u>poor</u></p> <p>38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>neglect</u></p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road <u>8'</u></p>																													

1. No. HAM-1526-28
 2. County Hamilton
 3. Present Name(s) Langmeads
 4. Other Name(s)
 5. Other Name(s)

42. Further Description of Important Features

This commercial/residential building has elements of both Greek Revival and Italianate styles. The structure is topped by a heavily bracketed cornice which is surmounted by a small segmental pediment bearing the name "Langmeads". The frieze is adorned with decorative columns. scale the central facade from the second to the third story and divide the three facade windows. The original store front has been altered.



43. History and Significance

The scale and architectural flavor of this building contribute significantly to the homogeneity of the neighborhood.

44. Description of Environment and Outbuildings

There are several other examples of 19th century styles in the immediate vicinity but the areas north and west are sparse.

45. Sources of Information
Hamilton County Court House; Personal observation

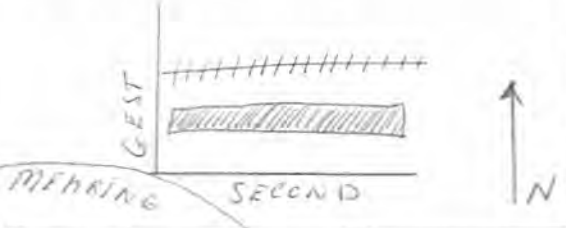
46. Prepared by
Virgil Rogers

47. Organization
Miami Purchase Assoc.

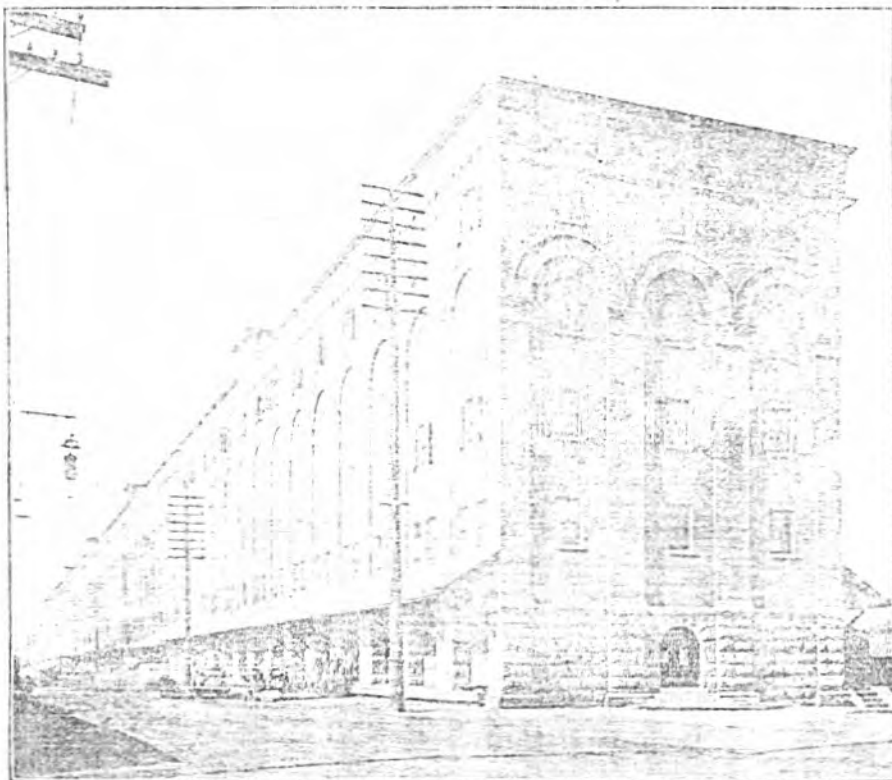
48. Date
8/76

49. Revision Date(s)

OHIO HISTORIC INVENTORY

<p>1. No. <u>HAM-1656-43</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Baltimore & Ohio R.R.-Freight Station & Storage Warehouse</u></p> <p>5. Other Name(s) <u>Baltimore and Ohio Freight Terminal</u></p>	1. No. <u>HAM-1656-43</u>
<p>6. Specific Location <u>N.E.C. Second St. & Gest St. 700 Pete Rose Way (Second Street)</u></p> <p>7. City or Town If Rural, Township & Vicinity <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow</p> 	<p>16. Thematic Category <u>C</u></p> <p>17. Date(s) or Period <u>1904</u></p> <p>18. Style or Design <u>Renaissance-influence</u></p> <p>19. Architect or Engineer <u>M. A. Long</u></p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent <u>functional-warehouse</u></p> <p>22. Present Use <u>warehouse</u></p> <p>23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/></p> <p>24. Owner's Name & Address, if known <u>The Baltimore & Ohio R.R.Co.</u></p> <p>25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included <u>National Register of Historic Places 12/29/86</u> <u>PRESERVATION EASEMENT DEC 31 1986</u></p>	2. County <u>Hamilton</u>
<p>9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <u>16 714000 4330050</u></p> <p>Zone Easting Northing</p> <p>10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/></p> <p>11. On National Register? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'ly? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>15. Name of Established District</p>	<p>28. No. of Stories <u>5</u></p> <p>29. Basement? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>concrete</u></p> <p>31. Wall Construction <u>brick</u></p> <p>32. Roof Type & Material <u>flat</u></p> <p>33. No. of Bays Front <u>3</u> Side <u>multi</u></p> <p>34. Wall Treatment <u>stretcher</u></p> <p>35. Plan Shape <u>rectangular</u></p> <p>36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior _____ Exterior <u>fair</u></p> <p>38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>underutilization</u></p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road <u>10'</u></p>	4. Present Name(s) <u>The Baltimore & Ohio R.R., Co.</u>
<p>42. Further Description of Important Features <u>Very long building (just over 1/5 mi long) , front facade 3 bays with arcade treatment. 1st floor has rock faced ashlar treatment for store piers. top floor has rectangular windows.</u></p>	<p>43. History and Significance <u>This long railroad building is a strong representative of the formerly busy riverfront rail operations. It is the longest railway warehouse in the city.</u></p>	5. Other Name(s)
<p>44. Description of Environment and Outbuildings <u>Industrial area with junk yards and railroad yards.</u></p>	<p>45. Sources of Information <u>Personal observation; Hamilton County Court House The Cincinnati Magazine Vol. 1 Number 56 September 1909.</u></p>	5. Other Name(s)
<p>46. Prepared by <u>Fred Mitchell</u></p> <p>47. Organization <u>Miami Purchase Association</u></p> <p>48. Date <u>11/76</u></p>	<p>49. Revision Date(s) <u>1/87 SCG</u></p>	5. Other Name(s)





B. & O. S. W., STORAGE WAREHOUSE

With a length of 1,277 feet and floor Space of 319,000 sq. ft. it is the largest west of the Alleghenias.

OHIO HISTORIC INVENTORY

<p>1. No. <u>Ham-1709-40</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Chem-Pack, Inc.</u></p> <p>5. Other Name(s)</p>	
<p>6. Specific Location <u>2261 Spring Grove Avenue</u></p> <p>7. City or Town <input type="checkbox"/> If Rural, Township & Vicinity <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow</p> <div style="text-align: center;"> </div> <p>9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <u>16 712980 433390</u> Zone Easting Northing</p> <p>10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/></p> <p>11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>15. Name of Established District</p>	<p>16. Thematic Category <u>C</u></p> <p>17. Date(s) or Period <u>1890 by style</u></p> <p>18. Style or Design <u>Queen Anne</u></p> <p>19. Architect or Engineer</p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent <u>Industrial</u></p> <p>22. Present Use <u>Industrial</u></p> <p>23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/></p> <p>24. Owner's Name & Address, if known</p> <p>25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included</p>	<p>28. No. of Stories <u>4</u></p> <p>29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>rock faced ashlar</u></p> <p>31. Wall Construction <u>brick</u></p> <p>32. Roof Type & Material <u>flat-built-up</u></p> <p>33. No. of Bays Front <u>3</u> Side <u>15</u></p> <p>34. Wall Treatment <u>stretcher bond</u></p> <p>35. Plan Shape <u>rectangular</u></p> <p>36. Changes (Explain in #42) Addition <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior _____ Exterior <u>good</u></p> <p>38. Preservation Underway? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road <u>10'</u></p>
<p>42. Further Description of Important Features</p> <p>Ashlar water table in front. Pilasters break facade, belt courses, string courses. Center bay has a pediment with design, corbelling. Brick arch over rectangular 1/1 double hung windows. Side facade has plain lintels and lug sills, Small</p>		
<p>43. History and Significance</p> <p>Example of Queen Anne architecture adapted to an industrial building.</p>		
<p>44. Description of Environment and Outbuildings</p> <p>Voids, next to busy street, just north of viaduct.</p>		
<p>45. Sources of Information</p> <p>Personal observation</p>	<p>46. Prepared by <u>Fred Mitchell</u></p> <p>47. Organization <u>Miami Purchase Association</u></p> <p>48. Date <u>4-21-77</u> 49. Revision Date(s)</p>	

Ham-1709-40 Hamilton
 Chem-Pack, Inc.
 Present Name(s)
 Other Name(s)

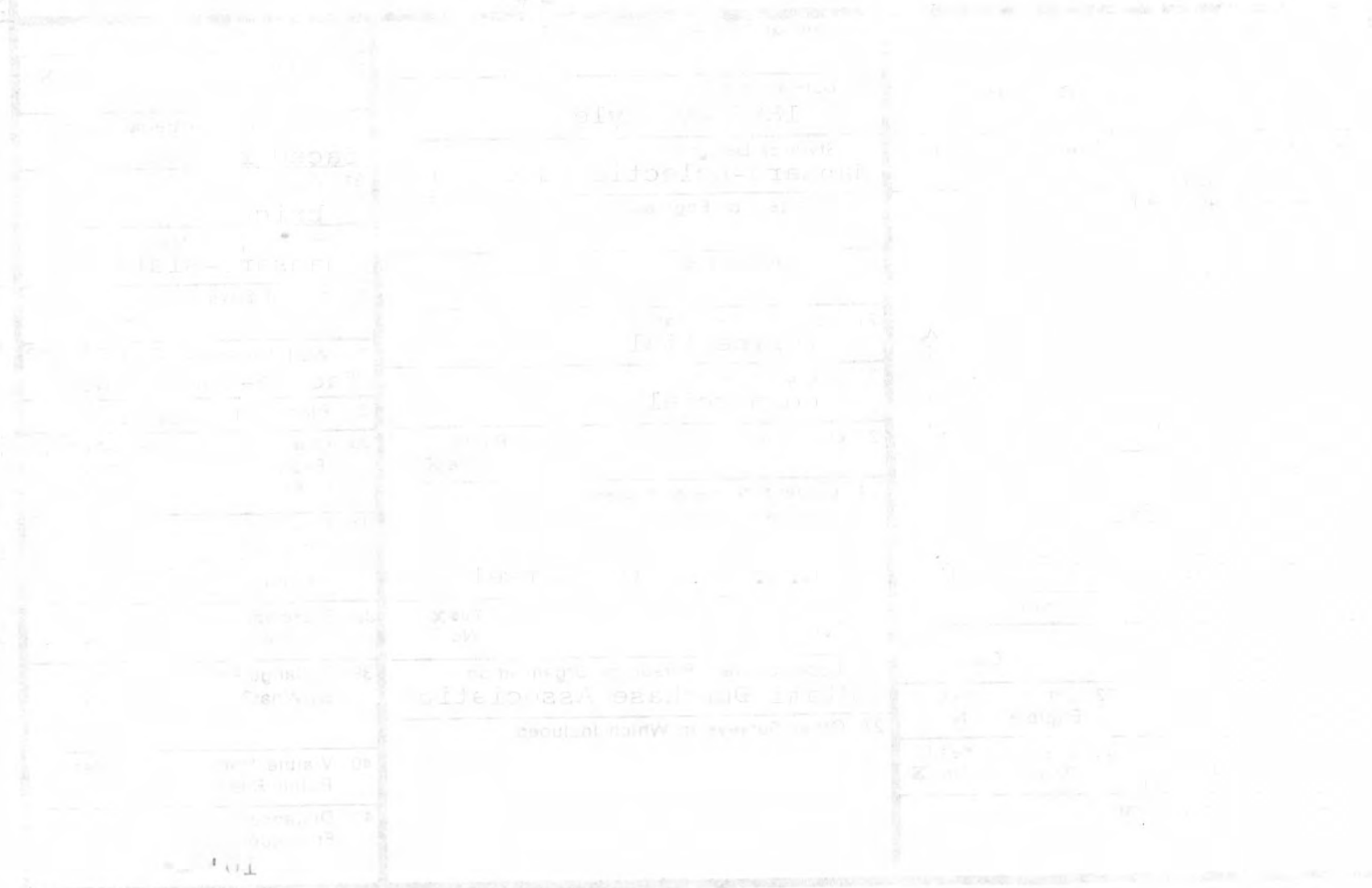
OHIO HISTORIC INVENTORY

1. No. <u>Ham: 1710-40</u>		4. Present Name(s) Boutwell Staple Co.		Hamilton County Hamilton
2. County Hamilton		5. Other Name(s)		
3. Location of Negatives Miami Purchase Association				
6. Specific Location 2277 Spring Grove Avenue		16. Thematic Category C	28. No. of Stories 2 1/2	4. Present Name(s) Boutwell Staple Co.
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period 1885 by style	29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
8. Site Plan with North Arrow 		18. Style or Design Mansard-Eclectic Queen Anne	30. Foundation Material rock faced random ashlar	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 712980 4333400		19. Architect or Engineer	31. Wall Construction brick	
10. Zone Easting Northing Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		20. Contractor or Builder	32. Roof Type & Material mansard-slate	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, If apparent residential	33. No. of Bays Front 2 Side 6	
12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use commercial	34. Wall Treatment stretch facade-common bond side	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	35. Plan Shape rect.	
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, If known E.C. & Marie Boutwell	36. Changes (Explain in #42) Addition <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
15. Name of Established District		25. Open to Public? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	37. Condition Interior _____ Exterior fair	
42. Further Description of Important Features Frame addition at rear. Gabled dormer projects from mansard-two windows with decorative patterning. Very decorative cornice below mansard-supported by brackets which are separated by small rectangular areas. Corbelling below cornice. Windows have bracketed carved lintels and continuous sills. Windows on side have flat lintels and plain lugsills. Stone steps lead up to slightly recessed (over)		26. Local Contact Person or Organization Miami Purchase Association	38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	5. Other Name(s)
43. History and Significance This building is an example of late nineteenth century urban residential architecture.		27. Other Surveys in Which Included	39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
44. Description of Environment and Outbuildings Heavily trafficked street. Mixed style, scale, and period buildings, north of Western Hills viaduct.		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
45. Sources of Information Personal observation; Hamilton County Court House		41. Distance from and Frontage on Road 10'		
46. Prepared by C. Fahrenbruck		47. Organization Miami Purchase Association		
48. Date 4-21-77		49. Revision Date(s)		



42 cont) doorway. 1 interior side chimney.

1880-1890



2071
 1880-1890
 Also


...labeled corner...
 ...supported...
 ...which...
 ...I...
 ...have...
 ...door...
 ...slightly...
 (over)

...example... century upon...

...and other buildings...

42	Prepared by	...
43	Occupation	...
44	For these	...
45

OHIO HISTORIC INVENTORY

<p>1. No. <u>HAM 1801-43</u></p> <p>2. County <u>Hamilton</u></p> <p>3. Location of Negatives <u>Miami Purchase Association</u></p>	<p>4. Present Name(s) <u>Jobs Corps Screening Unit</u></p> <p>5. Other Name(s) <u>Magrue House</u></p>
<p>6. Specific Location <u>1413 Western Avenue</u></p> <p>7. City or Town <u>Cincinnati</u></p> <p>8. Site Plan with North Arrow <i>FLINT</i> <i>FREEMAN</i> <i>COURTLAND</i> <i>KENNER</i></p>	<p>16. Thematic Category <u>C</u></p> <p>17. Date(s) or Period <u>c. 1875</u></p> <p>18. Style or Design <u>Italianate</u></p> <p>19. Architect or Engineer</p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent <u>residence</u></p> <p>22. Present Use <u>offices</u></p> <p>23. Ownership Public <input checked="" type="checkbox"/> Private <input type="checkbox"/></p> <p>24. Owner's Name & Address, if known</p>
<p>9. Coordinates Lat. _____ Long. _____ U.T.M. Reference <u>16 713370 4331800</u></p> <p>10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/></p> <p>11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>15. Name of Established District</p>	<p>25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>26. Local Contact Person or Organization <u>Miami Purchase Association</u></p> <p>27. Other Surveys in Which Included</p>
<p>42. Further Description of Important Features <u>Distinguished by elaborate wrought iron porch on first floor extending across facade, and decorative wrought iron balustrade on second story. Centrally located entrance. All windows arched 1/1 with arched lintels w/ keystones and bracketed lugsills. Decorative cornice w/ brackets on first floor extend from ground to top of doorway. Bay on N. side. Fire escapes added, quoins at side of building.</u></p>	<p>28. No. of Stories <u>3</u></p> <p>29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>30. Foundation Material <u>random ashlar</u></p> <p>31. Wall Construction <u>brick</u></p> <p>32. Roof Type & Material <u>flat</u></p> <p>33. No. of Bays Front <u>5</u> Side <u>3</u></p> <p>34. Wall Treatment <u>stretcher bond</u></p> <p>35. Plan Shape <u>"L"</u></p> <p>36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior _____ Exterior <u>fair</u></p> <p>38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <u>proposed demolition</u></p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road <u>30'</u></p>
<p>43. History and Significance <u>According to deeds of Sisters of Mercy, Joseph Magrue first owned property 1868, Enoch Casson sold to Louisa Magrue 1879, 1883 Jos Magrue to Mr. Langtree 1884 Rachel Gass and in 1885 Sisters of Mercy acquired building. 1970 Sisters sold building to Jobs Corps.</u></p>	
<p>44. Description of Environment and Outbuildings <u>Located on busy street w/ expressway to the E and Union Terminal to the SW and the old armory to the N and surrounded by warehouses and commercial enterprises. A cast-iron fence atop a stone retaining wall marks the sidewalk border.</u></p>	<p>46. Prepared by <u>S. Gordon C. Fahrenbruck</u></p> <p>47. Organization <u>Miami Purchase Association</u></p> <p>48. Date <u>12/76</u> 49. Revision Date(s) <u>8/77</u></p>
<p>45. Sources of Information <u>Personal observation; Hamilton County Court House Sister Edwards, Archivist Mac Cauley Convent</u></p>	<p>46. Prepared by <u>S. Gordon C. Fahrenbruck</u></p> <p>47. Organization <u>Miami Purchase Association</u></p> <p>48. Date <u>12/76</u> 49. Revision Date(s) <u>8/77</u></p>

1801-43
Hamilton
Present Name(s)
Other Name(s)

DEMOLISHED

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

OHIO HISTORIC INVENTORY

1. No. <i>HAM 1802-43</i>		4. Present Name(s)	
2. County Hamilton		5. Other Name(s)	
3. Location of Negatives Miami Purchase Association		Ohio National Guard Armory	
6. Specific Location 1437-39 Western Avenue		16. Thematic Category C-L	28. No. of Stories 3½+
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period 1886-1889	29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
8. Site Plan with North Arrow <i>FLINT ST.</i> <i>KENNER ST.</i>		18. Style or Design Castellated	30. Foundation Material course faced ashlar
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 1 6 7 1 3 3 6 0 4 3 3 1 8 4 0		19. Architect or Engineer Samuel Hannaford & Sons	31. Wall Construction brick
10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>		20. Contractor or Builder	32. Roof Type & Material arched built-up
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent armory	33. No. of Bays Front 8 Side
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use mixed commercial	34. Wall Treatment common bond
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	35. Plan Shape
14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		24. Owner's Name & Address, if known M.R. Thielman	36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
15. Name of Established District Cluster		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	37. Condition Interior _____ Exterior _____
16. Local Contact Person or Organization Miami Purchase Association		26. Local Contact Person or Organization Miami Purchase Association	38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
17. Other Surveys in Which Included		27. Other Surveys in Which Included	39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> proposed demolition
18. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		19. Distance from and Frontage on Road 10'	40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
20. Distance from and Frontage on Road 10'		41. Distance from and Frontage on Road 10'	

42. Further Description of Important Features
Front facade distinguished by external fortifications elements of a castle, in particular battlements, machicolations and turrets. Central arched entrance w/ asymmetrical facade. Paired windows with mixed lintel treatment. Large drill hall of functional design projects to the rear.



43. History and Significance Designed by the noted Cincinnati architectural firm of Samuel Hannaford & Sons, and served as the home of the 1st Regiment of the Ohio National Guard. From 1889 to c.1916 approximately 10 companies met weekly for drill. The 1st regiment fought numerous battles in WWI in France. During WWII members of the regular army utilized the building. The building has not been used for military purposes for a number of years.

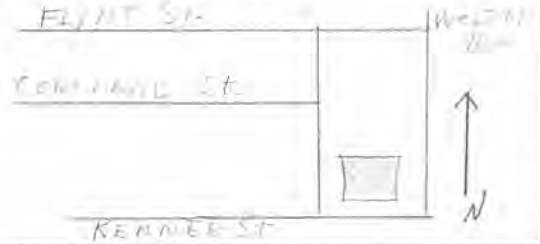
44. Description of Environment and Outbuildings
Contributes to a heterogeneous cluster along Western Avenue composed of the Armory, the Magrue House and the surround area to north and west are being redeveloped.

45. Sources of Information Personal observation; Cincinnati Historical Society WPA, 1943 <i>S.B. Nelson, History of Cincinnati and Hamilton County, Ohio (1899)</i>		46. Prepared by Fred Mitchell
47. Organization Miami Purchase Association		48. Date 3/77
49. Revision Date(s)		

1802-43
County
Present Name(s)
Other Name(s)
Other Name(s)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. HAM 1804-43		4. Present Name(s) Cincinnati Jobs Corps Center	
2. County Hamilton		5. Other Name(s) Our Lady of Mercy High School	
3. Location of Negatives Miami Purchase Association			
6. Specific Location 1409 Western Avenue S.E. Cor. Western Avenue and Kenner Street		16. Thematic Category C.G.	28. No. of Stories 4
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period 1885-1897	29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
8. Site Plan with North Arrow 		18. Style or Design Renaissance influences	30. Foundation Material rock faced random ashlar
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 7 13 3 6 0 4 3 3 1 7 6 0		19. Architect or Engineer Samuel Hannaford	31. Wall Construction brick
10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		20. Contractor or Builder	32. Roof Type & Material hip-shingle
11. On National Register? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		21. Original Use, if apparent school	33. No. of Bays Front 15 Side 7+13
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use offices	34. Wall Treatment stretcher bond
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	35. Plan Shape L
14. District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		24. Owner's Name & Address, if known United States of America 1970	36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
15. Name of Established District		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	37. Condition Interior _____ Exterior fair
		26. Local Contact Person or Organization Miami Purchase Association	38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		27. Other Surveys in Which Included WPA Cincinnati A Guide (Cinti., 1943) NATIONAL REGISTER (1980)	39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> proposed demolition
			40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
			41. Distance from and Frontage on Road 15'

42. Further Description of Important Features Larger scale institutional building with stepped back tower serving as a strong focal point. The building faces both Kenner & Western, thus giving the impression of scale & solidarity. The facade is distinguished by a Flemish parapet, centrally located entrance, and a wrought iron gate with the work "Academy" in arch. Other fenestrations include arched bays on the first floor, string courses, hipped dormers, and various religious symbols (over)



43. History and Significance Occupied by the Cincinnati Job Corps since 1970, this structure had been owned and operated by the Sisters of Mercy. The building served as the home for the Sisters of Mercy Academy from the time of its completion in 1885 until 1928 when the building was converted to a girls high school for Cincinnati Roman Catholic Archdiocese. 350 students were enrolled in the school in 1943, (over)

44. Description of Environment and Outbuildings Located on a busy street and immediately west of the Mill Creek Expressway. An excellent Italianate building and the Armory are on adjacent lots to the north. Union Terminal and the grand vista approach are to the south and southwest.

45. Sources of Information Hamilton County Courthouse; Personal observation WPA Writers' Program, <u>Cincinnati, A Guide</u> (Cincinnati; Weisen-Hart Press, 1943)		46. Prepared by C Fahrenbruck
		47. Organization Miami Purchase Association
48. Date 12/76	49. Revision Date(s)	

1. No. 1804-43
2. County Hamilton
3. Present Name(s)
4. Other Names
5. Other Names

S.E. Cor. Western Avenue and
Kenner Street

Cincinnati Jobs Corps Center

#42 cont'd throughout the building. The building is also marked by the
m unusually light color of its brick.

#43 cont's The WPA Guide noted that paintings, sculptures, and curios
decorated this building during the Sisters' tenure, among
which were included works by internationally known and
respected artists.

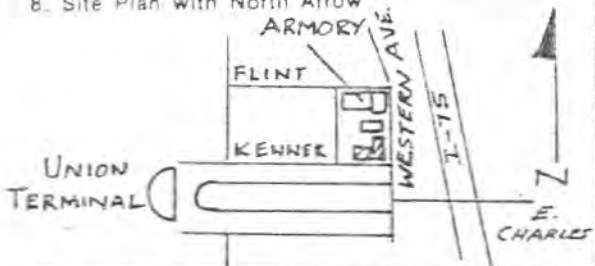


OHIO HISTORIC INVENTORY

1 No HAM-1804-43	4 Present Name(s) Cincinnati Job Corps Center
2 County Hamilton	5 Other Name(s) Our Lady of Mercy High School
3 Location of Negatives MPAHP	

6 Specific Location 1409 Western Avenue	16 Thematic Category C, N	28 No. of Stories 4½
	17 Date(s) or Period 1897	29 Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

7 City or Town If Rural, Township & Vicinity Cincinnati	18 Style or Design Renaissance influences	30 Foundation Material rock faced random ashlar
8 Site Plan with North Arrow	19 Architect or Engineer Samuel Hannaford & Sons	31 Wall Construction brick




20 Contractor or Builder unknown	32 Roof Type & Material hip: shingle
21 Original Use, if apparent academy	33 No. of Bays Front 15 Side
22 Present Use offices and storage	34 Wall Treatment pressed stretcher/brick
23 Ownership Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	35 Plan Shape "L"

9 Coordinates Lat. _____ Long. _____ U.T.M. Reference	24 Owner's Name & Address, if known United States of America Department of Labor	36 Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
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10 Site Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>	25 Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	37 Condition Interior _____ Exterior fair
11 On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	26 Local Contact Person or Organization Miami Purchase Association	38 Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

12 Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	27 Other Surveys in Which Included Cincinnati City Planning Commission & Miami Purchase Association Cincinnati Historic Inventory, August, 1978. (over)	39 Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> proposed demolition
13 Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	14 District Potent'l? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	40 Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
15 Name of Established District		41 Distance from and Frontage on Road 15' 150' x 300'

42 Further Description of Important Features Large scale 4½ story building distinguished by pressed yellow brick wall treatment and Renaissance overtones. Slightly recessed within the corner of this building is a tall stepped back four sided tower with arched belfries and octagonal slate cap. The front facade exhibits a Flemish parapet and cross, arched bays on the first floor, slightly projecting end pavilions, and a wrought iron gate with the word "academy" in the arch. (over)	
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43 History and Significance This building, designed by Samuel Hannaford & Sons, was built as an academy in 1897. The Cincinnati Order of Our Lady of Mercy was established by Sister McAuley in 1858. The purpose of the society was to nurse the sick, visit prisoners, help the needy, educate the young, and provide food and clothing to needy families. The old Greek Revival (over)
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44 Description of Environment and Outbuildings Located on the northwestern corner of Kenner Street and Western Avenue. The Union Terminal promenade is to the south and the Italianate Joseph Magrue house and Eclectic Ohio National Guard Armory are located immediately to the north. District potential.

45 Sources of Information Personal observation Hamilton County Courthouse, Book 143, Page 5, Parcel 70. "Annual Report of the Inspector of Buildings," in Annual Report of the City Departments of the City of Cincinnati Fiscal Year Ending	46 Prepared by Steve Gordon
	47 Organization MPAHP
	48 Date 49. Revision Date(s)

HAM-1804-43

Hamilton

Cincinnati Job Corps Center

Our Lady of Mercy High School

27. (continued)

Crowe, Michael. A Preliminary Documentation of the Career of Samuel Hannaford (1835-1911).
Master's Thesis, University of Cincinnati, 1977.

Works Projects Administration Cincinnati: A Guide to the Queen City and Its Neighbors.
Cincinnati: Weisen-Hart Press, 1943.

42. (continued)

The south side of the front facade is marked by bowed two story bay windows. The 13 bay south facade is distinguished by slightly projecting pavilions, occasional use of arched bays, and plain fenestration. The entire roof of the building is a steep hip pierced by hip dormers. Other noteworthy features include continuous lintels and lugsills, a raised ashlar foundation, and various religious symbols on the front facade. A chapel is attached to the rear. A rusticated limestone frontispiece and cartouche accentuates the main entrance, as does an ashlar wall on the Western Avenue facade,

43. (continued)

building was demolished in 1897 to make way for a new academy, which cost \$125,000 to build. In 1928 the academy was converted into a high school for Catholic girls, and had enrollment of 350 in 1943. Since 1970, it has been used as offices by the Job Corps. On August 24, 1978, the Secretary of the Interior determined this building to be eligible for the National Register.

45. (continued)

Souvenir Album. Catholic Churches of Cincinnati and Hamilton County, Ohio. Cincinnati: U.S. Church Album Publishing Co., 1896.

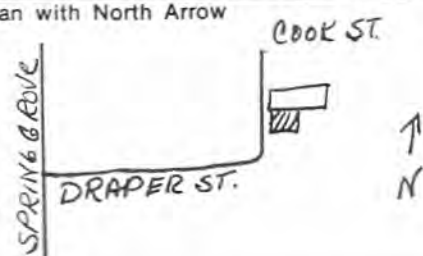



South facade, Looking
Northwest



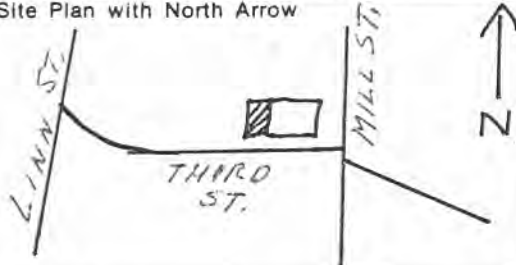

South and east facade
Looking northwest

OHIO HISTORIC INVENTORY

<p>1. No. HAM-1960-40</p> <p>2. County Hamilton</p> <p>3. Location of Negatives MPA</p>	<p>4. Present Name(s)</p> <p>5. Other Name(s)</p>	<p>1. No. 1960-40</p> <p>2. County Hamilton</p> <p>4. Present Name(s)</p> <p>5. Other Name(s)</p>
<p>6. Specific Location 2508 Cook Street</p>	<p>16. Thematic Category C</p> <p>17. Date(s) or Period c. 1890 by style</p> <p>18. Style or Design False Front</p> <p>19. Architect or Engineer</p> <p>20. Contractor or Builder</p> <p>21. Original Use, if apparent Store front</p> <p>22. Present Use Vacant</p> <p>23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/></p> <p>24. Owner's Name & Address, if known Metromedia, Inc.</p> <p>25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>26. Local Contact Person or Organization MPA</p> <p>27. Other Surveys in Which Included</p>	<p>28. No. of Stories 1</p> <p>29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>30. Foundation Material</p> <p>31. Wall Construction Frame</p> <p>32. Roof Type & Material Flat</p> <p>33. No. of Bays Front 2 Side -</p> <p>34. Wall Treatment Clapboard</p> <p>35. Plan Shape Rectangle</p> <p>36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/></p> <p>37. Condition Interior Exterior Deteriorating</p> <p>38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Neglect</p> <p>40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>41. Distance from and Frontage on Road 10 feet</p>
<p>7. City or Town If Rural, Township & Vicinity Cincinnati</p> <p>8. Site Plan with North Arrow</p> 	<p>9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 7 1 3 1 0 0 4 3 3 3 6 2 0 Zone Easting Northing</p> <p>10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/></p> <p>11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>15. Name of Established District</p>	
<p>42. Further Description of Important Features Building distinguished by false front with block cornice with dentils. Vertical boards below cornice and above doorway entablature. Centrally located doorway flanked by two large rectangular windows, with transoms. Above doorway and windows are 3 rectangular panels. Interior side chimney.</p>		
<p>43. History and Significance This building is an example of a one-and-a-half frame residence.</p>		<p>44. Description of Environment and Outbuildings Directly west of I-75. Residential buildings with commercial buildings. Mixed style and scale, similar period.</p> <p><i>Not building described</i></p> <p><i>This is bldg described</i></p>
<p>45. Sources of Information Personal observation. Hamilton County Court House</p>		<p>46. Prepared by C. Fahrenbruck</p> <p>47. Organization MPA</p> <p>48. Date 4/77</p> <p>49. Revision Date(s)</p>

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. Ham-2029-43		4. Present Name(s)		2029-43 Hamilton
2. County Hamilton		5. Other Name(s)		
3. Location of Negatives Miami Purchase Association		Police Patrol Station #4		
6. Specific Location 748 West Fourth Street		16. Thematic Category C		28. No. of Stories 2
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period ca. 1890		29. Basement? Yes <input type="checkbox"/> No <input type="checkbox"/>
8. Site Plan with North Arrow 		18. Style or Design Romanesque-Revival		30. Foundation Material ashlar
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 713880 4330380		19. Architect or Engineer Samuel Hannaford		31. Wall Construction brick
Zone _____ Easting _____ Northing _____		20. Contractor or Builder		32. Roof Type & Material flat
10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>		21. Original Use, if apparent police station		33. No. of Bays Front 4 Side many
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Present Use commercial		34. Wall Treatment
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		35. Plan Shape rect.
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/>
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		37. Condition Interior _____ Exterior fair
15. Name of Established District		26. Local Contact Person or Organization Miami Purchase Association		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		27. Other Surveys in Which Included Michael Crowe thesis		39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
42. Further Description of Important Features This long police station has a narrow facade distinguished by a large portal on the first floor and 4 arcaded windows on the second floor. Ashlar lintels, brick corbeling, nameplates and the words - Police Patrol Station #4, also enhance the facade.				40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
43. History and Significance Before the automotive age this building housed the police patrol station #4, which used horses for their patrol. It should be mentioned that Hannaford designed other police and fire stations in the city.				41. Distance from and Frontage on Road 10'
44. Description of Environment and Outbuildings This building is located in a commercial-warehouse environment.				
45. Sources of Information Personal observation Michael Crowe thesis, Samuel Hannaford		46. Prepared by Steve Gordon		
		47. Organization Miami Purchase Association		
		48. Date 2/8/78		49. Revision Date(s)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO
HISTORICAL
SOCIETY

SINCE 1885

No. HAM2029-43	2. County Hamilton	4. Present Name(s) <input type="checkbox"/> Coded
Location of Negatives OHPO		5. Historic or Other Name(s)
obj No. CFM 4	Picture No.(s)	Police Patrol Station #4

1. No.
HAM2029-43

2. County
Hamilton

4. Present or Historic Name
Police Patrol Station #4

5. Specific Address or Location
778 Co Atty St

Police Patrol Station #4

43) History and Significance (continued)

The 2002 update of the 1978 *Cincinnati Historic Inventory* reevaluated this building for architectural significance. In May 2002, Historic Preservation Associates examined the building and found its architectural integrity to be diminished. This resulted from the brick infill of the central entry bay and the construction of a large east side addition. In addition, the building is now incorporated within a parking lot of tractor trailers.

This building is not eligible for the National Register under Criterion C for its architectural significance. It is not eligible under Criterion A and B because of the loss of original building integrity and its diminished location context.



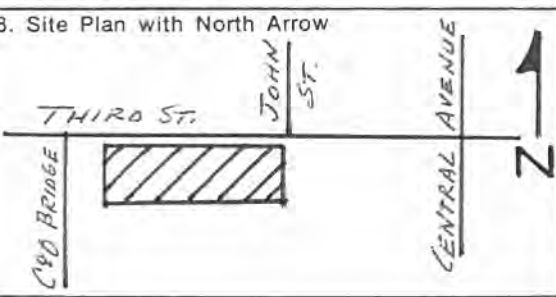
DEMOLISHED

MARCH
1989

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

OHIO HISTORIC INVENTORY

1. No. 2304-43
2. County Hamilton
4. Present Name(s) Big Four Building
5. Other Name(s) Central Union Offices, Big Four Office Bldg.

1. No. HAM-2304-43		4. Present Name(s) Big Four Building	
2. County Hamilton		5. Other Name(s) Central Union Offices, The "Big Four" Office Building	
3. Location of Negatives MPAHP			
6. Specific Location 517-19 West Third Street		16. Thematic Category C	
7. City or Town If Rural, Township & Vicinity Cincinnati		17. Date(s) or Period 1891	
8. Site Plan with North Arrow 		18. Style or Design Romanesque	
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 16 714410 4330280		19. Architect or Engineer G.W.E. Field	
10. Zone Easting Northing Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>		20. Contractor or Builder David Hummel Constr. Co.	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Original Use, if apparent railroad offices	
12. Is It Eligible? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		22. Present Use offices and warehouse	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
14. District Potent'l? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Owner's Name & Address, if known Madison Investment Co. 1963	
15. Name of Established District		25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		26. Local Contact Person or Organization Miami Purchase Association	
		27. Other Surveys in Which Included Cincinnati City Planning Commission and Miami Purchase Association. Cincinnati Historic Inventory. August, 1978.	
		28. No. of Stories 6	
		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		30. Foundation Material coarse rock faced ashlar	
		31. Wall Construction brick	
		32. Roof Type & Material flat: built up	
		33. No. of Bays Front 8 Side 3	
		34. Wall Treatment common bond	
		35. Plan Shape rectangular	
		36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/>	
		37. Condition Interior _____ Exterior fair	
		38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
		39. Endangered? By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> neglect	
		40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		41. Distance from and Frontage on Road 8' 296'	

42. Further Description of Important Features
This rectangular office building is distinguished by the Romanesque arcading on the 4th and 6th floors. The remaining bays exhibit heavy ashlar stone lintels and lugsills, and a thick ashlar belt-course separates the 1st and 2nd floors. Smaller dentiled belt-courses divide the 4th and 5th floors while Corinthian pilasters mark the 6th floor. Small stone balconies are exhibited on the end of the 5th floor bays, and a decorative terra cotta (Over)



43. History and Significance
This building, designed by G.W. Field, was built in 1891 for the Central Union Depot and Railway Company. The initials CUD and ER co. are incised over the east door and AD 1891 mark the west door of the front facade. By 1893 the building was known as the "Big Four" offices, headquarters of the Cleveland, Chicago, Cincinnati, and St. Louis Railroad. The (Over)

44. Description of Environment and Outbuildings
Originally a switching yard for railroad station, now is surrounded by warehouse buildings and interstate highway ramps. Strong focal point.

45. Sources of Information
Personal observation
Inland Architect and News Record XIX May, 1892.
Kenny, J.D. Illustrated Guide to Cincinnati and the World's Columbian Exposition. Cincinnati: Rob't Clard & Co., 1893.
(Over)

46. Prepared by Steve Gordon/D. Owens	
47. Organization MPAHP	
48. Date 7/77	49. Revision Date(s)

42. (continued)

entrance surrounds the Romanesque doorway. #36. Portions of the original cornice (with dentils and consoles) have been removed or altered.

43. (continued)

Big Four was the first railroad to connect Cincinnati and Chicago. The building originally adjoined the Central Union Station, an edifice that occupied the corner of Third Street and Central Avenue from 1883-1960. Architecturally the building is an excellent example of Romanesque architecture and exhibits some functional Sullivanesque fenestration. It is the largest and one of a few remaining nineteenth century railroad buildings in Cincinnati.

45. (continued)

Engelhardt, George W. Cincinnati, The Queen City Cincinnati: George W. Engelhardt, 1901.

Hamilton County Courthouse: Book 147, Page 6, Parcel 77.



THE FINEST TRAINS IN AMERICA

RUN DAILY VIA THE

BIG FOUR ROUTE

Cleveland, Cincinnati, Chicago and St. Louis Railway



FROM CINCINNATI
TO
CHICAGO, ST. LOUIS & PEORIA



Equipped with Private Compartment Buffet Sleeping Cars, Standard Wagner Palace Sleeping Cars, Reclining Chair Cars, and Elegant Parlor Cafe Dining Cars, Heated by Steam and Vestibuled Throughout.

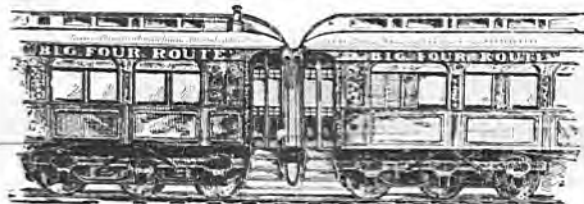
THE SOUTHWESTERN LIMITED

"AMERICA'S FINEST TRAIN."

RUNS SOLID EVERY DAY IN THE YEAR

From Cincinnati to New York & Boston

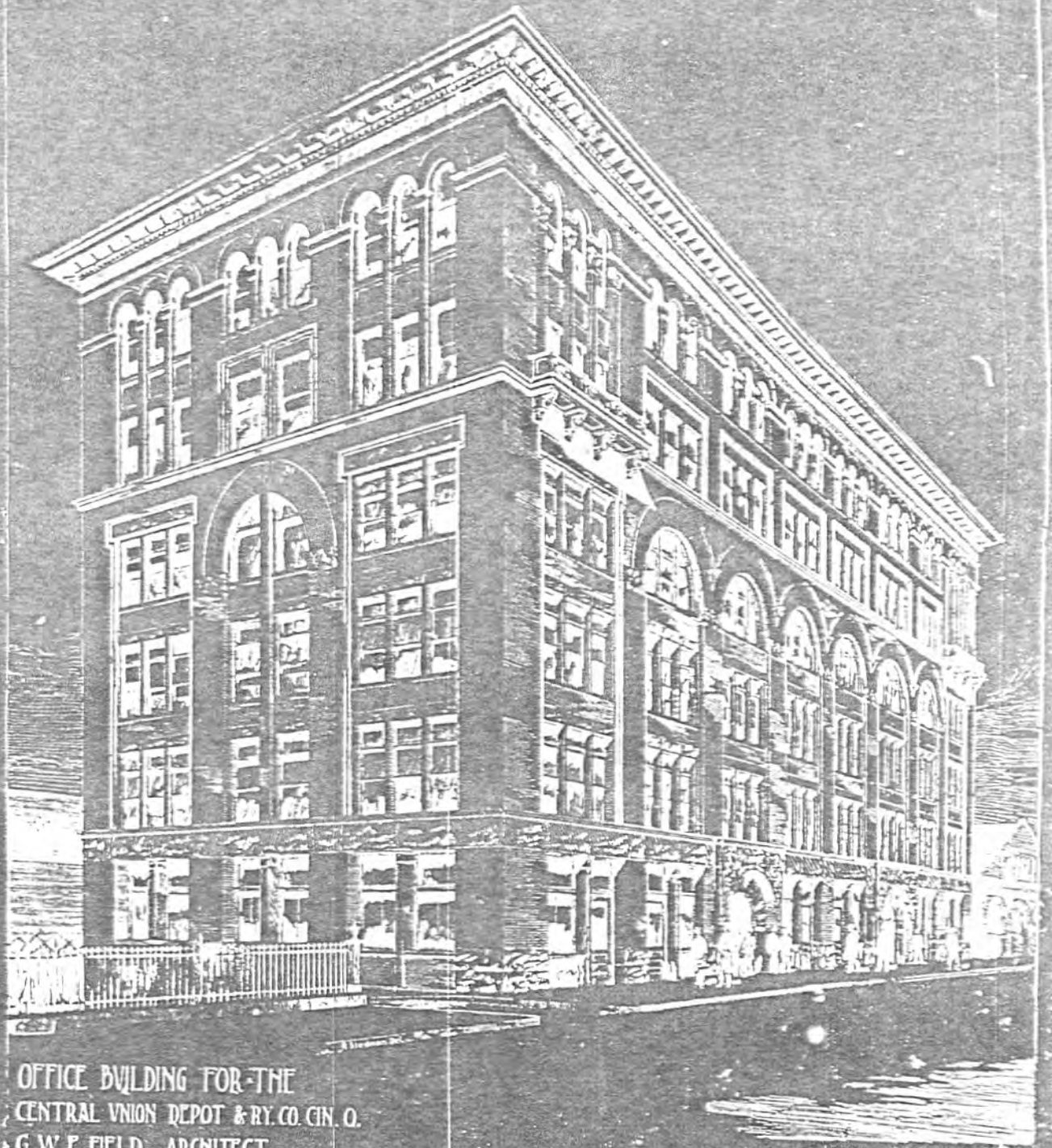
via the great four-track New York Central Railroad, landing passengers in the center of New York City, absolutely avoiding all ferry transfers. AN ELEGANT DINING CAR starts from Cincinnati on this train.



Ticket Offices, N. W. Cor. Fourth and Vine and Central Union Station.

* **Luxury! • Elegance! • Comfort!** *

OSCAR G. MURRAY, Traffic Manager, D. B. MARTIN, Gen'l Pass. Agent,
CINCINNATI, OHIO.



OFFICE BUILDING FOR THE
CENTRAL UNION DEPOT & RY. CO. CIN. O.
G. W. E. FIELD. ARCHITECT.



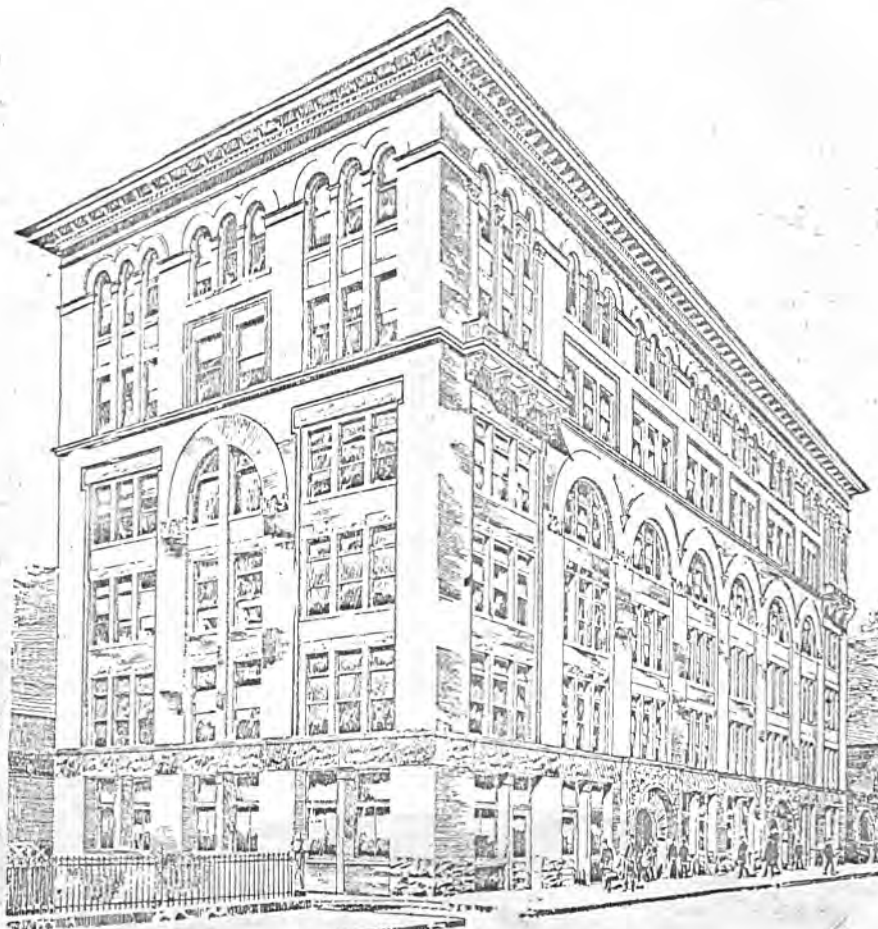
3

Flour Exchange Bldg. Minneapolis, Minn.
1892-1909

SOURCE: Whiffen, Marcus. American Architecture
Since 1780. M.I.T. 1969.



THE "BIG FOUR" OFFICE BUILDING.
Third Street.
Headquarters of the Cleveland, Chicago, Cincinnati & St. Louis Railroad.



GENERAL OFFICES "BIG FOUR" RAILROAD.

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO HISTORICAL SOCIETY

SINCE 1885

1. No. HAM-5508-43	2. County Hamilton	4. Present Name(s) West End Electric Generating Station <input type="checkbox"/> Coded		1. No. HAM-5508-43 2. County HAMILTON 4.5. Present or Historic Name WEST END ELECTRIC GENERATING STATION
3. Location of Negatives		5. Historic or Other Name(s) None		
Roll No.	Picture No.(s)			
6. Specific Address or Location Front and Rose Streets		16. Thematic Association(s) electric (4440) Electric Generating Station		6. Specific Address or Location FRONT AND ROSE STS., CINTI.
6a. Lot, Section or VMD Number		17. Date(s) or Period July, 1918	17b. Alteration Date(s) See below	
7. City or Village Cincinnati, Ohio		18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements		
8. Site Plan with North Arrow See plant location diagram		18a. Style of Addition or Element(s) Turbogenerators		
9. U.T.M. Reference Zone Easting Northing		19. Architect or Engineer		
10. Site <input checked="" type="checkbox"/> Building <input type="checkbox"/>		19a. Design Sources		
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder		
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Building Type or Plan		
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input type="checkbox"/>		22. Original Use, if apparent Electric generation		
14. District Potential? Yes <input type="checkbox"/> No <input type="checkbox"/>		23. Present Use Generators retired now a substation		
15. Name of Established District (N.R. or Local)		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary)		25. Owner's Name & Address, if known The Cincinnati Gas & Electric Company 139 East 34th Street Cincinnati, Ohio 45202-4003		4.5. Present or Historic Name WEST END ELECTRIC GENERATING STATION
43. History and Significance (Continue on reverse if necessary) This electric generating Station was, for many years, a major supplier of electricity for the company. The fact that it burned natural gas was a contributing factor to its retirement during the energy crisis.		26. Property Acreage		
44. Description of Environment and Outbuildings (See #52) Boilers supplying these generators burned natural gas. Cooling water was obtained from the Ohio River and was returned to the river.		27. Other Surveys in Which Included None		
45. Sources of Information The Cincinnati Gas & Electric Company records, PUCO records, and records of the Ohio Secretary of State.		28. No. of Stories		
		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
		30. Foundation Material Concrete		
		31. Wall Construction Brick		
		32. Roof Type & Material		
		33. No. of Bays Front Side		
		34. Exterior Wall Material(s) Brick		
		35. Plan Shape		
		36. Changes (Explain in #42) Addition <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/> New units added		
		37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input type="checkbox"/> Other		
		38. Building Dimensions		
		39. Endangered? By What? Yes <input type="checkbox"/> No <input type="checkbox"/>		
		40. Chimney Placement See picture		
		41. Distance from and Frontage on Road		
		46. Prepared by C.E. Glasco		
		47. Organization OHS Volunteer		
		48. Date Recorded in Field June 27, 1989		
		49. Revised by		
		50a. Date Revised		
		50b. Reviewed by SCG SEP 15 1992		

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

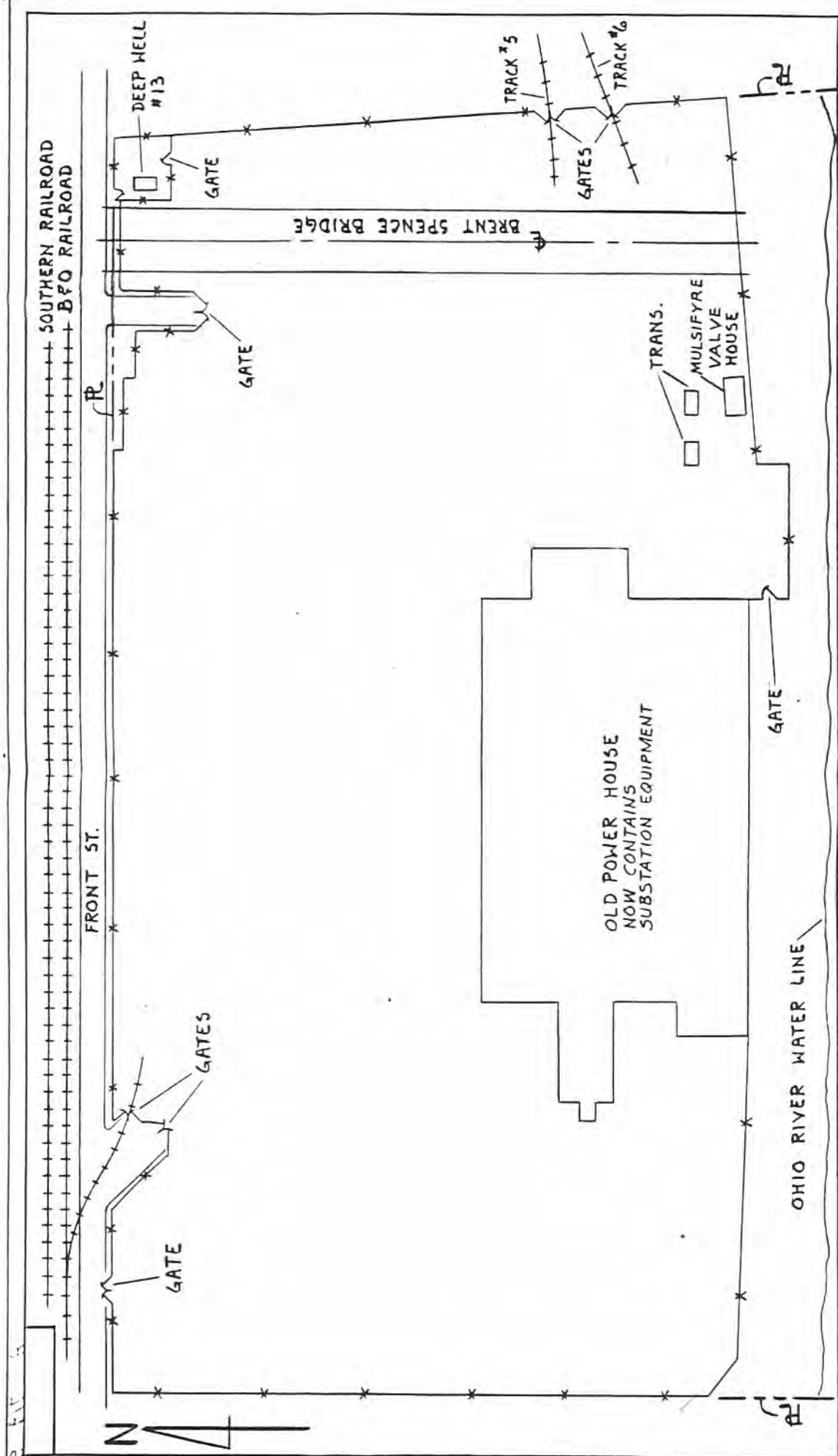
54. Farmstead Plan

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

42. (Cont'd)

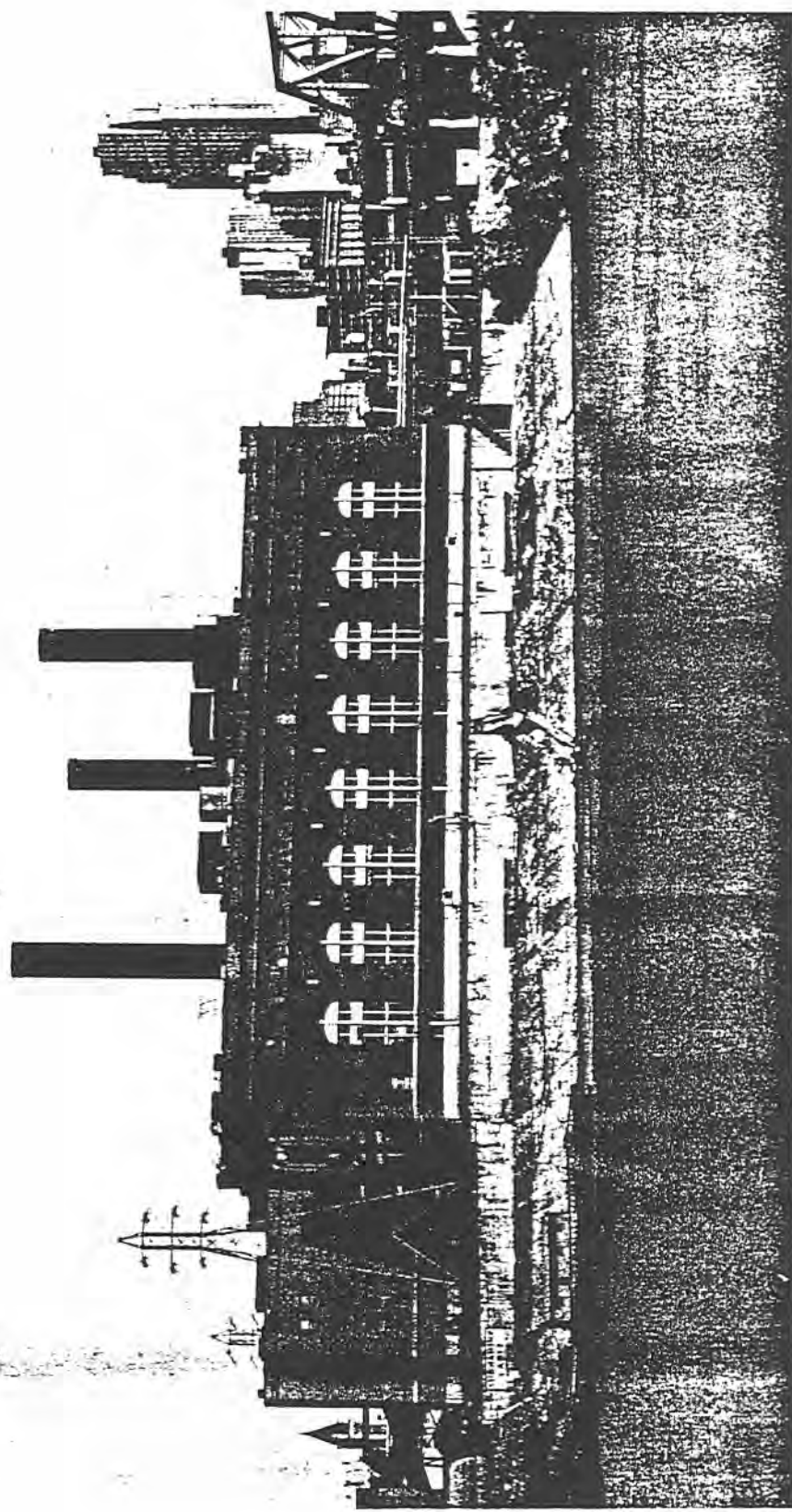
<u>Unit</u>	<u>In Service</u>	<u>KW</u>	<u>PF</u>	<u>Prime Mover</u>	<u>Retired</u>
6.	Sept. 1948	40,000		1,250 psi steam	Oct., 1976

43. (Cont'd)



SCALE N.T.S.		TITLE	
DRAWN	TRACED	FOR WEST END SUBSTATION	
CHKD.	ENGR.	THE CINCINNATI GAS & ELECTRIC COMPANY	
APP'D	APP'D	GENERAL ENGINEERING DEPARTMENT	
W. O. NO.		JOB NO.	
DATE		DATE	
DWG. NO. SH. 12		A-15719	

REVISIONS



WEST END ELECTRIC

GENERATING STATION

NOW RETIRED

Ohio Historic Preservation Office

1985 Velma Avenue
 Columbus, Ohio 43211
 614/297-2470



OHIO HISTORICAL SOCIETY
 SINCE 1885

OHIO HISTORIC INVENTORY

1. No. HAM-5530-4 ³	2. County Hamilton	4. Present Name(s) Old Spaghetti Factory <input type="checkbox"/> Coded		1. No. HAM-5530-4 ³ 2. County HAMILTON 4.5. Present or Historic Name ROBT. MITCHELL FURNITURE CO.
3. Location of Negatives Hist Preservation Assoc Roll No. Picture No.(s)		5. Historic or Other Name(s) Robert Mitchell Furniture Mfg. Co.		
6. Specific Address or Location 417 W. Pete Rose Way		16. Thematic Association(s) 17. Date(s) or Period c. 1870 17b. Alteration Date(s) Unknown		
6a. Lot, Section or VMD Number		18. Style or Design Functional <input type="checkbox"/> High Style <input type="checkbox"/> Elements		28. No. of Stories 6 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 30. Foundation Material Ashlar Stone 31. Wall Construction Common Bond 32. Roof Type & Material Flat/Rubber 33. No. of Bays Front 6 Side 0 34. Exterior Wall Material(s) Brick 35. Plan Shape Rectangular 36. Changes Addition <input type="checkbox"/> (Explain Altered <input checked="" type="checkbox"/> in #42) Moved <input type="checkbox"/> 37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other 38. Building Dimensions 100x50' 39. Endangered? Yes <input type="checkbox"/> By What? No <input checked="" type="checkbox"/> 40. Chimney Placement 41. Distance from and Frontage on Road 8'
7. City or Village If Rural, Township & Vicinity Cincinnati		19. Architect or Engineer		
8. Site Plan with North Arrow 		19a. Design Sources 20. Contractor or Builder 21. Building Type or Plan		
9. U.T.M. Reference Quadrangle Name Covington, Ky-Oh 16 714560 4330105		22. Original Use, if apparent Manufacturing 23. Present Use Restaurant		
10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		25. Owner's Name & Address, if known		
12. N.R. Potential? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		26. Property Acreage		
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		27. Other Surveys in Which Included None		
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) Functional detailed building. Main entry altered. Upper story windows blocked with plywood. Each window bay exhibits triple sash window openings. Decorative window lintels. Part of original cornice is missing. 1st floor interior used for restaurant, upper floors are vacant. Extensive rehab for restaurant.		
15. Name of Established District (N.R. or Local)		43. History and Significance (Continue on reverse if necessary) Originally part of the large Mitchell Furniture Mfg Co., one of several such companies in business during the late 19th century. Building is significant for its' association with this company and activity.		
44. Description of Environment and Outbuildings (See #52) Found in association with several mixed use and period buildings as well as several surface parking lots. No district potential.		46. Prepared by Fred Mitchell		
45. Sources of Information Personal Observation William's Cincinnati Directory		47. Organization Hist Pres Assoc		
49. Revised by 50a. Date Revised 10/91		48. Date Recorded in Field 10/91		
50b. Reviewed by SCG JUL 28 1993		49. Revised by		



1. No. HAM-5530-4³
 2. County HAMILTON
 4.5. Present or Historic Name ROBT. MITCHELL FURNITURE CO.
 6. Specific Address or Location 417 WEST PETE ROSE WAY

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date - _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
-------------------------	----------	---

Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

<input type="checkbox"/>	.	.	.	<input type="checkbox"/>
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.
.
.
<input type="checkbox"/>	.	.	.	<input type="checkbox"/>

42. (Cont'd)

43. (Cont'd)

OHIO HISTORIC INVENTORY

1. No. HAM-5531-4#		2. County Hamilton		4. Present Name(s) Simpson Building <input type="checkbox"/> Coded	
3. Location of Negatives Hist Preservation Assoc		5. Historic or Other Name(s)			
Roll No.		Picture No.(s)			
6. Specific Address or Location 521-523 W. Pete Rose Way		16. Thematic Association(s)		28. No. of Stories 1	
6a. Lot, Section or VMD Number		17. Date(s) or Period c. 1920		29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
7. City or Village Cincinnati		18. Style or Design Functional <input type="checkbox"/> High Style <input type="checkbox"/> Elements		30. Foundation Material Ashlar Stone	
8. Site Plan with North Arrow 		18a. Style of Addition or Element(s) Functional		31. Wall Construction Common Bond	
9. U.T.M. Reference Quadrangle Name Covington, Ky-Oh 16 714480 4330100		19. Architect or Engineer		32. Roof Type & Material Flat/Built Up	
10. Zone Easting Northing Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		19a. Design Sources		33. No. of Bays Front 2 Side 0	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> ** Potential? No <input checked="" type="checkbox"/>		20. Contractor or Builder		34. Exterior Wall Material(s) Brick	
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Building Type or Plan Garage		35. Plan Shape Rectangular	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Original Use, if apparent Storage		36. Changes Addition <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>	
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Present Use Storage		37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input type="checkbox"/> Other none	
15. Name of Established District (N.R. or Local)		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		38. Building Dimensions	
		25. Owner's Name & Address, if known Evan Simpson 1024 Avon Fields Cincinnati, Ohio		39. Endangered? Yes <input type="checkbox"/> By What? No <input checked="" type="checkbox"/>	
		26. Property Acreage		40. Chimney Placement	
		27. Other Surveys in Which Included None		41. Distance from and Frontage on Road 8'	
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) Small scale, functional commercial building. Main facade of original building exhibits soldier course horizontal banding. Parapets at side walls. Fenestration has simple entry and large "garage" type door. No significant architectural details. A brick addition constructed in 1955 exists on the east.				PHOTO 	
43. History and Significance (Continue on reverse if necessary) Originally, the building was used as a garage. During the years, it was used for a variety of commercial uses. The building and its addition exhibit no significant history or architectural details.					
44. Description of Environment and Outbuildings (See #52) Located within an area exhibiting a mix of land use and period buildings. The elevated I-71/75 is in very close proximity. No district potential.				46. Prepared by Fred Mitchell	
45. Sources of Information Personal Observation Sanborn Maps William's Cincinnati Directory				47. Organization Hist. Pres Assoc	
				48. Date Recorded in Field 10/91	
				49. Revised by	
				50a. Date Revised	
				50b. Reviewed by SCG JUL 28 1993	

DEMOLISHED

1. No. HAM-5531-4#
2. County Hamilton
4.5. Present or Historic Name Simpson Building
6. Specific Address or Location 521-523 W. Pete Rose

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date - _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
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Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

<input type="checkbox"/>	<input type="checkbox"/>
.
.
.
.
.
.
.
.
<input type="checkbox"/>	<input type="checkbox"/>

42. (Cont'd)

43. (Cont'd)



OHIO HISTORIC INVENTORY

1. No. HAM-5532-4 ³		2. County Hamilton		4. Present Name(s) Second Street Saloon <input type="checkbox"/> Coded			1. No. HAM-5532-4 ³	2. County Hamilton	4.5. Present or Historic Name Second Street Saloon
3. Location of Negatives Hist Preservation Assoc		5. Historic or Other Name(s)			2. County Hamilton	4.5. Present or Historic Name Second Street Saloon			
6. Specific Address or Location 525 Pete Rose Way		16. Thematic Association(s)					28. No. of Stories 1		2. County Hamilton
6a. Lot, Section or VMD Number		17. Date(s) or Period c. 1918		17b. Alteration Date(s) Unknown		29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		2. County Hamilton	
7. City or Village Cincinnati		18. Style or Design Functional			30. Foundation Material Ashlar Stone		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
8. Site Plan with North Arrow		18a. Style of Addition or Element(s)			31. Wall Construction Common Bond			2. County Hamilton	
		19. Architect or Engineer			32. Roof Type & Material Flat		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
		19a. Design Sources			33. No. of Bays Front 3 Side			2. County Hamilton	
9. U.T.M. Reference Quadrangle Name Covington, Ky-Oh		20. Contractor or Builder			34. Exterior Wall Material(s) Brick		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
10. Zone Easting Northing		21. Building Type or Plan			35. Plan Shape Rectangular			2. County Hamilton	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Original Use, if apparent Unknown			36. Changes Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Present Use Bar			37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other			2. County Hamilton	
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>			38. Building Dimensions 32x80'		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		25. Owner's Name & Address, if known Second Street Limited 525 Pete Rose Way Cincinnati, Ohio			39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			2. County Hamilton	
15. Name of Established District (N.R. or Local)		26. Property Acreage			40. Chimney Placement		2. County Hamilton		4.5. Present or Historic Name Second Street Saloon
		27. Other Surveys in Which Included None			41. Distance from and Frontage on Road 8'			2. County Hamilton	
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) Small scale, one story functionally detailed building. Main facade appears to have been altered at unknown date. Recessed entry with vertically divided window bay at either side. Awning obscures main facade. Symmetrical main facade. Side facade is plain in detail. No significant architectural details.							6. Specific Address or Location 525 W. Pete Rose Way		
43. History and Significance (Continue on reverse if necessary) Since the early 1920's, this building has been used primarily as a restaurant or bar. No significant history or architectural detail.									
44. Description of Environment and Outbuildings (See #52) Found in association with several mixed scale and period buildings. Somewhat isolated from activity. Located next to elevated I-71/75. No district potential.							6. Specific Address or Location 525 W. Pete Rose Way		
45. Sources of Information Personal Observation William's Cincinnati Directory Sanborn Maps									
46. Prepared by Fred Mitchell							6. Specific Address or Location 525 W. Pete Rose Way		
47. Organization Hist Pres Assoc									
48. Date Recorded in Field 10/91							6. Specific Address or Location 525 W. Pete Rose Way		
49. Revised by									
50a. Date Revised							6. Specific Address or Location 525 W. Pete Rose Way		
50b. Reviewed by SCG JUL 28 1993									

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date - _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
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Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

42. (Cont'd)

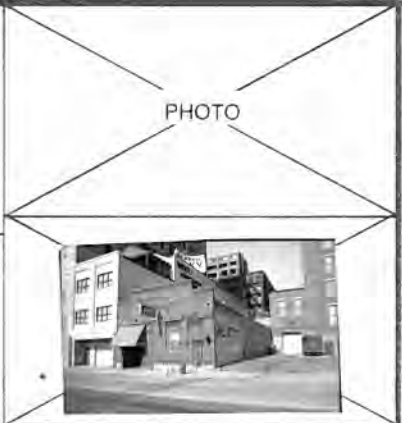
43. (Cont'd)

Ohio Historic Preservation Office
 1985 Velma Avenue
 Columbus, Ohio 43211
 614/297-2470



OHIO HISTORIC INVENTORY

1. No. HAM-5540-44	2. County Hamilton	4. Present Name(s) Ms. Kitt's	<input type="checkbox"/> Coded	1. No. HAM-5540-44 2. County Hamilton 4.5. Present or Historic Name Ms. Kitt's
3. Location of Negatives Hist Preservation Assoc		5. Historic or Other Name(s)		
Roll No.	Picture No.(s)			
6. Specific Address or Location 218 W. 3rd Street		16. Thematic Association(s)		28. No. of Stories 1 29. Basement? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 30. Foundation Material Concrete 31. Wall Construction Brick/common bond 32. Roof Type & Material Flat/Builtup 33. No. of Bays Front 3 Side 3 34. Exterior Wall Material(s) Brick 35. Plan Shape Rectangular 36. Changes Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/> (Explain in #42) 37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other 38. Building Dimensions 18x85' 39. Endangered? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> By What? 40. Chimney Placement 41. Distance from and Frontage on Road 8'
6a. Lot, Section or VMD Number		17. Date(s) or Period c. 1918	17b. Alteration Date(s)	
7. City or Village If Rural, Township & Vicinity Cincinnati		18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements Commercial		
8. Site Plan with North Arrow 		18a. Style of Addition or Element(s)		
9. U.T.M. Reference Quadrangle Name Covington, Ky-Oh 16 714810 4330400		19. Architect or Engineer		
Zone Easting Northing 10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/>		19a. Design Sources		
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder		
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Building Type or Plan		
13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		22. Original Use, if apparent Warehouse		
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		23. Present Use Bar		
15. Name of Established District (N.R. or Local)		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) This is a low scale Commercially inspired building. Simple in design the main facade exhibits an asymmetrical facade highlighted by a soldier course interior cornice, rectangular panel, and stepped parapet with corbelled brick courses. Original fenestration has been blocked up and a drive in dock door has been enlarged.		25. Owner's Name & Address, if known Renaissance Group 1202 Carew Tower Cincinnati, Ohio 45202		
43. History and Significance (Continue on reverse if necessary) This building was used for a number of years as a warehouse for a number of different companies. During the last decade, it has housed a bar catering to the patrons attending sports events. This building does not express any significant history or architectural details.		26. Property Acreage		
44. Description of Environment and Outbuildings (See #52) Located within a part of the downtown that is experiencing extensive renewal activities. Companion building has been extensively altered. No district potential.		27. Other Surveys in Which Included None		
45. Sources of Information Personal Observation William's Cincinnati Directories		46. Prepared by Fred Mitchell		
		47. Organization Hist. Pres. Assoc		
		48. Date Recorded in Field 10/91		
		49. Revised by 50a. Date Revised		
		50b. Reviewed by SCG JUL 28 1993		



6. Specific Address or Location
218 W. 3rd Street

51. Condition of Property

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date - _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s)

- | | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
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Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

42. (Cont'd)

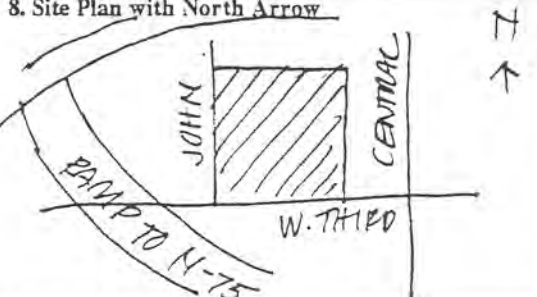
43. (Cont'd)



OHIO HISTORIC INVENTORY

1985 Veirma Avenue
Columbus, Ohio 43211
614.097.2470

1. No. HAM-5571-44		2. County Hamilton		4. Present Name(s) Hennegan Company		<input type="checkbox"/> Coded		1. No. HAM-5571-44	2. County HAMILTON	4.5. Present or Historic Name HENNEGAN CO.
3. Location of Negatives Gray & Pape, Inc.			5. Historic or Other Name(s) 3rd Station Post Office/Greeting Card Warehouse							
6. Specific Address or Location 444 W. Third Street		16. Thematic Association(s) Industrial		28. No. of Stories 3.0		29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		3. No. HENNEGAN CO.	4. No. HENNEGAN CO.	5. No. HENNEGAN CO.
6a. Lot, Section or VMD		17. Date(s) or Period 1923		17b. Alteration c. 1970		30. Foundation Material Concrete				
7. City or Village If Rural, Township & Vicinity Cincinnati		18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements		31. Wall Construction Reinforced concrete		32. Roof Type & Material Flat/unknown		6. No. HENNEGAN CO.	7. No. HENNEGAN CO.	8. No. HENNEGAN CO.
8. Site Plan with North Arrow		18a. Style of Addition or Elements(s)		33. No. of Bays Front 8 Side 13		34. Exterior Wall Wire-cut brick and concrete				
9. U.T.M. Reference Quadrangle Name Covington 16 4330400 714460 Zone Easting Northing		19. Architect or Engineer		35. Plan Shape Rectangular		36. Changes Addition <input type="checkbox"/> (Explain Altered <input checked="" type="checkbox"/> in #42) Moved <input type="checkbox"/>		9. No. HENNEGAN CO.	10. No. HENNEGAN CO.	11. No. HENNEGAN CO.
10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>		19a. Design Sources		37. Window Types <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other		38. Building				
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder		39. Endangered Yes <input type="checkbox"/> By What? No <input checked="" type="checkbox"/>		40. Chimney Placement None		12. No. HENNEGAN CO.	13. No. HENNEGAN CO.	14. No. HENNEGAN CO.
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		21. Building Type or Plan		41. Distance from and Frontage on Road 10' from Third St; fronts sidewalk		42. Further Description of Important and Exterior Features (Continue on reverse if necessary) Building features segmental arched openings on first floor front, although the west four bays have been altered through the addition of rolling garage doors in the openings. The east four bays have recessed infills of brick with small single windows. A single door entrance is located in the center bay. The spandrels above the first story openings on the west and south sides display wire-cut brick laid in a herringbone pattern, while the second story spandrels are faced with smoothly-finished cement. The building is crowned by parapet walls with (cont'd)				
13. Part of Estab. Yes <input type="checkbox"/> Hist. Dist? No <input checked="" type="checkbox"/>		22. Original Use, if apparent Post office/later a greeting card warehouse		43. History and Significance (Continue on reverse if necessary) Built as the 3rd Station Post office in 1923, this building replaced an earlier concentration of religious structures occupied by the Sisters of Mercy. The building was later used as a greeting card warehouse and is now occupied by a printing company.		44. Description of Environment and Outbuildings (see #52) The building is located at the west end of the central business district, in a predominantly industrial area. A northbound overhead ramp to I-75 is located to the south of the building, while an overhead ramp to south I-75 runs behind (north) of the building.		15. No. HENNEGAN CO.	16. No. HENNEGAN CO.	17. No. HENNEGAN CO.
14. District Yes <input type="checkbox"/> Potential? No <input checked="" type="checkbox"/>		23. Present Use Printing company operation		45. Sources of Information Phase I Cultural Resources Survey, Fort Washington 1855 Martin's atlas of Cincinnati; 1883-1884 Way Reconfiguration Project, Gray & Pape 1997 Robinson's atlas, 1891 Sanborn; 1904 (1933) Sanborn; 1934 (1956) Sanborn		46. Prepared by Rita Walsh				
15. Name of Established District (N.R. or Local)		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>		47. Organization Gray & Pape, Inc.		48. Date Recorded in Field July, 1997		18. No. HENNEGAN CO.	19. No. HENNEGAN CO.	20. No. HENNEGAN CO.
16. Name of Established District (N.R. or Local)		25. Owner's Name & Address, if known		49. Revised by 50a. Date		50b. Reviewed by				
17. Name of Established District (N.R. or Local)		26. Property Acreage		49. Revised by		50a. Date		21. No. HENNEGAN CO.	22. No. HENNEGAN CO.	23. No. HENNEGAN CO.
18. Name of Established District (N.R. or Local)		27. Other Surveys in Which Included		50b. Reviewed by						



1. No.
HAM-5571-44

2. County
HAMILTON

4.5. Present or Historic Name
HENNEGAN CO.

6. Specific Address or Location
444 W. THIRD ST.

51. Condition of Property

- Excellent
- Good/Fair
- Deteriorated
- Ruin
- Destroyed/Burned

Date

52. Historic Outbuildings and Dependencies

Barn Type(s)

- Corn Crib or Shed
- Summer Kitchen
- Silo
- Smoke House
- Spring House
- Ice House
- Designed landscape features
- Privy
- Garage

53. Affiliated OAI Site Number(s) and multiple

Archaeological Features: Observed Expected on Basis of Archival Research

Well	<input type="checkbox"/>	<input type="checkbox"/>
Privy	<input type="checkbox"/>	<input type="checkbox"/>
Cistern	<input type="checkbox"/>	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	<input type="checkbox"/>
Structural Rubble	<input type="checkbox"/>	<input type="checkbox"/>
Formal Trash Dump	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

54. Farmstead Plan



FACING NE



FACING SE



FACING SE

42. (Cont'd)

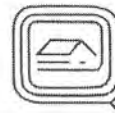
decorative diamond and lozenge panels in the frieze. The large window openings are separated by narrow brick piers that rise from the ground to the top of the parapet walls. The window openings contain replacement industrial sash with tinted glass. A concrete loading dock is located on the rear (north).

43. (Cont'd)

44. (Cont'd)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211
614/298-2000



OHIO
HISTORICAL
SOCIETY

SAIC E 1865

1. No. HAM-5571-44	2. County Hamilton	4. Present Name (s) Hennegan Company <input type="checkbox"/> Coded	HAM-5571-44
3. Location of Negatives Gray & Pape, Inc.		5. Historic or Other Name(s) 3rd Station Post Office/Greeting Card Warehouse	
Roll No. EE25 Frame 17, 18, 19			

This property was surveyed in 2001 as part of Gray & Pape, Inc. Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County, Ohio. No significant alterations or additions were noted during this survey. For more information, see Historic Context for Downtown Cincinnati in Chapter IV of report. This property was determined not eligible in 1998.



VIEW TO NORTHWEST



VIEW TO NORTH

HAMILTON

HENNEGAN BUILDING

444 W. THIRD STREET



VIEW TO NORTHEAST

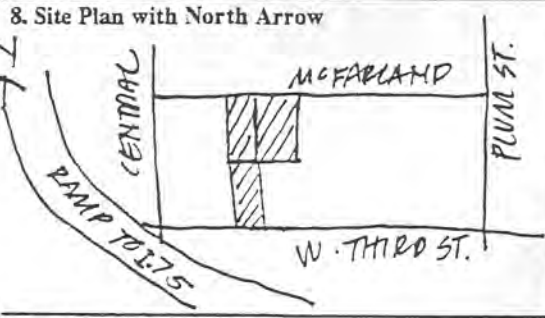


OHIO HISTORIC INVENTORY

1985 Velma Avenue
Columbus, Ohio 43211
614707-3470

1. No. HAM-5572-44	2. County Hamilton	4. Present Name(s) Business Information Storage (BIS) <input type="checkbox"/> Coded	1. No. HAM-5572-44
3. Location of Negatives Gray & Pape, Inc.		5. Historic or Other Name(s) A. Steinkamp & Co.	
Roll No.	Frame		

6. Specific Address or Location 318 West Third Street/315-317 McFarland Street	16. Thematic Association(s) Industrial	28. No. of Stories 5.0	2. County HAMILTON
6a. Lot, Section or VMD	17. Date(s) or Period early 20th century	17b. Alteration post 1930	
7. City or Village Cincinnati	18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements	29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	4.5. Present or Historic Name BIS BUILDING
8. Site Plan with North Arrow	18a. Style of Addition or Elements(s)	30. Foundation Material Unknown	
9. U.T.M. Reference Quadrangle Name Covington 16 4330460 714620 Zone Easting Northing	19. Architect or Engineer Addition - Saul Nathan	31. Wall Construction Brick	6. Specific Address or Location 318 W. THIRD ST.
10. Site Building <input checked="" type="checkbox"/> Structure Object <input type="checkbox"/>	19a. Design Sources	32. Roof Type & Material Shed/Unknown	
11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	20. Contractor or Builder Addition - Saul Nathan	33. No. of Bays Front 3 Side	318 W. THIRD ST.
12. N.R. Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	21. Building Type or Plan	34. Exterior Wall Brick/Metal	
13. Part of Estab. Hist. Dist? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	22. Original Use, if apparent Commercial	35. Plan Shape Irregular	318 W. THIRD ST.
14. District Potential? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	23. Present Use Commercial	36. Changes Addition <input checked="" type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/> (Explain in #42)	
15. Name of Established District (N.R. or Local)	24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	37. Window Types <input type="checkbox"/> 6 over 6 <input checked="" type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other	318 W. THIRD ST.
	25. Owner's Name & Address, if known	38. Building Demolition	
	26. Property Acreage	39. Endangered By What? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	318 W. THIRD ST.
	27. Other Surveys in Which Included	40. Chimney Placement	
		41. Distance from and Frontage on Road 10' distance West Third Street	



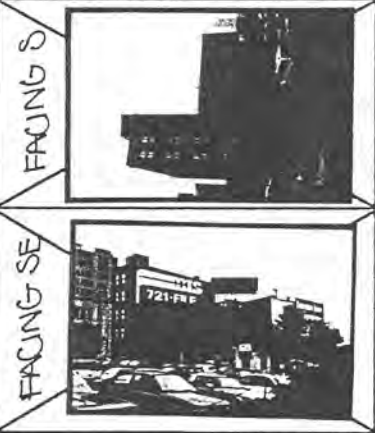
42. Further Description of Important and Exterior Features (Continue on reverse if necessary)
315 McFarland is an early twentieth century 5 story 3 bay brick building. The first story storefront has been altered, but the building has retained its original 2 over 2 double hung wood sash windows. Post 1930, a brick 2 story 4 bay addition was built onto the west elevation of 315 McFarland. It has multi-pane metal industrial sash and an inset receiving dock on the north facade. This addition extends south to the rear (north) elevation of 318 West Third Street. 318 Third is another 5 story brick early twentieth century building. The main (cont'd)

43. History and Significance (Continue on reverse if necessary)
Historic map research shows that the current BIS building is actually two early twentieth century buildings connected by a third post 1930 addition. The 1904 (updated to 1930) Sanborn Map identifies 315 McFarland Street as a 5 story brick building with a first floor stable. It operated as a furniture warehouse, and several extant ghost signs on the building document this historic use. The first is painted on (cont'd)

44. Description of Environment and Outbuildings (see #52)
The BIS building is situated outside the Central Business District. Late nineteenth and early twentieth century structures as well as several surface parking lots are located nearby. A late nineteenth century lamppost, an of the shepherd's crozier type seen on W. Fourth St., is located in front of the (cont'd)

45. Sources of Information
1891 Sanborn Map
1904 Sanborn Map (updated to 1930)
1934 Sanborn Map (updated to 1959)
Phase I Cultural Resources Survey, Fort Washington Way Reconfiguration Project, Gray & Pape 1997

46. Prepared by Adrienne Cowden	4. Specific Address or Location 318 W. THIRD ST.
47. Organization Gray & Pape, Inc.	
48. Date Recorded in Field July, 1997	
49. Revised by	50a. Date
50b. Reviewed by	



51. Condition of Property

- Excellent Ruin
 Good/Fair Destroyed/Burned
 Deteriorated

Date

52. Historic Outbuildings and Dependencies

Barn Type(s)

- Corn Crib or Shed Smoke House Privy
 Summer Kitchen Spring House Garage
 Silo Ice House
 Designed landscape features

53. Affiliated OAI Site Number(s) and multiple

Archaeological Features: Observed Expected on Basis of Archival Research

Well	<input type="checkbox"/>	<input type="checkbox"/>
Privy	<input type="checkbox"/>	<input type="checkbox"/>
Cistern	<input type="checkbox"/>	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	<input type="checkbox"/>
Structural Rubble	<input type="checkbox"/>	<input type="checkbox"/>
Formal Trash Dump	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

54. Farmstead Plan



FACING E



FACING NW



FACING SW



DETAIL - STONE WALL / FACING N



LAMPOST - FACING SW

42. (Cont'd)

(south) facade has been covered with a new brick facade. Window glazing is mainly glass block.

43. (Cont'd)

the east elevation. It states, "A. Steinkamp & Co., Dealers in Furniture, Carpet, Stoves and Household Goods, Salesroom 221 ---- W. 5th St." A second much smaller sign is painted down the northern edge of the same elevation, and it advertises "--renner Furniture Corp." Remnants of a third sign identifying the building as "A. Steinkamp & Co." are located on the north elevation. The 1904 (updated to 1930) Sanborn Map identifies 318 West Third Street as a 5 story brick store. The 1934 (updated to 1959) Sanborn Map shows these two buildings connected by a third brick building at 317 McFarland Street. A small 5" x 2" plaque embedded in the pavement N of this building states "Designed & Built by Saul Nathan, Cinti., O." No date is noted on this plaque.

44. (Cont'd)

McFarland St. section of the building. The elevated Ft. Washington Way travels in an east/west direction south of BIS, while a ramp to North I-75 travels close by to the west.

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
 567 E. Hudson St.
 Columbus, Ohio 43211
 614/298-2000



OHIO HISTORICAL SOCIETY

SINCE 1855

1. No. HAM-5572-44	2. County Hamilton	4. Present Name (s) Business Information Storage <input type="checkbox"/> Coded	HAM-5572-44
3. Location of Negatives Gray & Pape, Inc.		5. Historic or Other Name(s) A. Steinkamp & Co.	
Roll No. EE25	Frame 10-16		

This property was surveyed in 2001 as part of Gray & Pape, Inc. Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County, Ohio. No significant alterations or additions were noted during this survey. For more information, see Historic Context for Downtown Cincinnati in Chapter IV of report.

HAMILTON

BUSINESS INFORMATION STORAGE

318 W. THIRD STREET



VIEW TO SOUTHWEST,
 REAR OF BUILDING



VIEW TO EAST



VIEW TO SOUTHEAST,
REAR OF BUILDING



VIEW TO NORTHWEST